



London Borough of Hillingdon

Employment Land and Capacity Study: Site Surveys

Non-designated Sites

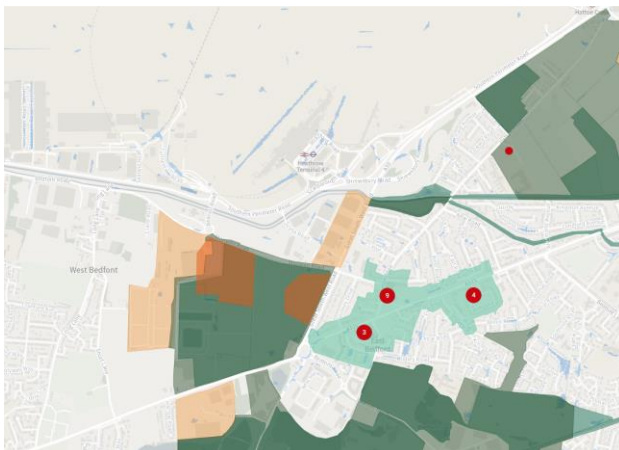
July 2023

1. Covert Farm Extension, Heathrow

Borough Hillingdon	Sub-Region West	Property Market Area Heathrow
Inner/Outer London Outer London	Overall Size 4 ha	Number of Sub-areas 0

Site Description:

A small sized site which is well occupied by specialist airport services related businesses. The dominant land use is warehousing and distribution. The average condition of build stock is relatively good, particularly in comparison to other non-designated sites. The average rent for industrial properties in the LSIS is £15.82/ft²/yr. The LSIS is directly accessible via the SRN (A30 – Great South-West Road). PTAL rating varies from poor to worst across the LSIS area in terms of access to public transport services. The site lies within MCIL charging band 2 and within the Air Quality Focus Area. Freehold landownership is relatively consolidated with a low number of leases layered above this.



- Designated Open Space
- Site of Importance for Nature Conservation (SINC)
- Sites of Special Scientific Interest (SSSI)
- Conservation Areas
- Ancient Woodland
- Strategic Industrial Locations (SILs)
- Locally Significant Industrial Sites (LSIS)
- Flood Risk
- Safeguarded Wharves
- Thames Policy Area
- Listed Buildings
- Protected Vistas
- Scheduled Monuments
- Registered Battlefield

Quality of Environment

Covert Farm is a site which sits just south of Heathrow Airport, located behind Hatton Cross Underground Station. Given the proximity to Heathrow Airport, the site is suitable for airport related businesses and provides a high-quality environment for industrial activity. Within the site, there is

presence of modern distribution units with efficient yard space and internal circulation (SEGRO Park). Towards the southern part of the site are smaller, poorer quality warehousing units and an ancillary medium quality office space.

The site has prominent levels of air and noise pollution due to its location near the A30 (A-road) and the site being situated so close to Heathrow Airport. The surrounding environment suffers from dusty walkways and several types of air pollution due to the large volume of vehicles passing the site at all hours. The site has 24-hour access given the uses are linked to the airport. Residential dwellings are situated to the east of the site (other side of the A30) and to the west of the site is Heathrow Long Stay Parking – Terminal 4). The parking facility was used as a temporary covid testing facility during the pandemic but has now reverted to its original use as a long-stay car park. Towards the south of the site an office block has seen a change of use to residential flats (Bedfont Cross, Stanwell Road). The site in its current use and form is appropriate and should continue to support the businesses related to the airport.

Opportunity for Intensification

The Covert Farm Extension takes into consideration the land to the immediate west of Covert Farm, which includes a small vacant car park. Benefitting from the same locational characteristics as Covert Farm the site remains suitable for industrial uses. Not included in the site, but adjacent, is a large car park which is currently vacant. Owing to the prime suitability of this site for industrial activity, there is scope and opportunity to consider extending the employment site to cover this area and encourage it re-orientation to make better use of the car park.

Accessibility

Distance to SRN (m /km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
20m	573m	High	No	No	2	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Buildings (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
55,393	4,870	1,624	3	2.6	2005	1980	B	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
0	0	None		No

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London

Low	Small	Very Low	£15.82	£18.99
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Notable landowners:

- Segro (Skyline) Limited – 2.011 ha
- Segro (Skyline) Limited – 0.662 ha
- U K Insurance Limited – 1.786 ha
- NNR Aircargo Service (UK) Limited – 0.200 ha
- Aquila House Developments LTD – 0.282 ha

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSIS	London		
0.43	0.37	No Change	Bedfont Cross - B1a to C3 (loss 170 sqm)

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	3%	1,818
General Industrial	0%	0
B8 – Distribution	97%	53,575

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	X
Engineering	
Storage (open)	
Product manufacturing	
Storage (warehouse)	X
Servicing	X
Food production	
Creative industries	
Aggregates	
Office activity (describe type):	X
Other (Inc non- B/E class):	X

Site Photos :

SEGRO Park units



DSV office



Vacant car park within site



Mix of units to the south of the site



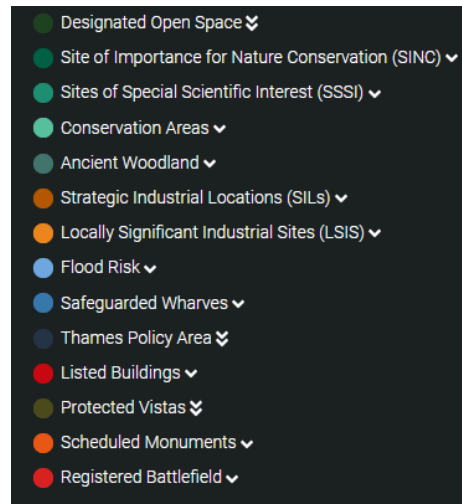
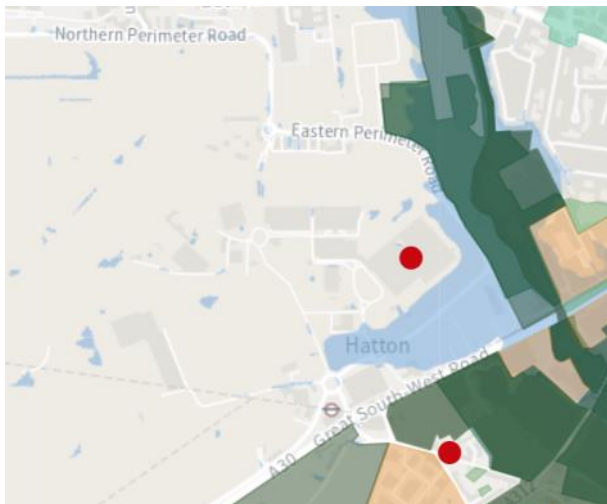
Source: Google Maps, 2023

2. Hatton Cross, Heathrow

Borough Hillingdon	Sub-Region West	Property Market Area Heathrow
Inner/Outer London Outer London	Overall Size 121 ha	Number of Sub-areas 0

Site Description:

A large airport site which is well occupied, by specialist airport related services. Part of the site falls within the red line boundary of the airport. The average condition of building stock is good, and better than average when compared to other airport sites. The average rent for industrial properties in the SIL is £18.69/ft²/yr. The site is directly accessible via the SRN (A30 – Great South-West Road). PTAL rating is good across the site area and well connected in terms of access to public transport services. The site lies within MCIL charging band 2 and within the Air Quality Focus Area. There is consolidated land ownership given the majority of the site is owned by Heathrow Airport, with limited number of leases layered above this. It should be noted British Airways Flight Training building (technical Block A) is a Grade II listed building within the site.



Quality of Environment

Hatton Cross is a 24-hour operational site that fits the purpose for airport related uses given its proximity to Heathrow Airport. The environment is well suited for those uses, although there are high levels of noise and air pollution due to the number of plane and vehicle movements across the site. The level of security around the Hatton Cross is extremely high with most areas of the site is being completely fenced off with restricted access. There is additionally security vehicles patrolling the perimeter 24 hours a day.

The site is extremely well maintained. A concentration of residential neighbourhoods is situated to the east of the site. To the north there is the long stay parking terminals 2 & 3, which sit just outside the site boundary. There is a suitable level of parking across the site that supports airport staff - for instance the E2 large staff car park to the south east. Given over half of the site is within the airport, the road network does become restricted at each of the entrance points. As a whole, accessibility is good for most vehicles moving in and out of the site.

Opportunity for Intensification

There is limited opportunity to intensify parts of the Hatton Cross due to the high quality of the build stock, listed nature of the BA office block and its locality within restricted parts of the airport. There are three possible areas for re-evaluation. There are two small vacant sites along Viscount Way, within close proximity to Hatton Cross roundabout which could have potential for re-evaluation to bring forward additional airport related uses. The Euro Storage site (directly off Envoy Roundabout) offers vacant open yard space, commercial parking, and forms of storage – this is another site which could be considered for re-evaluation and intensification.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
18m	573m	High	No	No	4	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Buildings (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
129,175	4,870	1,624	3	2.6	1995	1980	E	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
0	2	Jacks (Food) Hilton Garden Inn Hotel	Yes	

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
Low	Large	Low	£18.69	£18.99

Notable landowners:

- Heathrow Airport Limited – Own 99% of site.
- British Overseas Bank Nominees Limited - 2.17 Ha

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSIS	London		
0.11	0.37	No Change	0

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	72%	92,423
General Industrial	0%	292
B8 – Distribution	28%	36,475

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	X
Engineering	X
Storage (open)	
Product manufacturing	X
Storage (warehouse)	X
Servicing	X
Food production	X
Creative industries	
Aggregates	
Office activity (describe type):	X
Other (Inc non- B/E class):	X

Site Photos :

Low quality vacant unit



Stacked industrial



Euro Storage - Open vacant land



Security across the site



Staff parking



Vacant office unit

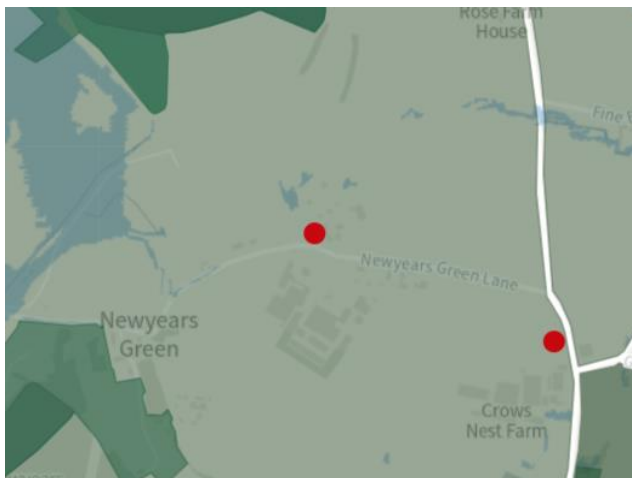


3. Newyears Green Lane

Borough Hillingdon	Sub-Region West	Property Market Area Harefield / Ruislip / Uxbridge
Inner/Outer London Outer London	Overall Size 10 ha	Number of Sub-areas 0

Site Description:

A small site which hosts a range of activities, including waste-management, recycling facilities, car dealerships, and some smaller warehousing units for local servicing. The average condition of building stock is relatively fair across the site, with most units being built around 1995. The average rent for industrial properties across the site is £12.44/ft²/yr (note not all properties presented available data). The site has poor accessibility with no direct access to the SRN. The A40 is 4 miles away. The PTAL rating is poor; scored 'zero' in terms of access to public transport services. The site lies within MCIL charging Band 2 and is within a Designated Open Space - Green Belt area. Newyears Green Lane has 1 listed building, and 3 waste facilities across the site. Freehold land ownership is relatively consolidated with a small number of leases layered above this.



- Designated Open Space
 - Site of Importance for Nature Conservation (SINC)
 - Sites of Special Scientific Interest (SSSI)
 - Conservation Areas
 - Ancient Woodland
 - Strategic Industrial Locations (SILs)
 - Locally Significant Industrial Sites (LSIS)
 - Flood Risk
 - Safeguarded Wharves
 - Thames Policy Area
 - Listed Buildings
 - Protected Vistas
 - Scheduled Monuments
 - Registered Battlefield
-

Quality of Environment

Newyears Green Lane is an active industrial site located in a rural setting. The site comprises heavier industrial uses in comparison to other industrial locations across Hillingdon. The site has fairly dated stock, with a lack of amenity offer and accessibility due to the site being poorly connected to a strategic road network. The site has industrial activities such as waste-management and recycling facilities which are important and could be 'tied' to this location through expensive location-specific licenses. It is incredibly difficult to relocate these uses elsewhere due to the noise, smell, vehicle traffic associated with them as well as cost of obtaining a new waste license. Due to this, the site it is fit-for-purpose and 'suitable' in its current state.

Opportunity for Intensification

Newyears Green Lane is a well utilised site that serves heavier industrial uses, including waste and recycling activities. Although the build stock is relatively dated most of the site is occupied with large swathes of yard space used for open storage. This is an important and much required aspect of the site as a whole for occupiers of this nature. Given the isolated nature of this site, the opportunity for intensification is limited as there is likely to be limited additional demand above and beyond the present occupiers.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
4.6km	573m	Low	No	No	0	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
2,466	1,233	1,624	3	2.6	1995	1980	C	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
0	0	None		No

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
Low	Small	Very Low	£12.44	£18.99

Notable landowners:

- Private Owner – 0.801 Ha
- Envar Composting Limited – 2.65 Ha
- UK MGMT limited – 1.340 Ha
- Private Owner – 0.264 Ha
- Private Owner – 0.142 Ha
- D Hughes LTD – 0.384 Ha
- Mclaughlin Investments LTD – 0.361 Ha
- Mclaughlin Investments LTD – 0.351 Ha
- Mclaughlin Investments LTD – 2.013 Ha
- Private Owner – 0.104 Ha
- Private Owner – 0.105 Ha

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSIS	London		
0.02	0.37	No Change	0

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	0%	0
General Industrial	100%	2,466
B8 – Distribution	0%	0

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	
Engineering	
Storage (open)	
Product manufacturing	
Storage (warehouse)	
Servicing	X
Food production	
Creative industries	
Aggregates	X
Office activity (describe type):	
Other (Inc non- B/E class):	X

Site Photos :

Pond Farm



Maturation Site



Entrance to Maturation site



Aggregate supplier

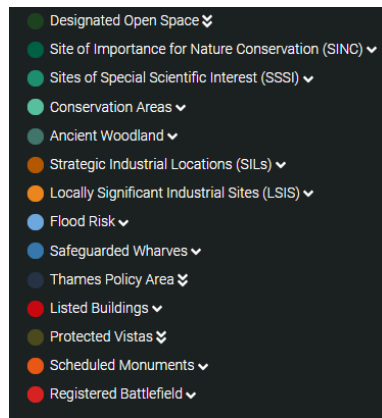
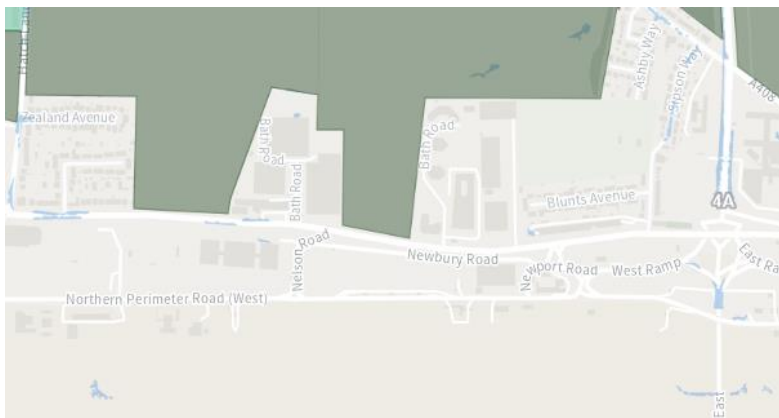


4. North of Bath Road, Heathrow

Borough Hillingdon	Sub-Region West	Property Market Area Heathrow
Inner/Outer London Outer London	Overall Size 8.0 ha	Number of Sub-areas 0

Site Description:

The site is split into two areas called Polar Park (west) and Heathrow Blvd (east). The site is occupied by offices, hotels, a police station, a data centre, and airport related services. The dominant land use for the industrial units is warehousing and distribution. The office stock (5 office units in total) has low vacancy across the site, and the average condition of building stock is relatively good. The average rent for the industrial properties across the site is £19.49/ft²/yr. The site is directly accessible via the SRN (A4 – Bath Road) and the PTAL rating varies from 2 to 3 across the area. This indicates there is poor public transport connections around the site. Similar to other Heathrow sites, both areas lie within MCIL charging band 2 and within the Air Quality Focus Area. Freehold landownership is relatively consolidated with a low number of leases layered above this.



Quality of Environment

The site is a mixed-use environment with a variety of uses across the two areas. The site suffers from poor connectivity to A-roads, although the site has good accessibility directly off of Bath Road which runs adjacent to the site. Bath Road is characterised by the concentration of hotel operators present (21 hotel). The quality of the industrial units within the site is excellent, and comprise fit-for-purpose, large yard spaces. North of Bath Road is situated directly off the main road and sits adjacent to the airport, which produce some levels of noise pollution. The eastern part of the site is situated near residential dwellings and designated Open Space. In terms of parking, there is a high volume of parking available within the site – mainly provided for the hotels and office units. Towards Polar Park (western section of the site), there are high levels of security surrounding the entrance as it sits adjacent to the Police Station. Lastly, the eastern side of the site has high levels of security due to the data centre (Digital Realty) on site.

Opportunity for Intensification

There is limited opportunity for intensification across the site due to its current configuration and density. There is some opportunity to re-evaluate the office stock and parking provided for each unit which could present the potential for some form of re-development across the site.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
13m	573m	Medium	No	No	2	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
57,471	5,225	1,624	3	2.6	2000	1980	C	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
1	1	None		No

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
Medium	Medium	Low	£19.49	£18.99

Notable landowners:

- Penguin Books Limited – 3.311 Ha
- Penguin Books Limited – 1.257 Ha
- Penguin Books Limited – 0.627 Ha
- Airport Industrial GP Limited – 2.910 Ha
- Standard Life Assurance Limited – 1.962 Ha
- Orbit Developments (Southern) Limited – 0.762 Ha
- Orbit Developments (Southern) Limited – 0.476 Ha
- Orbit Developments (Southern) Limited – 1.310 Ha

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSIS	London		
0.72	0.37	No Change	0

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	28%	15,868
General Industrial	7%	4,000
B8 – Distribution	65%	37,603

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	X
Engineering	X
Storage (open)	
Product manufacturing	
Storage (warehouse)	X
Servicing	
Food production	
Creative industries	
Aggregates	
Office activity (describe type):	X
Other (Inc non- B/E class):	X

Site Photos :

Data Centre



New hotel on site - Holiday Inn



Hotel parking and car hire



Office with vacant floorspace

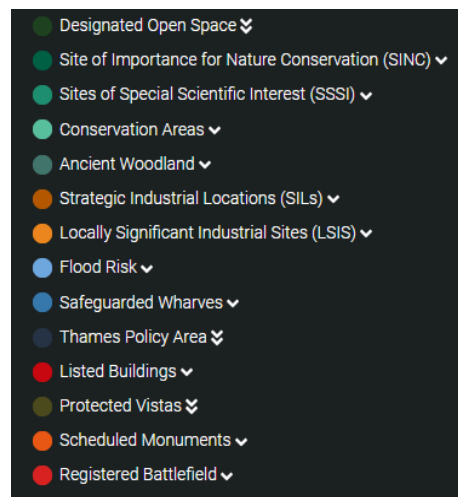


5. North of Colnbrook By-Pass (Heathrow)

Borough Hillingdon	Sub-Region West	Property Market Area Heathrow
Inner/Outer London Outer London	Overall Size 7.0 ha	Number of Sub-areas 0

Site Description:

The site is located directly off Colnbrook by-pass (A4) and comprises two sub areas separated by the Immigration Remove Centre, and Sheraton Hotel. The site is well occupied by predominantly airport related services and offices. Within the north west part of the site ('northern sub area'), there is a data centre and more airport related services. Within the southern part of the site ('southern sub area') are low density warehousing with airport related services. The condition of building stock across both sub areas is relatively average when compared to other non-designated sites. The average rent for industrial properties in this SIL is £18.01/ft²/yr. The PTAL rating is poor across the site with there being limited public transport links. Security is very high across the northern part of the site high due to the immigration centre running adjacent to the entrance of the site. The non-designated area also lies within MCIL charging band 2 and within the Air Quality Focus Area, given its proximity to Heathrow Airport. Freehold ownership is relatively consolidated with a limited number of leases layered above this.



Quality of Environment

The site suits the purpose of its uses and is well connected to the nearest trunk road (Colnbrook By-Pass - A4). Across the site there is a good mix of industrial and light industrial units closely connected to Heathrow Airport. The road quality is very good passing the site, although the entrance points don't offer much support in terms of accessing the site (sharp turning into off the A-road). The air quality across the site is fairly poor given the location of the site near Heathrow Airport and road networks.

There is restricted access within the northern sub area due to the Immigration Removal Centre on either side of the site entrance. Some of the uses included a data centre (with high levels of security) and air related services across the site. Towards the east of the site are residential dwellings, and directly north behind the site is greenbelt.

Opportunity for Intensification

The site is well utilised and in relatively fair condition, therefore there is limited potential for intensification. The site had some industrial and light industrial vacancy – this could pose the opportunity for some re-evaluation of those uses in terms of drawing in more airport related uses to the site, or even the potential to enhance the area for another data centre and create a small hub.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
61m	573	Medium	No	No	2	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
38,023	5,432	1,624	3	2.6	1984	1980	B	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
1	2 (light industrial units)	None		No

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
Low	Small	Very Low	£18.01	£18.99

Notable landowners:

- United UK 2020 Propco 12 S.A.R.L – 3.104 Ha
- Legal & General Property Partners (Industrial Fund) Limited – 2.030 Ha
- British Telecommunications PLC – 2.102 Ha

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Permissions (Losses / Gains) (m ²)	Planning Gains
This LSIS	London			
0.54	0.37	No Change	0	

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	24%	9,121
General Industrial	0%	0
B8 – Distribution	76%	28,902

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	
Engineering	
Storage (open)	
Product manufacturing	
Storage (warehouse)	
Servicing	X
Food production	
Creative industries	
Aggregates	
Office activity (describe type):	X
Other (Inc non- B/E class):	X

Site Photos :

Building material supplier



Vacant light industrial unit



Entrance to industrial units



A-road adjacent to site



Data centre



Vacant industrial unit



6. RAF Northolt

Borough Hillingdon	Sub-Region West	Property Market Area Northolt / Ruislip
Inner/Outer London Outer London	Overall Size 11 ha	Number of Sub-areas 0

Site Description:

A small sized site within RAF Northolt airport's boundary, comprising specialist airport related services. The average condition of building stock is dated and of average quality. RAF Northolt has poor access to the SRN (A40). The PTAL rating across the site is zero in terms of access to public transport services. The site lies within MCIL charging band 2 and within the Air Quality Focus Area. There is consolidated Freehold ownership with a limited numbers of leases layered above this.



- Designated Open Space
 - Site of Importance for Nature Conservation (SINC)
 - Sites of Special Scientific Interest (SSSI)
 - Conservation Areas
 - Ancient Woodland
 - Strategic Industrial Locations (SILs)
 - Locally Significant Industrial Sites (LSIS)
 - Flood Risk
 - Safeguarded Wharves
 - Thames Policy Area
 - Listed Buildings
 - Protected Vistas
 - Scheduled Monuments
 - Registered Battlefield
-

Quality of Environment

RAF Northolt is a fit-for-purpose site that supports activity on the airport. The airfield site incorporates several hangars, industrial units, and airport related services within the site boundary. The site is located to the north of the A40, and to the west of South Ruislip Station. The site area is very difficult to access due to the site being so restricted in terms of access and the poor connection to A-roads.

Opportunity for Intensification

There is limited potential for intensification within the site, although there is some 'availability' across RAF Northolt in the form of small pockets of vacant land which separate the A40 from the airport related uses (i.e., hangars, offices, and training facilities) within the site. These may present opportunities for commercial development though the space may be safeguarded for airport-related uses.

Given the age of some units there could be potential to enhance and intensify some of the buildings in the future. However, it is likely that any future delivery of floorspace will be safeguarded for airport related uses and there will be security challenges if non airport uses are introduced into the site.

***Note: Data was not available on CoStar (N/A)**

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
20m	573m	High	No	No	0	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
N/A	N/A	1,624	N/A	2.6	N/A	1980	C	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
0	0	None		No

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
Low	Small	Very Low	N/A	£18.99

Notable landowners:

- The Secretary of State for Defence – N/A

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSIS	London		
N/A	0.37	No Change	0

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	N/A	N/A
General Industrial	N/A	N/A
B8 – Distribution	N/A	N/A

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	
Engineering	
Storage (open)	
Product manufacturing	
Storage (warehouse)	X
Servicing	X
Food production	
Creative industries	
Aggregates	
Office activity (describe type):	X
Other (Inc non- B/E class):	

Site Photos:

Site entrance



Source: Google Maps 2023

New hotel on site - Holiday Inn



Source: Google Maps 2023

Site Photos – Due to the site having restricted access all photos have been taken from google maps.

7. South of Bath Road, Heathrow

Borough
Hillingdon

Sub-Region
West

Property Market Area
Heathrow

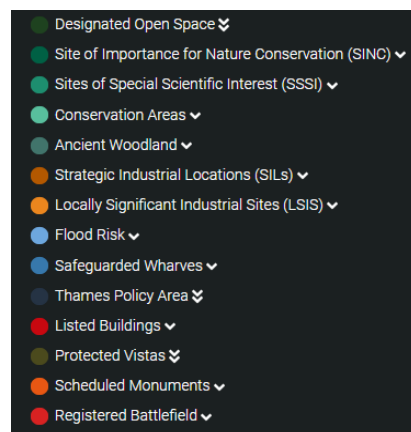
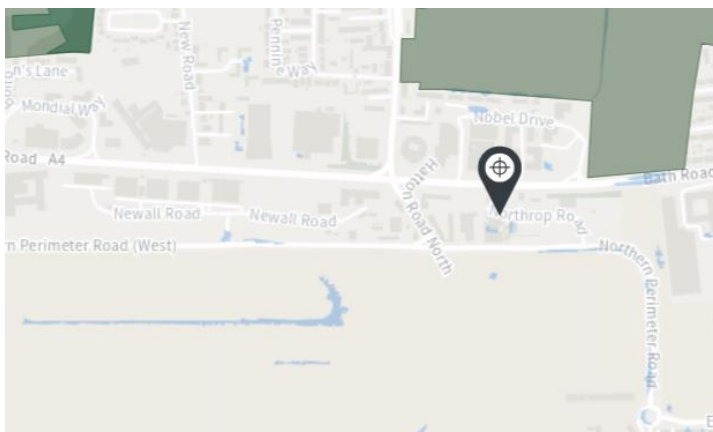
Inner/Outer London
Outer London

Overall Size
5 ha

Number of Sub-areas
0

Site Description:

A small sized designated LSIS site which is well occupied with predominantly airport related services (specifically car rental businesses). The dominant land use is car rental / parking across the site. The average condition of the build stock is fairly good, although there are some older units to the west of the site (BT Telephone Exchange – built 1910). The site is directly accessible via the SRN (A4 – Bath Road). The PTAL rating varies from 2 – 3 across the area in terms of access to public transport services. The site lies within MCIL charging band 2 and within the Air Quality Focus Area. There is consolidated Freehold ownership with a limited numbers of leases layered above this.



Quality of Environment

South of Bath Road is dominated by car rentals and is characterised by surface car parking. The site is well connected to Heathrow Airport, although parts of the site are difficult to access due to some areas being gated with security. The environment is well suited for its current uses as the car rental services supply the airport, although the site could be better utilised in some areas. There are clusters of aging buildings which could be suitable for re-evaluation.

Opportunity for Intensification

Owing to the site's characteristics, such as the building age, overall size, configuration and access, lighter industrial uses may be more suitable. Taking precedent from the multistorey rental car park structure next door, a similar solution could be explored here to release part of the site for redevelopment. Given strong value sets, intensification of this nature could be attractive.

***Note: Data was not available on CoStar (N/A)**

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
6m	573m	Medium	No	No	2	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
4,338	4,337	1,624	N/A	2.6	N/A	1980	C	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
0	1	None	Yes	

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
Low	Small	Low	N/A - no CoStar information	£18.99

Notable landowners:

- Heathrow Airport Limited – Own 95% of site.
- AH3 Limited - 0.05 Ha
- AH3 Limited - 0.56 Ha

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSIS	London		
0.09	0.37	No Change	0

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	100%	4,338
General Industrial	0%	0
B8 – Distribution	0%	0

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	
Engineering	X
Storage (open)	
Product manufacturing	
Storage (warehouse)	
Servicing	
Food production	
Creative industries	
Aggregates	
Office activity (describe type):	X
Other (Inc non- B/E class):	X

Site Photos :

Car rental facilities



Open car storage within site



BT Office site (western part of site)



Security / gated entrance

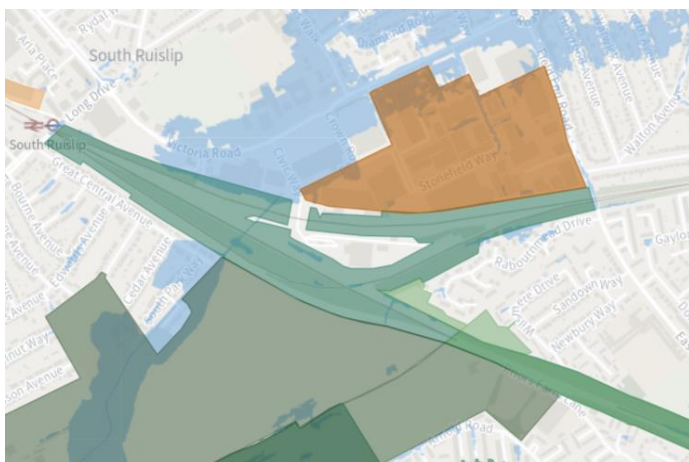


8. South of Civic Way

Borough Hillingdon	Sub-Region West	Property Market Area Ruislip
Inner/Outer London Outer London	Overall Size 4.0 ha	Number of Sub-areas 0

Site Description:

The small sized site is occupied by the West London Waste Authority. The waste site was built in 2000 and has a total floorspace of 42,000 sqft. The site is directly accessible via Civic Way (one way entrance and exit). The site is situated directly south of the Stonefield Way / Victoria Way (SIL) site. PTAL rating varies from poor to worst across the LSIS area in terms of access to public transport services. The site lies within MCIL charging band 2 and within the Designated Open Space - Green Belt. The site is also a site of importance for nature conservation. There is one Freehold ownership with low number of leases tied to this.



- Designated Open Space
- Site of Importance for Nature Conservation (SINC)
- Sites of Special Scientific Interest (SSSI)
- Conservation Areas
- Ancient Woodland
- Strategic Industrial Locations (SILs)
- Locally Significant Industrial Sites (LSIS)
- Flood Risk
- Safeguarded Wharves
- Thames Policy Area
- Listed Buildings
- Protected Vistas
- Scheduled Monuments
- Registered Battlefield

Quality of Environment

South of Civic Way is a well utilised site that supports heavier industrial activities; primarily waste activities. Although the build stock is relatively dated, the majority of the industrial site is occupied and plays an important role in supporting London's population. South of Civic Way is occupied by the West London Waste Authority - the waste site is bound by railway and surrounded by designated greenbelt land restricting the ability to consider future expansion. There is limited access into the site with there being one way access. South of Civic Way is an extremely active site; there are HGV vehicles moving in and out of the site throughout the day. As a whole, the environment is much 'dirtier' compared to other sites. The environment is poor in terms of quality and is limited to the current waste activity only.

Opportunity for Intensification

The site is used as waste facility which is 'space hungry' and provides a fairly poor-quality environment. Any perceived 'excess' space is unlikely to be suitable for intensification or rationalisation to deliver new supply given it plays an important role in supporting waste management activities.

***Note: Some data was not available on CoStar (N/A)**

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
1.9km	573	Medium	No	No	1a	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
3,920	3,920	1,624	2	2.6	2000	1980	N/A	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
0	0	None		No

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
Low	Small	Very Low	N/A	£18.99

Notable landowners:

- Network Rail Infrastructure Limited – 4.403 Ha

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSIS	London		
0.10	0.37	No Change	0

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Other - Waste Facility	100%	3,920

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	
Engineering	
Storage (open)	
Product manufacturing	
Storage (warehouse)	
Servicing	
Food production	
Creative industries	
Aggregates	
Office activity (describe type):	
Other (Inc non- B/E class):	X (Waste Facility)

Site Photos :

Waste Site



Parking within site



Railway Bridge (As you head into site)



Road coming into site & car park

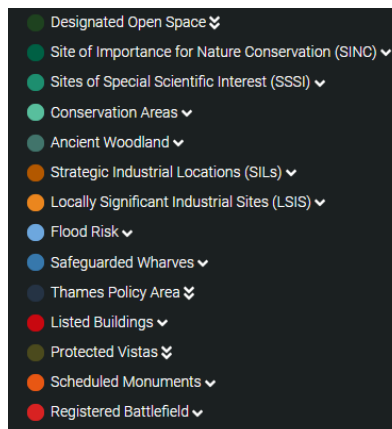


9. South of Mayfields Lake

Borough Hillingdon	Sub-Region West	Property Market Area Heathrow
Inner/Outer London Outer London	Overall Size 8.0 ha	Number of Sub-areas 0

Site Description:

This non-designated site is well-occupied with difference uses (e.g. car dealership, motorbike dealership, door factory, transport services, and a timber merchant). The average condition of build stock is poor across the site, with some units being vacant or derelict. The average rent for industrial properties across the site is £20.56/ft²/yr. The site is poorly connected to the nearest SNR – access to the site is via Cricket field Road which is shared with a large residential estate to the north. The PTAL rating across the site is 0, meaning there is no public transport services available around the area. The site lies within MCIL charging Band 2 and within the Air Quality Focus Area. There is high fragmentation of Freeland ownership across the site, and with a significant number of associated leases layered above this. South of Mayfields Lake is also surrounded by designated Open Space, Greenbelt land and within a flood zone (level 3 - high probability of flooding from the nearest river).



Quality of Environment

South of Mayfields Lake is a medium-sized undesignated site which comprises several light industrial plots and a large car dealership. The site is located south west of Hayes Industrial Area, just off the M4 and the M25 but without a direct connection to either. The site is well used but primarily for the open storage of cars, vehicles, materials, and other goods. It may appear to have opportunities for intensification due to the presence of expansive yard spaces, but it is poorly connected to public transport and road network, and it is also a highly sensitive location as there are permanent and temporary residential uses located on the site. Therefore, this limits the potential for re-development and/or intensification. Accessing the site is very difficult for HGV uses, due to the nature of the road network and no access from the M4 (directly below the site). The access points and roads within the site is all one-way lanes. Residential dwellings are just north of the site, and the surrounding area are in Flood Zone 3.

Opportunity for Intensification

South of Mayfield Lake has poor quality stock, poor connectivity and suffers from high levels of flood risk making future redevelopment and intensification considerations complex. While the site could be better utilised, these limitations, alongside the presence of a significant number of temporary and permanent homes within the site, mean it is not ideally suited for future industrial intensification or as a designated employment site.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
3.7km	573m	Low	No	No	0	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
4,535	504	1,624	2	2.6	1963	1980	N/A	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
0	1	None	Yes	

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
High	Small	High	£20.56	£18.99

Notable landowners:

- H & G Car Parks Limited – 0.484 Ha
- H & G Car Parks Limited – 0.369 Ha

- H & G Car Parks Limited – 0.511 Ha
- H & G Car Parks Limited – 0.301 Ha
- H & G Car Parks Limited – 0.329 Ha
- H & G Car Parks Limited – 0.532 Ha
- H & G Car Parks Limited – 0.345 Ha
- Private Owner – 0.677 Ha
- Private Owner – 0.694 Ha
- Private Owner – 0.513 Ha
- JJ ESK Limited – 0.323 Ha
- Private Owner – 0.293 Ha
- Private Owner – 0.217 Ha
- Private Owner – 0.525 Ha
- Nijjar Transport (Slough) LTD – 0.163 Ha
- EJD Investment LTD – 0.647 Ha

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSIS	London		
0.06	0.37	No Change	0

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	0%	0
General Industrial	100%	4,535
B8 – Distribution	0%	0

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	
Engineering	
Storage (open)	X
Product manufacturing	
Storage (warehouse)	
Servicing	X
Food production	
Creative industries	
Aggregates	
Office activity (describe type):	
Other (Inc non- B/E class):	X

Site Photos:

Open storage within site



Source: Google Maps 2023

Small lane access within site



Source: Google Maps 2023

Storage units



Source: Google Maps 2023

Site entrance



Source: Google Maps 2023

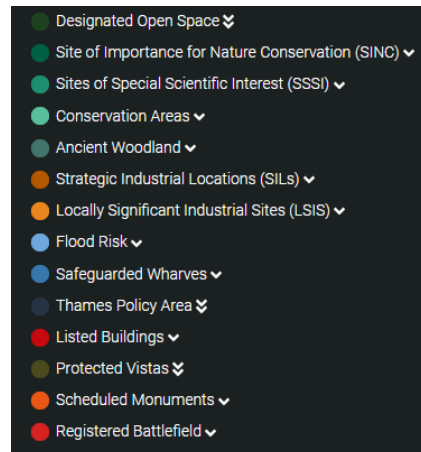
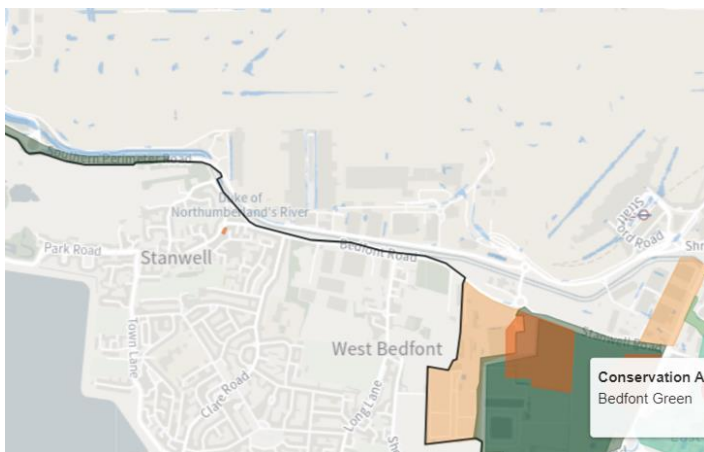
Site Photos - Due to the site having restricted access all photos are taken from google maps.

10. Southern Perimeter Road, Heathrow

Borough Hillingdon	Sub-Region West	Property Market Area Heathrow
Inner/Outer London Outer London	Overall Size 74 ha	Number of Sub-areas 0

Site Description:

The large sized non-designated site is situated within Heathrow Airport and is occupied by specialist commercial airport related services. The dominant land use is cargo warehousing and servicing. The average condition of building stock is good, and the site is directly accessible via the SRN (Southern Perimeter Road). PTAL rating varies from poor to worst across the site area in terms of access to public transport services. The site lies within MCIL charging band 2 and within the Air Quality Focus Area. There is consolidated, single Freehold ownership (Heathrow Airport) but the site itself is divided into a number of parcels.



Quality of Environment

Southern Perimeter Road is a fit-for-purpose site mainly occupied by specialist airport related uses. The site is surrounded by security and fencing given it is located just south of the airport runway. The site is dominated by air cargo units (Swissport Cargo Services, Air Canada Services, IAG Cargo, Menzies World Cargo). Noise pollution is high across the site given the volume of flights coming in and out the airport. The road network surrounding the site provides a good connection for all airport related vehicles, and there are good points of access for warehouse and distribution units. Southern Perimeter Road appears to have an existing presence of 24-hour operations, although road restrictions are present across the site. Towards the south of the site, are a number of distribution-style warehouses with cargo activity (Dnata Cargo) present, and there are residential dwellings located towards the south western part of the site.

Opportunity for Intensification

Southern Perimeter Road site is similar to Hatton Cross in that it is a unique site that sits within Heathrow Airport's boundary. It is relatively well utilised and dominated by cargo, freight, and distribution activity. Unlike the other sites, however, the build stock is relatively old and there is some vacancy. Whilst these factors can typically signal an opportunity for re-configuration or even intensification, the likelihood is there may be build height restrictions and density impacts for new industrial development close to Heathrow's runways. As such it is recommended that the site is retained as it, with some opportunity for delivering more modern distribution and warehousing to replace units as they come to the end of their economic life.

***Note: CoStar data was unavailable for site**

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
15m	573m	Medium	No	No	2	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
210,576	23,397	1,624	N/A	2.6	N/A	1980	C	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
0	1	Superdry	Yes	

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
High	Large	Very Low	N/A	£18.99

Notable landowners:

- Heathrow Airport Limited – Single ownership.

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Permissions (Losses / Gains) (m ²)	Planning Gains
This LSIS	London			
0.28	0.37	No Change	0	

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	0%	325
General Industrial	0%	0
B8 – Distribution	100%	210,251

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	X
Engineering	
Storage (open)	
Product manufacturing	X
Storage (warehouse)	X
Servicing	X
Food production	
Creative industries	
Aggregates	
Office activity (describe type):	
Other (Inc non- B/E class):	

Site Photos :

Site entrance



Fencing surrounding site



Dnata Cargo Unit



Multistorey Parking





London Borough of Hillingdon

Employment Land and Capacity Study: Site Surveys

Locally Significant Industrial Sites (LSIS)

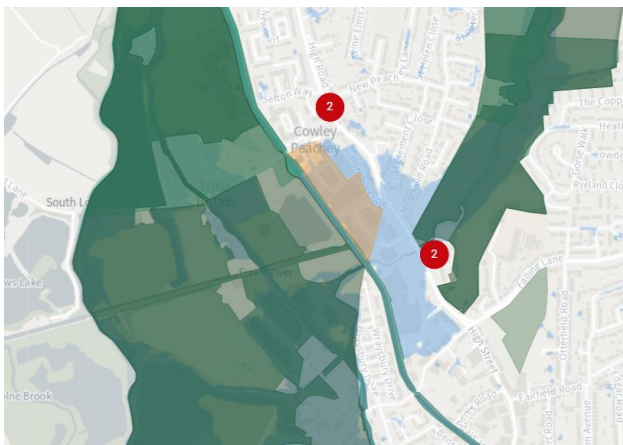
July 2023

11. Packet Boat Lane

Borough Hillingdon	Sub-Region West	Property Market Area West Drayton, Uxbridge
Inner/Outer London Outer London	Overall Size 4.0 ha	Number of Sub-areas 0

Site Description:

Packet Boat Lane is a light industrial estate, which is well occupied. The dominant land uses are warehousing and light manufacturing. The average condition of build stock across the site is relatively good. The average rent for industrial properties in this SIL is £16.84/ft²/yr. The LSIS site has several entrance points and is located around 2.9 miles from the nearest SRN (M4 Motorway). The PTAL rating varies from poor to worst across the LSIS area in terms of access to public transport services. The site lies within Flood Zone 3 (high probability of flooding), due to its proximity to Frat's River and the River Colne. Packet Boat Lane is also within MCIL charging band 2. There is good consolidated Freehold landownership across the site, but a significant number of leases layered above this reflecting the division of the warehousing units.



- Designated Open Space
- Site of Importance for Nature Conservation (SINC)
- Sites of Special Scientific Interest (SSSI)
- Conservation Areas
- Ancient Woodland
- Strategic Industrial Locations (SILs)
- Locally Significant Industrial Sites (LSIS)
- Flood Risk
- Safeguarded Wharves
- Thames Policy Area
- Listed Buildings
- Protected Vistas
- Scheduled Monuments
- Registered Battlefield

Quality of Environment

Packet Boat lane is a well occupied site with fairly good stock that should be retained. There are a variety of uses present, which additionally include non-industrial activities such as a wine merchant, bathroom supplier, marketing agency, a gym and other servicing units. The site runs along the canal and is surrounded by residential dwellings (new residential units are present to the immediate north of the site). There is a steady movement of vehicles coming in and out of the site, although the road connectivity to the site is fairly poor given access is very restricted for HGVs heading west out of the site over the narrow bridge.

Opportunity for Intensification

Packet Boat Lane remains more suitable for 'lighter' general industrial type uses but given its proximity to residential, retail and leisure uses, as well as the Grand Union Canal, it is unlikely to be suitable for 'heavier' industrial or distribution type uses in the future. There are few opportunities for intensification particularly as part of the site has already been re-developed for residential uses. It may be a suitable location to explore workshop type uses to support the evolution of West Drayton's economy and improve the connection to the local high street.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
4667m	573	Medium	Yes	No	Lb (very poor)	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
21,584	2,398	1,624	2	2.6	1986	1980	D	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
0	0	Gym		No

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
Very Low	Small	Very High	£16.84	18.99

Notable landowners:

- Cadent Gas Pension Property Company 2 Limited - 2.31 ha
- Continuous Dataprint (UK) Limited - 0.125 ha
- Private Owner - 0.078 ha
- RKY697 Limited - 0.109 ha

- RKY697 Limited – 0.783 ha
- Small Order Springs & Pressings Holdings Limited – 0.095 ha
- Lokalon LTD – 0.043 ha
- Private – 0.080 ha
- Pack and Go Limited – 0.059 ha
- RKY697 Limited – 0.028 ha
- Writtle Property Limited – 0.042 ha
- D A Phillips & Co Limited – 0.067 ha
- Embermere Limited – 0.060 ha
- Private Owner – 0.095 ha
- Private Owner – 0.028 ha
- Private Owner – 0.026 ha
- Private Owner – 0.025 ha
- Private Owner – 0.026 ha
- Private Owner – 0.034 ha
- Private Owner – 0.020 ha
- Turbo Enterprises Limited – 0.086 ha
- Private Owner – 0.107 ha
- Private Owner – 0.063 ha

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSIS	London		
0.54	0.37	No Change	0

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	0%	0
General Industrial	40%	8,651
B8 – Distribution	60%	12,933

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	
Engineering	
Storage (open)	
Product manufacturing	X
Storage (warehouse)	X
Servicing	
Food production	
Creative industries	
Aggregates	
Office activity (describe type):	
Other (Inc non- B/E class):	X

Site Photos :

Site entrance (New residential on site entrance)



Wharf within site



Narrow bridge west of site entrance



Larger units to the south (1 unit is vacant)

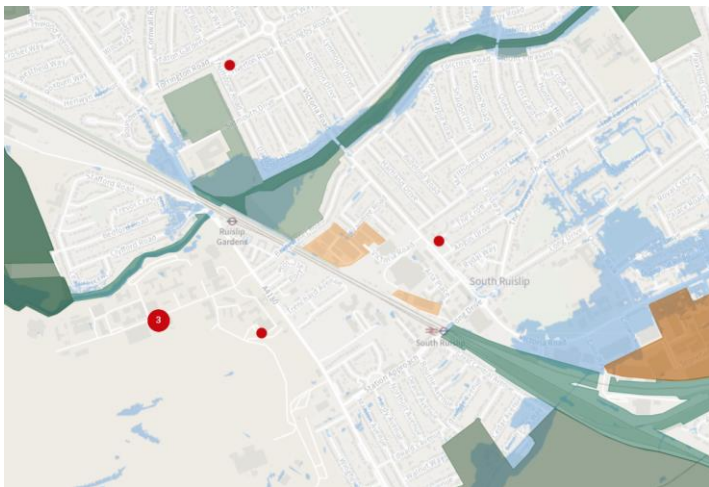


12. Braintree Road, South Ruislip

Borough Hillingdon	Sub-Region West	Property Market Area South Ruislip
Inner/Outer London Outer London	Overall Size 3.15 ha	Number of Sub-areas 0

Site Description:

Braintree Road is a small industrial area with a diverse range of local servicing businesses. The dominant land use is light industrial and service units with the average condition of building stock across the site being poor-medium quality. The average rent for the industrial properties in this SIL is £18.78/ft²/yr. The LSIS site has several entrance points (Bridgwater Road & Braintree Road) and is located around 1.3 miles from the nearest SRN (M40 Motorway). The PTAL rating is poor (2) across the LSIS area in terms of access to public transport services. The site lies within Flood Zone 1 (low probability of flooding). Braintree Road is within MCIL charging band 2. Freehold landownership is relatively consolidated with a low number of leases layered above this.



- Designated Open Space
- Site of Importance for Nature Conservation (SINC)
- Sites of Special Scientific Interest (SSSI)
- Conservation Areas
- Ancient Woodland
- Strategic Industrial Locations (SILs)
- Locally Significant Industrial Sites (LSIS)
- Flood Risk
- Safeguarded Wharves
- Thames Policy Area
- Listed Buildings
- Protected Vistas
- Scheduled Monuments
- Registered Battlefield

Quality of Environment

Braintree Road is situated within a residential development and is bound by a railway line to the south. The current uses are mainly light industrial in nature and provide space for local businesses. The site seems to be functioning well and is densely developed; the site plays an important local economic function. Given the stock is fairly dated, there could be some potential for re-development of some of the smaller units in the future though complex ownership and viability challenges constrain this opportunity.

Opportunity for Intensification

Braintree Road is situated within a residential development and is bound by a railway line to the south. The current uses are mainly light industrial in nature and provide space for local businesses. As the site is functioning well, densely developed, and performs an important local economic function it is recommended that it is retained in its current form. Given the stock is fairly dated, there could be some potential for re-development and intensification of some of the smaller units in the future though complex ownership and viability challenges constrain this opportunity.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
2092m	573	Low	No	No	2 (Poor)	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
17,930	1,630	1,624	2	2.6	1971	1980	E	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
0	1	None	Yes	

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
Very Low	Very Small	Low	£18.78	£18.99

Notable landowners:

- Rashmian Limited – 0.403 ha
- Braintree & Amersham Management Limited – 0.849 ha
- Private Owner – 0.085 ha
- Pepco (Import-export) Limited T/A Electric Limited – 0.072 ha
- Private Owner – 0.025 ha
- Private Owner – 0.029 ha

- Santok Investments Limited – 0.086 ha
- Private Owner – 1.416 ha
- Wise Trading Limited – 0.613 ha
- Hotel Top Limited – 0.180 ha

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSIS	London		
0.58	0.37	No Change	0

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	5%	894
General Industrial	25%	4,452
B8 – Distribution	70%	12,584

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	
Engineering	
Storage (open)	
Product manufacturing	X
Storage (warehouse)	X
Servicing	X
Food production	
Creative industries	
Aggregates	
Office activity (describe type):	X
Other (Inc non- B/E class):	X

Site Photos:

Service units within site



Vacant units within site



Internal circulation



Office unit



13. Covert Farm, Heathrow

Borough
Hillingdon

Sub-Region
West

Property Market Area
Heathrow

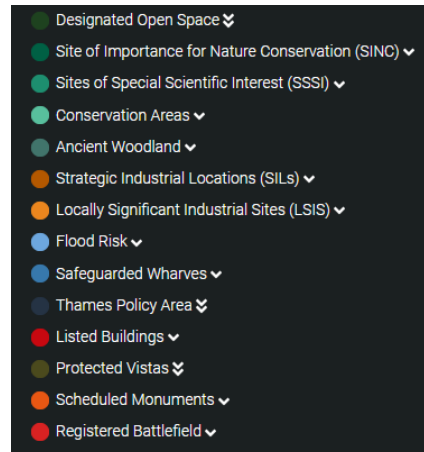
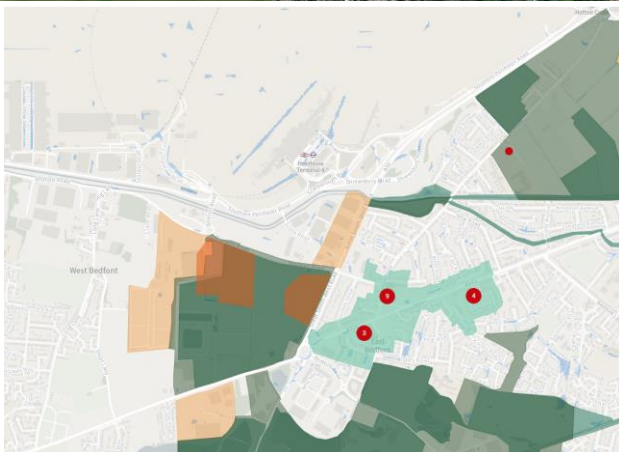
Inner/Outer London
Outer London

Overall Size
8 ha

Number of Sub-areas
0

Site Description:

A small sized LSIS, which is well occupied, mainly with specialist airport related services. The dominant land use is warehousing and distribution. The average condition of building stock is good, and better than average when compared to other LSIS sites. The average rent for industrial properties in the SIL is £15.82/ft²/yr. The LSIS is directly accessible via the SRN (A30 – Great South-West Road). PTAL rating varies from poor to worst across the LSIS area in terms of access to public transport services. The site lies within MCIL charging band 2 and within the Air Quality Focus Area. Freehold landownership is relatively consolidated with a low number of leases layered above this.



Quality of Environment

Covert Farm is fit-for-purpose in terms of providing employment space for the airport related uses. To the north of the site is a high-quality environment – modern distribution units with efficient yard space (SEGRO Park), as well as a good quality office unit. Towards the southern part of the site are poorer quality airport related units. The site has high levels of air and noise pollution with it being adjacent to the A30 (very busy A-road), and the site being situated south of Heathrow Terminal 4. The environment surrounding the site is fairly poor, with ‘dirtier’ feel compared to other LSIS sites. There is continuous movement of vehicles coming in and out of the site (Given it’s a 24hr site).

Opportunity for Intensification

Covert Farm is well utilised, occupied and fit-for-purpose. Dominated by distribution activity due its proximity to the strategic road network and Heathrow Airport, the units across the site are likely to continue to be in high demand. Give the dominance of distribution use, and lack of vacant land, there are few opportunities for intensification or re-orientation so the site should be retained. There is one plot used for open storage that may be suitable for intensification.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
20m	573	High	No	No	2	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
40,606	6,041	1,624	3	2.6	2005	1980	B	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
0	0	None		No

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
Low	Small	Very Low	£15.82	£18.99

Notable landowners:

- Segro (Skyline) Limited – 2.011 ha
- Segro (Skyline) Limited – 0.662 ha
- U K Insurance Limited – 1.786 ha
- NNR Aircargo Service (UK) Limited – 0.200 ha

- Aquila House Developments LTD – 0.282 ha

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSIS	London		
0.68	0.37	No Change	0

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	4%	1,818
General Industrial	0%	0
B8 – Distribution	96%	38,788

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	X
Engineering	
Storage (open)	
Product manufacturing	
Storage (warehouse)	X
Servicing	X
Food production	
Creative industries	
Aggregates	
Office activity (describe type):	
Other (Inc non- B/E class):	

Site Photos:

SEGRO development



Office unit within site



Site entrance



River east of the site (away from roadside)





London Borough of Hillingdon

Employment Land and Capacity Study: Site Surveys

Strategic Industrial Land (SIL)

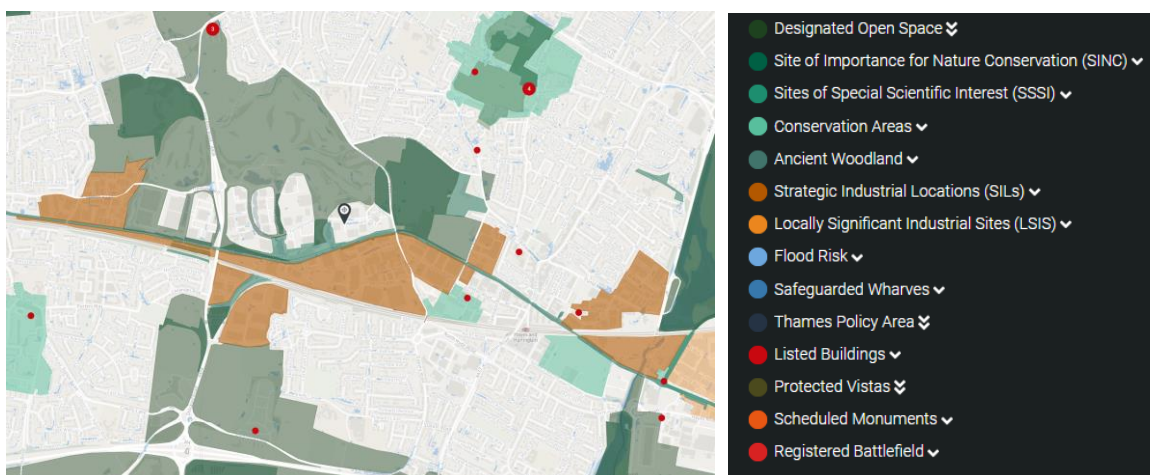
July 2023

14. Hayes Industrial Area

Borough Hillingdon	Sub-Region West	Property Market Area Hayes, West Drayton
Inner/Outer London Outer London	Overall Size 141.9 ha	Number of Sub-areas 2

Site Description:

A large sized SIL site across two sub-area with over 95% of its land area in industrial use. The dominant land use is warehousing. The indicative plot ratio is in line with the average of all SILs. The average condition of building stock is good, and above average when compared to other SILs. The average rent for industrial properties in this SIL is £18.85/ft²/yr. Freight access is direct via the SRN or the M4 road is nearby. PTAL rating varies from good to worst across the SIL area. Fragmentation of Freehold landownership is high, and the largest freeholds present are small in size, with complexity of leases also being very high.



Quality of Environment

Hayes Industrial Area is an extremely large and well occupied industrial area (95% of its land area is in industrial use). The environment varies as you move across the site, which is broken up into several industrial estates as listed below:

Horton Industrial Estate:

Horton Industrial Estate is a well-occupied industrial area to the west of the Hayes Industrial Area. The site is situated near West Drayton Station, and the Horton Road runs through the middle of the site. Connectivity is good with Horton Road linking directly with the A408 out towards the eastern part of the site. Towards the eastern part of the site there are wide range of occupiers, including Tesla who occupy two of the units, although there are also several low-quality units which need refurbishment. There are new developments coming forward within the site showing appetite within the market: Proposal for new development in 2024 (over 78,000 sqft of industrial floorspace could come forward). Planning has been approved for the warehouse/movie studio with 5600 sqft of office space and 45 car parking bays.

Prologis Park – Stockley Park

Prologis Park Stockley Park is a modern and well-managed industrial estate that offers a range of large high-quality warehouse units. The site is well connected to the nearest A-road (A408), which runs south and connects to parts of the M4 and M25, and there is direct road connectivity to Heathrow Airport. The site is currently well-developed and occupied by 4 data centres. There are also 2 new industrial warehouses currently under construction (Previously offices within Stockley Park).

Prologis Park Heathrow

Prologis Park Heathrow is also a high-quality industrial area that offers larger warehouse and distribution units for logistics occupiers within good connection to Heathrow Airport. The average size of units across Prologis Park Heathrow is around 59,000 sqft. The site is well connected to the A408, with good access points for HGV vehicles. Overall, the environment is very good for the current uses within the site. Two of the units within the site are data centres and the environment is ideal for larger industrial type uses.

Rigby Lane Industrial Area & Adler Industrial Estate

Rigby Lane and Adler Industrial Estate are both busy sites that are well utilised. The stock ranges from low to medium quality across and is the types of use mainly range from range servicing units, to warehouse and distribution - There are also some manufacturing units across the site. The quality of environment is good across the site, although some areas have higher levels of noise and air pollution due to the site being situated near a railway and waste transfer station. The site has lots of parking on the roadside (along Rigby Lane) with some units using yard space for storage. Towards the south east of the site (Alder Industrial Estate), there are two larger distribution units which take up over 300,000 sqft of industrial floorspace (They are occupied by DHL and Lufthansa Technik). Overall, the environment provides a good environment for industrial uses, is an ideal location for future industrial and light industrial uses.

Warnford Industrial Estate/Caxton Trading Estate

Warnford Industrial Estate/Caxton Trading Estate is another well-utilised industrial area located towards the centre of the Hayes Industrial Area. The site is mainly occupied by larger warehouse and distribution units with some smaller servicing and wholesaler businesses. There is a data centre (USB) within one of the light industrial units along Clayton Road which has high levels of security. The environment as a whole is well suited for industrial uses, although compared to other industrial estates, the connectivity nearby A-roads and overall access is poor. The road network surrounding the site is also closely connected to residential dwellings towards the eastern part of the site.

Silverdale Industrial Estate & Pump Lane Industrial Estate

Silverdale & Pump Lane Industrial Estate comprises 'heavier' industrial activities that occupy a range of older industrial type units. While the site suffers from small amounts of vacancy towards the northern part of the site, some of the larger units that were vacant are currently under refurbishment – for example the Pasadena Centre. Given the rest of the site is performing well, there is limited space for further development. To the south of the site there are new industrial units coming forward (one of which is a new data centre).

Springfield Road

Springfield Road is located on the eastern side of the A312 and to the north west of Silverdale & Pump Lane Industrial Estate. The site is well occupied and provides a range of medium-quality industrial units alongside a number of 'big box' retail uses. There are many different activities taking place within the site such as the food related services (e.g., Reach Food Services, Wealmoor, and Graze Natural). There are also film production occupiers (West London Film Studios) occupying a large warehouse. Across the eastern extent of the site, there are some large distribution units which have recently been leased (bound by the river). There is clearly appetite for new development within the site evidenced by the new distribution units that have come forward and reconstruction of a new data centre.

Opportunity for Intensification

As a whole Hayes Industrial Area provides limited space for intensification given such a high percentage of the site is already developed or has development taking place. Across all seven of the sub-areas is a short summary of the possible opportunities for intensification or possible opportunities for re-evaluation, described below:

Across Horton Industrial Estate there are clusters of lower quality and vacant units to the east of Horton Close, these present opportunities for re-development into more intense medium or larger industrial units, similar to the stock found towards the west of the site. Given there are proposals for a new large industrial unit in the north of the area, there is likely to be appetite to intensify areas of the site for this type of unit. Development of this nature would complement the units within the neighbouring Prologis Park – Stockley Park. Future uses across Horton Industrial Estate could include storage, distribution, and manufacturing.

Prologis Park – Stockley Park, and Prologis Park – Heathrow both provide high-quality industrial environments. There are no clear opportunities to expand or improve the current industrial stock within both sites. It is clear there is appetite for industrial development across these areas given the inward movement of occupiers. There is limited opportunity for redevelopment within due to the limited space for expansion and the sites being very well utilised.

Rigby Lane Industrial Area & Adler Industrial Estate are both areas which are well occupied and should be retained. There are some opportunities within the smaller, lower-quality units within the site that could have some development potential. The site would only support small scale intensification due to the site being very congested in parts. Warnford Industrial Estate/Caxton Trading Estate also has limited space coupled with strong occupancy. The site would be hard to consider large scale intensification, although there is opportunity for re-development of more dated stock which would be challenging over the short to medium term due to complex land ownership.

Silverdale & Pump Lane Industrial Estate is performing well and there is limited space for further development – similar to most sites across Hayes Industrial Area, and therefore the site would be suitable for retention rather than intensification. If there was to be any type of development come forward, again, the only opportunity is around reconsidering some of the older, vacant units which could have the best potential. Lastly, Springfield Road industrial area functions very efficiently and there are few opportunities for intensification on a large scale. It should be noted there are big box retail

units towards the northern part of the site which could make it difficult to expand certain areas of the site.

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings	
	This LSIS	London	This LSIS	London	This LSIS	London
594,747	2,969	1,624	2.7	2.6	1988	1980

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
High	Small	Very High	£19.02	£18.99

Plot Ratio and Planned Change

Indicative Plot Ratio		Average Traffic Levels	Planning Change in Designation
This LSIS	London		
0.42	0.37	Higher	-

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	2%	12,352
General Industrial	20%	120,571
B8 - Distribution	78%	461,824

Sub-area 1. Springfield Industrial Estate

Land Use and Assessment:

Overall Size (ha)	% Of Land in Industrial Use	% Of Land in Non-industrial Use	% Of Land that is Vacant	Distance to SRN (m/km)		Wharves	Railheads	Average PTAL	
				This Sub-area	London			This Sub-area	London
27.2	89.5%	10.5%	0.0%	7	573	No	No	1b	2

Buildings and Businesses Characteristics:

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	Average Rent (£ / ft ² / year)	
	This SIL	London	This SIL	London	This SIL	London		This SIL	London
102,192	3,149	1,624	3.0	2.6	1992	1980	C	£18.62	£18.99

Plot Ratio and Planned Change:

Indicative Plot Ratio		Unimplemented Planning Permissions (Losses / Gains) (m ²)
This SIL	London	
0.47	0.37	Optimum Data Centre - (1257 sqm loss of B8 floorspace - Gain of 2442 sqm for Data Centre)

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
1	0	Food Services Bank		X

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	X
Engineering	X
Storage (open)	
Product manufacturing	X
Storage (warehouse)	
Servicing	X
Food production	X
Creative industries	X
Aggregates	
Office activity (describe type):	X
Other (Inc non- B/E class):	X

Notable landowners:

- Aviva Life & Pensions UK Limited – 1.607 Ha
- Rlukref Nominees (UK) One Limited – 2.565 Ha
- Wolverhampton City Council – 1.210 Ha
- HDCI Hayes London Limited – 1.044 Ha
- Elbrook Studios Limited – 1.193 Ha

Sub-area 2. Hayes Industrial Area**Land Use and Assessment:**

Overall Size (ha)	% Of Land in Industrial Use	% Of Land in Non-industrial Use	% Of Land that is Vacant	Distance to SRN (m/km)		Wharves	Railheads	Average PTAL	
				This Sub-area	London			This Sub-area	London
113.4	97.6%	2.66%	0.0%	1,007	573	No	No	1b	2

Buildings and Businesses Characteristics:

Floorspace (m ²)	Average Size of Industrial Building (m ²)	CoStar Quality Score of Buildings	Average Age of Buildings	Average EPC Rating	Average Rent (£ / ft ² / year)
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	This SIL	London	This SIL	London	This SIL	London	This SIL	This SIL	London
492,382	2,790	1,624	2.6	2.6	1998	1980	C	£19.06	£18.99

Plot Ratio and Planned Change:

Indicative Plot Ratio		Unimplemented Planning Permissions (Losses / Gains) (m ²)
This SIL	London	
0.47	0.37	GSK - B1a to B8 use (Gain of 214 sqm) Horton Industrial Estate (Loss of 189 sqm B2) Silverdale Industrial Estate (Gain of 5202 sqm - Data Centre)

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
7	Majority of vacancy Horton Industrial Estate) & Silverdale & Pump Lane Industrial Estate	Food Café Climbing Facility	X	

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	X
Engineering	X
Storage (open)	X
Product manufacturing	X
Storage (warehouse)	X
Servicing	X
Food production	X
Creative industries	
Aggregates	X
Office activity (describe type):	X
Other (Inc non- B/E class):	X

Notable landowners:

- St. James's Place UK PLC – 1.401 Ha
- Reliance Worldwide Corporation Holdings (UK) Limited – 0.468 Ha
- Lmo Overseas Investments Limited – 1.016 Ha
- St. James's Place UK PLC – 2.171 Ha
- Aviva Life & Pensions UK Limited – 1.849 Ha
- Universities Superannuation Scheme Limited – 1.519 Ha
- Prologis UK 105 Limited – 4.159 Ha
- Canal & River Trust – 5.032 Ha
- Quattro Holdings Limited – 1.093 Ha
- Northern Ireland Local Government Officers Superannuation Committee – 0.940 Ha
- Cadent Gas Pension Property Company 1 Limited – 2.538 Ha
- CBRE Global Investors Trustee Limited – 0.860 Ha
- Portakabin Limited – 0.546 Ha
- Railway Pension Nominees Limited – 0.937 Ha
- Coal Pension Properties Limited – 2.301 Ha

- Coal Pension Properties Limited – 1.220 Ha
- Private – 0.867 Ha
- Aviva Life & Pensions UK Limited – 0.635 Ha
- VREP Hayes Limited – 2.957 Ha
- Prologis UK – 2.795 Ha
- Prologis UK CCCVIII S.A.R.L – 2.631 Ha
- Empire Partners Limited – 1.468 Ha
- UBS Business Solutions AG, UK Branch – 1.357 Ha
- Purplexed LLP – 5.896 Ha
- A2dominion Developments Limited – 1.655 Ha
- TOF Corporate Trustee Limited – 1.515 Ha
- Citiclient (CPF) Nominees Limited – 0.921 Ha
- Private – 1.497 Ha
- Bdw Trading Limited – 7.152 Ha
- Segro (Hayes) Limited – 5.042 Ha
- Ark Estates 2 Limited – 3.264 Ha
- National Grid Electricity Transmission PLC – 3.384 Ha
- Lis Propco LTD – 2.101 Ha
- Lafarge Tarmac Trading Limited – 2.563 Ha
- St. James's Place UK PLC – 2.075 Ha
- Legal & General Property Partners (Industrial Fund) Limited – 1.580 Ha
- Legal & General Property Partners (Industrial Fund) Limited – 1.723 Ha
- OXW Hayes S.A R.L – 3.416 Ha

Site Photos: Horton Industrial Estate

Vacant unit



Tesla occupiers



Vacant industrial unit



Poor quality, vacant light industrial unit



Site Photos: Prologis Park – Stockley Park

SEGRO development



New development (previously offices)



Site Photos: Prologis Park – Heathrow

Security within site



Larger warehouse / distribution units



Site Photos: Rigby Lane Industrial Area & Adler Industrial Estate

Units using yard space for storage



Suez waste facility (re-build after fire damage)



Site Photos: Warnford Industrial Estate/Caxton Trading Estate

Distribution units



Data centre



Site Photos: Silverdale & Pump Lane Industrial Estate

'Dirty' site environment



Vacant unit



Refurbishment of Pasadena Centre



Vacant unit



Site Photos: Springfield Road

West London Film Studios



Larger industrial units

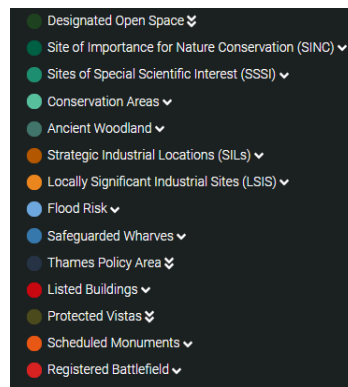
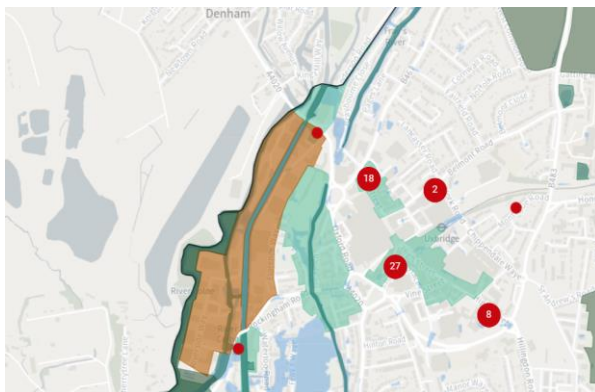


15. North Uxbridge Industrial Estate

Borough Hillingdon	Sub-Region West	Property Market Area Uxbridge
Inner/Outer London Outer London	Overall Size 17.7 ha	Number of Sub-areas 0

Site Description:

A small sized SIL, which has the lowest proportion of land area in industrial use across the borough's SILs (just over 60%). The dominant land use is warehousing. The average condition of building stock is good, and better than average when compared to other SILs. The average age of build stock is around 30 years old. The average rent for industrial properties in this SIL is £18.46/ft2/yr. The SIL is directly accessible via the strategic road network (SRN). PTAL rating varies from good to worst across the SIL area. It lies partly within a SINC designation and there are some listed buildings present. There is high Freeholder landownership fragmentation and a significant number of leases layered above this.



Quality of Environment

North Uxbridge Industrial Estate is a high-quality environment for industrial stock. The units are of good quality, and the site has good access for HGV vehicles with good internal circulation. Below Riverside Way there are several offices, some of which are vacant. Waterside House has over 10,000 sqft of vacant floorspace. Weir House (office) has planning permission for demolition and construction of a 5-storey residential block. There is also a vacant industrial / light industrial unit along Riverside Way with over 22,000 sqft of floorspace available. North Uxbridge Industrial Estate is bound by residential dwellings to the east and designated Open Space to the west. The northern part of the site connects the northern part of Uxbridge Town Centre. There are PD office to residential schemes on pause towards the northern part of the site, and larger distribution units on the opposite side of the canal.

Opportunity for Intensification

Most of the North Uxbridge Industrial Estate is home to modern and well-occupied industrial type properties that should be retained. There are few opportunities for intensification though a small number of plots could be better utilised, including the vacant Weir House though this is expected to come forward as residential despite the industrial nature of the surrounding environment. The most northern extremity of the site has already seen high levels of permitted development activity and does not necessarily need to be retained with the site boundary – though it may present a viable light industrial location. The area, which previously hosted Xerox and other businesses, has already seen conversions with a number of others planned. The office area to the south but on the east of the River Colne suffers from vacant space but it has not yet been subject to conversions to other uses. There is an opportunity in this location to re-orient and re-position these uses to better meet occupier needs or to support other types of employment generating activities. There is also a vacant pocket of land just off Florence Way (behind the ARRI units) which has potential for redevelopment. The site currently has a planning application for a new industrial unit (Union Two), which will offer over 24,000 sqft of industrial floorspace.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
5	573	Moderate	No	No	1a	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
82,865	2,762	1,624	2.8	2.6	1991	1980	D	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
0	3	Premier Inn Hotel Beefeater	X	

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
High	Medium	High	£18.46	18.99

Notable landowners:

- Aviva Life & Pensions UK Limited – 4.741 Ha.
- Imperial Investments Limited – 2.675 Ha.
- ARRI (GB) Limited – 1.578 Ha.
- Permitted Developments Investments NO 7 LTD – 1.084 Ha.
- Bridge UK Properties 2 Nominee 2 Limited – 0.935 Ha.
- Permitted Developments Investments NO 7 LTD – 0.395 Ha.

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSIS	London		
0.47	0.37	No Change	B1 to C3 use (loss 2,276 sqm)

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	58%	48,266
General Industrial	4%	2,963
B8 – Distribution	38%	31,636

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	X
Engineering	
Storage (open)	
Product manufacturing	X
Storage (warehouse)	X
Servicing	X
Food production	X
Creative industries	
Aggregates	
Office activity (describe type):	X
Other (Inc non- B/E class):	

Site Photos:

High quality units



Vacant industrial unit



New industrial development within site



Vacant Office - Change of Use has been agreed.

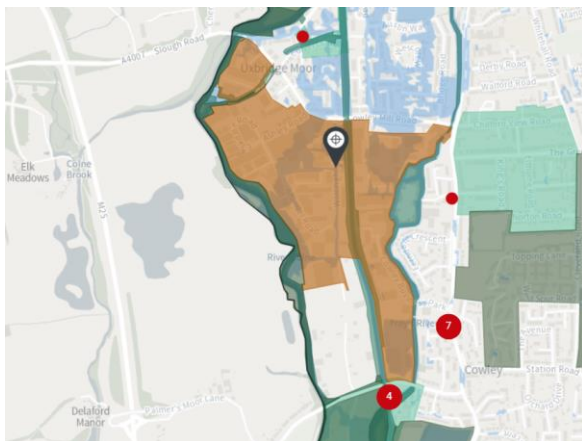
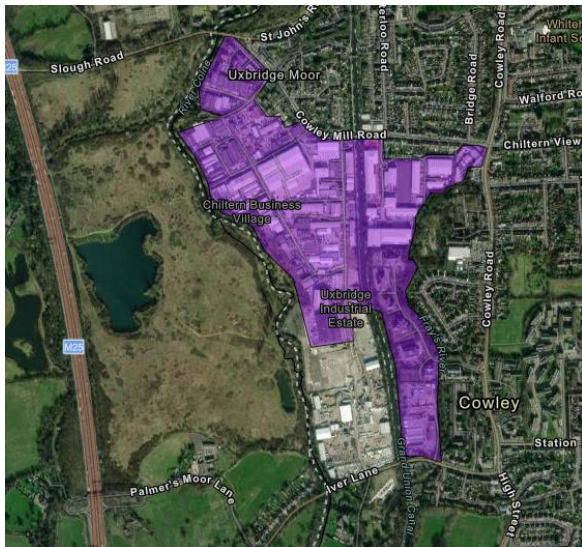


16. Uxbridge Industrial Estate

Borough Hillingdon	Sub-Region West	Property Market Area Uxbridge
Inner/Outer London Outer London	Overall Size 36.6 ha	Number of Sub-areas 3

Site Description:

A medium sized SIL with nearly 80% of its land area is in industrial use. The dominant land use is warehousing, though Cowley Office Park is situated to the south. The average condition of building stock is poor, and below average when compared to other SILs, despite the average age of build stock being around 30 years old. The average rent for industrial properties in this SIL is £19.18/ft²/yr. There is no direct freight access via the SRN. The SIL lies partly within SINC designation and is partly surrounded by Green Belt. There is high Freeholder landownership fragmentation and a significant number of leases layered above this. There are offices to the south east of the site which are currently being converted into residential units.



- Designated Open Space
- Site of Importance for Nature Conservation (SINC)
- Sites of Special Scientific Interest (SSSI)
- Conservation Areas
- Ancient Woodland
- Strategic Industrial Locations (SILs)
- Locally Significant Industrial Sites (LSIS)
- Flood Risk
- Safeguarded Wharves
- Thames Policy Area
- Listed Buildings
- Protected Vistas
- Scheduled Monuments
- Registered Battlefield

Quality of Environment

Sub Area 1: North East

Uxbridge Industrial Estate is a large SIL site separated by the Grand Union Canal. To the north east of the canal (Uxbridge Trade Park) are larger industrial units located behind residential dwellings. As you enter the site from Cowley Mill Road there are also a number of medium to large size warehouse units. The environment is well suited for its current uses with there being good sized loading bays and high-quality environment. The north east part of Uxbridge Industrial Estate is very active (frequent vehicle movements within the site and congested roadside parking). It was evident that there were issues for HGVs vehicles in some area's due poor internal circulation and parking.

Sub Area 2: North West

To the western side of the canal there is a diverse mix of heavier industrial uses. These uses create a noisier, more odorous environment due to the number of vehicles movements and busy activity within the site. The western edge of the Uxbridge Industrial Estate is bound by Greenbelt and the southern part of the site provides larger plots for bigger units. These are occupied by a recycling depot, construction equipment supplier facility, car repairers, machinery hire storage, and other traditional industrial uses. The environment surrounding the recycling facility towards the middle of the site is extremely poor.

The site suffers from extremely poor road in areas, and certain areas are being used for fly tipping and to dump waste. Towards the northern part of the site from the recycling facility the quality of units and general environment improved. There has been construction of a modern industrial warehouse in this area (Aviva – 134,000 sqft unit built in 2018) which has brought a higher-quality environment to this part of the site. Considering future expansion across some areas of the site would be difficult, although there are some vacant industrial units which could have potential for some form of re-evaluation.

Sub Area 3: South

To the south of the site is Cowley Business Park, where there are 7 large business park-style office blocks that are separated from the rest of the site. Within this area there is a major redevelopment scheme going forward seeking to covert several office blocks to residential. One of the office buildings has already been converted into apartments near the entrance of the site, and at least two more units are currently under conversion. In terms of the remaining office stock, some of the units are of high quality and still occupied (i.e. Blake House – occupied by Galliford Try). Another high-quality unit is Monster House (occupied by Monster Energy) which is also still active within the site and is not part of the redevelopment scheme. There is currently one refurbished office unit which is completely vacant within the site, not envisaged for residential conversion (Swan House).

Opportunity for Intensification

There are parts of the Uxbridge Industrial Estate that present opportunities for re-development and intensification – most notably areas to the west of the Grand Union Canal. While nearly all plots are productively used in this portion of the site, bar the Arundel Road Car Park, many open storage spaces could be used more efficiently to unlock additional employment space. There are also a number of low-quality and old units that be configured better to realise stronger employment densities. This would be complex due to landownership and Greenbelt constraints but could lead to a significant uplift in space particularly if combined with elements of the West London Industrial Park which sits outside the site boundary.

As with parts of the North Uxbridge Industrial Estate there is a need to re-orient the Cowley Business Park to the south of the area. At present several blocks are being converted to residential uses, but the

amenity offer is low as is connectivity making it less ideal for some use types. There may be an opportunity to consider other employment generating uses in this area and its characteristics and status do not lend it to be retained as part of the employment site.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
645	573	Lower	No	No	1a	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		Average Size of Businesses (Employees)	CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London		This LSIS	London	This LSIS	London	This LSIS	London
143,927	1,548	1,624	Small	2.3	2.6	1987	1980	D	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
0	2	Café Grill Cartel	Yes	

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
Very High	Small	Very High	£19.18	£18.99

Notable landowners:

- Aviva Insurance Limited – 2.903 Ha.
- Trade Sale Limited – 1.919 Ha.
- G.A. Wood & Co Limited – 1.072 Ha.
- Henry Boot Developments Limited – 0.627 Ha.
- Redwood (Light Industrial) Propco S.A.R.L – 1.169 Ha.
- Glasgow City Council – 2.245 Ha.
- Royal Mail Group Limited – 0.917 Ha.

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSIS	London		
0.39	0.37	No Change	Cowley Business Park - B1a to C3 (loss 238 sqm) Cowley Business Park - B1a to C3 (loss 260 sqm) Cowley Business Park - B1a to C3 (loss 185 sqm) B1b, B1c, B2, B8 (loss 12.54 sqm)

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	15%	21,675
General Industrial	18%	25,804
B8 - Distribution	67%	96,447

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	X
Engineering	X
Storage (open)	X
Product manufacturing	X
Storage (warehouse)	X
Servicing	X
Food production	X
Creative industries	
Aggregates	X
Office activity (describe type):	X
Other (Inc non- B/E class):	X

Site Photos: Industrial Estate

Commercial converted to residential



Hillingdon Parking plot within site



Poor environment across parts of site



Poor road quality across parts of the site



Vacant unit



New development within site



Site Photos: Cowley Business Park

Cowley Business Park redevelopment



Monster House



Office converted to apartments



Vacant floorspace within office buildings



High quality office unit - vacant



Vacant unit

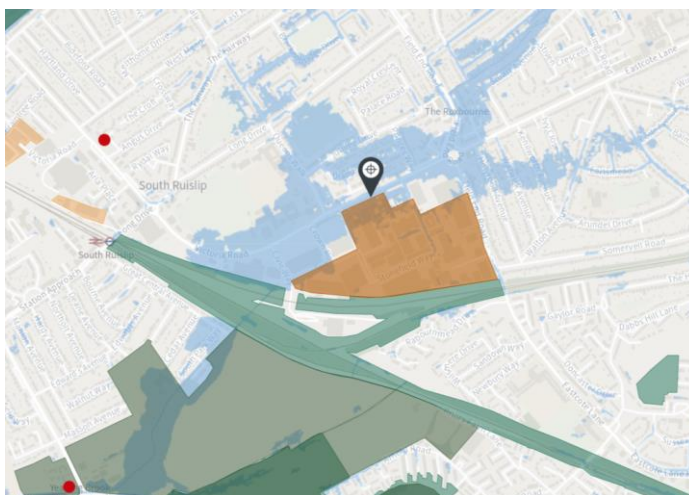


17. Stonefield Way / Victoria Way

Borough Hillingdon	Sub-Region West	Property Market Area South Ruislip, Northolt
Inner/Outer London Outer London	Overall Size 16.9 ha	Number of Sub-areas 0

Site Description:

A medium sized SIL where over 95% of the land area is in industrial use. The dominant land use is light industrial warehousing. The indicative plot ratio is in line with the average of all SILs. The average condition of building stock is very good and is both above average and amongst the SILs with best condition of building stock across London, with the average age of build stock being below 20 years old. The average rent for industrial properties in this SIL is £18.80/ft2/yr. There is no direct freight access via the SRN. There is high Freeholder landownership fragmentation and a significant number of leases layered above this.



- Designated Open Space
- Site of Importance for Nature Conservation (SINC)
- Sites of Special Scientific Interest (SSSI)
- Conservation Areas
- Ancient Woodland
- Strategic Industrial Locations (SILs)
- Locally Significant Industrial Sites (LSIS)
- Flood Risk
- Safeguarded Wharves
- Thames Policy Area
- Listed Buildings
- Protected Vistas
- Scheduled Monuments
- Registered Battlefield

Quality of Environment

Stonefield Way provides a good location for industrial activity; it is reasonably well-occupied, has medium-to-high-quality stock, and is bound by the railway line from conflicting uses to the south. The site has many points of access and benefits from good connectivity to South Ruislip Station which is 0.8 miles away. Stonefield Way is also within close proximity to local amenities. There are also 'big box' retail units surrounding the north of the site, and a range of retail uses near South Ruislip Station. As a whole, the environment is of good quality for industrial uses, with suitable points of access and wide enough roads for HGV vehicles.

Opportunity for Intensification

Large areas of Stonefield Way / Victoria Way are home to modern and well-occupied industrial type properties that should be retained. There are few opportunities for intensification, though a small number of plots could be better utilised where stock is old, single-storey and/or vacant. Central parts of the site have already seen some levels of permitted industrial development activity and do not require intensification or re-evaluation.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Wharves	Railheads	Average PTAL	
This LSIS	London				This LSIS	London
1,073	573	N/A	No	No	1b	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Industrial Building (m ²)		CoStar Quality Score of Buildings		Average Age of Buildings		Average EPC Rating	
	This LSIS	London	This LSIS	London	This LSIS	London	This LSIS	London
68,189	2,841	1,624	3	2.6	2002	1980	C	C

On Site Assessment

Number of Data Centres on Site	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
0	1	Barber Shop		X

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSIS	London
High	Small	High	£18.80	£18.99

Notable landowners:

- Arringford Limited – 3.549 Ha
- Arringford Limited – 1.600 Ha
- Stonefield Estates Limited – 3.182 Ha
- Crown Worldwide Limited – 1.093 Ha

- The Neasden Land Company Limited – 2.959 Ha
- Stonefield Estates Limited – 2.496 Ha

Plot Ratio and Planned Change

Indicative Plot Ratio		Planned Change in Designation	Unimplemented Permissions (Losses / Gains) (m ²)	Planning Gains
This LSIS	London			
0.40	0.37	No Change	B8 (Gain of 250 sqm)	

Existing Employment Uses

Employment Use Categorisation	Percentage (%)	Sqm
Type:		
Office	4%	2,423
General Industrial	25%	16,931
B8 – Distribution	72%	48,836

Sectors Present:

Sectors Categorisation	(✓ or X)
Distribution	X
Engineering	
Storage (open)	
Product manufacturing	
Storage (warehouse)	X
Servicing	X
Food production	X
Creative industries	
Aggregates	
Office activity (describe type):	X
Other (Inc non- B/E class):	

Site Photos:

Larger occupiers within the site (Crown)



High-quality units within site



Older, poor-quality units within site



Big Box Retail





London Borough of Hillingdon

Employment Land and Capacity Study: Site Surveys

Locally Significant Employment Location (LSEL)

July 2023

18. Stockley Park

Borough
Hillingdon

Sub-Region
West

Property Market Area
Hayes/West Drayton

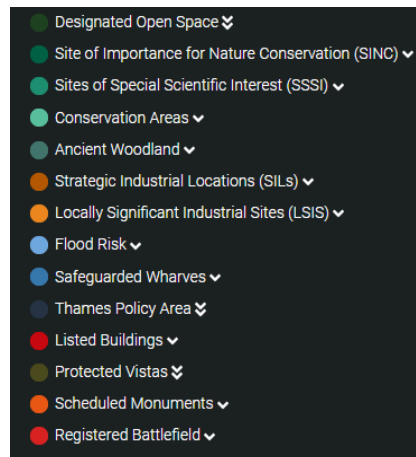
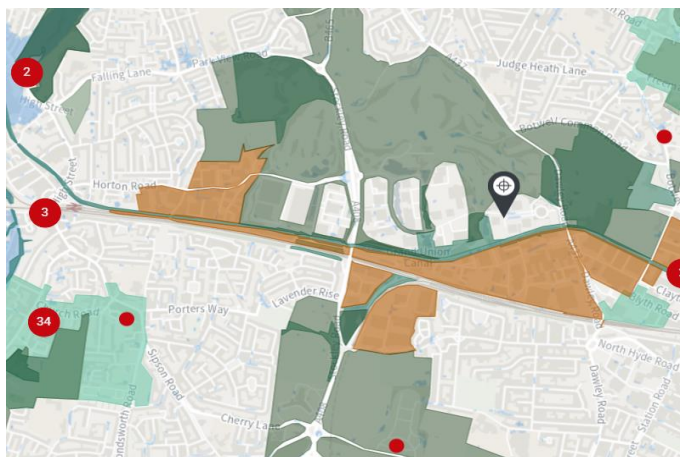
Inner/Outer London
Outer London

Overall Size
67 ha

Nearest Town Centre
Hayes

Site Description:

Stockley Park is a strategic office location covering an area of around 67 ha. There are many large businesses occupying the site (22 offices), including Marks & Spencer, Canon, and Hasbro. The average condition of building stock across the site is very good. The average rent for office properties across the LSEL is £36.10/ft²/yr. The vacancy rate across Stockley Park is just over 30%, with market yields set around 6.8%. Stockley Park has several entrance points across the sites, with it being well connected to the A408 which is the nearest A-road. The average PTAL rating for the site is 2 (Poor) across the site, and in terms of the planning data Stockley Park is located in Flood Zone 1 and situated adjacent to Hayes Industrial Area (SIL). To the north of the site is mainly designated Open Space and Greenbelt land. Across Stockley Park there is high Freeholder landownership fragmentation.



Quality of Environment

Stockley Park is a well-known business park towards the south of the borough, within a ten-minute drive of Heathrow. It has a traditional out-of-town office park character; it was opened in 1986 making it the oldest of its type in the country. This status, alongside its high-quality and well-maintained landscaping, has been recognised by Historic England who have added it to their Register of Parks and Gardens of Special Historic Interest. While there have been some high-profile departures in recent years, the Park is still home to a collection of recognised occupiers including Apple, Hasbro, Canon, IMG Studios and Sharp Electronics.

While it remains a well-kept employment location, benefitting from a high-quality landscape, ample parking, and its proximity to the M25, it has relatively high vacancy rates. It is estimated that around 643,584 sqft of space is currently available which is around 40% of total floorspace. This is a major challenge, and it is likely to link to the fact that its 'offer' does not reflect changing occupier requirements – it remains traditional, and many buildings are approaching 40 years of age meaning they do not reflect modern expectations or environmental standards.

This challenge is highlighted by the fact that 7 out of the 22 office units are fully vacant, and an additional 5 office units have some sort of vacant floorspace. Even though there has been work and refurbishments on some of the stock, and the buildings that have been refurbished in recent years have lower levels of vacancy as they better respond to the needs of modern occupiers, some 'modern' buildings still face vacancy challenges. Other challenges to attracting occupiers to the area include its distance to a station - Hayes Station is over 1.3 miles from the centre of the Park via a fairly unattractive walking route.

Whilst there are some areas where the offer could be improved, it is the structural challenges that appear to be influencing demand rather than a lack of investment in place management or activation. The management company has made significant investments in the quality of the environment to make the area as attractive as possible to occupiers (e.g. through the provision of landscaped gardens, exercise equipment, bicycles, subsidised bus services, meeting pods, security and trim trails) and has enabled a higher quality café within The Square.

Fundamentally the office market is changing and business parks across the country that do not have a strong sector focus are struggling to attract occupiers. While there may be continued demand for office space in Hillingdon in the future, this will only be for attractive space with a strong supporting offer. Other use types are likely to have higher levels of demand for the foreseeable future and there may be opportunities to diversify the current offer at the Park to address vacancy challenges and enhance the area as an office destination.

Development Potential

Due to some of the points raised above, the site should be kept as an employment location but re-oriented to provide a more diverse and varied offer that meets the demands of modern-day occupiers. This will need to be carefully planned given the Park's history, status, and designations. It should be considered that the future vision and function of the Park is developed by both LBH and existing landowners via a masterplanning process which focuses primarily on land use, design and landscape considerations. This should identify what broad parameters are acceptable for the future of the Park to guide the investments of freeholders, and it should be developed in a way to inform the Local Plan and ultimately become supplementary planning guidance.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Average PTAL	
This LSEL	London		This LSEL	London
643	573	Low	2	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Office Building (m ²)	CoStar Quality Score of Buildings	Average Age of Buildings	Average EPC Rating
	This LSEL	This LSEL	This LSEL	This LSEL
148,386	6,745	4	1996	A

On Site Assessment

Car Parking	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
Good	7	Costa Coffee Subway Greggs Nuffield Gym	No	

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSEL	London
High	Large	High	£35.11	£51.46

Notable landowners:

- Prologis UK S. A. R. L – 6.216 Ha
- Royal 1 Longwalk Limited – 1.512 Ha
- Royal UK Properties LLC – 0.677 Ha
- The Local Authorities Mutual Investment Trust – 1.374 Ha
- Reassure Limited – 3.472 Ha
- Peninsula Estates Limited – 1.894 Ha
- Private Owner – 17.40 Ha
- Corum XL – 1.898 Ha
- Bower Stockley SLP – 2.125 Ha
- Arringford Limited – 0.578 Ha

Plot Ratio and Planned Change

Indicative Plot Ratio	Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSEL		
0.22	No Change	-

Sectors Present:

Sectors Categorisation	(✓ or X)
Technology	X
Media	X
Telecommunications	
Business Admin and Support Services	X
Life Science	X
Creative Industries	
Information and Communication	X
Financial and Insurance	
Retail	X
Food and Beverage Manufacturing	X
Storage and Distribution	
Construction	

Site Photos:

3 The Square - Fully vacant unit



1 The Square - Fully vacant unit



2 The Square - Fully vacant unit



7 Roundwood Avenue - Fully vacant unit



Site Photos:

6 Furzeground Way – Fully vacant unit



2 Furzeground Way – Fully vacant unit



1 Longwalk - Fully vacant unit



Retail facility within the Park

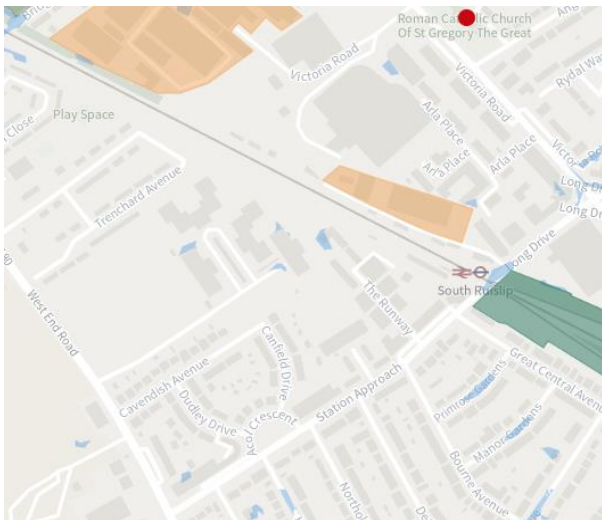


19. Odyssey Business Park

Borough Hillingdon	Sub-Region West	Property Market Area South Ruislip / RAF Northolt
Inner/Outer London Outer London	Overall Size 3 ha	Nearest Town Centre Ruislip

Site Description:

Odyssey Business Park is an out-of-town office park located close to South Ruislip station and near RAF Northolt. The average condition of building stock across the site is good, with ample parking associated to each unit. The average rent for office properties across the LSEL is £25.78/ft²/yr. The vacancy rate across the business park is 24.3% (according to CoStar), and the market yield is around 4.5%. The site can be assessed from the A4180, and the availability of public transport is poor. The PTAL rating for the site is poor across the area. The site is surrounded by LSIS sites to the north, and has high levels of vacancy, similar to Stockley park in character. Across Odyssey Business Park there is very low freeholder landownership fragmentation (just 1 owner across the site).



- Designated Open Space ▼
- Site of Importance for Nature Conservation (SINC) ▼
- Sites of Special Scientific Interest (SSSI) ▼
- Conservation Areas ▼
- Ancient Woodland ▼
- Strategic Industrial Locations (SILs) ▼
- Locally Significant Industrial Sites (LSIS) ▼
- Flood Risk ▼
- Safeguarded Wharves ▼
- Thames Policy Area ▼
- Listed Buildings ▼
- Protected Vistas ▼
- Scheduled Monuments ▼
- Registered Battlefield ▼

Quality of Environment

Odyssey Business Park, to the west of Stonefield Way, provides a range of medium to high-quality office units. The business park is only 0.2 miles walk from South Ruislip Station and provides ample parking per unit. The site has two points of access with high levels of security at each entrance. The site is within close proximity to the large retail development (The Old Dairy Shipping Centre) to the east and amenities surrounding South Ruislip Station. There are high levels of vacancy at Odyssey Business Park signalling poor demand for office units of this nature. Whilst the office units are in relatively good condition, the blocks in their current configuration are unlikely to attract occupiers as wider shifts in occupier preferences have started to take hold, post-Pandemic.

Development Potential

There are historic high levels of vacancy within Odyssey Business Park, signalling demand is weak. Whilst the office units are in relatively good condition, the blocks in their current configuration are unlikely to attract occupiers as their preferences change. It therefore should be considered the 're-orientation' of units to better meet commercial demand. This could involve subdividing units to provide smaller and more flexible arrangements but alternative employment generating uses, including non 'B-class' employment uses, could be considered.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Average PTAL	
This LSEL	London		This LSEL	London
257m	573	Low	1a	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Office Building (m ²)	CoStar Quality Score of Buildings	Average Age of Buildings	Average EPC Rating
	This LSEL	This LSEL	This LSEL	This LSEL
13,689	3,422	4	1994	B

On Site Assessment

Car Parking	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
Good	2	None	No	

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSEL	London
Very Low	Very Small	Very Low	£25.78	£51.46

Notable landowners:

- Coal Pension Properties Limited – 3.001 Ha

Plot Ratio and Planned Change

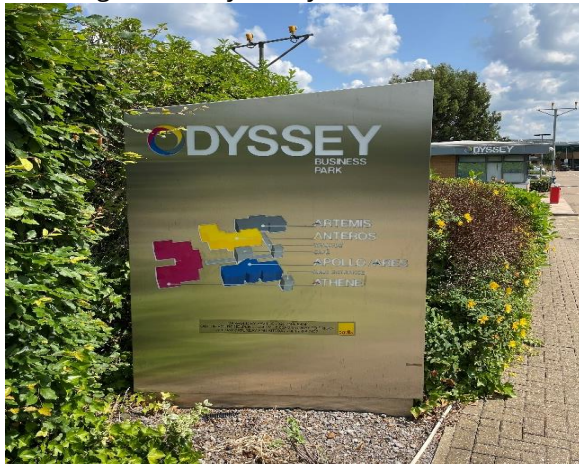
Indicative Plot Ratio	Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSEL		
0.46	No Change	0

Sectors Present:

Sectors Categorisation	(✓ or X)
Technology	X
Media	X
Telecommunications	X
Business Admin and Support Services	
Life Science	
Creative Industries	
Information and Communication	X
Financial and Insurance	
Retail	
Food and Beverage Manufacturing	X
Storage and Distribution	
Construction	

Site Photos:

6 Furzeground Way - Fully vacant unit



2 Furzeground Way - Fully vacant unit

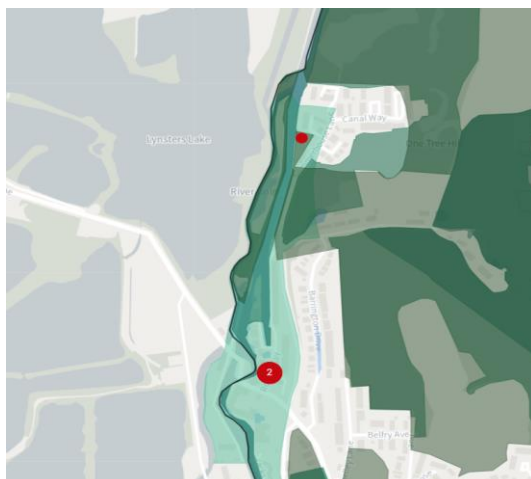


20. Summerhouse Lane / Salamander Quay, Harefield

Borough Hillingdon	Sub-Region West	Property Market Area Hill End / West Hyde
Inner/Outer London Outer London	Overall Size 0.841 ha	Nearest Town Centre Uxbridge

Site Description:

Summerhouse Lane and Salamander Quay are self-contained office sites, covering a total radius of 0.841 ha. The average condition of build stock across the site is fair. The average rent for office properties across the LSEL is £23.56/ft²/yr. The site can be assessed from Park Lane (South of site) and Summerhouse Lane (North of site). The site is located 4.6 miles from the nearest trunk road, and the average PTAL rating for the site is poor across the area. Given the sites proximity to river, both areas still lie within Flood Zone 1. The site is surrounded by designated Open Space, and several conservation areas (Summerhouse Lane Chalk Pit). It should be noted that Salamander Quay is located within Coppermill Lock – a conservation area. It should be noted the Council proposes to release most the designated employment site west of Summerhouse Lane to Housing. The northern most part of the existing employment designation situated on Canal Way will be designated as a LSEL. The Council also proposes to designate Salamander Quay West south of Park Lane as a Locally Significant Employment Location.



- Designated Open Space
- Site of Importance for Nature Conservation (SINC)
- Sites of Special Scientific Interest (SSSI)
- Conservation Areas
- Ancient Woodland
- Strategic Industrial Locations (SILs)
- Locally Significant Industrial Sites (LSIS)
- Flood Risk
- Safeguarded Wharves
- Thames Policy Area
- Listed Buildings
- Protected Vistas
- Scheduled Monuments
- Registered Battlefield

Quality of Environment

Two small self-contained sites designated as a single LSEL. Both sites are in remote locations and surrounded by greenbelt and/or residential dwellings. Summerhouse Lane to the north has well-occupied office space with some light industrial units. Salamander Quay to south has larger office units with a good provision of surface parking within the site.

Development Potential

Summerhouse Lane is well occupied and provides a good mix of both light industrial and office units, which appear to be in fair condition. Whilst it is recognised that the site is relatively isolated, with few amenities and poor public transport accessibility, it would not typically be considered as a suitable employment location, despite its occupancy suggesting that it is to some extent fit-for-purpose and 'suitable'. In comparison, Salamander Quay provides larger floorplate office units with rising vacancies signalling that demand is weakening. The site therefore is no longer classified as an Office Cluster, but progressively diversified to allow other 'B-class' or non 'B-Class' employment uses. In line with Summerhouse Lane, potential smaller light industrial uses could be considered to service North Hillingdon.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Average PTAL	
This LSEL	London		This LSEL	London
7402m	573	Medium	1a	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Office by Premises Size (m ²)	CoStar Quality Score of Buildings	Average Age of Buildings	Average EPC Rating
	This LSEL	This LSEL	This LSEL	This LSEL
Summerhouse Lane (4,765)	2401	3	1988	D
Salamander Quay (3195)	1596	3	1988	C

On Site Assessment

Car Parking	Number of Vacant Buildings on site	On Site Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
Good	2 (part of two offices vacant - Salamander Quay)	None	Yes	

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Rent (£ / ft ² / year)	
			This LSEL	London
Very Low	Very Small	Very High	£23.56	£51.46

Notable landowners:

- Quye West Estate Company Limited – 0.568 Ha
- RR Falcon Limited – 0.274 Ha

- Regional Land Holdings Limited – 0.077 Ha
- H & G Car Parks Limited – 0.133 Ha

Plot Ratio and Planned Change

Indicative Plot Ratio This LSEL	Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
0.57 (Summerhouse Land)	No Change	0
0.38 (Salamander Quay)		

Sectors Present:

Sectors Categorisation	(✓ or X)
Technology	X
Media	
Telecommunications	
Business Admin and Support Services	
Life Science	
Creative Industries	
Information and Communication	
Financial and Insurance	
Retail	
Food and Beverage Manufacturing	
Storage and Distribution	
Construction	

Site Photos: Salamander Quay

Entrance to site



Vacant floorspace within some of the office units



Site Photos: Summerhouse Lane

Office units within site



Light industrial units within site



Site Photos – Due to the site having restricted access all photos are taken from google maps.



London Borough of Hillingdon

Employment Land and Capacity Study: Site Surveys

Hotel and Office Growth Locations

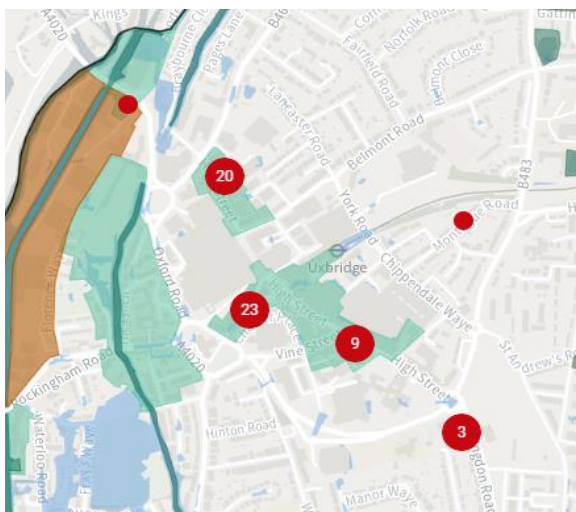
July 2023

21. Uxbridge Town Centre

Borough Hillingdon	Sub-Region West	Property Market Area Uxbridge
Inner/Outer London Outer London	Overall Size 52 ha	Nearest Town Centre Uxbridge Town Centre

Site Description:

Uxbridge Town centre has over 1.9 million sqft of office space, with 44,000 sqft of office floorspace in the pipeline, but suffers from high levels of office vacancy (24.8%). The average condition of building stock is grade 'B' according to CoStar, and the average age of office stock is 1971. The average rent (psf) for office properties in of the town centre is £31.65/ft²/yr. Uxbridge Town Centre is mainly accessible via the strategic road network (B483 – South of the town centre and the A4020 – Road runs down the western part of the town centre) and PTAL rating for the town centre is very good in terms of access to public transport services due to the presence of a London Underground station. There are some pockets of Freehold consolidated landownership, and aligned to this, there are a number of leases layered above.



- Designated Open Space
- Site of Importance for Nature Conservation (SINC)
- Sites of Special Scientific Interest (SSSI)
- Conservation Areas
- Ancient Woodland
- Strategic Industrial Locations (SILs)
- Locally Significant Industrial Sites (LSIS)
- Flood Risk
- Safeguarded Wharves
- Thames Policy Area
- Listed Buildings
- Protected Vistas
- Scheduled Monuments
- Registered Battlefield

Quality of Environment

Sub Area 1:

Across the northern part of Uxbridge Town Centre the public realm is fairly poor. The road network and crossing points are extremely busy and there are high levels of traffic. The area is home to office and light industrial units which have purpose-built parking, and the area benefits from cycle lanes (Brunel University Bikes) which join up to Oxford Road. The 'defining' features of the area include the eastern end of the Highbridge Estate, which offers some medium-to-high quality office stock, and the Atrium which is one of the borough's largest office blocks.

There are some notable vacancies across the northern part of the town centre – The Atrium (has 40,000 sqft of vacant floorspace), Parkview (has over 47,000 sqft of vacant floorspace), and The Quays (which is fully vacant with 86,700 sqft of space available).

In terms of redevelopment, there are some opportunities in the northern part of the town centre. The main opportunity being the Quays, which is a large, vacant and dated building, and offers potential for alternative or a mixed-use development. The Magistrates Court and Mayor's Office for Policing and Crime also have potential to be re-considered for different uses if they could be consolidated within other public services.

Within the same area there are large vacant buildings and open underutilised car parks on the former Wickes and Halfords site. This could be considered for future employment and/or residential uses and should be considered as part of the forthcoming *Uxbridge Town Centre Masterplan*.

Sub Area 2:

The central part of Uxbridge Town Centre is busy with lots of retail and leisure units. While much of the office space is ageing, Belmont House provides New Grade A office space on flexible terms to modern occupiers.

There are high levels of pollution in parts of the town centre with the high volume of cars passing the partially pedestrianised area. The central part of the town centre has good access to the tube station and there are lots of bus stops and on-street parking. The two shopping centres are well utilised, although the Pavilion shopping centre is old and dated compared to the Chimes.

Office vacancy rates are generally high within the central part of the town centre, with units such as Belmont Chambers having 8,900 sqft of office space available, Bakers House having 7,300 sqft vacant space, and Harman House with 15,700 sqft of vacant office space. The market shows some office units have been lost to residential along Belmont Road. There are lots of amenities surrounding both shopping centres, with quality office units integrated behind the tube station, for example the Coca-Cola Headquarters.

In terms of development opportunities, The Pavilion Shopping Centre may present opportunities for redevelopment within Uxbridge Town Centre, though the ownership structure is highly complex. The London Underground station also presents the opportunity to be better utilised and help attract more people to use the town centre.

Sub Area 3:

Towards the south of the main high street the public realm is different in terms of its environment. The one-way street (Windsor Street) is a quiet location with historic buildings and retail units. In terms of the office stock, there is a variety in quality - there is medium quality office spaces (Hertz House), as well as some poorer-quality, flexible office type spaces such as Boundary House. The Charter Building, in contrast, is more modern and very high quality.

Like other parts of the town centre there are high levels of vacancy across the old high street – for example Hertz House (69,000 sqft), The Charter Building (71,000 sqft), and Beauford House (13,000 sqft) all suffer with elevated vacancies. Some of the owners are single ownerships, for instance The Charter Buildings is a very high-quality flexible office owned by Spelthorne Borough Council.

Sub Area 4:

To the south of the town centre is a much greener environment with little noise pollution. The area is dominated by the Civic Centre which could be diversified to support economic growth and town centre performance. In particular, there is a notable amount of parking surrounding the site which could be better utilised.

Development Potential:

Sub-area 1:

- The Quays – 86,000 sqft site - Vacant Office (Previously Parexel International - Provider of biopharmaceutical services).
- Stage House – 38,000 sqft site – Bucks New University.
- Mayor’s Office for Policing and Crime – 19,000 sqft.
- Previous Wickes and Halfords – 31,000 sqft.

Sub-area 2:

- The Pavilions Shopping Centre – 392,000 sqft.
- Belmont Chambers – 8,900 sqft.
- Uxbridge Tube Station.

Accessibility

Distance to SRN (m/km)		Average Traffic Levels	Average PTAL	
This LSEL	London		This LSEL	London
312m	573	High	6	2

Buildings and Businesses Characteristics

Floorspace (m ²)	Average Size of Office by Premises Size (m ²)	CoStar Quality Score of Buildings	Average Age of Buildings	Average EPC Rating
	This LSEL	This LSEL	This LSE	This LSEL
176,514	2,975	3	1971	D

On Site Assessment

Car Parking	Vacant Buildings on site	Amenities	Vacant Units need refurbishment (✓ or X)	
			Yes	No
Good	High	High	Yes	

Freehold/Leasehold Structure and Rent

Fragmentation of Land Ownership	Size of Largest Freehold	Complexity of Leaseholds	Average Office Rent (£ / ft ² / year)	
			This LSEL	London
High	Large	High	£31.65	£51.46

Notable landowners:

- Civic Centre - The Mayor of Burgesses of the London Borough of Hillingdon – 1.37 Ha.
- Chimes Shopping Centre - Manacor (Jersey) Limited – 3.71 Ha.
- Harman House – Harman House Limited – 0.63 Ha.
- The Charter Building – Spelthorne Borough Council – 1.23 Ha.
- Hertz Car Rental – Eagle Street Partners AC02 Limited – 0.40 Ha.
- Boundary House – Lothbury Property Trust Company Limited – 0.30 Ha.
- Uxbridge Tube Station – London Underground – N/A.
- Belmont House (Giffgaff Head Office; HTR Care and Recruitment Limited) – 0.45 Ha.
- Enterprise House – SCPH Properties Limited – 0.54 Ha.
- Pemberton House – Coco-Cola Enterprise Limited – 0.81 Ha.
- 148 – 154 Hight Street – DNA (Uxbridge) Limited – 0.39 Ha.
- The Pavilions Shopping Centre - The Mayor or Burgesses of the London Borough of Hillingdon – 2.92 Ha.
- Harefield Retail Park – Senior Living Urban (Uxbridge) 0.93 Ha.
- Warwick Place – The Mayor’s Office for Policing and Crime – 0.34 Ha.
- Uxbridge Magistrates’ Court – The Secretary of State for Communities and Local Government – 0.53 Ha.
- The Former Uxbridge County Court – Michleham Property Investments Limited – 0.46 Ha.
- The Atrium – Private Owner – 0.54 Ha.
- Buckinghamshire New University / Majesty Champion Centre – SREIT (Uxbridge) Limited - 0.40 Ha.
- The Quays – Permitted Developments Investments No 15 Limited – 1.12 Ha.

Plot Ratio and Planned Change

Indicative Plot Ratio	Planned Change in Designation	Unimplemented Planning Permissions (Losses / Gains) (m ²)
This LSEL		
0.34	-	-

Sectors Present:

Sectors Categorisation	(✓ or X)
Technology	X
Media	
Telecommunications	X
Business Admin and Support Services	X
Life Science	
Creative Industries	X
Information and Communication	X
Financial and Insurance	X
Retail	X
Food and Beverage Manufacturing	X
Storage and Distribution	
Construction	

Site Photos:

The Chimes Shopping Centre – Not potential site



The Pavilion Shopping Centre



The Quays



Bucks New University



Civic Centre



Uxbridge Tube Station



Site Photos:

Policing and Crime



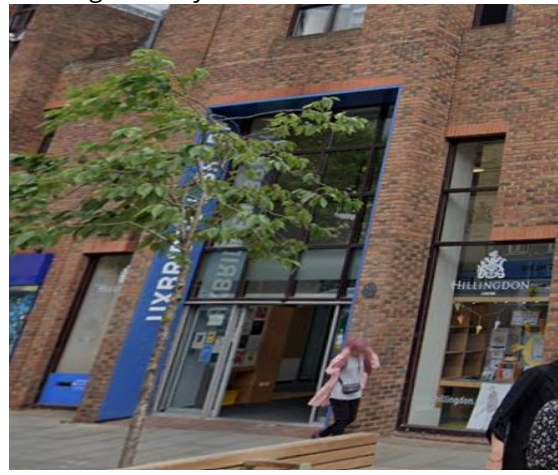
Vacant unit - Halfords / Wickes



Belmont Chambers



Uxbridge Library



Appendix 1:

Hillingdon Employment Land and Capacity Study Indicators:

Indicator	Source	Unit	Definition / Explanation	London Average	Reported at sub-area level
Overall Size	GLA / Planning Portal	Hectares (ha)	The total land area contained within the SIL/LSIS boundary.	-	Yes
Buildings and Businesses Characteristics					
Floorspace	VOA / CoStar	Square metre (m ²)	The total floorspace of all buildings within the SIL/LSIS boundary, including operational yard space.	-	Yes
Average Size of Industrial Buildings	CoStar	Square metre (m ²)	The average floorspace of all buildings for which data is available within the site.	1,624 m ²	Yes
CoStar Quality Score of Buildings	CoStar	CoStar Quality Score	A measure of the average condition of building stock within the SIL/LSIS according to CoStar scoring system. The overall average score is according to the average of buildings for which data is available and weighted based on the floorspace of each property in the SIL/LSIS. Building stock is rated, based on a number of indicators of quality and amenity, on a scale between 1 (worst quality) and 5 (best quality).	2.6	Yes
Average Age of Buildings	CoStar	Year	The average year which each building was built or most recently renovated (if applicable). The overall average score is according to the average of buildings for which data is available and weighted based on the floorspace of each property in the SIL/LSIS.	1980	Yes
Average EPC (Energy Performance)	Department for Levelling Up, Housing and	EPC Rating	The average EPC rating of all buildings within the SIL/LSIS boundary for which data is available.	C	Yes

Certificate) Rating	Communities (DLUHC); Energy Performance of Buildings Data.		<p>Energy Performance Certificate is a nationally recognised rating system by which the energy efficiency of a building is measured. The average is weighted based on the floorspace of each property in the SIL/LSIS. EPC are rated according to the following scale:</p> <ul style="list-style-type: none"> • A (best) • B • C • D • E • F • G (worst) 		
On Site Assessment					
Number of Data Centres on site	CoStar / In-person site visit	Count	The presence of a Data Centre within the SIL/LSIS boundary. A Data Centre is a large group of networked computer servers, typically used by organizations for the remote storage, processing, or distribution of large amounts of data. This will be assessed both desk based and in person.	-	-
Number of Vacant Buildings on site	CoStar / In-person site visit	Count	The presence of any vacant units across the site.	-	-
Vacant Units need refurbishment	CoStar	Yes/No	Does the vacant unit require any refurbishment.	-	-
On Site Amenities	Google Maps	List	The presence of any amenities across the site.	-	-
Freehold/Leasehold Structure and Rent					
Fragmentation of Land Ownership	Nimbus Map	Freehold size scale	The degree to which land ownership profile within the SIL/LSIS boundary is split between landowners. This is based on the average size of freeholds rather than the number of freeholds (large SILs generally have more freeholds than small SILs/LSIS).	-	-

			<p>Average freehold size is noted to be a particular constraint in achieving change. If the average freehold size is large, it will be much easier to achieve the redevelopment of a site independently or with minimal collaboration and still intensify industrial activity, whereas sites with small average freehold size would require freeholders to collaborate in order to meaningfully intensify industrial activity.</p> <p>Fragmentation of land ownership is rated according to the following scale. Categories have been used for ease of interpretation whereby each category is deemed to qualitatively and discretely demonstrate the degree of complexity:</p> <ul style="list-style-type: none"> • Very Low: average freehold is less than 2 ha • Low: average freehold is between 2 ha and 4 ha • Medium: average freehold is between 4 ha and 8 ha • High: average freehold is between 8 ha and 12 ha • Very High: average freehold is greater than 12 ha 		
Size of Largest Freehold	Nimbus Map	Freehold size scale	<p>The size of the largest freehold by floorspace area ranked according to the following scale. Categories have been used for ease of interpretation whereby each category is deemed to qualitatively and discretely demonstrate the degree of complexity:</p>	-	-

			<ul style="list-style-type: none"> • Very Small: largest freehold is less than 2 ha • Small: largest freehold is between 2 ha and 4 ha • Medium: largest freehold is between 4 ha and 8 ha • Large: largest freehold is between 8 ha and 12 ha • Very Large: largest freehold is greater than 12 ha 		
List of Owners	Nimbus Map	List	A list of all land owners which are present across the site	-	-
Average Rent	CoStar	£ / ft ² / year	The achieved rental value based on the properties within the SIL/LSIS for which information is available.	18.99 / ft ² / year	Yes
Plot Ratio, Traffic, and Planned Change					
Indicative Plot Ratio	CoStar	Ratio	The amount of floorspace divided by overall size of SIL/LSIS. A higher ratio indicates greater degree of floorspace within the SIL area	0.37	Yes
Average Traffic Levels	Transport for London	Journey time scale	<p>A measure of the assumed average journey times using the nearest main road section to the SIL/LSIS boundary for which data exists. A short journey time is assumed to equate to lower traffic. Traffic level is scaled according to the following range of journey times (journey time for one metre, in seconds):</p> <ul style="list-style-type: none"> • Lower (<0.10m/s) • Moderate (0.10m/s – 0.15m/s) • Higher (>0.15m/s) • n/a (not applicable owing to no traffic data or too far from SRN) 	-	-

Indicator	Source	Unit	Definition / Explanation	London Average	Reported at sub-area level
Planned Change in Designation	Nimbus / GLA records	Change	Planned change in designation is described by the following scenarios: <ul style="list-style-type: none"> • No change • Boundary change – net gain • Boundary change – net loss 	-	-
Unimplemented Planning Permissions, Floorspace	Planning Datahub	Square metre (m ²)	A measure of the total floorspace area for which planning permission for change of use has been granted.	-	Yes
Land Use					
Existing Employment Uses	CoStar / VOA / Agent Engagement	Square metre (m ²)	The breakdown of employment uses across the site.	-	-
Sectors Present	AY Employment Land / CoStar	(✓ or X)	<p>Sector Categorisation across the industrial sites:</p> <ul style="list-style-type: none"> • Distribution • Engineering • Storage (open) • Product manufacturing • Storage (warehouse) • Servicing • Food production • Creative industries • Aggregates • Office activity (describe type): • Other (Inc non- B/E class): <p>Sector Categorisation across the office sites:</p> <ul style="list-style-type: none"> • Technology • Media • Telecommunications • Business Admin and Support Services • Life Science • Creative Industries • Information and Communication • Financial and Insurance • Retail 	-	-

			<ul style="list-style-type: none"> • Food and Beverage Manufacturing • Storage and Distribution Construction 		
Accessibility					
Distance to SRN	Transport for London	Metre (m)	The distance between the boundary of the SIL/LSIS and the Strategic Road Network (SRN). The SRN is the significant network of strategically important trunk / 'A' roads which carries a large proportion of total traffic and facilitates the transit of goods vehicles.	573	Yes
Safeguarded Wharves	Government Direction	Yes/No	The presence of a safeguarded wharf within the SIL boundary. A wharf is an interface facility for land and waterborne freight handling and facilitates the transportation of goods.	-	Yes
Railheads	Transport for London Borough verification	Yes/No	The presence of a railhead within the SIL/LSIS boundary. A railhead is an interface facility for rail-based freight handling. Includes multi-modal facilities that include rail.	-	Yes
Average PTAL	Transport for London	PTAL Score	<p>The average PTAL rating for the area within the SIL/LSIS boundary. The Public Transport Access Level (PTAL) of an area indicates the accessibility of the public transport network, indicating the density of the public transport network in a location.</p> <p>London is mapped according to PTAL rating. The average PTAL rating of the SIL/LSIS is calculated using the range of PTAL ratings found within the SIL boundary.</p> <p>PTAL ratings are given according to following range:</p> <ul style="list-style-type: none"> • 0 (worst) • 1a 	2	Yes

			<ul style="list-style-type: none">• 1b• 2• 3• 4• 5• 6• 6b (best)		
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