

F1.5.3 Results of Identifying Sites for Allocation

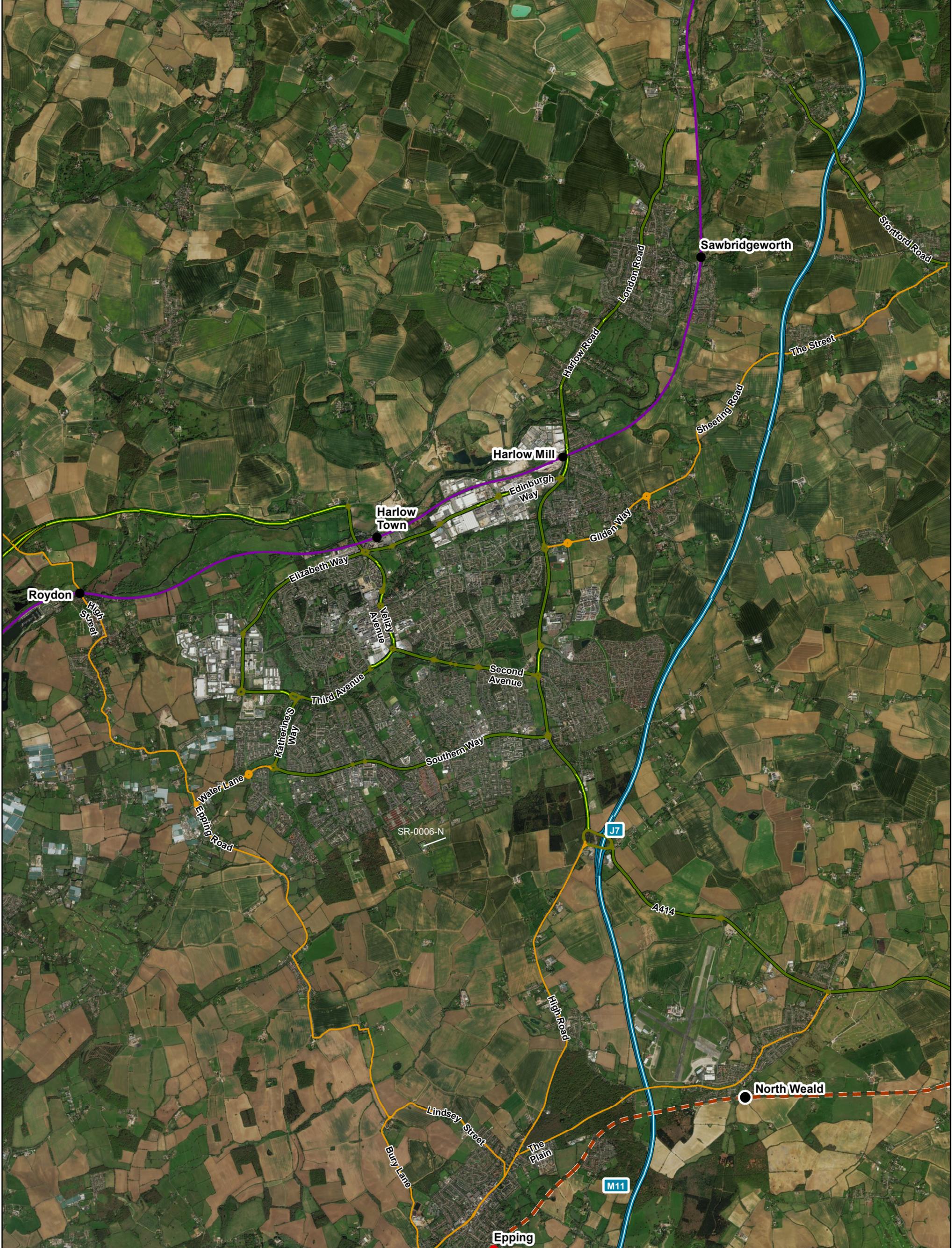
Legend - Stage 4 and Stage 6.4 Employment Maps

Sites

-  Proposed for allocation
-  Not proposed for allocation

Basemap

-  Motorway
-  A Road (Dual Carriageway)
-  A Road (Single Carriageway)
-  B Road
-  Railway Station
-  London Underground Station
-  National Rail
-  London Underground Central Line
-  Epping Ongar Heritage Railway



Report on Site Selection

ARUP

Epping Forest District Council

Drawing No.
EFDC-ES4-006-Rev1

Date: March 2018

Scale: 1:45,000 @A3

Content
Results of Stage 4 and Stage 6.4 Assessment for Employment Sites around Harlow

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo and the GIS User Community.

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Legend

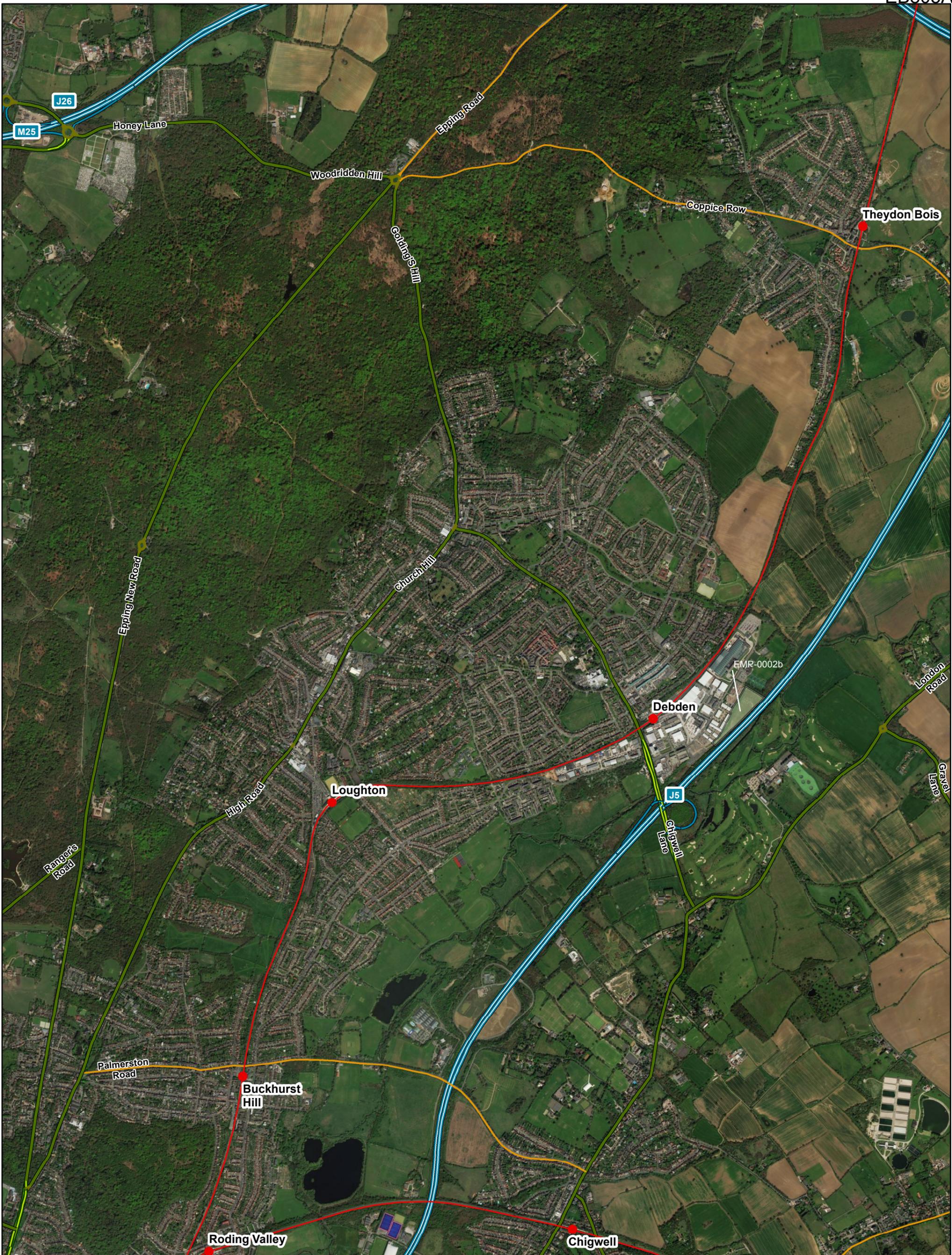
Proposed for allocation

F73

This legend shows only key map symbology. A full legend can be found at the beginning of the Appendix.

Appendix F1.5.3
Results of Identifying Employment Sites for Allocation around
Harlow

Site Ref	Address	Settlement	Size (Ha)	Capacity (Floorspace in sqm)	Primary Employment Use	Assessment of Insurmountable Constraints	Decision	Justification
SR-0006-N	Dorrington Farm, Rye Hill Road, Harlow, Essex, CM18 7JF	Harlow	0.93	5,640 (assuming 0.6 plot ratio)	B1a/b	While on-site constraints and restrictions were identified, it was considered that these would not be insurmountable and there are no other factors which would adversely affect the achievability of the site.	Proposed for allocation	Whilst the site is not being actively marketed, it is in single ownership and is available within the first five years of the Plan period. Furthermore, the site is located within the wider Latton Priory strategic site and will provide new local employment opportunities consistent with the Harlow-Gilston Garden Town principles (as set out in Draft Policy SP 3 of the Draft Local Plan(2016)), as well as opportunities to integrate the existing employment uses into the adjacent strategic site. The allocation of this employment site will contribute towards the development of sustainable Garden Town Communities at this key strategic and accessible location, enabling future workers and residents to access and utilise enhanced and new means of sustainable transport, providing a realistic opportunity to minimise additional car trips into and around Harlow, thus encouraging modal shift. Given that the Latton Priory strategic site will integrate SR-0006-N within a residential context, the site is proposed for allocation for B1a/b uses. The site should be brought forward as part of the Strategic Masterplan for Latton Priory. In developing the Strategic Masterplan, consideration should be given as to how best to access and integrate the new site and existing adjacent employment site into the wider development.



Report on Site Selection

ARUP

Epping Forest District Council

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Content

Results of Stage 4 and Stage 6.4 Assessment for Employment Sites in Loughton

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Legend

Proposed for allocation

F75

N

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Appendix F1.5.3
Results of Identifying Employment Sites for Allocation in
Loughton

Site Ref	Address	Settlement	Size (Ha)	Capacity (Floorspace in sqm)	Primary Employment Use	Assessment of Insurmountable Constraints	Decision	Justification
EMP-0002b	Land to rear of Langston Road Industrial Estate and West of M25, Loughton, IG10 3DQ	Loughton	2.98	4,000 (assuming 0.4 plot ratio)	B2	While on-site constraints and restrictions were identified, it was considered that these would not be insurmountable and there are no other factors which would adversely affect the achievability of the site.	Proposed for allocation	The site is in single ownership, is available within the first five years of the Plan period and forms a logical extension to the existing Langston Road Industrial Estate. There are a number of identified constraints and restrictions, including a ransom strip. It was considered that these could be overcome through the process of land assembly. The site is proposed for allocation for B2 uses, which would complement surrounding employment uses.



Report on Site Selection



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Content

Results of Stage 4 and Stage 6.4 Assessment for Employment Sites in North Weald Bassett

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Legend

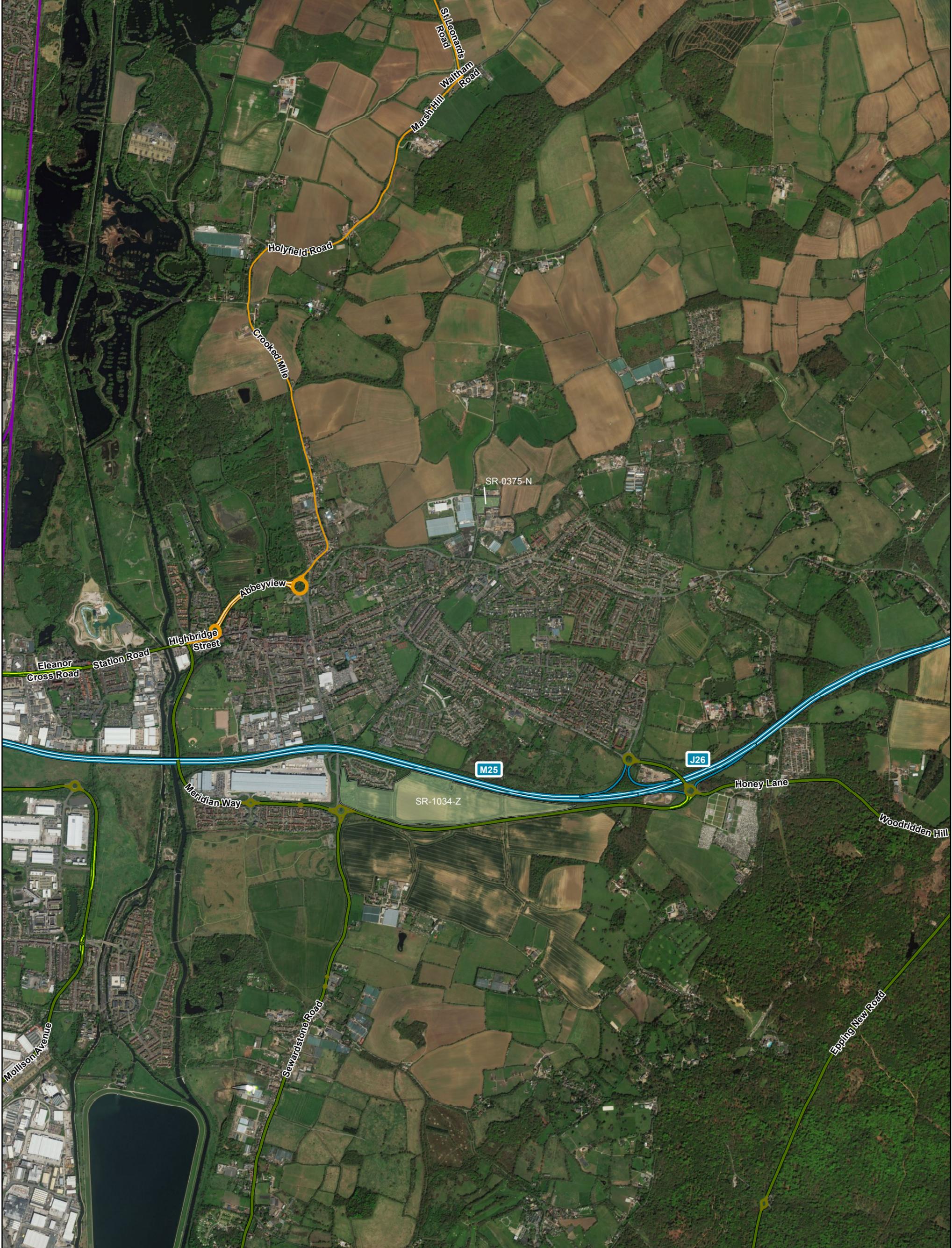
Proposed for allocation

This legend shows only key map symbology. A full legend can be found at the beginning of the Appendix.



Appendix F1.5.3
Results of Identifying Employment Sites for Allocation in
North Weald Bassett

Site Ref	Address	Settlement	Size (Ha)	Capacity (Floorspace in sqm)	Primary Employment Use	Assessment of Insurmountable Constraints	Decision	Justification
SR-0940	North Weald Airfield, North Weald, CM16 6HR	North Weald Bassett	30.76	40,000 (assuming 0.4 plot ratio)	B1/B2/B8	While on-site constraints and restrictions were identified, it was considered that these would not be insurmountable and there are no other factors which would adversely affect the achievability of the site.	Proposed for allocation	The site is in single ownership, is available within the first five years of the Plan period and there are limited identified constraints or restrictions that would impact upon deliverability. The allocation of employment land in this location would maximise the potential of this Council-owned asset and support its aspirations for the eastern part of the airfield to be used for employment and leisure related uses. The land to the east of the runway identified for employment uses is c. 31ha in size and therefore if all of it were allocated for this Plan period it could more than meet the District's employment needs in full. Given the importance of providing choice and flexibility to the market, it is proposed that 10ha of the site is identified for development within the Plan period, with the remainder reserved for future Plan periods. The land to be brought forward within the Plan period should be identified in the North Weald Airfield Masterplan. It is proposed for allocation for B1/B2/B8 uses.



Report on Site Selection

ARUP

Epping Forest District Council

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Content
Results of Stage 4 and Stage 6.4 Assessment for Employment Sites in Waltham Abbey

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo and the GIS User Community.

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Legend

Proposed for allocation

F79

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Appendix F1.5.3
Results of Identifying Employment Sites for Allocation in
Waltham Abbey

Site Ref	Address	Settlement	Size (Ha)	Capacity (Floorspace in sqm)	Primary Employment Use	Assessment of Insurmountable Constraints	Decision	Justification
SR-0375-N	Galley Hill Road Industrial Estate, Waltham Abbey, EN9 2AG	Waltham Abbey	1.28	5,120 (assuming a 0.4 plot ratio)	B2/B8	While on-site constraints were identified, it was considered that these would not be insurmountable and there are no other factors which would adversely affect the achievability of the site.	Proposed for allocation	The site is in single ownership, is available within the first five years of the Plan period and forms a logical extension to the existing Galley Hill Industrial Estate. There are identified site access constraints, although it was considered that these could be overcome, on the basis that development proposals take into account the need to upgrade/widen Galley Hill Road and such works are co-ordinated with the development proposals for the Waltham Abbey North Masterplan. Given the neighbouring established industrial uses at Galley Hill Industrial Estate the site is proposed for allocation for B2/B8 uses.
SR-1034-Z	Land adjacent to the north of A121, south of Waltham Abbey, EN9 3AA	Waltham Abbey	25.59	40,000 (assuming 0.4 plot ratio)	B1c/B2/B8	While on-site constraints and restrictions were identified, it was considered that these would not be insurmountable and there are no other factors which would adversely affect the achievability of the site.	Proposed for allocation	The site is jointly owned by two parties who have an informal agreement to work together. The site is available within the first five years of the Plan period, is being actively marketed and there are no identified constraints or restrictions that would impact upon deliverability. The site is c. 26ha in size and therefore if all of it were allocated for this Plan period it could more than meet the District's employment needs in full. Given the importance of providing choice and flexibility to the market, it is proposed that 10ha of the site is identified for development within the Plan period, with the remainder reserved for future Plan periods. The employment land should be located on the eastern part of the site. The site is proposed for allocation for B1c, B2 and B8 uses given its proximity to the M11.