



Report

GVA
10 Stratton Street
London
W1J 8JR

Thurrock Council **Employment Land Review Update**

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Prepared By Paul McColgan.....Status.Consultant Date May 2012.....

Reviewed By Mike TaylorStatus.Director Date May 2012.....

For and on behalf of GVA Grimley Ltd

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1. Introduction

- 1.1 Thurrock is located in the Thames Gateway South Essex sub-region within the East of England region. The Borough has a distinctive employment offer focussed on distribution (aided by its proximity to the M25 and multiple docking points along the River Thames), utilities, manufacturing and the service industry.
- 1.2 Recognising the challenges faced in achieving sustainable growth and regenerating large Brownfield sites, there is a clear need for a strong policy response from the Council.
- 1.3 Thurrock has recently adopted its Core Strategy and is currently producing a number of key Local Development Framework documents. With this in mind, Thurrock Council instructed GVA in August 2011, to consolidate, update and review the Borough's previous employment land studies. The consolidated Employment Land Review document (2012) will be a major contributor to the evidence base for the Local Development Framework, and in particular the Site Specific Allocations and Policies DPD (Site Allocations DPD), that will guide how growth will occur in the Borough to 2026.
- 1.4 This document will focus on consolidating and updating two key reports, those being the Thurrock Borough Council Employment Land Review Update (February 2010) produced by the Council and the Thurrock Council Employment Sites Review (February 2010) produced by Tribal.
- 1.5 The Thurrock Borough Council Employment Land Review Update (February 2010) focussed on existing employment sites and provided an overview of economic baseline conditions and the commercial property market in Thurrock. The review audited all existing employment sites and assessed the supply and demand for employment land. The 2010 report did not however provide commentary on the market interest of sites.
- 1.6 The Thurrock Council Employment Sites Review (February 2010) focussed on potential employment sites in the Borough. The Review provided quantitative but not qualitative analysis of the sites. The purpose of the Employment Land Review Update report 2012 is to consolidate the previous reports and ensure a consistent approach to

quantitative and qualitative assessments of existing and potential employment sites. In addition, a call for sites was undertaken to ensure that all potential employment sites in Thurrock could be included in the analysis.

Report Structure

1.7 Following this section, the remainder of this document is structured as follows:

- Chapter 2 provides an updated policy review including a critique of previous employment studies in Thurrock;
- Chapter 3 gives an overview of the site assessment methodology including the call for sites;
- Chapter 4 focuses on those sites deemed as suitable for employment uses and quantifies the current employment land supply in the Borough;
- Chapter 5 sets out the conclusions and recommendations of the report.

2. Policy Review

2.1 There are a number of policy documents at a national, regional and local level affecting employment land within Thurrock. The majority of these documents were reviewed in great depth within the previous Thurrock Employment Land Review (February 2010). This section of the report seeks to update the policy context affecting Thurrock since it was last considered.

The Localism Act (November 2011)

2.2 Prior to the passing of Localism Act, Thurrock employment targets were set by the top-down centrally driven targets of the Regional Spatial Strategy (RSS – The East of England Plan). However, the Localism Act will lead in due course to the abolition of the RSS and the quality and suitability of sites for employment and non-employment will be required to respond to locally driven job targets.

Draft National Planning Policy Framework (July 2011)

2.3 At the time of writing PPS4: Planning for Sustainable Economic Growth remains the key national policy document relating to employment land. However, the government have published the Draft National Planning Policy Framework which when fully passed through parliament will replace all planning policy statements. The following section reviews the draft NPPF. The government published the Draft National Planning Policy in July 2011 and it then underwent public consultation ending in October 2011. The NPPF was proposed to streamline existing national planning policy into a consolidated set of priorities to consider when planning for and deciding on new development.

2.4 The principle of sustainable development permeates the draft NPPF. The main requirements of the framework are set out below:

- Protecting and enhancing the environment;
- Promoting sustainable growth and prosperity; and
- Planning for strong, vibrant and healthy communities

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- 2.5 The draft NPPF requires councils to be positive and proactive in encouraging sustainable economic growth and addressing barriers to investment. They should set a clear economic vision and strategy based on an understanding of business needs. Local councils should aim to meet the needs of businesses and make the economy fit for the future.
- 2.6 Following the end of the public consultation, there were a number of criticisms of the draft NPPF from a number of organisations and subsequently the Communities and Local Government Select Committee published recommendations for the amendment of the draft National Planning Policy Framework in December 2011. There have been no further announcements on the progress of the document.

Thurrock Employment Land Review (February 2010)

- 2.7 This section reviews the previous Employment Land Review including key policies and employment forecasts.
- 2.8 The Thurrock Employment Land Review (2010) updated the evidence in three previous economic studies and built upon it with new research. It also drew upon advice and guidance contained within the East of England Employment Land Review Guidance Manual (2008).
- 2.9 The Thurrock Employment Land Review (2010) provided a review of the 'Existing Employment Sites' identified by the Thurrock Local Development Framework to determine the extent to which these sites contribute to Thurrock's existing and future economies.
- 2.10 The Thurrock Employment Land Review (2010) assessed and evaluated the level and quality of existing employment land in order to identify a supply of employment sites that had a realistic prospect of contributing towards the economic aspirations for the Borough and delivering the employment capacity required under the East of England Plan.
- 2.11 The assessment of Thurrock's economy was based on available economic information and three existing evidence-based documents: Thurrock Council Employment Study 2005, prepared by Bone Wells Associates; Thurrock Employment Land Review 2007,

prepared by URS; and Accommodating Growth: Thurrock B Class Land Review 2008, prepared by Atkins on behalf of the TTGDC.

Baseline Forecasts

- 2.12 The baseline forecast indicated that Thurrock would undergo significant structural change between 2009 and 2021, particularly in respect of the demands for Class B employment land. All aspects of the manufacturing sector were forecast to decline by between 21% and 37% during this period. There was also predicted to be a significant decline in the extraction industries to 2021, with this industry not expected to have a presence in Thurrock beyond 2021.
- 2.13 Despite the significance of the distribution industry in Thurrock, this sector was only expected to grow by 2.7% between 2009 and 2021. However, this did not take into account development at London Gateway Port. By contrast, the construction sector was expected to grow by 28.5% and the electricity, gas & water sector was expected to grow by 41.8%.
- 2.14 In terms of total Thurrock employed residents, the main growth areas in Thurrock between 2009 and 2021 were forecast to be in the Transport and Communications and Health sectors. Both of which were expected to grow by approximately 1,800 jobs during this time.
- 2.15 Employment in the retail sector was also expected to grow by approximately 1,000 people between 2009 and 2021. Other significant growth areas included: construction; business services; and public administration.
- 2.16 According to the 2010 Employment Land Review, the manufacturing sector was expected to experience the largest decline between 2009 and 2021. There were also projected declines forecast in other personal services, agriculture and extraction industries, as previously noted.
- 2.17 Under the severe recession scenario, the projected employment growth between 2009 and 2021 was less than the baseline scenario. However, there was still significant growth (+1,700) forecast in the health and transport and communications sectors. There was also notable growth forecast in the retail, construction and business services sectors. The extraction industries, agriculture, hotels and restaurants and manufacturing were all expected to decline during this period.
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- 2.18 In 2007 URS collected the latest available current and historical employment data from the Office of National Statistics (ONS) for the local area, broken down by industry sector covering primary industry sectors, manufacturing and the service sector.
- 2.19 Deriving employment land requirements from forecast job growth required a number of assumptions to be made about each sector; including the location, type of premises, plot ratios and floorspace requirements for individual sectors to be identified. The first consideration in the subsequent 2010 Employment Land Review Update was the location preferences of each sector and the breakdown of future employment growth by location (as this influences the type of premises), plot ratios and floorspace per worker, which translates jobs to land.
- 2.20 Natural employment growth between 2001 and 2021 was expected to yield 9,000 additional jobs in the Borough. This figure falls fell short of the East of England Plan requirement to make provision for 26,000 jobs between 2001 and 2021.

London Gateway Port

- 2.21 The natural growth figure does not take into account planned major works at London Gateway Port and the emerging East of England Plan policy requirement to significantly increase retail floorspace at Lakeside and other inward investment programmes.
- 2.22 Planning permission was granted for London Gateway to become a major new deepwater port. In addition to the new port, the development will include a large logistics parks. Outline planning permission has been granted for circa 883,000 m² of employment floorspace.
- 2.23 A number of existing employment sites were considered unsuitable for continued employment use and were instead considered as appropriate housing sites in the Thurrock Strategic Housing Land Availability Assessment (SHLAA). The re-designation of such sites would result in a loss of both existing and potential employment capacity and vacant land that could support nearly 11,000 jobs.
- 2.24 In total 170 hectares of employment land was previously proposed for re-designation to residential uses. At the Core Strategy Examination in 2011, the Council demonstrated that under that scenario their remained sufficient employment capacity to meet the East of England Plan employment targets.

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- 2.25 A number of the existing industrial and commercial employment areas in Thurrock have vacant land that is no longer in use. This land provides an opportunity on which to develop new employment opportunities and maximise the use of land. Vacant land on existing employment sites that will remain during the lifetime of the plan could deliver between 1940 and 3070 additional jobs. In addition, a number of existing industrial and commercial employment areas have vacant floorspace that is currently being marketed for new occupiers. While this floorspace is existing, and therefore accounted for, their occupation could provide circa 2350 – 3185 new jobs.
- 2.26 The Employment Land Review (2010) showed that Thurrock had sufficient land designated in the LDF to meet the employment land demand forecasts set out in the RSS projections. There are a number of policy interventions and flagship projects that are not considered in the employment projections, notably the proposed London Gateway port facility and the expansion of retail at Lakeside, as noted above. The land supply at Thurrock was also considered sufficient to meet the expected demand arising from these interventions. It was appropriate, therefore, for existing employment to have been re-designated for other uses (notably housing) in the Local Development Framework.
- 2.27 The evidence gathered within the Employment Land Review Update (2010) identified the growing importance of small and medium sized enterprises (SMEs) within the economy. The Employment Land Review 2010 recommended that this should be noted in policy, and the now adopted Core Strategy has responded accordingly.
- 2.28 The Employment Land Review 2010 also recommended that development proposals for employment floorspace should seek to provide a range of employment unit sizes to meet the growing need from SMEs.

Manufacturing Decline

- 2.29 It is clear from the research contained in the Employment Land Review (2010) that decline was expected in manufacturing and the extraction industries. The update recommended that a criteria based policy should be developed which manages the release of this land as it becomes available.
- 2.30 It also recognised that where the release of employment land was proposed, it should be demonstrated that the land in question is genuinely redundant and that there is no

reasonable prospect of an alternative employment generating use taking up the land.

- 2.31 The Employment Land Review Update (2010) recommended that such a policy should be flexible enough to allow the appropriate change from one employment generating use to another, allowing for the diversification of Thurrock's economy, while protecting the core business activities in the Borough.
- 2.32 The Retail sector was identified as a growth employment sector in Thurrock that provided high value accommodation. It was therefore important to protect and enhance the retail offer so that Thurrock can build upon its economic strengths. The ELR Update noted that the East of England Lakeside Single Issue Review identified the need for increased retail floorspace at Lakeside to create a regional town centre.

Employment Site Review (February 2010)

- 2.33 The Employment Sites Review (2010) was carried out by Tribal for Thurrock Council as a review of the employment potential of proposed new employment sites in the Borough. It too recognised that the East of England Regional Spatial Strategy (RSS) had set an indicative target for the net growth of 26,000 jobs in the borough from 2001-2021.
- 2.34 The purpose of the Employment Sites Review was to calculate the potential employment capacity at proposed employment sites identified in the 2008 Site Specific Allocations DPD, then at Preferred Options stage.
- 2.35 A total of 57 proposed new employment sites were assessed, however the Employment Site Review did not consider existing employment allocations, other non B class uses (such as community facilities) retail masterplans or other development plans.
- 2.36 The study calculated employment capacity for each of the proposed new employment sites as well as how that capacity could contribute to accommodating future demand for employment space in Thurrock.

Critical Appraisal of Thurrock Employment Land Studies

- 2.37 GVA was instructed to undertake a critical review of the previous Employment Land Review (2010) and Employment Site Review (2010) and provide an assessment of the sites contained within these documents.
- 2.38 GVA identified that the site assessments were consistent with the East of England Employment Land Review Guidance Notes and agreed with the methodology previously employed.
- 2.39 GVA also carried out a verification assessment of the Borough's employment sites. This re-confirmed the original studies' findings, however, it was established that there was a lack of marketing evidence within the Employment Land Review (2010) assessments of existing sites. GVA therefore carried out a detailed consideration of the marketability of these sites to rectify this omission.
- 2.40 Through consultation with agents operating in Thurrock, as well as GVA's in housing industrial and office agency teams, each site has been updated to include commercial considerations for the Borough's existing employment sites. The additional analysis included:
- Likely sector use;
 - Market Interest; and
 - Infrastructure requirements.
- 2.41 In relation to the Employment Sites Review (2010), GVA are in broad agreement on the methodology employed to calculate employment capacity. This report used a range of plot ratios and employment densities that were in line with the national guidance for employment land reviews.
- 2.42 However there was a lack of qualitative data in the Tribal work and GVA sought to rectify this through a thorough site review. Our site reviews, included in this report, assessed a range of criteria including:
- Policy Designations;
 - Site Area and Availability;

- Condition of Employment Area
- Access, Servicing and Parking; and
- Environment;

2.43 Where applicable we have also made recommendations of use and capacities for each site. The following section outlines our methodology in full.

3. Site Assessment Methodology

- 3.1 GVA was asked to provide a market commentary on existing employment sites within the Borough. These sites had already been assessed in detail in the Employment Land Review Update (2010), and the market commentary was simply added to the existing employment sites assessments (see appendix).
- 3.2 In addition, GVA was asked to provide a qualitative assessment of potential employment sites in the Borough and to identify any additional sites through a call for sites process. This section of the report details the site assessment methodology for these potential employment sites and the call for sites process.

Call for Sites

- 3.3 GVA and Thurrock Council initiated a call for sites in early August 2011. The stated purpose of the call for sites was to identify and include for consideration new potential employment sites and update the status of sites previously included in employment land studies. It was requested by the Council that anyone making a representation to update a previously included site, should only do so if it was to highlight a material change that would affect a site's suitability for employment land.
- 3.4 A web page was created on the Council's website and letters highlighting the call for sites process were sent to all agents, major landowners and developers in Thurrock, or known to have interests in Thurrock, inviting them to submit potential employment sites for consideration, which had not been previously brought to the attention of the Council. However, sites were required to be in alignment with the policies and provisions of the then emerging Core Strategy.
- 3.5 A workshop on the call for sites took place on the 25th of August. This event was designed to encourage contributors to meet and discuss their representation with GVA. The call for sites process closed on August the 31st with a number of additional potential employment sites having been identified. These new sites, along with those assessed in the Employment Site Review, were then subject to a full site assessment.

Assessment Methodology

3.6 GVA have an established site assessment methodology that reflects EEDA's Employment Land Review Guidance Manual. Our assessment used an agreed set of site appraisal criteria including a relatively small number of indicators that allow for professional judgement rather than a rigid scoring mechanism.

Site Visits

3.7 Site visits took place over two separate periods. Firstly, for three days on the week beginning the 15th of August, focussing on those sites previously identified in the Employment Sites Review (Tribal, 2010). The second batch of site visits, which took place on the 13th of September, focussed on the newly identified sites.

3.8 The findings of the site surveys are presented in the accompanying site assessment report. An evaluation matrix, which summarises each site's potential to meet future business location needs is including in the appendix to this document.

Site Recommendations

3.9 The results of our assessment were used to assess which of those sites are appropriate to be brought forward for employment uses in the future. These were brought together into the following five key assessment criteria:

- Policy Alignment;
- Physical Constraints;
- Strategic and Local Access;
- Condition and Current Use; and
- Vacant Land/Buildings.

3.10 Using a traffic light system, alongside further information on each site, a final recommendation was made. Broadly, the recommendations were either to allocate the site for employment or other specific uses or to declare the site unsuitable for employment. Those sites with 'red' criteria were largely deemed as unsuitable for

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- employment use. Those sites with all 'green' criteria were largely recommended for employment allocation.
- 3.11 The Policy Alignment assessment criterion reflects the current policy designation(s) on the site. Where a site is currently designated for employment uses, the site was given a 'green' score. Those sites with a conflicting designation, such as housing, were given a 'red' score. Sites that had no designation or a mixed-use designation were given an 'amber' score. This information was collected through desktop review of each site utilising GIS.
- 3.12 The Physical Constraints criterion is largely based on information gathered through the site assessment. Physical constraints include flood plain designations, pylons on site or other current uses. Sites with no physical constraints were given 'green' scores. Sites with severe physical constraints were given a 'red' score. Those with limiting physical constraints were given an 'amber' score.
- 3.13 Strategic and Local Access takes account of direct access on to the site as well as access to and from via the local and strategic road networks. This information was gathered using a combination of GIS and site visits. Sites that can easily be accessed, as well as having good connections to the Strategic Road Network and good local roads were given 'green' scores. Sites that are severely limited in any of these areas were given 'red' scores. Sites given an 'amber' score were likely to require some direct access investment but are largely in a well-connected area or vice versa.
- 3.14 Using information gathered from the site visits, the Condition and Current Use criterion was assessed. Largely this reviewed whether the site's current use is compatible with employment uses or if it could be better employed by an alternative use. Sites given 'green' scores include vacant sites and sites in disrepair. Sites with a 'red' score include sites comprising open space in good condition or in another conflicting use such as a leisure centre. These uses have been protected to ensure that valuable open space, particularly in urban areas, is not lost to other uses. Vacant but poor quality open spaces were given an 'amber' score.
- 3.15 Using information gathered from the site visits, the Vacant Land/Buildings criterion assessed whether the site could be brought forward for employment uses easily or whether the current use would require relocation. Sites were given a 'green' score if
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vacant and 'red' if not. 'Amber' scores were given to sites that were largely vacant but had some other use, such as pylons on a small part of the site.

3.16 Where possible, GVA considered alternative uses for the surveyed sites other than employment. In line with PPS4, this allowed GVA to identify a number of sites that were subsequently included in the Borough's Strategic Housing Land Availability Assessment.

Capacity Calculations

3.17 Where possible, employment capacity calculations were taken directly from the Employment Sites Review (Tribal, 2010). The previous study had provided a range of employment capacities for the 57 proposed new employment sites, and where possible this has been used. In many cases the site capacities have been expressed as a High and Low to reflect the potential range of job numbers on that site.

3.18 For the more recently identified sites GVA employed a similar methodology to calculate capacity to that used in the Employment Sites Review. This included an assessment of each site's:

- Site area;
- Most suitable use or uses; and
- Likely building height based on surrounding uses.

3.19 Previously established plot ratios and employment densities, as outlined in Table 1 below, were used to calculate potential employment at each site. The 2010 Employment Site Review used a range of Plot Ratios taken from the ELR OPDM guidance and the TTGDC B class review.

3.20 The recommended use for each site was a result of analysing the five key criteria as well as surrounding uses and location factors.

3.21 Employment capacities were not calculated for sites deemed unsuitable for employment or for sites suitable for non-B class uses, including mixed-use sites.

Table 1– Plot Ratios and Employment Densities

Use Class	Plot Ratio 1 Storey	Plot Ratio 2 Storey	Plot Ratio 3 Storey	Plot Ratio 4 Storey	Employment Densities
B1	0.5	1	1.5	2	18
B2	0.35	0.7	1.05	1.4	32
B8	0.4	0.8	1.2	1.6	50

Source: GVA, ELR EEDA 2008 guidance / Tribal estimates, ELR ODPM guidance and Atkins / TTGDC B class land review 2008

- 3.22 Employment capacity in the Lakeside 'Zones' was calculated in parallel with the development of the Lakeside Regional Town Centre Options included in Chapter 9 of the Site Allocations DPD. It was considered appropriate to use the information on the emerging Lakeside Options incorporated in the Lakeside Regional Town Centre Plan, rather than using the standard assumptions and calculations used elsewhere in this document.

4. Employment Land Supply

- 4.1 This section of the report summarises the findings of the study. Both existing and potential employment sites have been considered, with each of the latter given a recommendation for future use as well as a high and low employment capacity. In most cases this is the same. The section also provides further analysis of the job capacity in the Borough by ward and use class.
- 4.2 The study reviewed a total of 110 existing and potential employment sites covering a total of 1,661 Hectares of land, much of which is currently in employment use.

Recommendations

- 4.3 The recommendations for potential sites were made using the traffic light summaries of each site assessment, as described above. These covered the following areas.
- Policy Alignment;
 - Physical Constraints;
 - Strategic and Local Access;
 - Condition and Current Use; and
 - Vacant Land/Buildings.
- 4.4 Where there was no 'red' score, the site was generally deemed suitable for employment use. The full recommendations, which can be seen in the site assessment appendix, have subsequently been grouped into the following broad recommendation for clarity;
- **Employment** – These sites include all those sites recommended for Primary and Secondary Employment Land Allocation, those which have been built out for employment use or those that have previously been designated for Employment Use and remain suitable. This category also includes sites which have a specific employment use allocation such as for an Oil Refinery or Oil and Chemical Storage;
 - **Reasonable Alternative Employment** – This category includes sites that could come forward for employment as a reasonable alternative to the allocated

employment sites. A large number of these sites are also allocated for alternative uses such as Housing, Leisure and Mixed Use;

- **Mixed Use** – These sites are largely town centre sites identified for a mix of uses with some element of B class employment likely to be present;
- **Reasonable Alternative Mixed Use** - This category includes sites that could come forward for a mix of uses including B-class employment as a reasonable alternative to the allocated mixed-use sites. Favoured uses for these sites include Housing, Leisure and Place of Worship; and
- **Lakeside** – These sites were subject to a range of zonal options as part of the emerging Lakeside Regional Town Centre Plan and to avoid double counting have been isolated from the rest of the sites. The sites are largely suitable for a mix of uses or in some cases it is recommended that the existing employment allocation should be retained.

4.5 Where sites have been given a specific recommendation for more than one use, the following summaries illustrate the option that provides the largest quantum of B-class employment. This is not necessarily the preferred use for the site, but this convention is utilised to avoid double counting.

4.6 Table 2 illustrates GVA's broad recommendations for all the existing and potential employment sites in the borough (110 sites in total). Of these, 45 have been deemed suitable for employment with a further eight sites seen as reasonable alternatives for employment. Thirty-one of the sites assessed are seen as not suitable for employment.

Table 2– Summary of Broad Recommendations

Broad Recommendations	Sites
Employment	45
Reasonable Alternative Employment	8
Mixed	12
Reasonable Alternative Mixed	5
Lakeside	8
Not Suitable	32
Total	110

Source: GVA 2012

Employment Capacity

4.7 Employment Capacity in Thurrock can be derived from three sources; Existing Employment Sites; Lakeside sites and Potential Employment sites. The focus of this study will be on Employment Capacity at Potential Employment Sites although an update of employment potential at existing sites and Lakeside sites will also be provided.

Potential Employment Sites

4.8 This section focuses on the employment land capacity at new and potential employment sites. The capacities calculated are solely from those sites assessed as part of this study, these include:

- E2 and E4 Employment Designations;
- Mixed use and reasonable alternative mixed use sites;
- Sites designated for other uses (including Housing, Leisure and Education) which could be considered for employment;
- Newly identified sites including those sites brought forward as part of the call for sites process.

4.9 Although classed as 'Potential' employment sites the majority of mixed uses sites including the Royal Opera House site, CRC Building Tilbury, Vange Waterworks, The Queensgate Centre and Grays Magistrates Court have existing employment uses.

4.10 In addition, Coryton Oil refinery is included in the 'Potential' supply as we are only assessing a change of use. Further information on these sites can be found in the accompanying site assessment appendix

4.11 Each suitable site has been given an estimated Low and High capacity, the difference reflects the possible variation in plot ratio for different building heights or if development is restricted to only part of the site. This has only been applied to those sites suitable for B8 uses.

Table 3 – Total Employment Capacity at Potential Sites Assessed as Suitable

Broad Recommendation	Sites	Area (ha)	Total Jobs Low	Total Jobs High
Employment	27	417.8	25,274	27,940
Reasonable Alternative Employment	6	320.4	20,780	20,780
Mixed	12	29.2	2,830	2,830
Reasonable Alternative Mixed	5	10.6	1,260	1,260
Total	50	778.0	50,144	52,810

Source: GVA 2012

- 4.12 As table three illustrates the job capacity estimates at potential employment sites assessed as suitable in Thurrock range from 50,144 to 52,810 jobs. These figures are significantly higher than the 26,000 job targets set out in the RSS and ratified in the Core Strategy. At sites recommended for employment use only these figures are lowered to 25,274 and 27,940 jobs respectively still above the Borough's target in the high employment capacity scenario. GVA has excluded those sites it assessed, but considered unsuitable for employment uses, from the calculation.
- 4.13 The reasonable alternative employment sites are capable of creating a further 20,780 jobs. This includes a potential 18,076 at a redeveloped Coryton Oil Refinery should the existing use cease. The Oil refinery currently employs around 1,000 people and the Council supports continuing the current use. This figure is significantly larger than existing employment on the site and that proposed at Thames Gateway Port, whose capacity is drawn from the developers own information. However, it is worth noting that this is only a theoretical figure and reflects the size of the site and density assumptions for B2 and B8 uses, in reality the figure is likely to be much lower. The mixed use and reasonable alternative mixed-use sites have a combined capacity for a further 4,090 jobs.

Use Class

- 4.14 Employment on the sites can also be broken down by use class. This sub section provides analysis of the capacity at suitable potential employment sites by type in Thurrock. Please note there will be an element of double counting in the sites and site area figures as some sites have capacity for more than one use.

B1 (Office) Employment

- 4.15 The B1 Use Class broadly covers office based jobs although the use class can also apply to Research and Development and Light Industry. As Table 4 below illustrates, 36 potential sites in Thurrock are suitable, at least in part, for B1 uses.

Table 4 – B1 Employment Capacity

Broad Recommendation	Sites	Area (ha)	Total Jobs Low	Total Jobs High
Employment	18	90.4	4,733	4,733
Reasonable Alternative Employment	4	19.8	1,014	1,014
Mixed	9	21.7	2,302	2,302
Reasonable Alternative Mixed	5	10.6	1,044	1,044
Total	36	142.6	9,093	9,093

Source: GVA 2012

- 4.16 The Borough has the potential B1 employment capacity of up to 9,093 jobs, over half of which (52%) can be delivered at the allocated employment sites. Mixed uses and reasonable alternative mixed use sites also provide significant B1 employment capacity (3,346 jobs), largely at sites in Grays Town Centre.
- 4.17 The Lakeside Options set out in Chapter 9 of the Sites Allocations DPD also identified capacity for additional B1 employment as part of mixed use redevelopment. Six of the identified zones are seen as having some B1 class employment, three of which have two options or more that are capable of delivering B-Class Employment. In total these sites have the capacity for up to 946 additional jobs, depending on the Lakeside Options carried forward to adoption in the Lakeside Regional Town Centre Plan (See Lakeside section for further details).

B2 (General Industrial) Employment

- 4.18 The B2 Use Class broadly covers factory based jobs. As Table 5 below illustrates, 22 potential sites in Thurrock are suitable, at least in part, for B2 uses.

Table 5 – B2 Employment Capacity

Broad Recommendation	Sites	Area (ha)	Total Jobs Low	Total Jobs High
Employment	14	126.5	4,618	4,618
Reasonable Alternative Employment	4	316.3	8,978	8,978
Mixed	3	6.8	333	333
Reasonable Alternative Mixed	1	1.4	77	77
Total	22	451	14,006	14,006

Source: GVA 2012

- 4.19 The Borough has the potential B2 employment capacity of up to 14,006, new jobs, around a third of which can be delivered can be delivered at the allocated employment sites with just less than two thirds at Reasonable Alternative Employment sites. Mixed use and reasonable alternative mixed-use sites can also provide a small B2 employment capacity (410 jobs), across four sites including the Royal Opera House facility in Purfleet.

B8 (Storage & Distribution) Employment

- 4.20 The B8 Use Class broadly covers warehouse based jobs. As Table 6 below illustrates, 28 sites in Thurrock are suitable, at least in part, for B8 uses. The number of sites suitable for B8 employment reflects the Borough's strategic location, which will be further reinforced through development at London Gateway Port.

Table 6 – B8 Employment Capacity

Broad Recommendation	Sites	Area (ha)	Total Jobs Low	Total Jobs High
Employment	22	416.7	15,923	18,589
Reasonable Alternative Employment	5	319.4	10,788	10,788
Mixed	1	0.9	50	50
Reasonable Alternative Mixed	0	0	0	0
Total	28	737.0	26,761	29,427

Source: GVA 2012

- 4.21 The Borough has potential additional B8 employment capacity of up to 29,427 jobs although a conservative estimate could see this reduced to 26,761. Again, the vast majority of this use class (60% & 63% respectively) can be delivered at the sites recommended for employment use.

- 4.22 Mixed use and reasonable alternative mixed use sites also provide a small amount of B8 employment capacity (50 jobs), at the Grays Town Centre North site. This site is currently being redeveloped by Royal Mail and although 50 jobs have been estimated at this site, the employment density of a Royal Mail site is likely to deliver significantly more jobs.

Other Employment

- 4.23 There are five sites in the study that have been identified as suitable for B-Class use, along with other forms of employment. This largely refers to retail employment although could also refer to leisure and education.

Table 7 – Other Employment Capacity

Broad Recommendation	Sites	Area (ha)	Total Jobs Low	Total Jobs High
Employment	0	0	0	0
Reasonable Alternative Employment	0	0	0	0
Mixed	4	13.6	145	145
Reasonable Alternative Mixed	1	8.4	139	139
Total	5	22.0	284	284

Source: GVA 2012

- 4.24 The majority of 'other' employment capacity can be found at sites also having B2 employment capacity uses at mixed use sites such as those in Grays Town Centre.

Location of Potential Employment Growth

- 4.25 It is important to analyse the distribution of additional employment land within the Borough. This will allow for infrastructure to be upgraded where necessary to support the anticipated level of growth.
- 4.26 As Table 8 illustrates, ten out of the Borough's twenty wards have the capacity for additional new employment land. Another three - Belhus, Little Thurrock Rectory and South Chafford - have additional employment opportunity at existing employment sites.
- 4.27 Those wards with no potential additional employment at new or existing sites (Chadwell St Mary, Chafford and North Stifford, Little Thurrock Blackshots, Orsett,

Stanford East and Corringham Town, Stifford Clays and The Homesteads) are largely residential wards reinforcing the current employment distribution pattern.

- 4.28 The majority of the additional jobs are expected to be focused in just two wards; Corringham and Fobbing Ward (59% High – 59% Low) and West Thurrock and South Stifford Ward (19% High – 20% Low). These figures are largely as a result of development at London Gateway Port and potential development at West Thurrock Marshes.

Table 8- Distribution of Employment Floorspace

Ward	Sites	Area (Ha)	Total Jobs Low	Total Jobs High
Aveley and Uplands Ward	4	17.6	2026	2137
Corringham and Fobbing Ward	3	565.9	29355	31355
East Tilbury Ward	2	4.5	831	831
Grays Riverside Ward	11	4.9	1359	1359
Grays Thurrock Ward	1	2.0	1124	1124
Ockendon Ward	3	0.4	78	78
Stanford-le-Hope West Ward	1	4.2	744	744
Tilbury Riverside and Thurrock Park Ward	7	47.1	4302	4302
Tilbury St. Chads Ward	1	27.6	473	702
West Thurrock and South Stifford Ward	17	103.8	9852	10178
Grand Total	50	778.0	50144	52810

Source: GVA 2012

SME suitability

- 4.29 The evidence gathered within the employment land review has identified the growing importance of small and medium sized enterprises within the economy. Only the potential employment sites were assessed for their suitability to house Small to Medium Enterprises.
- 4.30 SME Suitability was adjudged on the sites' current and likely market value and proximity to public transport among others. Table 9 below outlines the employment capacity at those sites against their suitability for SME.

Table 9 – Capacity by Suitability for SME (High Scenario)

Broad Recommendation	Very Good	Good	Average	Poor	Total
Employment	16	2,575	530	24,819	27,940
Reasonable Alternative Employment	1,681	560	0	18,539	20,780
Mixed	253	1,133	0	1,444	2,830
Reasonable Alternative Mixed	208	960	0	92	1,260
Total Jobs High	2,158	5,228	530	44,894	52,810

Source: GVA 2012

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- 4.31 The majority of assessed employment land has been deemed to have poor suitability for SME use. This reflects the expected employment levels at the major schemes such as London Gateway Port where SME provision is unlikely.
- 4.32 There remains capacity for around 7,386 jobs at sites with Good or Very Good Suitability for SME use, of which 4,832 is recommended for Employment or Reasonable Alternative Employment allocation. The majority (53%) of suitable sites for SME are likely to be on B1 class employment sites, however there is suitability across all three B-class uses and other employment uses in Thurrock.

Lakeside

- 4.33 Policy in the East of England Plan and the Thurrock Core Strategy requires the transformation of the northern part of the Lakeside/West Thurrock Basin into a Regional Town Centre. Options to achieve this transformation are included in the draft Site Specific Allocations and Policies DPD (Site Allocations DPD) which is due to be published for 'Issues and Options' public consultation shortly.
- 4.34 In the Site Allocations DPD the Lakeside area has been divided into eight zones each of which is under consideration to determine the zone's most suitable use and secondly to understand the market interest in the sites and what could be delivered.
- 4.35 The Lakeside sites are subject to a number of options on each zone, some of which produce no additional B-class floorspace. In the options where B-Class employment is seen as suitable, the low estimate for job creation would be 473. The high estimation for the Lakeside sites is 946 new B Class jobs. New jobs created owing to retail and leisure expansion at Lakeside have not been calculated in this analysis.
- 4.36 The following findings have been made in relation to additional B-class employment at the Lakeside area:
- **Zone A** – Of the two options identified, one identified a capacity for 28 – 56 B1 jobs;
 - **Zone B** – Of the three options identified, two identified a capacity for 28 – 56 B1 jobs;
 - **Zone C1** – Of the three options identified, two identified a capacity for 28 – 56 B1 jobs;

- **Zone C2** – Neither of the two options identified had capacity for B-class employment;
- **Zone C3** – Of the two options identified, one identified a capacity for 111 – 222 B1 jobs;
- **Zone D1** – None of the three options identified had capacity for B-class employment;
- **Zone D2** – All three of the options identified had a capacity for 139 – 278 B1 jobs; and
- **Zone D3** – The single option identified a capacity for 139 – 278 B1 jobs.

London Gateway Port

- 4.37 Although included as part of the Potential employment land capacity this subsection provides further detail on the Borough's largest scheme currently under development. The overall plan for the area is to create a new deep-water container port and an associated logistics park with an expected opening in 2013.
- 4.38 The container port will have six berths capable of holding ultra large container ships. According to the site's owners DPWorld the port will deploy automated container handling systems which will improve handling speeds and reduce the times ship spend in port.
- 4.39 The logistics park once completed will be the largest in Europe with 860,000 sqm of B8 floorspace. Initial estimates are that the development will create 11,000 new jobs in the area, although this could increase to 12,000 according to DP World.
- 4.40 The owners have also agreed to deliver a number of infrastructure improvements in the local road network as well as bus links with Stanford-le-Hope railway station. The owners are also encouraging more sustainable forms of transport by creating a network of foot and cycle lanes across the Logistics Park and main access road, which are integrated with the existing cycle network.
- 4.41 The development at London Gateway Port will further strengthen the distribution offer in the Borough, however this should not be to the detriment of the existing

employment space. It is important to provide a range of facilities both in size and in quality to ensure that all requirements are catered for.

Existing Employment Sites

4.42 The previous Employment Land Review (February 2010) assessed employment capacity at existing employment sites. This assessment includes all the sites with E1 and E3 Employment designations. More details on these sites can be found in the accompanying existing sites assessment appendix.

4.43 As illustrated in Table 10 below the exiting employment capacity of these sites is approximately 20,000 to 25,000 jobs. The Employment Land Review (February 2010) noted that within the existing employment sites there was vacant land which had the potential to provide a maximum of 3,185 additional jobs.

Table 10 – Estimated Employment Capacity at Existing Employment Sites

Broad Recommendation	Sites	Area (ha)	Total Jobs Low	Total Jobs High
Employment	18	250.4	18,917	24,377
Reasonable Alternative Employment	2	14.0	1,010	1,010
Total	20	264.4	19,927	25,387

Source: GVA 2012

Constrained Sites

4.44 The site assessment identified 32 sites as unsuitable for B-class employment. One of the sites has subsequently been identified as suitable for housing in the SHLAA and another suitable for housing along with other community uses.

4.45 The remaining 30 sites are subject to at least one 'red' constraint, with many having multiple 'Red' constraints, including:

- Policy Alignment – 29 of the 30 sites where not allocated for employment use or for a compatible use;
- Physical Constraints – Two of the sites had physical constraints that would prevent the site coming forward for employment uses. This includes pylons and wooded areas on the site;

- Strategic and Local Access – Seven of the sites had severe strategic and local access including no direct access onto the site or any form of public transport nearby.
 - Condition and Current Use - Fifteen sites condition or current use would prevent them from being developed for employment land. In most cases this is due to the site currently being good quality open land.
 - Vacant Land/Buildings – No sites were judged to have 'red' Vacant Land/Building, however seven sites had 'amber' constraints. These included sites that were only part vacant.
- 4.46 The sites were also subject to multiple 'amber' constraints, which while not completely preventing employment land being developed they would be a barrier to development.

5. Conclusions and Recommendations

- 5.1 This section of the report makes recommendations for Thurrock based on the findings of the various Employment Land reports, consolidated here, which seek to ensure sustainable employment growth within the area.
- 5.2 Site specific recommendations have been made in the accompanying Site Assessment appendix. The recommendations in this section relate to the strategic objectives of the Council.
- 5.3 As outlined in the the previous section GVA's quantitative analysis indicates that Thurrock has sufficient available employment land supply to meet projected demand throughout the planning period, although supply is reliant on a number of key sites and use classes.

Strategic Road Network

- 5.4 Our analysis shows the key role that the Strategic Road Network plays in the economic vitality and health of the Thurrock economy. The A13 will play an increasingly important role as an arterial road linking the new London Gateway Port with the M25.
- 5.5 The key message from our consultation with agents operating in Thurrock, as well as GVA's in housing industrial and office agency teams, is that the Borough's strength is likely to remain in the Distribution sector although interest in manufacturing sites in the Borough will remain steady.
- 5.6 Perhaps unsurprising, given the economic drivers as well as the anecdotal evidence, demand for employment space is highest at sites close to the M25 particularly in the Purfleet, West Thurrock and Lakeside areas. The deliverability of a number of sites in these areas depends on upgrades to the strategic road network to bring them forward as viable employment sites.
- 5.7 It is therefore vital that Thurrock Council works closely with the County Council and the Highways Agency to ensure that employment growth is facilitated via strong road links and supporting infrastructure, ensuring adequate capacity at key sites.

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- 5.8 A number of additional employment sites remain constrained by other physical and economic factors. In order to deliver these sites to meet market demand over the plan period, we recommend that the Council invest in enabling works such as site clearance and de-contamination to expedite development. This could be achieved by working collaboratively with developers and land owners and utilising mechanisms such as the 'Growing Places' fund.
- 5.9 In addition, the Council could also invest in selective land assembly and site acquisition, where existing ownership is a barrier or disincentive to employment land development.

Mix of Sites

- 5.10 Despite the Borough's strengths in the Distribution sector, there is a need to provide an appropriate mix of sites for other uses. Our consultation highlighted the lack of demand for large-scale office development in the Borough. There is, however, a market for smaller scale office stock particularly for start up firms. In order to facilitate this growth, smaller office stock, particularly for SME use, requires improvement. It is particularly important for the Council to remain connected with locally generated business needs and to create the right investment and start-up environment.
- 5.11 Although there is a sufficient supply of identified employment land, the Council should continue to protect the relevant employment land allocations. This is important to enhance the character and diversity of the economic 'landscape'. It is also important given the need for a choice of sites in the future linked to growth from the Borough's major economic drivers.

Protection of Existing Employment Areas

- 5.12 The intensification of existing employment areas provides a good source of potential employment growth and is most likely to meet the market requirements throughout the planning period.
- 5.13 It has been established through long term demand for space that existing sites are the most viable and therefore most likely to deliver future supply, and although additional employment land is required, the focus should be to provide a choice of deliverable employment land from the existing supply.

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- 5.14 Investment and improvement of existing employment areas can also maximise the drivers of economic growth, and in areas such as Lakeside, provide transformational change.
- 5.15 The existing employment areas also have good proximity to existing labour supply (including good public transport links) and in most cases are available and viable within the plan period.
- 5.16 The utilisation of existing employment sites will also provide long term protection for the Greenbelt and other vulnerable landscapes in the Borough. This protected status should remain so that other more appropriate opportunities for employment land development are prioritised.

Retention and Inward Investment

- 5.17 Investment to support the quality of place and the range of attractions and amenities available to employees of existing businesses is also essential. This is a particularly challenging aspect for Thurrock which in parts has pockets of severe deprivation linked to the poor quality environment.
- 5.18 As well as attracting new business, it is essential that current businesses remain satisfied with the range of floorspace stock and premises. The delivery of appropriate skills, sites, infrastructure, and other physical components is essential in ensuring future employment growth. In inward investment terms these are normally 'assumed' to be in place by potential investors.
- 5.19 We recommend that the Council work with a broad range of public partners and stakeholders to foster an on-going dialogue with business occupiers to ensure the continued retention of businesses within the area.

Whole Economy Approach

- 5.20 While the focus of this study is on B-class employment, it is clear that the contribution of Non B Class employment opportunities is vital to ensuring regeneration objectives are met. This is particularly important at the Lakeside and Grays town centre sites where significant retail and leisure employment will be generated.

- 5.21 Indeed, the close alignment of B Class and Non-B Class employment is essential to ensure they complement each other. We therefore recommend that the Council also focuses on non B-class employment uses and recognises its ability to drive economic growth. In doing this, the importance of continued proactive investment and enabling of place-shaping of the urban and regional centres is recognised.

Monitoring and Review

- 5.22 It will remain important to review the employment land supply at regular intervals, through firstly the annual monitoring report but also through updates of the Employment Land Review.
- 5.23 A number of the sites we have reviewed are complex, particularly those where mixed-use schemes are most appropriate. These schemes will be largely reliant on existing uses closing or relocating, therefore it is important for the Council to fully understand the requirements of developers and continue to support these schemes when the opportunity arises.
- 5.24 The next few years will also see a number of very large developments, such as London Gateway Port, open in the Borough. It is important for the Council to monitor the impact these developments have on competing and neighbouring sites, to ensure that new development is not to the detriment of the existing employment base.

Appendix 1 – Site Matrix

Site Matrix

The following table summarises the site assessment finding. The key is as follows:

PA - Policy Alignment

PC - Physical Constraints

SLA - Strategic and Local Access

CCU - Condition and Current Use

VLB - Vacant Land/Buildings

Ref	Name	PA	PC	SLA	CCU	VLB	TBC Required Update	Total Jobs Low	Total Jobs High	Most Appropriate Use
E2a	Plots 44 and 14, Purfleet Industrial Park, Purfleet						Retain Allocation as Land for New Primary Employment Development	156	156	B1, B2 & B8
E2e	Bluelands (West) Purfleet						Retain Allocation as Land for New Primary Employment Development	590	701	B1, B2 & B8
E2f	Land adjoining Van den Bergh & Jurgens, West Thurrock						Retain Allocation as Land for New Primary Employment Development	1452	1452	B1, B2 & B8
E2g	LaFarge Jetty Site, West Thurrock						Retain Allocation as Land for New Primary Employment Development	171	171	B2 & B8
E2h	885 - 901 London Road, West Thurrock						Retain Allocation as Land for New Primary Employment Development	280	280	B1
E2i	Plot 3, Waterglade Industrial Park						Retain Allocation as Land for New Primary Employment Development	107	107	B1

E2j	Land South of London Road, West Thurrock					Built out - Allocate as Existing Primary Employment Land	549	549	B1
E2m(a) & (b)	West Thurrock Power Station					Allocate as Land for New Primary Employment Development	3364	3368	B1, B2 & B8
E2n	Wouldham Works, Wouldham Way, West Thurrock					Retain Allocation as Land for New Primary Employment Development	24	24	B1 & B8
E2o	Land adj Tamarisk Road, South Ockendon					Allocate as Land for New Primary Employment Development	62	62	B1 & B8
E4h (formerly E2p)	Manor Way Industrial Estate, Curzon Drive, Grays					Re-allocate as Land for New Secondary Employment Development	6	6	B2 & B8
E2q(a)	Thurrock Park, Little Thurrock					Retain Allocation as Land for New Primary Employment Development	828	828	B1, B2 & B8
E2q(b)	Thurrock Park Extension, Little Thurrock					Allocate as Land for New Primary Employment Development	561	561	B1, B2 & B8
E2q(c)	Land at Manor Way, Grays					Retain Allocation as Land for New Primary Employment Development	1124	1124	B1, B2 & B8
E2r	Land north of Tilbury Lorry Park, Dock Approach Road					Allocate as Land for New Primary Employment Development	473	702	B2 & B8

E2RA b	Tilbury A Power Station	Green	Orange	Orange	Green	Green	Allocate as Reasonable Alternative for Primary Employment Development	1681	1681	B1, B2 & B8
E2RA d	Tank Lane, Arterial Road, Purfleet	Orange	Green	Green	Green	Green	Retain Allocation as Land for New Primary Employment Development	57	57	B2 & B8
E2RA e	Botany Quarry/Tank Lane	Orange	Green	Orange	Green	Green	Reallocate for Mixed Use or Reasonable Alternative Employment Allocation	63	63	B1, B2 & B8
E2RA f	Former Thames Board Mills Site, London Rd, Purfleet	Orange	Orange	Red	Green	Green	Reallocate for Leisure/Open Space or for Reasonable Alternative Employment Allocation (subject to access)	256	256	No Employment
E2RA g	Purfleet Farm, Land Adj to Van Den Berghs	Green	Orange	Orange	Green	Green	Retain Allocation as Land for New Primary Employment Development	0	258	B8
E2RA h	West Thurrock Marshes	Green	Orange	Green	Orange	Green	Retain Oil and Chemical Storage Expansion Allocation or for Reasonable Alternative Employment Allocation	1184	1184	No Employment
E2s	Tilbury Power Station, North	Green	Orange	Orange	Green	Green	Retain Allocation as Land for New Primary Employment Development	618	618	B8

E2t	London Gateway Port	Green	Orange	Orange	Green	Green	Allocate as Land for New Primary Employment Development	11000	13000	B8
E2u	Ponds Farm, London Road Purfleet	Orange	Orange	Green	Green	Green	Allocate as Land for New Primary Employment Development	1136	1136	B1, B2 & B8
E4c	Land North of Grays	Red	Orange	Orange	Red	Green	Not suitable for employment	0	0	No Employment
E4e	Stanhope Industrial Park, Stanford Le Hope	Green	Green	Red	Green	Green	Retain Allocation as Land for New Secondary Employment Development	744	744	B1, B2 & B8
E4f	Former Burma Oil Depot, London Road, West Thurrock	Orange	Orange	Green	Orange	Green	Allocate as Land for New Secondary Employment Development or Mixed Use	115	115	B1 & B8
E4g	Former Pump House, Curzon Drive, Grays	Orange	Orange	Orange	Green	Green	Allocate as Land for New Secondary Employment Development	244	244	B1, B2 & B8
E4RA b	Circus Tavern, Purfleet	Orange	Orange	Green	Orange	Green	Allocate for Mixed Use or Reasonable Alternative for Secondary Employment	144	144	B1
E4RA c	Bata/Thames Industrial Park, East Tilbury	Orange	Green	Orange	Green	Green	Allocate for Mixed Use or Reasonable Alternative for Secondary Employment	560	560	B1, B2 & B8
ED17	Grays Education Campus, Grays South	Red	Green	Green	Orange	Orange	Allocate for Education Use	100	100	Non-B Class

L17	Land South of London Rd, West Thurrock/North of Oliver Road					Built Out - Allocate as Existing Primary Employment Land	151	477	B8
LR1	Blackshots Sports Hub					Allocate for Leisure Use	0	0	Non -B Class
LR2	Belhus Sports Hub (Amended Boundary)					Allocate for Leisure Use	0	0	Non -B Class
Zone A	Lakeside Zone A					Allocate for Mixed Use (Retail/Leisure/Housing/Offices) - subject to outcome of Lakeside Regional Town Centre Plan consultation	0	0	TBC
	Zonal Option 1						0	0	
	Zonal Option 2						28	56	
Zone B	Lakeside Zone B					Allocate for Mixed Use (Retail/Leisure/Housing/Offices) - subject to outcome of Lakeside Regional Town Centre Plan consultation	0	0	TBC
	Zonal Option 1						0	0	
	Zonal Option 2						28	56	
	Zonal Option 3						28	56	

Zone C1	Lakeside Zone C1					Allocate for Mixed Use (Retail/Housing/Offices) - subject to outcome of Lakeside Regional Town Centre Plan consultation	0	0	TBC
	Zonal Option 1						0	0	
	Zonal Option 2						28	56	
	Zonal Option 3						28	56	
Zone C2	Lakeside Zone C2					Allocate for Mixed Use (Retail/Housing/Community Uses) - subject to outcome of Lakeside Regional Town Centre Plan consultation	0	0	TBC
	Zonal Option 1						0	0	
	Zonal Option 2						0	0	
Zone C3	Lakeside Zone C3					Allocate for Mixed Use (Retail/Offices) - subject to outcome of Lakeside Regional Town Centre Plan consultation	0	0	
	Zonal Option 1						0	0	
	Zonal Option 2						111	222	

Zone D1	Lakeside Zone D1					Retain Employment Allocation or re-allocate to housing - subject to outcome of Lakeside Regional Town Centre Plan Options consultation	0	0	TBC
	Zonal Option 1						0	0	
	Zonal Option 2						0	0	
	Zonal Option 3						0	0	
Zone D2	Lakeside Zone D2					Retain Employment Allocation or re-allocate to housing - subject to outcome of Lakeside Regional Town Centre Plan Options consultation	0	0	TBC
	Zonal Option 1						139	278	
	Zonal Option 2						139	278	
	Zonal Option 3						139	278	
LZD3	Lakeside Zone D3					Allocate as Existing Primary Employment Land	0	0	TBC
	Zonal Option 1						139	278	
M2	Royal Opera House site, Purfleet					Allocate for Mixed Use (incl. commercial)	300	300	B2
M3	Grays Station Inc. Station Approach, Grays					Allocate for Mixed Use (incl. commercial)	182	182	B1 led Mixed Use

M4	58-81 High Street, Grays	Orange	Green	Green	Green	Green	Allocate for Mixed Use (incl. commercial)	100	100	B1
M5	Grays South	Orange	Green	Green	Green	Green	Allocate for Mixed Use (incl. commercial)	139	139	B1
M6	West of Grays High Street	Orange	Green	Green	Green	Green	Allocate for Mixed Use (incl. commercial)	10	10	B2
M9	Station Approach, Purfleet	Green	Orange	Green	Green	Green	Allocate for Mixed Use (incl. commercial)	123	123	B1
M10	Purfleet Centre East	Orange	Orange	Green	Green	Green	Allocate for Mixed Use (incl. commercial)	1394	1394	B1
M17	Thurrock Local Enterprise Agency, Grays	Orange	Orange	Green	Green	Red	Allocate for Mixed Use (incl. commercial)	120	120	No Employment
M18	Grays Town Centre North	Orange	Green	Green	Green	Green	Allocate for Mixed Use (incl. commercial)	50	50	B8
M19	CRC Building, Tilbury	Green	Orange	Green	Orange	Orange	Allocate for Mixed Use (incl. commercial)	83	83	B1
M20	Vange Waterworks	Orange	Orange	Green	Green	Orange	Allocate for Mixed Use (incl. commercial)	279	279	B1 led Mixed Use
MRA 1	Arena Essex	Red	Green	Green	Orange	Green	Retain as Leisure Use or allocate as Reasonable Alternative for Mixed Use (Housing/leisure) - within Previously Developed Land	0	0	No Employment
MRA 3	Grays Magistrates Court, Orsett Rd, Grays	Orange	Orange	Green	Green	Green	Allocate for Housing or Reasonable Alternative for Mixed Use (incl. commercial)	284	284	B1

MRA 6	Queensgate Centre					Allocate for Proposed New Place of Worship or Reasonable Alternative for Mixed Use	250	250	B1
MRA 7	Tilbury Riverside					Allocate as Reasonable Alternative for Mixed Use (incl. commercial)	439	439	B1 led Mixed Use
MRA 8	Coalhouse Fort					Allocate as Reasonable Alternative for Mixed Use (Leisure and Employment)	271	271	B1 & B2
R1	Orsett Quarry					Not suitable for Employment	0	0	No Employment
REA1	South of A13 (Stanford-le-Hope)					Not suitable for Employment	0	0	No Employment
REA2	Union Rail (North) Ltd. Purfleet					Not suitable for Employment	0	0	No Employment
REA3	Cafe Field, Southfields					Not suitable for Employment	0	0	No Employment
REA4	Willow Grove, South Ockendon					Not suitable for Employment	0	0	No Employment
REA5	Brett's Farm, Marshfoot Rd, Tilbury					Not suitable for Employment	0	0	No Employment
REA6	Brennan Road, Tilbury					Allocate as Reasonable Alternative Mixed Use (Leisure, Health, Community Use)	92	92	B1
New 2	Connexions Building, Grays					Allocate for Mixed Use	50	50	B1
NEW 4	Ponds Farm 2					Not suitable for Employment	0	0	No Employment

New 6	Community Forum, South Ockendon	Orange	Green	Orange	Green	Orange	Allocate for Employment (ground level only)	8	8	B1
New 7	Housing Office, South Ockendon	Orange	Green	Orange	Green	Orange	Allocate for Employment (ground level only)	8	8	B1
New 8	Baker Street/High Road, Orsett	Red	Green	Orange	Red	Green	Not suitable for Employment	0	0	No Employment
New 9	Beside Allotments, Mollands Lane, South Ockendon	Red	Green	Red	Red	Green	Not suitable for Employment	0	0	No Employment
NEW 9b	The Old Washmill Site, adj 134 Purfleet Road, Aveley	Red	Orange	Orange	Green	Green	Not suitable for Employment	0	0	No Employment
NEW 10	Old Rectory, Rectory Road, West Tilbury	Red	Orange	Red	Red	Green	Not suitable for Employment	0	0	No Employment
NEW 11	Mardyke Meadow, Arterial Road, Purfleet	Red	Orange	Green	Red	Orange	Not suitable for Employment	0	0	No Employment
NEW 12	Greenwise Nurseries, Vange Park Rd, Basildon	Red	Green	Orange	Green	Orange	Not suitable for employment	31	31	Non -B Class
NEW 13	Junction of Baker Street and Stanford Rd, Orsett	Red	Green	Orange	Green	Green	Not suitable for Employment	0	0	No Employment
NEW 14	Bennett's Sandpit, Turnpike Lane, Chadwell St Mary	Red	Green	Orange	Orange	Green	Not suitable for Employment	0	0	No Employment
NEW 16	Buckles Lane, South Ockendon	Red	Orange	Red	Orange	Green	Not suitable for Employment	0	0	No Employment

NEW 17	Watts Wood, Ship Lane, Aveley						Not suitable for Employment	0	0	No Employment
NEW 18	Land at Long Lane, Stifford Clays						Not suitable for Employment	0	0	No Employment
NEW 19	Bird Farm, Low Street Lane, West Tilbury						Not suitable for Employment	0	0	No Employment
NEW 20	Wharf Road, Stanford-le-hope						Not suitable for Employment	0	0	No Employment
NEW 21	Land near Greenacres Flyover, between A13 and Railway Line						Not suitable for Employment	0	0	No Employment
NEW 22	South Ockendon Hall, Hall Lane, South Ockendon						Not suitable for Employment	0	0	No Employment
NEW 23	Land at end of Buckles Lane, South Ockendon						Not suitable for Employment	0	0	No Employment
NEW 24	Land adjacent to Tilbury						Not suitable for Employment	0	0	No Employment
NEW 25	Land to the North of Stanford Rd, Southfields						Not suitable for Employment	0	0	No Employment
NEW 27	Land Adj to Stifford Clays Rd, North Grays						Not suitable for Employment	0	0	No Employment
E2RA i	Coryton Oil Refinery						Retain Oil Refinery Allocation or Reasonable Alternative Employment Allocation	18076	18076	B2&B8

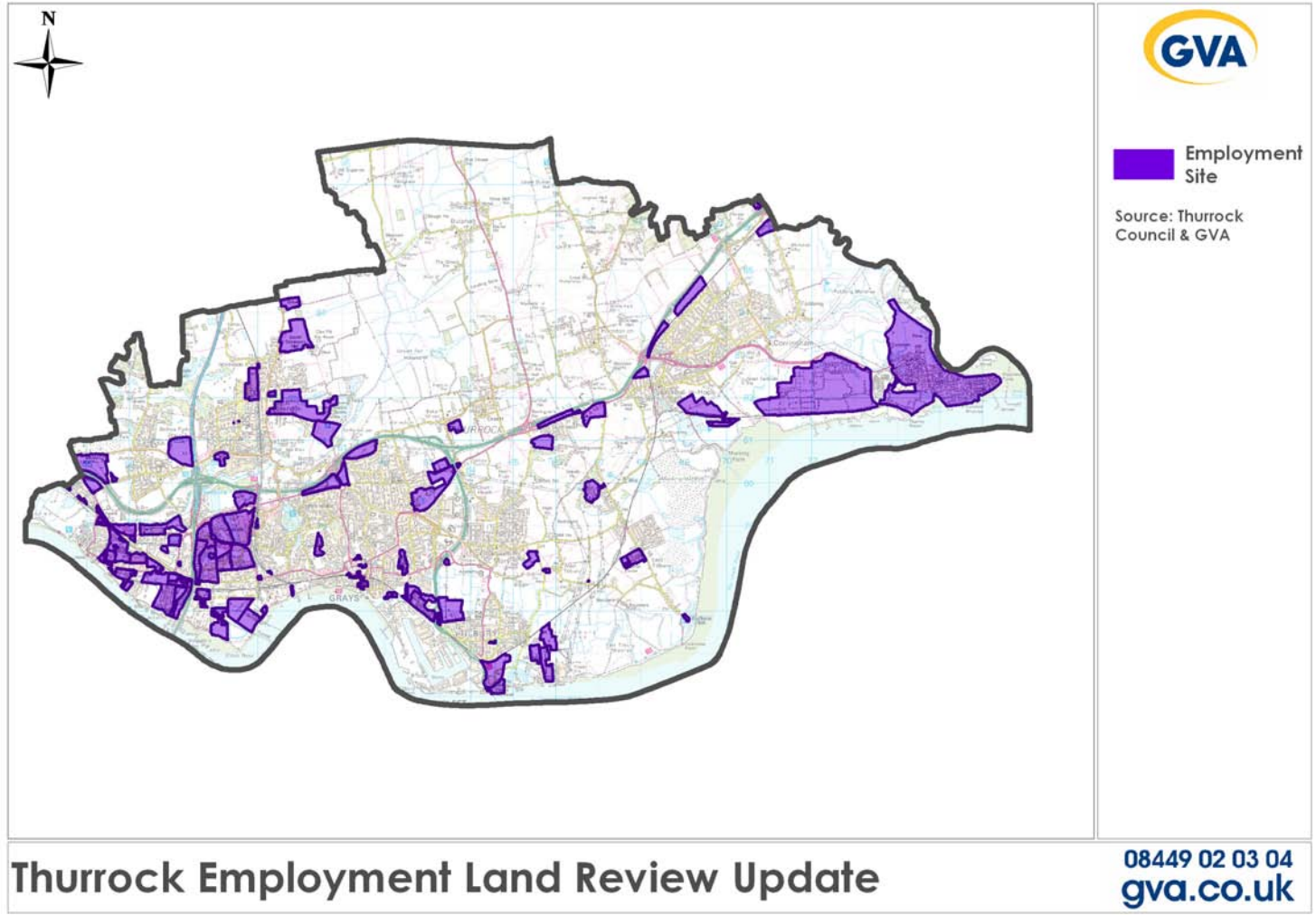
E1A	Purfleet Industrial Park, Aveley						Retain Allocation as Primary Employment Land	1210	1675	B1, B2 & B8
E1B	Botany Quarry / Tank Lane, Purfleet						Retain Allocation as Primary Employment Land	665	665	B1, B2 & B8
E1C	Former BPB (Thames Board Mills), London Road, Purfleet (east side of site)						Retain Allocation as Primary Employment Land	690	690	B2
E1D	Dolphin Estate / Lafarge, West Thurrock						Retain Allocation as Primary Employment Land	2785	3885	B1, B2 & B8
E1E	London Road, Purfleet						Retain Allocation as Primary Employment Land	1200	1200	B2
E1F	West Thurrock Marshes							4500	5550	B2 & B8
E1G	Lakeside / Waterglade Industrial Estates, West Thurrock						Retain Employment Allocation - or reallocate to other uses - subject to outcome of Lakeside Regional Town Centre Options Consultation	3765	5015	B2 & B8
E1H	Thurrock Park, Little Thurrock						Retain Employment Allocation	700	1075	B2 & B8
E1i	Tilbury South						Retain Employment Allocation	590	790	B1 & B8
E3a	Milehams Industrial Estate, Purfleet						Retain Allocation as Secondary Employment Land	140	140	B2

E3B	Marley Works, Stifford Road, South Ockendon						Allocate for housing; allocate as Reasonable Alternative for Secondary Employment	230	230	B2
E3C	Aveley Industrial Estate, South Ockendon						Retain Allocation as Secondary Employment Land	180	180	B8
E3D	Chafford Hundred North West Zone						Retain Allocation as Secondary Employment Land	35	35	B1
E3E	434 – 436 London Road, West Thurrock						Retain Allocation as Secondary Employment Land	490	680	B2 & B8
E3f	Grays South – Manor Way						Retain Allocation as Secondary Employment Land	165	165	B2 & B8
E3G	Globe Works, Little Thurrock						Allocated for housing; allocate as Reasonable Alternative for Secondary Employment	780	780	B8
E3H	Bata / Thames Industrial Park, East Tilbury						Retain Allocation as Secondary Employment Land	575	1025	B8
E3I	Durox Works, Linford						Retain Allocation as Secondary Employment Land	634	634	B2
E3J	Stanhope Industrial Park, Stanford-le- Hope						Retain Allocation as Secondary Employment Land	113	113	B2

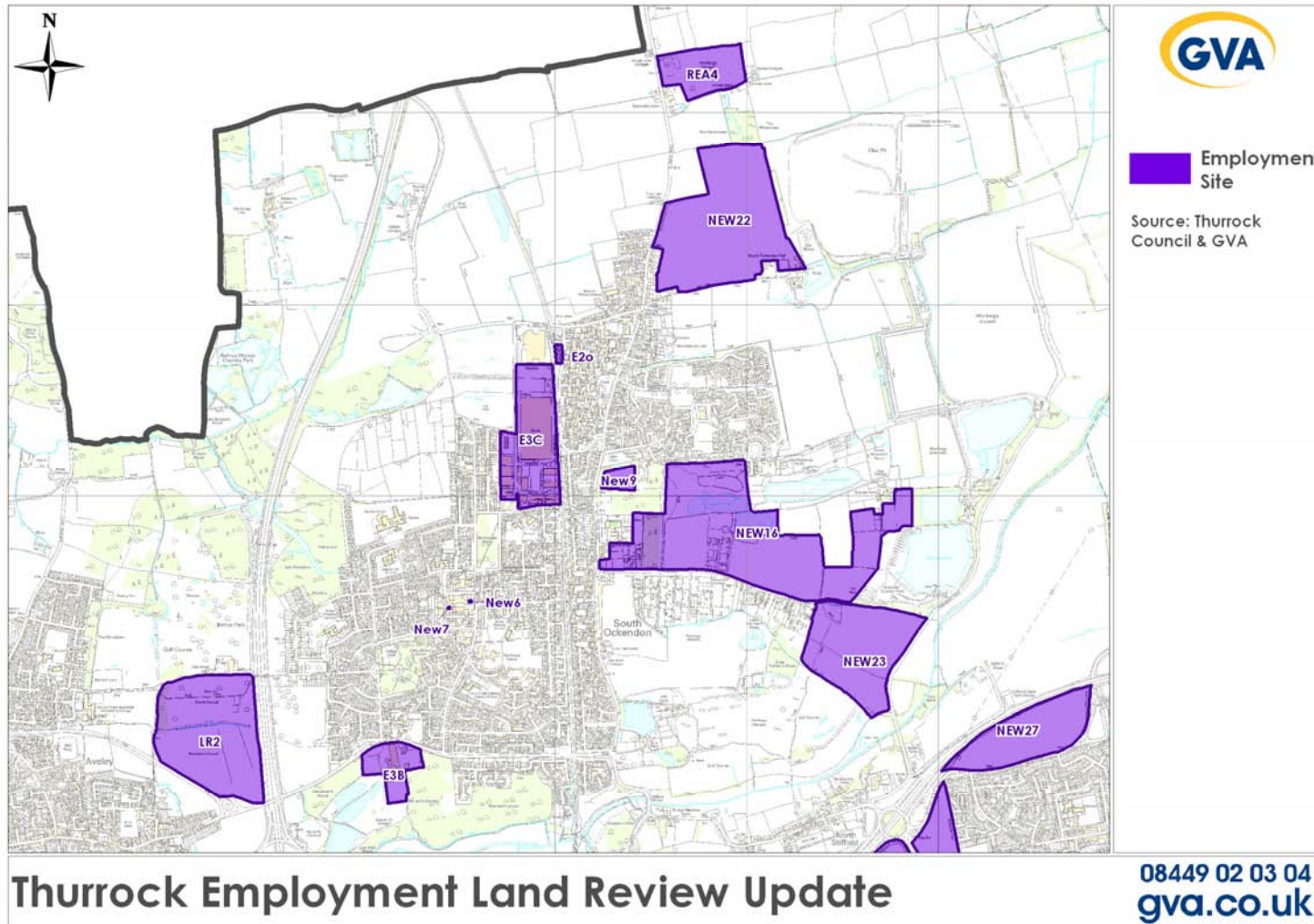
E1J	Ultrabox, Purfleet By- Pass, Purfleet						Built Out - Allocate as Primary Employment Land	480	860	B8
HW O42	Cliffside Industrial Estate (Former Murco Oil Depot Site), Askew Farm Road						Allocate for Housing	90	90	B2 & B8

Appendix 2 - Site Maps

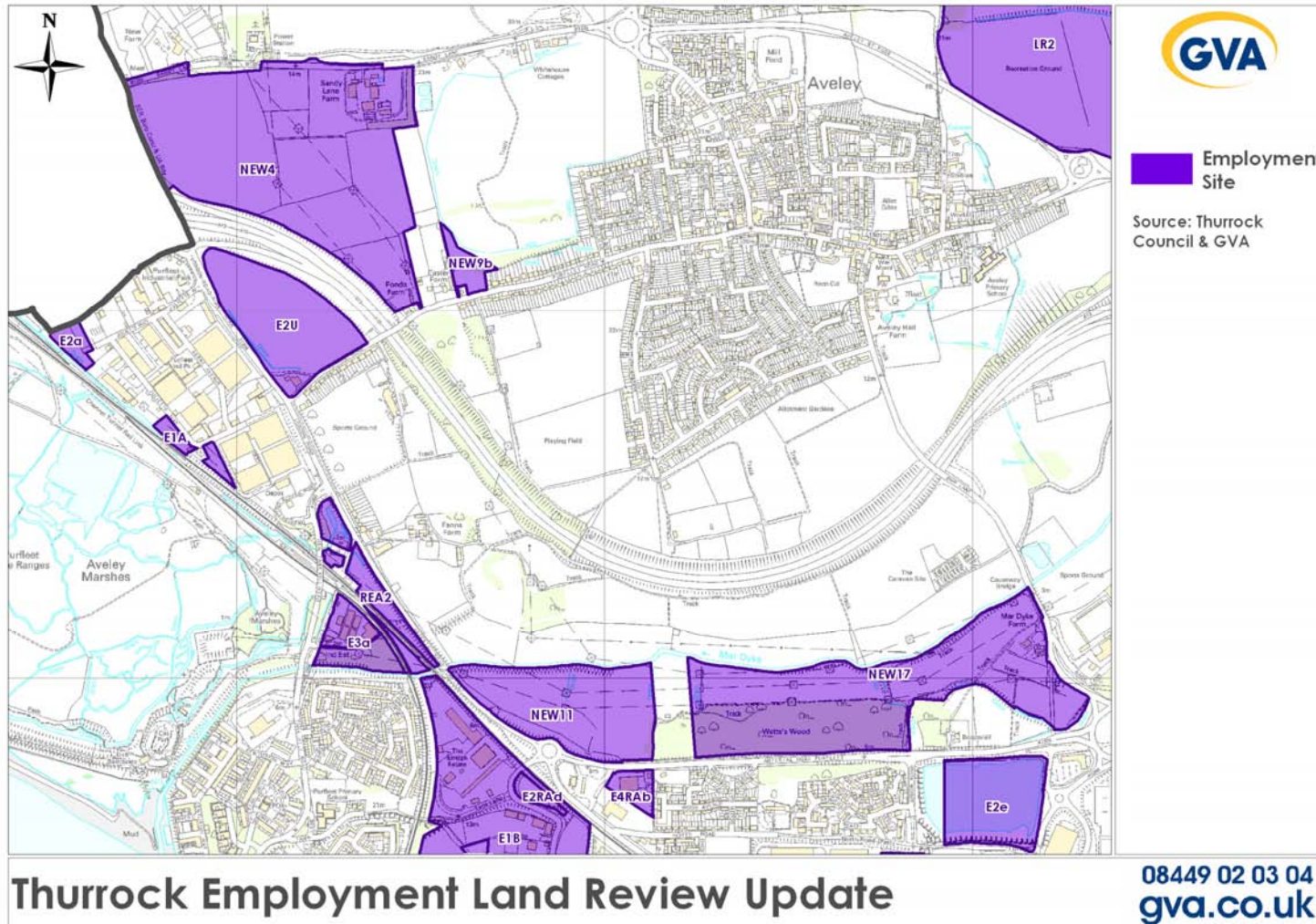
Map 1- All Assessed Sites in Thurrock



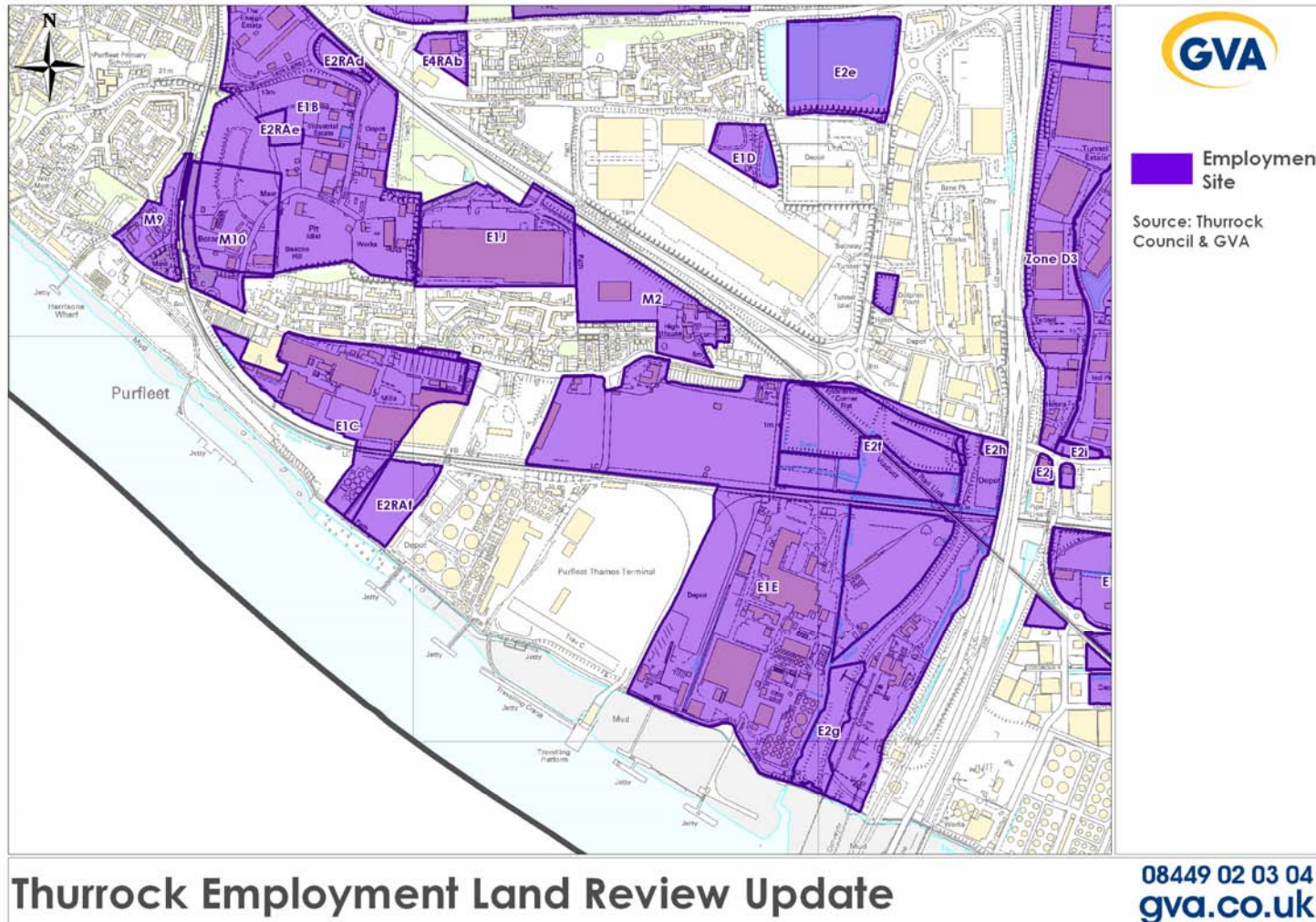
Map 2 – South Ockendon Sites



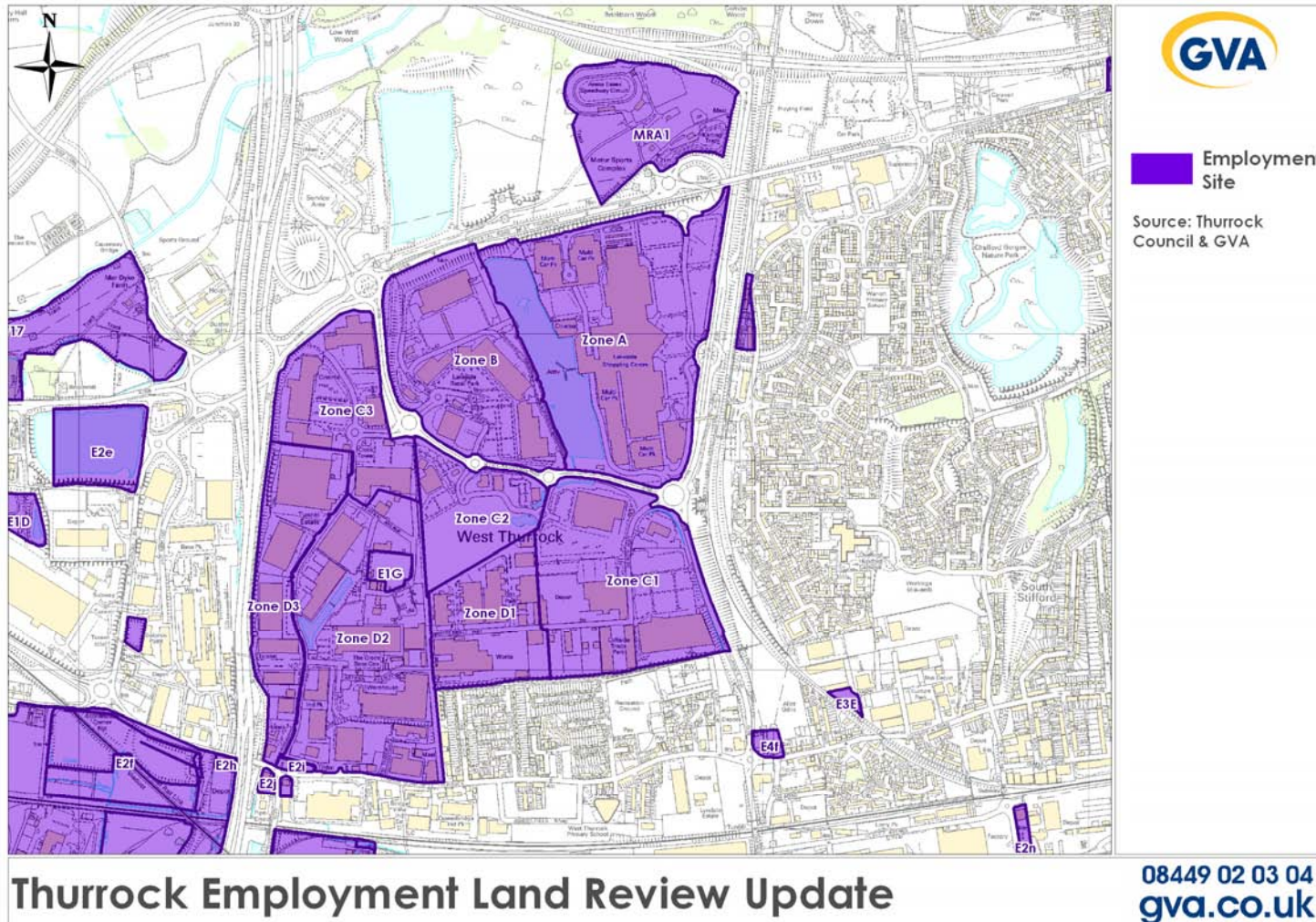
Map 3 – Purfleet North Sites



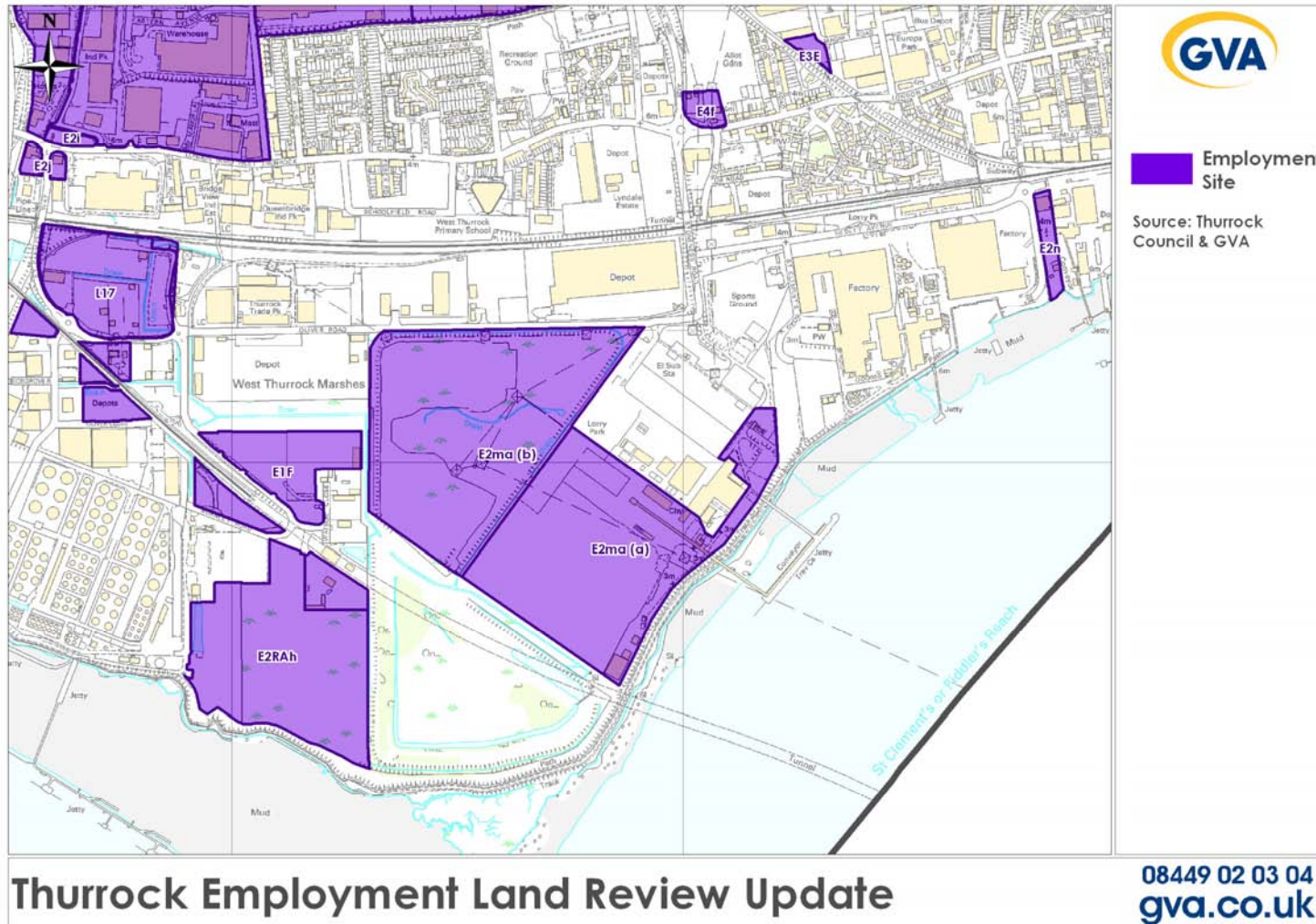
Map 4 – Purfleet South Sites



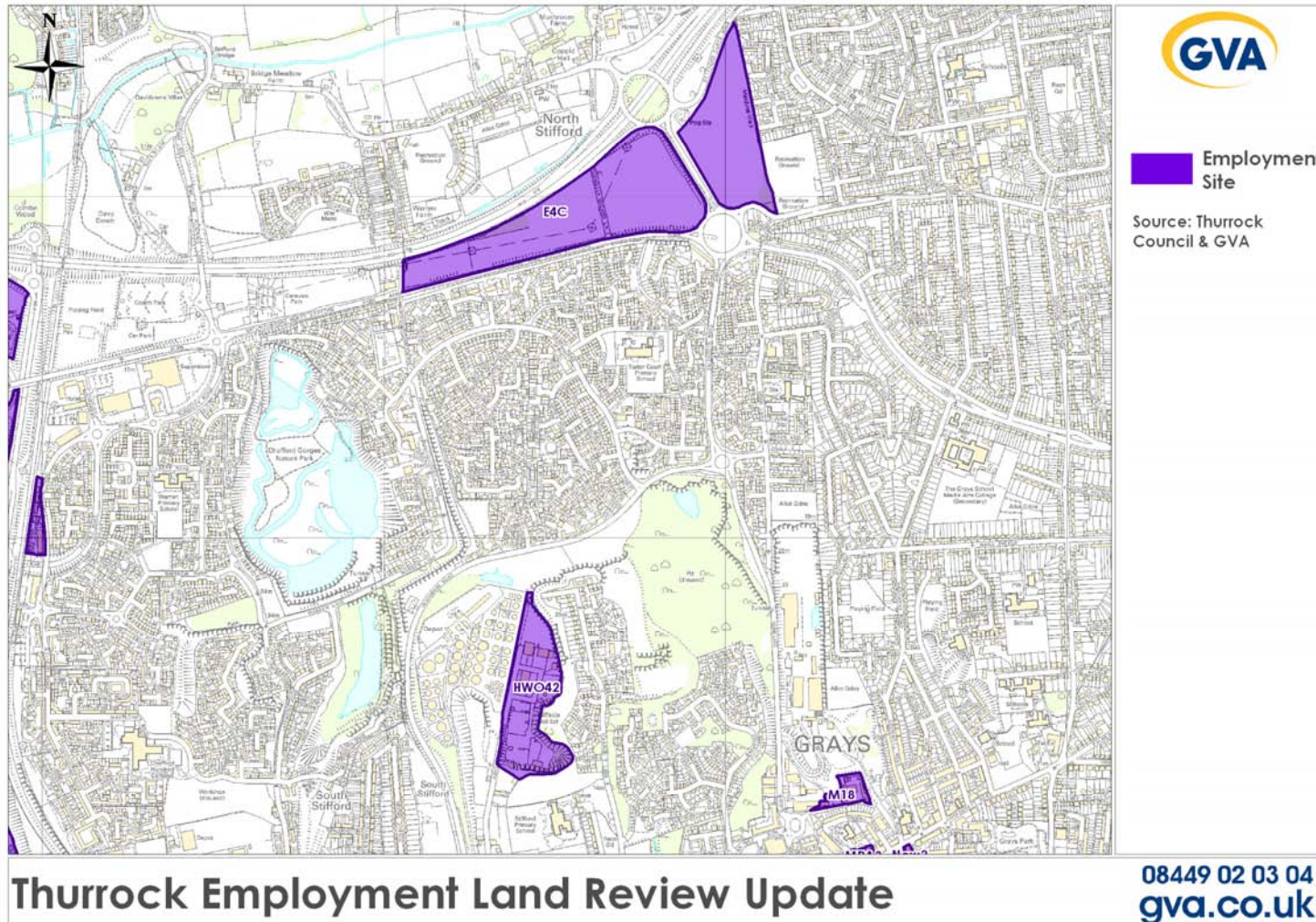
Map 5 – Lakeside North Sites



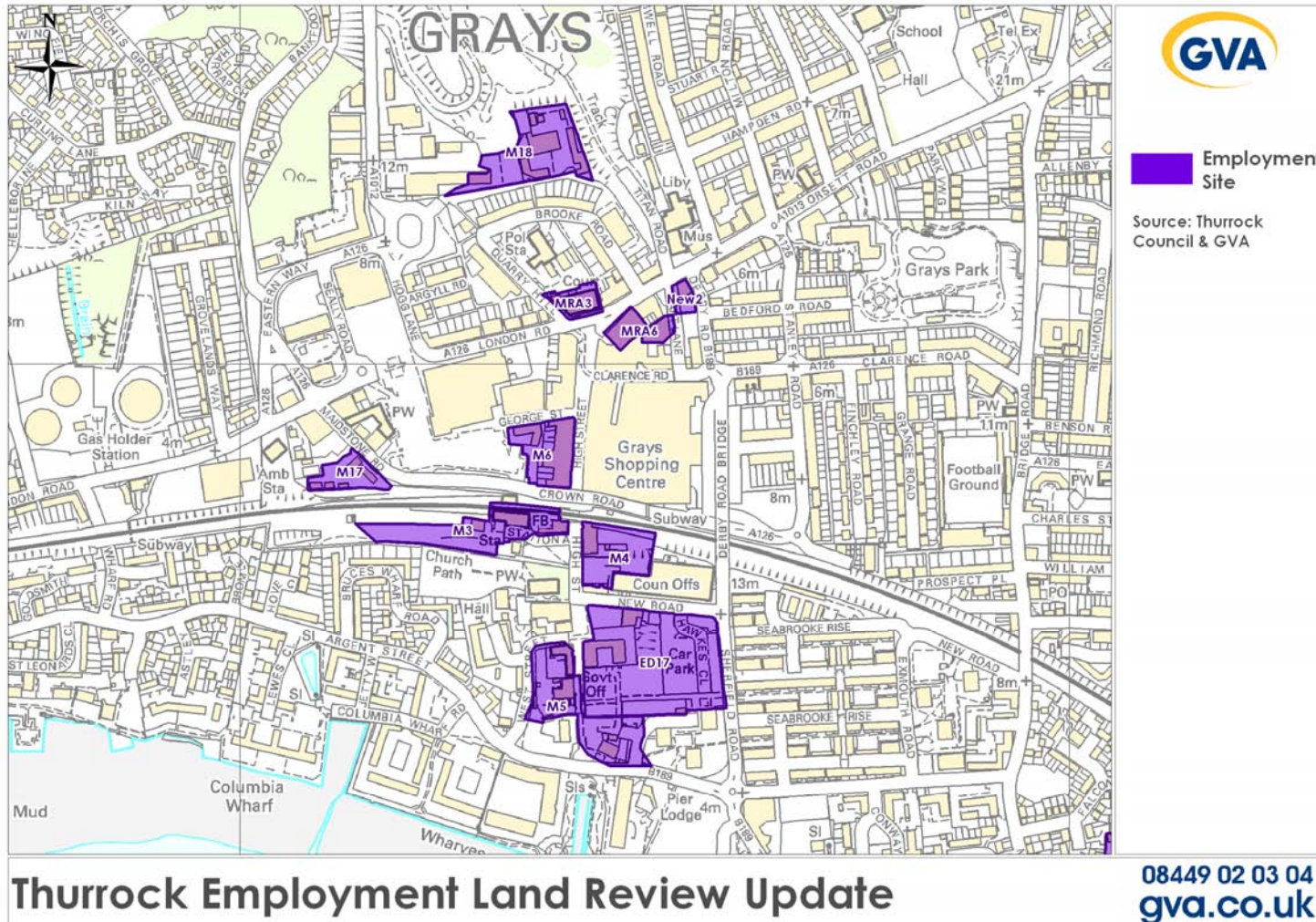
Map 6 – Lakeside South Sites



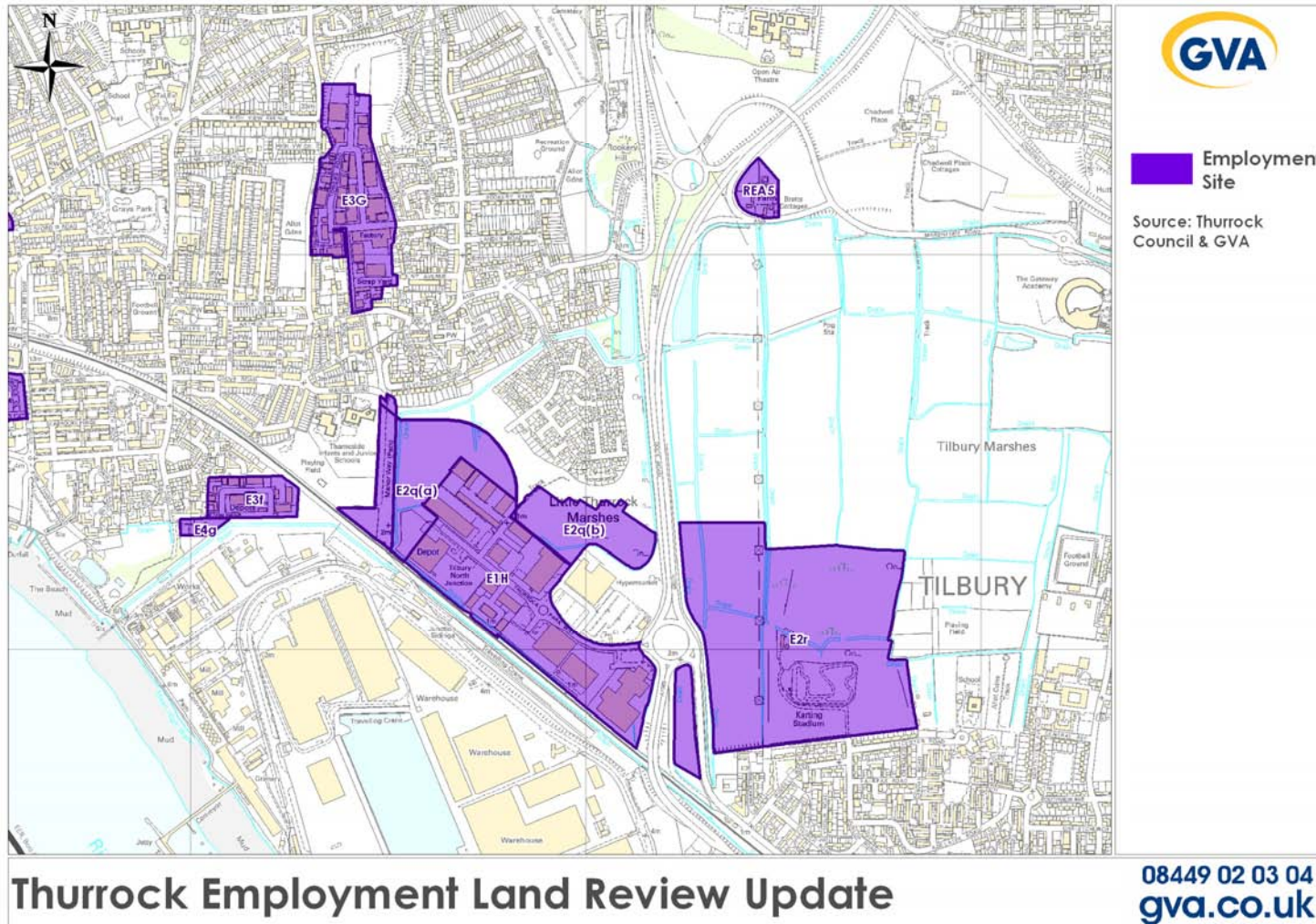
Map 7 - Grays West Sites



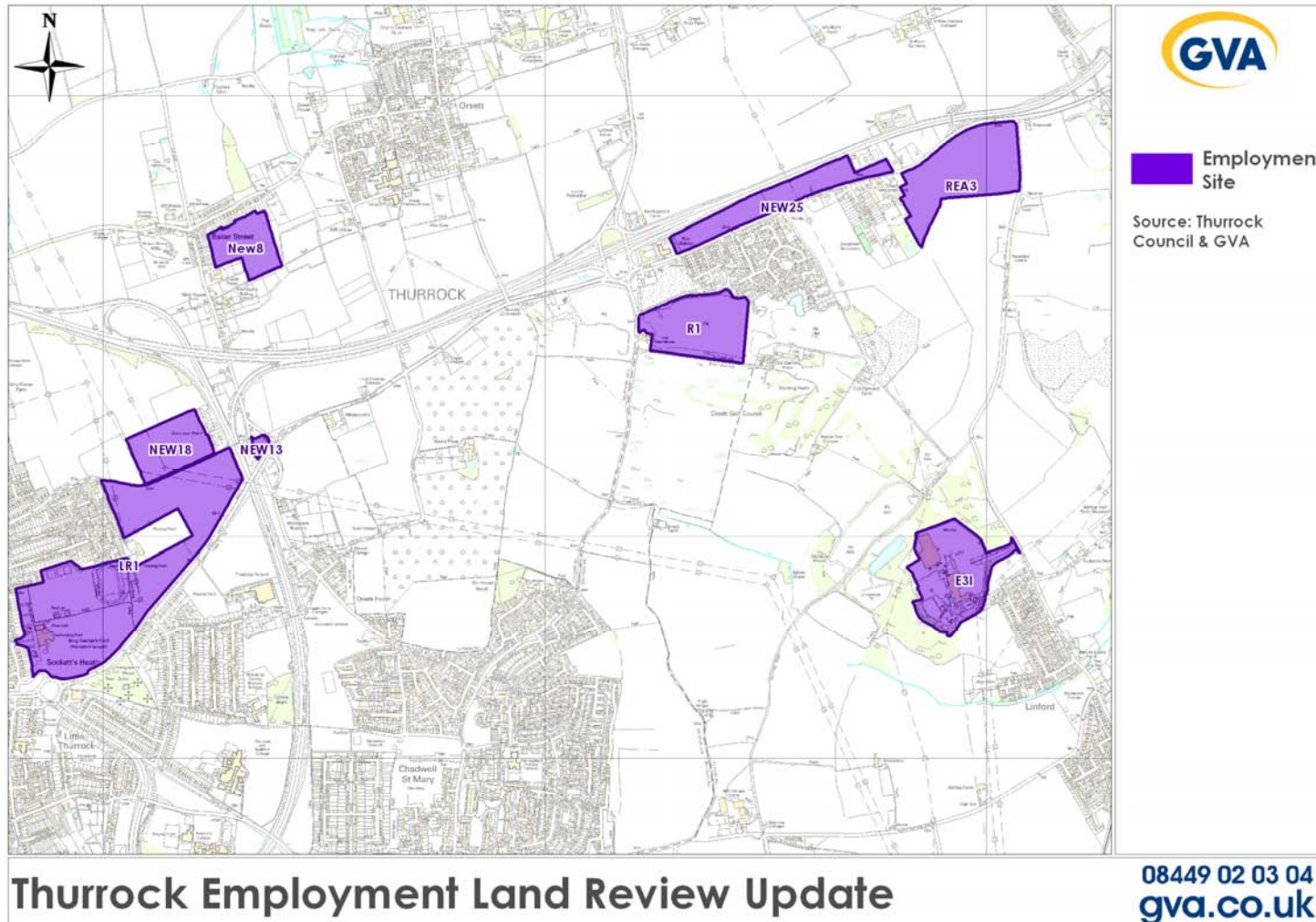
Map 8 - Central Grays Sites



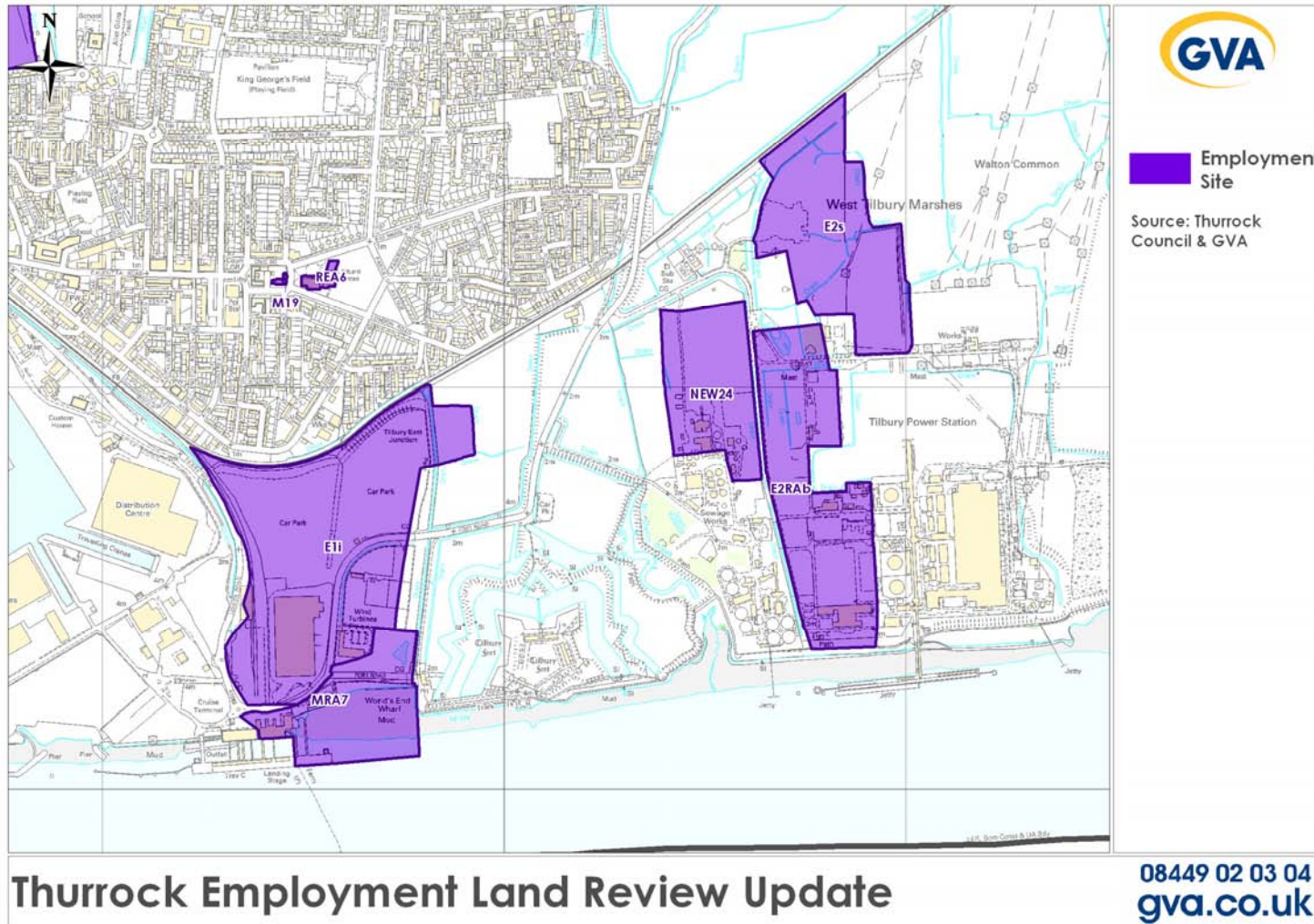
Map 9 – Grays East Sites



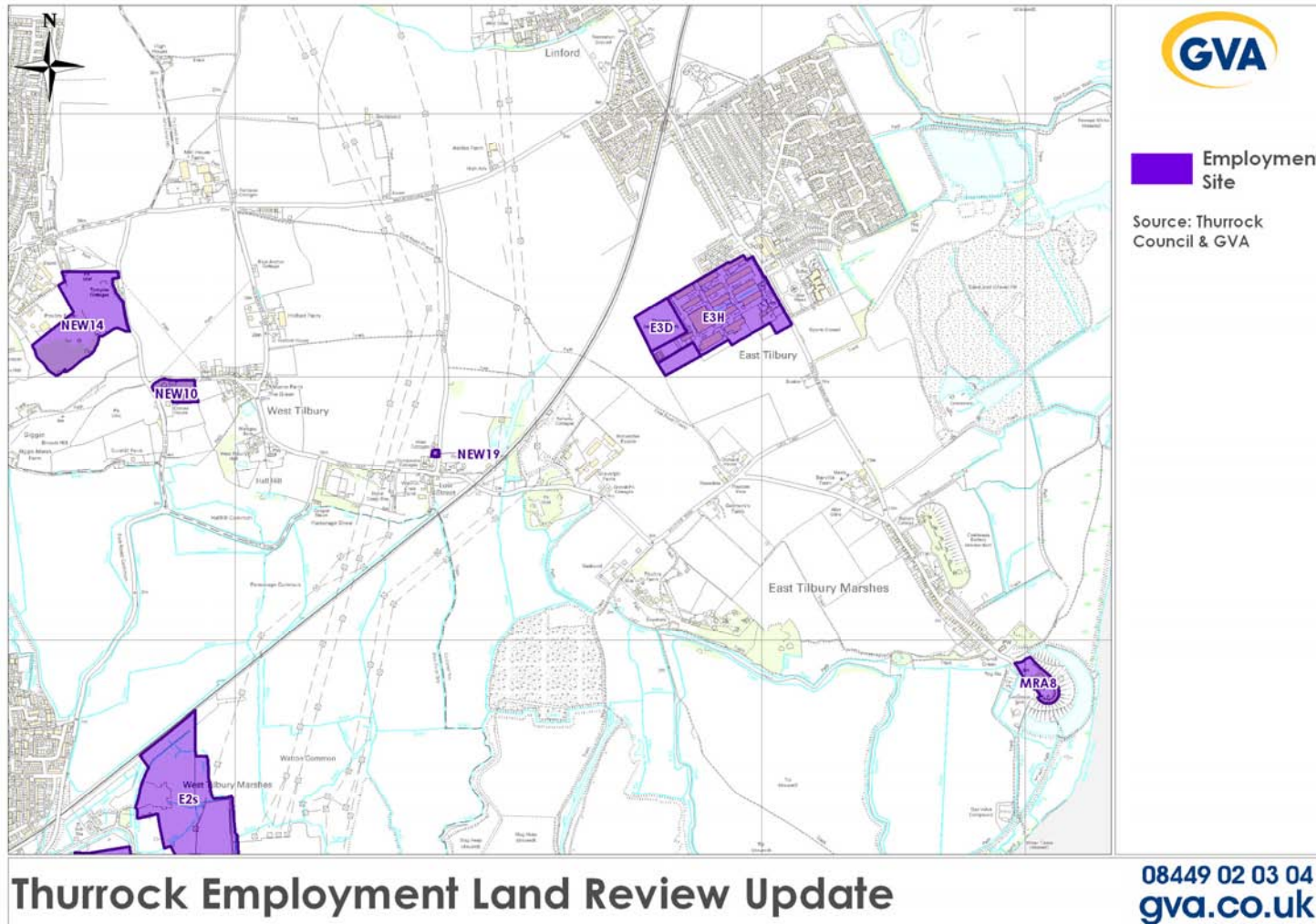
Map 10 – Grays North East and Southfields Sites



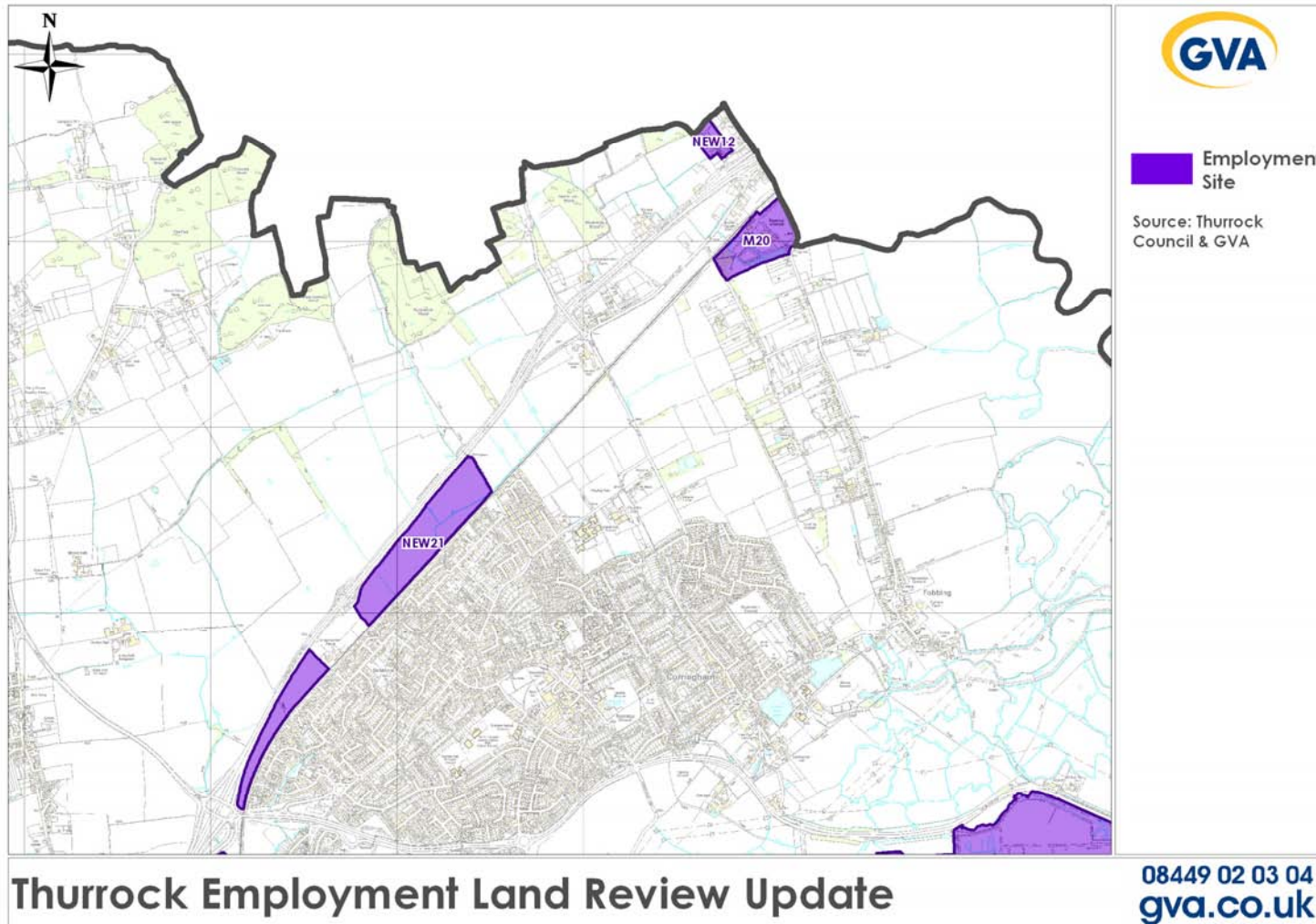
Map 11 - Tilbury Sites



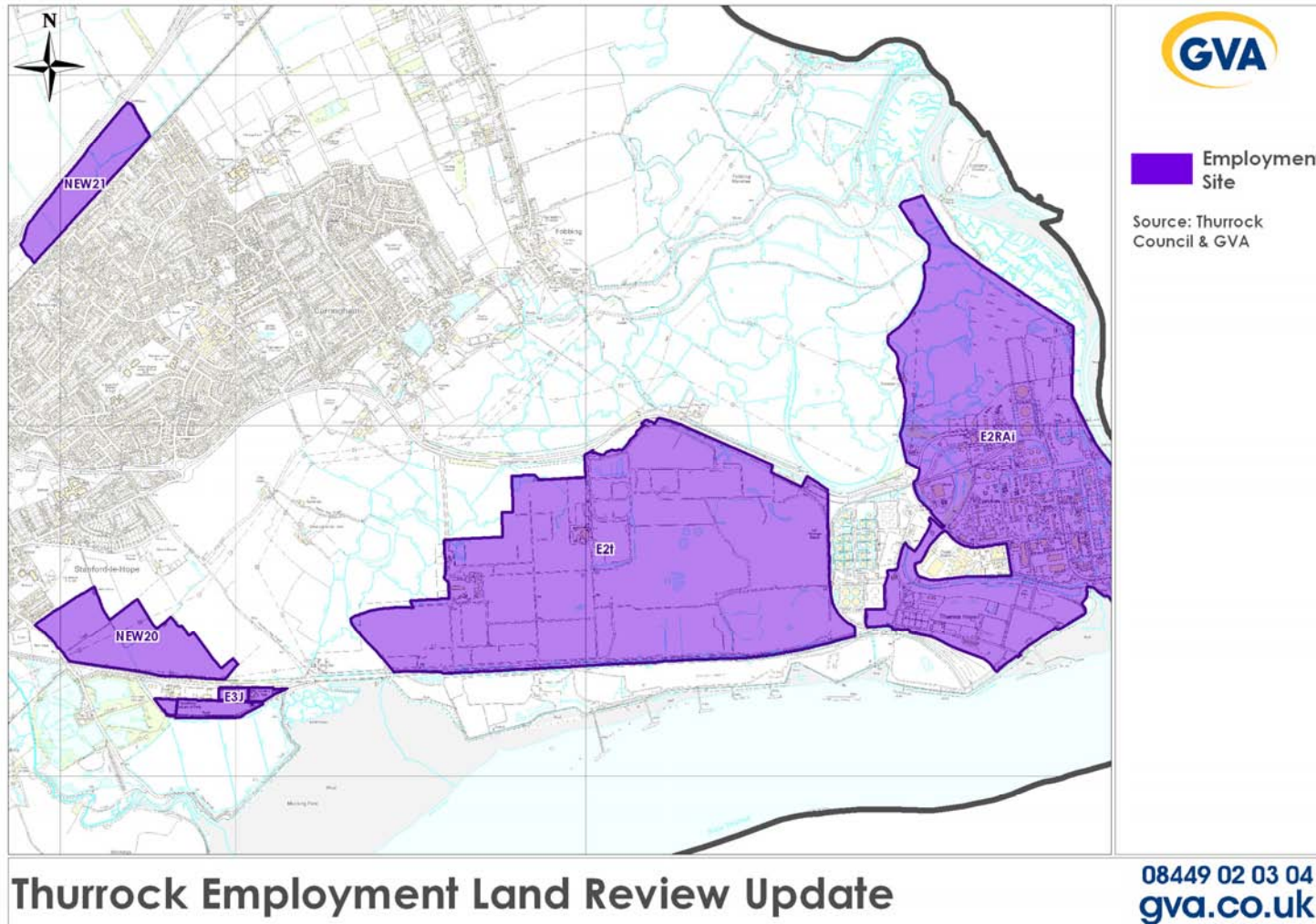
Map 12 – Tilbury East and Tilbury West Sites



Map 13 - Corringham and Vange Sites



Map 14 - Stanford and Coryton Sites



Appendix 3 - Site Assessment

Example Site

Site Number: Site Reference Numbers

Employment area type: Description of Current Use.

Existing Policy Designation: Designations within Local Plan, as amended by Core Strategy adopted December 2011.

Relevant Planning History (last five years): Major applications made on the site in the last five years.

Planning Constraints: Any constraints, physical or other wise which may affect development.

General description: Overview of site uses and its general setting.

Suitability for SME: Judgement regarding suitability of site for SME based on size, current uses, potential uses and transport links.

Non B-Uses on site: An indication of the percentage of the site currently in Non-B class use.

Site Area and Availability

Site Area: Site area in hectares.

Vacant Land or Buildings: Indication of whether the site is vacant or has vacant buildings on it.

Are there buildings with potential for re-development? Any buildings on site which are derelict or falling into disrepair.

Condition of Employment Area

Overall condition of the environment in the employment area: Assessment of the general area.

Age of buildings: An assessment of the percentage of built stock by era of build.

Quality of buildings (proportion of condition): Proportion of stock assessed as Very Good, Good, Poor or Very Poor.

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: Nearest A-Road and approximate distance.

Distance to the nearest Motorway Junction: Nearest motorway junction and approximate distance.

HGV access: Assessment of access, egress and circulation for HGV traffic.

Local Access

Access to public transport: Distance to nearest bus stop and train station and assessment based on this.

Comments on access: Comments on local road access including circulation and access on to site.

Is local road access Adequate for current use? Assessment of local road access based on requirements of current use

Amenities and Parking

Access to amenities: Assessment of proximity to amenities including retail and food outlets

Servicing: Type of servicing on site including off road and special loading bays etc.

Is servicing adequate for this site? An assessment of how adequate servicing on the site is for current use.

Comments on parking provision: Comments on parking provision on the site

Environment

Are there any obvious signs of contamination? Signs of contamination from previous, current and neighbouring uses

Topographical issues: Are there slopes, banking or other topographical issues on site?

Comments on Bad neighbourhood issues: Does the site generate or suffer from bad neighbourhood uses including pollution, traffic, noise?

Capacity & Suitable Uses

Where the capacities were taken from

B1 Capacity – Capacity of B1 Jobs based on standard Densities and Plot Ratios.

B2 Capacity – Capacity of B2 Jobs based on standard Densities and Plot Ratios.

B8 Capacity – Capacity of B8 Jobs based on standard Densities and Plot Ratios.

Most Suitable Use: An assessment of the most suitable use on the site based on location and surrounding uses.

Recommendations

The recommendations use a traffic light system to summarise and make recommendations based on the above information.

Plot 44 and Plot 14, Purfleet Industrial Park

Purfleet (reduced E1A)

Site Number: E2a(a) and E2a(b)

Employment area type: Vacant Land

Existing Policy Designation: These sites are allocated as land for New Primary Employment development within the existing E1A Primary Employment area.

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3&2

General description: The site is split across two sites both of which are vacant parcels of land adjacent to the Purfleet Industrial Estate.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 1.6Ha in total (0.76Ha E2a(a) and 0.8Ha E2a(b))

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development?: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A1306, which is adjacent to the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is 2.2 km away.

HGV access: The site is not in use therefore this assessment criterion is not applicable

Local Access

Access to public transport: Good - The Nearest Bus Stop is on site. The nearest train Station is Purfleet Station which is around 500 metres away

Comments on access: Local road access is good although may require improved access to the southern site.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable.

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable.

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable.

Environment

Are there any obvious signs of contamination? Possible from neighbouring uses

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 39 jobs

B2 Capacity – 61 jobs

B8 Capacity – 56 jobs

Most Suitable Use: These sites are most suitable for B8 class employment

Recommendations

Policy Alignment – **The sites are an existing allocation for New Primary Employment Development**

Physical Constraints - **Flood Zone 3&2 and the sites are not a continuous area (i.e. they are separate).**

Strategic and Local Access – **The sites have very good access onto the strategic road network and very good access to public transport.**

Condition and Current Use – **Poor quality open space**

Vacant Land/Buildings – **Vacant Land**

**Overall – Retain Allocation as Land for New Primary Employment
Development**

Bluelands (West) Purfleet

Site Number: E2e

Employment area type: Former Chalk Pit/Lake

Existing Policy Designation: The site is allocated as land for New Primary Employment development adjacent to the existing E1d Primary Employment Area.

Relevant Planning History (last five years): Hybrid application for the part filling of Bluelands Quarry with inert material (Full Application) and the development of the reclaimed site for mixed use purposes comprising storage and distribution and a hotel (Outline Application) with associated access arrangements for detailed approval at this stage.

Planning Constraints: Flood Zone 3 & 2

General description: This site is a former chalk pit which has been filled in with water. It would require significant remediation work before development would be possible. This suggests its attraction as an employment site is significantly limited, however a recent approval has been granted to fill the lake and redevelop the site for employment use

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 6.3 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor. It's a former quarry pit site and not suitable for employment uses at present.

Age of buildings: N/A

Quality of buildings (proportion of condition): The site is vacant therefore this assessment criterion is not applicable.

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The site is adjacent to A1090

Distance to the nearest Motorway Junction: 320 metres from M25 Junction 31

HGV access: No issues

Local Access

Access to public transport: Average – The nearest Bus Stop is immediately adjacent to the site. The nearest train station is Purfleet Station which is around 1.8km away

Comments on access: - Access to the A1090 is direct to and from the site

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is not in use therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is not in use therefore this assessment criterion is not applicable

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable.

Environment

Are there any obvious signs of contamination: No

Topographical issues: It is a former chalk pit which is now filled with water. It is steep sided and would take significant construction to improve it.

Comments on Bad neighbourhood issues: Yes, the site is situated directly on an A Road meaning that there is significant traffic on the site.

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 175 jobs

B2 Capacity – 275 jobs

B8 Capacity – 140-251 jobs

Most Suitable Use: The site has permission for B8 storage and distribution uses among others.

Recommendations

Policy Alignment – Allocated as land for New Primary Employment Development.

Physical Constraints - Flood Zone 3 & 2

Strategic and Local Access – The site has good access onto the strategic road network and to public transport.

Condition and Current Use – Former quarry with lake, although with permission for employment uses

Vacant Land/Buildings – Vacant land

Overall – Retain Allocation as Land for New Primary Employment Development



Land adjoining Van den Bergh & Jurgens, West Thurrock

Site Number: E2f

Employment area type: Open Space

Existing Policy Designation: The site is allocated as land for New Primary Employment development within the existing E1e Primary Employment Area.

Relevant Planning History (last five years): None

Planning Constraints: Part of the site is designated as additional open space in the local plan, Flood Zone 3 & 2

General description: The site is split by the Grays – Fenchurch Street railway line into two distinct parts. The Northern section is split again by the raised Channel Tunnel Rail Link (CTRL) Eurostar line. The remaining land is open space with a small storage area to the south.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 16.3Ha

Vacant Land or Buildings: 100% of the site is open space. There are no vacant buildings on the site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: The site is vacant therefore this assessment criterion is not applicable.

Quality of buildings (proportion of condition): The site is vacant therefore this assessment criterion is not applicable.

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A282, which is around 100 metres away from the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is 1.1 km away.
HGV access: Very Good, although access would need to be put in place

Local Access

Access to public transport: Good - The Nearest Bus Stop is immediately adjacent to the site. The nearest train Station is Chafford Hundred Station which is around 1.8 Km away

Comments on access: - Local road access is good although access onto the site itself would need to be put in place

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable.

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable.

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable.

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 362 jobs

B2 Capacity – 569 jobs

B8 Capacity – 521 jobs

Most Suitable Use: The site is most suitable for B8 storage and distribution uses.

Recommendations

Policy Alignment – **The site is allocated as land for new Primary Employment within an Existing Primary Employment area, although it is also partially allocated as open space.**

Physical Constraints - **Flood zone 3&2**

Strategic and Local Access – The site has good access onto the strategic road network but poor access to public transport.

Condition and Current Use – Poor quality open space

Vacant Land/Buildings – Vacant Land

Overall – Retain Allocation as Land for New Primary Employment Development

LaFarge Jetty Site, West Thurrock

Site Number: E2g

Employment area type: Open Space

Existing Policy Designation: The site is allocated as land for New Primary Employment development within the existing E1e Primary Employment area.

Relevant Planning History (last five years): None

Planning Constraints: Majority of Site in Flood Zone 3 & 2

General description: The site is a small area of scrub used as a buffer between a petrochemical and aggregates factory.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 2.3Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Very Poor

Age of buildings: The site is vacant therefore this assessment criterion is not applicable.

Quality of buildings (proportion of condition): The site is vacant therefore this assessment criterion is not applicable.

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A138, which is around 100 metres away from the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is 1.7 km away.

HGV access: Poor, there is no direct access onto the site.

Local Access

Access to public transport: Very Poor - The nearest Bus Stop is over 600 metres away. The nearest train Station is Chafford Hundred Station which is around 2.4 km away

Comments on access: - Local road access is adequate although access directly onto the site is poor and would need to be put in place. This could be via neighbouring sites

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable.

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination? Possible

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 0 jobs

B2 Capacity – 99 jobs

B8 Capacity – 72 jobs

Most Suitable Use: The site is most suitable for B8 storage and distribution uses.

Recommendations

Policy Alignment – **The site is allocated as land for New Primary Employment within an Existing Primary Employment area.**

Physical Constraints - **Flood zone 3&2 and covered in scrub**

Strategic and Local Access – **The site has poor access onto the strategic road network, although neighbouring sites could allow better access. The site also has poor access to public transport.**

Condition and Current Use – **Poor quality open space**

Vacant Land/Buildings – Vacant Land

**Overall – Retain Allocation as Land for New Primary Employment
Development**

885 - 901 London Road, West Thurrock

Site Number: E2h

Employment area type: Open Space

Existing Policy Designation: The site is allocated as land for New Primary Employment development within the existing E1e Primary Employment area.

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2

General description: The site is a small area of open space immediately adjacent and beneath to the M25.

Suitability for SME: Average

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 0.25Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Very Poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A282, which is almost immediately adjacent to the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is 1.1 km away.

HGV access: Very Good, although direct access would be required

Local Access

Access to public transport: Good - The Nearest Bus Stop is immediately adjacent to the site. The nearest train Station is Chafford Hundred Station which is around 1.8 km away

Comments on access: - Road access is good although access onto the site would need to be put in place

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 280 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Most Suitable Use: The site is most suited to B1 office uses.

Recommendations

Policy Alignment – **The site is allocated as land for New Primary Employment within an Existing Primary Employment area.**

Physical Constraints - **Flood Zone 3 & 2.**

Strategic and Local Access – **The site has good access onto the strategic road network and good access to public transport.**

Condition and Current Use – **Poor quality open space**

Vacant Land/Buildings – **Vacant Land**

Overall – **Retain Allocation as Land for New Primary Employment Development**

Plot 3, Waterglade Industrial Park

Site Number: E2i

Employment area type: Heavy/Specialist Industrial Site

Existing Policy Designation: The site is allocated as land for New Primary Employment development within the existing E1g Primary Employment area.

General description: This is a small site situated off London Road, West Thurrock. It is currently in use as pallet yard and is in good working order.

Relevant Planning History (last five years): 08/00908/TTGFUL - 726 London Road, Erection of 9, two storey office units. Permission granted 2010.

Planning Constraints: Flood Zone 3

Suitability for SME: Poor

Non B-Uses on site: None

Site Area and Availability

Site Area: 0.3 ha

Vacant Land or Buildings: No vacant land or buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good, it's a working pallet yard so is suitable for that use.

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): 75% - 100% in very poor condition but these are temporary buildings

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A282 is less than 100 metres from the site

Distance to the nearest Motorway Junction: 1150 metres from the M25

HGV access: There were issues noted for HGV access due to tight turnings from London Road

Local Access

Access to public transport: Average- The nearest bus stop is just over 100 metres away and the site is around 1.6 km from Chafford Hundred Station

Is local road access Adequate for current use? Yes

Comments on access: The access to London Road is good from the site, while challenging for HGVs in its current configuration.

Amenities and Parking

Access to amenities: Poor. There are very few options for food, provisions etc. within the surrounding area.

Servicing: No adequate servicing available. Does not appear that servicing is possible for HGVs in particular.

Is servicing adequate for this site?

Comments on parking provision: It was not possible to establish parking provision adequacy from the visits to the site.

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: There is a particularly strong smell from an adjacent site which would have implications for any local developments.

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 107 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Most Suitable Use: The site is most suited to B1 office use.

Recommendations

Policy Alignment – **The site is allocated as land for New Primary Employment within an Existing Primary Employment area.**

Physical Constraints - **Flood Zone 3**

Strategic and Local Access – **The site has good access onto the strategic road network and to public transport.**

Condition and Current Use – **Poor quality employment use**

Vacant Land/Buildings – **Fully occupied employment use**

Overall – Retain Allocation as Land for New Primary Employment Development

Land South of London Road, West Thurrock

Site Number: E2j

Employment area type: Office Location

Existing Policy Designation: The site is allocated as land for New Primary Employment development within the existing E1f Primary Employment area.

General description: This site is built out and is being used for offices; the buildings on site are of good quality. The offices appeared to be fully let but a particularly strong smell was noted from the adjacent site.

Relevant Planning History (last five years): Proposed detached three storey building to provide offices and laboratories with ancillary outbuildings.

Planning Constraints: Flood Zone 3 & 2

Suitability for SME: Poor

Non B-Uses on site: None

Site Area and Availability

Site Area: 0.5 ha

Vacant Land or Buildings: No vacant land or buildings.

Are there buildings with potential for re-development?: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 100% of the buildings have been built since 2000

Quality of buildings (proportion of condition): 100% of the buildings are in very good condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A282 is less than 100 metres from the site.

Distance to the nearest Motorway Junction: 1182 metres from the M25

HGV access: There are issues with poor access due to tight turnings from London Road but HGVs are unlikely to use this site given its current use.

Local Access

Access to public transport: Average - The nearest bus stop is less than 50 metres away. The nearest train station is Chafford Hundred Station which is around 1.7km away

Comments on access: - The access to London Road is good from the site, while challenging for HGVs in its current configuration.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor. There are very few options for food, provisions etc. within the surrounding area.

Servicing: No servicing or loading bays available.

Is servicing Adequate for this site? Yes

Comments Servicing: Does not appear that servicing is possible for HGVs in particular.

Comments on parking provision: It was not possible to establish parking provision adequacy from the visits to the site.

Environment

Are there any obvious signs of contamination: Smell Problem

Topographical issues: No

Comments on Bad neighbourhood issues: - Adjacent to oil gas and chemical services. There is a particularly strong smell from the adjacent site which would have implications for any local developments.

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 549 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Most Suitable Use: The site is most suited to B1 office use.

Recommendations

Policy Alignment – The site is allocated as land for New Primary Employment within an Existing Primary Employment Area. The site has been developed.

Physical Constraints - Flood Zone 3 & 2

Strategic and Local Access – The site has good access to the strategic road network although public transport access is average.

Condition and Current Use – Good Quality Employment Uses

Vacant Land/Buildings – Fully occupied employment use

Overall – Built out - Allocate as Existing Primary Employment Land



West Thurrock Power Station

Site Number: E2m(a) & (b)

Employment area type: Land previously developed for Power Station including, Freight Palette Storage and open space.

Existing Policy Designation: No designation (E2m(a)); Area of local nature conservation significance (E2m(b)).

Relevant Planning History (last five years): 11/50319/TTGFUL Erection of Industrial Development (Class B2) with Ancillary Offices (Class B1) and Distribution Space (B8) PER 2011
Planning Constraints: Flood Zone 3 & 2, Area of Local Nature Conservation

General description: This land comprises two sites of vacant land, the easterly (E2m(a) formerly the location of West Thurrock Power Station. Both sites are large but it was noted that prominent electricity pylons may prevent development on a large portion of the site. The site is also mapped as marshland.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 18.2 Ha & 20.6 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor. It is disused and overgrown.

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A126 is approximately 600 metres from the site.

Distance to the nearest Motorway Junction: 1804 metres from M25

HGV access: Good

Local Access

Access to public transport: Average - The Nearest Bus Stop is less than 400 metres away. The nearest train station is Chafford Hundred Station which is around 1.4km away

Comments on access: Local road access was adequate for current uses, although there are limitations to HGV access.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor. There are very few options for food, provisions etc. within the surrounding area.

Comments on Servicing and Parking Provision: Servicing (road-side and off-road) and loading bays available.

Is servicing Adequate for this site? Yes

Comments Servicing: As a current lorry park is located here, the servicing on site is Adequate for current uses.

Comments on parking provision: Adequate. The level of parking appeared to be more than Adequate for the current uses on site.

Environment

Are there any obvious signs of contamination: No

Topographical issues: No topography issues but major pylon issues on large part of site. The Land would require remediation when developed.

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 720 jobs

B2 Capacity – 1,475 jobs

B8 Capacity – 1,173 jobs

Most Suitable Use: The site is most suitable for B2 industrial uses

Recommendations

Policy Alignment – The west site (E2m(b)) includes an Area of Local Nature Conservation; the east site (E2m(b)) was previously the location of a power station and is adjacent to the E1f Primary Employment Area in West Thurrock.

Physical Constraints - Flood Zone 3 & 2 and electricity pylons on site

Strategic and Local Access – The site has good access to the strategic road network although public transport access is average.

Condition and Current Use – Average quality open space

Vacant Land/Buildings – Vacant land except pylons

Overall – Allocate as Land for New Primary Employment Development



Wouldham Works, Wouldham Way, West Thurrock

Site Number: E2n

Employment area type: Heavy/Specialist Industrial Site

Existing Policy Designation: The site is allocated as land for New Primary Employment development

Relevant Planning History (last five years): Adjacent site has permission for Redevelopment of site to provide up to 1244 residential dwellings in 13 parcels of between 2.5 and 21 storeys that will also incorporate 940m² of local retail, leisure and community uses {A1,A3,A4,D1} at ground floor level. 2880m² of business uses {B1, B2, B8}.

Planning Constraints: Flood Zone 3 & 2

General description: This site is a thin strip of land east of the Proctor & Gamble factory in West Thurrock. It was part of the Wouldham cement works which ceased production in the 1970s. The site still includes a transfer facility related to that use. Its potential as a single employment site is limited, although it has the potential to play a buffer role between the Proctor & Gamble Factory and proposed new residential further east.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 0.7 Ha

Vacant Land or Buildings: No vacant land, however there is one vacant building.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Very Poor - the site is derelict

Age of buildings: 100% built pre-1980

Quality of buildings (proportion of condition): Very Poor

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A126 is less than 300 metres from the site

Distance to the nearest Motorway Junction: 2.6km from M25 J31

HGV access: Very Good due to adjacent P&G Site

Local Access

Access to public transport: Average - The Nearest Bus Stop is 300 metres away. The nearest train station is Chafford Hundred Station which is around 1.3 km away.

Comments on access: The site is adjacent to Proctor & Gamble factory so local road access is good.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor. There are very few options for food, provisions etc. within the surrounding area.

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Comments Servicing: The site is vacant therefore this assessment criterion is not applicable

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable.

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: There was a strong smell from the neighbouring Proctor & Gamble which acts as an air pollutant.

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 19 jobs

B2 Capacity – 0 jobs

B8 Capacity – 5 jobs

Most Suitable Use: The site is most suitable for B8 or B1 uses

Recommendations

Policy Alignment – The site is allocated as land for New Primary Employment.

Physical Constraints - Flood Zone 3 & 2.

Strategic and Local Access – The site has good access to the strategic road network although public transport access is average.

Condition and Current Use – Poor quality former employment land

Vacant Land/Buildings – Vacant Land

Recommendation– Retain Allocation as Land for New Primary Employment Development



Land adj Tamarisk Road, South Ockendon

Site Number: E2o

Employment area type: Railway Station Surface Car Park

Existing Policy Designation: Not designated.

Relevant Planning History (last five years): 11/00732/OUT Development of site for up to 16 dwellings (Outline application with all matters reserved) Refused Nov 2011. Appeal in progress

Planning Constraints: Thames Chase

General description: Vacant site next to railway station could be put into commercial or residential use if necessary. Factory on opposite side of railway line indicates local interest. Current parking would require re-provision.

Suitability for SME: Good

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 0.35Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest primary road is the M25, which is over 1km from the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is just under 3Km away

HGV access: Good

Local Access

Access to public transport: Very Good – The Nearest bus stop 25 metres away. Ockendon Station 25m

Comments on access: - Local road access is good, although access onto the site is via a very small one way system servicing the station.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable , however, Station parking would need to be re-provided if site developed

Environment

Are there any obvious signs of contamination: No

Topographical issues: None

Comments on Bad neighbourhood issues: Noise due to the adjacent train line.

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 48 jobs

B2 Capacity – 0 jobs

B8 Capacity – 14 jobs

Most Suitable Use: The site is most suitable for B1 uses

Recommendations

Policy Alignment – **The site is within the Thames Chase Community Forest area.**

Physical Constraints - **None**

Strategic and Local Access – **The site has poor access to the strategic road network although public transport access is average.**

Condition and Current Use – **Vacant brownfield site adjacent to railway line**

Vacant Land/Buildings – **Vacant Land**

Overall – Allocate as Land for New Primary Employment Development

Thurrock Park, Little Thurrock

Site Number: E2q(a)

Employment area type: Wasteland

Existing Policy Designation: The site is allocated as land for New Primary Employment development within the existing E1h Primary Employment area.

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2, Greenbelt

General description: Vacant Land

Suitability for SME: Poor

Non B-Uses on site: None

Site Area and Availability

Site Area: 7.3 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good as it is next to new industrial park.

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A126 is just over 100 metres from the site

Distance to the nearest Motorway Junction: 5,089 metres from M25 Junction 31

HGV access: No issues

Local Access

Access to public transport: Average - nearest Bus Stop is 245.2 metres away. The nearest train station is Grays Station which is around 1.1km away

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Is servicing Adequate for this site? Yes

Comments Servicing: The site is vacant therefore this assessment criterion is not applicable.

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable.

Environment

Are there any obvious signs of contamination: Potentially. .

Topographical issues: There are marshes on site so potential flood issue

Comments on Bad neighbourhood issues: - Breakers yard on north side of site which may cause noise issues.

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 206 jobs

B2 Capacity – 325 jobs

B8 Capacity – 297 jobs

Most Suitable Use: B8 Employment Uses

Recommendations

Policy Alignment – The site is allocated as land for New Primary Employment within an Existing Primary Employment Area.

Physical Constraints - Flood Zone 3& 2

Strategic and Local Access – The site has good access to the strategic road network and average access to public transport.

Condition and Current Use – Poor quality open space

Vacant Land/Buildings – Vacant Land

Overall – Retain Allocation as Land for New Primary Employment Development



Thurrock Park Extension, Little Thurrock Site Number: E2q(b)

Employment area type: Marshland

Existing Policy Designation: Green Belt; Additional Open Space

Relevant Planning History (last five years): Redevelopment of land at Thurrock Park to include: 1. Development of 3.8 hectares of employment land as an extension to the existing employment uses at Thurrock Park (uses B2, B1 (c), B8) and open storage and other non-class B employment uses with a total maximum internal floor area of 20,000 sq metres.

Planning Constraints: Flood Zone 3 & 2, Greenbelt, Additional Open Space

General description: Potential extension to high quality general industrial/distribution park. The site is currently vacant marshland but if demand is high for an extension of the existing distribution park this site would be the obvious location for expansion once E2q had been fully developed. The marshlands however may prohibit development of the site.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 13.2 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Very Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A1089, which is less than 70 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is over 5.1Km away

HGV access: No direct access in place but potential for existing road network to continue onto site.

Local Access

Access to public transport: Average – The Nearest bus stop 149 metres away. Tilbury Town Station 1088 metres

Comments on access: - Direct access onto the site not in place but the adjacent distribution park has good circulation

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: No

Topographical issues: Marshland and Drain running through site

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 111 jobs

B2 Capacity – 250 jobs

B8 Capacity – 200 jobs

Most Suitable Use: The site is most suitable for B8 employment.

Recommendations

Policy Alignment – Allocated as Greenbelt and additional open space but has permission for additional employment use.

Physical Constraints - Flood Zone 3 & 2 and Marshlands

Strategic and Local Access – The site would have good access to the strategic road network and average access to public transport.

Condition and Current Use – Poor quality open space/Marshland

Vacant Land/Buildings – Vacant Land

Overall – Allocate as Land for New Primary Employment Development



Land at Manor Way

Grays

Site Number: E2q(c)

Employment area type: Wasteland

Existing Policy Designation: The site is allocated as land for New Primary Employment development within the existing E1h Primary Employment Area. The National Cycle Network passes through the site.

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2

General description: The site is poor quality wasteland / Marshland and is immediately adjacent to the Little Thurrock distribution park

Suitability for SME: Poor

Non B-Uses on site: 100% Non-B

Site Area and Availability

Site Area: 1.98Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Average

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A126, which is just over metres away.

Distance to the nearest Motorway Junction: M25 Junction 31 is 5.1 km away.

HGV access: The site is not in use therefore this assessment criterion is not applicable

Local Access

Access to public transport: Good - The Nearest Bus Stop is just over 100 metres away. The nearest train Station is Grays Station which is around 1.1km away

Comments on access: - Access to the site is via a residential area at present and direct access on to the site would need to be improved.

Is local road access Adequate for current use? No

Amenities and Parking

Access to amenities: Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination? Potentially landfill site

Topographical issues: Uneven surface

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 825 jobs

B2 Capacity – 193 jobs

B8 Capacity – 106 jobs

Most Suitable Use: The site is most suitable for B8 class employment

Recommendations

Policy Alignment – **The site is allocated as land for New Primary Employment within an Existing Primary Employment area.**

Physical Constraints – **Flood Zone 2&3 and Marshland**

Strategic and Local Access – **The site has very good access onto the strategic road network and good access to public transport.**

Condition and Current Use – **Poor quality open space**

Vacant Land/Buildings – **Vacant Land**

**Overall – Retain Allocation as Land for New Primary Employment
Development**

Land north of Tilbury Lorry Park, Dock Approach Road

Site Number: E2r

Employment area type: Vacant Land- Small part of site in use as Go-Kart track.

Existing Policy Designation: Green Belt although identified as a broad location for Green Belt release in the Core Strategy.

Relevant Planning History (last five years): Application Pending for Development of land comprising formation of new accesses to the A1089(T) and Dock Road, creation of internal estate roads, erection of buildings for storage and distribution(B8), general industry (B2) and offices (B1), provision of lorry parking, associated earthworks, car parking, public amenity areas, open space and landscaping.

Planning Constraints: Flood Zone 3 & 2, Greenbelt

General description: Vacant site potential for large scale industrial development.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 26.2 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Very Poor – wasteland surrounding the site.

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The site is adjacent to A126

Distance to the nearest Motorway Junction: 5,928 metres from M25 Junction 31

HGV access: No

Local Access

Access to public transport: Good – The nearest Bus Stop is less than 200 metres away. The nearest train station is Tilbury Town Station which is around 500 metres away

Comments on access: - The site is close to the main road with suitable access onto the site provided.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Is servicing Adequate for this site? Yes

Comment on parking provision: There is adequate space for parking should the site be redeveloped.

Environment

Are there any obvious signs of contamination: Potential - the site needs significant remediation before the extent of any contamination becomes clear.

Topographical issues: No.

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 0 jobs

B2 Capacity – 367 jobs

B8 Capacity – 106 - 335 jobs

Most Suitable Use: The site is most suitable for B8 employment

Recommendations

Policy Alignment – **The site is in the Greenbelt but is identified as a broad location for Green Belt release in the Core Strategy.**

Physical Constraints - **Flood Zone 3 & 2**

Strategic and Local Access – **The site would have good access to the strategic road network and good access to public transport.**

Condition and Current Use – **Average quality open space with go kart track**

Vacant Land/Buildings – Vacant Land

Overall – Allocate as Land for New Primary Employment Development



Tilbury A Power Station

Site Number: E2RAb

Employment area type: Site for Specific Occupier

Existing Policy Designation: None

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2

General description: The site is part of the Tilbury Power station complex although large parts of the site are vacant and or derelict. The south of the site is adjacent to a sewage works

Suitability for SME: Very Good

Non B-Uses on site: 50% - 75% of the site is open space

Site Area and Availability

Site Area: 15.1Ha

Vacant Land or Buildings: 50% - 75% of the site is open space. There are no vacant buildings on the site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Very Poor

Age of buildings: 100% of buildings built between 1949 - 1969

Quality of buildings (proportion of condition): Very poor

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A126, which is 1.3 km away.

Distance to the nearest Motorway Junction: M25 Junction 31 is 8.5 km away.

HGV access: Good, although via winding country road

Local Access

Access to public transport: Poor - The Nearest Bus Stop is over 500 metres away. The nearest train Station is Tilbury Town Station which is around 2 km away

Comments on access: - Direct access is reasonable although via a private road. There are also some issues with the quality of the local country road on approach to the site.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination? Possible

Topographical issues: No

Comments on Bad neighbourhood issues: Part of the site is a power station which emits pollutants and is a potential hazard.

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 419 jobs

B2 Capacity – 659 jobs

B8 Capacity – 603 jobs

Total Other Jobs – 0 jobs

Most Suitable Use: The site is most suitable for B2 industrial uses

Recommendations

Policy Alignment – **The site is not currently designated**

Physical Constraints - **Flood Zone 3 & 2**

Strategic and Local Access – **The site has good access onto the strategic road network but very good access to public transport.**

Condition and Current Use – **Partially in poor quality employment use and other part poor quality open space**

Vacant Land/Buildings – **Vacant land and buildings**

Overall – **Allocate as Reasonable Alternative for Primary Employment Development**

Tank Lane, Arterial Road

Purfleet

Site Number: E2RAAd

Employment area type: Vacant Land

Existing Policy Designation: The site is allocated as land for New Primary Employment development within the existing E1b Primary Employment area. The site is identified for Landscaping under Purfleet Centre Project

Relevant Planning History (last five years): Falls within Purfleet Centre application - 11/50401/TTGOUT Demolition of existing buildings; site preparation; redevelopment of the application site for a mix of uses including; Residential (up to 3,000 units); Retail Floorspace - Use Class A1, Financial & Professional Services Floorspace - Use Class A2, Food & Drink Facilities - Use Classes A3, A4 & A5 (6,900sqm); Employment & Business Uses - Use Classes B1, B2 & B8 (31,000sqm); Hotel - Use Class C1 (3,300sqm); Community, School & Civic Facilities - Use Class D1 and Leisure Uses - Use Class D2 (6,500sqm) Pending decision

Planning Constraints: The site is surrounded by the E1b Primary Employment area to the south.

General description: The site is vacant land surrounded by the Road network and the High Speed Rail line (Channel Tunnel Rail Link - CTRL).

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 0.6HA

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development?: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A1306, which is less than 300 metres away.

Distance to the nearest Motorway Junction: M25 Junction 31 is 1.6 km away.

HGV access: The site is not in use therefore this assessment criterion is not applicable

Local Access

Access to public transport: Good- The Nearest Bus Stop is less than 300 metres away. The nearest train Station is Purfleet Station which is around 600 metres away

Comments on access: - Local road access is good although may require improved direct access to the site

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Servicing: The site is not in use therefore this assessment criterion is not applicable.

Is servicing adequate for this site? The site is not in use therefore this assessment criterion is not applicable.

Is there adequate parking provision? The site is not in use therefore this assessment criterion is not applicable.

Comments on parking provision: The site is not in use therefore this assessment criterion is not applicable.

Environment

Are there any obvious signs of contamination? No

Topographical issues: Sloping at the periphery

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 0 jobs

B2 Capacity – 33 Jobs

B8 Capacity – 24 jobs

Most Suitable Use: The site is most suitable for B8 class employment

Recommendations

Policy Alignment – **The site is an existing employment allocation but allocated landscaping, therefore the site may become a buffer, parkland or public realm.**

Physical Constraints - **None**

Strategic and Local Access – **The site has good access onto the strategic road network and**

good access to public transport.

Condition and Current Use – Poor quality open space

Vacant Land/Buildings – Vacant Land

Overall – Retain Allocation as Land for New Primary Employment Development

Botany Quarry/Tank Lane

Site Number: E2RAe

Employment area type: General Industry/Business Area / specialised Freight Terminals

Existing Policy Designation: The site is located within the existing E1b Primary Employment area

Relevant Planning History (last five years): Falls within Purfleet Centre application - 11/50401/TTGOUT Demolition of existing buildings; site preparation; redevelopment of the application site for a mix of uses including; Residential (up to 3,000 units); Retail Floorspace - Use Class A1, Financial & Professional Services Floorspace - Use Class A2, Food & Drink Facilities - Use Classes A3, A4 & A5 (6,900sqm); Employment & Business Uses - Use Classes B1, B2 & B8 (31,000sqm); Hotel - Use Class C1 (3,300sqm); Community, School & Civic Facilities - Use Class D1 and Leisure Uses - Use Class D2 (6,500sqm) Pending decision.

Planning Constraints: None

General description: The site is currently vacant and located within poor quality Botany Road, Commercial Area. The estate has good access on to the strategic road network and is close to Purfleet rail station. The entire area has potential for redevelopment and is part of the Purfleet Pride area could be retained for employment uses.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 0.6 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Very poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A1090, which is less than 200 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is over 1.8Km away

HGV access: No issues

Local Access

Access to public transport: Good - The Nearest Bus Stop is less than 400 metres away. The nearest train Station is Purfleet Station which is around 600 metres away

Comments on access: - Local road access is poor due to informal parking for Purfleet station. This could be improved through the masterplanning of the wider area. Direct access onto part of the site is good although direct access would need to be put in place for large parts of the site which are currently vacant.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Servicing: Adequate off road servicing.

Is servicing adequate for this site? Servicing on the site is good with most units either having off road servicing or loading bays.

Comments on parking provision: Most of the units have their own parking, however, the proximity to Purfleet station increases the number of cars parked on the roadside which causes poor circulation on the site.

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 16 jobs

B2 Capacity – 25 jobs

B8 Capacity – 22 jobs

Total Other Jobs – 0 jobs

Most Suitable Use: The site is most suitable for a mix of uses

Recommendations

Policy Alignment – **The site is currently allocated for Primary Employment, but has been**

identified as a location for a New Primary School, Place of Worship and Community Use as part of the wider regeneration of Purfleet.

Physical Constraints – **None.**

Strategic and Local Access – **The site has poor access onto the strategic road network although public transport access is very good.**

Condition and Current Use – **Poor quality employment site.**

Vacant Land/Buildings – **Vacant Land**

Overall – Reallocate for Mixed Use or Reasonable Alternative Employment Allocation



Former Thames Board Mills Site, London Rd, Purfleet

Site Number: E2RAf

Employment area type: Site for Specific Occupier

Existing Policy Designation: The site is allocated as land for New Primary Employment development.

Relevant Planning History (last five years): Falls within Purfleet Centre application - 11/50401/TTGOUT Demolition of existing buildings; site preparation; redevelopment of the application site for a mix of uses including; Residential (up to 3,000 units); Retail Floorspace - Use Class A1, Financial & Professional Services Floorspace - Use Class A2, Food & Drink Facilities - Use Classes A3, A4 & A5 (6,900sqm); Employment & Business Uses - Use Classes B1, B2 & B8 (31,000sqm); Hotel - Use Class C1 (3,300sqm); Community, School & Civic Facilities - Use Class D1 and Leisure Uses - Use Class D2 (6,500sqm) Pending decision.

Planning Constraints: Flood Zone 3 & 2

General description: Vacant cleared former Paper Mill site. The site is to the rear of an existing paper and cardboard factory and DHLA freight depot. The site has direct access on to the Thames to the South and the Grays to London Fenchurch Street line bounds the site to the North. It is likely that this site would be retained for industrial use

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 2.71 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Vacant, cleared site.

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A1090, which is less than 450 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is over 1.8Km away

HGV access: The site is to the rear of an existing HGV freight depot and has access in place although via level crossing. Network Rail are not likely to accept increased traffic at this site.

Local Access

Access to public transport: Good - Nearest bus stop 282 metres away. Purfleet Station 1,387 metres away.

Comments on access: - The site has access on to the A1090 although this is via a level crossing over the Fenchurch St-Grays railway line. Generally local road access is good.

Is local road access Adequate for current use? Yes, although via level crossing

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? N/A

Environment

Are there any obvious signs of contamination: No

Topographical issues: None

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 0 jobs

B2 Capacity – 148 jobs

B8 Capacity – 108 jobs

Total Other Jobs – 0 jobs

Most Suitable Use: The site is most suitable for a mix of uses

Recommendations

Policy Alignment – **Allocated as land for New Primary Employment and identified as location for park and settling pond as part of the Purfleet Centre project**

Physical Constraints - Flood Zone 3 & 2

Strategic and Local Access – The site has poor access onto the strategic road network and to public transport as both are via a restricted access level crossing.

Condition and Current Use – Poor quality former industrial site

Vacant Land/Buildings – Vacant and cleared land

Overall – Reallocate for Leisure/Open Space or for Reasonable Alternative Employment Allocation (subject to access)

Purfleet Farm, Land Adj to Van Den Berghs

Site Number: E2RAg

Employment area type: Fallow land

Existing Policy Designation: The site is allocated as land for New Primary Employment development within the existing E1e Primary Employment area.

Relevant Planning History (last five years): Extension of time limit - Original application 07/01217/TTGOUT. Mixed use development of B2 {general industry} and B8 {storage and distribution}.

Permission granted 2007

Planning Constraints: Flood Zone 3 & 2

General description: The site is currently open ground but is not publicly accessible. The site has been reserved for any growth of the Van Den Bergh site to the south. The Channel Tunnel Rail Link splits the site.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 5.8 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A282, which is adjacent to the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is over 1.1Km away

HGV access: No Issues

Local Access

Access to public transport: Good - The nearest Bus Stop is immediately adjacent to the site. The nearest train station is Purfleet Station which is around 1Km away

Comments on access: Local access is good but would require improvements to directly access the site.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from GVA (Mar 2012)

B1 Capacity – 0 Jobs

B2 Capacity – 0 Jobs

B8 Capacity – 258 Jobs

Most Suitable Use: The site would be most suitable for B8 use.

Recommendations

Policy Alignment – **The site is allocated as land for New Primary Employment within an Existing Primary Employment area.**

Physical Constraints – **The site has the raised railway line crossing it, although the rest of the site is adequate.**

Strategic and Local Access – **The site has poor access onto the strategic road network although public transport access is good.**

Condition and Current Use – **Poor quality open space.**

Vacant Land/Buildings – **Vacant and cleared land**

**Overall – Retain Allocation as Land for New Primary Employment
Development**

West Thurrock Marshes

Site Number: E2RAh

Employment area type: Open Space

Existing Policy Designation: Oil and Chemical Storage Expansion land;

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2

General description: The site is open space/marshlands immediately adjacent to the Thames. The site has further marshlands to the east and chemical storage to the west. The Channel Tunnel Rail Link has been built and runs to the north of this land.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 12.5Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A282, which is over 700 metres away from the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is 2.1 km away.

HGV access: Good, although direct access would be required

Local Access

Access to public transport: Very Poor - The Nearest Bus Stop is around 900 metres away. The nearest train Station is Chafford Hundred Station which is around 2 km away

Comments on access: - Local road access is average and direct access on to the site would need to be improved.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 0 Jobs

B2 Capacity – 684 Jobs*

B8 Capacity – 500 Jobs*

*These figures represent capacity for reasonable alternative use.

Most Suitable Use: The site would be most suitable for B2 & B8 use.

Recommendations

Policy Alignment – The site is allocated for Oil and Chemical storage expansion although the site is in the flood zone.

Physical Constraints - Flood Zone 3 & 2 and Marshlands

Strategic and Local Access – The site has good access onto the strategic road network but very poor access to public transport.

Condition and Current Use – Average quality open space

Vacant Land/Buildings – Vacant Land

Overall – Retain Oil and Chemical Storage Expansion Allocation or for Reasonable Alternative Employment Allocation

Tilbury Power Station, North

Site Number: E2s

Employment area type: Wasteland

Existing Policy Designation: The site is allocated as land for New Primary Employment development.

Relevant Planning History (last five years): Withdrawn outline application for development for class B2 (general industrial) and class B8 (storage and distribution) uses with associated parking and internal access roads.

Planning Constraints: Flood Zone 3 & 2

General description: This is a vacant site situated adjacent to the power station. Potential for development, but may be issues with power station.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 13.8 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A126 is almost 3km from the site

Distance to the nearest Motorway Junction: 8,435 metres from M25 Junction 31

HGV access: No issues

Local Access

Access to public transport: Average – The nearest Bus Stop is less than 400 metres away. The nearest train station is Tilbury Town Station which is around 2km away

Comments on access: - Access on to the site is good from the East, however there are a number of issues with country roads. Direct access onto the site is via private roads.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: No servicing (road-side and off-road) or loading bays available.

Is servicing Adequate for this site? Yes

Comments on parking provision: Adequate

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: The site is next to a power station which is a potential hazard.

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 0 jobs

B2 Capacity – 0 jobs

B8 Capacity – 618 jobs

Most Suitable Use: The site is most suitable for B2 and B8 use

Recommendations

Policy Alignment – The site is allocated as land for New Primary Employment.

Physical Constraints - Flood Zone 3 & 2

Strategic and Local Access – The site has poor access onto the strategic road network and average access to public transport.

Condition and Current Use – Poor quality open space

Vacant Land/Buildings – Vacant Land

Overall – Retain Allocation as Land for New Primary Employment Development



London Gateway Port

Site Number: E2f

Employment area type: Brownfield Site - former oil refinery

Existing Policy Designation: Oil Refinery Land

Relevant Planning History: 02/00084/OUT Redevelopment of former Shell Haven oil refinery and associated refinery expansion, major road and rail linked logistics and commercial centre: Warehousing, industrial development and ancillary uses New build control room, workshops, store and associated external works including new car park, lighting and access areas.

Planning Constraints: Flood Zone 2

General description: Former oil refinery now owned by DP World. Currently works on site to develop a deep water port.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 298 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The site is adjacent to the A1014

Distance to the nearest Motorway Junction: 13 km from M25 Junction 30

HGV access: Yes

Local Access

Access to public transport: Very Poor – The nearest Bus Stop is just over 1km away. The nearest train station is Stanford-le-Hope Station which is around 2.9 Km away

Comments on access: - Local road access is good and site access is likely to be improved through development of the site.

Is local road access Adequate for current use? Yes.

Amenities and Parking

Access to amenities: Poor. It is anticipated that the development of deep water port will improve amenities.

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing Adequate for this site? Yes, once the site is developed servicing will be adequate for uses.

Comments on parking provision: Adequate

Environment

Are there any obvious signs of contamination: Yes. It is a former oil depot so contamination would be expected.

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 0 jobs

B2 Capacity – 0 jobs

B8 Capacity – 11,000-13,000 jobs

Most Suitable Use: The site is subject to B8 construction

Recommendations

Policy Alignment – **The site is allocated as Oil Refinery land and is currently undergoing redevelopment to deep water port and associated employment land.**

Physical Constraints - **Flood zone 2**

Strategic and Local Access – **The site has good access onto the strategic road network but very poor access to public transport.**

Condition and Current Use – **Construction site for employment use**

Vacant Land/Buildings – **Vacant Land**

Overall – Allocate as Land for New Primary Employment Development



Ponds Farm, London Road, Purfleet

Site Number: E2u

Employment area type: The site is a vacant former landfill site

Existing Policy Designation: Green Belt with recent planning permission

Relevant Planning History (last five years): Outline planning application for the redevelopment of the site for employment use totalling 38,686sqm.

Planning Constraints: Flood Zone 3, Greenbelt

General description: This site is a development plot situated adjacent to the Purfleet Industrial Estate. Its location gives it strong strategic alignment with employment uses. There is heavy car traffic present near the site meaning the most likely employment use will be warehouse / Distribution as this would create significant bad neighbour uses for office uses.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 8.75 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A13, which is less than 60 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 2.2Km away

HGV access: No issues

Local Access

Access to public transport: Good – The nearest Bus Stop is immediately adjacent. The nearest train station is Purfleet Station which is around 900 metres away

Comments on access: - Local road access is adequate and any development would have direct access to the A13

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor. There are few shops / amenities near the site.

Servicing: Adequate servicing (road side and off road) and loading bays.

Is servicing adequate for this site? Given its strategic location next to the A13 and the size of the developable plot it is likely that servicing would be Adequate for the new uses.

Is there adequate parking provision? It is expected that development would have the appropriate service and parking provision.

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: The site is in close proximity to the A13, therefore there is significant traffic activity near the site.

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 430 jobs

B2 Capacity – 242 jobs

B8 Capacity – 464 jobs

Most Suitable Use: The site would be most suitable for B8 employment although a mix of uses could be developed.

Recommendations

Policy Alignment – The site is in the Green Belt but has planning permission for new employment development.

Physical Constraints - Flood Zone 3

Strategic and Local Access – The site would have good access to the strategic road network and good access to public transport.

Condition and Current Use – Poor quality open space

Vacant Land/Buildings – Vacant Land

Overall – Allocate as Land for New Primary Employment Development



Land North of Grays

Site Number: E4c

Employment area type: Vacant Field**Existing Policy Designation:** Green Belt**Relevant Planning History (last five years):** None**Planning Constraints:** Green Belt**General description:** The site is currently open farmland between the A13 and the A1306 Arterial Road North Stifford. The land is largely flat with good access to the Strategic Road Network although there are a number of Pylons on site. Due to its proximity to the strategic road network and location south of the A13 the site would be an appropriate location for commercial uses.**Suitability for SME:** Poor**Non B-Uses on site:** Vacant site

Site Area and Availability

Site Area: 15.3 Ha**Vacant Land or Buildings:** Vacant land but no vacant buildings.**Are there buildings with potential for re-development:** No

Condition of Employment Area

Overall condition of the environment in the employment area: Good**Age of buildings:** No buildings on site**Quality of buildings (proportion of condition):** No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The site is adjacent to the A13.**Distance to the nearest Motorway Junction:** Junction 30 of the M25 is approx 2.5 Km away**HGV access:** No Issues

Local Access

Access to public transport: Average – The nearest Bus Stop is just over 100 metres away. The nearest train station is Chafford Hundred Station which is around 1.5km away**Comments on access:** Local road access is good and access onto the site is in place.**Is local road access Adequate for current use?** Yes

Amenities and Parking

Access to amenities: Good

Servicing: The site is vacant therefore this assessment criterion is not applicable.

Comments on Servicing: The site is vacant therefore this assessment criterion is not applicable

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable.

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in the Green Belt and is therefore unsuitable for employment.

Physical Constraints – Pylons on site

Strategic and Local Access – The site has very good access onto the strategic road network although junction improvements are required and very good access to public transport.

Condition and Current Use – Good quality farmland

Vacant Land/Buildings – Vacant Land

Overall – Not Suitable for Employment

Stanhope Industrial Park, Stanford-Le-Hope

Site Number: E4e

Employment area type: Vacant Land

Existing Policy Designation: The site is allocated as land for New Secondary Employment development within the existing E3j Secondary Employment Area.

Relevant Planning History (last five years): Reserved matters pursuant to outline consent 04/00765/OUT. Proposed development of 24,863 sqm of B1(C), B2 and ancillary B1(A) & B8 floorspace, access and landscaping.

Planning Constraints: None

General description: This site is a developable, flat site which is an extension to a low quality industrial area. Some potential road access issues were identified with entry and exit direct from a residential street.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 4.1 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A1014, which is over than 1.3 km from the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 12.1Km away

HGV access: No issues

Local Access

Access to public transport: Very poor – The nearest Bus Stop is over 1.1 km away. The nearest train station is Stanford-le-Hope Station which is around 1.7km away

Comments on access: - Local road access is poor and via a residential street. Access on to the site is in place but would require substantial improvements.

Is local road access Adequate for current use? No

Amenities and Parking

Access to amenities: Poor. The site is situated a significant distance from the nearest shops and amenities.

Servicing: There are no servicing (road-side and off-road) or loading bays.

Is servicing Adequate for this site? Yes. As a working industrial estate the servicing is Adequate for its uses.

Comments on parking provision: Adequate. There were no observed parking provision problems within the site.

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: - There is a demolition works situated next to the site which may cause noise.

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 1,708 jobs

B2 Capacity – 399 jobs

B8 Capacity – 219 jobs

Most Suitable Use: The site is most suitable for B2 jobs

Recommendations

Policy Alignment – **The site is allocated as land for New Secondary Employment within an Existing Secondary Employment Area.**

Physical Constraints - **None**

Strategic and Local Access – **The site has poor access onto the strategic road network and very poor access to public transport.**

Condition and Current Use – Poor quality open space adjacent to existing industrial uses

Vacant Land/Buildings – Vacant Land

Overall – Retain Allocation as Land for New Secondary Employment

Development

Former Burma Oil Depot, London Road, West Thurrock

Site Number: E4f

Employment area type: Car Showroom

Existing Policy Designation: No designation

Relevant Planning History (last five years): Refused application for Extension of workshop building and extension of site northwards to include part of the land at Anchor Field to accommodate concrete hard standing parking for 11 HGVs, 6 IGVs and 31 cars associated with Harris DAFs operations.

Planning Constraints: Flood Zone 3 & 2

General description: This site is in active use as a car showroom. It is located next to a set of electricity pylons potentially impeding future development on the site.

Non B-Uses on site: Housing, Retail, Community and 75% - 100% of other non-b-uses

Suitability for SME: Poor

Site Area and Availability

Site Area: 0.64 Ha

Vacant Land or Buildings: No, however, some of the structures on site have the potential to be improved.

Are there buildings with potential for re-development: Yes

Condition of Employment Area

Overall condition of the environment in the employment area: Poor. The site is in an industrial estate with a number of high sided transportation vehicles serving the car showroom.

Age of buildings: 75%-100% from 1990 to 1999

Quality of buildings (proportion of condition): 75%-100% in poor condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A126 is immediately adjacent to the site.

Distance to the nearest Motorway Junction: 1,836 metres from M25 Junction 31

HGV access: no issues

Local Access

Access to public transport: Good – The nearest Bus Stop is immediately adjacent to the site. The nearest train station is Chafford Hundred Station which is around 800 metres away

Comments on access: - Local road access is excellent with direct access from the A126 on to the site.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor. The site is a significant distance from the nearest shops and amenities.

Comments on Servicing and Parking Provision: Servicing (road-side and off-road) and loading bays available.

Is servicing Adequate for this site? Yes

Comments Servicing: The servicing befits a site with direct access to A roads and is strongly suited to employment uses of a distribution nature requiring good connectivity.

Comments on parking provision: The parking space provided was Adequate for the active use of a car showroom,

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: - The site is location next to an A Road which causes significant traffic and noise issues

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 89 jobs

B2 Capacity – 0 jobs

B8 Capacity – 26 jobs

Most Suitable Use: The site is most suitable for B1 & B8 jobs

Recommendations

Policy Alignment – **The site is not currently designated.**

Physical Constraints - **Flood Zone 3 & 2**

Strategic and Local Access – **The site has good access onto the strategic road network and to public transport.**

Condition and Current Use – Good quality car showroom and lot

Vacant Land/Buildings – Building and land in employment use

Overall – Allocate as Land for New Secondary Employment Development or Mixed Use



Former Pump House

Curzon Drive, Grays

Site Number: E4g

Employment area type: Poor quality open space in the urban area

Existing Policy Designation: No designation

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2, Electricity Sub station on site

General description: The site is a poor quality vacant and cleared parcel of land. The site is fenced off and inaccessible to the public.

Suitability for SME: Average

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 0.43HA

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Average

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A126, which is less than 500 metres away

Distance to the nearest Motorway Junction: M25 Junction 31 is 4.7 km away.

HGV access: Good although not directly onto the site

Local Access

Access to public transport: Good- The nearest Bus Stop is less than 500 metres away. The nearest train station is Grays Station, which is around 750 metres away

Comments on access: - Local road access is good, but access on to the site would need to be put in place.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Good

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Is there adequate parking provision: The site is vacant therefore this assessment criterion is not applicable.

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 179 jobs

B2 Capacity – 42 Jobs

B8 Capacity – 23 Jobs

Most Suitable Use: The site would be most suitable for B2 uses

Recommendations

Policy Alignment – **The site is unallocated**

Physical Constraints – **Flood zone 2&3 with sub station on site**

Strategic and Local Access – **The site has average access onto the strategic road network and good access to public transport.**

Condition and Current Use – **Poor quality open space**

Vacant Land/Buildings – **Vacant Land**

Overall – **Allocate for Secondary Employment Development**

Circus Tavern, Purfleet

Site Number: E4RAb

Employment area type: Sites for Specific Occupiers

Existing Policy Designation: No designation

Relevant Planning History (last five years): None

Planning Constraints: None

General description: It is presently the Circus Tavern nightclub and appears to be functioning at maximum capacity. There are plans to redevelop the site which could release the land for B-class employment use.

Suitability for SME: Poor

Non B-Uses on site: 75% - 100% are Other Non-B-Uses

Site Area and Availability

Site Area: 1 Ha

Vacant Land or Buildings: No vacant land or buildings.

Are there buildings with potential for re-development: Yes, there is planned redevelopment on this site.

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 75-100% from 1990-1999

Quality of buildings (proportion of condition): 75-100% in Good Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A1306 is less than 200 metres from the site

Distance to the nearest Motorway Junction: 1376 metres from M25 Junction 31

HGV access: No issues

Local Access

Access to public transport: Good – The nearest Bus Stop is over 100 metres away. The nearest train station is Purfleet Station which is around 900 metres away.

Comments on access: - The site is adjacent to the strategic road network and direct access onto the site is in place.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Servicing: Servicing (road-side and off-road) and loading bays available.

Is servicing adequate for this site? Servicing would be adequate should the site be reconfigured for employment uses

Comments on parking provision: Adequate parking available, well served for the present uses.

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: - The site is situated just off A1306 so there are significant traffic and noise issues.

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 144 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Total Other Jobs – 0 jobs

Most Suitable Use: The site is most suitable for a mix of uses with leisure.

Recommendations

Policy Alignment – **The site is unallocated**

Physical Constraints - **None**

Strategic and Local Access – **The site has good access onto the strategic road network and to public transport.**

Condition and Current Use – **Poor quality leisure use**

Vacant Land/Buildings – **Buildings in commercial/employment use**

Overall – **Allocate for Mixed Use or Reasonable Alternative for Secondary Employment**



Bata/Thames Industrial Park,

East Tilbury

Site Number: E4RAc

Employment area type: General Industry / business area.

Existing Policy Designation: The site is allocated as land for New Secondary Employment development within the existing E3h Secondary Employment Area.

Relevant Planning History (last five years): None

Planning Constraints: Adjacent to the East Tilbury Conservation Area and Bata Factory listed buildings; Flood Zone 3 & 2 are in close proximity

General description: This site is an extension of an existing industrial estate (the Thames Industrial Park) with strong development potential given its location next to an existing estate. It is a fit for purpose estate but has a high proportion of vacant buildings. It is understood that this portion of land is included in a Masterplan for the whole site.

Suitability for SME: Good

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 3.1 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: There are a number of derelict buildings immediately adjacent industrial estate site although the site itself is vacant.

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A126 is almost 2.7 Km from the site

Distance to the nearest Motorway Junction: 10Km from M25 Junction 31

HGV access: No issues

Local Access

Access to public transport: Good – The nearest Bus Stop is less than 400 metres away. The nearest train station is East Tilbury Station which is around 700 metres away.

Comments on access: - As expected from a site adjacent to a functioning industrial estate local road access is good, access on to the site is also good.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Access to amenities is good with the nearest shops around five to ten minutes walk away.

Comments on Servicing and Parking Provision: No road side servicing, however, off road servicing and loading bays are available.

Is servicing Adequate for this site? Adequate. The site has full service facility consistent with a working industrial estate.

Comments on parking provision: Adequate

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 0 jobs

B2 Capacity – 435 jobs

B8 Capacity – 125 jobs

Most Suitable Use: The site is most suitable for B2 use

Recommendations

Policy Alignment – **The site is located adjacent to a conservation area and listed buildings. It is allocated for New Secondary Employment development.**

Physical Constraints - **None, although the east of the site is in flood zone 2& 3**

Strategic and Local Access – **The site has poor access onto the strategic road network although access to public transport is good.**

Condition and Current Use – **Poor quality industrial use**

Vacant Land/Buildings – Cleared but in employment use

Overall – Allocate for Mixed Use or Reasonable Alternative for Secondary Employment



Manor Way Industrial Estate

Curzon Drive, Grays

Site Number: E4h (formerly E2p)

Employment area type: General Industry/Business area

Existing Policy Designation: The site is allocated as land for New Primary Employment development within the existing E3f Secondary Employment area.

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2

General description: The site is a gap site between to existing employment uses and is fairly poor quality, but the general area is well used and in good working order. It appears to be an anomaly that it is allocated for new primary development whilst located within an existing secondary employment area.

Suitability for SME: Average

Non B-Uses on site: None

Site Area and Availability

Site Area: 0.1 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor. There is poor circulation of traffic, low quality buildings, poor light and poor footpaths.

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A126 is almost 400 metres from the site

Distance to the nearest Motorway Junction: 4.8Km from M25 Junction 31

HGV access: Tight turnings in the site appear to suggest problems with HGV access.

Local Access

Access to public transport: Good - the nearest Bus Stop is just less than 500 metres away. The nearest train station is Grays Station, which is around 900 metres away.

Comments on access: -Local road access is adequate for the uses currently on the site. The site is potentially too small for direct access and would need to rely on street servicing.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Servicing: Not applicable.

Is servicing adequate for this site? No adequate servicing available and poor access for HGVs.

Is there adequate parking provision: Too little

Comments on parking provision: Poor

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

B1 Capacity – 0 jobs

B2 Capacity – 3 jobs

B8 Capacity – 3 jobs

Most Suitable Use: The site would be most suitable for B2 general industry or B8 Distribution

Recommendations

Policy Alignment – **Allocated for a New Primary Employment development (although located within an existing Secondary Employment Area).**

Physical Constraints - **Flood Zone 3 & 2**

Strategic and Local Access – **The site has good access to the strategic road network although HGV circulation could be improved and good access to public transport.**

Condition and Current Use – **Poor quality open space in an industrial estate**

Vacant Land/Buildings – **Vacant Land**

Overall – **Re-allocate as Land for New Secondary Employment Development**



Grays Education Campus, Grays South

Site Number: ED17

Employment area type: Temporary Education Buildings and Car Park

Existing Policy Designation: Designated a town centre development site in the Thurrock Local Plan (1997), this is the site of the proposed Grays Further Education Campus.

Relevant Planning History (last five years): Learning campus is proposed on this site

Planning Constraints: None

General description: The site is largely a surface car park, however there is also a significant temporary education facility and high rise residential. The site is located immediately south of Grays Town Centre.

Suitability for SME: Average

Non B-Uses on site: 100% Non-B

Site Area and Availability

Site Area: 2.0Ha

Vacant Land or Buildings: 50% -75% of the site is vacant land. There are no vacant buildings on site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 50%-75% from 1980 – 2000 75%-100% since 2000

Quality of buildings (proportion of condition): 50%-75% of the buildings in average condition and 75%-100% of the buildings are in Very Good condition.

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A126, which is accessible to the north of the council offices.

Distance to the nearest Motorway Junction: M25 Junction 31 is 4.1 km away.

HGV access: Good

Local Access

Access to public transport: Very Good - The Nearest Bus Stop is on site. The nearest train Station is Grays Station which is around 200 metres away

Comments on access: - Local road access is reasonable although there are issues with traffic circulation due to train station parking, tight roads and cul-de-sacs. Part of the site is also pedestrianised.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Good

Servicing: Off – Road Servicing

Is servicing adequate for this site? Yes

Is there adequate parking provision? Yes

Comments on parking provision: There is a large surface car park as part of the site

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 0 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Total Other Jobs – 100 jobs

Most Suitable Use: The site is most suitable for education use, in accordance with current proposals

Recommendations

Policy Alignment – **The site is the proposed location of the Thurrock Learning Campus**

Physical Constraints - **None**

Strategic and Local Access – **The site has good access onto the strategic road network and very good access to public transport.**

Condition and Current Use – **Good quality education buildings although only temporary**

Vacant Land/Buildings – No vacant buildings and large amounts of cleared land/surface level car parking

Overall – Allocate for Education Use

Land South of London Rd, West Thurrock

Site Number: L17

Employment area type: Storage area for Distribution

Existing Policy Designation: The site is part of existing E1f Primary Employment Area.

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2

General description: The site is largely previously developed open space, used for storage of distribution units and containers. It was previously identified as a site for potential intensification within the Lakeside/West Thurrock basin.

Suitability for SME: Poor

Non B-Uses on site: 50% - 75% of the site is open space

Site Area and Availability

Site Area: 6.29Ha

Vacant Land or Buildings: 50% - 75% of the site is open space. There are no vacant buildings on site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A282, which is less than 200 metres away from the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is 1.3 km away.

HGV access: Very Good (already in place for HGV use).

Local Access

Access to public transport: Good - The Nearest Bus Stop is less than 200 metres away. The nearest train Station is Chafford Hundred which is around 1.6 km away

Comments on access: - Local road access is good but junction improvements may be required onto London Rd for additional traffic. Access onto the site is in place.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Servicing: Off Road

Is servicing adequate for this site? Yes

Is there adequate parking provision: No

Comments on parking provision: No parking provided

Environment

Are there any obvious signs of contamination? Possibly from previous uses

Topographical issues: No

Comments on Bad neighbourhood issues: There is a significant amount of HGV traffic on to and around the site

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010) – Site now built out.

B1 Capacity – 0 jobs

B2 Capacity – 0 jobs

B8 Capacity – 477 jobs

Total Other Jobs – 0 jobs

Most Suitable Use: The site is most suitable for B8 storage and distribution use.

Recommendations

Policy Alignment – The site is part of an Existing Primary Employment Area.

Physical Constraints – Flood Zone 3 & 2

Strategic and Local Access – The site has good access onto the strategic road network and good access to public transport.

Condition and Current Use – Poor quality employment use

Vacant Land/Buildings – Large areas of vacant land

Overall - Built Out - Allocate as Existing Primary Employment Land

Blackshots Sports Hub

Site Number: LR1

Employment area type: Leisure Centre and Playing Fields

Existing Policy Designation: Green Belt land; Existing Open Space and Additional Open Space

Relevant Planning History (last five years): 2005 approval for Demolition and rebuild of existing clubhouse, garage and storage shed

Planning Constraints: Greenbelt, Existing Open Space

General description: The site encompasses the Leisure & Civic Centre as well as Sports fields including athletics tracks and open space to the East. The site has good access into Grays as well as to the strategic road network. The site is primarily within a residential part of the Borough which along with its environment designations and pylons located on the eastern end of the site limits its potential for employment uses.

Suitability for SME: Poor

Non B-Uses on site: 100% Community

Site Area and Availability

Site Area: 41.5 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 75-100% from 1940-1969

Quality of buildings (proportion of condition): 75-100% in Good Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A1089, which is adjacent to the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 5Km away

HGV access: No Issues

Local Access

Access to public transport: Average – The nearest Bus Stop is immediately adjacent to the site. The nearest train station is Grays Station which is around 2.4km metres away.

Comments on access: - The site has good direct access to the strategic road network.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Good

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? N/A

Comments on parking provision: Adequate parking available. Parking is in place for the civic and sports centre.

Environment

Are there any obvious signs of contamination: No

Topographical issues: No, Flat Playing Fields

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 0 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Total Other Jobs – 89 jobs

Most Suitable Use: The site is most suitable would be leisure

Recommendations

Policy Alignment – **The site is in the Greenbelt, in existing open space and a large part of the site is proposed for Leisure Use in the Core Strategy. The site is therefore unsuitable for Employment.**

Physical Constraints – **Pylons on site**

Strategic and Local Access – **The site has good access onto the strategic road network and average access to public transport.**

Condition and Current Use – **Good quality open space and playing fields and sports centre**

Vacant Land/Buildings – Some vacant land but buildings on site still in use

Overall – Allocate for Leisure Use

Belhus Sports Hub

(Amended Boundary)

Site Number: LR2

Employment area type: Agricultural and Recreational Use

Existing Policy Designation: Green Belt; Existing Open Space. Proposed for Sports Facility use in the Core Strategy.

Relevant Planning History (last five years): None

Planning Constraints: Greenbelt, Existing Open Space, Thames Chase Community Forest.

General description: The Northern part of the site is in use as playing fields with the southern end in open space recreational use. Although bounded to the East by the M25 the site has no direct access on to the strategic road network without going through a residential area giving the area little potential for use as employment land.

Suitability for SME: Poor

Non B-Uses on site: 100% Community

Site Area and Availability

Site Area: 29.7 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest Primary Road is the M25, which is less than 65 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is less than 300 metres away

HGV access: No issues

Local Access

Access to public transport: Average – The nearest Bus Stop is just over 200 metres away. The nearest train station is Ockendon Station which is around 2km away.

Comments on access: Access onto the site is good and generally local road access works well.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: Adequate road side servicing and parking.

Is servicing adequate for this site? Yes

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 0 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Total Other Jobs – 56 jobs

Most Suitable Use: The site is most suitable for leisure uses

Recommendations

Policy Alignment – **The site is in the Greenbelt, within the Thames Chase area and includes designated open space. It is therefore unsuitable for Employment.**

Physical Constraints - **None**

Strategic and Local Access – **The site has good access onto the strategic road network and average access to public transport.**

Condition and Current Use – **Good quality open space and sports fields**

Vacant Land/Buildings – Vacant land, in use playing fields

Overall – Allocate for Leisure Use



Lakeside Zone A

Site Number: Zone A

Employment area type: Shopping Centre, Car-Parking and Open Water

Existing Policy Designation: Lakeside Retail Zone; Water Sports

Relevant Planning History (last five years): A recent planning application has been made for the extension of the existing Lakeside Shopping Centre, including an additional 41,000sqm (gross) of shopping space. This application has not yet been determined. 08/00581/FUL - Change of use of circulation space adjacent to Brompton Walk and incorporation into new M and S kitchen unit. 08/00781/TTGFUL - Erection of an extension to the existing retail store to be used for additional class A1{retail} floorspace and associated works. 10/00312/FUL - Change of use from mall space to retail use (A1) to facilitate internal extension of Primark.

Planning Constraints: Flood Zone 3 & 2

General description: The site comprises the Lakeside Regional Shopping Centre, including significant parking and the lake itself.

Suitability for SME: Very Poor

Non B-Uses on site: 100% non-B

Site Area and Availability

Site Area: 39.8 Ha

Vacant Land or Buildings: The only vacant land on the site are surface car parks, a lake and steep cliff edges. There are no vacant buildings on site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 100% of the buildings were built 1990-1999

Quality of buildings (proportion of condition): 100% of the buildings are in Very Good condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Roads are the A1306 and A126, which are adjacent to the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is 0.8 km away.

HGV access: Very Good

Local Access

Access to public transport: Very Good - The Nearest Bus Stop is on site. The nearest train Station is Chafford Hundred Station which is around 200 metres away.

Comments on access: - Local road access is good although can become congested at busy periods.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Good

Servicing: Loading Bays

Is servicing adequate for this site? Yes

Is there adequate parking provision? Yes

Comments on parking provision: The site has a number of large Car Parks, both multi-storey and surface level.

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: There is significant retail traffic on the site which causes congestion, air pollution and noise.

Capacity & Suitable Uses

Taken from GVA and Site Allocations DPD (2012)

Zonal Option 2 Allows for

B1 Capacity – 28-56 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Most Suitable B Use: The site is most suitable for B1 jobs

Recommendations

Policy Alignment – **The site is currently allocated for retail, but the intention of the East of England Plan and the Thurrock Core Strategy is that the site will become part of a new Regional Town Centre at Lakeside, subject to certain pre-conditions being achieved. The future 'town centre' mix of uses on the site (including B1 office uses) will be considered through the Lakeside Regional Town Centre Plan which forms part**

of the Sites Specific Allocations DPD at Issues and Options Consultation stage.

Physical Constraints - Flood Zone 3 & 2

Strategic and Local Access – The site has very good access onto the strategic road network and very good access to public transport.

Condition and Current Use – The site is currently a very good quality shopping centre

Vacant Land/Buildings – There are no vacant land or buildings, although intensification is possible

Overall – Allocate for Mixed Use (Retail/Leisure/Housing/Offices) - subject to outcome of Lakeside Regional Town Centre Plan consultation

Lakeside Zone B

Site Number: Zone B

Employment area type: Retail Park and Large Surface Car Park

Existing Policy Designation: Lakeside Retail Zone

Relevant Planning History (last five years): 10/50112/TTGFUL - Extension of block E retail unit (use class A1), development of a new restaurant unit (use class A3) and associated improvements to pedestrian and vehicular access, customer car park, reconfigured internal road and landscaping. 08/00084/FUL - Erection of retail unit {A1}, realigned pedestrian route and associated development. 08/01087/FUL - Erection of a restaurant unit (A3), realigned pedestrian route and associated development. 11/50302/TTGFUL - A3 Restaurant at Lakeside Retail Park with associated car parking and servicing area. 11/50347/TTGFUL - Change of use at Unit B4 - Lakeside Retail Park, to allow for a flexible use within A1 (retail) or a combination of A1 (retail) and D1 (provision of medical or health services) use, with ancillary A3 use.

Planning Constraints: Flood Zone 3 & 2

General description: The site includes a large retail park and supermarket. A significant proportion of the site is surface car park

Suitability for SME: Very Poor

Non B-Uses on site: 100% Non-B

Site Area and Availability

Site Area: 23.0 Ha

Vacant Land or Buildings: The only vacant land on the site is used as surface car parking. There are no vacant buildings on site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 75%-100% of the buildings were built 1990-1999, 0%-25% of the buildings were built since 2000

Quality of buildings (proportion of condition): 100% of the buildings are in Very Good condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A1306, which is adjacent to the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is 0.4 km away.

HGV access: Very Good

Local Access

Access to public transport: Good- The Nearest Bus Stop is on site. The nearest train Station is Chafford Hundred Station which is around 600 metres away, although pedestrian and cyclist access to the station from Lakeside Zone B is poor, with no direct connection from the site and through adjacent sites.

Comments on access: - Local road access is sufficient, although can become congested at busy periods. Access for pedestrians and cyclists is poor.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Good

Servicing: The retail units are fitted with their own Loading Bays

Is servicing adequate for this site? Yes

Is there adequate parking provision: Yes

Comments on parking provision: The site has large areas of surface Car Parking

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: There is significant retail traffic on the site which causes congestion, air pollution and noise.

Capacity & Suitable Uses

Taken from GVA and Site Allocations DPD (2012)

Zonal Options 2 & 3 allows for

B1 Capacity – 28-56 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Most Suitable B Use: The site is most suitable for B1 jobs

Recommendations

Policy Alignment – The site is currently allocated for retail, but the intention of the East of England Plan and the Thurrock Core Strategy is that the site will become part of a new Regional Town Centre at Lakeside, subject to certain pre-conditions being

achieved. The future 'town centre' mix of uses on the site (including B1 office uses) will be considered through the Lakeside Regional Town Centre Plan which forms part of the Sites Specific Allocations DPD at Issues and Options Consultation stage.

Physical Constraints - Flood Zone 3 & 2

Strategic and Local Access – The site has very good access onto the strategic road network and good access to public transport.

Condition and Current Use – The site is currently a high quality retail park

Vacant Land/Buildings – There are no vacant land or buildings, although intensification is possible

Overall – Allocate for Mixed Use (Retail/Leisure/Housing/Offices) - subject to outcome of Lakeside Regional Town Centre Plan consultation

Lakeside Zone C1

Site Number: Zone C1**Employment area type:** Retail/Wholesale Centre**Existing Policy Designation:** Existing Employment Land, although incorporating retail uses.**Relevant Planning History (last five years):** 10/00454/FUL - Change of use of area of warehouse from sui generis Warehouse Club to use as Class D1 Ophthalmic Services.**Planning Constraints:** Flood Zone 3 & 2**General description:** The site is largely comprised of three large warehouse retail outlets and associated parking**Suitability for SME:** Very poor**Non B-Uses on site:** 100% Non-B

Site Area and Availability

Site Area: 25.6 Ha**Vacant Land or Buildings:** The only vacant land on the site is used for surface car parking. There are no vacant buildings on site.**Are there buildings with potential for re-development:** No

Condition of Employment Area

Overall condition of the environment in the employment area: Good**Age of buildings:** 100% of the buildings were built 1990-1999**Quality of buildings (proportion of condition):** 100% of the buildings are in Very Good condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A126, which is adjacent to the site.**Distance to the nearest Motorway Junction:** M25 Junction 31 is 1 km away.**HGV access:** Very Good

Local Access

Access to public transport: Good - The Nearest Bus Stop is on site. The nearest train Station is Chafford Hundred Station which is around 300 metres away, although pedestrian and cycling access to it is limited.

Comments on access: - Local road access is good although can become congested at busy periods. Access for pedestrians and cyclists is poor.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Good

Servicing: The retail units have purpose built Loading Bays

Is servicing adequate for this site? Yes

Is there adequate parking provision: Yes

Comments on parking provision: The site has a number of large Car Parks.

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: There is significant retail traffic on the site which causes congestion, air pollution and noise.

Capacity & Suitable Uses

Taken from GVA and Site Allocations DPD (2012)

Zonal Options 2 & 3 allows for

B1 Capacity – 28-56 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Most Suitable B Use: The site is most suitable for B1 jobs

Recommendations

Policy Alignment – **The site is currently allocated for employment, but the intention of the East of England Plan and the Thurrock Core Strategy is that the site may become part of a new Regional Town Centre at Lakeside, subject to certain pre-conditions being achieved. The future 'town centre' mix of uses on the site (including B1 office uses) will be considered through the Lakeside Regional Town Centre Plan which forms part of the Sites Specific Allocations DPD at Issues and Options Consultation stage.**

Physical Constraints - **Flood Zone 3 & 2**

Strategic and Local Access – **The site has very good access onto the strategic road**

network and very good access to public transport.

Condition and Current Use – The site is currently a very good quality retail park

Vacant Land/Buildings – There are no vacant land or buildings, although intensification is possible

Overall – Allocate for Mixed Use (Retail/Housing/Offices) - subject to outcome of Lakeside Regional Town Centre Plan consultation

Lakeside Zone C2

Site Number: Zone C2

Employment area type: Vacant Land, Restaurants, Car Showrooms

Existing Policy Designation: Existing Employment Area, including large vacant site

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2

General description: The majority of the site is currently open land although there are fast food restaurants and car show rooms to the north of the site

Suitability for SME: Very Poor

Non B-Uses on site: 100% Non-B

Site Area and Availability

Site Area: 10.4 Ha

Vacant Land or Buildings: A significant part of the site is vacant. There is one vacant building on site (former Bingo Hall).

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 100% of the buildings were built 1990-1999

Quality of buildings (proportion of condition): 100% of the buildings are in Very Good condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A1306, which is around 300 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is 0.5 km away.

HGV access: Very Good

Local Access

Access to public transport: Good - The nearest Bus Stop is just over 300 metres away. The nearest train Station is Chafford Hundred Station which is around 600 metres away, although pedestrian and cycling access to this station is not good.

Comments on access: - Local road access is good although can become congested at busy periods. Access for pedestrians and cyclists is poor.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Good

Servicing: Off road servicing

Is servicing adequate for this site? Yes

Is there adequate parking provision: Yes

Comments on parking provision: The site has a number of small Car Parks serving restaurants

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: There is some retail traffic on the site which causes congestion, air pollution and noise.

Recommendations

Policy Alignment – The site is currently allocated for employment, but the intention of the East of England Plan and the Thurrock Core Strategy is that the site may become part of a new Regional Town Centre at Lakeside, subject to certain pre-conditions being achieved. The future 'town centre' mix of uses on the site will be considered through the Lakeside Regional Town Centre Plan which forms part of the Sites Specific Allocations DPD at Issues and Options Consultation stage.

Physical Constraints - Flood Zone 3 & 2

Strategic and Local Access – The site has good access onto the strategic road network and good access to public transport.

Condition and Current Use – The site is currently mostly poor quality open space and good quality restaurants

Vacant Land/Buildings – There is vacant land/buildings available for development

Overall – Allocate for Mixed Use (Retail/Housing/Community Uses) - subject to outcome of Lakeside Regional Town Centre Plan consultation

Lakeside Zone C3

Site Number: Zone C3

Employment area type: Retail Park

Existing Policy Designation: The site is designated for retail within the Lakeside Retail Zone

Relevant Planning History (last five years): 10/00312/FUL - Change of use from mall space to retail use (A1) to facilitate internal extension of Primark. 09/50017/TTGFUL - Change of use from cinema to non food class A1 retail use together with associated external changes, revised car parking layout, sprinkler tanks, GPR pump house and electricity sub station. 11/50346/TTGFUL - Redevelopment of the existing Odeon (ex UCI) cinema for retail purposes together with reconfiguration of car parking, internal linkage works and a new pedestrian crossing across West Thurrock Way.

Planning Constraints: Flood Zone 3 & 2

General description: The site is currently occupied by the Junction Retail Park. Occupiers include Decathlon, Asda living and TK Maxx

Suitability for SME: Very Poor

Non B-Uses on site: 100% Non-B Use

Site Area and Availability

Site Area: 14.1 Ha

Vacant Land or Buildings: The only vacant land on the site is used for surface car parking. There are no vacant buildings on site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 100% since 1990

Quality of buildings (proportion of condition): 100% in Very Good Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A1306, which is adjacent to the site

Distance to the nearest Motorway Junction: M25 Junction 31 is less than 0.2 km away

HGV access: Very Good

Local Access

Access to public transport: Good - The nearest Bus Stop is on site. The nearest train Station is Chafford Hundred Station which is around 1km away, although this is not easily accessible for pedestrians and cyclists.

Comments on access: - Local road access is good although can become congested at busy periods.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Good

Servicing: The retail units have their own dedicated Loading Bay

Is servicing adequate for this site? Yes

Is there adequate parking provision: Yes

Comments on parking provision: The site has a large area of surface level car parking

Environment

Are there any obvious signs of contamination? No

Topographical issues: The site is split over two levels with a steep slope between them, although the site still works well despite this.

Comments on Bad neighbourhood issues: There is significant retail traffic on the site which causes congestion, air pollution and noise.

Capacity & Suitable Uses

Taken from GVA and Site Allocations DPD (2012)

Zonal Option 2 allows for

B1 Capacity – 111-222 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Most Suitable B Use: The site is most suitable for B1 jobs

Recommendations

Policy Alignment – **The site is currently allocated for retail, but the intention of the East of England Plan and the Thurrock Core Strategy is that the site may become part of a new Regional Town Centre at Lakeside, subject to certain pre-conditions being achieved. The future 'town centre' mix of uses on the site (including B1 office uses) will be considered though the Lakeside Regional Town Centre Plan which forms part of the Sites Specific Allocations DPD at Issues and Options Consultation stage.**

Physical Constraints – **Flood Zone 3 & 2**

Strategic and Local Access – The site has very good access onto the strategic road network and good access to public transport

Condition and Current Use – The site is currently a good quality retail park

Vacant Land/Buildings – There are no vacant land or buildings, although intensification is possible

Overall – Allocate for Mixed Use (Retail/Offices) - subject to outcome of Lakeside Regional Town Centre Plan consultation

Lakeside Zone D1

Site Number: LZD1

Employment area type: General Industry Business Area

Existing Policy Designation: Existing Primary Employment Area

Relevant Planning History (last five years): 11/00321/FUL - Change of use from B1 to mixed use A3/B1.

Planning Constraints: Flood Zone 3 & 2

General description: To the north of the site there is an industrial estate and to the south a building products factory

Suitability for SME: Good

Non B-Uses on site: There is no non-B uses on site

Site Area and Availability

Site Area: 12.2 Ha

Vacant Land or Buildings: The only vacant land on the site is used for storage. There are no vacant building on site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: 100% of the buildings were built 1990-1999

Quality of buildings (proportion of condition): 50% of the buildings are Good, 50% of the buildings are poor

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A126, which is less than 500 metres from the sites.

Distance to the nearest Motorway Junction: M25 Junction 31 is 0.8 km away.

HGV access: Very Good

Local Access

Access to public transport: Good - the Nearest Bus Stop is just less than 500 metres away. The nearest train Station is Chafford Hundred Station which is around 700 metres away, although this is not easily accessible by pedestrians and cyclists.

Comments on access: - Local road access is good although can become congested at busy periods. Access for pedestrians and cyclists is poor.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Good

Servicing: Off Road Servicing and Loading Bays

Is servicing adequate for this site? Yes

Is there adequate parking provision: Yes

Comments on parking provision: The site has a number of small Car Parks

Environment

Are there any obvious signs of contamination? Potentially from/on the Building Products Factory

Topographical issues: No

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is currently allocated for employment, but the intention of the East of England Plan and the Thurrock Core Strategy is that the site may become part of a new Regional Town Centre at Lakeside, subject to certain pre-conditions being achieved. The future mix of uses on the site may include both B uses and housing, and the balance between these uses will be considered through the Lakeside Regional Town Centre Plan which forms part of the Sites Specific Allocations DPD at Issues and Options Consultation stage.

Physical Constraints - Flood Zone 3 & 2

Strategic and Local Access – The site has very good access onto the strategic road network and good access to public transport.

Condition and Current Use – The site is currently a good quality industrial estate and factory

Vacant Land/Buildings – No Vacant land or buildings

Overall – Retain Employment Allocation or re-allocate to housing - subject to outcome of Lakeside Regional Town Centre Plan Options consultation

Lakeside Zone D2

Site Number: LZD2

Employment area type: General Industry business area

Existing Policy Designation: Existing Primary Employment Area

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2

General description: There are a mix of uses on site including offices, vehicle show rooms and distribution units.

Suitability for SME: Very Poor

Non B-Uses on site: There is no non B-Class Use on site

Site Area and Availability

Site Area: 31.4Ha

Vacant Land or Buildings: There are small pockets of vacant land used for storage/ distribution yards or surface parking. A number of the buildings on site are vacant.

Are there buildings with potential for re-development: Yes.

Condition of Employment Area

Overall condition of the environment in the employment area: Average

Age of buildings: 75%-100% of the buildings were built 1990-1999, 0%-25% of the building were built since 2000.

Quality of buildings (proportion of condition): 50% of the buildings are in very good condition, 50% of the buildings are in good condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A282, which is just over 100 metres from the sites.

Distance to the nearest Motorway Junction: M25 Junction 31 is 0.5 km away.

HGV access: Very Good

Local Access

Access to public transport: Good- The Nearest Bus Stop is just over 100 metres away. The nearest train Station is Chafford Hundred Station which is around 1km away, although this is not easily accessible by pedestrians or cyclists.

Comments on access: - Local road access is good although can become congested at busy periods. Access for pedestrians and cyclists is poor.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Good

Servicing: Off Road Servicing and Loading Bays

Is servicing adequate for this site? Yes

Is there adequate parking provision: Yes

Comments on parking provision: The site has a number of small Car Parks

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from GVA and Site Allocations DPD (2012)

Zonal Options 1, 2 & 3 allows for

B1 Capacity – 139-278 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Most Suitable B Use: The site is most suitable for B1 jobs

Recommendations

Policy Alignment – **The site is currently allocated for employment, but the intention of the East of England Plan and the Thurrock Core Strategy is that the site may become part of a new Regional Town Centre at Lakeside, subject to certain pre-conditions being achieved. The future mix of uses on the site may include both B uses and housing, and the balance between these uses will be considered though the Lakeside Regional Town Centre Plan which forms part of the Sites Specific Allocations DPD at Issues and Options Consultation stage.**

Physical Constraints - **Flood Zone 3 & 2**

Strategic and Local Access – The site has very good access onto the strategic road network and good access to public transport.

Condition and Current Use – The site is currently a good quality mixed use employment area

Vacant Land/Buildings – There are some vacant land and buildings

Overall – Retain Employment Allocation or re-allocate to housing - subject to outcome of Lakeside Regional Town Centre Plan Options consultation

Lakeside Zone D3

Site Number: LZD3

Employment area type: Warehouse Distribution Park

Existing Policy Designation: Primary Employment Area

Relevant Planning History (last five years): None

Planning Constraints: None

General description: The site is largely in distribution use for retailers but includes a number of car showrooms and two budget hotels.

Suitability for SME: Poor

Non B-Uses on site: 0% – 25% of the site is in Car Showroom use

Site Area and Availability

Site Area: 13.92Ha

Vacant Land or Buildings: There is no vacant land or buildings on site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 100% of buildings built since 1990

Quality of buildings (proportion of condition): 50%-75% in Good condition 0%-25% in very good condition.

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A282, which is less than 30 metres to the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is 230 metres away.

HGV access: Good, although junction improvements on London Rd may be required.

Local Access

Access to public transport: Good - The Nearest Bus Stop is on site. The nearest train Station is Chafford Hundred, which is around 1.2 km away, although this is not easily accessible by pedestrians or cyclists.

Comments on access: - Local access is good, although junction improvements on London Rd may be required. Access for pedestrians and cyclists is poor.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Good

Servicing: Off Road and Loading Bays

Is servicing adequate for this site? Yes

Is there adequate parking provision? No

Comments on parking provision: No public parking is provided

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: Significant HGV traffic onto and around the site can cause congestion, noise and pollution

Capacity & Suitable Uses

Taken from GVA and Site Allocations DPD (2012)

Zonal Options 1 allows for

B1 Capacity – 139-278 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Most Suitable B Use: The site is most suitable for B1 jobs

Recommendations

Policy Alignment – The site is currently allocated for employment, but the intention of the East of England Plan and the Thurrock Core Strategy is that the site may become part of a new Regional Town Centre at Lakeside, subject to certain pre-conditions being achieved. The future mix of uses on the site will be considered through the Lakeside Regional Town Centre Plan which forms part of the Sites Specific Allocations DPD at Issues and Options Consultation stage.

Physical Constraints - Flood Zone 3 & 2

Strategic and Local Access – The site has very good access onto the strategic road network and very good access to public transport.

Condition and Current Use – Poor quality employment use for start up business

Vacant Land/Buildings – No vacant land or buildings

Overall – Allocate as Existing Primary Employment Land

Royal Opera House site, Purfleet

Site Number: M2

Employment area type: Site for Specific Occupier

Existing Policy Designation: No designation

Relevant Planning History (last five years): New training facility for training in backstage, technical and production courses for the performing arts, comprising of main sound space with supporting teaching, business and social facilities. Erection of a detached building for use as either a shop or visitors centre for use in association with the High House production campus approved in 2007 (ref: 07/00093/TTGOUT) and 2008 (ref: 08/00407/TTGFUL).

Planning Constraints: Partially Existing Open Space; there are also three listed buildings on site

General description: Recently developed site for Royal Opera Set Design and Construction (still on going). Potentially some units still available. The site is likely to be fully completed in the next few years to a high specification.

Suitability for SME: Good

Non B-Uses on site: 0-25% Housing

Site Area and Availability

Site Area: 6.07 Ha

Vacant Land or Buildings: There is no vacant land or buildings on site.

Are there buildings with potential for re-development? No

Condition of Employment Area

Overall condition of the environment in the employment area: Very good

Age of buildings: 0-25% Pre 1940 and 75-100% since 2000

Quality of buildings (proportion of condition): 75-100% Very Good Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The site is adjacent to the A1080.

Distance to the nearest Motorway Junction: Junction 30 of the M25 is 1.1km away

HGV access: Direct Access for HGVs onto the Strategic Road Network

Local Access

Access to public transport: Good - Nearest bus stop 55 metres away. Purfleet Station 1,382 metres away.

Comments on access: - The site has direct access onto the Strategic Road Network.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Servicing: Adequate loading bays.

Is servicing adequate for this site?

Comments on parking provision: Adequate parking available. Parking provided in marked bays.

Environment

Are there any obvious signs of contamination: No

Topographical issues: Sloping site although majority of site on plateau of hill

Comments on Bad neighbourhood issues: Significant HGV traffic around the site causes congestion, noise and pollution

Recommendations

Policy Alignment – The site is not currently allocated, but the site has been built out (nearing completion).

Physical Constraints – Slightly sloping site.

Strategic and Local Access – The site has excellent access onto the Strategic Road Network and good access to public transport.

Condition and Current Use – Good quality employment site

Vacant Land/Buildings – No vacant land but site is In employment use

Overall – Allocate for Mixed Use (incl. commercial) – Part developed out



Grays Station Inc.

Station Approach, Grays

Site Number: M3

Employment area type: Railway Station, Retail Parade & Car Park

Existing Policy Designation: Within Grays Town Centre boundary and partially Grays Shopping Centre boundary

Relevant Planning History (last five years): 8 no two bedroom flats above existing shops 66.66A 66B High Street and 1, 2, 3 Station Approach. Change of use from car repairs to car rental.

Planning Constraints: None

General description: Currently railway station surface car park with MOT testing garage and a small poorer quality retail parade. Given the site's location next to the town centre and train station it provides a good opportunity to intensify commercial and residential use in the vicinity. Car parking would require re-provision.

Suitability for SME: Good

Non B-Uses on site: 0-25% Retail and 0-25% Other Non-B-Uses

Site Area and Availability

Site Area: 0.77 ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 100% from 1970-1989

Quality of buildings (proportion of condition): 25-50% in Good Condition and 25-50% in Poor Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A126, which is less than 50 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is over 3.7Km away

HGV access: Existing although through access is via a tight cul-de-sac

Local Access

Access to public transport: Very Good - Nearest bus stop 30 metres away. Grays Station is on site

Comments on access: - Direct access onto the site is in place. Circulation onto the local road network is poor.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Good

Servicing: Adequate road side servicing.

Is servicing adequate for this site? Increase in residential or commercial traffic could cause issues given local circulation is already poor.

Comments on parking provision: Adequate parking. Large station surface car park.

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: Noise caused by the adjacent train line

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity –137 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Other Jobs Total – 45 jobs

Most Suitable Use: The site is most suitable for a mix of uses with retail

Recommendations

Policy Alignment – **The site is not currently allocated for Mixed Use, but is within Grays Town Centre Boundary**

Physical Constraints - **None**

Strategic and Local Access – **The site has average access onto the strategic road network**

and very good access to public transport.

Condition and Current Use – Poor quality - mix of uses including commercial properties and train station

Vacant Land/Buildings – Buildings in commercial use and vacant land used as car park

Overall – **Allocate for Mixed Use (incl. commercial)**



58-81 High Street, Grays

Site Number: M4

Employment area type: Town Centre

Existing Policy Designation: Within Grays Town Centre Boundary and partially Grays Shopping Centre Boundary

Relevant Planning History (last five years): Pending application for Mixed use development consisting of the retention and extension of the Pullman Tavern Public House for A3/A4 use. The erection of office accommodation (B1) and 35 residential unit (C3) use with associated car parking and landscaping.

Planning Constraints: None

General description: Currently in use as a pub and pub car park. Some potential for offices but housing more likely. Buildings could be improved.

Suitability for SME: Good

Non B-Uses on site: 0-25% Community and 50-75% Other Non-B-Users

Site Area and Availability

Site Area: 0.53 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development? Yes

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: 100% from 1940-1969

Quality of buildings (proportion of condition): 75-100% in Poor Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A126 is less than 100 Metres away

Distance to the nearest Motorway Junction: Junction 30 of the M25 is approximately 4Km away

HGV access: Poor

Local Access

Access to public transport: Very Good - Nearest bus stop 30 metres away. Grays Station 20m away

Comments on access: Direct access onto the site is in place. Circulation on to the local road network is poor.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Good

Servicing: Adequate road side servicing.

Is servicing adequate for this site? Servicing to pub can be from the pub car park but the other shops require on street servicing

Comments on parking provision: Adequate parking. Station car park and on street parking present

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: Noise caused by the adjacent train line

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 89 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Other Jobs Total – 11 jobs

Most Suitable Use: The site is most suitable would be a mix of use with a hotel

Recommendations

Policy Alignment – The site is not currently allocated for Mixed Use, but is within Grays Town Centre Boundary

Physical Constraints - None

Strategic and Local Access – The site has very good access onto the strategic road network and to public transport.

Condition and Current Use – Poorer quality mix of use including commercial properties.

Vacant Land/Buildings – Buildings in commercial use and some vacant land

Overall – Allocate for Mixed Use (incl. commercial)



Grays South

Site Number: M5

Employment area type: Town Centre

Existing Policy Designation : Within Grays Town Centre Boundary

Relevant Planning History (last five years): None

Planning Constraints: There is one listed building on site

General description: Mostly community use (college and probation offices). College appears to be a temporary building.

Suitability for SME: Good

Non B-Uses on site: 75-100% Community and 0-25% Other-B-Users

Site Area and Availability

Site Area: 0.7 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development? Yes

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 50-75% from 1990-1999 and 0-25% since 2000

Quality of buildings (proportion of condition): 75-100% in Very Good Condition and 0-25% Poor Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The site is adjacent to the A126

Distance to the nearest Motorway Junction: M25 Junction 31 is 4Km away

HGV access: No issues

Local Access

Access to public transport: Very Good – The nearest Bus Stop is less than 200 metres away. The nearest train station is Grays Station which is around 200 metres away

Comments on access: Direct access on to the site is in place and local road access is good.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: The site is very close to Grays Town Centre therefore the access to facilities and amenities is classed as very good.

Servicing: Adequate off road servicing. Servicing is consistent with an office area in a town centre location.

Comments on parking provision: Adequate

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 139 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Other Jobs Total – 0 jobs

Most Suitable Use: The site is most suitable for a mix of use with offices

Recommendations

Policy Alignment – **The site is not currently allocated for Mixed Use, but is within the Grays Town Centre Boundary**

Physical Constraints - **None**

Strategic and Local Access – **The site has very good access onto the strategic road network and to public transport.**

Condition and Current Use – **Average quality mix of use including commercial, civic and education properties.**

Vacant Land/Buildings – **Buildings in commercial and civic/employment use**

Overall – **Allocate for Mixed Use (incl. commercial)**



West of Grays High Street

Site Number: M6

Employment area type: Town Centre

Existing Policy Designation: Within Grays Town centre Boundary and Grays Shopping Centre area.

Relevant Planning History (last five years): Change of use from retail (A1 use) to careers centre (A2 use).

Planning Constraints: Flood Zone 3; there is one listed building on site

General description: The site is currently part of Grays High Street with retail and A1 services on the ground floor with some office and back office space above. The site could be intensified and improved as part of town centre redevelopment. Redevelopment could also provide additional residential units.

Suitability for SME: Good

Non B-Uses on site: 75-100% Retail

Site Area and Availability

Site Area: 0.49Ha

Vacant Land or Buildings: No vacant land or buildings.

Are there buildings with potential for re-development: Yes

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 75-100% from 1970-1989 and 0-25% from 1990 - 1999

Quality of buildings (proportion of condition): 50-75% in Good Condition and 25-50% in Poor Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A1013, which is less than 70 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is over 3.9Km away

HGV access: Pedestrian street with HGV access to the rear

Local Access

Access to public transport: Very Good - Nearest bus stop 10 metres away. Grays Station 20m away

Comments on access: - Local road access is restricted, but is in place.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Good

Comments on Servicing and Parking Provision: Off road servicing

Is servicing Adequate for this site? Yes although access is difficult along Crown Road

Comments Servicing: Access to Crown Road could be improved although this may have an effect on bus station.

Comments on parking provision: Adequate via 'pay and display' town centre and supermarket car parks

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: Noise caused by the adjacent railway line.

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 0 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Total Other Jobs –10 jobs

Most Suitable Use: The site is most suitable for a mix of uses with Leisure

Recommendations

Policy Alignment – **The site is not currently allocated for Mixed Use, but is within the Grays Town Centre Boundary**

Physical Constraints - **None**

Strategic and Local Access – **The site has good access onto the strategic road network and very good access to public transport.**

Condition and Current Use – Average quality mix of use including commercial properties.
Vacant Land/Buildings – Buildings in commercial/employment use

Overall – Allocate for Mixed Use (incl. commercial)



Station Approach, Purfleet

Site Number: M9

Employment area type: Vacant Land

Existing Policy Designation: Part Primary Employment Land, part Not designated

Relevant Planning History (last five years): 11/50401/TTGOUT- Demolition of existing buildings; site preparation; redevelopment of the application site for a mix of uses including; Residential (up to 3,000 units); Retail Floorspace - Use Class A1, Financial & Professional Services Floorspace - Use Class A2, Food & Drink Facilities - Use Classes A3, A4 & A5 (6,900sqm); Employment & Business Uses - Use Classes B1, B2 & B8 (31,000sqm); Hotel - Use Class C1 (3,300sqm); Community, School & Civic Facilities - Use Class D1 and Leisure Uses - Use Class D2 (6,500sqm); Car Parking Spaces; Relocation of Existing Station Ticket Hall; Public & Private Open Space and Landscaping, Highways, Access, Engineering and Associated Works.

Planning & Environmental Constraints: Flood Zone 3 & 2

General description: Vacant site with potential for redevelopment. Further residential development is most likely to occur on the site, given its location next to the train station and existing residential buildings. The lack of office buildings within the surrounding area also suggests residential development is more likely.

Non B-Uses on site: 100% Non- B

Suitability for SME: Good

Site Area and Availability

Site Area: 0.6 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The site is adjacent to the A1090

Distance to the nearest Motorway Junction: Junction 30 of the M25 is approximately 2.1 Km away

HGV access: The site has good HGV access although there is a level crossing to the south of the site.

Local Access

Access to public transport: Very Good - The nearest Bus Stop is less than 100 metres away. The nearest train station is Purfleet Station which is around 500 metres away

Comments on access: Direct access on to the site would need to be incorporated in to any development and would provide direct access the A1090. Generally local road access is good.

Is local road access Adequate for current use? Yes

Amenities & Parking

Access to amenities: Poor

Servicing and Parking - Road side servicing

Is servicing Adequate for this site? Although currently a vacant site it is expected that any development would have the appropriate servicing and parking provision.

Environment

Are there any obvious signs of contamination: No

Topographical issues: Yes, a steep slope was noted at the site which would be a consideration when developing the site.

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 108 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Other Jobs – 15 jobs

Most Suitable Use: The site is most suitable would be a mix of uses with retail and office

Recommendations

Policy Alignment – The site is part allocated for employment and part not allocated.

Physical Constraints - Flood Zone 3 & 2

Strategic and Local Access – The site has good access onto the strategic road network and to public transport.

Condition and Current Use – Cleared former employment site

Vacant Land/Buildings – Vacant land available for development

Overall – Allocate for Mixed Use (incl. commercial)



Purfleet Centre East

Site Number: M10

Employment area type: General Industry Distribution Park

Existing Policy Designation: The site is allocated as Primary Employment Land and Oil and Chemical Storage Expansion Land.

Relevant Planning History (last five years): Proposed Purfleet Centre Development - Demolition of existing buildings; site preparation; redevelopment of the application site for a mix of uses including; Residential (up to 3,000 units); Retail Floorspace - Use Class A1, Financial & Professional Services Floorspace - Use Class A2, Food & Drink Facilities - Use Classes A3, A4 & A5 (6,900sqm); Employment & Business Uses - Use Classes B1, B2 & B8 (31,000sqm); Hotel - Use Class C1 (3,300sqm); Community, School & Civic Facilities - Use Class D1 and Leisure Uses - Use Class D2 (6,500sqm) Pending decision.

Planning Constraints: The majority of the site is within flood Zone 2 and 3

General description: The site is currently a low value industrial estate including sites for Tennants Distribution and Nationwide Platforms. Large parts of the site are green open space and vacant and cleared open space

Suitability for SME: At present suitability is poor however this may change through re-development

Non B-Uses on site: 25%-50% is open space

Site Area and Availability

Site Area: 6.8 Ha

Vacant Land or Buildings: Large parts of the site are vacant open land. There are no vacant buildings on the site.

Are there buildings with potential for re-development? No, however the whole site is subject to a masterplanning exercise for the proposed Purfleet Centre.

Condition of Employment Area

Overall condition of the environment in the employment area: Very Poor

Age of buildings: 75-100% from 1990-1999

Quality of buildings (proportion of condition): 75-100% in Very Good Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The site is adjacent to the A1090

Distance to the nearest Motorway Junction: Junction 30 of the M25 is 1.9 Km from the site

HGV access: Very Good

Local Access

Access to public transport: Very Good – The nearest Bus Stop is on site. The nearest train station is Purfleet Station which is around 30 metres away

Comments on access: Access on to the site is good although the roads within the site are very poor.

Is local road access Adequate for current use? No

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: Servicing and parking on the site are adequate for use

Is servicing adequate for this site? Yes

Environment

Are there any obvious signs of contamination: There are large petrol storage tankers on the site which may cause contamination.

Topographical issues: No

Comments on Bad neighbourhood issues: The site is close to a number of distribution businesses which cause significant HGV traffic leading to congestion, air pollution and noise.

Capacity & Suitable Uses

Calculated by GVA (2012)

B1 Capacity – 1394 jobs (total area)

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Most Suitable B Use: After masterplanning, the site will be most suitable for B1 office uses.

Recommendations

Policy Alignment – **The site is allocated for Primary Employment and Oil & Chemical Storage.**

Physical Constraints - **Flood Zone 3 & 2 and potential contamination from petrol storage although this can be mitigated once removed**

Strategic and Local Access – **The site has very good access onto the strategic road network and to public transport.**

Condition and Current Use – Poor quality open space and existing commercial uses

Vacant Land/Buildings – Large parts of the site is vacant land

Overall – Allocate for Mixed Use (incl. commercial)

Thurrock Local Enterprise Agency,

Grays

Site Number: M17

Employment area type: Industrial Estate and Incubator units

Existing Policy Designation: Secondary Employment Area (Grays West) and Within Grays Town Centre Boundary

Relevant Planning History (last five years): 09/50050/TTGOUT – Permission for new community business centre comprising workshops, creative industries, studios, offices, communal facilities, cafe and a childcare centre

Planning Constraints: None

General description: The site is a poor quality industrial park occupied by business start ups.

The site is immediately North of the railway line close to Grays Town Centre.

Suitability for SME: Very Good

Non B-Uses on site: None

Site Area and Availability

Site Area: 0.28Ha

Vacant Land or Buildings: There is no vacant land or buildings on site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: 100% of buildings built between 1950 - 1970

Quality of buildings (proportion of condition): Very poor

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A126, which is adjacent to the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is 3.7 km away.

HGV access: Good, although circulation could be improved

Local Access

Access to public transport: Very Good - The nearest Bus Stop is immediately adjacent to the site. The nearest train station is Grays Station which is around 400 metres away

Comments on access: - Local road access is reasonable although there are issues with circulation in the site itself as internal roads are tight and cramped.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Good

Servicing: Off Road Servicing

Is servicing adequate for this site? Yes

Is there adequate parking provision? Yes

Comments on parking provision: There is a large surface car park close to the site although parking on the site itself is limited.

Environment

Are there any obvious signs of contamination? Possible contamination from existing uses such as car maintenance workshops

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Calculated by GVA (2012)

B1 Capacity – 97 jobs

B2 Capacity – 23 jobs

B8 Capacity – 0 jobs

Most Suitable B Use: The site is most suitable for B1 & B2 uses.

Recommendations

Policy Alignment – **The site is currently allocated for employment use**

Physical Constraints - **None**

Strategic and Local Access – **The site has very good access onto the strategic road network and very good access to public transport.**

Condition and Current Use – **Poor quality employment use for start up businesses**

Vacant Land/Buildings – **No vacant land or buildings**

Overall – **Allocate for Mixed Use (incl. commercial)**

Grays Town Centre North

Site Number: M18

Employment area type: General Industrial Business Area currently under redevelopment

Existing Policy Designation: The site is designated for Secondary Employment use; it is within the Grays Town Centre boundary.

Relevant Planning History (last five years): Provision of royal mail delivery offices up to 1,500 sqm and T.A. Cadet accommodation of up to 1,000sqm. Proposal to include 175 car parking spaces for hospital, 92 spaces for cars at Royal Mail offices and space for 26 operational vehicles.

Planning Constraints: None

General description: Located to the North of Grays Town Centre the site has good access to public transport and amenities. The majority of the site is currently being redeveloped as an improved Post Office sorting office/distribution centre as well as replacing the cadet training centre. Construction is underway, and this will secure the site's long term future for employment use. The current post office sorting office site will eventually be released and used for the community hospital.

Suitability for SME: Poor

Non B-Uses on site: 0-25% Community and 0-25% other Non-B-Uses

Site Area and Availability

Site Area: 0.87 Ha

Vacant Land or Buildings: No vacant land although some buildings are currently vacant during construction/renovation.

Are there buildings with potential for re-development: Yes

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 25-50% from 1970-1989 and 75-100% since 2000

Quality of buildings (proportion of condition): 25-50% in Poor Condition and 75-100% in Very Good Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A1013, which is less than 150 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is over .88Km away

HGV access: No Issues

Local Access

Access to public transport: Good – The nearest Bus Stop is less than 300 metres away. The nearest train station is Grays Station which is around 700 metres away

Comments on access: The site is being redeveloped and during constructions access onto the site is restricted. However, local road access is generally good and good access on to the site will be restored when construction is over.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Good

Servicing: Not applicable, site is being redeveloped.

Is servicing adequate for this site? Not applicable, site is being redeveloped.

Comments on parking provision: Adequate parking provision available.

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 0 jobs

B2 Capacity – 0 jobs

B8 Capacity – 50 jobs*

Most Suitable Use: The site is being re-developed as largely B8 & some B2 use.

*Royal Mail distribution centres as proposed are likely to have a higher employment density, therefore the site is likely to provide more than 50 jobs.

Recommendations

Policy Alignment – **The site is allocated for Secondary Employment uses**

Physical Constraints - **None**

Strategic and Local Access – **The site has good access onto the strategic road network and to public transport.**

Condition and Current Use – **Building site but redeveloping for employment uses**

Vacant Land/Buildings – **The site is likely to retain employment uses once renovated**

Overall – Allocate for Mixed Use (incl. commercial)



CRC Building, Tilbury

Site Number: M19

Employment area type: Port of Tilbury education and community outreach building

Existing Policy Designation: Within Tilbury shopping area.

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2

General description: The site is a former fire station now used by the Port of Tilbury as a community development office and Community Resource Centre. The site is located at the Eastern boundary of Tilbury Town Centre.

Suitability for SME: Very Good

Non B-Uses on site: The site is in part community use and part office use

Site Area and Availability

Site Area: 0.1Ha

Vacant Land or Buildings: There is no vacant land or buildings on site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Average

Age of buildings: 100%of buildings built Pre 1940

Quality of buildings (proportion of condition): Good

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A126, which is less than 200 metres away

Distance to the nearest Motorway Junction: M25 Junction 31 is 7.4 km away.

HGV access: Good

Local Access

Access to public transport: Good- The nearest Bus Stop is less than 200 metres away. The nearest train Station is Tilbury Town Station which is around 800 metres away

Comments on access: - Local road access is good and access onto the site is in place.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Good

Servicing: Road side servicing

Is servicing adequate for this site? Yes

Is there adequate parking provision: Yes

Comments on parking provision: There is a small surface car park close to the site

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Calculated by GVA (2012)

B1 Capacity – 83 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Total Other Jobs – 0 jobs

Most Suitable Use: The site is most suitable for a mix of uses including B1.

Recommendations

Policy Alignment – **The site is not currently allocated. Although it is within the Tilbury shopping area it is in employment use**

Physical Constraints - **Flood Zone 3 & 2**

Strategic and Local Access – **The site has very good access onto the strategic road network and good access to public transport.**

Condition and Current Use – **Average quality community building**

Vacant Land/Buildings – **No vacant land or buildings although buildings in civic use**

Overall – **Allocate for Mixed Use (incl. commercial)**

Vange Waterworks

Site Number: M20

Employment area type: Other-Utilities (covered reservoir)

Existing Policy Designation: In Greenbelt

Relevant Planning History (last five years): None

Planning Constraints: Greenbelt

General description: The site is a covered reservoir with most of the site presently undevelopable. It would require a significant amount of remediation, although there are parts of the site which could be developed for smaller employment uses.

Suitability for SME: Good

Non B-Uses on site: None

Site Area and Availability

Site Area: 9.8 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development? No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 75-100% from 1990-1999

Quality of buildings (proportion of condition): 75-100% in Good Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The site is adjacent to the A13

Distance to the nearest Motorway Junction: M25 Junction 29 is over 12km from the site.

HGV access: HGV access is good and there are currently HGV vehicles entering the site regularly.

Local Access

Access to public transport: Average – The nearest Bus Stop is less than 100 metres away. The nearest train station is Basildon Station which is around 1.9km away

Comments on access: - Local road access is good and access onto the site is in place.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: Adequate servicing.

Is servicing adequate for this site? The waterworks part of the site is being serviced appropriately.

Comments on parking provision: Adequate

Environment

Are there any obvious signs of contamination: No.

Topographical issues: Yes. The reservoir has steep banks.

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 205 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Total Other Jobs – 74 jobs

Most Suitable Use: The site is most suitable for a mix of uses including offices

Recommendations

Policy Alignment – The site is part brownfield land in the Greenbelt.

Physical Constraints – The site is a covered reservoir which may limit uses

Strategic and Local Access – The site has very good access onto the strategic road network and good access to public transport.

Condition and Current Use – Average quality works and reservoir

Vacant Land/Buildings – Buildings in employment use and land used as reservoir

Overall – Allocate for Mixed Use (incl. commercial)

Arena Essex

Site Number: MRA1

Employment area type: Other

Existing Policy Designation: In Greenbelt

Relevant Planning History (last five years): None

Planning Constraints: Greenbelt

General description: The site is currently a stock car racing and speedway track including stadium as well as go-kart and paintball locations. The site has good access onto the strategic road network and is located close to the Lakeside area. The site could potentially be suitable for a mix of uses including redevelopment of the current leisure uses alongside residential development.

Suitability for SME: Poor

Non B-Uses on site: The site is largely in leisure use and open space

Site Area and Availability

Site Area: 14 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Buildings with potential for redevelopment: Yes.

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 100% of Building built 1970-1989

Quality of buildings (proportion of condition): 100% of the buildings on site are in poor condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The site is adjacent to the A13

Distance to the nearest Motorway Junction: M25 Junction 30 is around 400 metres away

HGV access: No issues

Local Access

Access to public transport: Good – The nearest Bus Stop is less than 50 metres away. The nearest train station is Chafford Hundred Station which is around 800 metres away

Comments on access: - Access on to the site is in place and local road access is very good with direct links on to the strategic road network.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Good. The site is near to Lakeside and therefore has good access to the nearby facilities and amenities.

Servicing: Adequate servicing (road-side and off-road) and loading bays available.

Is servicing adequate for this site? With road side servicing already in place there is an opportunity for all servicing to be of a good quality if redeveloped.

Is there adequate parking provision? Unclear. If the site was redeveloped it is likely parking would be Adequate for its use.

Environment

Are there any obvious signs of contamination: No

Topographical issues: Yes. The site includes a lake and also has steep sections of land.

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site includes previously developed land in the Green Belt

Physical Constraints - None

Strategic and Local Access – The site has very good access onto the strategic road network and good access to public transport.

Condition and Current Use – Average quality open space and leisure uses

Vacant Land/Buildings – Buildings in commercial use and vacant land

Overall – Retain as Leisure Use or allocate as Reasonable Alternative for Mixed Use (Housing/leisure) - within Previously Developed Land



Grays Magistrates Court, Orsett Road, Grays

Site Number: MRA3

Employment area type: Former Magistrates Court

Existing Policy Designation: Within Grays Town Centre Boundary.

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 2

General description: The site is a former Magistrates Court located to the north of Grays Town Centre.

Suitability for SME: Very Good

Non B-Uses on site: 100% Non-B

Site Area and Availability

Site Area: 0.25Ha

Vacant Land or Buildings: There is no vacant land on site although there is a vacant building on site.

Are there buildings with potential for re-development? Yes

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 100% of buildings built between 1920 - 1930

Quality of buildings (proportion of condition): Good

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A1013, which is adjacent to the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is 3.9 km away.

HGV access: Good

Local Access

Access to public transport: Good - The nearest Bus Stop is on site. The nearest train station is Grays Station which is around 600 metres away

Comments on access: - Local road access is good and direct access onto the site is in place.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Good

Servicing: Off – Road Servicing

Is servicing adequate for this site? Yes

Is there adequate parking provision? Yes

Comments on parking provision: There are some surface car parks immediately to the north of the site and Town centre parking close by.

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Calculated by GVA (2012)

B1 Capacity – 284 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Total Other Jobs – 0 jobs

Most Suitable Use: The site is most suitable for B1 uses and capacity would be restricted to the existing floorspace.

Recommendations

Policy Alignment – **The site is within the Grays Town Centre Boundary, but is not allocated.**

Physical Constraints – **Flood Zone 2**

Strategic and Local Access – **The site has very good access onto the strategic road network and good access to public transport.**

Condition and Current Use – **Vacant former Magistrates Court still in good condition**

Vacant Land/Buildings – **Vacant Building**

Overall – **Allocate for Housing or Reasonable Alternative for Mixed Use (incl. commercial)**

Queensgate Centre, Grays

Site Number: MRA6

Employment area type: Town Centre

Existing Policy Designation: Within Grays Town Centre and Shopping Centre (shopping parades) boundaries.

Relevant Planning History (last five years): None

Planning Constraints: None

General description: Town Centre Mixed Use, Ground floor poor quality retail with three upper floors of office space. Site is looking dated and could be redeveloped to provide better retail and office space as well as residential opportunity given its town centre location.

Suitability for SME: Good

Non B-Uses on site: 0-25% Retail

Site Area and Availability

Site Area: 0.22 Ha

Vacant Land or Buildings: There is no vacant land or buildings on the site

Are there buildings with potential for re-development: Yes

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 75%-100% from 1970-1989

Quality of buildings (proportion of condition): 25-50% - Good Condition and 25-50% - Poor Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A126 is immediately adjacent to the site

Distance to the nearest Motorway Junction: Junction 30 of the M25 is approximately 4km away.

HGV access: The Site has loading and unloading area at front of building

Local Access

Access to public transport: Very good - Nearest bus stop 71 metres away. Grays Railway Station 220 metres away

Comments on access: - Local road access is via the town centre loop road. The rear and side of the site are pedestrianised. Direct access is in place.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Good

Servicing: There is adequate Town Centre road side servicing although it may inhibit pedestrian flow.

Comments on parking provision: Adequate parking. A Town Centre Car Park is located less than five minute walk away, however there is no free parking.

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Calculated by GVA (2012)

B1 Capacity – 250 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Total Other Jobs - 0 jobs

Most Suitable Use: The site is most suitable for a mix of uses with retail.

Recommendations

Policy Alignment – **The site is currently designated for retail as part of the wider Grays Town Centre and Grays Shopping Centre allocations. The site has a small element of B class uses.**

Physical Constraints - **None**

Strategic and Local Access – **The site has very good access onto the strategic road network and very good access to public transport.**

Condition and Current Use – **Poorer quality office and retail use**

Vacant Land/Buildings – **In use commercial/employment buildings**

Overall – **Allocate for Proposed New Place of Worship or Reasonable Alternative for Mixed Use**



Tilbury Riverside

Site Number: MRA7

Employment area type: Mud Flats, Passenger ferry, Tilbury Riverside Arts Centre.

Existing Policy Designation: Not designated, though partly overlapping with current boundary of E1i Primary Employment Land and adjacent existing open space designation.

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2, Thames Foreshore

General description: Large part of site undevelopable. Remainder is in use for transport.

Suitability for SME: Good

Non B-Uses on site: 25-50% Community and 25-50% Other Non-B-Uses

Site Area and Availability

Site Area: 10.7 Ha

Vacant Land or Buildings: No vacant developable land but some vacant buildings.

Are there buildings with potential for re-development: Yes

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 100% Pre 1940

Quality of buildings (proportion of condition): 25-50% Good Condition and 25-50% Poor Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A1089 is less than 100 metres from the site

Distance to the nearest Motorway Junction: 7703 metres from M25 Junction 31

HGV access: No issues

Local Access

Access to public transport: Good – There are 2 Bus Stops on Site; the nearest train station is Tilbury Town Station which is around 1.2 km away.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing Adequate for this site? Yes

Comments Servicing: Servicing is suitable for the function of the current site.

Comments on parking provision: Adequate

Environment

Are there any obvious signs of contamination: No

Topographical issues: Yes. The mud flats at the site are undevelopable.

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 300 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Total Other Jobs - 139 jobs

Most Suitable Use: The site is most suitable for a mix of uses with retail.

Recommendations

Policy Alignment – The site is in Thames Foreshore Area, and overlaps with existing Primary Employment land boundary to the north (which is likely to be rectified).

Physical Constraints - Flood Zone 3 & 2 and part of the site would be subject to tidal flooding

Strategic and Local Access – The site has good access onto the strategic road network and to public transport.

Condition and Current Use – Poor quality ferry terminal and mudflats.

Vacant Land/Buildings – Building in commercial/employment use

Overall – Allocate as Reasonable Alternative for Mixed Use (incl. commercial)

Coalhouse Fort

Site Number: MRA8

Employment area type: Fort and Recreation Grounds

Existing Policy Designation: In Green Belt; Existing Open Space (grounds)

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3&2, Greenbelt; Scheduled Ancient Monument

General description: The site is a Napoleonic Fort now used for limited tourism and local community purposes. The site is located to the South of East Tilbury adjacent to the River Thames. The site has good potential for sensitive redevelopment for small scale employment use such as art workshops and offices although this would likely to require costly renovation.

Suitability for SME: Good

Non B-Uses on site: 50-75% Community Uses (educational/museum)

Site Area and Availability

Site Area: 1.4Ha

Vacant Land or Buildings: No vacant land. Part of the fort is vacant.

Number of Vacant Buildings: Approximately one third of the fort is vacant with potential for redevelopment (subject to suitable remediation works in derelict part of the fort).

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 100% Pre 1940

Quality of buildings (proportion of condition): 50-75% in Good Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A –Road is the A128 which is 4.4km away

Distance to the nearest Motorway Junction: The nearest motorway junction is J31 of the M25 is the 11.6 Km

HGV access: Good

Local Access

Access to public transport: Poor - The nearest bus stop is less than 400 metres away and the nearest train station is around 2.5Km away

Comments on access: Local access is good, however there is unlikely to ever be direct access on to the site given its historic nature. The site however could be serviced easily from the neighbouring car park.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site?

Is there adequate parking provision: Yes

Comments on parking provision: Large car park is in place to service the fort.

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2012)

B1 Capacity – 194 jobs

B2 Capacity – 77 jobs

B8 Capacity – 0 jobs

Most Suitable Use: The site is most suitable for B1 and B2 uses but this would be restricted to the existing floorspace.

Recommendations

Policy Alignment – **The site is in the Greenbelt and therefore currently unsuitable for new employment beyond the existing structure.**

Physical Constraints - **Flood Zone 3 & 2**

Strategic and Local Access – **Access to the strategic Road Network and Public transport is poor**

Condition and Current Use – **Vacant and disused but good quality Napoleonic fort.**

Vacant Land/Buildings – **Vacant Buildings**

Overall – Allocate as Reasonable Alternative for Mixed Use (Leisure and Employment)



Orsett Quarry

Site Number: R1

Employment area type: Disused Pit

Existing Policy Designation: Green Belt

Relevant Planning History (last five years): Outline permission for eleven two and three bedroom two storey houses and associated development.

Planning Constraints: Greenbelt

General description: The site is a disused quarry which has reverted to greenfield. The site is located next to the Southfields Residential development and has good access to the A13. The site has good potential for redevelopment but may have issues due to its former use as pit. The site adjoins residential uses so could be used for housing and part of the site has outline permission for that use.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 12.1 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A1031, which is less than 400 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 7.8km away

HGV access: No Issues

Local Access

Access to public transport: Average – The nearest Bus Stop is less than 200 metres away. The nearest train station is Stanford-le-Hope Station which is around 2.4km away

Comments on access: Local road access is good and direct access on to the site is in place.
Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site?

Comments on parking provision: Adequate for uses within cluster

Environment

Are there any obvious signs of contamination: Former Pit

Topographical issues: Former Pit

Does the site have impact on: Residential Uses

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is the Greenbelt and has permission for housing development on part of the site.

Physical Constraints – Potential Issues related to former use as open face quarry. This may require securing.

Strategic and Local Access – The site has very good access onto the strategic road network and average access to public transport.

Condition and Current Use – Former quarry site returned to poor quality open space

Vacant Land/Buildings – Vacant Land

Overall – Not suitable for Employment

South of A13 (Stanford-le-Hope)

Site Number: **REA1****Employment area type:** Agricultural / Grazing**Existing Policy Designation:** Green Belt – identified in Core Strategy as a broad location for housing**Relevant Planning History (last five years):** None**Planning Constraints:** Green Belt**General description:** The site is a greenfield site used for grazing next to the Stanford junction of the A13. The site bounded to the east by the railway line. The site lies to the North of a predominantly residential area, and is identified in the Core Strategy as a broad location for housing, the boundaries of which are to be determined in the Sites Specific Allocations DPD.**Suitability for SME:** Poor**Non B-Uses on site:** Vacant site

Site Area and Availability

Site Area: 5 Ha**Vacant Land or Buildings:** Vacant land but no vacant buildings.**Are there buildings with potential for re-development:** No

Condition of Employment Area

Overall condition of the environment in the employment area: Good**Age of buildings:** No buildings on site**Quality of buildings (proportion of condition):** No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The site is adjacent to the A13**Distance to the nearest Motorway Junction:** Junction 30 of the M25 is 10.5 km**HGV access:** The site is not in use therefore this assessment criterion is not applicable

Local Access

Access to public transport: Very Good – The nearest Bus Stop is just over 200 metres away. The nearest train station is Stanford-le-Hope Station which is around 350 metres away**Comments on access:** Access investment is required but local road access is generally good.**Is local road access Adequate for current use?** Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site?

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Does the site have impact on: Residential Uses

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in the Green Belt and identified as a broad location for housing.

Physical Constraints - None

Strategic and Local Access – The site has very good access onto the strategic road network and to public transport.

Condition and Current Use – Good quality agricultural land

Vacant Land/Buildings – Vacant Land

Overall – Not suitable for Employment

Union Rail (North) Ltd. Purfleet

Site Number: REA2

Employment area type: Vacant

Existing Policy Designation: Part not designated; part Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Area of Local Nature Conservation, Flood Zone 3 & 2; Green Belt

General description: The site has a number of constraints notably it is divided into three distinct sites separated by the HS rail line and the domestic rail line to Fenchurch Street making it highly unlikely that it could be developed as one site. All three parts of the site have electricity pylons and power cables crossing the sites. The Northern/Eastern part of the site has direct access onto the A1306 London and could be used for storage but could not realistically be developed due to the pylon dominating the site. The mid section of the site has limited potential as it is surrounded by railway lines. The most western part of the site, although backing onto an existing industrial area, has limited potential due to a pylon at the centre of the site.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 3.5 Ha

Vacant Land or Buildings: No vacant land or vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: The site is located adjacent to a major road and two railway lines which reduce the quality of the site

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A1306, which is adjacent to the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is over 1.9Km away

HGV access: Good Access

Local Access

Access to public transport: Very Good – The nearest Bus Stop is less than 200 metres away. The nearest train station is Purfleet Station which is around 200 metres away

Comments on access: Access to the site varies but direct access is in place to parts of the site. However, large parts of the site are inaccessible due to railway lines.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site?

Environment

Are there any obvious signs of contamination: No

Topographical issues: Scrub on southern park

Comments on Bad neighbourhood issues: - The site is adjacent to a railway line and a busy road both of which can be noisy and cause air pollution

Recommendations

Policy Alignment – The site is in an area of local nature conservation, Flood Zone 3 and is partly in the Green Belt. It is therefore currently unsuitable for employment development.

Physical Constraints – The site is segmented and has pylons and railway lines crossing it

Strategic and Local Access – parts of the site have very good access onto the strategic road network and very good access to public transport however most of the site is severely constrained.

Condition and Current Use – Poor quality open space.

Vacant Land/Buildings – Vacant land although pylons on site.

Overall – Not suitable for Employment



Cafe Field, Southfields

Site Number: REA3

Employment area type: Farmland

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Green Belt

General description: The site is currently used for grazing and agriculture and is located to the South of the A1013 Stanford Road. The site is bounded to the West by the Orsett Industrial Park, which is largely used as a plant hire offices and storage. The site offers good potential to expand existing industrial park if the market demanded.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 15.6 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A1013, which is less than 200 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 9.1Km away

HGV access: No Issues

Local Access

Access to public transport: Good – The nearest Bus Stop is just over 100 metres away. The nearest train station is Stanford-le-Hope Station which is around 1km away.

Comments on access: - Access on to the site would need to be put in place however local road access is generally good.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in the Green Belt and therefore is currently unsuitable for employment.

Physical Constraints - None

Strategic and Local Access – The site has good access onto the strategic road network and good access to public transport.

Condition and Current Use – Good quality open space

Vacant Land/Buildings – Vacant Land

Overall – Not suitable for Employment



Willow Grove, South Ockendon

Site Number: REA4

Employment area type: Workings (disused)

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): The site has permission for the construction of a recreational fishing lake.

Planning Constraints: Green Belt, Thames Chase

General description: The site is a disused and derelict former works site to the North of South Ockendon. There are a number of derelict buildings on site which would require clearance before redevelopment could take place. The site would also require junction or access improvements. The site does have good potential to re establish employment use but would require extensive work. The site has permission for a change of use to a recreational fishing site.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 9.1 Ha

Vacant Land or Buildings: The site is vacant with some vacant buildings.

Are there buildings with potential for re-development: No - derelict

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 100% Pre 1940

Quality of buildings (proportion of condition): 100% Very Poor Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest primary road is the M25, which is over 1.3km from the site.

Distance to the nearest Motorway Junction: M25 Junction 29 is over 4.2Km away

HGV access: Limited

Local Access

Access to public transport: Average – The nearest Bus Stop is just over 50 metres away. The nearest train station is Ockendon Station which is around 1.8km away

Comments on access: Junction improvements required in order to access the site. The local road network generally works well.

Is local road access Adequate for current use? No

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site?

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: Potentially, owing to former uses of site

Topographical issues: No

Does the site lie within proximity to/have impact on: Farm

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in the Green Belt and in the Thames Chase Community Forest area and is therefore currently unsuitable for employment.

Physical Constraints – Potential contamination from former uses

Strategic and Local Access – The site has very poor access onto the strategic road network and very poor access to public transport.

Condition and Current Use – Poor quality former industrial site

Vacant Land/Buildings – Vacant land and derelict buildings

Overall – Not suitable for Employment



Bretts Farm, Marshfoot Rd, Tilbury

Site Number: REA5

Employment area type: Farmland

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2, Green Belt

General description: The site is currently farm buildings on an island site surrounded by the Little Thurrock junction roads of the A126. The site has limited employment land potential as it would require significant investment to allow for increased traffic onto the A126 slip road.

Suitability for SME: Poor

Non B-Uses on site: 0-25% Housing and 75-100% Other Non-B Uses

Site Area and Availability

Site Area: 1.2 Ha

Vacant Land or Buildings: No vacant land and no vacant buildings.

Are there buildings with potential for re-development: Yes

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 100% Pre 1940

Quality of buildings (proportion of condition): 100% in Good Condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A126 is immediately adjacent to the site

Distance to the nearest Motorway Junction: Junction 30 of the M25 is 6 KM away

HGV access: Yes

Local Access

Access to public transport: Average – The nearest Bus Stop is just over 400 metres away. The nearest train station is Tilbury Town Station which is around 1.8km away

Comments on access: Access on to the site is in place and the local road network is good. However, increases in traffic on to Brett's Farm would be likely to create significant congestion issues given the site's location on a primary route slip road.

Is local road access Adequate for current use? No

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: Road side servicing

Is servicing Adequate for this site? Yes

Comments on parking provision: There is adequate parking provision

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in the Green Belt and is therefore currently unsuitable for employment.

Physical Constraints - Flood Zone 3 & 2

Strategic and Local Access – The site has very good access onto the strategic road network and average access to public transport.

Condition and Current Use – Average quality open space and agricultural buildings

Vacant Land/Buildings – Vacant land but buildings still in agricultural use

Overall – Not suitable for Employment

Brennan Road, Tilbury

Site Number: REA6

Employment area type: Leisure Centre and Trade Warehouse

Existing Policy Designation: None

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2

General description: The site is split between a cosmetics factory and outlet and a small leisure community centre. The site is located immediately to the East of Tilbury Town.

Suitability for SME: Poor

Non B-Uses on site: Yes 50% of the site is used for community/leisure facilities

Site Area and Availability

Site Area: 0.33Ha

Vacant Land or Buildings: There is no vacant land or buildings on site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Average

Age of buildings: 100% of buildings built between 1980 - 2000

Quality of buildings (proportion of condition): Poor

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A126, which is less than 200 metres away.

Distance to the nearest Motorway Junction: M25 Junction 31 is 7.4 km away.

HGV access: Good

Local Access

Access to public transport: Good- The Nearest Bus Stop is under 200 metres away. The nearest train Station is Tilbury Town Station which is around 900 metres away

Comments on access: - Local road access is good and access onto the site is in place.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Good

Servicing: Off - Road servicing

Is servicing adequate for this site? Yes

Is there adequate parking provision: Yes

Comments on parking provision: There is a small surface car park close to the site

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is not allocated for any use

Physical Constraints - Flood Zone 3 & 2

Strategic and Local Access – The site has very good access onto the strategic road network and good access to public transport.

Condition and Current Use – Average quality warehouse/retail and community centre

Vacant Land/Buildings – No vacant land and buildings in employment use

Overall – Allocate as Reasonable Alternative Mixed Use (Leisure, Health, Community Use)

Connexions Building, Grays

Site Number: NEW2

Employment area type: Civic Offices

Existing Policy Designation: Within Grays Town Centre and Shopping Centre boundaries.

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2

General description: The site is a two/three storey civic building in Grays Town Centre. Part of the building is operated by 'Connexions' a work advice and training provider.

Suitability for SME: Very Good

Non B-Uses on site: 100% Non-B

Site Area and Availability

Site Area: 0.09Ha

Vacant Land or Buildings: There is no vacant land or buildings on site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 100% of buildings built between 1950 - 1970

Quality of buildings (proportion of condition): Good

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A1013, which is immediately adjacent

Distance to the nearest Motorway Junction: M25 Junction 31 is 4.1 km away.

HGV access: Limited - part of a one way network which is subject to congestion.

Local Access

Access to public transport: Good- The Nearest Bus Stop is immediately adjacent. The nearest train Station is Grays Station which is around 700 metres away

Comments on access: - Local road access is OK although subject to a one way system. Access on to the site is in place.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Good

Servicing: Road side servicing

Is servicing adequate for this site? Yes

Is there adequate parking provision: Yes

Comments on parking provision: There are a number large of surface car parks close to the site.

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Calculated by GVA (2012)

B1 Capacity – 50 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Total Other Jobs – 0 jobs

Most Suitable Use: The site is most suitable would be a mix of uses with including B1.

Recommendations

Policy Alignment – **The site is allocated within a secondary retail area although is currently in employment use**

Physical Constraints - **Flood Zone 3 & 2**

Strategic and Local Access – **The site has good access onto the strategic road network and good access to public transport.**

Condition and Current Use – **Average quality civic offices**

Vacant Land/Buildings – **No vacant land or buildings**

Overall – **Allocate for Mixed Use**

Ponds Farm 2

Site Number: NEW4

Employment area type: Former Landfill

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): Outline application for the redevelopment of the site for 86,112 sqm of employment development comprising: 30,878 sqm B1, 10,164 sqm B2, 42,755 sqm B8 and 2,315 sqm of other uses, which will include space for a site security cabin, a hotel/cafe and a crèche. Permission for Use class B8 storage and distribution of meat and associated office use and packaging. The site was subsequently rejected for employment use by the Secretary of State.

Planning Constraints: Green Belt

General description: The site is a vacant overgrown field on a landfill site located at the western edge of the Borough. The site benefits from good access onto the A13 and is adjacent to existing employment uses at Sandy Lane Farm. The site links to the strategic road network and former use indicates that the site has good potential for employment land use but would require remediation.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 34.8 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A13, which is less than 50 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 2Km away

HGV access: No Issues

Local Access

Access to public transport: Average – The nearest Bus Stop is less than 200 metres away. The nearest train station is Purfleet Station which is around 1.2km away

Comments on access: Local road access is good although direct access onto the site would need to be improved.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site?

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: Yes – former landfill

Topographical issues: Uneven surface due to land fill

Does the site lie within proximity to/have impact on: Other

Comments on Bad neighbourhood issues: - The site is adjacent to a Power station which is a potential hazard and pollutant.

Recommendations

Policy Alignment – The site is in Green Belt and is therefore currently unsuitable for employment. The site has recently been rejected for employment use by the Secretary of State.

Physical Constraints - Flood Zone 3 & 2 and potential contamination from former use

Strategic and Local Access – The site has very good access onto the strategic road network and average access to public transport.

Condition and Current Use – Former land fill sites reverted to poor quality open space

Vacant Land/Buildings – Vacant Land

Overall – Not suitable for Employment



Community Forum, South Ockendon

Site Number: NEW6

Employment area type: Community Office

Existing Policy Designation: Within South Ockendon shopping area.

Relevant Planning History (last five years): None

Planning Constraints: None

General description: The site is in Community use as an Information and Advice centre located in South Ockendon Town Centre. The building is part of a mixed use development.

Suitability for SME: Very Good

Non B-Uses on site: 100% Non-B

Site Area and Availability

Site Area: 0.01Ha

Vacant Land or Buildings: There is no vacant land or buildings on site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: 100% of buildings built between 1940 - 1969

Quality of buildings (proportion of condition): Poor

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A13, which is 1.5km away

Distance to the nearest Motorway Junction: M25 Junction 30 is 1.7 km away.

HGV access: Good

Local Access

Access to public transport: Good - The Nearest Bus Stop is less than 50 metres away. The nearest train Station is Ockendon Station which is around 1km away

Comments on access: - Local road access is good and direct access is in place although part of the site is pedestrianised.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Good

Servicing: Off -Road servicing

Is servicing adequate for this site? Yes

Is there adequate parking provision: Yes

Comments on parking provision: There is roadside parking provided close to the site

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Calculated by GVA (2012)

B1 Capacity – 8 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Total Other Jobs – 0 jobs

Most Suitable Use: The site is most suitable would be a mix of uses with B1 offices

Recommendations

Policy Alignment – **The site is not allocated for any use**

Physical Constraints - **None**

Strategic and Local Access – **The site has very poor access onto the strategic road network and good access to public transport.**

Condition and Current Use – **Poor quality civic offices**

Vacant Land/Buildings – **No vacant land and buildings in civic use**

Overall – **Allocate for Employment (Ground level only)**

Housing Office, South Ockendon

Site Number: NEW7

Employment area type: Office

Existing Policy Designation: Within South Ockendon shopping area

Relevant Planning History (last five years): None

Planning Constraints: None

General description: The Site is a low quality office space in part of a mixed scheme located in South Ockendon Town Centre.

Suitability for SME: Very Good

Non B-Uses on site: None

Site Area and Availability

Site Area: 0.01Ha

Vacant Land or Buildings: There is no vacant land or buildings on site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: 100%of buildings built between 1940 - 1969

Quality of buildings (proportion of condition): Poor

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A13, which is 1.4 km away

Distance to the nearest Motorway Junction: M25 Junction 30 is 1.6 km away.

HGV access: Good

Local Access

Access to public transport: Very Poor- The Nearest Bus Stop is less than 100 metres away. The nearest train Station is Ockendon Station, which is around 1.1 km away

Comments on access: - Local road access is good and direct access is in place although part of the site is pedestrianised.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Good

Servicing: Off -Road servicing

Is servicing adequate for this site? Yes

Is there adequate parking provision: Yes

Comments on parking provision: There is roadside parking provided close to the site

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Capacity & Suitable Uses

Calculated by GVA (2012)

B1 Capacity – 8 jobs

B2 Capacity – 0 jobs

B8 Capacity – 0 jobs

Total Other Jobs – 0 jobs

Most Suitable Use: The site is most suitable would be a mix of uses with B1 offices

Recommendations

Policy Alignment – **The site is not allocated for any use**

Physical Constraints - **None**

Strategic and Local Access – **The site has very poor access onto the strategic road network and good access to public transport.**

Condition and Current Use – **Poor quality civic offices**

Vacant Land/Buildings – **No vacant land but buildings in commercial/civic use**

Overall – **Allocate for Employment (Ground level only)**

Baker Street/High Road, Orsett

Site Number: NEW8

Employment area type: Grazing land

Existing Policy Designation: In the Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Green Belt

General description: The site is currently used for grazing and is located in the small residential settlement of Baker Street to the west of Orsett. The site has relatively poor access onto the strategic road network and access improvements would need to take place, however overall the site is likely to be more suitable for other uses such as housing.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 6.2 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Very good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A13, which is less than 120 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 6Km away

HGV access: No Issues

Local Access

Access to public transport: Average – The nearest Bus Stop is less than 100 metres away. The nearest train station is East Tilbury Station which is around 4.3km away

Comments on access: Access on to the site is in place but would require significant improvements. Local road access is generally good, but access onto the strategic road network would also require improvements.

Is local road access Adequate for current use? No

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site?

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: No

Topographical issues: No, flat site

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in Green Belt and therefore is currently unsuitable for employment.

Physical Constraints - None

Strategic and Local Access – The site has good access onto the strategic road network and average access to public transport.

Condition and Current Use – Good quality agricultural land

Vacant Land/Buildings – Vacant Land

Overall – Not suitable for Employment



Beside Allotments, Mollands Lane, South Ockendon

Site Number: NEW9

Employment area type: Grazing Land (poor quality)

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Green Belt, Thames Chase

General description: The site is currently used for grazing with access in part through the garden centre to the south. The site has limited potential for commercial use and would require large-scale infrastructure investment including access roads and connection to utilities.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 1.8 Ha

Vacant Land or Buildings: No vacant land or buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest Primary Road is the M25, which is over 1 5km from the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 2.5Km away

HGV access: No Issues

Local Access

Access to public transport: Good –The nearest Bus Stop is less than 100 metres away. The nearest train station is Ockendon Station which is around 600 metres away

Comments on access: Direct access on to the sites is very poor at present (not accessible by car). Generally local road access is good.

Is local road access Adequate for current use? No

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site?

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: No

Topographical issues: None

Does the site have impact on: The site impacts local allotments and a garden centre

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in the Green Belt and the Thames Chase Area therefore is currently unsuitable for employment.

Physical Constraints - None

Strategic and Local Access – The site has very poor access to the Strategic Road Network although access to public transport is good.

Condition and Current Use – Good quality open space

Vacant Land/Buildings – Vacant Land

Overall – Not suitable for Employment



The Old Washmill Site, adj 134 Purfleet Road, Aveley

Site Number: NEW9b

Employment area type: Wasteland / scrub

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Green Belt

General description: This former employment site, located in a residential part of Aveley is currently covered in overgrown scrubland. Although the site is in close proximity to the A13 it is unlikely to be suitable for employment land due to its location between residential properties.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 1.1 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A130, which is less than 210 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 1.8km away

HGV access: No access onto the site

Local Access

Access to public transport: Average – The nearest Bus Stop is just over 100 metres away. The nearest train station is Purfleet Station which is around 1.3km away

Comments on access: - There are some traffic calming measures in place but generally local road access is good. Direct access onto the site would need to be put in place.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: No

Topographical issues: Trees and vegetation

Does the site lie within proximity to/have impact on: Residential Uses

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in the Green Belt and therefore is currently unsuitable for employment.

Physical Constraints – Scrub on site would require clearance

Strategic and Local Access – The site has good access onto the strategic road network and average access to public transport.

Condition and Current Use – Poor quality open space on former commercial site

Vacant Land/Buildings – Vacant overgrown Land

Overall – Not Suitable for Employment



Old Rectory, Rectory Road, West Tilbury

Site Number: NEW10

Employment area type: Shrub

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Green Belt

General description: The site is a greenfield site covered in scrub and is located a short distance to the small settlement of West Tilbury. The site has limited potential for employment use because of its location outside the settlement framework.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 1.00 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development? No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A126, which is over 1.1km from the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is over 8.2km away

HGV access: No Issues

Local Access

Access to public transport: Average – The nearest Bus Stop is under 300 metres away. The nearest train station is East Tilbury Station which is around 1.9km away

Comments on access: There is no direct access onto the site but the local road network is generally good.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: No

Topographical issues: Trees

Does the site have impact on: Residential Uses

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in the Green Belt and therefore is currently unsuitable for employment.

Physical Constraints - Scrub on site would require clearance

Strategic and Local Access – The site has poor access onto the strategic road network and average access to public transport.

Condition and Current Use – Good quality open space

Vacant Land/Buildings – Vacant scrub Land

Overall – Not suitable for Employment



Mardyke Meadow, Arterial Road, Purfleet

Site Number: NEW11

Employment area type: Open Space with pylons

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Green Belt, Area of Local Nature Conservation, Site Important to Nature Conservation (SINC) Flood Zone 3 &2

General description: The site is currently open space used for leisure/recreational purposes. The site has a number of pylons located on it with power lines traversing the site. To the north of the site is the Mar Dyke. Despite its location close to other industrial uses and direct access onto the strategic road network the number of pylons on the site as well as its environmental designations make this site unsuitable for employment uses.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 10.3 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The site is adjacent to A1306

Distance to the nearest Motorway Junction: Junction 30 of the M25 is 1.3km away

HGV access: No issues

Local Access

Access to public transport: Very Good – The nearest Bus Stop is less than 200 metres away. The nearest train station is Purfleet Station which is around 500 metres away

Comments on access: There is good local road access. Access on to the site is in place but would need junction improvements for employment uses.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: No

Topographical issues: Potential Flood Plan

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in a SINC and is an Area of Local Nature conservation. It is also located within the Green Belt. It is therefore currently unsuitable for employment.

Physical Constraints - Flood Zone 3 & 2 and pylons traversing site.

Strategic and Local Access – The site has very good access onto the strategic road network and very good access to public transport.

Condition and Current Use – Good quality open space

Vacant Land/Buildings – Vacant Land although pylons on site

Overall – Not suitable for Employment

Greenwise Nurseries, Vange Park Rd, Basildon

Site Number: NEW12

Employment area type: Nursery

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): 10/00470/LDC Permitted - The use of the land for growing plants and retail sale thereof together with importation of plants and retail sale of plants. The use of land for storage and display for sale of garden material and garden equipment predominantly in the open. Use of land for storage and display for sale of building materials and other general materials un-related to garden, predominantly in the open. Use of land for general storage of building and other materials predominantly in the open together with all associated buildings.

Planning Constraints: Green Belt, Partially within a Special Landscape area

General description: The site is in use as a nursery with a number of temporary buildings on site. It is located close to the district boundary with Basildon.

Suitability for SME: Poor

Non B-Uses on site: 100% Non-B

Site Area and Availability

Site Area: 2.3 Ha

Vacant Land or Buildings: 50%-75% of the site is vacant. There are no vacant buildings on site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 100% of Building 1980 - 2000

Quality of buildings (proportion of condition): Poor

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A13, which is just over 300 metres away.

Distance to the nearest Motorway Junction: M25 Junction 29 is 12.2 km away.

HGV access: In place

Local Access

Access to public transport: Average-The Nearest Bus Stop is just over 300 metres away. The nearest train station is Basildon Station which is around 1.4km away

Comments on access: - Access and Egress to the immediate vicinity of the nursery requires crossing a slip road off the A13. At busy times this can prove dangerous and difficult. Direct access on to the site is in place.

Is local road access Adequate for current use? No

Amenities and Parking

Access to amenities: Poor

Servicing: Off Road Servicing

Is servicing adequate for this site? Yes

Is there adequate parking provision: Yes

Comments on parking provision: Limited parking is available on site

Environment

Are there any obvious signs of contamination? - No

Topographical issues: Slight sloping on site

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in the Green Belt.

Physical Constraints - None

Strategic and Local Access – The site has good access onto the strategic road network and average access to public transport.

Condition and Current Use – Poor quality buildings and commercial nursery

Vacant Land/Buildings – Large parts of the site are vacant buildings in commercial use

Overall – Not suitable for employment

Junction of Baker Street and Stanford Road, Orsett

Site Number: NEW13

Employment area type: Vacant land used for car boot sale

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: The site is in the Green Belt

General description: The site is currently a vacant and cleared yard used primarily for Car boot sales. The site has good access on to the A1013 and has road infrastructure running into the site although junction improvements would be required. The site is adjacent to a working farm but has limited potential for small scale uses due to its modest size and would require junction improvements for anything larger.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 0.5 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A1013, which is just over 70 metres away.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 6Km away

HGV access: No

Local Access

Access to public transport: Average – The nearest Bus Stop is immediately adjacent to the site. The nearest train station is Grays Station which is around 3.8km away

Comments on access: Local road access is good. Direct access on to the site is in place, however junction improvements would be required for increased traffic numbers.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very poor

Comments on Servicing: Adequate off road servicing

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Is there adequate parking provision: Yes

Comments on parking provision: Adequate for uses within cluster

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Does the site lie within proximity to/have impact on: Residential Uses

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in the Green Belt

Physical Constraints - None

Strategic and Local Access – The site has good access onto the strategic road network although junction improvements would be required and there is average access to public transport.

Condition and Current Use – Poor quality vacant land

Vacant Land/Buildings – Vacant Previously Developed Land

Overall – Not Suitable for Employment



Bennett's Sandpit, Turnpike Lane, Chadwell St Mary

Site Number: NEW14

Employment area type: Disused Pit

Existing Policy Designation: None

Relevant Planning History (last five years): None

Planning Constraints: Green Belt

General description: Disused minerals extraction site to the East of Chadwell St Mary; uneven surface would suggest infilling. Site is comprised of wider areas which are partially concreted over with other parts covered in scrub. The site holds limited Potential for development following remediation.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 7.8 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A126, which is just over 700 metres away.

Distance to the nearest Motorway Junction: M25 Junction 31 is over 7Km away

HGV access: No issues

Local Access

Access to public transport: Average – The nearest Bus Stop is less than 400 metres away. The nearest train station is East Tilbury Station which is around 2km away

Comments on access: Direct access on to the site is in place and local road access is good.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Is servicing Adequate for this site? Yes

Is there adequate parking provision: The site is vacant therefore this assessment criterion is not applicable.

Comments on parking provision: Adequate for uses within cluster

Environment

Are there any obvious signs of contamination: No

Topographical issues: Former Pit

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – **The site is in Green Belt and therefore currently unsuitable for employment.**

Physical Constraints – **Potential issues with previous use**

Strategic and Local Access – **The site has average access onto the strategic road network and to public transport.**

Condition and Current Use – **Former quarry reverted to poor quality vacant land**

Vacant Land/Buildings – **Vacant Previously Developed Land**

Overall – Not suitable for Employment



Buckles Lane, South Ockendon

Site Number: NEW16

Employment area type: Mix of uses some houses, caravan site, grazing, landfill

Existing Policy Designation: Green Belt; Partially Travelling Show peoples Site

Relevant Planning History (last five years): Change of use from paddock with stables to paddock with stables and two caravans for residential occupation as a private Gypsy site, Development of multi-sport and recreational areas with ancillary accommodation. Change of use to Travelling Showpeoples site and associated operational development.

Planning Constraints: Thames Chase

General description: A small part of the site is currently occupied by a Travelling Show Peoples' site. The remainder of this large site is vacant. It is a cleared former landfill site including lakes. The site has potential for redevelopment due to former use and its location close to South Ockendon; however large-scale remediation work would be required due to former use.

Suitability for SME: Poor

Non B-Uses on site: up to 25% housing and 75-100% Other Non B Uses

Site Area and Availability

Site Area: 56.3 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A13, which is just over 800 metres away.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 2.2Km away

HGV access: No Issues

Local Access

Access to public transport: Good – The nearest Bus Stop is less than 50 metres away. The nearest train station is Ockendon Station which is around 800 metres away

Comments on access: Direct Access is in place as a remnant of the site's former use. Local road access is good.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Good

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site?

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: No

Topographical issues: Uneven surfaces / lakes

Does the site lie within proximity to/have impact on: Residential Uses

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in the Green Belt and in the Thames Chase area is partially designated for a travelling show people site and is therefore currently unsuitable for employment.

Physical Constraints – The site may have potential stability and contamination issues from previous uses.

Strategic and Local Access – The site has poor access to the strategic road network but good access to public transport.

Condition and Current Use – Former landfill reverted to poor quality open space

Vacant Land/Buildings – Vacant former landfill site

Overall – Not suitable for Employment



Watts Wood, Ship Lane, Aveley

Site Number: NEW17

Employment area type: Agricultural

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): Permission for use of land for open storage (B8 use)

Planning Constraints: Green Belt, Ancient Woodlands, SINC and Partially in Flood Zone 3&2

General description: Part of the site is covered in ancient woodlands with little to no development potential. The remainder of the site has a number of pylons and is in a Flood Zone 3 limiting its development potential. A small part of the site is outside of these designations and may offer some potential for employment uses, particularly the sections around Broomhill which have very good access to the A13/M25.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 22.8 Ha

Vacant Land or Buildings: No vacant land or vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A1306, which is adjacent to the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is less than 200 metres away

HGV access: No Issues

Local Access

Access to public transport: Good - the nearest bus stop is immediately adjacent to the site and the nearest Train Station is Purfleet which is around 1.1km away

Comments on access: Local road access varies and direct access on to the site would need to be put in place. Generally local road access is good.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site?

Environment

Are there any obvious signs of contamination: No

Topographical issues: Flat but wooded area

Does the site have impact on: Residential Uses

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in Green Belt, includes Ancient Woodland and is a Site important to Nature Conservation (SINC) and is therefore unsuitable for employment.

Physical Constraints – Flood Zone 2&3 with pylons traversing site; large wooded areas.

Strategic and Local Access – The site has very good access onto the strategic road network and average access to public transport.

Condition and Current Use – Good quality open space

Vacant Land/Buildings – Vacant land although heavy tree coverage and pylons

Overall – Not suitable for Employment



Land at Long Lane, Stifford Clays

Site Number: NEW18

Employment area type: Vacant Agricultural Land

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Green Belt, Pylons on Site

General description: Flat field in agricultural use close to the A13.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 7.7Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: The site is vacant therefore this assessment criterion is not applicable

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A1089, which is adjacent to the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is 5.5 km away.

HGV access: The site is not in use therefore this assessment criterion is not applicable

Local Access

Access to public transport: Good- The Nearest Bus Stop is on site. The nearest train station is Grays Station which is around 3.4km away

Comments on access: - Access to the site is in place but along a single track road that would require widening to allow development. Local road access is good.

Is local road access Adequate for current use? No

Amenities and Parking

Access to amenities: Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Is there adequate parking provision: The site is vacant therefore this assessment criterion is not applicable.

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is within the Green Belt and flood zone, and is therefore not suitable for employment.

Physical Constraints – Pylons on site.

Strategic and Local Access – The site has good access onto the strategic road network and good access to public transport.

Condition and Current Use – Good quality open space

Vacant Land/Buildings – Vacant Land

Overall – Not Suitable for Employment

Bird Farm, Low Street Lane

West Tilbury

Site Number: NEW19

Employment area type: Vacant Land and Buildings

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Green Belt, Conservation Area

General description: The site is a disused and derelict farm building and a small plot of land adjacent to it. The site is located in a very small settlement on Low Street Lane.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 0.1HA

Vacant Land or Buildings: 75%-100% of the site is Vacant with the remainder made up of vacant buildings.

Are there buildings with potential for re-development: Yes

Condition of Employment Area

Overall condition of the environment in the employment area: Very Good

Age of buildings: 100% Pre 1940

Quality of buildings (proportion of condition): Very Poor

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A126, which is 2.1 Km away.

Distance to the nearest Motorway Junction: M25 Junction 31 is 9.3 km away.

HGV access: Poor, no turning point

Local Access

Access to public transport: Very Poor - The Nearest Bus Stop is over 2km away. The nearest train station is East Tilbury Station which is around 1.4km away

Comments on access: - Direct access is in place but would require improvements for increased employment uses. Local road access is generally good.

Is local road access Adequate for current use? No

Amenities and Parking

Access to amenities: Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Is there adequate parking provision: The site is vacant therefore this assessment criterion is not applicable.

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is within the Green Belt and in a Conservation Area and is therefore unsuitable for employment use

Physical Constraints - None

Strategic and Local Access – The site has very poor access onto the strategic road network and very poor access to public transport.

Condition and Current Use – Derelict farm buildings and poor quality open space

Vacant Land/Buildings – Vacant Land and Buildings

Overall – Not Suitable for Employment

Wharf Road, Stanford-le-hope

Site Number: NEW20

Employment area type: Farmland

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Green Belt

General description: Currently in agricultural use, the site is bounded to the South by a railway line and has a number of electricity pylons running across the site.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 30.1 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A1014, which is just over 700 metres away.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 11Km away

HGV access: No Issues

Local Access

Access to public transport: Good – The nearest Bus Stop is less than 400 metres away. The nearest train station is Stanford-le-Hope Station which is around 800 metres away.

Comments on access: Direct access would need investment particularly as the road emerges into Stanford Town Centre. The local road access is generally good.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Does the site lie within close proximity to/have impact on: Residential Uses

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in the Green Belt and is therefore unsuitable for employment.

Physical Constraints – Pylons on site

Strategic and Local Access – The site has poor access onto the strategic road network and average access to public transport.

Condition and Current Use – Good quality open space.

Vacant Land/Buildings – Vacant Land with Pylons on site

Overall – Not suitable for Employment

Land near Greenacres Flyover, between A13 and Railway Line

Site Number: NEW 21

Employment area type: Agricultural

Existing Policy Designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Green Belt, Flood Zone 2

General description: The site is split into two distinct sections although the same issues affect both. The entire site is flat farmland that could be redeveloped but has significant access problems due its location between the railway line and a major road. If access problems can be overcome then the site could potentially be appropriate for industrial and transport uses.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 26.64 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A1041, which is just over 40 metres away.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 10Km away

HGV access: No

Local Access

Access to public transport: Good – The nearest Bus Stop is less than 400 metres away. The nearest train station is Stanford-le-Hope Station which is around 800 metres away.

Comments on access: Direct access onto the site is poor and would need investment but generally the local roads are good and access onto the strategic road network is good.

Is local road access Adequate for current use? No

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: No

Topographical issues: None

Comments on Bad neighbourhood issues: - **The site is adjacent to a** Railway line and main road both of which can be noisy.

Recommendations

Policy Alignment – The site is in Green Belt and Flood Zone 2 and therefore is currently unsuitable for employment.

Physical Constraints – Flood Zone 2 & 3

Strategic and Local Access – The site has very good access onto the strategic road network although access onto the site is poor, and good access to public transport.

Condition and Current Use – Good quality agricultural land.

Vacant Land/Buildings – Vacant Land

Overall – Not suitable for Employment

South Ockendon Hall, Hall Lane, South Ockendon

Site Number: NEW22

Employment area type: Farmland

Existing Policy designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Green Belt, Thames Chase, Small Part of Site is Site of Archaeological Importance

General description: The site is currently used for agriculture although it is located in close proximity to South Ockendon urban area. The site has a number of environmental designations limiting its potential development for employment use.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 38.2 Ha

Vacant Land or Buildings: Vacant land with vacant buildings; however these have no potential for redevelopment.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Very good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest primary Road is the M25, which is just over 1,400 metres away.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 3.5Km away

HGV access: Good

Local Access

Access to public transport: Good – The nearest Bus Stop is immediately adjacent to the site. The nearest train station is Ockendon Station which is around 900 metres away

Comments on access: Local road access is generally good and direct access onto the site is in place although would require improvements for employment use.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in Green Belt and has other environmental and archaeological designations affecting it. It is therefore currently unsuitable for employment.

Physical Constraints - None

Strategic and Local Access – The site has very poor access onto the strategic road network and good access to public transport.

Condition and Current Use – Good quality agricultural land.

Vacant Land/Buildings – Vacant Land

Overall – Not suitable for Employment



Land at end of Buckles Lane, South Ockendon

Site Number: NEW23

Employment area type: Agricultural

Existing Policy designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Green Belt, Thames Chase, Special Landscape Area

General description: The site is currently in agricultural use although part of the site was previously a landfill site. The site is to the south of Mardyke Country Park and to the east of the Buckles Lane Travelling Showpeoples site. The site has reasonable potential for employment use although improved access would be required.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 23 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Poor

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The A13 is just under 300 metres away

Distance to the nearest Motorway Junction: Junction 30 of the M25 is less than 3 Km

HGV access: No issues

Local Access

Access to public transport: Poor – The nearest Bus Stop is just over 500 metres away. The nearest train station is Ockendon Station which is around 1.8km away

Comments on access: There is no direct access onto the site but local road access is good as a result of the site being a former landfill site.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination: Former landfill - site may be contaminated.

Topographical issues: None

Does the site lie within proximity to/have impact on: Residential Uses

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in Green Belt and has other environmental designations affecting it and is therefore currently unsuitable for employment.

Physical Constraints – The site may have contamination issues from former use

Strategic and Local Access – The site has average access to the strategic road network but poor access to public transport.

Condition and Current Use – Former land fill site now average quality agricultural land

Vacant Land/Buildings – Vacant Land

Overall – Not suitable for Employment



Land adjacent to Tilbury

Site Number: NEW24

Employment area type: Open Space Wasteland

Existing Policy designation: The site is unallocated

Relevant Planning History (last five years): None

Planning Constraints: Flood Zone 3 & 2

General description: The site is largely open space with some sewage works buildings in the southern part of the site. The site is adjacent to the Tilbury Power Station complex and close to the setting of Tilbury Fort (Scheduled Ancient Monument).

Suitability for SME: Poor

Non B-Uses on site: 0% - 25% of the site is a sewage treatment plant. 50% - 75% of the site is open space

Site Area and Availability

Site Area: 8.4Ha

Vacant Land or Buildings: 50% - 75% of the site is open space. There are no vacant buildings on the site.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Very Poor

Age of buildings: 100% of buildings built between 1990 - 1990

Quality of buildings (proportion of condition): Good

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A126, which is 1 km away from the site.

Distance to the nearest Motorway Junction: M25 Junction 31 is 8.3 km away.

HGV access: Good, although via winding country road.

Local Access

Access to public transport: Poor - The Nearest Bus Stop is under 400 metres away. The nearest train Station is Tilbury Town Station, which is around 1.7 km away.

Comments on access: -Access is in place although via a private road. Local road access is good although there are some country road issues.

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Is there adequate parking provision: The site is vacant therefore this assessment criterion is not applicable.

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination? Possible

Topographical issues: No

Comments on Bad neighbourhood issues: Part of the site is a sewage works which can create a significant smell.

Recommendations

Policy Alignment – The site is unallocated

Physical Constraints – Flood Zone 2&3 and immediately adjacent to power station and sewage works. It is close to the setting of the Tilbury Fort Scheduled Ancient Monument.

Strategic and Local Access – The site has good access onto the strategic road network but poor access to public transport.

Condition and Current Use – Poor quality open space and some sewage work buildings

Vacant Land/Buildings – Vacant Land and Buildings

Overall – Not Suitable for Employment

Land to the North of Stanford Rd, Southfields

Site Number: NEW25

Employment area type: Farmland

Existing Policy designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Green Belt

General description: The site is currently in agricultural use and is located between the A1013 Stanford Rd and the A13. The site is to the North of the Southfields residential development with its western boundary adjoining the Fire station. The Orsett industrial park is located to the South East of the site. The site's proximity to the Orsett junction of the A13 and its location South of the A13 means the site has some potential for commercial uses.

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 9.5 Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A-Road is the A1030, which is less than 25 metres from the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is over 8Km away

HGV access: The site is not in use therefore this assessment criterion is not applicable

Local Access

Access to public transport: Good – There is 1 Bus Stop on Site, the nearest train station is Stanford-le-Hope Station which is around 1.5 metres away

Comments on access: Significant infrastructure investment would be required to directly access the site, however the local road network is generally very good.

Is local road access Adequate for current use? No

Amenities and Parking

Access to amenities: Poor

Comments on Servicing and Parking Provision: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site?

Environment

Are there any obvious signs of contamination: No

Topographical issues: No

Does the site lie within close proximity to/have impact on: Residential Uses

Comments on Bad neighbourhood issues: None

Recommendations

Policy Alignment – The site is in the Green Belt and is therefore currently unsuitable for employment

Physical Constraints - None

Strategic and Local Access – The site has good access onto the strategic road network and good access to public transport.

Condition and Current Use – Good quality agricultural land.

Vacant Land/Buildings – Vacant Land

Overall – Not suitable for Employment

Land Adj to Stifford Clays Rd

North Grays

Site Number: NEW27

Employment area type: Vacant Land

Existing Policy designation: In Green Belt

Relevant Planning History (last five years): None

Planning Constraints: Green Belt, The site borders a landscape of local importance. There is also a pylon at the extremity of the site

General description: The site is a split into two distinct areas both of which are in open space use. The site is wedged between the built up area and the A13 to the North of Grays

Suitability for SME: Poor

Non B-Uses on site: Vacant site

Site Area and Availability

Site Area: 24.2Ha

Vacant Land or Buildings: Vacant land but no vacant buildings.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: No buildings on site

Quality of buildings (proportion of condition): No buildings on site

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A13, which is 102 metres away

Distance to the nearest Motorway Junction: M25 Junction 30 is 3.3 km away.

HGV access: The site is not in use therefore this assessment criterion is not applicable

Local Access

Access to public transport: Good- The Nearest Bus Stop is just over 100 metres away. The nearest train station is Chafford Hundred Station which is around 2.3km away

Comments on access: - There is no direct access on to the sites, however local road access is generally good.

Is local road access Adequate for current use? No

Amenities and Parking

Access to amenities: Poor

Servicing: The site is vacant therefore this assessment criterion is not applicable

Is servicing adequate for this site? The site is vacant therefore this assessment criterion is not applicable

Is there adequate parking provision: The site is vacant therefore this assessment criterion is not applicable.

Comments on parking provision: The site is vacant therefore this assessment criterion is not applicable

Environment

Are there any obvious signs of contamination? No

Topographical issues: No

Comments on Bad neighbourhood issues: The site is immediately adjacent to residential development which could limit use.

Recommendations

Policy Alignment – The site is within the Green Belt and is therefore unsuitable for employment use

Physical Constraints – Single pylon on site

Strategic and Local Access – The site has very good access onto the strategic road network and good access to public transport.

Condition and Current Use – Good quality open space

Vacant Land/Buildings – Vacant Land

Overall – Not Suitable for Employment

Coryton Oil Refinery

Site Number: E2RAi

Employment area type: Heavy industrial/Site for specific Occupier

Existing Policy designation: The site is designated for oil refinery use and oil refinery expansion area.

Relevant Planning History (last five years): None

Planning Constraints: The site is designated for oil refinery uses only.

General description: The site is a large oil refinery to the western edge of the Borough. A railway line enters the site and the London Gateway Port site is adjacent to the west.

Suitability for SME: Poor

Non B-Uses on site: 100% Non-B

Site Area and Availability

Site Area: 296.8 Ha

Vacant Land or Buildings: There is a small area of vacant land to the north of the site although this has been designated for refinery expansion. The rest of the site is in operation use as a refinery although the owners are currently in administration.

Are there buildings with potential for re-development: No

Condition of Employment Area

Overall condition of the environment in the employment area: Good

Age of buildings: 50-75% 1940 – 1969 25%- 0% 1990 - 1999

Quality of buildings (proportion of condition): 75% - 100% in good condition

Access, Servicing and Parking

Strategic Access

Distance to the nearest A-road: The nearest A Road is the A1014, which is enters the site.

Distance to the nearest Motorway Junction: M25 Junction 30 is 16 km away.

HGV access: HGC access is very good

Local Access

Access to public transport: Very poor- The Nearest Bus Stop is over 2km away. The nearest train station is Stanford Le Hope Station which is around 5.4 km away. The site does have its own railway sidings

Comments on access: - Direct access on to the site is very good as is the local road network

Is local road access Adequate for current use? Yes

Amenities and Parking

Access to amenities: Very Poor

Servicing: Very Good

Is servicing adequate for this site? Yes

Is there adequate parking provision: There is a visitor and staff parking facility

Comments on parking provision: Could not be accessed

Environment

Are there any obvious signs of contamination? Yes – The site is an oil refinery

Topographical issues: No

Comments on Bad neighbourhood issues: The site is currently an oil refinery which is a pollutant and creates a smell and cause heavy traffic as well as air pollution.

Capacity & Suitable Uses

Taken from Employment Sites Review (Feb 2010)

B1 Capacity – 0 jobs

B2 Capacity – 8,146 jobs*

B8 Capacity – 9,930 jobs*

Current employment on this site is around 1,000 employees

Most Suitable Use: These sites are most suitable for B2 & B8 class employment

Recommendations

Policy Alignment – **The site is designated for Oil Refinery Uses**

Physical Constraints – **Pylons and heavy industrial buildings on site**

Strategic and Local Access – **The site has very good access onto the strategic road network and but very poor access to public transport.**

Condition and Current Use – **Good quality oil refinery in employment use**

Vacant Land/Buildings – **There is some vacant land and but no vacant buildings but these are in commercial use.**

Overall – **Retain Oil Refinery Allocation or Reasonable Alternative**

Employment Allocation

Appendix 4 – Existing Employment Sites

Introduction

- 1.1 The information in this Appendix covers the existing Primary and Secondary Employment Sites which were identified in the 1997 Local Plan. The information is taken directly from the Employment Land Review Update first produced in February 2010, and is included in this document for completeness.
- 1.2 GVA added the Sector Potential and Market Commentary sections to each assessment, but other than this update, it was agreed with the Council that the existing site assessments did not require review or additional update, at this stage.

Purfleet Industrial Park, Aveley

Site Reference	LDF: E1a URS: Cluster Number 1
LDF Site Designation	Primary Industrial and Commercial Employment Land
Site Area (ha)	26.47
Site Location	<p>Purfleet Industrial Park is located to the north-west of Purfleet and to the west of Aveley. The site adjoins the southern boundary of London Road (A1306). The northern part of the site adjoins the junction between the A13 and London Road. The southern boundary of the site adjoins the Channel Tunnel Railway Line.</p> <p>The site is generally located away from existing residential areas with the exception of those dwellings located along Purfleet Road.</p> <p>Rainham Marshes is located to the south of the site. The site adjoins the Inner Thames Marshes SSSI.</p> <p>There are no topography issues at this site.</p>
Condition of Buildings	The condition of the buildings is generally good with only a small number in need of upgrading and renewal.
Accessibility	<p>There are two main access points into Purfleet Industrial Park. The northern part of the site is accessed from London Road (A1306). The southern part of the site is accessed from New Tank Hill Road (A1090). The site has secured access.</p> <p>The site is located 1.2 miles from Purfleet Train Station. The site is located 0.6 miles from the closest bus stop on New Tank Hill Road.</p>
Business Type	The site used as a warehouse and distribution park. There are also a number of recycling and environmental industrial uses.
Total Rateable Value (£)	£3,197,000

Rateable Value per m² (£)	£48.62
Estimated Floorspace (m²)	Total Floorspace – 68,844m ² Class B1 (Business) – 4,535m ² Class B2 (General Industry) – 12,401m ² Class B8 (Warehouse and Distribution) – 51,908m ²
Estimated Employment Capacity	1,210 to 1,675 Class B1 (Business) – 250 Class B2 (General Industry) – 385 Class B8 (Warehouse and Distribution) 575 to 1,040
Total Number of Rateable Units	84
Building Coverage	25% - There is opportunity of intensification of existing units at this site.
Vacancy: Floorspace (m²)	Total Vacant Floorspace – 17,921m ² Class B1 (Business) – 0 Class B2 (General Industry) – 0 Class B8 (Warehouse and Distribution) – 0m ² Composite Class B2/B8 – 17,921m ²
Potential Employment from Vacant Floorspace	370 to 515 Composite Class B2/B8 – 370 to 515
Vacancy: Units	5
Vacancy: Land (ha)	0.81
Potential Class B Employment from Vacant Land	65
Proposed New Employment Sites within site boundary	E2a: Two sites at Purfleet Industrial Park
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	1.56
Proposed New Employment Sites: Potential Floorspace (m²)	5477 m ²
Proposed New Employment Sites:	157

Potential Employment	
Planning Constraints	Overhead Lines Flood Zone 2 & 3 Tree Preservation Order
Other Constraints	The presence of the Channel Tunnel Railway Line will constrain future redevelopments, particularly with regard to height.
Planning Permissions since 2001	<p>In total, 10 planning applications that sought to increase the net employment floorspace at Purfleet Industrial Park have been permitted since 2001.</p> <p>The net increase of floorspace comprised: 2,661m² of industrial floorspace; 1,659m² of office floorspace; and 7m² of other. The permitted applications allowed for a loss of 986m² of warehouse floorspace.</p> <p>These applications sought improvement works and extensions to existing industrial and commercial units.</p> <p>The permitted net floorspace increased the employment capacity of Purfleet Industrial Park by approximately 150 people.</p>
Notes	N/A
Recommendation	<ol style="list-style-type: none"> 1. Retain existing Primary Industrial and Commercial areas 2. Retain the designation of proposed new Primary and Industrial sites, labelled E2a.
Sector Potential	Strong warehouse / distribution potential
Market Comments	Strong market interest retained for warehousing uses

Botany Quarry / Tank Lane, Purfleet

Site Reference	LDF: E1b URS: Cluster 2
LDF Site Designation	Primary Industrial and Commercial Employment Land
Site Area (ha)	29.96
Site Location	<p>The Botany Quarry / Tank Lane Site is located in the central part of Purfleet. The north of the site adjoins the Purfleet By-Pass and the Channel Tunnel railway line. The site is located to the north of an established residential area with the Southend-on-Sea to London Fenchurch railway line adjoining the site to the west.</p> <p>The site is located within a former Purfleet Quarry Pit and is partially covered by an SSSI.</p> <p>There are no topography issues at this site.</p>
Condition of Buildings	The conditions of the buildings are varied with approximately 50% of buildings in poor condition.
Accessibility	<p>The site is accessed from Botany Way which has two access points from the main road network. The northern part of the site is accessed from a roundabout junction with the Purfleet By-Pass and Arterial Road Purfleet. The southern part of the site is accessed from the Botany Way junction with London Road.</p> <p>The site is located 0.4 miles from Purfleet Train Station. The site is located 0.4 miles from the closest bus stop on London Road.</p>
Business Type	This site is generally used for storage with several extensive low density open storage sites. The northern part of site contains modern warehousing units. On the western side of the site is an extensive area of vacant land, while minerals and waste recycling activities occur at the south of the site.
Total Rateable Value (£)	£445,075

Rateable Value per m² (£)	£19.35
Estimated Floorspace (m²)	Total Floorspace – 26,775m ² Class B1 (Business) – 1,000m ² Class B2 (General Industry) – 8415m ² Class B8 (Warehouse and Distribution) – 17,360m ²
Estimated Employment Capacity	665 Class B1 (Business) – 55 Class B2 (General Industry) – 265 Class B8 (Warehouse and Distribution) – 345
Total Number of Rateable Units	34
Building Coverage	26.5%
Vacancy: Floorspace (m²)	Total Vacant Floorspace – 4,197m ² Class B1 (Business) – 302m ² Composite Class B2/B8 – 3,895m ²
Potential Employment from Vacant Floorspace	Total Employment – 95 to 140 Class B1 (Business) – 20 Composite Class B2/B8 – 75 to 120
Vacancy: Units	3
Vacancy: Land (ha)	5.51
Potential Class B Employment from Vacant Land	440 (lost, however, to housing under the SHLAA and Purfleet Master Plan)
Proposed New Employment Sites within site boundary	E2b: Site located between Channel Tunnel rail line and Botany Way.
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	0.6
Proposed New Employment Sites: Potential Floorspace (m²)	2,258m ²
Proposed New Employment Sites: Potential Employment	57

Planning Constraints	Flood Zone 2 & 3 SSSI Tree Preservation Order
Planning Permissions since 2001	<p>In total, 3 planning applications for increased employment floorspace at Botany Quarry / Tank Lane Site have been permitted since 2001.</p> <p>These applications amounted to an increase of 2,227m² of employment floorspace with 2,071m² of this space being of industrial use, and 156m² being for office space.</p> <p>These applications sought improvement works and extensions to existing industrial and commercial units.</p> <p>In total, the increased floorspace at Botany Quarry / Tank Lane would increase the employment capacity by 70 people.</p>
Notes	The southern part of this site is now designated for housing in the LDF, following the analysis undertaken in the development of the SHLAA. It is also designated for housing in the TTGDC Purfleet Centre Development Framework.
Recommendation	<ol style="list-style-type: none"> 1. Retain existing Primary Industrial and Commercial area north of Tank Lane. 2. Amend the southern boundary of the site, re-designating the existing Primary Industrial and Commercial area south of Tank Lane as a housing site to allow the development of a residential-led mixed community forming part of 'Purfleet Pride'. 3. Retain the designation of proposed new Primary Industrial and Commercial site (labelled E2b).
Sector Potential	Warehousing potential on vacant land
Market Comments	Strong market interest retained for warehousing uses

Former BPB (Thames Board Mills), London Road, Purfleet (east side of site)

Site Reference	LDF: E1c URS: Cluster 3
LDF Site Designation	Primary Industrial and Commercial Employment Land
Site Area (ha)	1.23
Site Location & Description	<p>The Former BPB Site on London Road is located to the south of an established residential area and is adjacent industrial and commercial uses to the east and west. An oil refinery is located to the south east of the site. The southern boundary of the site adjoins the Southend-on-Sea to London Fenchurch railway line.</p> <p>There are no topography issues at this site.</p>
Condition of Buildings	The condition of the buildings is generally good although approximately 20% of buildings are in poor condition.
Accessibility	<p>The Site only has one access point which is from Mill Road which is located off London Road. The site has secured access.</p> <p>The site is located 0.6 miles from Purfleet Train Station. The site is located 0.2 miles from the closest bus stop on London Road.</p>
Business Types	The site is currently vacant but was formerly occupied by BPB Paperboard who manufactured construction products at this site.
Total Rateable Value (£)	n/a (Removed from rating list in 2007. The Site had a value of £160,000 in 2005)
Rateable Value per m² (£)	n/a
Estimated Floorspace (m²)	<p>Total Floorspace – 22,000m²</p> <p>Class B1 (Business) – 0</p> <p>Class B2 (General Industry) – 22,000m²</p> <p>Class B8 (Warehouse and Distribution) – 0</p>
Estimated Employment Capacity	<p>690</p> <p>Class B1 (Business) – 0</p> <p>Class B2 (General Industry) – 690</p> <p>Class B8 (Warehouse and Distribution) – 0</p>

Total Number of Rateable Units	1
Building Coverage (%)	100%
Vacancy: Floorspace (m²)	Total Vacant Floorspace – 22,000m ²
Potential Employment from Vacant Floorspace	Total Employment – 690
Vacancy: Units	0
Vacancy: Land (ha)	1.23
Potential Class B Employment from Vacant Land	690
Proposed New Employment Sites within site boundary	None
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	N/A
Proposed New Employment Sites: Potential Floorspace (m²)	N/A
Proposed New Employment Sites: Potential Employment	N/A
Planning Constraints	Flood Zone 2 & 3 Major Hazard Sites (COMAH)
Planning Permissions since 2001	An outline planning permission was granted in 2005 for the redevelopment of the site and surrounding area for a mix of uses including residential, community uses, retail and employment uses.
Notes	The larger west side of the site is designated for housing in the LDF
Recommendation	<ol style="list-style-type: none"> 1. Retain existing Primary Industrial and Commercial area. 2. Expand the Primary Industrial and

	Commercial area to include the part of the wider BPB site bounded by London Road and Mill Road.
Sector Potential	Strong warehouse / distribution potential
Market Comments	Strong market interest retained for warehousing uses

Dolphin Estate / Lafarge, West Thurrock

Site Reference	LDF: E1d URS: Cluster 7
LDF Site Designation	Primary Industrial and Commercial Employment Land
Site Area	61.93
Site Location & Description	<p>The Dolphin Estate / Lafarge site adjoins the M25 on the site's eastern boundary. The site extends to the west and adjoins the established residential areas in Purfleet to the west. The southern part of the site bounds the Purfleet By-Pass.</p> <p>The site is located adjacent to the Purfleet Chalk Pits SSSI and the Bluelands West Quarry/Lake. This lake is proposed for designation in the LDF as a Primary employment site (E2e) and was assessed as such by Tribal, in the <i>Employment Sites Review (2010)</i>. The site has been identified as a potential employment site since the Thurrock Local Plan was published in 1997.</p>
Condition of Buildings	The condition of the buildings at this site is very good with several new developments.
Accessibility	<p>The site has three main access points. The northern access point is made from Junction 31 of the M25. The two southern access points are both from the Purfleet by-Pass. The more western of these two access points is on a roundabout junction with London Road, Purfleet and Stonehouse Lane which provides linkages through out the Site.</p> <p>The site is located 1.1 miles from Purfleet Train Station. The site is located 0.3 miles from the closest bus stop on London Road.</p>
Business Types	<p>This contains several large new developments that provide space for strategic warehouse operations including a regional distribution centre for Tesco, Harveys and James Latham a distributor of wood based products.</p> <p>Kerneos is located at this site. This company</p>

	<p>manufactures calcium aluminates, cement and finished products.</p> <p>The TTGDC's offices are also located at this site.</p>
Total Rate Value (£)	£9,875,575
Rateable Value per m² (£)	£61.86
Estimated Floorspace (m²)	<p>Total Floorspace – 169,337m²</p> <p>Class B1 (Business) – 6,943m²</p> <p>Class B2 (General Industry) – 32,721m²</p> <p>Class B8 (Warehouse and Distribution) – 123,798m²</p> <p>Other (Hotel) – 5,875m²</p>
Estimated Employment Capacity	<p>2,905 to 4,005</p> <p>Class B1 (Business) – 385</p> <p>Class B2 (General Industry) – 1,025</p> <p>Class B8 (Warehouse and Distribution) – 1,375 to 2,475</p> <p>Other – 120</p>
Total Number of Rateable Units	27
Building Coverage (%)	25.7%
Vacancy: Floorspace (m²)	<p>Total Vacant Floorspace – 10,851m²</p> <p>Class B1 (Business) – 365m²</p> <p>Class B2 (General Industry) – 0</p> <p>Class B8 (Warehouse and Distribution) – 10,486m²</p> <p>Composite Class B2/B8 – 0</p>
Potential Employment from Vacant Floorspace	<p>Total Employment – 135 to 230</p> <p>Class B1 (Business) – 20</p> <p>Class B2 (General Industry) – 115 to 210</p> <p>Class B8 (Warehouse and Distribution) – 0</p> <p>Composite Class B2/B8 – 0</p>
Vacancy: Units	3
Vacancy: Land (ha)	2.18
Potential Class B Employment from Vacant Land	110
Proposed New Employment Sites within site boundary	None

Proposed New Employment Sites adjacent to site boundary	E2e: Bluelands West (Quarry/Lake)
Proposed New Employment Sites: Land (Ha)	6.28
Proposed New Employment Sites: Potential Floorspace	37,078 m ²
Proposed New Employment Sites: Potential Employment	589-701
Planning Constraints	Landfill Site Flood Zone 2 & 3 SSSI Tree Preservation Order
Planning Permissions since 2001	<p>In total there were 16 planning applications permitted since 2001 that sought an increase in the level of employment floorspace.</p> <p>These applications amounted to an increase of the floorspace by 73,124m². This is made up of 65,016m² of warehouse floorspace, 4,602m² of office floorspace, 2,567m² of industrial floorspace and 939m² of other floorspace.</p> <p>The applications were predominantly for the improvement works and extension to existing units. There were 6 applications that sought to significantly increase the amount of floorspace by introducing new units into the Dolphin Estate / Lafarge site.</p> <p>The increase in floorspace permitted amounted to an increase in the employment capacity at this site of between 1,110 and 1,690 people.</p>
Notes	N/A
Recommendation	<ol style="list-style-type: none"> 1. Retain existing Primary Industrial and Commercial area. 2. Designate the vacant sites identified as New Primary Industrial and Commercial areas. 3. Include site E2e: Bluelands West

	(Quarry/Lake) within the site boundary.
Sector Potential	Prime distribution location
Market Comments	Strong market interest for distribution

London Road, Purfleet

Site Reference	LDF: E1e URS: Cluster 6
LDF Site Designation	Primary Industrial and Commercial Employment Land
Site Area (ha)	70.14
Site Location & Description	<p>The London Road Site adjoins the M25 on the site's eastern boundary. The site extends to the west and adjoins the oil refinery and established industrial and commercial areas in Purfleet to the west. The southern part of the site is bounded by the River Thames, whilst the northern part of the site is bounded by London Road, Purfleet.</p> <p>Most of the site was previously known as 'Van den Bergh's' land.</p> <p>The Channel Tunnel railway line runs across the north-eastern part of the site, whilst the Southend-on-Sea to London Fenchurch Street railway line dissects the site in an east-west direction.</p> <p>The site has no topography issues.</p>
Condition of Buildings	The conditions of the buildings are in generally good condition. The site has an extensive area of open storage for motor vehicles.
Accessibility	<p>The Site is accessed from London Road, Purfleet and is well connected to the Purfleet By-Pass, the A13 and Junction 30/31 of the M25. The site has secured access.</p> <p>The site is located 1.1 miles from Purfleet Train Station. The site is located 0.3 miles from the closest bus stop on London Road.</p>
Business Types	<p>The site contains a Unilever production plant and a Pura Foods production plant.</p> <p>The western part of the site, and land to the west, on the north side of the railway line, is in operation as part of Purfleet Thames Terminal.</p> <p>Land to the west of the site with a frontage onto</p>

	the Thames (outside the boundary) contains a port terminal controlled by Cobelfret Ferries who operate daily links with Zeebrugge and Rotterdam and specialise in the transport of vehicles and containers.
Total Rateable Value (£)	£3,667,400
Rateable Value per m² (£)	£97.80
Estimated Floorspace (m²)	Total Floorspace – 37,350m ² Class B1 (Business) – 0 Class B2 (General Industry) – 37,350m ² Class B8 (Warehouse and Distribution) – 0
Estimated Employment Capacity	1,200m ² Class B2 (General Industry) – 1,200m ²
Total Number of rateable Units	5
Building Coverage (%)	5.3% - The low building coverage in part is result of large areas of open land used for the open storage and vehicles associated with the port. This site however has sufficient land to allow for the intensification of the site.
Vacancy: Floorspace (m²)	Total Vacant Floorspace – 0
Potential Employment from Vacant Floorspace	Total Employment – 0
Vacancy: Units	0
Vacancy: Land (ha)	0
Proposed New Employment Sites within site boundary	E2f: Land adjoining Van den Bergh's and Jurgen's E2g: LaFarge Jetty Site E2h: 885-901 London Road
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	18.78 (total of three sites)

Proposed New Employment Sites: Potential Floorspace (m²)	62,578 m ² (total of three sites)
Proposed New Employment Sites: Potential Employment	1903 (total of three sites)
Planning Constraints	Overhead Lines Underground Cables Flood Zone 2 & 3 Major Hazard Sites (COMAH)
Planning Permissions since 2001	<p>In total there were 7 planning applications permitted since 2001 that sought a change in level of employment floorspace at the London Road site.</p> <p>These applications amounted to a net increase of the floorspace by 15,080m². This is made up of 10,110m² of industrial floorspace, 4,143m² of warehouse floorspace and 2,985m² of office floorspace. The permitted applications resulted in a loss of 2,158m² of other floorspace.</p> <p>The applications sought a number of extensions and improvement works to existing buildings. A large new production facility was also permitted together with a new laboratory.</p> <p>The increase in floorspace permitted amounted to a net increase in the employment capacity of 530 people.</p>
Notes	N/A
Recommendation	<ol style="list-style-type: none"> 1. Retain existing Primary Industrial and Commercial area. 2. Retain the designation of proposed new Primary Industrial and Commercial sites (labelled E2f, E2g and E2h). 3. Amend the boundary of the existing site on its northern edge to match the boundary indicated on Site E2f.
Sector Potential	Existing Manufacturing Uses
Market Comments	Sea freight uses have noted retained interest in this area

West Thurrock Marshes

Site Reference	LDF: E1f URS: Cluster 13, 14, 15 and 32
LDF Site Designation	Primary Industrial and Commercial Employment Land
Site Area (ha)	141.32
Site Location & Description	<p>The West Thurrock Marshes site is located to the east of the M25 and generally to the south of the Southend-on-Sea to London Fenchurch Street Railway Line. The Site extends eastwards to Hedley Road.</p> <p>The former West Thurrock Power Station site is located to the south of the site. The River Thames is located to the south east of the Site.</p> <p>The West Thurrock Lagoon and Marshes SSSI covers part of the site.</p> <p>There are no topography issues at this site.</p>
Condition of Buildings	The conditions of the buildings are varied with a significant proportion of buildings in poor condition.
Accessibility	<p>The Site is accessed from London Road, West Thurrock.</p> <p>The site is located 1.7 miles from Grays Train Station. The site is located 0.2 miles from the closest bus stop on London Road.</p>
Business Type	This site contains a variety of business activities. The northern part of the site off London Road provides a well serviced business park. The south-eastern part of the site contains open storage facilities for shipping and distribution and a number of industrial plants. The western part of the site also contains a number of open storage sites but also warehouse, industrial and trucking facilities.
Total Rateable Value (£)	£11,369,275
Rateable Value per m² (£)	£51.70

Estimated Floorspace (m²)	Total Floorspace – 219,900m ² Class B1 (Business) – 0 Class B2 (General Industry) – 100,750m ² Class B8 (Warehouse and Distribution) – 119,142m ²
Estimated Employment Capacity	4,500 to 5,550 Class B1 (Business) – 0 Class B2 (General Industry) – 3,150 Class B8 (Warehouse and Distribution) – 1,350 to 2,400
Total Number of Rateable Units	82
Building Coverage (%)	15.5%
Vacancy: Floorspace (m²)	Total Floorspace – 11,293m ² (including 6,475m ² open storage) Class B1 (Business) – 0 Class B2 (General Industry) – 0 Class B8 (Warehouse and Distribution) – 11,293m ²
Potential Employment from Vacant Floorspace	Total Employment – 130 to 165 Class B1 (Business) – 0 Class B2 (General Industry) – 0 Class B8 (Warehouse and Distribution) – 130 to 165
Vacancy: Units	12 (13.4%)
Vacancy: Land (ha)	14.43
Potential Class B Employment from Vacant Land	685 – 1,390
Proposed New Employment Sites within site boundary	E2j: Land South of London Road, West Thurrock E2ma and E2mb: West Thurrock Power Station
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	39.62 (total of three sites)
Proposed New Employment Sites: Potential Floorspace (m²)	128,543m ² (total of three sites)

Proposed New Employment Sites: Potential Employment	2294-3917
Planning Constraints	Overhead Lines Underground Cables Landfill Site Flood Zone 2 & 3 Major Hazard Sites (COMAH) Local Wildlife Site SSSI Tree Preservation Order
Planning Permissions since 2001	<p>In total there were 34 planning applications permitted since 2001 that sought an increase in the level of employment floorspace.</p> <p>These applications amounted to a net increase of the floorspace by 47,866m². This is made up of 39,362m² of warehouse floorspace, 2,254m² of office floorspace, 17,078m² of other uses and a loss of 10,828m² of industrial floorspace.</p> <p>The applications were a mix of new industrial and commercial units and improvement works to existing units</p> <p>The increase in floorspace permitted amounted to an increase in the employment capacity at this site of between 560 and 910 people.</p>
Notes	This industrial area will be subject to further review as part of the Area Action Plan for Lakeside.
Recommendation	<ol style="list-style-type: none"> 1. Retain existing Primary Industrial and Commercial areas 2. Retain the designation of proposed new Primary Industrial and Commercial site (labelled E2m).
Sector Potential	Strong freight / distribution uses
Market Comments	This site has noted potential for small business space on site

Lakeside / Waterglade Industrial Estates, West Thurrock

Site Reference	LDF: E1g URS: Cluster 11 and 12
LDF Site Designation	Primary Industrial and Commercial Employment Land
Site Area (ha)	75.43
Site Location & Description	The Lakeside / Waterglade Industrial Estate Site is located to the east of the M25 and between West Thurrock Way and to north and London Road, West Thurrock to the south. There are no topography issues at this site.
Condition of Buildings	The condition of the buildings is generally good throughout the site.
Accessibility	The Site is accessed from the south by London Road, West Thurrock. The site is accessed from the north by West Thurrock Way and Heron Way from the east. The site is located in close proximity to junction 31 on the M25. The site is located 1.7 miles from Grays Train Station. The site is located 0.2 miles from the closest bus stop on London Road.
Business Types	The western part of the Site contains a number of warehouse and distribution units. Several of these units have been upgraded in recent years. A number of commercial and retail units exist to the east of the site, including B&Q and Ikea retail warehouses and a number of car showrooms. This part of site also contains a number of smaller industrial units.
Total Rateable Value (£)	£10,892,150
Rateable Value per m² (£)	£51.23
Estimated Floorspace (m²)	Total Floorspace – 216,897m ² Class B1 (Business) – 0 Class B2 (General Industry) – 64,012m ² Class B8 (Warehouse and Distribution) –

	139,892m ² Other Retail – 2,319m ² Other Hotel – 5,107m ² Other Leisure – 3,282m ² Other Sui Generis Car Showrooms – 2,285m ²
Estimated Employment Capacity	3765 - 5015 Class B1 (Business) – 0 Class B2 (General Industry) – 2,000 Class B8 (Warehouse and Distribution) – 1,550 to 2,800 Other Retail – 25 Other Hotel – 100 Other Leisure – 65 Other Sui Generis Car Showrooms – 25
Total Number of Rateable Units	83
Building Coverage	28.1%
Vacancy: Floorspace (m²)	Total Floorspace – 42,985m ² Class B1 (Business) – 0 Class B2 (General Industry) – 0 Class B8 (Warehouse and Distribution) – 31,435m ² Composite Class B2/B8 – 11,550 m ²
Potential Employment from Vacant Floorspace	440 to 930 Class B1 (Business) – 0 Class B2 (General Industry) – 0 Class B8 (Warehouse and Distribution) – 310 to 570 Composite Class B2/B8 – 130 to 360
Vacancy: Units	6
Vacancy: Land (ha)	1.52
Potential Class B Employment from Vacant Land	120 – 475
Proposed New Employment Sites within site boundary	E2k and E2l: Sites located on the east side of the site. These sites have not been taken forward, from the Preferred Options stage, as proposed employment sites. Note: Lakeside Intensification sites are located within this area but are not considered in this study.

Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	N/A – Sites E2k and E2l have not been taken forward as proposed employment sites
Proposed New Employment Sites: Potential Floorspace (m²)	N/A – Sites E2k and E2l have not been taken forward as proposed employment sites
Proposed New Employment Sites: Potential Employment	N/A – Sites E2k and E2l have not been taken forward as proposed employment sites
Planning Constraints	Flood Zone 2 & 3 Tree Preservation Order
Planning Permissions since 2001	<p>In total there were 16 planning applications permitted since 2001 that sought a change in the level of employment floorspace.</p> <p>These applications amounted to an increase of the floorspace by 64,878m². This is made up of 40,208m² of warehouse floorspace, 16,209m² of industrial floorspace, 2,457m² of office floorspace and 6,004 of other floorspace.</p> <p>Several applications sought to significantly increase the amount of floorspace by introducing new units into the Lakeside / Waterglade Industrial Estate site. There is also evidence improvement works and extension to existing units.</p> <p>The increase in floorspace permitted amounted to an increase in the employment capacity at this site of between 1,220 and 1,570 people.</p>
Notes	This area has been subject to the Lakeside Single Issue Review and Thurrock Council will undertake an Area Action Plan to consider an appropriate mix of uses in the area shortly. In the TTGDC Master Plan for Lakeside and West Thurrock the eastern part of the site is shown mainly for retail and leisure uses.
Recommendation	1. Retain existing Primary Industrial and Commercial areas.

	2. Re-designate proposal sites E2k and E2l to leisure uses.
Sector Potential	Existing distribution / retail / industrial
Market Comments	Strong market interest for distribution

Thurrock Park, Little Thurrock

Site Reference	LDF: E1h URS: Cluster 21
LDF Site Designation	Primary Industrial and Commercial Employment Land
Site Area (ha)	23.59
Site Location & Description	<p>The Thurrock Park Site is located to the south east of the urban area of Grays and adjoins the northern boundary of Tilbury Docks. St Andrew's Road (A1089) adjoins the eastern boundary. An Asda supermarket is located to the north east of the site boundary.</p> <p>There are no topography issues at this site.</p>
Condition of Buildings	The site provides good quality modern warehouse and distribution units.
Accessibility	<p>The Site has one access point. This is made from the roundabout junction on the A1089. This road provides direct linkages with Tilbury and Tilbury Dock to the south and the A13 to the north.</p> <p>The site is located 0.6 miles from Tilbury Train Station. The site is served by a bus stop on Thurrock Park Way.</p>
Business Types	This site provides space for port related distribution companies including Bernard Group Plc, a global logistics and transportation management company.
Total Rate Value (£)	£3,398,275
Rateable Value per m² (£)	£64.00
Estimated Floorspace (m²)	<p>Estimated Total Floorspace – 53,100m²</p> <p>Class B1 (Business) – 0</p> <p>Class B2 (General Industry) – 1,550m²</p> <p>Class B8 (Warehouse and Distribution) – 51,550m²</p>
Estimated Employment Capacity	<p>700 to 1,025</p> <p>Class B2 (General Industry) – 50</p> <p>Class B8 (Warehouse and Distribution) – 650 to 1,025</p>

Total Number of Rateable Units	19
Building Coverage	22.5%
Vacancy: Floorspace (m²)	Total Floorspace – 3,050m ² Class B1 (Business) – 0 Class B2 (General Industry) – 0 Class B8 (Warehouse and Distribution) – 3,050m ²
Potential Employment from Vacant Floorspace	60 Class B8 (Warehouse and Distribution) – 60
Vacancy: Units	10 (size ranges from 166m ² and 252m ²)
Vacancy: Land (ha)	0
Proposed New Employment Sites within site boundary	E2q: Thurrock Park, Little Thurrock (land to the NW)
Proposed New Employment Sites adjacent to site boundary	E2q(b): Thurrock Park Extension
Proposed New Employment Sites: Land (Ha)	20.82 (total of two sites)
Proposed New Employment Sites: Potential Floorspace (m²)	43,646 m ² (total of two sites)
Proposed New Employment Sites: Potential Employment	1225 (total of two sites)
Planning Constraints	Flood Zone 2 & 3
Planning Permissions since 2001	<p>In total there were 8 planning applications permitted since 2001 that sought a change in the level of employment floorspace.</p> <p>These applications amounted to an increase of the floorspace by 16,287m². This is made up of 14,612m² of warehouse floorspace, 773m² of industrial floorspace, 792m² of office floorspace and 110m² of other floorspace.</p> <p>These applications sought extension to existing warehouse units and the erection of new</p>

	<p>commercial units.</p> <p>The increase in floorspace permitted amounted to an increase in the employment capacity at this site of between 230 and 360 people.</p> <p>A planning permission has been granted for an extension to the north-east of the estate on to Green Belt land. This decision is subject to a Secretary of State approval.</p>
Notes	N/A
Recommendation	<ol style="list-style-type: none"> 1. Retain existing Primary Industrial and Commercial areas. 2. Amend boundary to reflect the recently completed developments at this site. 3. Amend boundary to reflect pending approval for the planning application to the north-east of the site. 4. Retain designation of proposed new Primary Industrial and Commercial sites (labelled E2q and E2q(b)).
Sector Potential	Freight / Distribution
Market Comments	Continued interest in the site for freight / distribution uses

Tilbury South

Site Reference	LDF: E1i URS: Cluster 22
LDF Site Designation	Primary Industrial and Commercial Employment Land
Site Area (ha)	27.45
Site Location & Description	<p>The Tilbury South Site is located to the south of Tilbury. The site adjoins Tilbury docks on its western boundary.</p> <p>Tilbury Fort is located to the east of the site. This building is an ancient monument.</p> <p>The River Thames is located to the south.</p>
Condition of Buildings	The condition of the buildings is very good and provides modern warehouse accommodation in association with the port.
Accessibility	<p>The site is accessed from Ferry Road and Fort Road to the south of Tilbury. Ferry Road also serves the adjacent port and provides the main linkage to Dock Road (A1089) which connects to the A13.</p> <p>The site is located 0.7 miles from Tilbury Train Station. The site is served by a bus stop on Fort Road.</p>
Business Types	<p>The site provides space for warehousing and open storage for a car depot including a depot for Hyundai. The recently completed Riverside Business Centre, which provides a range of workshop and office units has attracted service and consultancy businesses.</p> <p>The site also includes an inter-modal road-rail depot.</p>
Total Rate Value (£)	£1,800,825
Rateable Value per m² (£)	£62.42
Estimated Floorspace (m²)	<p>Total Floorspace – 28,850m² Class B1 (Business) – 6,050m² Class B2 (General Industry) – 0</p>

	Class B8 (Warehouse and Distribution) – 22,800m ²
Estimated Employment Capacity	Estimated Employment – 530 to 910 Class B1 (Business) – 340 Class B8 (Warehouse and Distribution) – 250 to 450
Total Number of Rateable Units	40
Building Coverage	10.5%
Vacancy: Floorspace (m²)	Total Floorspace – 792m ² Class B1 (Business) – 792m ² Class B2 (General Industry) – 0 Class B8 (Warehouse and Distribution) – 0
Potential Employment from Vacant Floorspace	45 Class B1 (Business) – 45
Vacancy: Units	1
Vacancy: Land (ha)	0
Proposed New Employment Sites within site boundary	None
Proposed New Employment Sites adjacent to site boundary	None – for the purposes of this assessment the proposed mixed-use site at Tilbury Riverside (M7) is excluded.
Proposed New Employment Sites: Land (Ha)	N/A
Proposed New Employment Sites: Potential Floorspace (m²)	N/A
Proposed New Employment Sites: Potential Employment	N/A
Planning Constraints	Flood Zone 2 & 3 Explosive Anchorage Local Wildlife Site Tree Preservation Order
Planning Permissions since 2001	In total there were 2 planning applications permitted since 2001 that sought a change in the level of employment floorspace. These applications amounted to an increase of the floorspace by 2,724m ² . This is made up of

	<p>2,674m² of industrial floorspace and 50m² of office floorspace.</p> <p>These applications sought extension to existing warehouse units and the erection of new commercial units.</p> <p>The increase in floorspace permitted amounted to an increase in the employment capacity at this site to 160 people.</p>
Notes	N/A
Recommendation	1. Retain Existing Primary Industrial and Commercial areas.
Sector Potential	Freight / Distribution
Market Comments	Continued interest in the site for freight / distribution uses

Milehams Industrial Estate, Purfleet

Site Reference	LDF: E3a URS: Cluster 8
LDF Site Designation	Secondary Industrial and Commercial Employment Land
Site Area (ha)	1.42
Site Location	<p>Milehams Industrial Park is located to the north-west of Purfleet and to the west of Averley. The site is located to the south of London Road (A1306). The northern part of the site adjoins the Southend-on-Sea to London Fenchurch Street Railway Line.</p> <p>The Mar Dyke is located to the south of the industrial estate. This river network provides a buffer area between the industrial area and the residential area to the south.</p> <p>Rainham Marshes is located to the south of the site. The site adjoins the Inner Thames Marshes SSSI.</p> <p>There are no topography issues at this site.</p>
Condition of Buildings	The condition of the buildings is poor throughout the site and in need of upgrading and renewal. The buildings are well used however the localised environment is poor.
Accessibility	<p>There are two main access points into Purfleet Industrial Park. The northern part of the site is accessed from London Road (A1306). The southern part of the site is accessed from New Tank Hill Road (A1090).</p> <p>The site is located 1.2 miles from Purfleet Train Station. The site is located 0.6 miles from the closest bus stop on New Tank Hill Road.</p>
Business Types	This Site accommodates mainly industrial businesses.
Total Rateable Value (£)	£164,900
Rateable Value per m² (£)	£37.00

Estimated Floorspace (m²)	Total Floorspace – 4,457m ² Class B1 (Business) – 0 Class B2 (General Industry) – 4,457m ² Class B8 (Warehouse and Distribution) – 0
Estimated Employment Capacity	140 Class B2 (General Industry) – 140
Total Number of Rateable Units	5
Building Coverage	31% - The site is well used and there is limited scope for further intensification of the site.
Vacancy: Floorspace (m²)	Total Vacant Floorspace – 0
Potential Employment from Vacant Floorspace	Total Employment – 0
Vacancy: Units	0
Vacancy: Land (ha)	0
Proposed New Employment Sites within site boundary	None
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	N/A
Proposed New Employment Sites: Potential Floorspace (m²)	N/A
Proposed New Employment Sites: Potential Employment	N/A
Planning Constraints	Overhead Lines Flood Zone 2 & 3
Other Constraints	The presence of the Channel Tunnel Railway Line will constrain future redevelopments, particularly with regard to height.
Planning Permissions since 2001	There have been no planning applications at the Milehams Industrial Estate since 2001.

Notes	N/A
Recommendation	1. Retain existing Secondary Industrial and Commercial areas.
Sector Potential	Warehouse / distribution
Market Comments	Noted interest in high quality freight / distribution

Marley Works, Stifford Road, South Ockendon

Site Reference	LDF: E3b URS: 35
LDF Site Designation	Secondary Industrial and Commercial Employment Land
Site Area (ha)	6.0
Site Location & Description	The site is set within a wooded area to the south of Stifford Road. The main settle of South Ockendon is located to the north of the site. The site is identified as a Major Developed Site in the Green Belt (MDS site).
Condition of Buildings	The buildings are in reasonable condition however the majority of the site is used for low-value open storage for building products.
Accessibility	The site is accessed from Stifford Road, which provides linkages to the Averley By-Pass. The site is located 1.9 miles from South Ockendon Train Station. A number of bus routes serve Stifford Road.
Business Types	Construction
Total Rateable Value (£)	£52,000
Rateable Value per m² (£)	£6.96
Estimated Floorspace (m²)	Total Floorspace – 7,465m ² Class B1 (Business) – 0 Class B2 (General Industry) – 7,465m ² Class B8 (Warehouse and Distribution) – 0
Estimated Employment Capacity	230 Class B2 (General Industry) – 230
Total Number of Rateable Units	1
Building Coverage	12.5%
Vacancy: Floorspace (m²)	Total Floorspace – 0

Potential Employment from Vacant Floorspace	Total Employment – 0
Vacancy: Units	0
Vacancy: Land (ha)	0
Potential Class B Employment from Vacant Land	0
Proposed New Employment Sites within site boundary	None
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	N/A
Proposed New Employment Sites: Potential Floorspace (m²)	N/A
Proposed New Employment Sites: Potential Employment	N/A
Planning Constraints	Local Wildlife Site Landfill Major Developed Site in Green Belt
Planning Permissions since 2001	There have been a number of minor planning permissions permitted for extensions to existing buildings. There is an appeal outstanding to retain employment and provide a lorry park on site, which includes land extending beyond the boundary of the Major Developed Site into the Green Belt
Notes	This site was considered in analysis that led to the development of the SHLAA, and was subsequently re-designated as a housing site. In the TTGDC Master Plan for Aveley and South Ockendon housing is allocated within the boundary of the MDS.

Recommendation	1. Re-designate as a housing site.
Sector Potential	Residential
Market Comments	Long term interest in Residential use

Aveley Industrial Estate, South Ockendon

Site Reference	LDF: E3c URS: Cluster 9
LDF Site Designation	Secondary Industrial and Commercial Employment Land
Site Area (ha)	3.70
Site Location	<p>The Aveley Industrial Estate is located on the fringes of South Ockendon. Open countryside is located to the north and west of the Site. The east of the site adjoins South Ockendon Railway Station and a railway line runs parallel to the site in a north-south direction. A residential area is located beyond the railway line.</p> <p>The southern part of the site adjoins the industrial and commercial buildings that were formerly part of Aveley Industrial Estate. These buildings are in poor condition and are subject to redevelopment proposals.</p>
Condition of Buildings	The site is in good condition.
Accessibility	<p>The site adjoins South Ockendon Railway Station, which provides access to locations such as London Fenchurch Street, Upminster and Grays.</p> <p>There are a number of bus routes located in close proximity to the site. These are located along Arisdale Avenue and Tamrisk Road.</p> <p>The Site is accessed from Arisdale Avenue and is closely linked to South Road (B186), which provides linkages to the A13 and A127.</p>
Business Types	The site provides a large purpose built warehouse facility for Next.
Total Rateable Value (£)	£395,436
Rateable Value per m² (£)	£24.71
Estimated Floorspace (m²)	Total Floorspace – 16,000m ² Class B1 (Business) – 0

	Class B2 (General Industry) – 0 Class B8 (Warehouse and Distribution) – 16,000m ²
Estimated Employment Capacity	180 Class B8 (Warehouse and Distribution) – 180
Total Number of Rateable Units	1
Building Coverage	43%
Vacancy: Floorspace (m²)	Total Vacant Floorspace – 0
Potential Employment from Vacant Floorspace	Total Employment – 0
Vacancy: Units	0
Vacancy: Land (ha)	0
Proposed New Employment Sites within site boundary	None
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	N/A
Proposed New Employment Sites: Potential Floorspace (m²)	N/A
Proposed New Employment Sites: Potential Employment	N/A
Planning Constraints	N/A
Planning Permissions since 2001	There have been no planning applications at the Aveley Industrial Estate since 2001.
Notes:	N/A
Recommendation	1. Retain existing Secondary Industrial and Commercial designation.
Sector Potential	None noted

Market Comments	None noted
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Chafford Hundred North West Zone

Site Reference	LDF: E3d URS: Cluster 10
LDF Site Designation	Secondary Industrial and Commercial Employment Land
Site Area (ha)	0.78 – Approximately 45% of the site is covered by a residential block.
Site Location	The site is located in the north-western part of Chafford Hundred along Fleming Road. The site is located in close proximity to Lakeside Shopping Centre.
Condition of Buildings	The condition of the buildings is very good throughout the site.
Accessibility	The site is accessed from Fleming Road. The site is located 0.2 miles from Chafford Hundred Train Station which links the site to Grays and Southend-on-Sea to the east and London to the west. The site is well located to numerous bus routes that serve the local area.
Business Type	The site is occupied by office-based business uses.
Total Rateable Value (£)	£321,550
Rateable Value per m2 (£)	£131
Estimated Floorspace (m2)	Total Floorspace – 600m ² Class B1 (Business) – 600m ² Class B2 (General Industry) – 0 Class B8 (Warehouse and Distribution) – 0
Estimated Employment Capacity	35 Class B1 (Business) – 35
Total Number of Rateable Units	5
Building Coverage	13% - 0.35 ha of the site is covered by an established residential block and associated parking and service area.
Vacancy: Floorspace (m2)	Total Vacant Floorspace – 0

Potential Employment from Vacant Floorspace	Total Employment – 0
Vacancy: Units	0
Vacancy: Land (ha)	0
Proposed New Employment Sites within site boundary	None
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	N/A
Proposed New Employment Sites: Potential Floorspace (m²)	N/A
Proposed New Employment Sites: Potential Employment	N/A
Planning Constraints	Overhead Lines
Planning Permissions since 2001	<p>There have been two permitted planning applications at the Chafford Hundred North West Zone since 2001.</p> <p>The first application was for the erection of four single storey office buildings and second application was for one single storey office building.</p> <p>The site has now been completed and has generated capacity for 35 employment opportunities.</p>
Notes	N/A
Recommendation	<ol style="list-style-type: none"> 1. Retain existing Secondary Industrial and Commercial designation, but amend boundaries to reflect encroachment of residential uses into the area.

Sector Potential	Potential for office uses
Market Comments	No strong market interest

434 – 436 London Road, West Thurrock

Site Reference	LDF: E3e URS: Cluster 16
LDF Site Designation	Secondary Industrial and Commercial Employment Land
Site Area (ha)	13.38
Site Location	The Site is located in West Thurrock to the north of the London Road. The site is in close proximity to established residential areas. The Site bounded by residential dwellings and a school playing field to the north. The eastern and southern boundaries are also bounded by residential dwellings, whilst the western boundary adjoins a railway line.
Condition of Buildings	The condition of the buildings is generally very good throughout the site. This are a few bad neighbour uses located on this Site that impact upon local amenity.
Accessibility	The Site is accessed from London Road (A126), which provides good access to the strategic road network and Lakeside Basin.
Business Type	This Site provides for warehouse and distribution businesses. The site contains significant areas of open storage.
Total Rateable Value (£)	£562,000
Rateable Value per m² (£)	£19.25
Estimated Floorspace (m²)	Total Floorspace – 29,183m ² Class B1 (Business) – 0 Class B2 (General Industry) – 8,327m ² Class B8 (Warehouse and Distribution) – 20,856m ²
Estimated Employment Capacity	490 to 680 Class B1 (Business) – 0 Class B2 (General Industry) – 260 Class B8 (Warehouse and Distribution) – 230 to 420
Total Number of Rateable Units	13
Building Coverage	21.8%
Vacancy: Floorspace (m²)	Total Vacant Floorspace – 2,990m ² Class B1 (Business) – 0

	Class B2 (General Industry) – 0 Class B8 (Warehouse and Distribution) – 2,990m ²
Potential Employment from Vacant Floorspace	35 to 60 Class B1 (Business) – 0 Class B2 (General Industry) – 0 Class B8 (Warehouse and Distribution) – 35 to 60
Vacancy: Units	1
Vacancy: Land (ha)	0.32
Potential Class B Employment from Vacant Land	25
Proposed New Employment Sites within site boundary	None
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	N/A
Proposed New Employment Sites: Potential Floorspace (m²)	N/A
Proposed New Employment Sites: Potential Employment	N/A
Planning Constraints	Overhead Lines Flood Zone 2 and 3 Landfill Site
Planning Permissions since 2001	<p>In total there were 6 planning applications permitted since 2001 that sought a change in the level of employment floorspace.</p> <p>These applications amounted to an increase of the floorspace of 10,712m². This is made up of 6,802m² of warehouse floorspace and 3,552m² of industrial floorspace and 358m² of office floorspace.</p> <p>These applications sought extension to existing warehouse units and the erection of new commercial units.</p>

	The increase in floorspace permitted amounted to an increase in the employment capacity at this site by 270 people.
Notes	N/A
Recommendation	1. Retain Existing Secondary Industrial and Commercial designation. 2. Consider amendment at north east side of the site (area known as Walker's Land) for potential educational purposes.
Sector Potential	Warehouse / Distribution potential
Market Comments	Noted interest for continued warehouse uses.

Grays South – Manor Way

Site Reference	LDF: E3f URS: Cluster 20
LDF Site Designation	Secondary Industrial and Commercial Employment Land
Site Area (ha)	2.30
Site Location	The Grays South – Manor Way site is located to the south-east of Grays town centre. The north and west of the site are bounded by residential dwellings. The Southend-on-Sea to London Fenchurch Street Railway Line bounds the north-eastern corner of the Site. The southern part of the site is bounded by open spaces. The northern part of Tilbury docks is located beyond this area.
Condition of Buildings	The buildings are in generally good condition, however approximately a quarter of the buildings are in poor condition and are in need of modernising and renewal.
Accessibility	The Site has one access point from Manor Way. The connectivity to the strategic road network is poor and passes through residential areas. The Site is located 0.6 miles from Grays Train Station. There are no bus stops in close proximity.
Business Types	This Site provides space for mainly industrial businesses. There are a number of small scale specialised engineering and electrical firms located at this site. Thurrock Council uses part of the site as a depot.
Total Rateable Value (£)	£351,000
Rateable Value per m² (£)	£55.40
Estimated Floorspace (m²)	Total Floorspace – 6,335m ² Class B1 (Business) – 0 Class B2 (General Industry) – 3,725m ² Class B8 (Warehouse and Distribution) – 2,610m ²
Estimated Employment Capacity	165 Class B1 (Business) – 0 Class B2 (General Industry) – 115 Class B8 (Warehouse and Distribution) – 50

Total Number of Rateable Units	20
Building Coverage	27.5%
Vacancy: Floorspace (m²)	Total Vacant Floorspace – 0
Potential Employment from Vacant Floorspace	Total Employment – 0
Vacancy: Units	0
Vacancy: Land (ha)	0
Proposed New Employment Sites within site boundary	E2p: Green field site within exiting industrial area
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	0.06
Proposed New Employment Sites: Potential Floorspace (m²)	236 m ²
Proposed New Employment Sites: Potential Employment	6
Planning Constraints	Flood Zone 2 and 3 Major Hazard Sites (COMAH)
Planning Permissions since 2001	In total there was 1 planning applications permitted since 2001 that sought a change in the level of employment floorspace. This application sought a 68m ² extension to an existing warehouse unit. The increase in floorspace would increase in the employment capacity by just 1 person. This permission has been completed.
Notes	N/A

Recommendation	<ol style="list-style-type: none">1. Retain existing Secondary Industrial and Commercial area.2. Amend the proposed new Primary Industrial and Commercial area designation (E2p) to a proposed new Secondary Industrial and Commercial area designation.
Sector Potential	Industrial uses
Market Comments	None noted

Globe Works, Little Thurrock

Site Reference	LDF: E3g URS: 23
LDF Site Designation	Secondary Industrial and Commercial Employment Land
Site Area (ha)	8.1
Site Location & Description	The site is set within a predominantly residential area. The site is active and consequently creates a bad neighbour for the adjoining residential uses.
Condition of Buildings	The buildings are poor condition with many in very poor condition.
Accessibility	The site is accessed from Rectory Road via a residential area. The narrow roads are unsuitable for HGV vehicles and access and servicing is difficult. The site is located 1.2 miles from Grays Train Station. A number of bus routes serve rectory Road.
Business Types	Industrial and light industrial. There are a number of car related businesses such as mechanics.
Total Rateable Value (£)	£1,250,270
Rateable Value per m² (£)	£43.93
Estimated Floorspace (m²)	Total Floorspace – 28,462m ² Class B1 (Business) – 0 Class B2 (General Industry) – 18,910m ² Class B8 (Warehouse and Distribution) – 9,552m ²
Estimated Employment Capacity	780 Class B2 (General Industry) – 590 Class B8 (Warehouse and Distribution) – 190
Total Number of Rateable Units	64
Building Coverage	35.1%
Vacancy: Floorspace (m²)	Total Floorspace – 1,680m ² Class B2 (General Industry) – 1,680m ²

Potential Employment from Vacant Floorspace	Total Employment – 50
Vacancy: Units	4
Vacancy: Land (ha)	0
Proposed New Employment Sites within site boundary	None
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	N/A
Proposed New Employment Sites: Potential Floorspace (m²)	N/A
Proposed New Employment Sites: Potential Employment	N/A
Planning Constraints	N/A
Planning Permissions since 2001	There have no planning applications permitted since 2001 that will result in a net increase of employment floorspace.
Notes	This site was considered in the Urban Capacity Study (2005) and in the analysis that led to the development of the SHLAA, and was subsequently proposed for re-designation as a housing site.
Recommendation	1. Re-designate the existing Secondary Industrial and Commercial designation to housing and relocate existing businesses to more appropriate sites.
Sector Potential	Manufacturing, Freight / Distribution, Residential.
Market Comments	The site has been included in the long term housing land supply.

Bata / Thames Industrial Park, East Tilbury

Site Reference	LDF: E3h URS: Cluster 27
LDF Site Designation	Secondary Industrial and Commercial Employment Land
Site Area (ha)	13.88
Site Location	The Bata / Thames Industrial Park is located to the south-east of East Tilbury. The southern and western boundaries adjoin open countryside. The northern boundary partially adjoins open countryside but also adjoins residential dwellings. Princess Margaret Road forms the eastern boundary.
Condition of Buildings	The site has a significant number of buildings that are in need regeneration and renewal. The site is dominated by three large blocks of distinctive architectural character. These buildings are listed grade II. The remainder of the site is characterised by single storey industrial buildings. The site falls within the East Tilbury (Bata) Conservation Area, designated in 1993.
Accessibility	The site is accessed from Princess Margaret Road, which provides the main linkages to the main strategic road network via the East Tilbury. The Site is located 0.5 miles from East Tilbury Train Station, which provides linkages to Grays, London Fenchurch and Southend-on-Sea. There are a number of bus stops in close proximity located along Princess Margaret Road.
Business Types	The Bata / Thames Industrial Park is occupied by a number of industrial and warehouse operations. Part of one of the main blocks is taken up by 1Self Storage.
Total Rateable Value (£)	£261,000
Rateable Value per m² (£)	£5.00
Estimated Floorspace (m²)	Total Floorspace – 51,693m ² Class B1 (Business) – 0

	Class B2 (General Industry) – 0 Class B8 (Warehouse and Distribution) – 51,693m ²
Estimated Employment Capacity	575 to 1,025 Class B8 (Warehouse and Distribution) – 574 to 1,025
Total Number of Rateable Units	11
Building Coverage	21%
Vacancy: Floorspace (m²)	Total Vacant Floorspace – 16,950m ² Class B1 (Business) – 0 Class B2 (General Industry) – 0 Class B8 (Warehouse and Distribution) – 16,950m ²
Potential Employment from Vacant Floorspace	300 Class B2 (General Industry) – 0 Class B8 (Warehouse and Distribution) – 300
Vacancy: Units	0
Vacancy: Land (ha)	0
Proposed New Employment Sites within site boundary	E4d: Two sites at western end of site.
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	3.13
Proposed New Employment Sites: Potential Floorspace (m²)	14,080
Proposed New Employment Sites: Potential Employment	560
Planning Constraints	Flood Zone 2 and 3 Listed Buildings Site is located within a Conservation Area Adjacent to Green Belt
Planning Permissions since 2001	There was 1 planning application permitted since 2001 that sought a new industrial building. This application amounted to an increase of the floorspace of 4,466m ² . This is made up of 4,756m ²

	of industrial floorspace and a loss of 102m ² of other floorspace, a loss of 20m ² of warehouse floorspace and a loss of 68m ² of office floorspace. This application was not implemented and has now expired.
Notes	This site was considered in the Urban Capacity Study (2005) and in the analysis that led to the development of the SHLAA, and was subsequently proposed for re-designation as a mixed-use site including live-work units and an emphasis on cultural industries.
Recommendation	1. Retain Existing Secondary Industrial and Commercial areas and include designation for mixed-use on part of the site.
Sector Potential	Allocate for Housing
Market Comments	The site is included within the five year housing land supply

Durox Works, Linford

Site Reference	LDF: E3i URS: Cluster 34
LDF Site Designation	Secondary Industrial and Commercial Employment Land
Site Area (ha)	14.50
Site Location	The Durox Works Site is located to the north-west of the village of Linford. The site is bounded to the west and north-east by a wooded area and countryside to the north and south-west.
Condition of Buildings	The Site contains large areas of open storage. The buildings are in generally good condition.
Accessibility	The Site is accessed from Buckingham Hill Road, which provides access to the A13 via Stanford Road. The site is located 0.6 miles from East Tilbury Railway Station, which provides linkages to Southend-on-Sea, Grays and London Fenchurch Street. The Site is located in close proximity to bus stops along Buckingham Hill Road.
Business Types	Durox Works is solely occupied by Tarmac. This site is used as a manufacturing facility for aircrete and construction related materials.
Total Rateable Value (£)	£677,900
Rateable Value per m² (£)	£33.41
Estimated Floorspace (m²)	Total Floorspace – 20,288m ² Class B1 (Business) – 0 Class B2 (General Industry) – 20,288m ² Class B8 (Warehouse and Distribution) – 0
Estimated Employment Capacity	634 Class B2 (General Industry) – 634
Total Number of Rateable Units	4
Building Coverage	14%
Vacancy: Floorspace (m²)	Total Vacant Floorspace – 0
Potential Employment from Vacant Floorspace	Estimated Employment Potential – 0

Vacancy: Units	0
Vacancy: Land (ha)	0
Proposed New Employment Sites within site boundary	None
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	N/A
Proposed New Employment Sites: Potential Floorspace (m²)	N/A
Proposed New Employment Sites: Potential Employment	N/A
Planning Constraints	Overhead Lines Local Wildlife Site Major Hazard Sites (COMAH)
Planning Permissions since 2001	<p>In total there was 1 planning application permitted since 2001 that sought an extension to an existing industrial building.</p> <p>This application amounted to an increase of the floorspace of 80m².</p> <p>The net increase in floorspace permitted amounted to an increase in the employment capacity at this site by 3 people.</p> <p>The permission has been completed.</p>
Notes	N/A
Recommendation	1. Retain existing Secondary Industrial and Commercial areas.
Sector Potential	None

Market Comments	None noted
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Stanhope Industrial Park, Stanford-le-Hope

Site Reference	LDF: E3j URS: Cluster 28
LDF Site Designation	Secondary Industrial and Commercial Employment Land
Site Area (ha)	11.65
Site Location	Stanhope Industrial Park is located to the south-east of Stanford-le-Hope and to the west of the proposed London Gateway port facility. The Site is surrounded countryside on all sides and is close proximity to the River Thames. The railway line that serves the proposed London Gateway port facility bounds the northern boundary.
Condition of Buildings	The Site contains several vacant plots. The buildings that exist on the site are generally in good condition although a small number are in poor condition. The Site also contains a large salvage yard.
Accessibility	The Site is located away from the main road network, which is accessed via the urban area of Stanford-Le-Hope. The Site is 1 mile from Stanford-le-Hope Railway Station which provides linkages to Southend-on-Sea, Grays and London Fenchurch Street. There are no bus services in close proximity.
Business Types	This site provides space for industrial businesses. The site also contains a salvage yard that has open storage of motor vehicles and Travis Perkins Builders' Merchants.
Total Rateable Value (£)	£29,650
Rateable Value per m² (£)	£8.17
Estimated Floorspace (m²)	Total Floorspace – 3,629m ² Class B1 (Business) – 0 Class B2 (General Industry) – 3,629m ² Class B8 (Warehouse and Distribution) – 0
Estimated Employment Capacity	113 Class B2 (General Industry) – 113
Total Number of Rateable Units	8

Building Coverage	2.5% - There is potential for the intensification of this site through extensions to existing buildings and erection of new buildings.
Vacancy: Floorspace (m²)	Total Vacant Floorspace – 0
Potential Employment from Vacant Floorspace	Estimated Employment Potential – 0
Vacancy: Units	0
Vacancy: Land (ha)	3.11
Potential Class B Employment from Vacant Land	245 – 315
Proposed New Employment Sites within site boundary	E4e: Land on southern boundary of Stanhope Industrial Park
Proposed New Employment Sites adjacent to site boundary	None
Proposed New Employment Sites: Land (Ha)	4.16
Proposed New Employment Sites: Potential Floorspace (m²)	18,729
Proposed New Employment Sites: Potential Employment	185-745
Planning Constraints	Flood Zone 2 and 3
Planning Permissions since 2001	<p>In total there were 4 planning applications permitted since 2001 that sought a change in the level of employment floorspace.</p> <p>These applications amounted to an increase of the floorspace of 28,655m². This is made up of 28,095m² of Class B1, B2 and B8 floorspace and 560m² of office floorspace.</p> <p>These applications sought extension to existing warehouse units and a significant extension to the site.</p>

	The increase in floorspace permitted amounted to an increase in the employment capacity at this site by 900 people.
Notes	N/A
Recommendation	1. Retain Existing Secondary Industrial and Commercial areas.
Sector Potential	Some smaller scale storage
Market Comments	Noted interest from some smaller scale storage uses