

# Employment Land Review

May 2026



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# 1. Introduction

## 1.1. The Purpose

- 1.1.1. East Herts District Council last published an Employment Land Review Update in 2013. Since then, there have been notable changes in the stock of allocated employment land across the district, national planning policy context has evolved significantly, and the council is embarking on the preparation of a new Local Plan. In addition, major societal changes have occurred, including the Covid pandemic and Brexit, which have shaped the way business and industry both structures itself and operates.
- 1.1.2. The purpose of this review is to therefore provide an updated assessment of the district's employment land, to be used as part of the evidence base informing the new East Herts Local Plan, and as material consideration for Development Purposes in the determination of planning applications.

## 1.2. The Structure

- 1.2.1. The main body of this report begins with Chapter 2, introducing key planning policy context, including updates to the National Planning Policy Framework (NPPF) and Planning Policy Guidance (NPPG), the Use Class changes implemented in 2020, the adopted District Plan 2018, and the emerging new Local Plan.
- 1.2.2. The methodology for this review is then detailed in Chapter 3, intended to clarify and justify the processes through which this review was undertaken, and therefore the reasoning behind conclusions and recommendations set out in the final chapter.
- 1.2.3. Then, Chapter 4 encompasses the assessment of employment land in the district, broken up into sub-chapters by settlement; for each sub-chapter there is a settlement-wide overview, before detailed assessment tables are presented for each allocated Employment Area.
- 1.2.4. Finally, conclusions and recommendations for each Employment Area are presented in Chapter 5, extracting and highlighting significant changes which may have occurred, and proposing recommendations on how each Employment Area should be considered during the preparation of the emerging Local Plan,

specifically the allocation of employment land, and as material consideration for Development Management purposes in the determination of planning applications. The recommendations in Chapter 5 will also be broken down into sub-chapters, following on from the structure of Chapter 4 in laying out main settlements alphabetically, followed by the village sites.

- 1.2.5. Notably, Sawbridgeworth is not included within this review due to its unique position as the only settlement in East Herts which does not have any allocated Employment Areas, and the fact that it has not had any new employment land come forward through District Plan 2018 allocation.

## 2. Policy Context

### 2.1. National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) consolidates the Government's economic, environmental, and social planning policies for England and provides overarching guidance on the Government's development aims. At the heart of the NPPF is a presumption in favour of sustainable development, which the Government states should be seen as a common theme running through plan-making and decision-taking.

In relation to the economy and employment land, the NPPF states that planning decisions should help create the conditions in which businesses can invest, expand, and adapt. They should support economic growth and productivity, considering both local business needs and wider opportunities for development. Decisions should also allow an area to build on its strengths, counter any weaknesses, and address any challenges of the future.

In addition, the NPPF aims to identify strategic sites for local and inward investment, address potential barriers to investment, allow for new and flexible working practices, and enable a rapid response to changes in economic circumstances.

The NPPF has introduced a number of reformed policies. Chapter 6: 'Building a strong, competitive economy' sets out that planning policies and decisions should "pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics." Locational requirements of sectors are highlighted and with regard to clusters of knowledge and data-driven, creative or high technology industries that "new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries' are made provision for in planning policies. Provision should also be made for the 'expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience."

The Government has recently consulted on an updated draft of the NPPF, published in December 2025. Key changes include a requirement for decision-makers to give substantial weight to the economic benefits of proposals for commercial development, particularly those supporting improvements in freight and logistics. It also sets out that plans should avoid overly prescriptive requirements on acceptable employment uses, enabling greater flexibility to respond to changing commercial property demands. An updated NPPF is expected to be published in summer 2026.

## 2.2. Planning Practice Guidance (PPG)

Planning Practice Guidance (PPG) supports the NPPF and includes guidance on housing and economic needs assessments. It includes the requirement for policy-making authorities to prepare a robust [evidence base](#) to understand existing business needs, which includes understanding the existing stock of land for employment uses within the area.

## 2.3. 2020 Use Class Order (amendments)

In undertaking the ELR it is necessary to take account of the new Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020. These changed the use class of offices, research & development and light industrial processes from B1 to the new Use Class E which also encompasses shops, financial & professional services, restaurants & cafes, clinics & health centres, gyms and indoor sports & recreation uses. The effect is that planning consent is no longer required for changes of use within Class E, giving businesses greater freedom to adapt to changing circumstances and to respond more quickly to the needs of their communities. This has an impact on the type of businesses that can be located on employment sites, as non-employment uses that may not have been permitted in the past can move into units for B1 uses (now classed as E(g) uses) without the need for planning permission. As a result, there has been a noticeable rise in Class E uses across the district's Employment Areas which would not have previously fallen under Class B1, including Class E(a) (retail), Class E(c) (provision of services), and Class E(d) (indoor sport, recreation or fitness).

General industry remains within Use Class B2, and storage and distribution remain within Use Class B8.

## 2.4. Adopted 2018 District Plan

The East Herts District Plan (adopted in 2018) establishes how development will be planned and delivered across East Herts over the period from 2011 to 2033. It sets out the strategy and policies for delivering growth and identifies appropriate areas and sites for development. The employment strategy includes an extension to an employment site in Buntingford and new employment provision at strategic allocations in Bishop's Stortford, Ware, Land at Birchall Garden Suburb and at Gilston.

Policy ED1 Employment allocates land for industry within designated employment sites across the district and seeks to protect these sites for employment uses.

## 2.5. New Local Plan

In October 2023, the Council agreed that East Herts District Plan 2018 needs updating and that work should commence on updating the technical studies and other preparatory work required to provide a robust evidence base. Now the Government has published the Local Planning Regulations (2026), the Council will commence formal work on the new Local Plan this year. This review of existing employment sites will be important in informing the strategy for the new Local Plan, ensuring that a good understanding of the employment land situation is available and up to date, and that this supports the decisions that need to be made with respect to the location of employment and non-employment uses.

## 3. Methodology

### 3.1. The Assessments

This review assesses all 33 allocated Employment Areas within the district, and the new employment site which has come forward in Bishop's Stortford in line with District Plan Policy BISH5, through a combination of in-person site visits and desk-based work. The information included within each individual site assessment is accurate as of the date it was collected. This review has taken place between November 2024 and April 2026, and certain sites have therefore been more recently assessed than others. Each employment site has been reviewed in the same manner, following a pro forma template which was created to break up the assessment into key aspects for consideration, including Quality, Occupancy, Accessibility, Planning History, Use Classes, Constraints, and Boundary Issues. The methodology for assessing these respective aspects is broken down below:

#### 3.1.1. Quality:

The physical and environmental quality of each allocated Employment Area has been assessed in-person during site visits. Site quality has been evaluated through a visual assessment of numerous physical attributes which were broken down within our proforma, including:

- i. Standard of Buildings – the physical quality, appearance, maintenance, age, size, and functionality of employment units and other buildings/structures.
- ii. Flexibility – the capacity for each site, and the units within each site, to suit a range of occupants and accommodate diverse and evolving employment uses.
- iii. Infrastructure – the quality, appearance, maintenance, and functionality of infrastructure within each site, such as roads and pavements.
- iv. Vegetation and Open Space – the quality and appearance of vegetation, considering where it enhances or hinders perception of the site, and the provision of open space.
- v. Pollution – the presence of pollution, whether in the form of litter, noise pollution, foul odours, or any other apparent externalities from industrial activity on site.
- vi. Parking – the sufficiency of car parking provision on site, and the extent to which parking is being well managed; whether cars are parked inappropriately and/or obtrusively.
- vii. Sustainability – the presence of any renewable energy and/or zero carbon technologies / practices on site, whether apparent in person or picked up during desk-based assessment.



For each Employment Area, this review presents a descriptive analysis of the site's quality, followed by a box in which each site is given a 'Quality Score.' Quality is scored as 'Excellent', 'Good', 'Reasonable', or 'Poor.' These scores are determined using professional judgement, through a collectively balanced and weighted evaluation of the physical attributes outlined within this section. It should be noted that a site scoring poorly in terms of quality does not necessarily mean they should be redeveloped or enhanced, particularly where occupancy is high. Lower quality sites often have more competitive rates which appeal to small or start-up businesses and therefore provide an important function in the local economy across east Herts, especially in rural areas.

A criteria table for this scoring system is provided below:

Quality Score	Criteria
Excellent	On balance, the physical environment of this site is of excellent quality; buildings and infrastructure are functional and well-maintained, units are highly flexible and employ sustainable technology, parking provision is exemplary, and there is no visible evidence of obsolescence or degradation.
Good	On balance, the physical environment of this site is of good quality; buildings and infrastructure are functional and mostly well-maintained, units are generally flexible and may employ sustainable technology, parking is well provided, and there is little to no visible evidence of obsolescence or degradation.
Reasonable	On balance, the physical environment of this site is of reasonable quality; buildings and infrastructure are functional but appear old or poorly maintained, units are generally flexible but rarely employ sustainable technology, parking provision is limited and may cause parking issues, and there is some visible evidence of obsolescence or degradation.
Poor	On balance, the physical environment of this site is of poor quality; buildings and infrastructure may be non-functional and is not maintained, units are not flexible and do not employ sustainable technology, parking provision is insufficient and causing significant parking issues, and there is significant visible evidence of obsolescence or degradation.

### 3.1.2. Occupancy:

The occupancy / vacancy of units within each allocated Employment Area has been determined through a combination of in-person visual observation and desk-based investigation. In certain instances, it is difficult to ascertain whether certain units are truly vacant, or whether there is a business operating inside which simply isn't exhibiting signs of occupancy or activity at the time of site visit. Furthermore, employment units may appear vacant, while online search results and company websites suggest they are occupied.

Therefore, this review has reported employment units as vacant when there is clear evidence or signage of the unit being currently vacant and/or marketed to let, whether in-person or online. A lack of perceptible business activity during our site visit alone does not constitute vacancy for the purpose of this review. When possible, we have cross referenced our occupancy conclusions against those of up-to-date settlement employment studies.

Each allocated Employment Area has been given an 'Occupancy Score.' In keeping with the scoring system for quality, the occupancy of each site is scored as 'Excellent', 'Good', 'Reasonable', or 'Poor.' The table presented below outlines the criteria for this occupancy scoring:

<b>Occupancy Score</b>	<b>Criteria</b>
Excellent	The site has an occupancy rate of >95% - all or almost all units within the allocated Employment Area are occupied and in use.
Good	The site has an occupancy rate of 80-95% - the majority of units within the allocated Employment Area are occupied and in use.
Reasonable	The site has an occupancy rate of 65-80% - most units within the allocated Employment Area are occupied and in use, but vacancy is higher than desired.
Poor	The site has an occupancy rate of <65% - the site has a level of vacancy which is much higher than desired, limiting the extent to which it is fulfilling its allocation for employment uses.

### 3.1.3. Accessibility:

The 'accessibility' section of each Employment Area assessment encompasses various modes of transport and travel.

Access via road, for both private and commercial vehicles, is considered on both a local scale and a wider, more strategic scale. The local scale concerns the quality of the roads which give access to and are in the immediate vicinity of each respective employment area, as well as the extent to which the site's location facilitates access for local residents, visitors, or employees from nearby villages and/or settlements. The wider scope of accessibility then zooms out to look at the site's location in relation to the strategic road network. Within East Herts, the most significant roads include the A10, A120, A414, and the A602. In addition to these, there are important strategic roads just outside the district's boundaries, namely the M11 to the east and A1(M) to the west, providing crucial links to other areas of the country. Distance and connection to these strategic roads is therefore considered.

Accessibility for pedestrians, cyclists, and public transport users is also assessed. Generally, accessibility for pedestrians is evaluated based on the presence and quality of a pavement or footpath which safely connects an employment site to its surroundings. Similarly, accessibility for cyclists considers the existence and quality of dedicated cycle paths, and the safety of access roads for cycling. Public transport links are primarily evaluated during desk-based assessment, looking at the viability and proximity of bus stops and/or railway stations in relation to each employment area. Furthermore, the quality of public transport services which operate from relevant stops and stations has been considered, taking frequency and destinations into account.

### 3.1.4. Planning History:

To establish important context and form understanding of recent, current, and future developments associated with each Employment Area, this review incorporates an overview of notable planning history.

These overviews are informed by a surveyal of planning applications received by the Council within or associated with each Employment Area, which are available for viewing on the Council's Public Access system. Relevant applications may have been decided, contextualising development which has occurred or is occurring on site, or awaiting decision, indicating potential future development. Recent, ongoing, or anticipated development is referenced using planning application reference numbers where possible, and is up to date as of the time at which each site has

been assessed. Additionally, this review considers where Employment Areas have been promoted for development through the most recent Call for Sites exercise, which the Council undertook in 2024. No judgement is provided on these proposals within this document as the sites will be assessed as part of the Strategic Land Availability Assessment (SLAA), which will be published later this year.

### 3.1.5. Use Classes:

Site assessment tables present an overview of which Use Classes are present and being operated under within each Employment Area. When possible, through site-visits and desk-based research, this review has assessed which businesses are operating across all occupied units, and determined which Use Class they fall into in order to establish a comprehensive overview of how each Employment Area is being used, and what sort of employment is being generated.

Within this review, 'Employment Land Use Classes' outlined within the overview of each site assessment are defined as those which previously formed Use Class B1, B2, and B8, encompassing all business, industrial, storage, and distribution uses appropriate to an Employment Area locality. As of the 2020 Use Class Amendments, these are now divided between Class E(g), Class B2, and Class B8. All businesses present on site which do not operate under Class E(g), Class B2, or Class B8, will have their respective Use Classes represented under the 'Other Land Use Classes' subheading of each site assessment table. This highlights where parcels and units within allocated Employment Areas are being used in a way which does not align with the intended industrial function of Employment Areas as set out in District Plan 2018 Policy ED1. and in certain instances, where parcels should be excluded from the Employment Area going forward through the new Local Plan. It also intends to illuminate evolving business trends, and examples of land use leniency which would not be permitted under previous iterations of the Use Class Order, but are now facilitated largely by the extensive business uses encompassed by Use Class E.

All Use Classes which are present within the district's Employment Areas, as highlighted across individual site assessments in Chapter 4, are defined in alphabetical order below:

Employment Land Use Classes:

#### Use Class E – Commercial, Business and Service

- E(g) – Uses which can be carried out in a residential area without detriment to its amenity:
  - E(g)(i) Offices to carry out any operational or administrative functions,

- E(g)(ii) Research and development of products or processes, or
- E(g)(iii) Any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

### Use Class B

- B2 General Industrial – Use for industrial process other than one falling within class E(g) (*previously class B1*) (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
- B8 Storage and Distribution – Use for storage or as a distribution centre, including open-air storage.

Other Land Use Classes:

### Use Class C

- C1 Hotels – Use as a hotel or as a boarding or guest house where, in each case, no significant element of care is provided.
- C3 Dwellinghouses – Use as a dwellinghouse (whether or not as a sole or main residence) by:
  - a) a single person or by people to be regarded as forming a single household,
  - b) not more than six residents living together as a single household where care is provided for residents,
  - c) not more than six residents living together as a single household where no care is provided to residents (other than a use within Class C4).

### Use Class E – Commercial, Business and Service

- E(a) – for the display or retail sale of goods, other than hot food, principally to visiting members of the public.
- E(b) – for (b) for the sale of food and drink principally to visiting members of the public where consumption of that food and drink is mostly undertaken on the premises.
- E(c) - for the provision of the following kinds of services principally to visiting members of the public:
  - E(c)(i) Financial services,
  - E(c)(ii) Professional services (other than health or medical services), or
  - E(c)(iii) Any other services which it is appropriate to provide in a commercial, business or service locality.

- E(d) - for indoor sport, recreation or fitness, not involving motorised vehicles or firearms, principally to visiting members of the public.
- E(e) - for the provision of medical or health services, principally to visiting members of the public, except the use of premises attached to the residence of the consultant or practitioner.
- E(f) - for a crèche, day nursery or day centre, not including a residential use, principally to visiting members of the public.

#### Use Class F – Local Community and Learning

- F1 – Learning and Non-residential Institutions:
  - F1(a) – Provision of education.
  - F1(f) – For, or in connection with, public worship or religious instruction.
- F2 – Local Community:
  - F2(b) – a hall or meeting place for the principal use of the local community.
  - F2(c) – an area or place for outdoor sport or recreation, not involving motorised vehicles or firearms.

#### Sui Generis – No Class Specified

- 'Sui generis' is a Latin term that, in this context, means 'in a class of its own,' and encompasses uses which are not specified elsewhere. Uses falling under Sui Generis which are present within the district's Employment Areas predominantly include the sale and display of motor vehicles.

#### 3.1.6. Constraints:

This review considers various physical constraints, where they impact upon the character, functionality, or potential development of each allocated Employment Area. These include District Plan 2018 allocations within or adjacent and relevant to the Employment Area, flooding and water issues, heritage assets and designated areas, and environmental concerns, and other planning constraints. The inclusion of constraints within the assessment of respective Employment Areas does not necessarily indicate impact or detriment to their function or ability to stimulate of employment, but aims to contribute toward a comprehensive overview of each site's characteristics.

### 3.1.7. Boundary Issues:

Since the previous Employment Land Review in 2013, and continued allocation of Employment Areas in the 2018 District Plan, instances of development have rendered certain allocation boundaries inaccurate, meaning the designated area no longer accurately reflects the area of land which is fulfilling an employment function.

These instances may include where a parcel of allocated employment land has been redeveloped for a purpose other than those which align with the intended use of Employment Areas as outlined in District Plan 2018 Policy ED1, representing a loss of employment land, or where a site has been expanded or developed to extend beyond the area of its existing allocation, representing a gain in employment land. Such boundary issues have been determined by comparing District Plan 2018 allocations to latest aerial imagery, planning history, and observations made in person, and are ultimately addressed within Chapter 5 via site-specific recommendations.

## 3.2. The Recommendations

- 2.2.1. The conclusions and recommendations put forward within Chapter 5 of this review are based upon the evaluation of each respective Employment Area, and the assessment of how sites have evolved or changed since the 2013 Employment Land Review and 2018 District Plan.
- 2.2.2. In instances where parcels or the entirety of an Employment Area have been lost to non-employment land use, such as residential development, it is recommended that the pertinent area be excluded from the Employment Area allocation through the emerging Local Plan.
- 2.2.3. Likewise, in instances where an employment land use has developed or expanded beyond the existing allocation boundaries of an Employment Area, it is recommended that the emerging Local Plan acknowledge these changes with amended allocation boundaries to incorporate and reflect new employment land. Recommendations for amendment are set out in Chapter 5.
- 2.2.4. Finally, in instances where an Employment Area has seen no significant changes and/or continues to serve its employment function, it is recommended that the site be safeguarded as employment land within the emerging District Plan.



## 4. Employment Land Assessments by Settlement

East Herts has five market towns and an extensive rural area with a number of villages. It lies between the A1(M) and the M11, with the A10 running north-south and the A414 running east-west through the south of the district. A large proportion of the district's employment is generated by businesses within allocated Employment Areas across the towns and six of the villages.

The assessment of the district's employment land is ordered by main settlements, set out alphabetically, followed by village sites, each containing a general overview of both the settlement and the employment land position, before describing changes to the stock of allocated employment land since the 2013 Employment Land Review and 2018 District Plan. This sets the context for the individual site assessments, which are presented in a standard template form with an aerial photo, basic site information, a site description and the assessment based on aspects and characteristics discussed within Chapter 3.

### 4.1. Bishop's Stortford

#### 4.1.1. Settlement Overview:

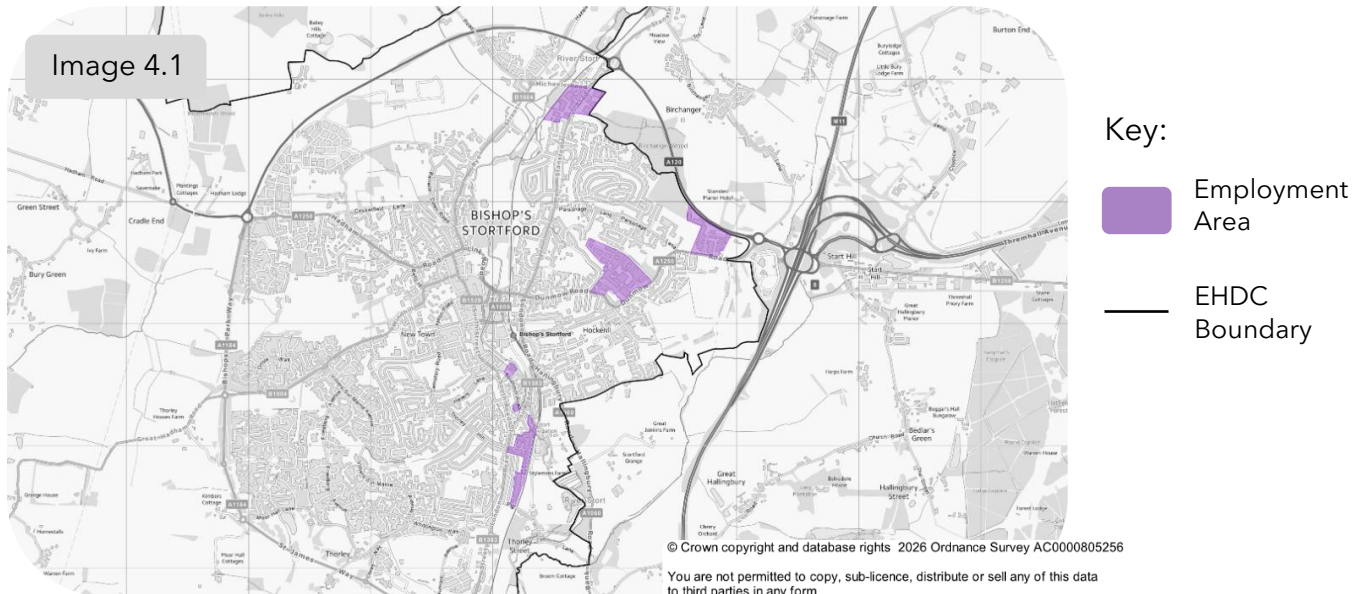
Bishop's Stortford is the district's largest town, holding an important role for retail, leisure, and employment. The town offers a wide range of services, and has a strong reputation for the provision of good schools. The character of Bishop's Stortford is underpinned by its historic and attractive market centre, and the 'Green Wedges' which penetrate the town. Bishop's Stortford greatly benefits from its strong location and transport links, stemming from its railway station and the M11 and A120 which both border the town, facilitating connectivity with the wider strategic road network.

The town has accommodated significant development, with numerous District Plan 2018 site allocations around the town, including strategic sites to the north and south. These sites continue to supply new homes, schools, neighbourhood centres, employment land, and other commercial/retail floorspace.

#### 4.1.2. Employment Land Overview:

Bishop's Stortford is considered well-located to provide employment generating floorspace and accommodate business, particularly due to its proximity to Stansted Airport and position along the M11 corridor. The District Plan 2018 defined Bishop's Stortford's industrial estates into seven Employment Area allocations,

which are spread across the north-east and south-east of the town, as shown in Image 4.1 below:



These seven sites collectively amount to approximately 32.3ha of allocated employment land. Bishop's Stortford offers a varied and flexible stock of employment floorspace, comprised of some larger allocations which incorporate multiple adjacent industrial estates, and some very small allocations which accommodate smaller-scale businesses and services. Units are predominantly occupied by businesses across Use Class E(g), B2, and B8, but there is a notable presence of non-industrial businesses or establishments operating within Use Class E, F, and Sui Generis.

Overall, Bishop's Stortford's employment land is of good quality, and serves its intended function. Generally, there is limited vacancy throughout the allocated Employment Areas, and each individual site has an occupancy score of either Good or Excellent. However, vacancy has recently increased at Raynham Road / Dunmow Road Industrial Estate (BS01) and Stansted Road (BS04) due to the relocation or closure of previous occupiers. Generally, sites towards the north-east are more favourable than those around the south-east due to their proximity to the M11 and A120.

#### 4.1.3. Employment Land Updates:

An employment strategy for the town was presented in Chapter 5.4 of the District Plan 2018, specifying the protection of enhancement of existing Employment Areas, supplemented by the provision of new Employment Areas. Policy BISH11


then set out that these new sites would be identified at Bishop's Stortford North (Policy BISH3) and Bishop's Stortford South (Policy BISH5). As of the time of this review, the new 'Thorley Field Business Park' has been completed and is being occupied, providing an additional ~3.5ha of employment land at Bishop's Stortford South (District Plan 2018 Policy BISH5), while the intended Employment Area at Bishop's Stortford North (District Plan Policy BISH3) has not yet come forward. It is recommended that Thorley Field Business Park (BS08) is formally allocated in the emerging Local Plan.

Notably, ~1.4ha of the Stansted Road Employment Area (BS04) has been recently redeveloped for the construction of a Lidl supermarket, representing the growing presence of Class E retail uses present within allocated Employment Areas. Despite this land use not aligning with the intended function of Employment Areas outlined within District Plan Policy ED1, it is recommended that this new Lidl site remain within the Employment Area in order to retain and safeguard the land immediately to its south which continues to accommodate small industrial businesses.

#### 4.1.4. Allocated Employment Area Site Assessments:


The following tables contain the site assessment information for all seven Employment Areas allocated in the District Plan 2018. The subsequent sub-chapter (4.1.5) will then provide an assessment of the additional, not yet allocated business park which has been completed at the south of Bishop's Stortford, under the BISH5 masterplan framework.

Table 4.1:

<p><b>Raynham Road / Dunmow Road Industrial Estate</b></p>		
<p><b>Site ID:</b> BS01</p> <p><b>Site Area:</b> 12.92ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> Class E(a); Class E(c)(i), (iii); Class E(d); Sui Generis</p>		
<p><b>Site Description</b></p> <p>Raynham Road / Dunmow Road Industrial Estate is well established, and is the largest Employment Area allocation in Bishop's Stortford. The allocation comprises an accumulation of Stortford Hall Industrial Estate, The Links Business Centre, Raynham Road Industrial Estate, Raynham Close, Myson Way, and some large independent industrial / commercial units. The quality and usage of employment land varies across the site and across the various estates, as does unit size; the total 80 individual units across the site range from small Class E spaces to very large Class B2 industrial facilities and Class B8 warehouses. Notable occupants include Gu Desserts, Land Rover, and Virgin Media. The site is both locally accessible and well connected with the strategic road network, but has recently seen an increase in vacancy.</p>		
<p><b>Notable Planning History</b></p> <p>There has been some redevelopment across the site in recent years, and erection of new units for Use Class E(g), B2, and B8 usage. Redevelopment has also been intended for large-scale Sui Generis usage (sale and display of motor vehicles - 3/18/1213/FUL).</p>	<p><b>Surrounding Area</b></p> <p>The site is surrounded by houses, other than the primary school and playing fields which are adjacent on the northeastern side.</p>	
<p><b>Site Quality</b></p> <p>Generally, the site and its environment are of good quality, with flexible units varying in size and design, offering employment / commercial</p>	<p><b>Quality Score</b></p>	


<p>floorspace for a variety of businesses. These include typical industrial units with ancillary offices, modern car dealerships, offices for the provision of IT services, and large manufacturing facilities. Certain units utilise renewable energy technologies. There are a number of older units within Raynham Road Industrial Estate, to the north-west of the site, which are of poor quality and could benefit from refurbishment or redevelopment. Internal roads and footpaths are generally high quality, and there is sufficient provision of parking.</p>	<p>Good</p>
<p><b>Site Occupancy</b></p> <p>There has recently been a significant increase in Class B2/B8 vacancy, including units within Raynham Road Industrial Estate ranging from ~2,600sqft to ~12,500sqft, and Unit 9 of Stortford Hall Industrial Estate; a ~59,500sqft building comprising ~47,000sqft of warehouse floorspace and ~12,500sqft of ancillary office floorspace. Collectively, vacant floorspace within the allocated Employment Area amounts to ~96,000sqft.</p>	<p><b>Occupancy Score</b></p> <p>Good</p>
<p><b>Constraints</b></p> <p>Significant portions of site covered by Flood Zone 2 &amp; high risk of flooding from surface water.</p>	
<p><b>Accessibility</b></p> <p><b>Local connections:</b></p> <p>Most of the site is accessed via entrances on Raynham Road, just off Dunmow Road. Stortford Hall Industrial Estate is accessed separately from the rest of the allocated Employment Area via its own entrance on Dunmow Road, as is the large manufacturing facility occupied by Gu Desserts. Dunmow Road is well connected to the town centre and residential areas of Bishop’s Stortford.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>The site’s entrances are less than 1 mile from M11 Junction 8 to the north-east along Dunmow Road and A120, making it well connected to the strategic road network.</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>All entrances to the site are accessible for pedestrians and cyclists along Dunmow Road.</p> <p><b>Public Transport Links:</b></p> <p>There are bus stops within 150 metres of each site entrance. The bus services running from these stops provide links to numerous surrounding towns and villages. Bishop's Stortford Railway Station is also ~1 mile to the east, along Dunmow Road.</p>	

Table 4.2:

<b>Haslemere Estate</b>		
<p><b>Site ID:</b> BS02</p> <p><b>Site Area:</b> 1.71ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(ii), (iii); Class B8</p> <p><b>Other Land Use Classes:</b> Class E(c)(ii), (iii)</p>		
<p><b>Site Description</b></p> <p>Relatively small, 1980s industrial estate, comprised of 14 industrial warehouse units across three buildings which are of good quality and flexible for primarily Class B2 and B8 use. Units range between approximately 3,000sqft and 9,500sqft, accommodating businesses at varying scale. Site layout is relatively simple, with units located on the west side of a single internal road, and parking spaces opposite. Vacancy on site is minimal despite location constrained in relation to strategic road networks, indicating strong local demand. Most businesses on site are longstanding tenants.</p>		
<p><b>Notable Planning History</b></p> <p>No notable planning history.</p>		<p><b>Surrounding Area</b></p> <p>Site is bordered by Proctors Way to the west, which is lined with semi-detached housing. Twyford Road Industrial Estate, another allocated Employment Area, is adjacent to the north, railway tracks to the east, and greenfield land across Pig Lane to the south.</p>
<p><b>Site Quality</b></p> <p>This Employment Area is of good quality, containing 14 flexible industrial warehouse units subdivided within three adjacent properties. Units graduate in size, with the smallest of around 3,000sqft located nearest to the site's entrance, and the largest at around 9,500sqft towards the end of the internal road at the north. Units are relatively old, but fulfil their purpose for employment generating use and provide popular industrial /</p>		<p><b>Quality Score</b></p> <p>Good</p>

warehouse space with ancillary offices. There is a strong provision of parking, the site is well contained to prevent conflict with surrounding uses, and signage at the entrance is good.	
<p><b>Site Occupancy</b></p> <p>One unit is currently vacant and being marketed to let at around 9,500sqft, after the previous tenant went into administration. Additionally, the entire site is currently for sale, seeking offers for freehold interest in excess of £17,000,000.</p>	<p><b>Occupancy Score</b></p> <p>Good</p>
<p><b>Constraints</b></p> <p>No notable constraints.</p>	
<p><b>Accessibility</b></p> <p><b>Local Accessibility:</b></p> <p>The site is well signposted, both outside its entrance on Pig Lane and on London Road / B1383 indicating where to turn off. The site is reasonably well located in terms of accessibility for local residents around the south of Bishop's Stortford. London Road also provides a relatively direct link with Sawbridgeworth and Harlow to the south.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>The site is poorly located in relation to major junctions and/or strategic road networks; reaching the M11 involves travelling over 3 miles through the centre of Bishop's Stortford, and accessing the A120 involves travelling a convoluted ~3.4 miles south along London Road, and then around the western periphery of the town along St James Way and Bishops Park Way. The A120 around Bishop's Stortford is also prone to congestion, particularly when travelling east toward the M11. The bridge just beside the site entrance, which provides access to alternative routes to the east, is narrow and signposted with weight restrictions meaning access is limited for large vehicles.</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>The site is accessible for local pedestrians and cyclists via London Road / Pig Lane, and the pavements which lead to its entrance. However, there is no internal infrastructure for walking or cycling.</p> <p><b>Public Transport Links:</b></p> <p>There is a bus stop ~200 metres from site entrance on London Rd. Services running from this stop only provide links to Sawbridgeworth and Harlow to the south, and some surrounding villages.</p>	

Table 4.3:


<h2 style="margin: 0;">Twyford Road</h2>	
<p style="text-align: center;"><b>Site ID:</b> BS03</p> <p style="text-align: center;"><b>Site Area:</b> 4.02ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p style="text-align: center;"><b>Other Land Use Classes:</b> Class E(c)(ii), (iii); Class E(d); Class F1(f)</p>	
<p><b>Site Description</b></p> <p>This Employment Area comprises two interconnected estates; the newer Twyford Business Centre and the older Twyford Road Industrial Estate. Twyford Business Centre, which encompasses the larger southern portion of the site, contains generally more sophisticated units and offers the greater opportunities for flexible Class E, B2, and B8 employment space. The older Twyford Industrial Estate is limited, offering small, poorer-quality units. Collectively, the site contains ~55 individual units which accommodate businesses across Use Class E, B2, and B8, as well as the Bishop’s Stortford Baptist Church to the north. Twyford Road is relatively poorly located in relation to the strategic road network and access is relatively constrained. Nevertheless, occupancy is good.</p>	
<p><b>Notable Planning History</b></p> <p>Industrial buildings at the north of site were redeveloped in the last 10-15 years, replaced by a large Baptist Church and associated office building (3/09/0492/FP). Both buildings now fall under Use Class F1(f).</p>	<p><b>Surrounding Area</b></p> <p>The site is neighboured by housing to the north, west, and south. Haslemere Industrial Estate also borders Twyford Business Centre to the south, and the entire eastern border of the site is adjacent to the railway track.</p>



<p><b>Site Quality</b></p> <p>Twyford Business Centre is of higher quality than the older Twyford Road Industrial Estate, with newer, larger, and more flexible units. Nevertheless, the quality of this site is overall not particularly high and would benefit from enhancements which have not been made since the previous Employment Land Review. Cars across the site are parked inappropriately on double yellow lines and pavements, hindering pedestrian movement and indicating insufficient provision of parking spaces. However, there is a public EV charger located within the site, and multiple units in the business centre have been retrofitted with Solar PV.</p>	<p><b>Quality Score</b></p> <p>Reasonable / Good</p>
<p><b>Site Occupancy</b></p> <p>Minimal vacancy, with three units being marketed as vacant and to let.</p>	<p><b>Occupancy Score</b></p> <p>Good</p>
<p><b>Constraints</b></p> <p>The northern half of the site is within Flood Zone 2, and the Employment Area allocation overlaps with a small section of Flood Zone 3b due to the River Stort cutting through. There are some patches of the site which are at high risk of flooding from surface water.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>The site can be accessed via the entrance on London Road, which is traffic light controlled, or via Twyford Road which permeates directly into the site. The location makes this site accessible for local residents around the south of Bishop's Stortford.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>The site is poorly located in relation to major junctions and the strategic road network; reaching the M11 involves travelling ~2.7 miles through the centre of Bishop's Stortford, and accessing the A120 involves travelling a convoluted ~3.6 miles south along London Road, and then around the western periphery of the town along St James Way and Bishops Park Way. The A120 around Bishop's Stortford is also prone to congestion, particularly when travelling east toward the M11.</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>London Road and Twyford Road facilitate pedestrian and cyclist access.</p> <p><b>Public Transport Links:</b></p> <p>There is a bus stop ~50 metres from the site's entrance on London Rd. Buses running from this stop provide links to Sawbridgeworth, Harlow and some villages to the south, as well as</p>	

other areas of Bishop's Stortford itself. Bishop's Stortford Railway Station is also ~1 mile away from the site.

Table 4.4:

<p style="text-align: center;"><b>Stansted Road</b></p>	
<p style="text-align: center;"><b>Site ID:</b> BS04</p> <p style="text-align: center;"><b>Site Area:</b> 7.79ha</p> <p style="text-align: center;"><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p style="text-align: center;"><b>Other Land Use Classes:</b> Class E(a); Class E(b); Class E(c)(ii), (iii); Sui Generis</p>	
<p><b>Site Description</b></p> <p>This Employment Area allocation is comprised of three adjacent but independent estates: Goodliffe Park, Stort Valley Industrial Estate, and Birchanger Industrial Estate. Goodliffe Park primarily accommodates large retail businesses, while Stort Valley and Birchanger Industrial Estates across the road offer smaller-scale industrial warehouse floorspace. Stansted Road (B1383) bisects the allocation through the middle, providing strong local accessibility, and connection with the strategic road network via the A120 to the north. This Employment Area is highly flexible, providing 25+ units which range in size and quality, accommodating businesses across Class E, B2, B8, and Sui Generis. Car sales and servicing has been a longstanding, prominent presence on site, and notably the Group 1 BMW and Mini facilities have recently closed, leaving significant, visible vacancy along Stansted Road. A significant portion of the allocated site has also been recently redeveloped to provide a new Lidl supermarket. Notable remaining occupants now include Mercedes-Benz, Wickes, and Pets at Home.</p>	

<p><b>Notable Planning History</b></p> <p>Permission granted in 2023 for the demolition of existing industrial units to the south of Stort Valley Industrial Estate, and erection of a Class E retail foodstore (Lidl) with associated parking, access, landscaping etc (3/21/1756/FUL). Construction now complete, and supermarket is in use.</p>	<p><b>Surrounding Area</b></p> <p>Some housing to the north and to the south. Housing to the south borders the land which has recently been redeveloped providing a large Class E Lidl supermarket. The railway borders Goodliffe Park on its western side. Otherwise, the site is surrounded by greenfield land.</p>
<p><b>Site Quality</b></p> <p>Quality varies greatly between the three independent estates, which each have their own distinctive characteristics. Goodliffe Park primarily accommodates large retail businesses, while Stort Valley and Birchanger Industrial Estates across the road offer smaller units; the majority flexible for a range of industrial and warehousing uses, and some which are designed to accommodate car dealership and servicing.</p> <p>The newer, larger commercial units (car dealerships, retail shops) appear higher quality than the older, 1980s brick industrial units around Birchanger Industrial Estate. Birchanger Industrial Estate would benefit from significant enhancement or redevelopment to revitalise the area and provide higher quality employment floorspace.</p> <p>Overall, this Employment Area allocation provides flexible employment spaces for small to large scale businesses. There is customer parking for retail stores and parking spaces outside most industrial units, though numerous cars are inappropriately parked on footpaths and yellow lines across the site, blocking pedestrian routes. Solar PV and EV charging technology is available privately at car dealership units.</p>	<p><b>Quality Score</b></p> <p>Good</p>
<p><b>Site Occupancy</b></p> <p>One industrial unit is currently vacant and being marketed within Stort Valley Industrial Estate, and large car showrooms and workshops are now vacant and for sale due to the recent closure of Group 1 BMW and Mini businesses.</p>	<p><b>Occupancy Score</b></p> <p>Good</p>
<p><b>Constraints</b></p> <p>There is some flood risk at Birchanger Brook, which is adjacent to the new Lidl supermarket development. Recent planning applications have included swale and other flood mitigation strategies that would seek to address this.</p>	

## Accessibility

### Local Connections:

There are independent entrances on Stansted Road which provide access to each respective estate. Units are visible from the road with good signage. Stansted Road runs south into town centre and connects with local residential areas.

### Connection to Strategic Road Network:

The junction between Stansted Road and the A120 is <1 mile north of the site, making it well-located in relation to the strategic road network; the M11 Junction 8 is ~1 mile east along the A120.


### Pedestrian & Cycle Links:

Pedestrians and cyclists can access the area via Stansted Road, which has pavements on either side feeding into site entrances.

### Public Transport Links:

There is a bus stop in the centre of the site, on Stansted Road, and one just to the north on Michaels Road. Bus services at these stops are not extensive but provide links with various villages to the north and Sawbridgeworth and Harlow to the south.

Table 4.5:

<p><b>Woodside</b></p>	
<p><b>Site ID:</b> BS05</p> <p><b>Site Area:</b> 5.25ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> Class E(a); Class E(c)(ii), (iii); Class E(d); Class F1(a); Class F1(f)</p>	

## Site Description

Relatively large, high-quality estate in a strong strategic location on the edge of Bishop's Stortford, next to M11 junction 8. The site provides sizeable industrial units, occupied by established businesses for relatively large-scale Class B2 / B8 uses, and numerous smaller terraced units within the more recently constructed 'Peek Business Centre' development, most suitable for Class E uses. In total, there are ~58 units being occupied or marketed for use. Notable occupants include Travis Perkins, Diageo, and Thermo Fisher Scientific. Bishop's Stortford Recycling Centre is also located within the site.

## Notable Planning History

There has been significant development in last 10 years, with the erection of new 'Peek Business Centre,' after planning permission given for over 5,000sqm of new Class B1 (now E(g)) business floorspace (3/10/027/FP). This development was completed in 2017. Multiple new units have since been granted permission for use class changes to B2 and E(d).

## Surrounding Area

The site is neighboured by Bishop's Stortford Football Club to the east and Birchwood High School to the west. High school playing fields are directly adjacent while the school buildings themselves are further west. There is some housing and Bishop's Stortford Golf Club across Dunmow Road to the south. A120 borders site to the north.

## Site Quality

Quality is high across all areas of the site. Units are flexible for diverse uses and vary in size, ranging from small, terraced units to large industrial warehouses. The environment (roads, footpaths, vegetation) is evidently well maintained, and provision of parking is sufficient. Evidence of retrofitting includes installation of Solar PV along roofing of large industrial units and general building renovation.

## Quality Score

Excellent

## Site Occupancy

Minimal vacancy. There are two small units currently being marketed and available to let within the Peek Business Centre.

## Occupancy Score

Good

## Constraints

Some small patches of high and medium risk of flooding from surface water across the site.

## Accessibility

### Local Connections:

Location on Dunmow Road / A1250 offers good connectivity with town centre and local residential areas of Bishop's Stortford. Access road is sufficient in width and quality to allow access for large commercial vehicles. Signage on Dunmow Road could be improved.

**Connection to Strategic Road Network:**

The site provides employment space in a very strong strategic location, in close proximity with M11 Junction 8 and the A120; key feature of site making it highly marketable and desirable for large scale businesses.


**Pedestrian & Cycle Links:**

Dunmow Road has pavement which leads into Woodside and facilitates safe pedestrian access.

**Public Transport Links:**


There are multiple bus stops within ~0.3 miles of the site, offering access to services which provide links into Essex, and south into Harlow / Sawbridgeworth.

Table 4.6:

<p><b>Millside Industrial Estate</b></p>	
<p><b>Site ID:</b> BS06</p> <p><b>Site Area:</b> 0.23ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(ii), (iii)</p> <p><b>Other Land Use Classes:</b> Class E(c)(ii), (iii); Class E(d); Class E(e); Class F1(a)</p>	
<p><b>Site Description</b></p> <p>Very small, yet popular Employment Area near the centre of Bishop's Stortford, currently accommodating businesses within its 10 small units, which are primarily independent and operating under Class E, and are targeted towards the visiting public, such as a workshop for pottery classes, a music studio, a veterinary practice, and a gym. Lack of vacancy indicates strong local demand for small, Class E business floorspace.</p>	

<p><b>Notable Planning History</b></p> <p>Some granted applications for change of use class from B1 to D1/D2 (prior to 2020 use class updates). These now fit into Class E/F.</p>	<p><b>Surrounding Area</b></p> <p>The site is surrounded by housing, other than a wine shop and medical facility to the south.</p>
<p><b>Site Quality</b></p> <p>Very small Employment Area, comprising nine terraced units and one stand-alone unit used as a veterinarian facility which are generally well maintained, including recent renovations to roofing, and are flexible for small scale business uses. Parking is available on-site and on Southmill Road, but is limited. The internal road / courtyard area is poorly paved and would benefit from improvement. Signage from the road is relatively good.</p>	<p><b>Quality Score</b></p> <p>Good</p>
<p><b>Site Occupancy</b></p> <p>No vacancy, all units on site are occupied and in use.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>Entire site is covered by Flood Zone 2, with some Flood Zone 3 coverage.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>Location on Southmill Road is very close to the town centre, and the site is well connected with surrounding residential areas. Site is visible from the road with good signage.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>Access to strategic road networks is somewhat convoluted. Reaching the M11 / A120 involves driving ~2.5 miles to Junction 8 at the north-east of Bishop’s Stortford, through the centre of town which is prone to congestion issues. However, this does not constrain demand or vitality of the site, since it primarily accommodates local businesses.</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>Pedestrians and cyclists can access the site safely via Southmill Road, which has pavement leading into the estate.</p> <p><b>Public Transport Links:</b></p> <p>There are multiple bus stops in walking distance, within 0.3 miles of the site. Buses at these stops offer good links across town, and to some nearby towns / villages. Bishop's Stortford Railway Station is also ~0.5 miles from site, accessible on foot.</p>	

Table 4.7:

<p><b>Southmill Trading Estate</b></p>		
<p><b>Site ID:</b> BS07</p> <p><b>Site Area:</b> 0.69ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B8</p> <p><b>Other Land Use Classes:</b> Class E(a); Class E(c)(i), (ii); Class E(d)</p>	<p><b>Site Description</b></p> <p>Southmill Trading Estate is another small site near the centre of Bishop's Stortford, primarily accommodating light industrial and service-providing businesses within financial, electrical, energy, and heating industries. Some other uses include Class E(a) retail (workwear / clothing shop and bicycle shop) and a Class E(d) fitness studio, while a significant parcel of the Employment Area facing Southmill Road is an open-air yard occupied by Cadent Gas. Quality of the site is generally good, and it fulfils its purpose through the provision of 15 relatively small, well-occupied industrial units.</p>	
<p><b>Notable Planning History</b></p> <p>No notable planning history.</p>	<p><b>Surrounding Area</b></p> <p>There is housing adjacent to, and directly overlooking the site to the south-east, with windows having clear surveillance into the estate. Grade II listed 'Millars' buildings, which have been redeveloped as apartments and commercial spaces, are adjacent to the north-west. The River Stort separates site from the Railway Station car park to the north-east.</p>	
<p><b>Site Quality</b></p> <p>Another small site, containing 15 terraced units built in the 1980s, which are generally well maintained and flexible for various small to medium scale business uses. Good parking provision and internal road quality. The parcel of land which borders Southmill Road is a fenced storage /</p>	<p><b>Quality Score</b></p> <p>Good</p>	




operational yard, occupied by Cadent Gas, which is not particularly attractive and does not contribute towards public amenity. Signage from Southmill Road is good.	
<p><b>Site Occupancy</b></p> <p>All but one of the units at this site are occupied. One unit is currently vacant and being marketed as to let.</p>	<p><b>Occupancy Score</b></p> <p>Good</p>
<p><b>Constraints</b></p> <p>A significant portion of the site is within Flood Zone 3 and high risk of surface water flooding areas. There are listed buildings and a Conservation Area bordering to the south and west.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>Location on Southmill Road is very close to town centre and the site is well connected with surrounding residential areas. The access road and entrance is good quality, with good signage.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>Location is relatively poor in relation to strategic road networks. Reaching the M11 / A120 involves driving ~2.5 miles to Junction 8 at the north-east of Bishop's Stortford, through central &amp; high traffic areas of the town. The site is most suitable for local businesses.</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>Pedestrians and cyclists can access the site safely via Southmill Road, which has pavement leading into the estate. The River Stort can also be crossed via the foot bridge just to the north of the site.</p> <p><b>Public Transport Links:</b></p> <p>There are multiple bus stops in walking distance, within 0.3 miles of the site. Buses at these stops offer good links across town, and to some nearby towns / villages. Bishop's Stortford Railway Station is ~0.5 miles from site, accessible on foot via the River Stort footbridge.</p>	

#### 4.1.5. Non-Allocated Employment Area Site Assessments

This section contains the site assessment information for the new, completed business park located at Bishop’s Stortford South, allocated under District Plan Policy BISH5. The site is not yet allocated as an Employment Area due to it having been completed after the adoption of the District Plan 2018. It is recommended that this site be formally allocated and safeguarded as an Employment Area within the emerging Local Plan.

Table 4.8:

<p><b>Thorley Fields Business Park</b></p>	
<p><b>Site ID:</b> BS08</p> <p><b>Site Area:</b> ~3.7ha</p> <p><b>Employment Land Use Classes:</b> Use Class E(g)(ii), (iii); Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> N/A</p>	<p><b>Site Description</b></p> <p>Thorley Fields Business Park is a new business / industrial estate located at the southernmost edge of Bishop’s Stortford, at the intersection between St James Way and the A1184. The site is the Employment Area component of the BISH5 ‘Bishop’s Stortford South’ Masterplan Framework, which was approved by the Council in 2018 and can be found <a href="#">here</a>. The Employment Area has now been delivered, after being completed in 2024/25, providing ~12 new industrial units, ranging in size from small to relatively large. The site is private and therefore not open to the public, meaning site observations below are made from public vantage points. Occupiers include Delta Group, MCP Engineering Plastics, and TPS Trade.</p>
<p><b>Notable Planning History</b></p> <p>Permission for a comprehensive development scheme at this site, allocated under Policy BISH5 of the District Plan</p>	<p><b>Surrounding Area</b></p> <p>The site is bordered by St James Way and the A1184 to the southeast &amp; west with greenfield land beyond. To the west is a care</p>

<p>2018, was granted in 2019 (Ref 3/18/2253/OUT) and included the provision of this employment area, residential dwellings, a care home, education, and local centre retail. As of 2026, much of this has been delivered.</p> <p>More recently, various applications for the employment area relating to 3/21/1749/VAR (approved under outline planning 3/18/2253/OUT) have been granted, providing E(g)(ii), E(g)(iii), B2 and B8 uses. The site has now been delivered and all units are occupied.</p>	<p>home also delivered as part of the BISH5 masterplan, and to the north is some SUDS and green space with residential development beyond. This location was identified for employment use to avoid traffic being directed through the town.</p>
<p><b>Site Quality</b></p> <p>Due to its age, the site appears to be excellent quality with modern, large industrial units visible from the adjacent roads. The largest units appear to also have significant ancillary office space, and large portions of the road facing unit walls are fitted with glass to avoid the dominance of imposing metal faces. Units are fitted with Solar PV along their roofs, and there seems to be sufficient parking available.</p>	<p><b>Quality Score</b></p> <p>Excellent</p>
<p><b>Site Occupancy</b></p> <p>No vacancy, all units on site are occupied and in use.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>No notable constraints.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>The site is well connected to the rest of the town, particularly the new residential areas brought forward within the BISH5 Masterplan area. The adjacent A1184 facilitates convenient access from Sawbridgeworth, Harlow, and various villages from the south also.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>Connection with the Strategic Road Network is not ideal, given the location on the opposite side of Bishop’s Stortford to the M11 and A120 (east). Reaching these roads involves travelling through Bishop’s Stortford centre or around the perimeter of the town to the west, reaching the A120 which is prone to congestion. Nevertheless, companies have</p>	

invested significant resources to relocate to this site. It is noted that there are good connections from the site to A120 (west).

**Pedestrian & Cycle Links:**

Pedestrian access to the site is feasible via the pavement which facilitates access from the rest of the BISH5 area along Beaumont Ave South. However, the site is quite a distance away from all other residential areas of the town and the town centre, and the site's entrance is not particularly conducive to walking or cycling access in terms of design.

**Public Transport Links:**

The 'St James Park Beaumont Avenue High School' Bus Stop is within 100 metres of the site's entrance. Bus services running from this stop include the 36, 306, 508, 509, 510, and 511. However, the 511 is the only bus which runs regularly from this stop, and only provides links to the rest of Bishop's Stortford rather than any surrounding settlements. The other services provide links to Buntingford and other villages to the north-west, and Harlow & Sawbridgeworth to the south, but only run from this stop once or twice per day.

Bishop's Stortford Railway Station is over 2 miles north of the site, in the town centre.

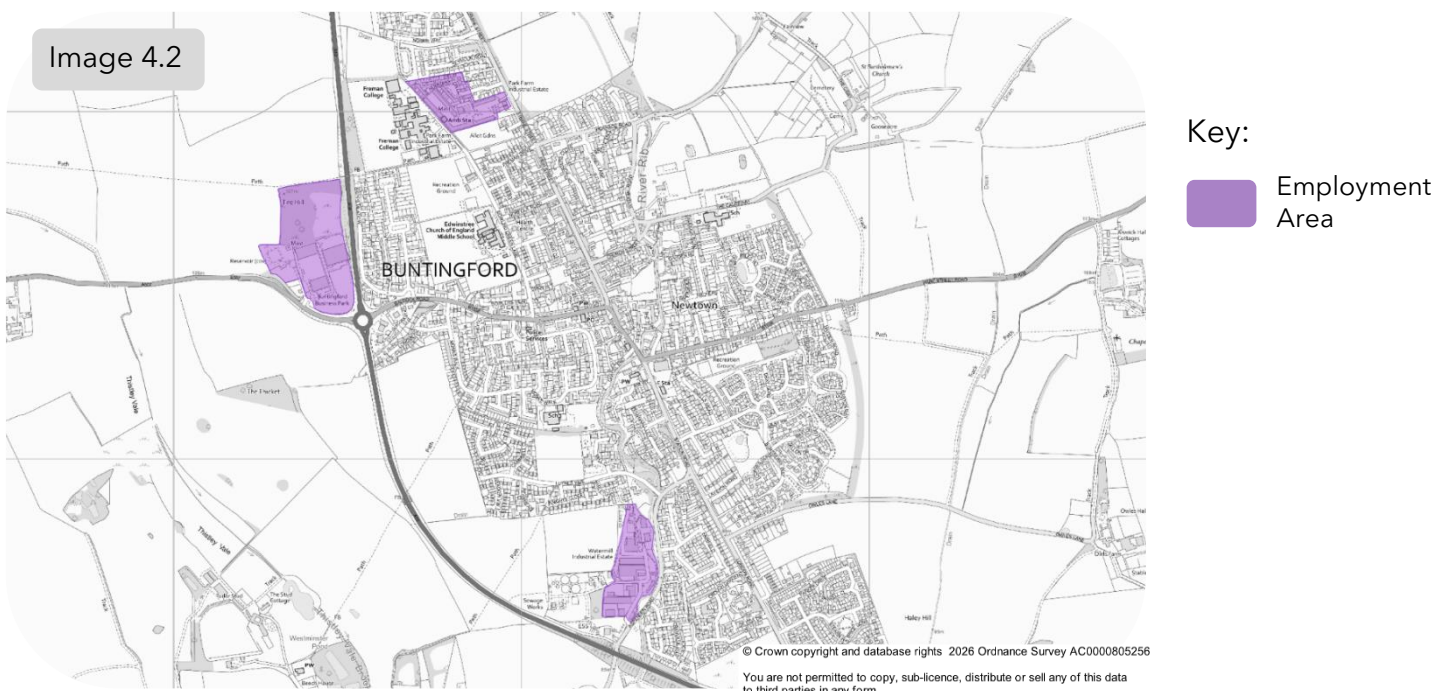
## 4.2. Buntingford

### 4.2.1. Settlement Overview:

Buntingford is a small market town, located in the centre of a large rural area in the northern half of the district. It is the only town in East Herts to not be served by rail, which alongside the generally limited bus services, makes residents and visitors primarily reliant on car and private transport. Located along the A10, Buntingford is relatively well-connected north towards Cambridge, and south towards London. Notably, it is also the only town to not be constrained by Green Belt, making it subject to numerous speculative development applications.

### 4.2.2. Employment Land Overview:

There are currently three allocated Employment Areas located in Buntingford: Park Farm Industrial Estate (BU01), Buntingford Business Park (BU02), and Watermill Industrial Estate (BU03). Collectively, they provide approximately 26,000sqm of employment generating floorspace, across approximately 12.9ha of allocated employment land. The sites are relatively spread out across the town, as displayed in Image 4.2 below:



Buntingford provides a flexible stock of employment units, ranging in size, age, and quality. Park Farm Industrial Estate and Watermill Industrial Estate offer small, primarily industrial units, while Buntingford Business Park comprises just three

buildings totalling approximately 10,100sqm; the only larger-scale employment units in the area. Businesses across Buntingford are primarily industrial, operating within Use Class E(g)(iii) and Class B2. However, the recent development of micro studio units at Watermill Industrial Estate has facilitated an emergence of small local businesses, spanning various non-industrial Use Classes.

Notably, there is no vacant allocated employment floorspace in Buntingford; all units across the three Employment Areas are occupied. Currently, the greatest opportunity for enhancement of employment land in Buntingford is at Buntingford Business Park, via the development of currently vacant parcels, and at Watermill Industrial Estate, through the redevelopment of poor-quality older units.

#### 4.2.3. Employment Land Updates:

Since the 2013 Employment Land Review, there has been a significant reduction in designated employment land within Buntingford, due to the loss of the former Sainsbury's Distribution Depot. The site has since been redeveloped, now home to a residential estate and Buntingford First School.


However, there have been recent updates to the remaining three Employment Areas within the town. There has been significant development at Watermill Industrial Estate in recent years, providing 25+ new commercial/industrial units, which has improved both the marketability and overall quality of the site.

At Park Farm Industrial Estate, ~1.1ha of the existing allocated Employment Area has been recently developed for residential uses which now directly border the site. This land was previously vacant, and now ultimately does not serve an employment generating function in line with District Plan 2018 Policy ED1. Therefore, the allocation boundaries for this site should be amended to represent a ~1.1ha loss of allocated employment land.

Finally, intention to develop the long-vacant parcels of at Buntingford Business Park has been demonstrated through a 2026 planning application to construct four new industrial units, totalling ~ 20,000sqft of Class E(g), B2, and B8 floorspace. This application is currently awaiting decision.

4.2.4. Buntingford Employment Site Assessments:


Table 4.9:

<p><b>Park Farm Industrial Estate</b></p>		
<p><b>Site ID:</b> BU01</p> <p><b>Site Area:</b> 2.90ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> Class C3; Class E(a); Class E(c)(ii), (iii); Class E(d)</p>	<p><b>Site Description</b></p> <p>Park Farm Industrial Estate is a relatively small Employment Area in the north of Buntingford, providing flexible employment space across 40+ units, which accommodates businesses across Class E, B2, and B8. More recently developed units around the east of the site, toward the entrance on Ermine Street, are primarily occupied by IT business, while the older units located towards the rear of the estate are used primarily for industrial and storage purposes. The overall quality of the site is good, and the lack of vacancy indicates strong local demand. However, units are small, and therefore limited in their flexibility to accommodate larger-scale business uses.</p>	
<p><b>Notable Planning History</b></p> <p>Northern parcel of designated employment land, which was previously vacant, has been taken up by residential development which was constructed in 2020 (3/16/1391/FUL).</p> <p>Two residential dwellings have been recently erected within the employment allocation, adjacent to the site's entrance on Ermine Street (3/19/1697/FUL).</p>	<p><b>Surrounding Area</b></p> <p>Site is neighboured by recently developed housing to the north, Freman College to the west, and allotments to the south. There is greenfield land opposite the entrance on Ermine Street to the east.</p>	

<p><b>Site Quality</b></p> <p>Park Farm Industrial Estate contains generally small, terraced units which are flexible for various business uses. Some have evidently been internally connected to form a larger space for a sole occupant. There is good parking provision, and a relatively good standard of buildings and internal infrastructure. There is considerable noise around this site stemming from industrial and vehicular activity, which is significant given the residential development now adjacent and overlooking the site to the north. Certain individual units are using renewable energy technologies, notably Solar PV and private EV Chargers.</p>	<p><b>Quality Score</b></p> <p>Good</p>
<p><b>Site Occupancy</b></p> <p>No vacancy, all units on site are occupied and in use.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>No significant constraints .</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>Located on Ermine Street which connects to Buntingford's High Street to the south and the A10 to the North (via Neale Drive), towards Royston. Accessible for local residents of the town and surrounding villages.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>Well connected to the A10, located within 1 mile.</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>Pavement along Ermine Street provides safe access for pedestrians. There is no dedicated cycle path serving the site, but Ermine Street is safe for cyclists to use.</p> <p><b>Public Transport Links:</b></p> <p>The nearest bus stop is in the centre of Buntingford, ~0.5 miles south along Ermine Street from the entrance to Park Farm Industrial Estate. Bus services running from this stop offer some connection to towns &amp; villages north, south, and west, but are relatively infrequent.</p>	



Table 4.10:

<p><b>Buntingford Business Park</b></p>	
<p><b>Site ID:</b> BU02</p> <p><b>Site Area:</b> 6.77ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> N/A</p>	
<p><b>Site Description</b></p> <p>Buntingford Business Park provides the only units in the area which are sizeable enough to facilitate larger-scale industrial operations. The site is relatively modern and of high-quality, with high potential for enhancement through development of the currently vacant parcels of land which are allocated for employment. One unit is occupied by East Herts and North Herts Councils as a joint operational / waste depot, and the other is the headquarters of Datalec Precision Installations Ltd, a large international company. The Veolia water facility / reservoir on the western side is also within the allocated Employment Area. Located adjacent to the A10, the site is well positioned for car users, and the commercial and/or refuse collection vehicles associated with the businesses operating within. However, the A10 crossing separates Buntingford Business Park from Buntingford itself, making the site relatively inaccessible for pedestrians and cyclists.</p>	
<p><b>Notable Planning History</b></p> <p>A small car park was constructed at the Veolia facility around 2013, aimed at alleviating parking issues within the business park (3/11/1874/FP).</p> <p>More recently, at the beginning of 2026, ~ 0.6ha of the southern vacant parcels within the Employment Area have been put forward for the development of four industrial units (for use class E(g), B2, and</p>	<p><b>Surrounding Area</b></p> <p>The site is surrounded by agricultural land to the north, west and south, and separated from Buntingford only by the A10 to the east. Baldock Road is immediately south and has a roundabout junction with the A10 to the south-east.</p>


B8) ~5,000sqft each (3/25/1986/FUL). This application is currently awaiting decision.	
<p><b>Site Quality</b></p> <p>The business park is of good quality, with relatively large and modern units ranging up to 37,000sqft. Units are clearly flexible for various business uses; primarily industrial. Despite good provision of parking spaces and a new car park at the Veolia facility, the main internal road has cars inappropriately parked along it, narrowing the space for larger vehicles to operate.</p> <p>The vacant parcels of land to the north and south of the existing buildings total 3.86ha; ~57% of the overall allocation area. Currently, they are overgrown and littered with rubbish which hinders the site's general appearance. The landowner has confirmed intention to develop these parcels in due course.</p>	<p><b>Quality Score</b></p> <p>Good</p>
<p><b>Site Occupancy</b></p> <p>No vacancy, all units on site are occupied and in use.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>There are some portions of the allocated area which have high risk of flooding from surface water, including the undeveloped parcels.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>Site is adjacent to the Buntingford settlement boundary, separated by the A10, with its entrance on Baldock Road. Baldock Road continues east directly into Buntingford, making the business park well connected to the town centre and accessible for local car users.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>Site is adjacent to the junction between Baldock Road and A10, offering good north-south connectivity and a straightforward link towards Letchworth and Baldock to the west via the Baldock Road (A507).</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>Site is separated from town by the A10. The junction between the A10 and Baldock Road provides a pedestrian crossing point and pavement which extends east towards the business park. However, this crossing has no specific measures to help pedestrians and</p>	

cyclists cross, which may impact on its use and safety, and undermine accessibility for pedestrians and cyclists. This location also makes the site inaccessible for cyclists.

**Public Transport Links:**

There is a bus stop within ~0.3 miles of site, located in Buntingford to the east along Baldock Road. However, the journey between this stop and the entrance to Buntingford Business Park involves crossing the A10.

Table 4.11:

<p><b>Watermill Industrial Estate</b></p>	
<p><b>Site ID:</b> BU03</p> <p><b>Site Area:</b> 3.24ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B8</p> <p><b>Other Land Use Classes:</b> Class E(a); Class E(c)(ii), (iii); Class E(d); Sui Generis</p>	
<p><b>Site Description</b></p> <p>Watermill Industrial Estate is an established Employment Area in the south-west of Buntingford, which has recently been enhanced through the development of 25+ new business units around the north of the site. This recent development has revitalised the estate in terms of marketability and attraction, while certain older units are relatively poor quality and could benefit from enhancement or redevelopment. The location is favourable in terms of proximity to A10 and town centre, but access is relatively poor, limiting the extent to which Class B8 uses are appropriate. The development of new, small studio units at the north of the site has evolved the way in which Watermill Industrial Estate is used, accommodating various Class E local businesses in a previously exclusively industrial estate.</p>	
<p><b>Notable Planning History</b></p> <p>Permission for the construction of 17 Class B1 units was granted in 2018 and has now</p>	<p><b>Surrounding Area</b></p> <p>Site is neighboured by housing to the north, and across Aspenden Rd to the east /south-</p>

<p>been delivered (3/17/1861/FUL). Further developing the site to the north, 9 new small 'studio' Class (then) B1 units have been constructed following a grant of permission in 2020 (3/19/2605/FUL). Various other recent applications have been granted for construction of independent units (3/22/1043/FUL; 3/22/1064/FUL; 3/21/0837/OUT).</p> <p>Outline permission has recently been granted for the demolition of existing scaffolding structure and erection of 6 industrial units on site (3/24/2256/OUT).</p>	<p>east. There is a sewage facility adjacent to the west, and a parcel of greenfield land to the north-west, which has recently had a large-scale application for around 350 homes granted at appeal. Site is generally surrounded by vegetation / tree line which separates it from adjacent land.</p>
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<p><b>Site Quality</b></p> <p>The quality of the physical environment varies across the site, with a clear distinction between the recently developed areas and the longer established areas consisting of older units. Recently developed units range between 200sqft and 1500sqft providing modern, flexible spaces for smaller independent businesses. The area around the new studio units to the north has an attractive environment, with large trees retained and some community / green space provided in the middle. Car and bicycle parking is also well provided. The southern area of the site comprises lower quality units, and internal roads which appear poorly maintained; recent planning applications have potential to improve these conditions.</p>	<p><b>Quality Score</b></p> <p>Reasonable / Good</p>
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<p><b>Site Occupancy</b></p> <p>No vacancy, all units on site are occupied and in use.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
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<p><b>Constraints</b></p> <p>There is significant fluvial flood risk along the eastern boundary of the site due to the adjacent River Rib, and some areas of high risk of flooding from surface water around the recently developed units in the northern area of the site. There are also various Tree Protection Orders on and around the site.</p>
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<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>The site is accessed via Aspenden Road, which is narrow in width. This constrains the site's accessibility and limits larger-scale development which could have an adverse impact on</p>
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the operation of the highway network. However, its location in the south of Buntingford makes the site well positioned for local residents.

**Connection to Strategic Road Network:**

Watermill Industrial Estate is near London Road, which links to the A10 less than 1 mile from the site's entrance. However, connectivity with the strategic road network is inhibited by the route through Buntingford and along the narrow Aspenden Rd.

**Pedestrian & Cycle Links:**

Pedestrians can access Watermill Industrial Estate via the pavement along Aspenden Road, or the public footpath which grants access directly into the site from Luynes Rise to the north. Aspenden Road facilitates access for cyclists, but the narrow width may present congestion issues which may undermine safety.

**Public Transport Links:**

There is a bus stop ~0.4 miles from the entrances to Watermill Industrial Estate. Buses from this stop offer some links to surrounding towns and villages but are relatively infrequent.

## 4.3. Hertford

### 4.3.1. Settlement Overview:

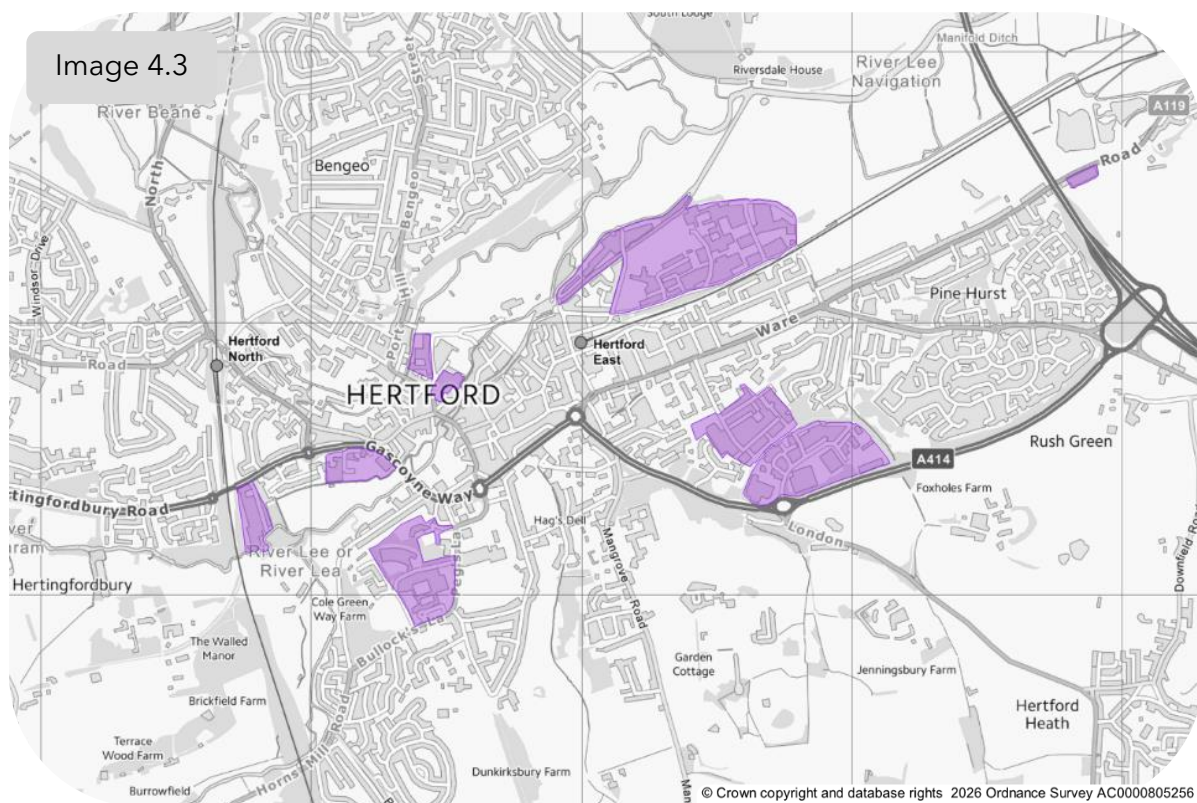
Hertford is the district's southernmost town, making it also the closest in proximity to London. Located at the confluence of four rivers in a valley setting and surrounded by the Green Belt, the town is characterised by open land and the Green Fingers which penetrate the urban area, providing valuable environmental assets for both locals and visitors. Hertford is home to numerous cultural and recreational facilities, including BEAM; a new multi-purpose arts and culture venue, and has a medieval town centre which retains historically significant buildings while offering an attractive environment for business and leisure. The redevelopment of the Bircherley Green centre has been a significant enhancement to the viability and vitality of Hertford's town centre.

The town is also well connected by public transport, including a bus station and two railway stations. Collectively, there are good links to both local and long-distance destinations, including regular, direct trains to and from central London. Located on the A414, Hertford is also well connected to the road network but struggles with acute traffic congestion issues at peak times, particularly throughout its historic core and along the A414 at Gascoyne Way. The District Plan 2018 outlined the need for future development to avoid exacerbating these issues, and to deliver mitigating measures where possible.

### 4.3.2. Employment Land Overview:

Hertford, together with neighbouring Ware, holds a significant stock of the district's employment land. Having retained, but evolved beyond its traditional brewing role, Hertford now offers a diverse mix of employment generating floorspace comprising industrial buildings, offices, and warehouses which range in scale. This land is divided into eight allocated Employment Areas, as per the District Plan 2018, generally located along the A414 and the historic town centre, as shown in Image 4.3 below:

Image 4.3



Key:  
Employment Area

Collectively, these eight sites provide 53.3ha of allocated employment land, the most by any town in the district by a notable margin. This includes 20.77ha at ‘Mead Lane,’ which is the largest allocated Employment Area across the District, containing a sprawl of industrial units accommodating an extensive, varied assortment of businesses. The majority of employment land on offer in Hertford is occupied by businesses across Use Class E(g), B2, or B8. However, unlike other towns within the district, Hertford includes an allocated Employment Area which serves the primary function of providing Class E office space. This office floorspace within the ‘Pegs Lane’ Employment Area has long been a premises for both public and private sector employment, and until recently, was home to the district’s largest local authority employer, Hertfordshire County Council.

#### 4.3.3. Employment Land Updates:

The District Plan 2018 outlined an employment strategy for the town involving the protection and enhancement of existing Employment Areas, as well as reserving the Employment Area at Pegs Lane (HE08) for Class B1 use, which now falls under Use Class E(g).

Significant enhancement has occurred within the Caxton Hill Employment Area (HE01), where most of the site has been demolished and redeveloped or refurbished in the last 2-3 years to form the new 'Hertford Logistics Hub,' which provides a total footprint of 225,000sqft in employment generating floorspace. The previous units were small, largely vacant, and considered poor quality by previous employment studies, which also noted access issues that have now been addressed by the recent redevelopment via the new access route through Foxholes Business Park (HE02). This new access route interconnects the two sites, as well as providing the new Hertford Logistics Hub with improved access to the A414. New units at Hertford Logistics Hub range from ~5,200sqft to potentially ~120,000sqft, accommodating larger logistic businesses and significantly improving the quality of Use Class E(g)(iii), B2, and B8 floorspace in the town. Despite being incomplete, the site is partially occupied, and multiple of units still to be occupied are under offer.


At the Mead Lane Employment Area (HE04), ~4.3ha of land was allocated for mixed-use development under District Plan 208 Policy HERT2. This land, within the current Employment Area allocation, has been allocated by Policy HERT2 to provide 200 homes by 2027, and 3,000sqm of Use Class E(g) floorspace. Permission has now been granted, in December 2025, for ~3.7ha of the HERT2 land to accommodate a hybrid development, comprising residential dwellings, a gymnasium, and Class E(g) floorspace. Work has commenced and will prompt an amendment to the Employment Area allocation dependant on the location and configuration of new Class E(g) employment generating floorspace which is to be provided.

The Pegs Lane Employment Area (HE08) has long been home to Hertfordshire County Council (HCC) at the County Hall offices, and East Herts District Council at the Wallfields offices. However, HCC have recently relocated to Stevenage, leaving up to 200,000sqft in office space at County Hall vacant. This represents the loss of the district's largest local authority employer, and despite the remaining HCC uses at County Hall (Hertford Register Office and public archives), the site is currently being marketed with the intention to sell. It is yet to be seen how this will transpire, and therefore it is unclear whether the site will recapture a Class E(g) employment generating function, in line with District Plan 2018 Policy HERT6.



4.3.4. Hertford Employment Site Assessments:

Table 4.12:

<p><b>Caxton Hill</b></p>	
<p><b>Site ID:</b> HE01</p> <p><b>Site Area:</b> 6.25ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> Class E(c)(ii);</p>	
<p><b>Site Description</b></p> <p>Caxton Hill Employment Area has become an increasingly important site, since planning permission was granted in 2023 for redevelopment, providing 16 high-quality industrial units which now form the new ‘Hertford Logistics Hub.’ Construction is almost entirely complete, and multiple units are already occupied. This redevelopment is significant for the town and the district, marking an ambitious transition from small, outdated buildings to new high quality industrial and warehouse units totalling ~225,000sqft of floorspace, which have the capability of attracting and accommodating large-scale logistic businesses. The site now has improved access to the A414 through Foxholes Business Park (HE02, see below), making the two Employment Areas interconnected. Some units within the new Logistics Hub are already being occupied by notable businesses operating across Class E(g) and B8.</p> <p>Multiple units within the Employment Area, to the north and west, have not been enhanced by the Hertford Logistics Hub development; these are primarily small, older units along Extension Road which has restricted access, other than one large Class B8 unit to the west, along Caxton Hill, which is occupied by Stephen Austin.</p>	
<p><b>Notable Planning History</b></p> <p>Permission was granted in 2022 for the refurbishment of buildings FC1 and FC2 (3/22/1906/CLPO), now Units 1-4 and 13-15 of Hertford Logistics Hub.</p>	<p><b>Surrounding Area</b></p> <p>The site is surrounded by residential housing, other than Foxholes Business Park which is adjacent to the south-east and is now internally connected to the Hertford Logistics</p>

<p>Permission then granted in 2023 for larger redevelopment of entire site (3/22/2200/FUL), completing new 'Hertford Logistics Hub' with Units 5-12 and Unit 16. This included new access route through to Foxholes Business Park to the south-east. Site almost complete and partially occupied.</p>	<p>Hub. Caxton Hill now joins with John Tate Road at mini-roundabout junction within Foxholes Business Park, essentially combining the two sites as one larger interconnected entity. Beyond Foxholes is the A414.</p>
<p><b>Site Quality</b></p> <p>Due to the recent and ongoing redevelopment on site, associated with the new Hertford Logistics Hub, this Employment Area has been almost entirely rejuvenated with modern, high quality industrial / warehousing units, a more sophisticated internal layout, improved connectivity, and sustainable technology. Approximately 4ha of the overall 6.25ha employment allocation now forms Hertford Logistics Hub, comprising 16 individual units ranging in size from ~5,200sqft to ~42,500sqft. Adjacent units are also available in combination, offering flexibility of up to ~120,000sqft for a single occupier. The site has excellent parking availability, signage, and road markings / infrastructure. There is incorporation of shrubbery and vegetation which will improve environmental amenity over time, and a communal area with benches for employees &amp; visitors. New units have a high standard of design, and all incorporate roof-mounted Solar PV. Units are evidently flexible, accommodating a range of potential businesses across use Class E, B2, and B8. The Hertford Logistics Hub would be scored as excellent.</p> <p>The remaining ~2.25ha of employment land, which has not been included in redevelopment efforts, varies in quality but generally is less attractive and brings the overall score down. Units are not as modern, and the general environment is relatively poor quality. The industrial unit(s) to the north of site, occupied by Worldwide Recovery Systems, is particularly poorly maintained, and would benefit from further enhancement.</p>	<p><b>Quality Score</b></p> <p>Good</p>
<p><b>Site Occupancy</b></p> <p>There are numerous vacant units within the new Hertford Logistics Hub, which are currently being marketed as the site redevelopment continues toward completion. Five out of 16 units are occupied, with an additional four under offer. It is expected that all units will be occupied once the site is 100% complete and operational.</p>	<p><b>Occupancy Score</b></p> <p>Anticipated 'Excellent' once complete</p>

## **Constraints**

No notable constraints.

## **Accessibility**

### **Local Connections:**

The site is embedded within a residential area in the east of Hertford, and is accessible via Caxton Hill from Ware Road. Ware Road offers strong local connections within Hertford, and east toward Ware.

### **Connection to Strategic Road Network:**

Connectivity and links with the wider strategic road network have been improved by the new access route through Foxholes Business Park, directly onto the A414. This is preferable to the relatively convoluted previous route onto Ware Road, through Hertford, and onto the A414 at a more congested junction. The A10 is now ~1 mile east from Caxton Hill along the A414. The A414 also facilitates connection west toward the A1(M).

### **Pedestrian & Cycle Links:**

Pedestrians and cyclists can both access the site via Caxton Hill and John Tate Road, which both have pavement along the side of the road.

### **Public Transport Links:**

The Caxton Hill bus stop is located on Ware Road, ~0.2 miles from the entrance to the Employment Area at the top of Caxton Hill. Bus services running from this stop are extensive, offering a wide range of connections to / from Stevenage, Welwyn, Hatfield, Royston, Buntingford, Ware, Bishop's Stortford, Hoddesdon, Broxbourne, Waltham Cross, and numerous other surrounding villages, as well as across Hertford itself.

Furthermore, Hertford East Railway Station is ~0.5 miles, or an 11-minute walk to the north-west from Caxton Hill, offering good connectivity with London.

Table 4.13:


<p><b>Foxholes Business Park</b></p>	
<p><b>Site ID:</b> HE02</p> <p><b>Site Area:</b> 9.82ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B8</p> <p><b>Other Land Use Classes:</b> Class E(c)(i), (ii), (iii); Class E(d); Class E(f); Sui Generis</p>	
<p><b>Site Description</b></p> <p>Foxholes Business Park is mixed use estate located on the A414 London Road, comprising clusters of shared office buildings, industrial units, large distribution warehouses, and a Mercedes car dealership. Businesses occupying the units on site are primarily those across Use Class E(c) and E(g), including numerous IT / financial service companies. Other uses include healthcare services, contracting companies, a day nursery, and a pilates studio. There are ~50 total employment units across the business park, ranging in size and design to accommodate a range of occupiers, from local independent businesses to larger-scale companies with logistic needs. The site provides high-quality, flexible employment floorspace which is evidently in demand. The general environment around the business park is attractive, as well as offering abundant parking and excellent signage. The site is now interconnected with the new Hertford Logistics Hub to the north-west, via Caxton Hill, including access through to Ware Road (see HE01, above).</p>	
<p><b>Notable Planning History</b></p> <p>Significant redevelopment at the adjacent Caxton Hill Employment Area has delivered the new Hertford Logistics Hub (3/22/2200/FUL). This site now has new access through Foxholes Business Park from the A414, and therefore there is new signage on site which advertises and gives directions for the new Logistics Hub.</p>	<p><b>Surrounding Area</b></p> <p>The southern edge of the site is bordered by the A414 with greenfield land beyond. The new Hertford Logistics Hub is adjacent to the north-west, with a new internal road making the two sites interconnected. To the north and north-east, there is some green space and residential housing, which is accessible via footpaths through the site.</p>

<p><b>Site Quality</b></p> <p>The site comprises a varied layout and diverse offering of industrial, warehouse, office, and other employment space. Quality across the site is generally good, whether it be office buildings, large warehouses, or smaller industrial units. Units are generally arranged in smaller courtyards which are respectively named, have their own signage, and are identifiable as a cluster of units with a certain design. For example, the cluster of office buildings along The Chase vary from the cluster of small industrial units at Harforde Court. Units across the site are generally flexible, accommodating both logistic and local businesses operating across various industries. There is sufficient provision of parking across the business park, excellent signage, and an abundance of trees and vegetation which enhances amenity of the general environment.</p>	<p><b>Quality Score</b></p> <p>Good</p>
<p><b>Site Occupancy</b></p> <p>There are currently three office spaces being marketed along The Chase and Watermark Way, ranging from ~700sqft to ~4,100sqft.</p>	<p><b>Occupancy Score</b></p> <p>Good</p>
<p><b>Constraints</b></p> <p>No notable constraints.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>Easy access to the A414 and Ware Road makes the site well connected to surrounding areas, including Hertford's town centre, services, and residential areas.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>The site's main entrance is directly onto the A414, which then links with the A10 ~1 mile east. The A414 also facilitates connection west toward the A1(M).</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>Despite being located and primarily accessed via the A414 dual carriageway, the site has good accessibility for pedestrians and cyclists. There is pavement along the A414 London Road into Hertford, and a signal-controlled pedestrian crossing just opposite the entrance to Foxholes Business Park. There are also multiple public footpaths running directly into and out of the business park on its east side. Cyclists are now most likely to access the site via Caxton Hill.</p>	

**Public Transport Links:**

The Balls Park Lodge bus stop is just across the A414 junction to the south, on London Road. This stop is less than 100 metres from the entrance to Foxholes Business Park, but there are limited buses running from it. The Caxton Hill bus stop on Ware Road is a better option, located ~0.4 miles away, accessible through Hertford Logistics Hub.

Table 4.14:

<b>Hartham Lane</b>	
<p><b>Site ID:</b> HE03</p> <p><b>Site Area:</b> 1.85ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> Class E(a); Class E(b); Class E(c)(ii), (iii); Class E(d)</p>	
<p><b>Site Description</b></p> <p>The Employment Area is split across two sites, each on either side of Hartham Lane. To the east is the historic McMullen’s Brewery site, and to the west is a cluster of ~20 small business units known as Great Northern Works. The site is divided in the centre by non-employment land; other historic brewing buildings, and a large Sainsbury’s supermarket. Traffic associated with the store and its car park flows along Hartham Lane, directly past entrances to the Employment Area, causing congestion at peak times. The Employment Area contains multiple listed buildings, which alongside the large brewery usage and central town location, makes it quite unique. Generally, the site is of good quality and accessible.</p>	
<p><b>Notable Planning History</b></p> <p>There has been significant redevelopment along Hartham Lane, which has shaped the context of the current Employment Area. A large portion of the McMullen’s Brewery</p>	<p><b>Surrounding Area</b></p> <p>Located north of and adjacent to Hertford’s town centre, this Employment Area comprises a mixture of uses including shops, restaurants, a library, and some residential.</p>

<p>site was demolished, making way for a large Sainsbury's supermarket and associated parking, café, offices, and associated works (3/08/1528/FP). The new Sainsbury's site was excluded from the Employment Area allocated in the District Plan 2018. The remaining allocation is therefore split into two sites, separated by Hartham Lane and the Sainsbury's store.</p> <p>More recent, smaller scale redevelopment includes the demolition of some existing units within the Great Northern Works business park, and construction of new units to replace them (3/14/1461/FP).</p>	<p>The River Beane borders the Great Northern Works site to the west, while the McMullen &amp; Sons Brewery is bordered by the River Lea to the east. The rivers somewhat separate the site from surrounding uses, while the large Sainsbury's supermarket in the centre prompts traffic which passes along Hartham Lane. This traffic is however directed away from the access road which facilitates warehouse deliveries to and from the brewery.</p>
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<p><b>Site Quality</b></p> <p>The quality of units and the general environment of this Employment Area is generally high, with a diverse mix of buildings, layout and architecture between the Great Northern Works business area to the west, and historical brewery site to the east. The Great Northern Works area is small, but has benefitted from some recent redevelopment, including good signage and an attractive outdoor café seating area. The Grade II listed Great Northern Works building and the Grade II listed McMullens Brewery Gates are well preserved, distinctive, and offer value and amenity to the area. Importantly, the Brewery-associated buildings located on Old Cross are appropriate and attractive, meaning there is no detriment to the street by industrial units behind. Parking is sufficient, and the brewery site has a fenced private parking / delivery yard adjacent but separated from the Sainsbury's car park.</p>	<p><b>Quality Score</b></p>
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<p><b>Site Occupancy</b></p> <p>No vacancy, all units on site are occupied and in use.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
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<p><b>Constraints</b></p> <p>The Great Northern Works building on Hartham Lane, and the McMullens Brewery Front Gates opposite, are both Grade II listed. The entire site is also within Hertford Conservation Area.</p>
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## **Accessibility**

### **Local Connections:**

Being Hertford's most central Employment Area, the site is very well connected to the town centre and surrounding areas. The extensive services and retail opportunities in the town centre are highly accessible, and the Sainsbury's supermarket is directly adjacent to Hartham Lane. Additionally, the site is very well connected to green space and leisure, with Hartham Common Park and Hartham Leisure Centre just metres beyond Sainsbury's to the north. Entrances to the Great Northern Works area are separate from those of the McMullens Brewery, on either side of Hartham Lane.

### **Connection to Strategic Road Network:**

Less than 0.5 miles south, via Old Cross / The Wash / Parliament Square, the A414 runs through Hertford. The A414 offers a link east toward the A10, and west toward the A1(M), making Hartham Lane relatively well-connected. However, there is significant congestion issues along the A414 through Hertford, especially around peak times. Other than the McMullens site, which requires warehouse deliveries, this Employment Area is not an ideal location for businesses which involve freight and logistics.

### **Pedestrian & Cycle Links:**

Accessibility for pedestrians and cyclists is high, with numerous roads and pathways facilitating access from all directions. Pedestrians and cyclists can naturally permeate the Employment Area from the park to the north, from the town centre to the south-east via the bridge over River Lea, and from the rest of the town via roads and pathways leading to Hartham Lane.

### **Public Transport Links:**

The BEAM Theatre bus stops are a short ~100 metre walk south from Hartham Lane, located on Mill Bridge / The Wash. This stop provides access to numerous bus services, creating links to surrounding settlements including Stevenage, Welwyn Garden City, Ware, Hoddesdon, and Broxbourne, as well as various circular routes around Hertford.

In addition, both Hertford North and Hertford East Railway Stations are ~0.5 miles walk from Hartham Lane. The site is well connected via public transport.



Table 4.15:

<p><b>Mead Lane</b></p>	
<p><b>Site ID:</b> HE04</p> <p><b>Site Area:</b> 20.77ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> Class E(a); Class E(c)(ii),(iii); Class E(d); Class E(e); Class F2(b); Sui Generis</p>	
<p><b>Site Description</b></p> <p>The 'Mead Lane' Employment Area is the largest employment site allocation across the district, incorporating multiple different industrial estates within it. The site allocation is bisected by the River Lee Navigation, with a narrow ~2.7ha sliver of developed, occupied employment land to the north-west, and the larger ~13.5ha site along Mead Lane to the south-east. The Employment Area encompasses Mead Lane Industrial Estate, Lock House Industrial Estate, Centrus, Mead Lane Business Centre, Dicker Mill, and Marshgate Drive.</p> <p>The site is predominantly industrial, though there are a range of independent businesses concentrated around the Dicker Mill and Marshgate Drive area to the north-west which operate under Class E and F for less common uses, including fitness and community halls. Businesses occupying the various estates along Mead Lane fall more typically under Class E(g) and B8, accommodated by larger, higher quality and more modern units. In total, there are 130+ units across the site. The location of the site is relatively favourable; locally accessible, relatively well connected with the strategic road network, and very well served by public transport. However, the site is mainly reliant on a single access point at Mill Road, adjacent to Hertford East station and Tesco supermarket, which is acutely prone to congestion.</p> <p>There are currently two parcels of vacant land within the Employment Area, amounting to ~3.7ha, which are awaiting development since being allocated under Policy HERT2 within the District Plan 2018. These parcels now have planning permission for a mixed-use residential development, including outline permission for employment generating business uses.</p>	

<p><b>Notable Planning History</b></p> <p>Approximately 4.3ha of the Employment Area is allocated for mixed-use development under Policy HERT2 of the District Plan 2018. HERT2 allocated this land to provide 200 homes by 2027, including affordable homes, and 3,000sqm Use Class B1 (now Class E(g)) floorspace. Approximately 3.7ha of the HERT2 site is currently undeveloped land, and the other 0.6ha is a Class B8 outdoor storage and distribution area currently occupied by a building materials supplier.</p> <p>The ~3.7ha undeveloped parcels of the HERT2 site now has planning permission for a hybrid development comprising residential dwellings, a gymnasium (Class E(d)), and Class E(G) floorspace amongst other uses (3/24/2147/VAR). Part of the southern parcel has been identified in the HERT2 masterplan as a commercial / employment opportunity area.</p> <p>Finally, land at the north of the allocated Employment Area, encompassing units along Marshgate Drive, has been promoted through the council's 2024 Call for Sites exercise for residential / mixed-use redevelopment.</p>	<p><b>Surrounding Area</b></p> <p>The site is relatively separated from the town. The industrial area to the north of the river, incorporating Dicker Mill and Marshgate Drive, is bordered by the river to the south and one of Hertford's 'Green Fingers' comprised of Hartham Common to the north. The larger area to the south of the river, along Mead Lane, is bordered to its south by the railway track arriving into Hertford East, and public green space to the north.</p>
<p><b>Site Quality</b></p> <p>Quality varies across the site. Generally, the main industrial area along Mead Lane is of higher quality, comprising a more extensive assortment of industrial units which range in size, many of which have been retrofitted. Across this portion of the Employment Area, there is generally good parking provision, and informative signage indicating unit numbers and their occupiers.</p> <p>The smaller section of this Employment Area, to the north of the River Lee Navigation along Mill Road and Marshgate Drive, comprises primarily smaller 1970s units with some variance in size. Units are evidently flexible for a wide range of uses across Class E, including fitness studios, offices, a scout hall, a mental health practitioner, and small-scale industrial uses. These units are visibly older, have limited parking availability, and are more</p>	<p><b>Quality Score</b></p> <p>Good</p>


<p>difficult to navigate due to narrow roads and a lack of signage. In certain instances, units show signs of disrepair. The large vacant and fenced parcels of land allocated for development under District Plan 2018 Policy HERT2 are a hinderance to the area’s amenity.</p>	
<p><b>Site Occupancy</b></p> <p>Minimal vacancy. There is currently one ~6,000sqft industrial unit vacant and being marketed within Mead Lane Industrial Estate along Merchant Drive. In addition, there is a small amount of office space (~300sqft) being marketed within Lock House Industrial Estate</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>The land bordering the site to the north is Green Belt, as well as being allocated as Open Space under District Plan 2018 Policy CFLR1, and a Hertford Green Finger under Policy CFLR2.</p> <p>The site is partially bordering Hertford Conservation Area, and is within Flood Zone 3 around the Mead Lane Business Centre.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>The site is located in relatively close proximity to the town centre, but has accessibility constraints. The majority of the site is accessed along Mead Lane, which is a dead-end road, while the estate north of the river can be accessed via Mill Road or Marshgate Drive. All access points, and entry to Mead Lane relies on a single route along Mill Road, past Hertford East station and the Tesco superstore, which is acutely prone to congestion issues and constrains access to the site.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>Mead Lane is less than 1 mile from the A414, which then facilitates connection east ~1.5 miles to the A10, and west toward the A1(M). The nearest junction with the A414 is accessible via Mill Road/Ware Road, but access is significantly constrained by congestion issues.</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>The site is accessible for pedestrians and cyclists, via the roads which feed into it, as well as numerous footpaths penetrating the site from the north, east, south, and west. These footpaths connect across the surrounding green space to Bengeo, and to Ware. Bridges across the River Lee Navigation facilitate pedestrian and cyclist access to the north and west toward Hartham Lane, while a signal-controlled pedestrian / cyclist crossing across the railway track to the south-east connects Mead Lane with the east of Hertford.</p>	

**Public Transport Links:**

Hertford East Railway Station is in very close proximity with the site, located less than 0.1 miles from Mead Lane, making the Employment Area well connected with London via frequent trains.

The nearest bus stop is slightly further south along Mill Road, adjacent to the Tesco Superstore ~0.1 mile from Mead Lane, and ~0.8 miles from the furthest away units within the Employment Area to the east. Bus services running from this stop are extensive, offering a wide range of connections to / from Stevenage, Welwyn, Hatfield, Royston, Buntingford, Ware, Bishop's Stortford, Hoddesdon, Broxbourne, Waltham Cross, and numerous other surrounding villages, as well as across Hertford itself.

Table 4.16:

<p style="text-align: center;"><b>Mimram Road</b></p>	
<p style="text-align: center;"><b>Site ID:</b> HE05</p>	
<p style="text-align: center;"><b>Site Area:</b> 2.18ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> Class E(a); Class E(c)(ii), (iii); Class E(d); Sui Generis</p>	
<p><b>Site Description</b></p> <p>The Mimram Road estate accommodates a range of businesses across Use Class E, with some small-scale B2 and B8 uses present as well. Numerous occupiers operate across the automotive industry, selling auto parts and vehicles, and offering services including repair, MOT, and valet / car wash. In total, there are ~40 units, the majority of which are appropriate for small-scale local businesses, serving the local community. A significant proportion of these small units are vacant, and the overall quality of the estate is relatively poor. This poor quality and a lack of logistic potential is likely limiting demand for industrial floorspace in the Mimram Road estate.</p>	

<p><b>Notable Planning History</b></p> <p>No notable planning history.</p>	<p><b>Surrounding Area</b></p> <p>There is some housing around the site to the north, across the A414 Hertingfordbury Road, and to the north-east directly adjacent. The entire south and east of the site is surrounded by Green Belt and Hertford's Green Finger. To the west, the site is bordered by treeline and railway track, making it relatively isolated from residential areas of the town.</p>
<p><b>Site Quality</b></p> <p>Quality across the site varies but is generally not high. The estate includes some two storey larger brick buildings, including office and industrial floorspace, concentrated around the entrance to Mimram Road and on its east side. These buildings are primarily occupied by a single company, but in some instances have been internally divided to accommodate numerous smaller independent businesses. The majority of the site is then made up of very small, single storey terraced industrial units, which are old and appear poorly maintained with no efforts toward retrofit or refurbishment. The narrow and fairly cramped internal road layout, combined with the size and style of units, means that the site is unsuitable for large-scale businesses and/or those involving logistics. The site is suited to smaller local businesses, though vacancy suggests demand is low. Signage is good, but parking provisions are limited.</p>	<p><b>Quality Score</b></p> <p>Reasonable</p>
<p><b>Site Occupancy</b></p> <p>Numerous (nine) small terraced industrial units vacant, having been marketed for a significant duration of time.</p>	<p><b>Occupancy Score</b></p> <p>Reasonable</p>
<p><b>Constraints</b></p> <p>Bordering Hertford Conservation Area; bordering Green Belt and one of Hertford's Green Finger local green space allocations under District Plan 2018 Policy CFLR2; majority of site within Flood Zone 3, with some patches within 3b.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>The site has one entrance on the A414 Hertingfordbury Road dual carriageway which runs through the town, making the site relatively well connected to surrounding areas. Access is less convenient when travelling from the west along the opposite side of the dual carriageway.</p>	

**Connection to Strategic Road Network:**

The location directly on the A414 offers a link west toward the A1(M), and east toward the A10. However, connectivity east toward the A10 is constrained by traffic congestion through Hertford, which is an issue particularly at peak times.

**Pedestrian & Cycle Links:**

There is a footpath running parallel to the A414 Hertingfordbury Road which provides pedestrian access to the site. This pavement connects the site from both directions, however there is no immediate pedestrian crossing across the A414.

**Public Transport Links:**

St Andrews Church is the nearest bus stop with frequent buses to and from a wide range of locations. The stop is ~0.4 miles (a 10-minute walk) from the entrance to Mimram Road, and accessible on foot via an underpass across the A414. Buses from this stop link with Stevenage, Welwyn, Hatfield, Ware, Hoddesdon, and Broxbourne, as well as various surrounding villages and across Hertford itself.

Table 4.17:

<b>Warehams Lane</b>	
<p><b>Site ID:</b> HE06</p> <p><b>Site Area:</b> 2.5ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (iii); Class B8</p> <p><b>Other Land Use Classes:</b> Class C3; Class E(a); Class E(c)(ii); Sui Generis</p>	
<p><b>Site Description</b></p> <p>The allocated Employment Area currently encompasses industrial and business uses along Warehams Lane, as well as some residential uses and a large new Aldi supermarket in the eastern half of the allocation area. Along Warehams Lane, the core of the Employment</p>	

Area, there are ~10 small / medium sized industrial units, and numerous parcels of land being used as storage or sales yards. Parking, signage, and overall amenity are generally quite poor along Warehams Lane, despite a lack of vacancy nevertheless indicating that the site is providing space which is locally in demand and fulfilling its employment purpose. A large portion of the site's industrial, warehouse and office space has been lost with the Class E Aldi supermarket redevelopment, which is now separate from Warehams Lane with no internal through-access.

<p><b>Notable Planning History</b></p> <p>Eastern side of site has been redeveloped; the existing office building was demolished and replaced by an Aldi supermarket which opened to the public in 2020 (3/17/1537/FUL). There is now no internal access between the Aldi site and the Warehams Lane Industrial Estate to the west.</p> <p>Multiple granted applications for change of use to Class B8 for storage purposes; storage containers, skips, vehicles (3/21/1829/FUL; 3/14/2307/FP).</p>	<p><b>Surrounding Area</b></p> <p>The site is bordered by the A414 (Hertingfordbury Road) to the north and east, greenfield land to the south, and a development of three-storey blocks of flats to the west (Maple Lodge).</p>
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<p><b>Site Quality</b></p> <p>Other than the new Aldi supermarket development which is entirely separate from the rest of the industrial estate and has its own dedicated entrance on Hertingfordbury Road, quality across the Employment Area allocation is not very high, including some unattractive scrap/storage yards and multiple buildings which appear old and/or poorly maintained. However, units are generally flexible for various uses and have some variance in size. Parking availability is limited, meaning cars are being parked on double yellow lines along the internal road, and signage is poor. There is also a lack of pavement to facilitate pedestrian movement. In the centre of the site is a group of seven residential properties (13-25 Castle Mead Gardens), which feel out of place and not in keeping with their surrounding industrial / retail uses. These are included within the Employment Area, despite not fulfilling employment use.</p>	<p><b>Quality Score</b></p> <p>Reasonable</p>
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<p><b>Site Occupancy</b></p> <p>No vacancy, all units and plots on site are occupied and in use.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
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## **Constraints**

Adjoins Hertford Conservation Area to the north, east and south; borders one of Hertford's Green Finger local green space allocations under District Plan 2018 Policy CFLR2. The majority of the Employment Area is within Flood Zone 3b, and the entire site is within Flood Zone 3.

## **Accessibility**

### **Local Connections:**

Located close to the centre of Hertford on the A414 dual carriageway, the site is well connected to local areas. Due to the dual carriageway, those arriving from the west and travelling east along the A414 must continue travelling up to the roundabout junction adjoining Hale Rd and Parliament Square in order to turn around and access the site. This roundabout has congestion issues, particularly at peak times.

### **Connection to Strategic Road Network:**

The location directly on the A414 offers a link west toward the A1(M), and east toward the A10. However, connectivity east toward the A10 is constrained by traffic congestion through Hertford, which is an issue particularly at peak times.

### **Pedestrian & Cycle Links:**

There is a footpath running parallel to the A414 which provides pedestrian access to the site. This footpath is continuous in both directions and links to an underpass and signal controlled crossings to the east, adjacent to and beyond the Aldi foodstore, which allows pedestrians to cross the A414 and reach the town centre.


### **Public Transport Links:**

The underpass beneath the A414 connects the site to the St Andrew's Church bus stop along St Andrew's Street, ~0.2 miles away from the entrance to Warehams Lane. This stop provides access to a good range of bus services, which offer links to Stevenage, Welwyn, Hatfield, Ware, Hoddesdon, and Broxbourne, as well as various surrounding villages and across Hertford itself.

Additionally, Hertford North Railway Station is less than 0.5 miles away from Warehams Lane to the north-west. The walk between the station and the Employment Area is ~10 minutes and feasible along pedestrian footpaths.



Table 4.18:

<p><b>Windsor Industrial Estate</b></p>		
<p><b>Site ID:</b> HE07</p> <p><b>Site Area:</b> 0.53ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (iii); Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> Class E(a); Class E(c)(ii)</p>		
<p><b>Site Description</b></p> <p>Windsor Industrial Estate is a relatively small but highly visible site, comprising six medium-sized traditional employment units which all face directly onto Ware Road. The site accommodates various businesses which require industrial and ancillary office floorspace, including vehicle servicing and merchandise sales / distribution. Kwik Fit, Halfords, HBS, and Nicky Cornell are longstanding occupiers operating across Class E, B2, and B8, while more recent businesses include Brand Machine Group and Fogg Father; a vape shop. Despite average quality and accessibility, the site evidently serves its function and is in a relatively attractive location on the edge of Hertford’s urban area.</p>		
<p><b>Notable Planning History</b></p> <p>No notable planning history.</p>	<p><b>Surrounding Area</b></p> <p>Windsor Industrial Estate is bordered on its west side by housing, and otherwise is surrounded by Green Belt land to the north, east, and south. More specifically, the site borders a golf course to its south.</p>	
<p><b>Site Quality</b></p> <p>The site is of average quality, comprising five traditional terraced units which incorporate industrial / warehouse floorspace and ancillary office space for administrative or operational functions. These ancillary offices are street-facing and serve as reception areas and entrances for visiting customers. There is one additional, separate brick unit to the west which</p>	<p><b>Quality Score</b></p> <p>Good</p>	

<p>incorporates office space, a retail shop, and some distribution use to the rear. The site is positioned on Ware Road, overlooking the valley to the north, and is highly visible also from the A10. Due to the site's location, the site is relatively self-contained with minimal impact on surrounding uses. Occupiers are clear, due to prominent signage, and there is adequate parking provision.</p>	
<p><b>Site Occupancy</b></p> <p>No vacancy, all units are occupied and in use.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>The site is almost entirely within 'Ware Lines Quarry' Wildlife Site (identified due to presence of bats) and is surrounded by Green Belt other than to the west.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>Due to its location in between Hertford and Ware, the site is accessible from both towns. Ware Road extends east toward Ware Railway Station, and west through the centre of Hertford adjoining the A414. The site has two access points on Ware Road; one for entry and one for exit, indicated by signs. Ware Road can suffer from congestion at peak times.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>Ware Road facilitates direct access west to the A414. Access to the A10 is also reasonably straightforward, involving a ~1.2 mile journey via Ware Road and Stanstead Road to reach the Rush Green junction.</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>Pedestrians can access the site from the west, via pavement along Ware Road, however, the uses on site are primarily catered toward customers arriving by car. Pedestrian access is not safe or viable from Ware to the east. Ware Road is also seen as feasible for cyclist access.</p> <p><b>Public Transport Links:</b></p> <p>The Viaduct bus stop is &lt;100 metres to the west of Windsor Industrial Estate, on Ware Road. Bus services running from this stop are extensive, offering a wide range of connections to / from Stevenage, Welwyn, Hatfield, Royston, Buntingford, Ware, Bishop's Stortford, Hoddesdon, Broxbourne, Waltham Cross, and numerous other surrounding villages, as well as across Hertford.</p> <p>Hertford East Railway Station is also ~1.3 miles to the west along Ware Road, providing a link with central London.</p>	

Table 4.19:

<p><b>Pegs Lane</b></p>	
<p><b>Site ID:</b> HE08</p> <p><b>Site Area:</b> 9.36ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i)</p> <p><b>Other Land Use Classes:</b> Class F1(d)</p>	
<p><b>Site Description</b></p> <p>Pegs Lane was allocated in the District Plan 2018 as an Employment Area reserved primarily for Class B1 (now Class E(g)) use. The area consists of two separate sites: Wallfields, and its surrounding area, and the larger County Hall estate which forms most of the allocation and provides ~200,000sqft of floorspace. Both Wallfields and County Hall serve the primary function of the providing Class E(g)(i) offices, historically accommodating East Herts District Council (EHDC) in the Wallfields building to the north, and Hertfordshire County Council (HCC) at County Hall, which until recently was the district's largest local authority employer. HCC have now relocated to offices in Stevenage, leaving the majority of County Hall and its grounds vacant and being marketed for sale. Remaining use of the County Hall site includes public archives and Hertford Register Office, while the grounds and buildings have been temporarily used as filming locations for film and television series. There are various Grade II listed buildings on site, and the overall environment is generally of high quality. The office buildings at Wallfields and County Hall are flexible to accommodate a range of public and private sector businesses, offering extensive on-site parking and benefiting from a location close to the centre of Hertford. However, office space is currently underutilised.</p> <p>Wallfields and County Hall were both submitted for mixed-use / residential redevelopment through the 2024 Call for Sites exercise.</p>	
<p><b>Notable Planning History</b></p>	<p><b>Surrounding Area</b></p> <p>The Employment Area adjoins open space and woodland to the west and is adjacent to</p>

<p>Various renovations and refurbishments to both Wallfields and County Hall over the years.</p> <p>Both Wallfields and County Hall were submitted for mixed-use / residential redevelopment through the 2024 Call for Sites exercise.</p>	<p>housing to the north and south. To the east, there is a care home, Richard Hale school across the road, and the police station further along.</p>
<p><b>Site Quality</b></p> <p>The Pegs Lane Employment Area is a unique site, encompassing historic Grade II listed buildings at Wallfields and County Hall, attractive green space and vegetation, landscaped courtyards, and extensive parking. Office floorspace makes up a relatively small proportion of the allocation area, despite being a very significant long-term generator of employment in Hertford. The Old Wallfields building and the original 1939 offices of County Hall are prestigious buildings, contributing to the amenity of their surroundings. Newer extensions to these buildings are considered less desirable but continue to provide available and functional employment space. Signage is good across the site, and there is an abundance of dedicated car parking space.</p>	<p><b>Quality Score</b></p> <p>Good</p>
<p><b>Site Occupancy</b></p> <p>The majority of County Hall, ~200,000sqft of office floorspace, is vacant and for sale after two years of unsuccessfully being marketed for employment use. This vacancy is due to the relocation of Hertfordshire County Council to Stevenage in 2023. While vacant, County Hall has been used for non-employment generating purposes, including the filming of film and television shows.</p> <p>Parts of the Wallfields offices have also been marketed, due to the building having greater capacity post-covid. Currently, ~7,500sqft of office floorspace is being advertised, with the intention for East Herts District Council to continue occupying the site alongside an additional occupier.</p>	<p><b>Occupancy Score</b></p> <p>Poor</p>
<p><b>Constraints</b></p> <p>Heritage constraints include the significant Grade II listed buildings, extensive curtilage, and location within Hertford’s Conservation Area.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>The Pegs Lane Employment Area is located relatively centrally in Hertford, just south of the A414. The site is locally accessible from multiple directions and well connected to the rest</p>	

of the town, making it highly suitable to accommodate local employment. However, at peak times, Pegs Lane, Hale Road, and the junction with the A414 at Gascoyne Way are highly susceptible to congestion due to employment uses and surrounding schools.

**Connection to Strategic Road Network:**

Both Wallfields and County Hall are within ~0.3 miles of the A414, which links with the A10 ~1.7 miles to the east, and west toward the A1(M). However, access to the strategic network is constrained by significant congestion along Pegs Lane and the A414.

**Pedestrian & Cycle Links:**

The site is highly accessible for pedestrians and cyclists, with pavements and the low-speed Pegs Lane providing access to both Wallfields and County Hall with zebra crossing points. Underpasses and signal controlled crossings facilitate access beyond the A414 to the north.

**Public Transport Links:**

There are multiple bus stops in close proximity to the Employment Area along Pegs Lane and Hale Road. However, these stops are extremely limited in their provision and relatively infrequent. Stops with far more frequent and extensive bus service provision are located ~0.5 miles to the north, in and around the town centre.

Both Hertford North and Hertford East stations are within 1 mile of the Employment Area, ~15-minute walk away.

## 4.4. Ware

### 4.4.1. Settlement Overview:

Ware is a historic market town located and developed in a valley setting along the River Lea, to the north-east of neighbouring Hertford, with the majority of its town centre originating from medieval times. The town is characterised by ancient listed buildings, excellent leisure facilities, a picturesque High Street, and access to woodland and countryside within the surrounding Green Belt, including the Lee Valley Regional Park to the south.

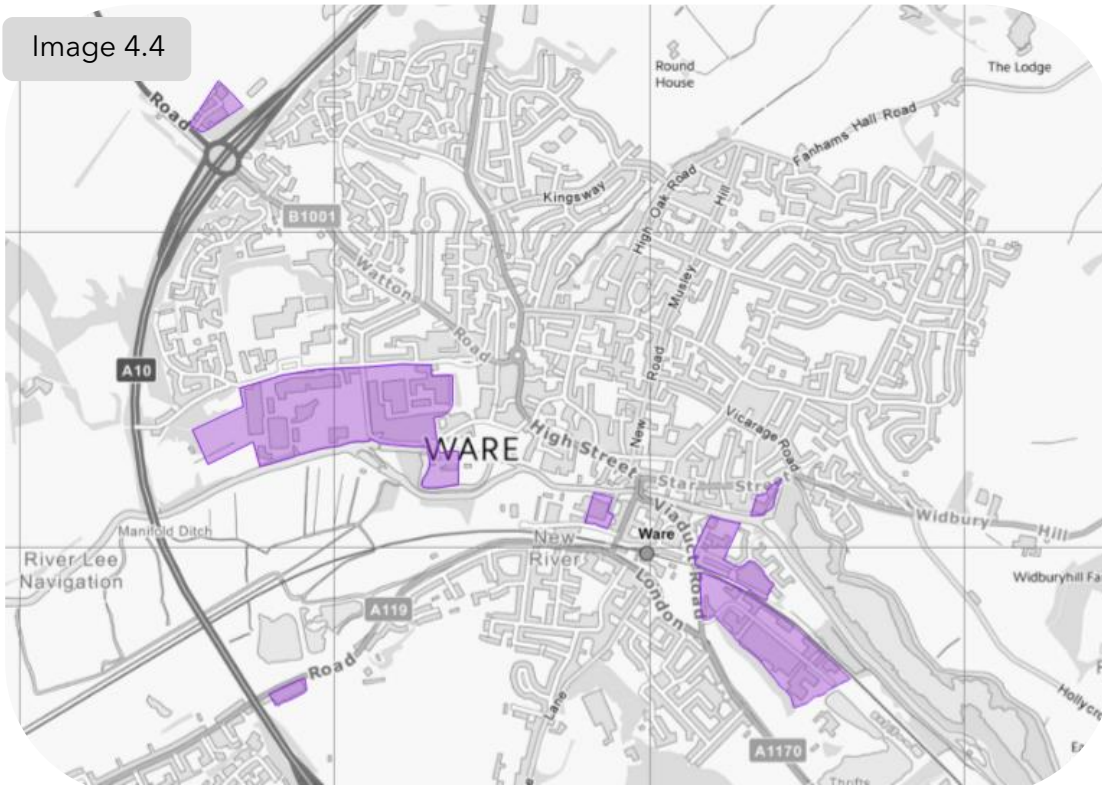
Town centre development opportunities in Ware are limited by the town's historic development pattern and layout, as well as congestion and servicing constraints. Development in Ware has involved conversion of redundant industrial premises, including former maltings, which has largely exhausted brownfield opportunities. The District Plan 2018 therefore outlined that in addition to development on small greenfield sites, the release of surrounding Green Belt land was necessary to meet the need for additional housing, and provide employment, retail, educational, community and other infrastructure in Ware through a large-scale residential development. Approximately 150ha of land was released from the Green Belt and formally allocated under Policy WARE2 to accommodate 1,000+ homes by 2033, delivered under an overarching masterplan to set out the quantum and distribution of other land uses, access, infrastructure, and other relevant matters in collaboration with key stakeholders. The most recent hybrid planning application at the WARE2 site is currently awaiting decision.

Ware also benefits from strong transport links with its local surroundings and wider destinations, via road network connections including the closely located A10, A414, and A602, and via public transport, facilitated by Ware Railway Station providing train services to and from London.

### 4.4.2. Employment Land Overview:

Despite rail connectivity with London encouraging a significant amount of outward commuting for employment purposes, Ware itself has a reasonably good stock of employment land. Amongst numerous businesses varying in size, Ware is home to the District's single largest private employer, GlaxoSmithKline (GSK); a multinational pharmaceutical and biotech company located to the west of the town centre. Business and enterprise in Ware is primarily spread across the town's six allocated Employment Areas, shown in Image 4. 4 below:

Image 4.4



Key:

 Employment Area

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Collectively, these six sites encompass ~32.1ha of land allocated for employment use, including the largest 18.96ha Employment Area occupied by GSK. The other employment sites across the town vary in size, age, and quality, offering a relatively flexible range of accommodation for businesses operating across Use Class E, B2, B8, and Sui Generis. Employment units within these Employment Areas collectively offer floorspace which is suitable for office-based enterprise, small-scale local business, industrial use, and warehousing / logistics. In the case of GSK's large campus-style site, numerous use classes are incorporated, meeting the company's need for research and development, manufacturing, and distribution.

#### 4.4.3. Employment Land Updates:

According to the District Plan 2018 Chapter 9, the location of the town in relation to strategic road network access makes it desirable for businesses, evidenced by the presence of GSK and the various other companies spread across the town's Employment Areas. Hence, section 9.3.2 sets out the employment strategy to protect and enhance existing Employment Areas in Ware, ensuring the continuous

provision of opportunities for businesses to serve the town and nearby settlements.

District Plan Policy WARE3 outlines the requirement for development to the north and east of Ware (in accordance with Policy WARE2) to deliver a further 3ha of employment land in conjunction with residential and other uses, in a location to be determined through the masterplanning process. The Masterplan framework explored various layout and configuration options, and a planning application has been submitted, but has not been determined.


Enhancement to Employment Areas in Ware has been primarily concentrated around the GSK site, where some significant redevelopment and construction has taken place in recent years. This has included the erection of new manufacturing and R&D facilities, reconfiguration to provide additional car parking and improved layout, and refurbishment to existing industrial buildings. Other than at GSK Ware, there has been minimal enhancement to Ware's Employment Areas, limited to some instances of small-scale renovation to individual units. The proposed 3ha of new employment land to the north of Ware, in accordance with District Plan 2018 Policies WARE2 and WARE3, is yet to be delivered.

Significant updates include the loss of employment generating floorspace in the town. In particular, the redevelopment of land within the Crane Mead Employment Area (WA02). This redevelopment has been contrary to the strategy of protection and enhancement set out in the District Plan; ~1 ha of the 2.68ha allocated Employment Area, previously used for office / industrial purposes and car parking, was demolished and redeveloped in 2020 for residential use. In addition, the adjacent Mill Studio building which was previously occupied by office-based businesses, now comprises 45 residential apartments after a granted change of use application in 2020. Combined, the two sites amount to ~1.6ha of land no longer serving a business or industrial function, meaning boundary amendments are recommended to reflect the updated area of employment-generating floorspace, in line with District Plan 2018 Policy ED1.



4.4.4. Ware Employment Site Assessments:

Table 4.20:


<p><b>Broadmeads</b></p>		
<p><b>Site ID:</b> WA01</p> <p><b>Site Area:</b> 0.68ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> N/A</p>		
<p><b>Site Description</b></p> <p>The site consists of two main buildings: a large building to the east including ground floor factory use and extensive office floorspace, and a large warehouse unit to the west. The site, including these two buildings and surrounding car parking, is occupied by a single company, Farécla, which is a manufacturer of polishing and surface finishing products and compounds. The site is locally accessible, reasonably connected with the strategic road network, and benefits from excellent public transport links via bus and train. The site is in close proximity to the town centre and overlooked by residential buildings, meaning operational activity on site must avoid causing detriment to the amenity of its surroundings through excessive or inappropriate industrial activity.</p>		
<p><b>Notable Planning History</b></p> <p>No notable planning history.</p>	<p><b>Surrounding Area</b></p> <p>Broadmeads is bordered to the north by the River Lea, to the east by the rear of Amwell End’s high street retail uses, to the south by Amwell End car park, and to the west by 3-4 storey residential blocks (Fusion Court).</p>	
<p><b>Site Quality</b></p> <p>The Broadmeads site is generally high quality, with two large primarily brick buildings serving multi-use functions, tailored to accommodate the business needs of Farécla including manufacturing, office use, storage, and distribution. The overall environment of the site is attractive, with a simple</p>	<p style="text-align: center;"><b>Quality Score</b></p> <p style="text-align: center;">Good</p>	

<p>layout, very good signage and internal road markings, extensive parking availability, and units which fit with their surroundings despite the industrial uses within. The warehouse unit to the west is fitted with Solar PV, covering its entire roof, but shows some signs of disrepair with paint peeling extensively along its upper walls.</p>	
<p><b>Site Occupancy</b></p> <p>No vacancy, all units on site are occupied and in use.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>Most of the site is within Flood Zone 3, with small areas of high risk of flooding from surface water. Also lies within Ware Conservation Area.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>Broadmeads is located just south of the River Lea, ~0.1 miles from the bridge which adjoins the High Street to the north. The access between Broadmeads and all areas around the north of Ware is via this bridge, which in conjunction with the High Street is prone to congestion. Access from the A119 (Hertford Road / London Road) to the south is also constrained by the signalled level crossing at the railway tracks.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>Access to the A10 involves travelling ~1.5 miles south, via Hoe Lane which is particularly narrow in places, or ~1.5 miles north-west through the town centre and along the High Street, which is constrained by congestion issues.</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>The site is accessible for pedestrians and cyclists via Broadmeads and Amwell End, which both have pavement on either side of the road and have safe crossing points. The site is a ~3 minute walk from Ware's High Street across the river to the north, and reaching the south of Ware on foot / bicycle is facilitated by both a controlled crossing and a pedestrian footbridge across the railway.</p> <p><b>Public Transport Links:</b></p> <p>Broadmeads is very well served by public transport. There are 3 bus stops within 100 metres of the site (Hertford Regional College A, C, and D), which collectively offer access to extensive, frequent bus services providing links with Stevenage, Welwyn, Hatfield, Hertford, Royston, Buntingford, Bishop's Stortford, Hoddesdon, Broxbourne, Waltham Cross, and various other surrounding villages and areas of Ware itself. In addition, stops A and C located on Hertford Road provide access to the 724 Harlow to Heathrow Airport bus, which</p>	

provides relatively frequent links to and from Harlow, St Albans, Watford, Heathrow Airport, and various locations along this route.

Furthermore, the site is located adjacent to Ware Railway Station, facilitating a strong link with central London.

Table 4.21:

<p style="text-align: center;"><b>Crane Mead</b></p>	
<p style="text-align: center;"><b>Site ID:</b> WA02</p> <p style="text-align: center;"><b>Site Area:</b> 2.68ha</p> <p style="text-align: center;"><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p style="text-align: center;"><b>Other Land Use Classes:</b> Class C3; Class E(b); Class E(c)(ii), (iii) Class E(d); Class E(e)</p>	<p><b>Site Description</b></p> <p>The allocated Employment Area encompasses 2.68ha of land on either side of Crane Mead, allocated for industry. However, ~1.75ha of the allocated 2.68ha has been redeveloped for residential use in recent years, significantly reducing the provision of employment-generating floorspace. Remaining employment uses are located at Crane Mead Business Park, comprising 20 industrial warehouse and office units, in addition to one singular industrial manufacturing unit adjacent to Mill Studio and the new residential apartment buildings to the west. Crane Mead Business Park provides high-quality, flexible units which are well connected to Ware’s town centre, public transport links, and the strategic road network. Businesses currently occupying the business park operate predominantly across Use Class E, including commercial offices, suppliers and professional services, various fitness, music, and dance studios, a medical centre, and a café.</p> <p>However, vacancy is currently very high (~43%) due to the relocation of three businesses to other locations within the district; in total, there is ~21,000sqft of office / industrial warehouse floorspace being marketed as for sale or to let at Crane Mead Business Park. ~12,300sqft is currently under offer.</p>


<p><b>Notable Planning History</b></p> <p>Approximately 1.1ha of the Employment Area has been redeveloped for residential use, providing 101 dwellings. This is the result of application 3/14/1408/FP, which was granted in 2014 allowing the demolition of existing industrial units and erection of five-storey apartment buildings. Various non-material amendments and Variation of Conditions applications were subsequently approved, and construction was completed around 2020.</p> <p>Permission was then granted in 2020 for change of use of the large Mill Studio Business Centre building, from Class B1 offices to Class C3, providing 45 new residential apartments (3/20/1453/ODPN). Mill Studio and its surrounding land amounts to a further ~0.65ha of the allocated Employment Area which has been lost to non-employment generating land use.</p>	<p><b>Surrounding Area</b></p> <p>The remaining employment uses within the Crane Mead Employment Area are surrounded by residential apartment buildings to the north, east, and west. The site is bordered by railway track to the south, beyond which is the larger Marsh Lane Employment Area.</p>
<p><b>Site Quality</b></p> <p>Overall quality at Crane Mead Business Park is high, with units appearing relatively modern and showing no sign of disrepair since their construction in 2002 (3/01/1469/FP). Units are mostly terraced, providing industrial warehouse floorspace and small ancillary offices, making them flexible for a range of businesses uses across Class B and Class E. Units are uniform in size and design, and can be interconnected to provide more open floorspace and accommodate larger-scale business activity. Parking provision and signage on site is good, with a clear layout and two entrances along Crane Mead. Signage from Viaduct Road could be improved.</p> <p>One larger, single-storey industrial unit remains toward the western end of Crane Mead, adjacent to recently constructed residential apartment blocks, and is occupied for industrial manufacturing use. The unit is old and relatively poor quality, separated from newer employment units at Crane Mead Business Park. This unit is now fairly incompatible with new, taller and more modern surrounding residential buildings.</p>	<p><b>Quality Score</b></p> <p>Good</p>

<p><b>Site Occupancy</b></p> <p>There are currently nine units vacant at Crane Mead Business Park, previously occupied by three businesses which have recently relocated to other facilities in Hertford and Great Amwell respectively.</p> <p>Vacant units 4-6 comprise a singular detached, self-contained office building, which is open-plan but can be divided to provide 3,849 – 5,289sqft of floorspace. Vacant units 11-12 are interconnected to form a singular ~3,700sqft industrial warehouse unit. Vacant units 17-20 (under offer) are interconnected to form a singular, two-storey ~12,300sqft industrial warehouse unit.</p>	<p><b>Occupancy Score</b></p> <p>Poor</p>
<p><b>Constraints</b></p> <p>A significant portion of the Employment Area is within Flood Zone 3, and entirely within Flood Zone 2, with small patches of high risk of flooding from surface water.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>The site is located very centrally within the town, accessible exclusively via Crane Mead, connected to Viaduct Road which links with the High Street to the north-west, and south toward Great Amwell. The site is geographically separated from the north of Ware by the River Lea, and the south by railway tracks, but is in close proximity and very well connected to local residential areas and services.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>Connection to the strategic road network is relatively straightforward, involving a ~1.7 mile journey south along Viaduct Road and the A1170 (London Road and Pepper Hill through Great Amwell), reaching both the A414 and A10 which collectively provide links east toward Harlow and the M11, north toward Cambridge, and south toward London.</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>The site is highly accessible for pedestrians, via pavements along Crane Mead and due to its favourable location ~0.3 miles from the town centre. Crane Mead also facilitates cyclist access.</p> <p><b>Public Transport Links:</b></p> <p>There are various bus stops located within ~0.2 miles (&lt;5-minute walk) of the site (Ware Railway Station Stops E and F; Hertford Regional College Stops A, C, and D), which collectively offer access to extensive, frequent bus services providing links with Stevenage, Welwyn, Hatfield, Hertford, Royston, Buntingford, Bishop’s Stortford, Hoddesdon, Broxbourne, Waltham Cross, and various other surrounding villages and areas of Ware itself. In addition, stops A and C located on Hertford Road provide access to the 724 Harlow</p>	

to Heathrow Airport bus, which provides relatively frequent links to and from Harlow, St Albans, Watford, Heathrow Airport, and various locations along this route.

Furthermore, the site is adjacent to Ware Railway Station, facilitating a strong link with central London.

Table 4.22:

<p><b>Ermine Point / Gentlemen’s Field</b></p>	
<p><b>Site ID:</b> WA03</p> <p><b>Site Area:</b> 1.28ha</p> <p><b>Employment Land Use Classes:</b> Use Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> Class E(a); Class E(c)(ii), (iii); Class E(e); Sui Generis</p>	
<p><b>Site Description</b></p> <p>Gentlemen’s Field is a mixed-use site located at the north-western edge of Ware, comprising two relatively small, detached office buildings, 12 industrial warehouse units which range in size, and an associated open-air storage yard. Employment floorspace here is flexible, but is predominantly suitable for, and occupied by businesses focused on Class B2 industrial manufacture / fabrication, and Class B8 storage and distribution. Use of the High Oak Business Centre office building, adjacent to the site’s entrance, is less typical and includes a veterinarian practice. Overall quality across the site is good, with buildings serving their function and appearing well-maintained, supplemented by internal lighting and road infrastructure. The site is well connected to Ware, Stevenage, and the wider strategic road network via the adjacent A10, making it a desirable location, evidenced by its excellent occupancy rate.</p>	
<p><b>Notable Planning History</b></p> <p>No notable planning history.</p>	<p><b>Surrounding Area</b></p> <p>The site is very well contained, almost entirely surrounded by greenfield land within the</p>


	Green Belt, other than some detached homes across Westmill Road to the south-west.
<p><b>Site Quality</b></p> <p>Overall quality of the site is good, including flexible two-storey industrial warehouse units and two commercial office buildings, which appear in good condition despite their age and are evidently serving their function. There is good signage at the site’s entrance on Westmill Road, and units are clearly numbered, but occupiers of the offices within the High Oak Business Centre building could be more clearly indicated. There is sufficient provision of parking across the site, and there is street lighting and pavements along the internal road. Vegetation in and around the site contributes to amenity.</p>	<p><b>Quality Score</b></p> <p>Good</p>
<p><b>Site Occupancy</b></p> <p>There are currently three very small office spaces being marketed within the High Oak Business Centre office building, totalling ~700sqft.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>The site is entirely within the Green Belt to the north-west of Ware. It is also located on a Historic Landfill Site and borders a Priority Habitats Inventory site (Deciduous woodland). The eastern corner of the site is at high risk of flooding from surface water.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>Gentlemen’s Field is located on the A602 at Westmill Road to the north-west of Ware, just across the A10. Adjacent to the site’s entrance is Westmill Interchange, providing a junction with and over the A10 into Ware, along Watton Road which runs south-east directly toward the High Street and town centre.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>The site is extremely well connected with the strategic road network, located directly adjacent to the Westmill Interchange junction onto the A10, which facilitates access to the A414, A120, M11, and M25. The A602 (Westmill Road) also provides a direct link north-west toward the A1(M) and Stevenage.</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>Pedestrian access from Ware is made feasible by signal controls and tactile paving pedestrian crossing points at the Westmill Interchange junction across the A10, connecting to pavement along Westmill Road. The junction is not recommended for cyclists.</p>	

### Public Transport Links:

Connections via public transport are poor. The Richmond Close bus stop is ~0.2 miles to the south-east along Westmill Road but involves crossing the A10 via Westmill Interchange. In addition, there are very limited and infrequent bus services running from this stop and nearby stops.

Ware Railway Station is ~1.5 miles to the south-east, equivalent to a ~35-minute walk.

Table 4.23:

<p><b>Marsh Lane</b></p>	
<p><b>Site ID:</b> WA04</p> <p><b>Site Area:</b> 7.49ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> Class C1; Class E(a); Class E(b); Class E(c)(ii), (iii); Class F2(b); Class F2(c)</p>	<p><b>Site Description</b></p> <p>The Employment Area along Marsh Lane is a long-standing estate which accommodates predominantly storage and distribution and industrial uses, as well as some office-based businesses at the small Peerglow Business Centre. The site consists of relatively large industrial warehouse units and open-air storage yards, with occupiers including Royal Mail, Arriva UK Bus, and EFF Group. Numerous buildings and areas of the site are relatively low in quality, and appear poorly maintained, but are nevertheless occupied and serving their employment-generating function. Marsh Lane therefore provides employment land in a favourable location relating to the local area and strategic road network, with very strong public transport links. A previously vacant parcel of the allocated Employment Area, adjacent to its entrance on Viaduct Road, has been developed in recent years to provide a hotel, restaurant, youth centre, and recreational space, therefore comprising uses which do not fall under the Use Classes for which Employment Areas are allocated under District Plan 2018 Policy ED1.</p>



<p><b>Notable Planning History</b></p> <p>A ~1ha parcel of land at the north-western end of Marsh Lane was redeveloped in 2016, providing a new Premier Inn hotel, large restaurant, parking, a replacement of the existing Ware Young People's centre, and some recreational space (3/14/0607/FP).</p>	<p><b>Surrounding Area</b></p> <p>The site is well-contained, surrounded by greenfield land and treeline, other than the railway track bordering along its north-eastern side.</p>
<p><b>Site Quality</b></p> <p>Quality across the site varies but overall is hindered by the presence of old industrial units, cluttered and highly visible scrap / storage yards, and a seemingly poorly maintained general environment. Units are mostly occupied and serving their employment function, but many would benefit from improvement. Two units have been retrofit with Solar PV. The Peerglow Centre, a small business estate amongst the industrial warehouse units along Marsh Lane, differs from the rest of the site in that it exclusively provides Class E(g) office floorspace, which appears good quality. Signage at the entrance to Marsh Lane and across the site is poor, and parking provision is fairly limited meaning the majority of cars are parked on Marsh Lane itself, narrowing and constricting access.</p>	<p><b>Quality Score</b></p> <p>Reasonable</p>
<p><b>Site Occupancy</b></p> <p>Minimal vacancy within the site; one 2,950sqft business / office unit at the Peerglow Centre is currently being marketed.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>The relatively new hotel site at the western side of Marsh Lane borders Ware Conservation Area, and is within the Lee Valley Regional Park area. The Employment Area is almost entirely surrounded by Green Belt.</p> <p>The entire Employment Area is within Flood Zone 2, with various significant patches of high risk from surface water flooding across the site.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>The site is accessed exclusively via the entrance to Marsh Lane on Viaduct Road, located only ~0.3 miles south-east from the town centre High Street. However, access from the north of Ware is constrained by congestion through the town centre. The site entrance is besides a junction with London Road, which facilitates access from the south of Ware,</p>	

Hertford to the west, and Amwell to the south. Signage at the entrance to the site is poor, only indicating the hotel and restaurant uses.

**Connection to Strategic Road Network:**

Connection to the strategic road network is straightforward, involving a ~1.5 mile journey south along Viaduct Road and the A1170 (London Road and Pepper Hill through Great Amwell), reaching both the A414 and A10 which collectively provide links east toward Harlow and the M11, north toward Cambridge, and south toward London.

**Pedestrian & Cycle Links:**


The site is accessible for both pedestrians and cyclists. Pavement which runs along Viaduct Road into the town centre and south along London Road, feeds into the site and along Marsh Lane. Additionally, there is a zebra crossing point adjacent to the site entrance.

**Public Transport Links:**

There are numerous bus stops located within ~0.3 miles of the site (including Gilpin Mews directly adjacent to Marsh Lane, Ware Railway Station Stops E and F, and Hertford Regional College Stops A, C, and D), which collectively offer access to extensive, frequent bus services providing links with Stevenage, Welwyn, Hatfield, Hertford, Royston, Buntingford, Bishop's Stortford, Hoddesdon, Broxbourne, Waltham Cross, and various other surrounding villages and areas of Ware itself. In addition, HRC stops A and C located on Hertford Road provide access to the 724 Harlow to Heathrow Airport bus, which provides relatively frequent links to and from Harlow, St Albans, Watford, Heathrow Airport, and various locations along this route.

Furthermore, the site is in close proximity (~0.3 miles) to Ware Railway Station, facilitating a strong link with central London.

Table 4.24:

<p><b>Park Road / Harris's Lane (GSK Ware)</b></p>	
<p><b>Site ID:</b> WA05</p> <p><b>Site Area:</b> 18.96ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> Class E(b); Class E(d); Class F2(b); Class F2(c)</p>	
<p><b>Site Description</b></p> <p>The Employment Area along Park Road and Harris's Lane is a large campus-style site, home to GlaxoSmithKline (GSK) as a sole occupier. GSK is a prominent, multinational pharmaceutical and biotechnology company which operates this site in Ware as a research, development, and manufacturing facility. This site is the only one of its kind within the district, accommodating highly specialised scientific and technical industry, stimulating significant high-skilled and highly qualified jobs. GSK Ware is considered an extremely important site, not only constituting the majority of Ware's industrial and office floorspace, but also serving the district's largest single private employer. The hundreds of jobs generated by GSK in Ware benefit Ware's town centre, which is nearby to the east, despite significant proportions of employees likely commuting in from elsewhere outside of the town.</p> <p>The overall quality of the site is high, and continuously improving through redevelopment, retrofit, refurbishment, and reconfiguration. GSK's continuous investment into their Ware site is promising, considering their importance to the local economy and employment opportunities. GSK Ware is embedded in the local area, well connected with the strategic road network for logistic purposes, and accessible via sustainable modes of travel, whether active (walking and cycling) or via public transport.</p>	
<p><b>Notable Planning History</b></p> <p>The site has been progressively redeveloping in recent years, including the demolition of buildings, reconfiguration of</p>	<p><b>Surrounding Area</b></p> <p>The site is embedded within the town, and is therefore bordered by various residential, commercial, retail, and educational buildings</p>

<p>site layout and provision of new car parking (3/22/2443/FUL), construction of large new manufacturing buildings (3/20/2481/FUL) and a data centre (2/22/0670/FUL), and various other updates to GSK's facilities.</p>	<p>to the north and east, across Park Road and toward the town centre. Green Belt borders the site to the south, including the River Lea and open greenfield land beyond.</p>
<p><b>Site Quality</b></p> <p>The GSK Ware Employment Area is of very high quality, comprising of a extensive range of advanced buildings and facilities to accommodate the large-scale, highly specialised operations of a global biopharma company such as GSK. The site, occupied and managed by GSK, is the district's principal provider of high-tech, campus-style employment land of this calibre. The site has developed in line with GSK's growth and strategy, including the construction of large new manufacturing units and other associated works.</p> <p>Access is available from various points along Park Road, Harris's Lane, and Priory Street. Car parking provision across the site is extensive, serving the thousands of staff and visitors respectively, and has improved with recent reconfigurations and redevelopment. The overall environment is of high amenity, surrounded by vegetation with a sophisticated layout incorporating green space and high amenity communal seating spaces along the River Lea, clear signage, good security measures, and a sports and social club.</p>	<p><b>Quality Score</b></p> <p>Excellent</p>
<p><b>Site Occupancy</b></p> <p>No vacancy, the entire site is occupied and in use.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>Certain GSK buildings at the east of the site are within Ware Conservation Area, and the entire eastern half of the Employment Area is within an Area of Archaeological Significance. The portion of the Employment Area to the south of Priory Street is within Flood Zone 2, with small overlap with Flood Zone 3. The site is also bordering the Green Belt to the south and west.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>The GSK site is embedded within the urban fabric of Ware and is well connected to the local area other than the congestion issues associated with the town centre and High Street. The site is in close proximity to residential areas, pedestrian routes, and retail and service opportunities across the town.</p>	

**Connection to Strategic Road Network:**

The site is located ~1 mile from the Westmill Interchange junction with the A10 and A602, via Park Road and Watton Road / Westmill Road, which provide links with Stevenage, Cambridge, and London. The site is sufficiently well-connected with the strategic road network to support GSK’s transportation and distribution needs, bypassing most of the congestion issues concentrated around the town centre.

**Pedestrian & Cycle Links:**

Highly accessible for both pedestrians and cyclists from all directions and areas of the town, including footbridges across the River Lea to the south. The site offers bicycle parking facilities for staff.

**Public Transport Links:**

Bus stops along Park Road, adjacent to the site, offer access to local circular buses with routes around the town, but limited wider connections. More connective and frequent bus services are available from stops toward the town centre (~0.7 miles / 15-minute walk from GSK), which collectively provide comprehensive links with surrounding towns and villages, as well as south toward London and Heathrow Airport.

Also ~0.7 miles (15-minute walk) from the GSK site is Ware Railway Station, providing a connection by train with central London.

Table 4.25:

<p align="center"><b>Star Street (Dockyard Business Centre)</b></p>	
<p><b>Site ID:</b> WA06</p>	
<p><b>Site Area:</b> 0.48ha</p>	
<p><b>Employment Land Use Classes:</b> Class B2; Class B8</p>	
<p><b>Other Land Use Classes:</b> Class E(d); Sui Generis</p>	

### Site Description

Dockyard Business Centre, located along Star Street, is a local industrial site comprising four single storey, small, and old industrial units beside the River Lea. The main unit on site has longstanding been occupied by Star Street Garage, offering vehicle repair, sales, and services, while the only other identifiable business present on site is a recreational escape room. Use and occupancy of other units is unclear. The site itself is congested, with an overabundance of cars parked in a disorderly fashion and vehicles overspilling from Star Street garage. Furthermore, the site is overlooked by residential apartment buildings, and bordered by heritage and wildlife assets, restricting the extent to which Class B2 industrial activity is considered appropriate in this location.

### Notable Planning History

No notable planning history.

### Surrounding Area

The site is bordered by the River Lea to the east and south, and housing across Star Street to the north. Adjacent to the west, there is a pub and some 3-4 storey residential apartment buildings along Lygean Avenue.

### Site Quality

The overall quality of the site is relatively poor, comprising old, small single-storey industrial warehouse units which do not appear well maintained, and are limited in terms of flexibility and industrial or business capacity. Floorspace is minimal, and only suitable for small-scale local enterprise at presumably affordable rates. The environment within the site is congested and has access constraints due to an abundance of disorderly car parking exacerbated by vehicles overflowing from Star Street Garage, a poorly paved internal road, and poor signage causing a lack of clarity over which businesses are operating within the site.

### Quality Score

Reasonable

### Site Occupancy

Occupancy is generally unclear due to poor signage, though all units appeared in use upon site visit. Vacancy is being advertised and marketed, with a lack of clarity on which units and how much floorspace is available.

### Occupancy Score

Good

### Constraints

The site is entirely within an Area of Archaeological Significance and borders a Grade II listed building (the pub) to the west. To the east, the site borders multiple District Plan 2018 allocation areas: The Lee Valley Regional Park, the Green Belt, and a large Wildlife Site.

The site is also almost entirely within Flood Zone 3, with medium risk of flooding from surface water.

## **Accessibility**

### **Local Connections:**

The site central, accessible via its entrance on Star Street which links with the east of the town, and the town centre and High Street to the west. Access is constrained by congestion, particularly from the west involving routes along the High Street.

### **Connection to Strategic Road Network:**

Location of the site is on the less favourable side of Ware, in relation to the strategic road network. Access involves travelling ~1.5 miles north-west through the congested centre of Ware toward the Westmill Interchange junction with the A10, or ~2 miles south along London Road toward the A414 and A10, which also requires a route through the town centre.

### **Pedestrian & Cycle Links:**

The site is accessible for pedestrians and cyclists along Star Street.

### **Public Transport Links:**

The Angel PH bus stop directly adjacent to the site's entrance is limited in its provision of bus services. More connective and frequent bus services are available from stops toward the town centre (~0.5 miles / 10-minute walk), which collectively provide comprehensive links with surrounding towns and villages, as well as south toward London and Heathrow Airport.

Also ~0.5 miles (10-minute walk) from the site is Ware Railway Station, providing a connection by train with central London.

## 4.5. Villages

### 4.5.1. Villages Overview:

East Herts is characterised by its dispersed settlement pattern of market towns, and over 100 villages and hamlets which reflect hundreds of years of human activity across the area. Despite being a rural district, this history is further represented in the valuable heritage assets throughout the built environment, with 37 villages included within conservation areas which befit their unique historic character.

Changes to agricultural practices over time have seen former farming settlements evolve into dormitory or commuter villages which are home to residents who work and socialise elsewhere, due to fewer local jobs. Furthermore, the planning system has historically viewed these villages within the context of the wider countryside, meaning a general policy of restraint has been adopted to protect against development. This has in turn exacerbated housing unaffordability across East Herts' villages, while local services and facilities have seen a decline.

Therefore, the District Plan 2018 outlined a development strategy for villages in Chapter 10.1.5, which looked to balance the vitality and viability of rural communities with a desire to conserve the countryside. A core element of the district's village strategy is the classification of villages through a village hierarchy, following an assessment of sustainability. Villages are deemed more or less suitable for development largely based upon their position within the hierarchy, with Group 1 villages considered to be the most sustainable and therefore most suitable to accommodate development, followed by Group 2 villages, and Group 3 villages which are deemed generally amongst the smallest in East Herts and less sustainable.

### 4.5.2. Employment Land Overview:

As outlined in Chapter 10.5 of the District Plan 2018, Employment Areas within the district's villages and rural areas have a key role to play in providing accessible and affordable employment and business opportunities. In total, there are nine allocated Employment Areas across the district's villages. Two of these sites, Leaside Works in Stanstead Abbots and Riverside Works in Stanstead St Margarets, were formally designated for the first time in the 2018 District Plan, reflecting market demand for these premises at the time. The Plan also set out that new employment development in the villages and sensitive small-scale expansion



to existing sites will be considered in accordance with Policies GBR1, GBR2, ED2, VILL1, and VILL2, and viewed sympathetically to ensure the continued viability of rural businesses, enhance the vitality of villages, and reduce the need to travel.

Collectively, the nine allocated village Employment Areas amount to 17.71ha of employment land, with the largest site by a significant margin being Silkmead Industrial Estate (VI01) at 8.39ha. These nine Employment Areas provide predominantly small-scale Use Class B2 industrial floorspace, often benefitting from their rural or well contained location which protects against conflict with surrounding uses. The primary exception to this trend is the use of The Maltings (VI07) in Stanstead Abbots, containing large, converted Grade II listed buildings which now provide over 160 Class E(g) office and light industrial spaces. The site is very popular, accommodating a range of mainly small, local businesses, including professional and financial services, veterinarians and pet groomers, indoor fitness studios, beauty salons and tattoo shops, and small restaurant and café establishments.

The quality of Employment Areas throughout the district's villages is generally comparable with those across main settlements, with a key differentiation being the limited size and capacity; the majority of Employment Areas in villages and rural locations are smaller, and targeted toward local businesses without significant logistic needs through the provision of small workshops and industrial plots. Larger-scale industrial property is present within village Employment Areas which are occupied and managed by a sole business, such as Oakley Horseboxes (VI02) and Langley House (VI03). It is again noted that while certain village Employment Areas may score relatively poorly in terms of quality, they continue to serve an important role in the provision of employment floorspace for independent businesses at competitive rates, evidenced by strong occupancy. Occupancy is generally high across the nine sites, with the exception of Standon Business Park (VI04), reflecting strong local demand.

#### 4.5.3. Employment Land Updates:


Tangible updates to the district's village Employment Areas are relatively minimal, including minor improvements to individual units and changes of use class which remain appropriate to an employment locality. Nevertheless, sites continue to demonstrate strong local employment functions through a lack of vacancy, with the exception of Standon Business Park which scores poorly in both occupancy and quality. Standon Business Park continues to accommodate some business use but

comprises a significant proportion of vacant units which were reportedly marketed unsuccessfully between 2019 and 2023. A 2020 application submitted by the landowner for mixed-use redevelopment of the site, involving demolition of existing buildings and construction of up to 30 dwellings and ~1,000sqm of office floorspace, was refused in 2025 (3/20/1146/OUT). The site was also promoted by the landowner through the council's 2024 Call for Sites exercise for residential or mixed-use redevelopment.

In 2021, Silkmead Industrial Estate was subject to a planning application for the commercial expansion and redevelopment of the site, providing up to 270,000sqft of business floorspace. The application was highly objected to by the local community due to the size and scale of the proposal, and was ultimately withdrawn the following year. Land surrounding the existing industrial estate which is allocated for employment use remains vacant. More recently 2024, Silkmead Industrial Estate was promoted through the Call for Sites for residential redevelopment.

4.5.4. Village Employment Site Assessments:

Table 4.26:

<p><b>Silkmead Industrial Estate, Hare Street</b></p>	
<p><b>Site ID:</b> VI01</p> <p><b>Site Area:</b> 8.39ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(iii); Class B2</p> <p><b>Other Land Use Classes:</b> Sui Generis</p>	
<p><b>Site Description</b></p> <p>Silkmead Industrial Estate is the district’s most rural Employment Area, located ~1 mile from Hare Street, the nearest village, and ~3 miles from Buntingford, the nearest settlement. The site comprises 10 industrial buildings, most of which are subdivided creating numerous small, single storey units, which were originally constructed in the 1980s and used as stables. These units are now occupied by local businesses primarily within Use Class B2, including manufacturing, fabrication, and vehicle repair / mechanic’s workshops. Overall, the site’s units and internal environment are of relatively poor quality, and access is constrained. A 2021 planning application to redevelop the site, providing up to 270,000sqft new Class E(g), B2, and B8 floorspace was heavily objected to and ultimately withdrawn. There is currently no perceptible vacancy, indicating strong local demand for small-scale, relatively affordable industrial floorspace.</p>	
<p><b>Notable Planning History</b></p> <p>An outline planning application was submitted in 2021 for commercial development under Use Classes E(g), B2, and B8, for up to 270,000sqft of floorspace. This proposal encompassed the entire Employment Area, including redevelopment of the existing industrial estate and development of the</p>	<p><b>Surrounding Area</b></p> <p>Entirely agricultural, other than three detached residential properties near the entrance to Silkmead Industrial Estate on the B1368. These properties are distanced from industrial units within the site.</p>

<p>surrounding vacant parcels. The application was highly objected to, due to its scale and rural setting, and was withdrawn in 2022.</p> <p>The site has since been promoted through the council's 2024 Call for Sites exercise for residential redevelopment.</p>	
<p><b>Site Quality</b></p> <p>The site comprises 10 industrial buildings, which are mostly subdivided to accommodate numerous businesses within small, terraced units. These units are relatively limited in flexibility, essentially operating as small workshops, and are unable to support large-scale or specialist business activity. Overall quality is poor, including the 1980s buildings which have seen minimal enhancement since their conversion from stables to industrial units, and the physical environment which includes very limited parking, a congested and unclear layout, and lack of proper infrastructure. The entrance to the site and its internal road is very narrow and poorly paved, while lacking clear signage.</p>	<p><b>Quality Score</b></p> <p>Poor</p>
<p><b>Site Occupancy</b></p> <p>No vacancy, all units appear occupied and in use.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>No significant constraints.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>The site is the district's most rural allocated Employment Area, isolated from nearby villages and surrounded by agricultural land, located ~1 mile north of Hare Street along the B1368. The nearest main settlement is Buntingford, ~ 3 miles away.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>Due to its isolated location, the site is poorly connected with the strategic road network. The A10 can be accessed ~ 3.5 miles away to the west, through the centre of Buntingford, or ~ 5 miles away to the south, along the B1368 and through various villages. The B1368 and entrance to Silkmead Industrial Estate is also narrow, making the site unsuitable for Use Class B8 businesses involving distribution.</p>	


**Pedestrian & Cycle Links:**

The site is inaccessible for pedestrians and cyclists, due to its isolated location and lack of walking and cycling infrastructure along the B1368.

**Public Transport Links:**

The site is inaccessible via public transport, due to the lack of accessible bus stops or railway stations in the vicinity.

Table 4.27:

<p><b>Oakley Horseboxes, High Cross</b></p>	
<p><b>Site ID:</b> VI02</p>	
<p><b>Site Area:</b> 1.38ha</p> <p><b>Employment Land Use Classes:</b> Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> N/A</p>	
<p><b>Site Description</b></p> <p>Hence the name, this site is occupied exclusively by Oakley Horseboxes, a family-run company which has been in High Cross dating back to 1947. Oakley Horseboxes builds high quality, luxury coaches and horseboxes which they distribute nationally and export internationally. The site is of good quality overall, comprising a main factory building, open-air floorspace or horsebox storage, a car park, and some green space including benches. Despite being a village Employment Area, the Oakley Horseboxes site is relatively well connected locally, being close to other villages and Ware / Hertford to the south, and in relation to the strategic road network via the A10. Oakley Horseboxes' sole occupancy of the site means they have controlled its evolution in line with their business needs, which has included extensions and retrofit to their factory, and expansion of site's outdoor area to accommodate the storage of more horseboxes.</p>	

<p><b>Notable Planning History</b></p> <p>Permission granted in 2025 for the erection of three single-storey extensions to the existing industrial workshop, and a two-storey showroom / office building (3/24/2278/FUL).</p> <p>The site has also been expanded into the Rural Area Beyond the Green Belt on its southern side, creating a larger paved space used for the storage of horseboxes.</p>	<p><b>Surrounding Area</b></p> <p>The site is bordered by housing to the north, north-east, and north-west. Otherwise, the site is surrounded by greenfield land due to its position at the southern edge of High Cross.</p>
<p><b>Site Quality</b></p> <p>The site is of good quality overall, and is well tailored for the specialist manufacturing and horsebox storage needs of Oakley Horseboxes, including a large factory building retrofit with Solar PV and recently repaved open-air yard. In addition, Oakley Horseboxes has a parking area beside its entrance which has sufficient provision, and a communal grass area including benches, trees, and vegetation which improves amenity within the site. The entrance along Cambridge Road is sufficiently wide, incorporating large signage and attractive brickwork.</p>	<p><b>Quality Score</b></p> <p>Good</p>
<p><b>Site Occupancy</b></p> <p>No vacancy, the site is occupied and in use.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>The site is partially within an Area of Archaeological Significance, with small patches of risk of flooding from surface water.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>The site is located within High Cross, a Group 2 village, with its entrance on Cambridge Road which runs north through Colliers End joining the A10, and south through Wadesmill and Thundridge into Ware, ~2 miles away.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>The site is relatively well connected to the A10, accessible ~1.3 miles to the south along Cambridge Road which is sufficient in width and quality to support large commercial vehicles, and the transportation of horseboxes.</p>	

### **Pedestrian & Cycle Links:**

Pedestrian access is facilitated by pavement along Cambridge Road, which extends in both directions to provide connections with Wadesmill and Thundridge to the south, in addition to High Cross immediately to the north. Cyclist access is considered feasible for local residents.

### **Public Transport Links:**

The White Horse PH bus stop is located a short walk, ~0.2 miles north of the site's entrance, offering access only to a singular, relatively infrequent bus running between Hertford, Ware, Buntingford, Royston, and various villages.

Table 4.28:

<p><b>Langley House, Standon</b></p>	
<p><b>Site ID:</b> VI03</p> <p><b>Site Area:</b> 1.18ha</p> <p><b>Employment Land Use Classes:</b> Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> N/A</p>	
<p><b>Site Description</b></p> <p>This is a small site, comprising a single, relatively large industrial warehouse unit used for the manufacturing and supply of safety and training equipment. The rest of the allocation is made up of the site's car park, and some green space along its eastern edge. Overall, the site is of good quality and is well connected with its local surroundings and beyond via the strategic road network. Langley House importantly provides relatively large-scale Class B2 and B8 floorspace outside of the district's main settlements.</p>	


<p><b>Notable Planning History</b></p> <p>Granted change of use from Class B2 to Class B2 and B8 in 2009 (3/08/2114/FP).</p>	<p><b>Surrounding Area</b></p> <p>The site is mostly surrounded by housing, other than some woodland and the River Rib to the north-east. The site is well-contained from surrounding uses by trees and vegetation.</p>
<p><b>Site Quality</b></p> <p>The site is very simple in terms of layout and configuration, comprising a single industrial warehouse building and a car park, which appears to provide adequate parking availability. The unit itself is of good quality, appearing in good condition. Langley House is accessible via its gated entrance along Station Road, and is relatively well contained by surrounding trees and vegetation to minimise visual detriment to its residential surroundings.</p>	<p><b>Quality Score</b></p> <p>Good</p>
<p><b>Site Occupancy</b></p> <p>No vacancy, the site is occupied and in use.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>The north-eastern corner of the site is allocated under the Priority Habitats Inventory as deciduous woodland.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>The site is located with a single entrance on Station Road, a predominantly residential road which connects Standon to the south-east and Puckeridge and Puckeridge to the north-west, making it central to the overall Group 1 Village area of Standon &amp; Puckeridge</p> <p><b>Connection to Strategic Road Network:</b></p> <p>The site is well connected with the strategic road network via the A120, which runs through Standon ~0.1 miles to the south along Station Road. The A120 provides a link east toward the M11, and west toward the A10 which is ~1 mile from Langley House along the A120. The A120 notably struggles with congestion issues through Standon and toward the M11 particularly at peak times, which somewhat constrains access.</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>Pedestrians and cyclists can access the site from Standon and Puckeridge via Station Road, which has pavement along either side.</p>	



**Public Transport Links:**

The Heron Restaurant bus stop is less than 100 metres to the south of Langley House along Station Road, offering access to a handful of bus services which collectively provide links with Buntingford, Bishop’s Stortford, Hertford, Ware, and Royston, as well as various surrounding villages.

Table 4.29:

<p><b>Standon Business Park, Standon</b></p>	
<p><b>Site ID:</b> VI04</p> <p><b>Site Area:</b> 0.91ha</p> <p><b>Employment Land Use Classes:</b> Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> Class E(c)(iii)</p>	<p><b>Site Description</b></p> <p>Standon Business Park is located in Standon, along the A120 as it runs between the A10 and Bishop’s Stortford / the M11, comprising three main premises which are sub-divided into ~20 small industrial units. The buildings on site date back to the 1960s, collectively providing ~3,700sqm of floorspace, and are in very poor physical condition due to a lack of maintenance and extensive vacancy. Overall, the site scores poorly in all areas. Quality issues and low occupancy indicates underutilisation, and has prompted continuous desire from the landowner to redevelop the site for residential, mixed-use, or open-air storage use. However, planning applications for redevelopment have been recently refused, partially due to flooding issues caused by the proximity to the River Rib.</p>
<p><b>Notable Planning History</b></p> <p>A 2020 application by the landowner for mixed-use redevelopment, involving demolition of existing buildings and construction of up to 30 dwellings and ~1,000sqm of office floorspace, was</p>	<p><b>Surrounding Area</b></p> <p>The site is surrounded primarily by greenfield land, other than residential uses across the A120 to the north and across the River Rib to the east. The site is well contained, separated from surrounding uses by treeline,</p>

<p>refused in 2025 (3/20/1146/OUT). Refusal was due to issues with design, car dependence, and flooding.</p> <p>The site was also promoted by the landowner through the 2024 Call for Sites exercise, proposing residential development of 15-30 dwellings.</p>	<p>vegetation, the river, and its gated entrance on the A120.</p>
<p><b>Site Quality</b></p> <p>The overall quality of the site is poor. Buildings were originally constructed in the 1960s, and have been very poorly maintained with no notable enhancement or refurbishment. As a result, much of the site is in a state of disrepair and no longer serving an employment function, evidenced by the longstanding vacancy of the small industrial units and unsuccessfully marketed floorspace within Standon Business Park. The site layout is congested, signage is poor, parking is extremely limited, and the site’s unattractive appearance is currently undermining the amenity of the local area. Parts of the site are being used for open-air storage of scaffolding and other construction supplies, further congesting the internal area.</p>	<p><b>Quality Score</b></p> <p>Poor</p>
<p><b>Site Occupancy</b></p> <p>Occupancy is poor; a large proportion of units on site are vacant, having been unsuccessfully marketed between 2019 and 2023. According to the landowner, demand for the site is low due to the poor quality of floorspace being currently provided. Units are not currently being marketed, with the landowner prioritising residential redevelopment or demolition of units to create a Class B8 open-air storage site.</p>	<p><b>Occupancy Score</b></p> <p>Poor</p>
<p><b>Constraints</b></p> <p>The site borders the Rural Area Beyond the Green Belt and Standon Conservation Area, and is within an Area of Archaeological Significance. Furthermore, the site struggles with flooding issues due to the River Rib adjacent to the east; a core reason for the 2025 refusal of application 3/20/1146/OUT to redevelop the site.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>The site is located along the A120 in Standon, a Group 1 Village. Local access therefore involves joining the A120, which suffers from congestion at peak times, and the gated entrance is relatively narrow.</p>	

**Connection to Strategic Road Network:**

The site is well connected with the strategic road network via the A120, which provides a link east toward the M11, and west toward the A10 which is ~0.9 miles to the west from Standon Business Park’s entrance. The A120 notably struggles with congestion issues through Standon and toward the M11, particularly at peak times, which somewhat constrains access. However, the construction of the Little Hadham Bypass has been a positive improvement in terms of access to Bishop’s Stortford and the M11.

**Pedestrian & Cycle Links:**

The site entrance is connected with Standon & Puckeridge by pavement, facilitating access on foot. Walking to Standon Business Park from the north involves crossing the A120, which is facilitated by a signal-controlled crossing point ~20 metres west of the site entrance.

**Public Transport Links:**

The Heron Restaurant bus stop is ~100 metres to the north of Standon Business Park, located on Station Road across the A120, offering access to a handful of bus services which collectively provide links with Buntingford, Bishop’s Stortford, Hertford, Ware, and Royston, as well as various surrounding villages. Access to this stop is made feasible by signal-controlled crossing point over the A120.

Table 4.30:

<p><b>Leeside Works, Stanstead Abbots</b></p>	
<p><b>Site ID:</b> VI05</p>	
<p><b>Site Area:</b> 0.42ha</p>	
<p><b>Employment Land Use Classes:</b> Class E(g)(iii); Class B2</p>	
<p><b>Other Land Use Classes:</b> Class E(a); Class E(c)(iii); Class E(e)</p>	

**Site Description**

Leeside Works is a small site, comprising six relatively small, single-storey industrial units toward the rear, and a two-storey office-style building at the front along Lawrence Avenue which is now used as a veterinarian practice. Industrial units are occupied primarily for manufacturing use, providing industrial warehouse / workshop floorspace for local businesses. Overall, quality of the site is reasonable; buildings are occupied and serving their purpose but are visibly somewhat outdated. The site is well located in providing local employment floorspace but is slightly constrained by access exclusively via the High Street, limiting suitability for Class B8 uses.

**Notable Planning History**

No notable planning history.

**Surrounding Area**

The site is bordered by housing on both sides, and some communal green space aside the River Lee Navigation to the east. Housing to the south is three-storey and overlooks the site directly.

**Site Quality**

The site has a good layout, with two entrances on Lawrence Avenue providing access to the veterinarian practice and its few parking spaces toward the front of the site, as well as a somewhat separate gated area to the rear comprising six relatively small single-storey industrial units. These units are terraced, and multiple have been internally connected to create a larger industrial space occupied by a single business. However, they remain limited by their size. The site could benefit from enhancement due to its age and is somewhat limited in its parking provision and signage.

**Quality Score**

Reasonable

**Site Occupancy**

No vacancy, all units occupied and in use.

**Occupancy Score**

Excellent

**Constraints**

The site borders Stanstead Abbots Conservation Area and is adjacent to a patch of communal riverside land to the east which is allocated as Open Space under District Plan 2018 policy CFLR1, and is within the Lee Valley Regional Park.

Additionally, the entire site is within Flood Zone 2 due to the adjacency of the River Lee Navigation.

## **Accessibility**

### **Local Connections:**

Leeside Works is located along the west of the River Lee Navigation as it runs through Stanstead Abbots and St Margarets, a Group 1 village, on Lawrence Avenue just south of Station Road / High Street. The site is well located in terms of access from its local surroundings, despite being slightly constrained by congestion and the signal controlled railway crossing along Station Road / High Street.

### **Connection to Strategic Road Network:**

The site is relatively well connected with the strategic road network via the A414 ~0.8 miles to the west along the High Street, facilitating a link with Harlow and the M11 to the east, and the A10 ~0.4 miles to the west. However, access via the relatively narrow and congested High Street makes the site less suitable for Class B8 uses and access for large commercial vehicles.

### **Pedestrian & Cycle Links:**


Access for pedestrians and cyclists is possible via Lawrence Avenue, which has pavement connecting surrounding roads directly to the site entrances along a quiet, primarily residential road.

### **Public Transport Links:**

Leeside Works is well served by public transport. The St Margarets Railway Station is ~100 metres to the north of the site, providing access to Greater Anglia trains which run between Hertford East and London Liverpool Street, with 11 stops in between.


The railway station bus stop, the same distance away, offers access to services which collectively link to Hertford, Ware, Bishop's Stortford, Harlow, Hoddesdon, Broxbourne, and Cheshunt, as well as various surrounding villages.

Table 4.31:

<p><b>Riverside Works, Stanstead St Margarets</b></p>		
<p><b>Site ID:</b> VI06</p> <p><b>Site Area:</b> 0.58ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(iii); Class B2</p> <p><b>Other Land Use Classes:</b> Class E(c)(ii), (iii)</p>	<p><b>Site Description</b></p> <p>The site is relatively small and somewhat congested, comprising around six industrial or business units which are not uniform in size or quality but all serve a similar function in accommodating local businesses. The predominant uses are car repair and servicing, and commercial printing, both of which have been present at this site long-term. Quality is reasonable overall; the site could certainly benefit from enhancement due to the age and configuration of buildings. Access to the site is also constrained by Amwell Lane, limiting flexibility for Class B8 uses. Nevertheless, occupancy is excellent, and the site continues to meet a local need for employment which serves the local community.</p>	
<p><b>Notable Planning History</b></p> <p>No notable planning history.</p>	<p><b>Surrounding Area</b></p> <p>The site is surrounded by Green Belt, other than its south-eastern side which borders housing. Housing overlooks directly into the site and is not very well separated. Otherwise, the site is well contained.</p>	
<p><b>Site Quality</b></p> <p>The quality of buildings on site appears relatively poor, with a lack of uniformity or clarity, and the overall environment is not particularly attractive. Additionally, layout of the site appears constricted, particularly for accessing industrial units toward the rear. Parking is congested, signage is poor, and access at the site's entrance is shared with access to neighbouring houses to the south-east which is a conflicting use.</p>	<p><b>Quality Score</b></p> <p>Reasonable</p>	

<p>Congestion and parking constraints are exacerbated by the prominent vehicle repair and servicing uses on site.</p>	
<p><b>Site Occupancy</b></p> <p>No vacancy, all units occupied and in use.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>The is bordered by trees along Amwell Lane which are protected by Tree Preservation Orders, and is surrounded by Green Belt other than to the south-east.</p> <p>The site is also entirely within Flood Zone 3 and lies within the Lee Valley Regional Park.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>The site is well positioned in terms of local accessibility, located at the northernmost point within Stanstead Abbots and St Margarets, which is a Group 1 village, and ~1.5 miles from Ware. Access is exclusively via Amwell Lane which is narrow and has limited capacity.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>Riverside Works is connected to the strategic road network via the A414 ~1 mile to the south-west along Amwell Lane and High Street. The A414 provides a link east toward the M11, and west immediately feeding onto the A10. However, access to and from Riverside Works is constrained by the narrowness of its surrounding routes.</p> <p><b>Pedestrian &amp; Cycle Links:</b></p> <p>There is no pavement connecting the entrance to residencies north or south; there is a footpath on a raised bank running along the other side of the road, but the bank is protected from the road with a metal railing, and there is no crossing point to facilitate safe access to site on foot. The site can potentially be cycled to from villages to the north and St Margarets / Stanstead Abbots to the south.</p> <p><b>Public Transport Links:</b></p> <p>The site is ~0.4 miles north from the St Margarets Railway Station &amp; the associated bus stop. However, the lack of pavement or footpath connecting Riverside Works to the train station or bus stop makes public transport a non-viable mode of transport for site access.</p>	

Table 4.32:

<p><b>The Maltings, Stanstead Abbotts</b></p>	
<p><b>Site ID:</b> VI07</p> <p><b>Site Area:</b> 1.71ha</p> <p><b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2</p> <p><b>Other Land Use Classes:</b> Class E(a); Class E(b); Class E(c)(i), (ii), (iii); Class E(d); Class E(e)</p>	
<p><b>Site Description</b></p> <p>The Maltings Business is a business estate in the heart of Stanstead Abbotts and St Margarets, providing over 160 office and light industrial spaces which currently accommodate ~140 businesses across Class E. Also at this site is the historic French &amp; Jupps Maltings manufacturing factory. Aside from this factory, businesses units are located within converted Grade II listed maltings and mill buildings, which offer very popular, well branded and managed floorspace for local businesses. Quality and accessibility are good, including strong active travel and public transport links, sufficient parking provision, and access to surrounding green space and High Street uses within a Group 1 village. The site is well contained, despite building height reaching six storeys, and is an asset to the local area and the district.</p>	
<p><b>Notable Planning History</b></p> <p>Various improvements made over the years, including the enhancement of signage and extension of car park (3/18/1442/FUL). Overall layout and configuration have remained the same.</p>	<p><b>Surrounding Area</b></p> <p>The site is well contained and separated from residential uses to the north-west by trees and the Stanstead Mill Stream. However, the Maltings building directly overlooks houses to the north-east on Roydon Road. The site is otherwise surrounded by woodland and greenfield land to the south.</p>



<p><b>Site Quality</b></p> <p>The Maltings is a high quality site, in terms of its employment floorspace provision and overall physical environment. Buildings on site range between three and six storeys, and are mostly Grade II listed, reflecting their historic value and presence in Stanstead Abbots which dates back hundreds of years. These buildings have been well managed and maintained, ultimately converted to accommodate a large quantity of small office-based and light industrial businesses accompanying the longstanding French &amp; Jupps Maltings manufacturing site. The site's entrance points are clearly signposted, parking provision is sufficient, and the internal environment of the site is generally attractive.</p>	<p><b>Quality Score</b></p> <p>Good</p>
<p><b>Site Occupancy</b></p> <p>The site is very popular and appears entirely occupied, with no vacancy.</p>	<p><b>Occupancy Score</b></p> <p>Excellent</p>
<p><b>Constraints</b></p> <p>The site is within the Stanstead Abbots Conservation Area, and comprises three large Grade II listed Buildings, previously used as maltings and mill.</p> <p>The site is also entirely within Flood Zone 2, and its car park entirely within Flood Zone 3. Adjacent to the south is a deciduous woodland allocated under the Priority Habitats Inventory.</p>	
<p><b>Accessibility</b></p> <p><b>Local Connections:</b></p> <p>Located within the heart of Stanstead Abbots and St Margarets, a Group 1 village, the site is in close proximity and well connected with the High Street and surrounding areas. The site is accessible via its main entrance on Roydon Road, or via a recently refurbished wooden footbridge giving access directly from the High Street to the west.</p> <p><b>Connection to Strategic Road Network:</b></p> <p>The Maltings is connected to the strategic road network via the A414, which is accessible via slip road ~0.8 miles to the south-east along Roydon Road adjoining the carriageway heading east, or ~1.1 miles to the west along the High Street adjoining a roundabout junction and facilitating access to the nearby A10. Connection with the strategic road network is constrained by access roads which are relatively narrow and may struggle with congestion.</p>	

### **Pedestrian & Cycle Links:**


The site is very accessible for pedestrians and cyclists directly from the High Street, via a wooden footbridge over the Stanstead Mill Stream, or via the main entrance on Roydon Road which is served by pavement.

### **Public Transport Links:**

Leeside Works is well served by public transport. The St Margarets Railway Station is ~0.4 miles to the west along the High Street, providing access to Greater Anglia trains which run between Hertford East and London Liverpool Street, with 11 stops in between.

The Abbots Court bus stop, located on the High Street ~100 metres from the site's western entrance, offers access to services which collectively link to Hertford, Ware, Bishop's Stortford, Harlow, Hoddesdon, Broxbourne, and Cheshunt, as well as various surrounding villages.

Table 4.33:

<b>Warrenwood Industrial Estate, Stapleford</b>	
<p><b>Site ID:</b> VI08</p> <p><b>Site Area:</b> 1.98ha</p> <p><b>Employment Land Use Classes:</b> Class B2; Class B8</p> <p><b>Other Land Use Classes:</b> Class E(a); Sui Generis</p>	
<b>Site Description</b> <p>Warrenwood Industrial Estate is a site managed by East Herts District Council, accommodating 10-15 local industrial business across six plots, and ~15 individual units. The site is located rurally within the Green Belt, separated from Stapleford by the railway and surrounded by greenfield land. Use of the site is dominated by Class B2, including manufacturing, engineering, and vehicular work. There are also multiple scrap yards, primarily used for the breaking of motor vehicles, which falls under Sui Generis. The site's overall quality is limited, with predominantly old buildings, a congested layout, and</p>	

relatively constrained accessibility. Nevertheless, there is currently no perceptible vacancy indicating a strong local demand for industrial floorspace.

**Notable Planning History**

Small-scale extensions to existing industrial units (3/22/1691/FUL and 3/24/0791/FUL).  
Land adjacent to the west was promoted through the 2024 Call for Sites exercise, proposing the potential to accommodate mixed commercial Class E uses.

**Surrounding Area**

The site is contained, surrounded by greenfield land other than along its eastern side which borders the railway, separating the site from Stapleford and minimising conflict with residential uses. This containment makes industrial Class B2 and Sui Generis uses suitable.

**Site Quality**

The site is predominantly comprised of industrial units constructed in the 1980s and open-air scrap, breakage, and storage yards which range in size but are generally limited in terms of quality and attractiveness. The layout of the site is congested, with a singular narrow internal road providing access to all plots. Parking is very limited and is exacerbated by overspill of vehicles from businesses concerned with car repair, sales, and scrapping. However, the poor quality aspects of the site are not detrimental to the amenity of its surroundings, due to the containment from surrounding trees and infrastructure. Signage at the site’s entrance is good, but internally unit numbering and signage is unclear.

**Quality Score**

Reasonable

**Site Occupancy**

No vacancy, all units and plots on site are currently occupied and in use.

**Occupancy Score**

Excellent

**Constraints**

The site is within the Green Belt, and the deciduous woodland to the north is allocated as both a Wildlife Site and Priority Habitats Inventory site.

**Accessibility**

**Local Connections:**

Warrenwood Industrial Estate is located just south of Stapleford, a small, rural Group 2 village within the Green Belt, separated from the village itself by woodland and the railway track. The site’s entrance is located on High Road, which widens and provides an extra lane for turning into the site when travelling south. High Road links with Watton at Stone (a Group 1 village) ~1.8 miles to the north, and Hertford ~2.5 miles to the south.

### Connection to Strategic Road Network:

The site is relatively rural, but relates to the strategic road network via the A602 ~1.8 miles to the north along High Road, which provides a link to Stevenage and the A1(M) to the north-west, and the A10 to the east along Ware Road. High Road also connects with the A414 ~2.8 miles to the south, but involves travelling through Hertford which is prone to congestion.


### Pedestrian & Cycle Links:

The entrance to Warrenwood Industrial Estate is ~0.2 miles south of Stapleford. The distance is walkable, however there is only a thin pavement along the opposite side of the road. At the point of site entry, crossing the wide, 40mph road is unsafe given the lack of designated road crossing and blind turns in the road immediately to the north and south. The site is therefore inaccessible for pedestrians and cyclists.

### Public Transport Links:

Public transport is not a feasible mode of transport to access Warrenwood Industrial estate due to the lack of safe, walkable footpath or pavement connecting nearby bus stops to the site's entrance. The site is therefore exclusively accessed via private vehicle.

Table 4.34:

<b>Thundridge Business Park, Thundridge</b>	
<b>Site ID:</b> VI09 <b>Site Area:</b> 1.19ha <b>Employment Land Use Classes:</b> Class E(g)(i), (ii), (iii); Class B2; Class B8 <b>Other Land Use Classes:</b> Class E(c)(ii)	

**Site Description**

Thundridge Business Park is well contained and evidently a popular site, which is relatively consistent with other allocated village Employment Areas across the district in terms of size and quality. The site comprises ~11 units which collectively provide flexible industrial warehouse floorspace for businesses across Class B2 and B8, as well as some smaller-scale Class E floorspace. Numerous adjacent units are internally connected and occupied by a single business, dictating that the site currently accommodates seven businesses across its 11 units. The site is entirely occupied, likely due to its provision of employment floorspace in a favourable location; well connected with the strategic road network via the nearby A10, and with Hertford and Ware to the south.

**Notable Planning History**

Permission was granted in 2025 for the change of use from Class E to Class C3 (dwellinghouses), converting a small existing office unit to create four residential flats (3/25/1442/COMPN). This building is attached to larger industrial warehouse units.

**Surrounding Area**

The site is bordered by Thundridge Church to the north. There are some residential uses in other directions, which are separated from Thundridge Business Park by a significant buffer of large trees and vegetation, making it sufficiently contained.

**Site Quality**

The site is of good overall quality, comprising buildings which are in reasonable condition and serve their primary function of providing village employment floorspace, which is flexible for business predominantly across Class B2 and B8. Multiple industrial warehouse units have been internally connected, creating a larger space for a single business to operate within. The site has a clear entrance on Cambridge Road, good signage both at its entrance and across the buildings to indicate unit numbering, and sufficient provision of parking space for staff and visitors. Containment of the site by large surrounding trees reduces impact on local amenity, and makes B2 uses feasible.

**Quality Score**

Good

**Site Occupancy**

No vacancy, all units occupied and in use.

**Occupancy Score**

Excellent

**Constraints**

The site is within the Green Belt, and borders Thundridge and Wadesmill Conservation Area to the north. Some areas of the site are at high risk of flooding from surface water, and the treeline buffer along the east of site, which is within the Employment Area, is allocated under the Priority Habitats Inventory as deciduous woodland.

## **Accessibility**

### **Local Connections:**

Thundridge Business Park is located within Thundridge, a Group 2 village, along Cambridge Road which runs through various villages west of the A10. Cambridge Road, becoming Wadesmill Road to the south, provides a strong connection with Ware ~1 mile away.

### **Connection to Strategic Road Network:**

The site is well connected to the strategic road network via the A10, which can be accessed ~0.5 miles to the south along Cambridge Road, facilitating Class B8 uses within the business park.

### **Pedestrian & Cycle Links:**

Pedestrian access is facilitated by pavement along Cambridge Road, which extends in both directions through Thundridge and Wadesmill, and north to High Cross. Cyclist access is considered feasible for local residents.

### **Public Transport Links:**

The Thundridge village hall bus stop is located very close to the site's entrance, less than 100 metres to the north along Cambridge Road. This stop offers access only to a singular, relatively infrequent bus running between Hertford, Ware, Buntingford, Royston, and various villages.

## 5. Conclusions and Recommendations

Informed by the assessment of allocated Employment Areas across East Herts, this chapter summarises the significant changes since the last Employment Land Review Update in 2013 and the adoption of the current District Plan in 2018.

It identifies where development and/or redevelopment of an Employment Area has changed its size and land use, rendering current allocations inaccurate and requiring amendment. These amendments are put forward as recommendations for the emerging Local Plan, to help inform decisions about employment land provision in East Herts, alongside other relevant evidence-base studies. Where sites continue to serve their employment function, it is recommended that they are safeguarded as allocated Employment Areas, in certain instances requiring monitoring and/or support for opportunities for enhancement to address quality-related vacancy issues.

Conclusions and recommendations are broken up by settlement in sub-chapters 5.1 – 5.5. Within each settlement sub-chapter, a table highlights significant changes and a recommendation for each allocated Employment Area, and recommended new Employment Area (BI08) within Table 5.1. Then, sub-chapter 5.6 puts forward illustrative maps to delineate the amendments which are recommended for eight of the districts 33 Employment Areas, and the recommended allocation of the new Thorley Fields Business Park in Bishop's Stortford. Site-specific recommended amendment maps in sub-chapter 5.6 are organised by settlement, appearing in the same order in which they appear in Chapter 4 and sub-chapters 5.1 – 5.5.

The amendments to the districts allocated Employment Areas which are recommended in this chapter reflect a net loss of approximately 6.2ha of allocated employment land, broken down across the following sites:

- Twyford Road (BS03): Approximately 0.5ha lost.
- Thorley Fields Business Park (BS08): Approximately 3.3ha gained.
- Park Farm Industrial Estate (BU01): Approximately 1.1ha lost.
- Watermill Industrial Estate (BU03): Approximately 0.3ha gained.
- Mead Lane (HE04): Approximately 4.6ha lost.
- Warehams Lane (HE06): Approximately 1.3ha lost.
- Crane Mead (WA02): Approximately 1.8ha lost.
- Marsh Lane (WA04): Approximately 1ha lost.
- Oakley Horseboxes, Thundridge (VI02): Approximately 0.5ha gained.

It is noted that these figures only relate to loss or gain of allocated employment land, and do not reflect loss or gain in provision of employment floorspace.

## 5.1. Bishop's Stortford

Table 5.1: Conclusions and Recommendations

Site ID	Site Name	District Plan 2018 Allocation	Significant Changes	Undeveloped Parcels?	Recommendation
BS01	Raynham Road / Dunmow Road Industrial Estate	Yes	New large Hilton car dealership unit on Raynham Road.	No	Safeguard the allocated Employment Area,
BS02	Haslemere Estate	Yes	No	No	Safeguard the allocated Employment Area.
BS03	Twyford Road	Yes	Industrial unit to the north redeveloped as part of the Baptist Church.	No	Amend Employment Area allocation to exclude Church site (see page 120). Safeguard the remaining allocated Employment Area.
BS04	Stansted Road	Yes	Industrial units demolished & redeveloped as large Lidl foodstore.	No	Safeguard the allocated Employment Area.
BS05	Woodside	Yes	'Peek Business Centre' development completed; delivered 5000sqm+ new Class E(g) floorspace.	No	Safeguard the allocated Employment Area.



BS06	Millside Industrial Estate	Yes	Refurbishments made to units; new roofing.	No	Safeguard the allocated Employment Area.
BS07	Southmill Trading Estate	Yes	No	No	Safeguard the allocated Employment Area.
BS08	Thorley Fields Business Park	No	The site has been delivered as part of BISH5 Masterplan. All units occupied and serving their employment purposes.	No	Formally allocate and safeguard new Employment Area (see page 121).

## 5.2. Buntingford

Table 5.2: Conclusions and Recommendation

Site ID	Site Name	District Plan 2018 Allocation	Significant Changes	Undeveloped Parcels?	Recommendation
BU01	Park Farm Industrial Estate	Yes	Previously vacant parcel of has been developed for residential use.	No	Amend Employment Area allocation to exclude land developed for residential use (see page 122).  Safeguard the remaining allocated Employment Area.
BU02	Buntingford Business Park	Yes	No	Yes	Safeguard the allocated Employment Area, retaining currently vacant parcels for future employment uses.
BU03	Watermill Industrial Estate	Yes	The previously vacant parcels of allocated land have been developed, providing new employment units.	No	Safeguard the allocated Employment Area, extending boundaries to include the entirety of the site (see page 123).

### 5.3. Hertford

Table 5.3: Conclusions and Recommendations

Site ID	Site Name	District Plan 2018 Allocation	Significant Changes	Undeveloped Parcels?	Recommendation
HE01	Caxton Hill	Yes	Site now internally connected with adjacent new Hertford Logistics Hub.	No	Safeguard the allocated Employment Area.
HE02	Foxholes Business Park	Yes	Large-scale redevelopment of site creating new Hertford Logistics Hub, comprising ~225,000sqft new employment floorspace.	No	Safeguard the allocated Employment Area.
HE03	Hartham Lane	Yes	No	No	Safeguard the allocated Employment Area.
HE04	Mead Lane	Yes	Works have begun for residential development on vacant HERT2 allocated land parcels.	Yes	Amend Employment Area allocation to exclude plots being developed for residential uses associated with Policy HERT2. Monitor development, retaining employment allocation where new employment floorspace is delivered (see page 124).

					Safeguard remaining allocated employment land, dividing it to become two separate Employment Areas; one encompassing Mead Lane, and one encompassing Mill Road / Marshgate Drive (see page 124).
HE05	Mimram Road	Yes	No	No	Safeguard the allocated Employment Area, supporting opportunities for enhancement to address vacancy.
HE06	Warehams Lane	Yes	Large portion of the site redeveloped; Aldi supermarket now in place of previous office / warehouse buildings.	No	Amend Employment Area allocation to exclude non-employment uses (see page 125). Safeguard remaining allocated Employment Area.
HE07	Windsor Industrial Estate	Yes	No	No	Safeguard the allocated Employment Area.
HE08	Pegs Lane	Yes	Relocation of Hertfordshire County Council (HCC) has led to County Hall being vacant and up for sale.	No	Safeguard the allocated Employment Area, monitoring status and use of County Hall and Wallfields.

## 5.4. Ware

Table 5.4: Conclusions and Recommendations

Site ID	Site Name	District Plan 2018 Allocation	Significant Changes	Undeveloped Parcels?	Recommendation
WA01	Broadmeads	Yes	No	No	Safeguard the allocated Employment Area.
WA02	Crane Mead	Yes	Significant redevelopment and change of use; ~1.6ha of Employment Area now taken up by residential use.	No	Amend Employment Area allocation to exclude land redeveloped for residential use (see page 126). Safeguard remaining Crane Mead Business Park.
WA03	Ermine Point / Gentlemen's Field	Yes	No	No	Safeguard the allocated Employment Area.
WA04	Marsh Lane	Yes	Development of vacant land parcel at site entrance, introducing a hotel, restaurant, youth centre, and outdoor recreational uses.	No	Amend Employment Area allocation to exclude area redeveloped for non-employment uses (see page 127). Safeguard the remaining Employment Area allocation.

WA05	Park Road / Harris's Lane (GSK Ware)	Yes	Construction of new facilities, and some reconfiguration and enhancement of the site to support GSK's manufacturing, research, and development operations.	No	Safeguard the allocated Employment Area.
WA06	Star Street (Dockyard Business Centre)	Yes	No	No	Safeguard the allocated Employment Area.

## 5.5. Villages

Table 5.5: Conclusions and Recommendations

Site ID	Site Name	District Plan 2018 Allocation	Significant Changes	Undeveloped Parcels?	Recommendation
VI01	Silkmead Industrial Estate, Hare Street	Yes	No	Yes	Safeguard the allocated Employment Area, supporting opportunities to develop its vacant land for suitable employment uses.
VI02	Oakley Horseboxes, High Cross	Yes	Some small extensions to the factory and extension of the open-air storage area.	No	Safeguard the allocated Employment Area, extending boundaries to include the entirety of the site (see page 128).
VI03	Langley House, Standon	Yes	No	No	Safeguard the allocated Employment Area.
VI04	Standon Business Park, Standon	Yes	Increase in vacancy, redevelopment application refused in 2025.	No	Safeguard the allocated Employment Area, monitoring its status and supporting opportunities for enhancement to address vacancy.
VI05	Leeside Works, Stanstead Abbots	Yes	No	No	Safeguard the allocated Employment Area.
VI06	Riverside Works,	Yes	No	No	Safeguard the allocated Employment Area.

	Stanstead St. Margarets				
VI07	The Maltings, Stanstead Abbotts	Yes	General improvements and extension to car park.	No	Safeguard the allocated Employment Area.
VI08	Warrenwood Industrial Estate, Stapleford	Yes	No	No	Safeguard the allocated Employment Area.
VI09	Thundridge Business Park, Thundridge	Yes	No	No	Safeguard the allocated Employment Area.



## 5.6. Recommended Site Amendments

### 5.6.1. Twyford Road (BS03):

Image 5.1: Existing Employment Area allocation

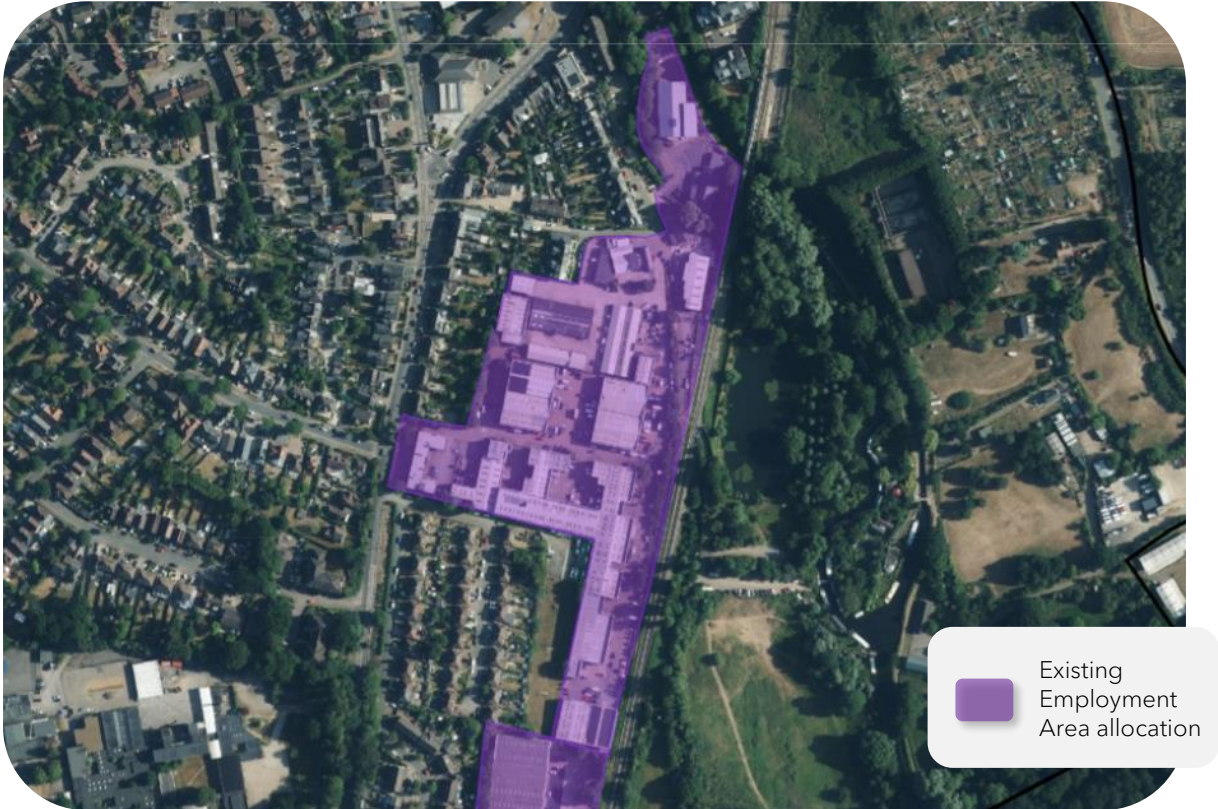
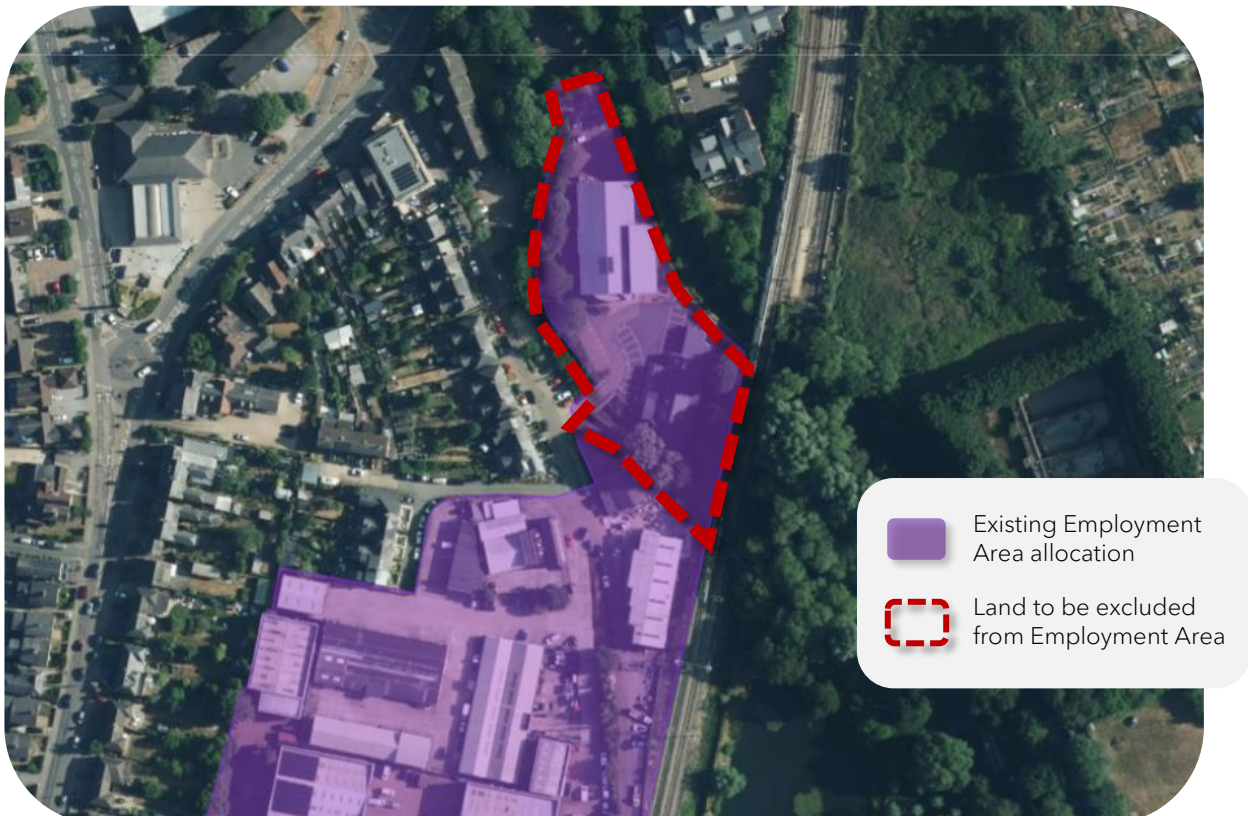
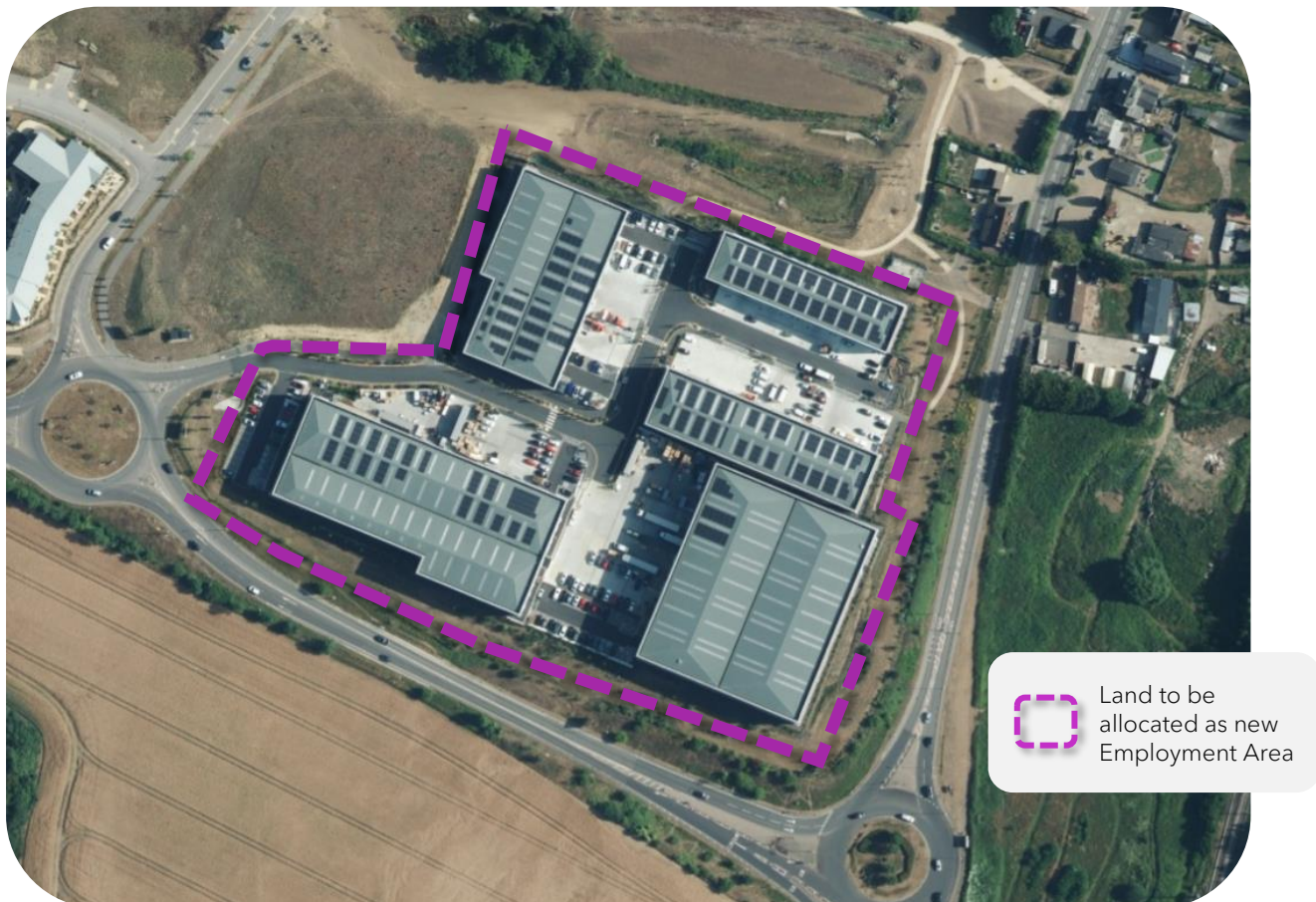


Image 5.2: Recommended Employment Area amendments



5.6.2. Thorley Fields Business Park (BS08):

Image 5.3: Recommended new Employment Area allocation



5.6.3. Park Farm Industrial Estate (BU01):

Image 5.4: Existing Employment Area allocation



Image 5.5: Recommended Employment Area amendments



5.6.1. Watermill Industrial Estate (BU03):

Image 5.6: Existing Employment Area allocation



Image 5.7: Recommended Employment Area amendments

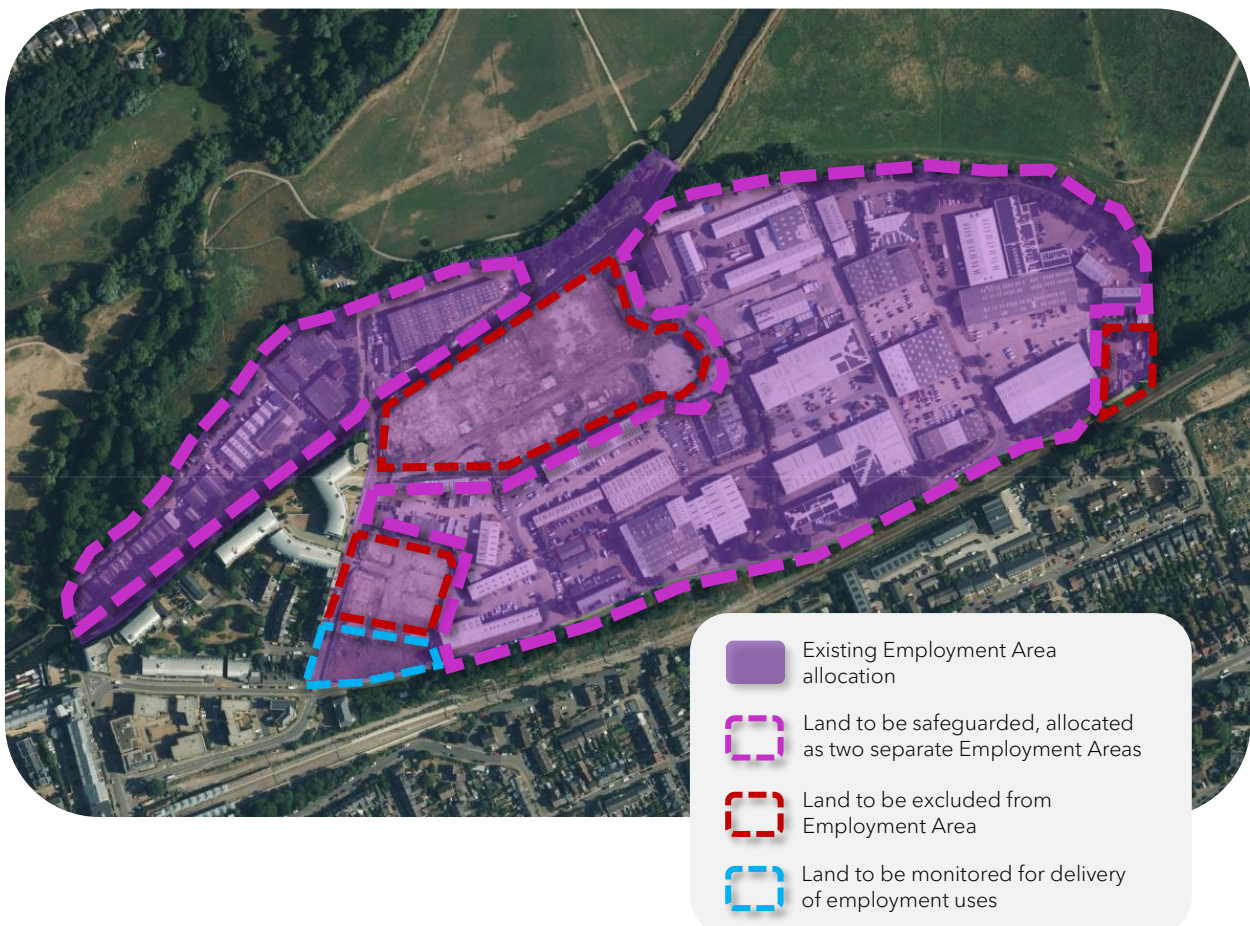


#### 5.6.4. Mead Lane (HE04):

Image 5.8: Existing Employment Area allocation



Image 5.9: Recommended Employment Area amendments



5.6.5. Warehams Lane (HE06):

Image 5.10: Existing Employment Area allocation



Image 5.11: Recommended Employment Area amendments

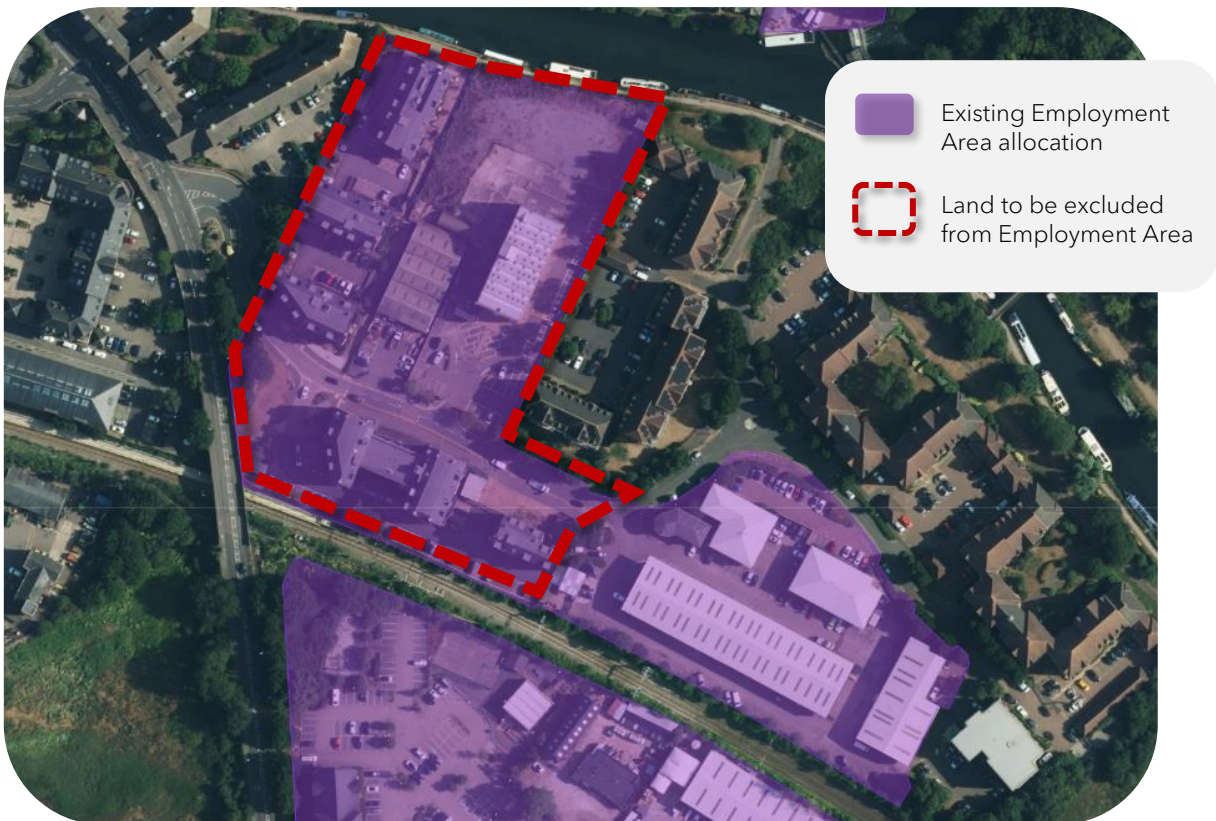


5.6.6. Crane Mead (WA02):

Image 5.12: Existing Employment Area allocation



Image 5.13: Recommended Employment Area amendments



5.6.7. Marsh Lane (WA04):

Image 5.14: Existing Employment Area allocation



Image 5.15: Recommended Employment Area amendments





5.6.8. Oakley Horseboxes, High Cross (VI02):

Image 5.16: Existing Employment Area allocation



Image 5.17: Recommended Employment Area amendments

