



Adopted Replacement Harlow Local Plan

July 2006

Reprinted to include:

- Government Direction of saved policies
- List of expired policies (and annotations on expired policies to indicate their expiration)
- 2009 Essex Parking Standards (replacing 2001 version)

Harlow
Council
Working together for Harlow

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ADOPTED REPLACEMENT HARLOW LOCAL PLAN

JULY 2006

Planning Services
Civic Centre
The Water Gardens
Harlow,
Essex
CM20 1WG

Reprinted September 2016 to include:

- Government Direction of saved policies
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- 2009 Essex Parking Standards (replacing 2001 version)

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EXPIRED POLICIES

During the process of adopting the Adopted Replacement Harlow Local Plan, the Planning and Compulsory Purchase Act 2004 came into force. The policies contained in the Plan were saved for three years from 13 July 2006 for the purposes of the Act.

In July 2009, a Direction from the Secretary of State for Communities and Local Government (*see overleaf*) extended certain saved policies. Those policies not listed in the Direction expired on 12 July 2009.

The policies which EXPIRED on 12 July 2009 are as follows:

- **SD1: Protecting and Enhancing Environmental Wealth**
- **SD7: Energy**
- **SD8: Waste Reduction, Re-use and Recovery**
- **SD10: Waste Reduction, Re-use and Recovery**
- **H1: Meeting the Housing Needs**
- **H9: Provision for Travellers and Travelling Showpeople**
- **ER4: New Employment Land**
- **ER8: Regeneration and Intensification**
- **T1: Reducing the Need to Travel**
- **T2: Promoting Accessible Development**
- **T5: Design in Reducing the Need to Travel**
- **T10: Road Planning**
- **T12: Traffic Calming and Management**
- **L6: Football Stadium**
- **L7: Athletics**
- **L8: Wheeled Sports**
- **NE16: Wildlife Sites**
- **BE18: Air Pollution**
- **RCTS2: Vitality and Viability**
- **CP3: Community**
- **CP8: Public Utilities**



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Dear Ms Cooper

**DIRECTION UNDER PARAGRAPH 1(3) OF SCHEDULE 8 TO THE PLANNING
AND COMPULSORY PURCHASE ACT 2004 POLICIES CONTAINED IN THE
HARLOW LOCAL PLAN**

I am writing with reference to your application of 24 February 2009 applying for a direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 in respect of policies in the Harlow Local Plan.

The Secretary of State's Direction (Schedule 1) is attached. Those policies not listed in the Direction will expire on 12 July 2009.

The Secretary of State's assessment of whether saved policies should be extended is based upon the criteria set out in Planning Policy Statement 12 and the Department for Communities and Local Government Protocol on saving policies. The Secretary of State's decisions concern some policies where there have been representations from a third party expressing views that differ from those of your authority. Also, her decisions in respect of some policies have the effect of saving policies that your authority requested should not be extended. For clarity, where either or both of these two circumstances apply the Secretary of State's reasons are set out in the table at the end of this letter.

The extension of saved policies listed in this Direction does not indicate that the Secretary of State would endorse these policies if presented to her as new policy. It is intended to ensure continuity in the plan-led system and a stable planning framework locally, and in particular, a continual supply of land for development.

Local planning authorities should not suppose that a regulatory local plan style approach will be supported in forthcoming Development Plan Documents.

Authorities should adopt a positive spatial strategy-led approach to DPD preparation and not seek to reintroduce the numerous policies of many local plans.

The exercise of extending saved policies is not an opportunity to delay DPD preparation. Local planning authorities should make good progress with local development frameworks according to the timetables in their local development schemes. Policies have been extended in the expectation that they will be replaced promptly and by fewer policies in DPDs. Maximum use should be made of national and regional policy.

Following 12 July 2009 the extended policies should be read in context. Where policies were adopted some time ago, it is likely that material considerations, in particular the emergence of new national and regional policy and also new evidence, will be afforded considerable weight in decisions. In particular, we would draw your attention to the importance of reflecting policy in Planning Policy Statement 3: *Housing* and Strategic Housing Land Availability Assessments in relevant decisions.

Policy Ref	Reason	Extended	Not Extended
L5	Elements of this policy are not implemented	√	

Signed by the authority of the
Secretary of State



Tim Freathy
Deputy Regional Director of Development & Infrastructure
Government Office for the East of England
12 May 2009

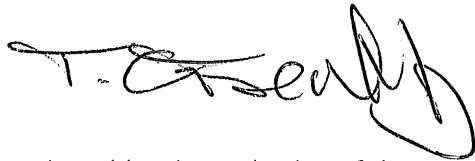


INVESTOR IN PEOPLE

**DIRECTION UNDER PARAGRAPH 1(3) OF SCHEDULE 8 TO THE
PLANNING AND COMPULSORY PURCHASE ACT 2004
POLICIES CONTAINED IN THE HARLOW LOCAL PLAN**

ADOPTED 13 July 2006

The Secretary of State for Communities and Local Government in the exercise of the power conferred by paragraph 1(3) of Schedule 8 to the Planning and Compulsory Act 2004 directs that for the purposes of the policies specified in Schedule 1 to this direction, paragraph 1(2)(a) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 does not apply.

A handwritten signature in black ink, appearing to read 'Tim Freathy', with a large, stylized flourish at the end.

Signed by the authority of the
Secretary of State
Tim Freathy
Deputy Regional Director of Development & Infrastructure
Government Office for the East of England

SCHEDULE 1

POLICIES CONTAINED IN HARLOW LOCAL PLAN

Policy Number	Policy Subject
SD2	Regeneration
SD3	Applying Sequential Test
SD4	Mixed Uses: Integrating Development and Travel
SD5	Mixed Uses: Integrating Development and Travel
SD6	Mixed Uses: Integrating Development and Travel
SD9	Waste Reduction, Re-Use and Recovery
H2	Housing allocations
H3	Strategic Housing Site
H4	House Types
H5	Affordable Housing
H6	Affordable housing
H7	Special Needs Housing
H8	Special Needs Housing
H10	Existing Housing Areas
H11	Existing Housing Areas
H12	Existing Housing Areas
H13	Existing Housing Areas
ER1	Priority Area for Economic Regeneration
ER2	New Employment Land
ER3	New Employment Land
ER5	Existing Employment Area
ER6	Retaining Existing Employment Areas
ER7	Retaining Existing Employment Areas
ER9	The Knowledge Driven Sector
ER10	Economic Diversity
ER11	Mixed Use
ER12	Storage and Distribution
ER13	Education, Training and Childcare
T3	Transport Impact Assessments
T4	Green Commuter Plans
T6	Cycling and Walking
T7	Cycling and Walking
T8	Passenger Transport
T9	Vehicle Parking
T11	Road Planning
T13	Freight
T14	Freight
L1	Playing Fields
L2	Open Space/ Playgrounds/ Play Areas
L3	Retaining, Improving and Developing Recreation

L4	Retaining, Improving and Developing Recreation
L5	"Wet and Dry" Sport and Recreation Centre
L9	Local Recreation Provision
L10	Latton Farm
L11	Water Based Recreation
L12	Allotments
L13	Public Rights of Way
L14	Arts, Culture and Entertainment
L15	Arts, Culture and Entertainment
L16	Golf Courses and Large Scale Open Uses
NE1	Green Wedge
NE2	New Green Wedges
NE3	Metropolitan Green Belt
NE4	Extensions to Existing Dwellings in the Green Belt
NE5	Special Restraint Areas
NE6	Special Restraint Areas
NE7	Internal Open Spaces
NE8	Agricultural Housing
NE9	Re-use of Rural Buildings
NE10	Accessible Natural Greenspaces
NE11	Trees and Hedgerows
NE12	Landscaping
NE13	Water Environment
NE14	Landscape Conservation
NE15	Biodiversity and Nature Conservation
NE17	Wildlife Sites
NE18	Wildlife Sites
NE19	Protected Wildlife Verges
NE20	Protected and Rare Species
BE1	Achieving a Sense of Character and Identity
BE2	Providing High Quality, Legible and Successful Public Realm
BE3	Sustainable Development by Design
BE4	Accessibility in the Built Environment
BE5	Crime Prevention and Personal Safety
BE6	Listed Buildings
BE7	Listed Buildings
BE8	Listed Buildings
BE9	Conservation Areas
BE10	Conservation Areas
BE11	Historic Parks and Gardens
BE12	Archaeology
BE13	Archaeology
BE14	Archaeology
BE15	Contaminated Land
BE16	Light Pollution
BE17	Noise Pollution
BE19	Environmental Improvements

BE20	Design of Shopfronts, Signs and Advertisement
BE21	New Hall Plan
RTCS1	The Sequential Approach
RTCS3	Town Centre and Regeneration
RTCS4	Town Centre and Regeneration
RTCS5	Town Centre North
RTCS6	Town Centre North
RTCS7	Town Centre Central
RTCS8	Playhouse Square Site
RTCS9	Magistrates Court Site
RTCS10	Primary and Secondary Frontages
RTCS11	Primary and Secondary Frontages
RTCS12	Primary and Secondary Frontages
RTCS13	Edge-of-Town Centre
RTCS14	Neighbourhood Centres and Hatches
RTCS15	Change of use in Neighbour -hood Centres and Hatches
RTCS16	The Stow and Bush Fair Neighbour-hood Centres
RTCS17	Hatches
RTCS18	New Hall
RTCS19	Retail Warehouse Parks
CP1	Community -facilities
CP2	Community - infrastructure
CP4	Community -hospital
CP5	Community -health care
CP6	Community -loss of facilities
CP7	Community -education / college
CP9	Public Utilities-infrastructure
CP10	Public Utilities-Telecoms.
CP11	Public Utilities-television
CP12	Public Utilities-flooding
CP13	Public Utilities-hazardous substances
IMP1	Planning Obligations

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ADOPTED REPLACEMENT HARLOW LOCAL PLAN

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Use Classes Order Guide
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CHAPTER 1 INTRODUCTION

1.1 Introduction

- 1.1.1 This Local Plan, which is based on the concepts set out in Sir Frederick Gibberd's Master Plan, replaces the previous Harlow Local Plan that was adopted in 1995. The Local Plan sets out the policies and proposals for future development and land use in Harlow District for the period up to 2011. It provides a detailed basis for determining planning applications and also provides the framework for co-ordinating, directing and promoting development and the use of land, both public and private.
- 1.1.2 The purpose of the Local Plan is:
- a) To provide a clear and detailed basis for the determination of planning applications;
 - b) To provide local policies relevant to Harlow that interprets the adopted Essex and Southend-on-Sea Replacement Structure Plan;
 - c) To provide a clear framework for co-ordinating, directing and promoting development, infrastructure provision and the use of land for both the public and private sectors;
 - d) To bring planning issues before the public in a clear and transparent format.
- 1.1.3 The Local Plan is important because it represents Harlow's needs and aspirations in a statutory process that requires planning applications to be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Although not yet formally adopted, the Local Plan is a material consideration in planning decisions. The weight attached to the Local Plan increases as it proceeds towards adoption.
- 1.1.4 Once adopted the Local Plan together with the Essex Structure Plan (Structure Plan), the Essex Minerals Local Plan, and the Essex and Southend-on-Sea Waste Local Plan will form the Development Plan for Harlow.

1.2 Consultation

- 1.2.1 The Local Plan has been prepared following extensive public consultations through the circulation of first and second issue reports, published October 1998 and July 2001 and the First Deposit Local Plan published in November 2001. The comments submitted by the public and other consultees have been taken into account in the preparation of this Local Plan and have been published by the Council in separate documents.
- 1.2.2 The Second Deposit Draft version of the Local Plan was subject to a six-week period of public consultation during which representations supporting or objecting to the changes to policies and proposals were made. At the end of the deposit period the Council considered all representations made and decided what appropriate alterations should be made.

- 1.2.3 Only representations relating to the alterations since the first deposit were considered. Following this, there was a Public Local Inquiry to allow any unresolved objections to be considered by an Inspector appointed by government. The Inspector's Report proposed further modifications to the Local Plan. These modifications had a six-week consultation period. A number of modifications recommended by the Inspector were not accepted by the Council, and a further Inquiry into the Plan was held in December 2005. The second Inspector recommended further modifications which were placed on deposit. No further material objections were made, and the Council resolved to Adopt the Plan. The timetable that led to adoption of the Local Plan is set out below.

First Deposit Stage	November	2002
Second Deposit Stage	January	2004
Local Plan Inquiry	June/July	2004
Inspector's Report	January	2005
Further Modifications	August	2005
Local Plan Inquiry	December	2005
Inspector's Report	January	2006
Adoption	July 13th	2006

1.3 Format of the Local Plan

- 1.3.1 The Local Plan consists of this Written Statement and a Proposals Map.
- 1.3.2 The Written Statement begins with a 'Vision for Harlow' which describes the overall strategy for the district. This is followed by the aims of the Local Plan, which sets out how the Local Plan contributes towards the government's strategy for sustainable development at global, national and local levels, and incorporates the need for community well-being.
- 1.3.3 After the aims, the following chapters deal in turn with particular town and country planning issues. They set out how each specific aim is to be realised through objective led policies and proposals. Together the chapters form a complete and comprehensive framework that relates national planning policy to the specific strengths, weaknesses, opportunities and threats present in the plan area of Harlow District.
- 1.3.4 The policies and proposals with their justification and reasoned explanation sets out how the Council will normally act in order to achieve the set objectives. The Local Plan must be read as a whole as policies are not mutually exclusive and development proposals will be considered against all the relevant policies, not just against one specific policy issue. Complying with one policy that states planning permission will be granted does not necessarily result in planning permission being granted if another relevant policy has not been met.

- 1.3.5 The Proposals Map identifies sites or areas which are referred to in the policies and proposals in the written statement. It comprises a district-wide map and a more detailed town centre inset map. The legend to these maps is cross-referenced to the relevant policies contained in the Local Plan.

1.4 Sustainability Appraisal

- 1.4.1 The Council is required to consider the environment implications of the proposals and policies in the Local Plan. This process has been expanded to also cover economic and social implications in a more encompassing sustainability appraisal. The appraisals of the First and Second Draft Deposit Local Plan against the criteria of sustainability will be published as separate documents.

1.5 Supplementary Planning Guidance

- 1.5.1 In addition to the Local Plan, Supplementary Planning Guidance (SPG) is to be published to enable more detailed guidance to be given on certain policies or area specific proposals included in the Local Plan. Such SPG is referenced in the appropriate part of the Local Plan and is a material consideration in the determination of planning applications.

1.6 Monitoring

- 1.6.1 The implementation of the Local Plan will be monitored through a series of indicators and targets, set out in each chapter. They will be used to assess the effectiveness of the policies in achieving the aims and objectives, and will inform and identify which policies may need to be changed in subsequent reviews of the Local Plan.

CHAPTER 2 - BACKGROUND

2.1 Introduction

- 2.1.1 The review and replacement of the Local Plan has not been carried out in isolation. It has taken account of the broader planning framework and national strategy of sustainability, and also detailed background papers and surveys that are specific to just Harlow District or a localised area. This ensures sufficient detail and depth of study. It enables provision to be made that ensures the Local Plan interprets and supports the wider strategic aims of the government, but still gives proper consideration to examining localised land use provision and issues to enable the town's resources to best meet the needs of the local communities.
- 2.1.2 The following have been given particular consideration:
- a) National Strategy;
 - b) National Planning Policy Guidance;
 - c) Regional Planning Guidance;
 - d) Essex and Southend-on-Sea Replacement Structure Plan;
 - e) Background papers, strategies and plans by Harlow District Council and other relevant bodies.

2.2 National Strategy

- 2.2.1 The principle of sustainability is at the core of the Government's policies and strategy for the environment. It is thus at the heart of planning. It focuses on the simple idea of providing a better quality of life for everyone, both now and for generations to come.
- 2.2.2 The Local Plan has an important role in encouraging sustainable and environmentally sound development, therefore fitting into the overall strategy that all levels of governance strive towards. This is embodied in the broad national guiding objectives of:
- a) Maintenance of high and stable levels of economic growth and employment;
 - b) Social progress which recognises the needs of everyone;
 - c) Effective protection of the environment;
 - d) Prudent use of resources.

2.3 Planning Green Paper – Delivering a Fundamental Change

- 2.3.1 The Local Plan is the core document that promotes the visions and aims of the Council through land use issues whilst ensuring statutory planning controls and legislation are fully met. However work is being carried out by government to review, change and improve the planning system; these findings are described in the Planning Green Paper 'Planning: Delivering a Fundamental Change'.
- 2.3.2 The future implications of the report are that the current development plan hierarchy is proposed to be simplified. The Essex Structure Plan and corresponding local plans may be replaced by a single plan known as the Local Development Framework to be prepared by each district authority in conjunction with a new Community Strategy Plan. Wider strategic planning, it is proposed, will be carried out at the regional level.
- 2.3.3 The reasons for this are to simplify the plan hierarchy, making it more responsive, more flexible, faster to review and amend, and easier to engage business and communities in consultation. This new approach is still in consultation and development and will not start to be implemented for a number of years. Until then the current system that embraces this Local Plan with its statutory role will continue to implement existing government planning guidance at all levels of strategic, geographic and community involvement.

2.4 National Planning Policy Guidance

- 2.4.1 The Local Plan has regard and consideration to government's planning policy which is set out in Planning Policy Guidance Notes, Mineral Planning Guidance Notes, Circulars and other publications such as White Papers. There have been a number of major changes in government policy since the previous Local Plan was adopted. The most fundamental change is the emphasis on sustainability, which has embodied itself significantly in many policy areas of the Local Plan. A specific chapter on sustainable development is also included to relate this to land use planning issues.

2.5 Regional Planning Guidance for the South East

- 2.5.1 The Government, in March 2001, published the current Regional Planning Guidance (RPG) for the South East. The key themes of the guidance are:
- a) Promoting urban renaissance;
 - b) Economy in the use of land;
 - c) Integrating land use and transport.

- 2.5.2 This affects Harlow and its Local Plan policies in the major areas of housing provision and distribution, transport strategy, regeneration and employment.
- 2.5.3 The Structure Plan, to which the Replacement Local Plan has to conform, has been prepared in the context of Regional Planning Guidance for the South East 9 (RPG9) issued in March 1994, and it is the housing figures in that RPG which forms the basis for the Adopted Structure Plan. The 1994 RPG proposed a County wide rate of 5,333 dwellings a year to 2006 and indicated that this rate should remain unchanged to 2011. The latest RPG9 issued in March 2001 states that Essex should provide on average 5,240 new dwellings each year until such time as a different rate is set in a review.
- 2.5.4 RPG has significant implications for transport planning. The car will no longer be accepted as the only realistic means of mobility. Decisions relating to design, and the spatial distribution and mix of land use, need to underpin and enhance the viability of passenger transport. The delivery of this through a high quality, integrated transport system is set out in the Regional Transport Strategy.
- 2.5.5 Harlow has been designated by the RPG as a Priority Area for Economic Regeneration (PAER). Harlow is listed in the top quarter of the government's index of deprivation and is the most deprived former New Town in the south-east. This presents the opportunity for securing partnership funding for regeneration initiatives and programmes across the District.
- 2.5.6 There are a number of significant studies currently being undertaken such as the London-Stansted-Cambridge Study, emerging Regional Planning Guidance, SERAS, and related studies. These matters have yet to be finalised and are for the period to 2021. They will be reflected in the Local Development Document which will replace the Local Plan and roll it forward to 2021.

2.6 Replacement Essex Structure Plan

- 2.6.1 The content of the Local Plan is closely linked and influenced by the Essex and Southend-on-Sea Replacement Structure Plan (Structure Plan), adopted April 2001. The Structure Plan forms one part of the development plan for Harlow, providing strategic, county-wide policies. This Local Plan complements and expands on the Structure Plan, rather than duplicating it.
- 2.6.2 The Structure Plan specifies the allocations that each district should meet for additional housing and employment development. For Harlow the adopted Structure Plan proposes:
 - a) 5,450 houses should be developed in Harlow over the period 1996-2011;
 - b) 50 hectares of employment land should be provided for development in the period 1996-2011;
 - c) Harlow town centre has a role of sub-regional importance and is suitable for large scale office development.

- 2.6.3 These quotas are further explained within the relevant chapters of the Local Plan, together with indicating the land identified for such development.

2.7 Essex and Southend-on-Sea Minerals Plan and Waste Plan

- 2.7.1 The Minerals Plan deals with matters such as sand and gravel extraction, whilst the Waste Plan addresses the planning issues related to the disposal of waste including landfill, recycling sites and energy recovery site. These plans form another part of the development plan for Harlow. The Local Plan does not duplicate the Minerals Plan or Waste Plan.

2.8 Background Papers, Strategies and Plans

- 2.8.1 The Local Plan has drawn on information gained through surveys and studies from a wide range of sources. These examine more explicitly issues relating to Harlow and provide sufficient detail and depth for the preparation of the Local Plan. These include:

- a) Employment Land Availability;
- b) Harlow Area Transportation Strategy (HATS);
- c) Housing Needs Survey;
- d) Playing Fields Assessment;
- e) Residential Land Availability;
- f) Retail Frontages;
- g) Sustainability Appraisal;
- h) Town Centre Strategy;
- i) Urban Capacity Study;
- j) Wildlife sites.

- 2.8.2 There are many issues that have been addressed by other organisations or agencies, or by other functions of the Council. The Local Plan reflects the land use aspects of other such strategies and plans. These include the:

- a) Community Strategy, Harlow 2020 Vision;
- b) Local Transport Plan;
- c) Local Agenda 21;
- d) Biodiversity Action Plan;
- e) Economic Development Strategies;
- f) Housing Strategy;
- g) Health;

- h) State of Play;
- i) Cultural Strategy for Harlow;
- j) Crime and Disorder Strategy;
- k) Regional Economic Strategy.

CHAPTER 3 – A VISION FOR HARLOW

3.1 Introduction

3.1.1 It is only by listening to local people that a vision for the Town, which is owned by its residents, can be achieved. After undertaking extensive consultation, a Vision for the Town was identified which now forms the basis of the Corporate aims and objectives:

- a) To make Harlow a town to be proud of;
- b) A town which is green, clean and safe;
- c) Where good health is the right and responsibility of all;
- d) And where everyone can fulfil their potential.

3.2 Local Plan

3.2.1 The Council, as Local Planning Authority, is able to develop this vision into land use requirements and, over the whole lifetime of the Local Plan, make it happen in partnership with the community and other stakeholders. In addition, the vision of the Local Plan is based on the concepts of Sir Frederick Gibberd's Master Plan and is intended to carry its aims and objectives forward into the 21st century. The Local Plan has therefore a key role to play in achieving a town where everybody has an improved quality of life and all have pride in their environment.

3.3 Vision

3.3.1 This vision sees Harlow contributing to global sustainability, with a more sustainable local environment, which emphasises quality of life and well-being. It sees a safe town, which seeks social inclusion and where the needs of all residents are met, including those suffering from discrimination or disadvantage. A town where reliance on private transport is reduced; as public transport and facilities for walking and cycling are improved; where more people live near their work, leisure and community facilities; with higher density and mixed use housing and employment development, located near public transport.

3.3.2 It is a vision where the environment and the design of development is of the highest quality, maintaining the character of the Green Wedges, Green Belt and where heritage is valued and wildlife sites protected. Where a sufficient number of homes of the right price, quality and quantity are provided to meet local needs, and sustainable economic regeneration produces a vibrant local economy. Where leisure and education are developed to meet the needs of the town, and retailing and the town centre are regenerated. Also, if any longer term growth occurs, this should be sustainable and provide tangible benefits to the town.

- 3.3.3 This vision is expanded in the next section to form aims for the Local Plan, and further developed in the objectives of each topic chapter.

CHAPTER 4 - AIMS

4.1 Introduction

- 4.1.1 The Local Plan aims to make a major contribution to the land use planning objectives for sustainable development. The government sets out these in “A better quality of life, a strategy for sustainable development in the UK (1999)” . These aims are:
- a) Maintenance of high and stable levels of growth and employment;
 - b) Social progress which recognises the needs of everyone;
 - c) Effective protection of the environment;
 - d) Prudent uses of natural resources.

4.2 Aims

- 4.2.1 To ensure that the Local Plan and Council planning decisions reflect the need for the community's well-being and the need for sustainable development at global, national, and local levels, the aims of the Local Plan are:

1. Sustainable Development

- a) To make the best use of all resources so needs of future generations are met;
- b) To protect the natural environment, reduce green house gases and thereby reduce adverse effects on global climate change;
- c) To apply a sequential test to locations for development, maximising the re-use of buildings and previously developed land, and promoting mixed uses;
- d) To ensure that the Local Plan reflects the needs of all residents.

2. Housing

- a) To ensure that everyone has the opportunity of a decent home;
- b) To meet the housing needs of all sectors of the community in a sustainable manner.

3. Economic Regeneration

- a) To facilitate sustainable economic growth and regeneration;
- b) To broaden the base of employment opportunities and mixed land uses;
- c) To meet the needs of those who depend on the town for jobs;
- d) To maintain a vibrant and dynamic local economy.

4. Transport

- a) To deliver an integrated transport system which provides for economic and social needs;
- b) To promote more sustainable transport choice;
- c) To reduce the need to travel, especially by car.

5. Leisure and Culture

- a) To provide for a wide range of accessible leisure and cultural opportunities;
- b) To include new facilities in appropriate locations;
- c) To develop a continuing appreciation of Harlow's heritage.

6. The Natural Environment

- a) To protect and enhance natural resources, including biodiversity and sites of nature conservation importance;
- b) To sustain the character of the Green Belt and Green Wedges.

7. The Built Environment

- a) To provide a high quality environment;
- b) To ensure that all new development is of a high standard of inclusive design, safe and functional;
- c) To protect buildings and places which have character and interest.

8. Regenerating the Town Centre and Shopping

- a) To create a lively and viable Town Centre;
- b) To enhance the environment of the town's shopping centres;
- c) To improve the range of shops and related facilities accessible to local people.

9. Community Facilities and Public Utilities

- a) To promote improved education, health and other community facilities which are accessible to all;
- b) To ensure that adequate, sustainable public utility services are provided.

10. Implementation and Resources

- a) To work in partnership with the community in the review process and implementation of the Local Plan and with other stakeholders, in recognition of the Council's enabling role.

4.2.2 These aims form the basis for the objectives that precede each of the following topic Chapters. The objectives further develop the Council's vision, government guidance in Planning Policy Guidance Notes, Regional Planning Guidance, The Essex and Southend-on-Sea Replacement Structure Plan, and other National, Regional, County and local strategies and plans.

CHAPTER 5 – SUSTAINABLE DEVELOPMENT

5.1 Objectives

- 1 To make the best use of all resources, improve the quality of life and well being, and increase social inclusion.
- 2 To apply the sequential test to locations for development, giving preference to locations which are highly accessible by public transport, cycling and walking, maximise the re-use of buildings and previously developed land and promote mixed uses.
- 3 To minimise waste and consumption of resources (energy, water, land and natural resources), increase the use of renewable resources and the re-use and recycling of resources.
- 4 To ensure that the Local Plan reflects the needs of all residents, including those subject to discrimination or disadvantage.

5.2 Sustainable Development

- 5.2.1 The concept of sustainability is about maintaining the whole environment, not only the atmosphere, ecosystems and natural resources, but other elements such as the urban form, buildings, the use of land, transportation of people and goods, how energy is used and what is done with our waste. Sustainability is mainly concerned with how development and change is managed and involves not only the physical elements of the environment but also how our present actions will affect the health, the economy and quality of life of future generations.
- 5.2.2 The government in 1999 stated in, “A better quality of life, a strategy for sustainable development in the UK”, that development and growth should be sustainable. This was reinforced in PPG12 – Development Plans.
- 5.2.3 It also recommended that Local Plans should be subject to a “sustainability appraisal” to demonstrate how environmental/sustainability considerations have been taken into account in the formulation of policies and proposals. A full “sustainability appraisal” has been carried out on the Local Plan.
- 5.2.4 It is essential that the concept of sustainability is a key element of the review of the Local Plan, and as such it forms an integral part of the vision, goals, objectives, key proposals and policy areas of each chapter.
- 5.2.5 In many ways the original design concepts of the new town were relatively sustainable; however, to make Harlow a more sustainable town will require solutions tailored to reflect the town’s local circumstances and unique character, with input from the local community through such initiatives as the Local Agenda 21 Action Plan (2000).

- 5.2.6 A number of issues linked to sustainability are covered in more detail in other Chapters. This includes pollution, biodiversity, the Green Belt, Green Wedges and other open spaces, nature conservation and water supply and quality. Particular overarching sustainable issues which do not link to other chapters are set out in this Chapter.

5.3 Protecting and Enhancing Environmental Wealth

- 5.3.1 The Council's Vision, Mission Statement and Values for Harlow are based on views expressed by the local community. In relation to the environment it is stated that the Council aims to "ensure that Harlow's green open spaces stay that way; that our town has a pleasant living and working environment; and, that these things get better for future generations".
- 5.3.2 PPG1 states that the planning system and preparation of development plans in particular, can contribute to the objectives of ensuring that development and growth are sustainable. The sum total of decisions in the planning system, as elsewhere, should not deny future generations the best of today's environment.

EXPIRED

SD1 Development proposals which protect and enhance the environmental wealth of the District will be permitted.

- 5.3.3 There are a number of themes to sustainable development that are set out in government guidance, in the Regional Planning Guidance (RPG), and in the Structure Plan. The first is regeneration, next sequential approach, third is integrating development and travel, and the last is protection of the environment.

5.4 Regeneration

- 5.4.1 The Local Plan will use Harlow's identification as a Priority Area for Economic Regeneration (PAER) in Regional Planning Guidance for the South East to regenerate the town and foster social inclusion in a sustainable way. This will be through development proposals and partnership initiatives for housing, employment, leisure, community and other facilities and through policies for transport, urban renewal and renaissance.
- 5.4.2 The need for regeneration, and the approaches proposed, are expanded at key stages in the Local Plan and particularly in the Economic Regeneration Chapter.

SD2 To maximise the opportunities offered by Harlow's status as a Priority Area for Economic Regeneration, development proposals that facilitate regeneration and renewal of the urban fabric and infrastructure in order to improve the local economy will be permitted. This will be achieved through a partnership approach where appropriate.

5.5 Applying the Sequential Test

- 5.5.1 The Council is required to assess the capacity of the urban area to accommodate the development requirements of the town, and has carried out an Urban Capacity Study which has informed the Local Plan. Government guidance and the Structure Plan require sites for development to be prioritised in accordance with the following sequential test:
- a) Maximise the re-use of previously developed land and the conversion and re-use of existing buildings, particularly where they are empty or under-used, within the town's urban area before using greenfield sites;
 - b) Planned extensions to the urban area, which maximise the development potential of sites, are the next most sustainable option after building on appropriate sites in the urban area;
 - c) And finally, new development around nodes in good public transport corridors.
- 5.5.2 Development must also be located where there are adequate jobs, public transport, infrastructure, utilities, services and facilities, and be assessed against constraints such as unstable land, contamination and flood risk.
- 5.5.3 The development sites in the Local Plan have been assessed against the above, and this is described in more detail in the "sustainability appraisal".

SD3 In allocating land for development and when considering development proposals the following should be taken into consideration:

- 1. The promotion of sustainable development;**
- 2. Social inclusion and the improvement of quality of life and well being;**
- 3. The sequential test, so that preference is given to the use of previously developed land and existing buildings;**
- 4. The facilitation of regeneration;**
- 5. There should be no loss of BAP (Essex Biodiversity Action Plan) habitats or species, other protected species or areas of statutory or non-statutory designated sites or other habitats that can be shown to be of similar value.**

5.6 Mixed Uses: Integrating Development and Travel

- 5.6.1 A major challenge for the Local Plan is to provide people with a choice so that it is possible for them to live much closer to their jobs, the shops and community facilities so that the need to travel long distances is reduced. This enables a choice of travel modes, so that walking or cycling is preferred and public transport can be used instead of the car. The Local Plan will seek to achieve this by encouraging compatible mixed uses; of housing, employment, leisure, shops, social and community uses and services on the same site or in close proximity. The Local Transport Plan is also material to this aim.
- 5.6.2 Structure Plan Policy BE2 supports mixed use town centres, and urban regeneration areas, in major new developments and in other urban areas well supported by public transport.
- 5.6.3 The Town Centre and neighbourhood centres present the best opportunities for achieving a compatible mix of uses which are also essential to maintain their vitality and viability. Within existing residential and industrial areas the need to avoid incompatible uses mean that there will be few occasions where alternative uses, to those generally existing, will be acceptable. Opportunities arise to build-in compatibility between uses in new developments and mixed use proposals will be required in development briefs, in the Newhall Master Plan and in urban regeneration schemes. When considering mixed uses in major residential developments like Newhall, proposals should include affordable housing, community facilities, services, shops, and workspaces.
- 5.6.4 It is important to ensure that mixed use development does not intensify so that it becomes incompatible with adjoining uses. This will be done through the use of conditions or legal agreements when granting planning permission.
- 5.6.5 Whilst elements such as servicing, access and design criteria all have to be met, a more flexible approach may be taken to car parking and density, particularly where located in proximity to public transport.

SD4 Proposals for mixed use development within the town centre and neighbourhood centres will be granted planning permission if all the following criteria are met:

- 1. The proposals are for compatible uses, such as:**
 - a) Retail uses;**
 - b) Cultural uses;**
 - c) Leisure uses;**
 - d) Residential, particularly of the upper floors, as part of redevelopment proposals.**
- 2. There is no loss of retail or other business use which would adversely affect the viability and vitality of the centre, or result in the loss of community, cultural or leisure uses due to the change of use or redevelopment.**
- 3. When considering residential proposals car parking standards may be reduced or no car parking may be required where sites are located in centres and adjacent to public transport.**

SD5 Mixed use proposals within the rest of Harlow, including residential and industrial areas, will be granted planning permission if criteria (1) and (2) are met:

- 1. The proposed uses are compatible and do not prejudice the amenity, function or character of an area;**
- 2. In an accessible location.**

SD6 Where there is concern over future possible adverse effects from intensification of a use, a condition or a legal agreement will be required to control later changes of use.

5.7 Energy

- 5.7.1 Energy generation and supply has significant environmental impacts from the local to the international level. Ultimately the reserves of fossil fuels are non-renewable and finite resources, and have been associated with a number of environmental problems, which include global warming, ozone depletion, acid rain and deteriorating local air quality.
- 5.7.2 A sustainable approach to energy means that consumers must meet their energy needs with less energy consumption through improved energy efficiency, and promoting the potential of renewable/alternative energy sources which have a lower environmental impact.
- 5.7.3 Major development proposals will be encouraged to minimise energy use through an Energy Report which details how the development will minimise energy use and include renewable energy.
- 5.7.4 Renewable energy refers to energy from the sun, wind, plants, water and from within the earth itself, and they have the potential to make an important contribution to future energy needs. Renewable energy schemes are promoted by Structure Plan Policy EG2, and although it is recognised that renewable energy sources create their own localised environmental impacts, they have clear advantages over the use of fossil fuels. The Government's document "The New and Renewable Energy Prospects for the 21st Century, Conclusions in Response to the Public Consultation", confirms that the current target is to see 10% of UK electricity requirements being met from renewables by 2010, subject to the costs on consumers being acceptable.
- 5.7.5 Energy efficient power schemes are principally Combined Heat and Power, which uses the heat produced during electricity generation to simultaneously provide for space and water heating, and where the environmental impacts are much less than conventional electricity production.

- 5.7.6 The Eastern Region Renewable Energy Planning Study (July 1997) identified solar technologies as the largest contribution to renewable energy resources in Essex (48%), and biomass, landfill gas and wind power may offer other opportunities. This study has been updated by the Report to the East of England Sustainable Development Round Table which identifies a 14% renewable energy target for the East of England Region and a 9% target for Essex. These targets are based on an assessment of each region and the county's capacity to generate electricity from all the potential renewable resources and therefore vary from the national target of 10%. However, because some sources, particularly wind turbines, can be very visually intrusive they will need careful consideration. Other possible adverse environmental effects of renewable energy are pollution, odour and noise.

EXPIRED

SD7

Development proposals for renewable energy facilities will be granted planning permission provided there are no significant adverse environmental impacts which outweigh the benefits and they are subject to appropriate environmental safeguards.

5.8 Waste Reduction, Re-Use and Recovery

- 5.8.1 The amount of waste is increasing, and scarce resources are being consumed to produce objects that are often quickly thrown away. Landfill sites are rapidly being filled and also carry some environmental risks. Landfill tax also promotes alternative use of waste and a reduction in its quantity. Essex County Council is responsible for planning for waste and the disposal of waste, and the Council for waste collection.
- 5.8.2 The Adopted Essex and Southend Waste Local Plan sets out the planning framework for waste management within the County. The Council is supportive of the new strategy of Essex County Council, and in particular, the target of 40% recycling and composting waste by the end of 2004 and 60% by 2007 and the endorsement of the principle of the following waste hierarchy:
- Reduce the amount of waste created;
 - Re-use of waste to be maximised;
 - Recycling and composting;
 - Recovery of energy;
 - Dispose only waste which cannot be treated or managed in any other way.
- 5.8.3 During construction the Council will expect waste to be minimised, waste to be disposed of appropriately, and the use of recycled materials to be maximised. Resources and waste are also reduced if a building is durable as this will reduce the need for early redevelopment.

EXPIRED

SD8

Major development proposals should demonstrate how all the following have been addressed:

- 1. How the waste of materials during construction will be minimised, re-used and recycled;**
- 2. How unavoidable waste will be disposed of;**
- 3. How the use of recycled materials has been maximised;**
- 4. That buildings are durable, in the materials being used;**
- 5. That materials used have a low environmental impact.**

- 5.8.4 The re-use of waste during demolition and construction is important in reducing the amount of waste.

SD9

Development that results in the movement of the soil resource should:

- 1. Employ techniques which minimise loss and/or damage to soil during handling and storage;**
- 2. Optimise the use of soil, either on the development site itself or at suitable alternative locations for “soft development”(e.g. landscaping);**
- 3. Prevent the unnecessary mixing of topsoil and subsoil. On development sites where they are to be replaced, ensure they are replaced in the correct order and depth;**
- 4. For developments where soil is to be removed, stored and replaced, a soil movement strategy should form part of the proposal.**

- 5.8.5 Recycling waste is most relevant to the Council, and relates to recycling and composting from waste. The Government’s White Paper “Waste Strategy 2000 for England and Wales” (May 2000) set the targets to recycle or compost at least 25% of household waste by 2005, 30% by 2010 and 33% by 2015. The Local Plan can contribute to achieving this in Harlow by requiring major developments visited by large numbers of the public to provide public recycling sites. Also by seeking provision of facilities for the separation and storage of materials, such as paper, glass, aluminium, plastics, textiles and garden waste (if on-site composting not possible).

- 5.8.6 Discussion with Cleansing and Environment Services is recommended at an early stage of the design process of the development. The Council will produce Supplementary Planning Guidance on the design implications of storing recyclable goods for collection.

EXPIRED

SD10

Facilities for the recycling of waste as part of major development proposals should be provided as follows:

1. Facilities for the public to recycle waste (e.g. recycling sites, bring systems or kerbside collection);
2. Source separation and storage facilities, prior to collection, for waste generated in existing and proposed residential property and industrial and commercial premises.

5.9 Water Conservation

- 5.9.1 Harlow is in the eastern part of the country; one of the driest regions where increased demand for water has significant environmental impact. Developments which maximise water efficiency and include suitable water conservation measures will be welcomed. The Council will encourage the efficient use and conservation of water by seeking water recycling schemes, such as grey water recycling, the provision of water butts and other rainwater collection schemes. Incorporate water conservation measures in design. Surface water drainage and other water policies are in the Community Facilities and Public Utilities Chapter.

CHAPTER 6 – HOUSING

6.1 Objectives

1. To allocate sufficient land to meet the housing requirements in the Structure Plan. The requirement includes allocated sites, conversions, demolitions, changes of use and predicted windfalls.
2. To identify vacant, poorly used and under used land and property, such as vacant commercial buildings or housing above shops.
3. To ensure that new residential development is sustainable, of high quality, uses land efficiently and where achievable incorporates a mix of uses. Where possible sites will be close to the Town Centre or public transport nodes. If this is not possible, public transport accessibility will be planned into any new residential development.
4. To release residential land on a sequential basis, so that land which has previously been developed is used before green field land.
5. To ensure that on allocated residential sites provision is made for a range and mix of dwelling types and sizes to meet the needs of all sectors of the Harlow community, including affordable housing, and special needs housing to create a mixed community.

6.2 Introduction

- 6.2.1 The Local Plan aims to ensure that an adequate supply of housing land is available to meet Harlow's needs as set out in the Structure Plan.
- 6.2.2 In particular the Local Plan aims to ensure that everyone has the opportunity of a decent home, by meeting the housing needs of all sectors of the community in a sustainable manner.
- 6.2.3 Essex County Council has allocated 5,450 new dwellings up to 2011 to Harlow. Government guidance requires the Council to build on previously developed land in the first instance. The Council have commissioned consultants to carry out an "Urban Capacity Study" to look at how the existing urban fabric of the town can contribute to satisfying housing needs. Guidance also requires that the housing sites identified should not be significantly more than that is required in the Structure Plan and to ensure that housing development is closely monitored. This is known as "Plan, Monitor, and Manage", and is a move away from the previous "Predict and Provide".
- 6.2.4 The housing allocation in the Adopted 1995 Local Plan has now been met and part of that allocation now contributes to this requirement in the Local Plan. The requirement from the Structure Plan has to be catered for in a sustainable

fashion, meet the housing requirements of government guidance, and the aspirations of local people.

6.3 Meeting the Housing Needs

- 6.3.1 The Structure Plan allocates 5,450 new dwellings to Harlow for 1996-2011. Between 1996 and 2003, 2,758 dwellings were completed with a further 651 with planning permission (committed) as calculated at April 2003. Based on these figures land will have to be allocated for an additional 2,041 dwellings between 2003 and 2011.
- 6.3.2 New housing sites allocated will have to take into consideration the objectives set out in the Introduction above.
- 6.3.3 Sites have been identified as part of the Urban Capacity Study, prepared independently by consultants during 2001 (with the Town Centre surveyed early 2002). This study is based on guidelines consistent throughout all the districts in Essex. In undertaking the study close attention has been paid to the government publication “Tapping the Potential – Assessing urban housing capacity”. The Urban Capacity Study is a supporting technical document to the Local Plan.
- 6.3.4 The study shows there are opportunities to develop previously developed land and other capacity sources in the town which identified a range of 768 to 1,115 dwellings at 35 and 45 dwellings per hectare respectively. Identified larger sites (10 dwellings or more) have been included as allocations. The remainder of the capacity is assumed to have potential as windfall, to contribute towards development between 2001 and 2011, the progress of which will be a factor in determining the phasing of development.
- 6.3.5 Government guidance (PPG3) advises that encouragement should be given to housing developments that make efficient use of the land. A density range of between 30 (dphn) and 50 (dphn) and in some instances higher (for example town centre or neighbourhood centre) will be sought, although this should be compatible with the character of the area and urban design policies and guidance. A high quality of design and layout must be maintained within high density development, and the character of the surrounding area must not be compromised.

EXPIRED

H1 To avoid the inefficient use of land new residential development should be built at a density of 30 dwellings per hectare net or more.

6.4 Housing Allocations

- 6.4.1 The Structure Plan allocated 5,450 dwellings to Harlow between 1996 and 2011. Provision at 1st April 2003 is calculated as follows:

		Dwellings
a	Structure Plan Requirement 1996 – 2011	5,450
b	Net Completions 1996 – 2003	2,758
c	Structure Plan Requirement 2003 – 2011 (a)-(b)	2,692
d	Commitments at April 2003	651
e	Total Allocation required (c)-(d)	2,041

- 6.4.2 To achieve the allocation required a number of sites have been identified which are set out in Policy H2.

H2	The following sites of 10 or more dwellings net are identified to meet the housing requirement between 1 st April 2003 and 31 st March 2011					
	Site (Note 1)		Area (Ha)	Indicative Site Capacity (Note 2) Gross Net (Note3)		Indicative Density dph
	H2/1	Harlow Sport Centre	11.4	530	530	46
	H2/2	Harlow Swimming Pool	1.3	60	60	45
	H2/3	Old Harlow Area of Opportunity	1.0	25	25	25
	H2/4	Faircroft Little Bays	0.6	27	20	45
	H2/5	Northbrooks Regeneration Area	10.5	420	53	40
	H2/6	Sherards House	0.4	18	10	40
	H2/7	Rye Croft Garage Site	0.4	14	14	35
	H2/8	Marshgate Farm Depot	0.5	10	10	20
	H2/9	Newhall	25.0	750	750	30 Average
	H2/10	Wych Elm	0.99	110	110	111
	H2/11	Ram Gorse Playing Field	3.7	110	110	30
SUB TOTAL				1692		
Urban Capacity Study Windfall (note4)			400	400	40	
TOTAL				2092		

- Note: 1) Only sites with an estimated capacity greater than 10 units are allocated.
 2) The indicative capacities do not reflect a maximum for the site.
 3) Gross is the total number of dwellings on a site. Net dwellings are the change in number of dwellings when losses are taken into account. A positive figure indicates an increase in dwelling stock.
 4) Windfall estimate of 50 dwellings per annum

- 6.4.3 In addition to the planning requirements that will need to be met to comply with the other policies in the Local Plan there are specific requirements on some of the above sites which need to be taken into consideration when an application is made.
- 6.4.4 The development of Harlow Sport Centre will require all current leisure uses to be replaced either at Harlow College, at other allocated sites or at other appropriate locations to ensure that the range of leisure provision is maintained. The children's nursery will also need to be replaced either within the site, if it cannot remain at the current location, or at another appropriate location. Developers will be required to prepare a Development Brief to guide development and set out how the developer will address Local Plan policy requirements.
- 6.4.5 In the case of Harlow swimming pool, the nearby nursery within the park will need to be either relocated within the site or at another appropriate site close by. This will enable the removal of an intrusive building within the park and achieve an enhanced nursery provision for the existing users and the new inhabitants. Developers will be required to prepare a Development Brief to guide development and set out how the developer will address local plan policy requirements. The Development Brief will need to take into consideration the importance of the site as a backdrop to the Town Park and address the issue that the existing car park is used by the park users.
- 6.4.6 In the case of Faircroft Little Bays and Sherards House consideration will need to be given as to whether it is appropriate to retain the existing houses. Faircroft Little Bays has been identified as a key development in the Old Harlow Area of Opportunity. It is therefore expected that the development of this site, along with Sherards House, will help facilitate environmental improvements and the restructuring of the land uses within the area. Due to the character, setting and nature of the Old Harlow Area of Opportunity, a housing density below that expected in PPG3 is sought.
- 6.4.7 A Master Plan shall be prepared for the Northbrooks Regeneration Area to secure planned redevelopment and regeneration for the benefit of the local community. It will set out how the developer will address the Local Plan policy requirements.
- 6.4.8 The development at Rye Croft Garage site will need to take into consideration the parking requirements of the properties fronting or backing onto this area and provide appropriate alternative facilities for those occupying the garages. The development at Marshgate Farm will be expected to be within the existing walls of the site and not to be any higher than the existing buildings because the site is in a sensitive location at the edge of the park. Due to the character, setting and nature of this site, a housing density below that expected in PPG3 is sought. A Development Brief shall be prepared to guide development on this site.
- 6.4.9 The ground floor of the Wych Elm allocation will consist of commercial development. The design of the buildings should establish and enhance the links with town centre, reflect its prominent location and help contribute to the

overall regeneration of the area. It should take into account any emerging guidance on the redevelopment of the town centre and help contribute to the overall strategy.

- 6.4.10 The allocation of Ram Gorse for housing will result in the displacement the rugby club. To ensure the requirements of PPG17 are met suitable replacement facilities are required before the housing development commences. Development of the playing field at Ram Gorse should be designed to ensure that the character and views of St. Mary's Church are preserved.
- 6.4.11 The Urban Capacity Study has indicated, in addition to the allocated sites that windfall dwellings will come forward. The number of these windfall dwellings is expected to be around 400 based on the findings of the Local Public Inquiry.
- 6.4.12 If the previously developed sites identified in Policy H2 come forward and the windfall sites in the Urban Capacity Study, the dwelling potential for the town on previously developed land would be 1202 units. Therefore 750 dwellings at Newhall, and 110 dwellings at Ram Gorse are required to be developed in this Local Plan period.
- 6.4.13 The Urban Capacity Study indicates that around 650 windfall dwellings may come forward in the period up to 2011. However, when balancing local characteristics and the unpredictable increase in these dwellings, windfall development in the town is anticipated to be around 50 dwellings per annum. This will achieve 400 dwellings between 2003 – 2011. PPG3 expects that Urban Capacity Study identified sites will encourage more potential to come forward. The figure therefore from the Urban Capacity Study has been used.
- 6.4.14 Policies in the Local Plan aim to maximise the potential of previously developed land. Local Plan allocations will be continuously monitored, updated and rolled forward after five years.

6.5 Strategic Housing Site.

- 6.5.1 Government Guidance (PPG3) recognises that strategic housing sites on green fields, due to the lead in time, are unlike other green field sites and can be developed before previously developed land housing allocations are completed. However a balance between the previously developed and green field allocations needs to be maintained to achieve the government target of 60% of housing completions on previously developed land.
- 6.5.2 Newhall is designated a Strategic Housing Site as it is an essential part of the strategy to meet housing requirements in Harlow. To maintain continuity of the development at Newhall, a Master Plan will need to be prepared.
- 6.5.3 To provide the developers of the Newhall Strategic Housing site with an assurance that the Council are committed to the long term development of the area and to provide certainty for the determination of planning applications, the Proposals Map indicates a boundary of land committed for development beyond this plan period.

H3 Land is shown on the Proposals Map for the further development of the new neighbourhood of Newhall. This land will not be released for development until after 2011, or until it is shown as an allocation in the Local Development Document whichever be the earlier.

6.6 Housing Needs

- 6.6.1 Everyone should have the opportunity of a decent home. This phrase underlines the main thrust of government housing policy and is fully supported by the Council.
- 6.6.2 New housing areas will be required to have a mix of housing types for all sectors of society. For example, there will be a requirement for different tenures, different house sizes, affordable homes, homes for elderly people with mobility difficulties and supported housing. This accords with the existing new town which was planned with a housing mix. The larger housing areas should include the opportunity for providing mixed use, employment and retail that are compatible with residential areas; this is addressed in the Sustainable Development Chapter.

6.7 House Types

- 6.7.1 Government Guidance (PPG3) states that Local Authorities should secure a mix of dwelling type and size. The Housing Needs Survey identifies that existing households in housing need show some quite distinct characteristics that are:
- a) Households living in a flat or maisonette are disproportionately in need;
 - b) Over half of all households in need live in terraced accommodation;
 - c) Households with 3 or more children were disproportionately found to be in need whilst just over 40% of all households in need contain 2 or more adults with no children;
 - d) Households requiring larger (i.e. 4 or more bedrooms) accommodation are noticeably more likely to be in need than the population as a whole;
 - e) Almost 56% of households in need require one-bedroom properties.
- 6.7.2 The survey shows that there is a requirement for one-bedroom properties for those in need, and developers should incorporate this type of housing. However, it is important to ensure that there is a mix of house types, to cater for all sections of the community.

H4	New housing development and conversions will be required to accommodate a range of dwelling types which reflect the housing need requirements for Harlow.
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6.8 Affordable Housing

- 6.8.1 A Housing Needs Survey has been undertaken by consultants to identify the type of housing required in the town. The 1999 Housing Needs Survey undertaken by Fordham Research Limited is a supporting document to the Local Plan.
- 6.8.2 Fordham concluded that for the five year period 1999 to 2004 around 825 additional affordable dwellings would be required to meet Harlow's needs. This equates to 165 dwellings per annum. Over the remainder of the Local Plan period 1320 affordable homes would be required to meet the need in full. This comprises some 63% of the total 2,041 allocation. The Council therefore needs to maximise the number of affordable dwellings, within the guidelines set out by government in PPG3 and Circular 06/98 "Planning and Affordable Housing"
- 6.8.3 Councils are encouraged by government advice to set targets for the proportion of affordable housing which they will seek from house builders and landowners on qualifying sites. Up to date housing need assessments will indicate the proportion of low cost market housing and subsidised housing, which can have a role to play in meeting housing need in Harlow.
- 6.8.4 Circular 06/98 "Planning and Affordable Housing" sets site thresholds below which a developer does not have to provide affordable housing. In doing this, the Circular does allow Local Authorities to adopt a lower threshold should there be exceptional local constraints. Harlow is an exceptional case as the allocation of housing need of 1320 comprises only 63% of the total allocation of 2092. Applying the 30% requirement there would be a shortfall of around 692 affordable dwellings.
- 6.8.5 However, only seven allocated sites in Policy H2 are 25 dwellings or above, this would provide around 491 affordable dwellings, a shortfall of nearly 829 affordable dwellings. To maximise the number of affordable dwellings in a District, where the opportunities are limited, the threshold to which the 30% applies has been reduced to 15 dwellings. This may also increase the affordable housing provision from windfall sites. This requirement increases the number of sites eligible for affordable housing to 9 and the number of affordable houses to 501.
- 6.8.6 This approach is supported by the Council's Housing Strategy 2002 to 2006, which has the following Strategic Aims:

To ensure a growing supply of decent affordable homes within the town that match emerging demands by:

Maximising new social housing development;
Making best use of existing social housing;
Promoting low cost home ownership schemes.

- 6.8.7 The Council considers that Harlow is an exception and therefore requires affordable houses to be provided on sites of 15 dwellings or 0.5 hectares or more.

H5 To meet the affordable housing requirement, on residential development sites of 15 or more dwellings or 0.5 of a hectare or more irrespective of the number of dwellings, the Council will negotiate the provision of intermediate housing and/or social rented housing, based on the prevailing housing needs assessment. Negotiations will take into account the economics of provision and site suitability.

There is a presumption that provision will be made on site. However, in exceptional circumstances and by mutual agreement between the developer and Council, a financial or other contribution may be agreed for provision to be made on another site within the district.

Note: 1) 30% is a base line for negotiation by the Council.
2) This policy does not preclude developers providing affordable housing on sites that do not meet this policy's criterion. The Local Planning Authority will therefore endeavour to achieve affordable dwellings on all sites through negotiation.

- 6.8.8 Affordable housing is defined, as "Housing which is accessible to people whose income does not enable them to afford to buy or rent for their needs on the free housing market The monthly cost of housing should not exceed thirty percent of the household's net monthly income."
- 6.8.9 Intermediate housing is defined, as "Any form of housing that is more expensive than social rented housing but is still cheaper and more affordable than a property of a similar kind on the open market. This may be because either the rent and/or mortgage is set at below market levels." Social rented housing is defined, as "housing where rents are set and regulated by either the Housing Corporation for registered social landlord stock, or the Local Authority for Local Authority Stock."
- 6.8.10 The table below shows the allocated sites which will provide affordable housing in accordance with policies H5 and H6.

Table 1 The following allocated sites will provide affordable housing in accordance with Policies H5 and H6:

Ref. No.	SITE	AREA	INDICATIVE NUMBER OF AFFORDABLE HOUSES
H2/1	Harlow Sport Centre	11.4	159
H2/2	Harlow Swimming Pool	1.3	18
H2/3	Old Harlow Areas of Opportunity	1.0	8
H2/4	Faircroft Little Bays	0.6	6
H2/5	Northbrooks Regeneration Area	10.5	16
H2/8	Marshgate Farm Depot	0.5	3
H2/9	Newhall	18.0	225
H2/10	Wych Elm	0.99	33
H2/11	Ram Gorse Playing Field	3.7	33
	TOTAL		501

Note:

- 1) The figures in the table are an indicative level of provision.
- 2) The total number of affordable houses provided may change following monitoring of housing land and negotiation with developers.

- 6.8.11 Where a Registered Social Landlord will not be managing affordable housing, Policy H6 applies to ensure housing remains affordable in perpetuity.

H6 On housing sites where a Registered Social Landlord will not be involved in the management of affordable housing, housing for successive occupants will be secured by the use of planning obligations. The legal agreement will restrict the occupancy to those who cannot compete in the housing market.

6.9 Special Needs Housing

- 6.9.1 Housing provision should be geared towards particular groups in the population that have special needs. These include the elderly, the disabled, single people

and the homeless. The Council has increasingly provided for sections of the community requiring specialist dwellings. It will be important that development of this kind is integrated into new housing areas as part of the initial planning. Land designated for housing should include such housing sites located throughout the town, and major new developments should include special needs houses in the dwelling mix. Developers should give consideration to applying Lifetime Home Standards, promoted by Joseph Rowntree Foundation to all new housing developments.

- 6.9.2 The Housing Needs survey has identified the proportion of people in the town with Special Needs. The survey concluded:
- a) 13.4% of all the District's households (4,475) contain special needs members. *'Physically disabled'* is the main category of special needs;
 - b) 2,715 (61.6% of special needs housing) households with *physically disabled* household members;
 - c) 1,112 (24.8% of special needs housing) with *'frail elderly'* household members;
 - d) Only 14% of special needs are other categories of special needs;
 - e) Special needs households are disproportionately constituted of only one or two persons, which have implications for caring patterns;
 - f) A high proportion of households with special needs members are found in the social rented sector (22.2% of Local Authority households and 18.2% of Housing Association households contain special needs members);
 - g) Special needs households are characterised by greater than average age, below average household size and income and are more likely to be living in unsuitable housing (and in housing need).
- 6.9.3 In view of the demonstrated requirement for housing for people with special needs, new housing developments will be required to include provision for them.

<p>H7 All new housing development proposals will be required to take account of the needs of those with disabilities and special needs.</p> <p>The Council will negotiate the provision of housing to meet the requirements of special need groups in order to create a mixed development catering for a variety of housing needs.</p> <p>Negotiations will take into account site suitability, together with the demand for and economics of provision.</p>

- 6.9.4 The Housing Needs Survey identified a requirement for housing for elderly people. The sites identified in Policy H8 are those that it is felt can provide this type of housing in close proximity to community facilities and shops.

H8 Legal agreements will be required to provide dwellings for elderly people, and other supported housing as part of those developments proposed at:

H8/1	Newhall
H8/2	Old Harlow Area of Opportunity
H8/3	Northbrooks Regeneration Area

6.10 Provision for Travellers and Travelling Showpeople

- 6.10.1 Essex County Council has two permanent sites within the District, together providing 44 pitches. The Council is not currently seeking to establish further sites for settled occupation. Government advises in Circular 1/94 that authorities should set out clear, realistic criteria for the provision of sites should planning applications arise. Provision should protect local amenity but be appropriate to travellers' accommodation needs, allowing for ancillary business activity and providing access to services such as shops and schools.
- 6.10.2 The Council has been approached on a number of occasions by individual travelling showpeople and the Showmen's Guild of Great Britain requesting winter quarters. So far it has not been possible to identify such a site. The following policies and criteria will assist the Council in assessing any proposed sites that may come forward.

EXPIRED

H9

Planning permission will not be granted for residential caravans or mobile homes in locations other than Fern Hill Lane and Flex Meadow, unless the proposal satisfies all of the following criteria:

1. The development proposed is for the stationing of caravans for recognised travelling families and travelling showpersons and/or storage, repair and maintenance of equipment for travelling showpersons;
2. The development proposed has no adverse impact on the Green Belt, Green Wedge or other identified open space, does not cause harm to the natural environment and does not cause serious harm to the living conditions or operational efficiency of adjoining properties;
3. The development proposal is made compatible with the character and appearance of the surrounding area through landscaping;
4. The site is, or can be, adequately screened in a manner in keeping with the character of its surroundings;
5. The development proposed is not prejudicial to highway safety and efficiency;
6. The site would offer satisfactory accessibility to local services, in particular primary school, shopping and public transport facilities.

6.11 Existing Housing Areas

- 6.11.1 The planned nature of Harlow generally means there are few opportunities for redevelopment or infill in the existing housing areas, except in Old Harlow. Demand for new housing puts pressure on the existing housing stock for conversion or infill developments.
- 6.11.2 Infill development is generally on previously developed land, and as such is actively encouraged by government guidance. Whilst in itself this is not an issue it is important that the amenities and character of existing residential areas are not compromised and that housing is not lost unnecessarily. Sub-division of existing house plots to provide new dwellings on garden areas can provide extra land for new dwellings. Where there are groups of gardens that might be more efficiently developed together it would not make best use of land if this potential is blocked by a development of one garden in isolation and such proposals will be refused.

- H10 Planning permission for residential infill development, including the sub-division of garden plots, small redevelopment schemes and the development of vacant plots, will be granted if all of the following criteria are met:**
- 1. The development proposal would not have an unacceptable adverse effect on the character of the locality, the appearance of the street scene, or the amenities enjoyed by the occupiers of neighbouring dwellings;**
 - 2. Off-street parking and access arrangements can be provided for both existing and proposed dwellings, in accordance with the Essex Design Guide and adopted Vehicle Parking Standards;**
 - 3. The development proposal does not prejudice the potential for comprehensive development of adjacent land.**

6.11.3 There are a number of businesses that can be run satisfactorily from home although there are some that can cause annoyance to neighbours. However the growth of information and communication technology is likely to increase the occurrence of home working. The Council will accept the use of part of residential properties for commercial purposes in the interests of improving employment opportunities and promotion of mixed uses for sustainability purposes providing the amenities of neighbouring properties and the wider locality is protected in respect of noise or increased traffic.

- H11 Commercial activities within the curtilage of individual residential properties will be required to meet all the following criteria:**
- 1. The business or non-residential use of the property is ancillary;**
 - 2. The part of the home used for business purposes must not change the overall character of the property used as a dwelling;**
 - 3. Pedestrian or vehicle traffic must not be more than would be expected in a residential area and to the property in particular;**
 - 4. There must be no noise or nuisance which will adversely affect the amenities enjoyed by the occupiers of neighbouring or nearby dwellings;**
- The use will not give rise to the bulk storage of materials associated with the approved use within the curtilage of the dwelling.**

- 6.11.4 Conversion of existing dwellings can be a valuable source of affordable dwellings for small households to rent or purchase. Government guidance (PPG3) recognises the contribution that conversions can make to the housing stock. Converted dwellings can be adapted to help meet the requirements of special needs groups such as elderly people or disabled people.

H12 Planning permission will be granted for the conversion or adaptation of dwellings to provide separate units of accommodation. Where separate units are to be formed, all the following criteria must be met:

- 1. Each unit must be self-contained with its own entrance off a common area, and with its own bathroom, w.c., kitchen, and dustbin store;**
- 2. The development proposal must comply with the principles of the Essex Design Guide for Residential and Mixed Use Areas and adopted Vehicle Parking Standards and Supplementary Planning Guidance;**
- 3. Conversions for people with disabilities should be built to mobility standards.**

- 6.11.5 To meet the dwelling allocation in the Structure Plan losses of dwelling stock is generally discouraged. The retention of existing housing or land in residential use is therefore desirable. However, government guidance (PPG3) supports more efficient use of existing residential areas and regeneration. Consequently there may be instances where demolition of houses may open up a new area for development or development at higher density.

- H13 Planning permission for development proposals, including the demolition of satisfactory residential accommodation, or a change of use of buildings or land in residential use, or allocated for residential development, will be granted if one of the following criteria is met:**
- 1. The proposal will facilitate the development of additional housing, or redevelopment at a higher density except where the development proposal facilitates regeneration;**
 - 2. The change of use is necessary to secure the preservation of a threatened listed building;**
 - 3. The existing building is unfit (i.e. statutorily unfit for human habitation) or substandard (i.e. not unfit but lacking in one or more of the five basic amenities) and cannot be economically improved and brought into housing use;**
 - 4. The development proposed is essential for providing/supporting public open space;**
 - 5. The development proposed is essential for providing new public amenities.**

CHAPTER 7 – ECONOMIC REGENERATION

7.1 Objectives

1. To promote economic development and regeneration in accordance with the principles of sustainable development, particularly so that economic development is linked with policies for transport, housing, educational and cultural facilities.
2. To develop a comprehensive, strategic and holistic approach to restructuring and regeneration, with a partnership approach to meeting local needs, so that full advantage is taken of the town's economic strengths through its status as a Priority Area for Economic Regeneration and the potential benefit from development for Stansted Airport.
3. To improve job opportunities for residents, especially for those who are disadvantaged in the labour market, so as to create a socially inclusive society which has access to good quality jobs and the opportunity to gain related skills and training.
4. To provide for the town's needs for economic development, in ways that conserve, protect and enhance the environment.
5. To provide a range of sites and premises that are available for a diverse mix and balance of uses, with sites for large, medium and small businesses, both for growing local companies and inward investors.
6. To give precedence to the re-use of previously developed land and the intensification of use on existing sites, over the release of new land for employment purposes.

7.2 Key Trends in Harlow Economy

- 7.2.1 Harlow has serious social and economic problems at the localised level. The government Index of Deprivation 2000 puts Harlow as the 82nd most deprived district in England, ranked out of a total of 354 districts. Although in recent years employment numbers in the town has remained steady 33,245 in 1997 and 33,425 in 2000 and unemployment has declined (2.9% in September 2000). The majority of new jobs have been in the highly skilled research and development sectors. Many residents are unable to access these jobs due to the skills gap that exists. The job losses in recent years have been linked to changes in the global economy especially in the ICT sector.
- 7.2.2 Other trends are the continued decline of the manufacturing sector (24.4% of jobs in 2000), growth of the service sector, and increased in-commuting into the town (43.7% of jobs in Harlow were held by non-residents in 1997). Forecasts suggest that there is the potential for an increase in employment in the town of around 9,000 jobs between 1996-2011. Forecast growth sectors include

business services, wholesale distribution, hotels and catering, and retailing. In addition a further 8,000 jobs are expected to be created at Stansted Airport by 2008.

7.3 Government Policy and Guidance, Regional Planning Guidance (RPG) and Economic Development Strategies

- 7.3.1 The Local Plan takes a long term and holistic approach to the economic regeneration of Harlow. This incorporates all levels of policy, guidance and strategy from central government, through regional and county levels to local community initiatives and development.
- 7.3.2 Government policy set in the 1998 'Competitive White Paper' creates a 10-year policy framework for building a knowledge driven economy. This underpins initiatives for increasing skills, education and training opportunities and is further reiterated in the 2001 Regional Economic Development Strategy for the East of England, "Prosperity and Opportunity for All", this has the vision 'to make the East of England a world class economy, renowned for its knowledge base, the creativity and enterprise of its people and the quality of life of all who live and work here'.
- 7.3.3 The Environment White Paper "This Common Inheritance" emphasises the need to link the pursuit of economic growth with the need for a high quality and sustainable environment. This concept of sustainability is one that encompasses many areas of planning policy and is addressed throughout the Local Plan.
- 7.3.4 The main Planning Policy Guidance Notes that contain government guidance on planning for employment are PPG4 – Industrial and Commercial Development and Small Firms, and PPG12 – Development Plans. PPG4 states that "a choice of suitable sites will facilitate competition between developers; this will benefit end-users and stimulate economic activity", and is supported further by PPG12 that states "...in preparing development plans, local authorities should take account of the need to revitalise and broaden the local economy, the need to stimulate employment opportunities, and the importance of encouraging industrial and commercial development". This provides the central policy framework required for comprehensive economic regeneration in Harlow.
- 7.3.5 The Regional Planning Guidance for the South East promotes further economic regeneration, designating Harlow as a Priority Area for Economic Regeneration (PAER). It also identifies the M11 corridor as an area with possible potential for growth. The London-Stansted-Cambridge corridor study has identified various development scenarios, all of which propose growth options for Harlow. A Future Scenarios Study has been carried out in Harlow to inform the Community Strategy for the town over a twenty-year period in conjunction with key stakeholders in the town to examine how Harlow can release its potential as a successful, economically vital and sustainable town with an educated, skilled and well trained population.
- 7.3.6 The Harlow Regeneration Unit reflects the Council's corporate objective "to develop a prosperous and sustainable local economy". They will work in partnership with key stakeholders to secure funding and develop wide ranging

strategies and plans to implement and achieve the economic regeneration aims and objectives set in the Council's strategy and Local Plan.

7.4 Priority Area for Economic Regeneration

- 7.4.1 Harlow is a Priority Area for Economic Regeneration (PAER), due to its high levels of social deprivation, low education, training and skill levels, decline of manufacturing, and the need for renewal of the urban fabric.
- 7.4.2 Harlow has excellent strategic and locational advantages for further economic development. It is located close to the national motorway network (M25 and M11 motorways); and the WAGN rail line provides fast access to London, the buoyant technology based Cambridge, and nearby Stansted Airport.
- 7.4.3 However, the RPG recognises that Harlow, "has faced continuing manufacturing decline and social deprivation. Its building stock is becoming progressively more obsolete, and the town centre is in need of regeneration and renewal. Economic restructuring is taking place but substantial levels of investment are needed if Harlow is to fulfil its potential". The government's 2000 Indices of Deprivation records Harlow as the 82nd most deprived district in the Country, and the third most deprived district in the East of England.
- 7.4.4 The priority is to restructure, diversify and increase Harlow's local employment base, so that the employment problems are addressed and the town acts as the primary economic driver for West Essex and the region. Economic regeneration should be focussed on improving opportunities for skills training for local residents, enhancing educational achievement, and improving job opportunities for local people. This will enable residents to become more competitive in the local employment market and redress the issues identified in RPG.

ER1 To take advantage of the economic strengths and opportunities in Harlow, particularly the town's locational advantages, the Local Plan and other Council investment plans and strategies, will promote sustainable economic regeneration and renewal. The overall growth in employment opportunities is to be achieved through the following:

- 1. Ensuring an adequate supply of suitable employment land;**
- 2. Actively promoting sustainable economic regeneration and renewal;**
- 3. Seeking appropriate infrastructure development;**
- 4. Integrating transport, housing, employment, educational and cultural facilities;**
- 5. Encouraging economic diversity and knowledge-based business clusters where appropriate;**
- 6. Supporting a partnership approach to the development of land.**

7.5 New Employment Land

- 7.5.1 The Structure Plan proposes an additional 50 ha of employment land is made available for development in Harlow. The employment land supply in the town with planning permission for development, as of 1st April 2001 was 39 ha, but subsequently 4.7 ha of employment land has been lost to other uses. Therefore sites for 15.7 ha of employment land have been allocated on the basis of the sequential approach set out in Policy SD3.
- 7.5.2 As there is no suitable previously developed land within the existing built up area, in non employment use, that can be re-used, it follows that a release of green field land is required to meet the Structure Plan's requirement. Allocating employment land near to existing employment land provides synergy for the new development. Nortel is the only existing employment site with sufficient adjacent land to be able to create a significant employment area. The allocation of this land is specifically to facilitate the Research and Development sector of the local economy. However, this site does not meet all the employment requirements. Employment land allocation at Newhall is also required to achieve a mixed-use development in accordance with sustainability principles.
- 7.5.3 Allocating employment land North of Nortel Networks results in the displacement a number of both thriving and redundant sports and recreation facilities. To ensure the requirements of PPG17 are met suitable replacement sports and recreational facilities are required. An area of land in the Green Wedge, north of Newhall and south of Gilden Way, has been allocated for such facilities. The replacement leisure buildings are to be located on the previously developed land within the Green Wedge. The provision of suitable separate facilities, if appropriate, of the replacement sports and recreation facilities such as playing fields, cricket pitch, tennis court, playground equipment, changing facilities and club house are required before the employment development commences on the land and buildings that are in active leisure use.

ER2 Additional employment land of 15.7 ha. (net) is allocated for business, industry and warehousing (B1, B2 and B8 uses), in the following locations shown on the Proposals Map. The above sequential approach has been applied to the allocation of sites:

Ref. No.	Site	Area (ha)
ER2/1	Land north of Nortel Networks ^{1 & 2}	13.7
ER2/2	Newhall ³	2.0

- Note:**
1. The allocation of this land is specifically to facilitate the Research and Development sector of the local economy.
 2. Development of Land North of Nortel Networks is conditional on the prior provision of appropriate replacement of the sports and recreation facilities.
 3. Preferably located adjacent or within the local centre.

- 7.5.4 The sequential approach used in Policy ER3 is to be applied to the determination of development proposals on unallocated sites.

ER3 Planning applications for B1, B2 and B8 development on sites not allocated in the Local Plan and not located within the designated employment areas, will be determined in accordance with policies for mixed use development and by the application of the following approach:

1. For offices only, the Town Centre;
2. Re-use of previously developed land in the urban area other than the Town Centre;
3. Use of undeveloped land in the urban area other than the Town Centre;
4. Planned peripheral development outside of the urban area.

B2 development due to its character, and B8 development due to its character and locational requirements relative to the transport network will not be expected to locate within the Town Centre and applications will be determined in accordance with the sequential approach criterion 2 to 4 inclusive.

B1 development applications will be determined in accordance with the above sequential approach unless a less sequentially preferable location is justified as supporting a mixed-use development, which includes an element of B1 use within it.

EXPIRED

ER4 If monitoring identifies that there is a significant inadequate range of sites and premises available, in terms of their location, quality and size, then the need to allocate additional sites to increase the supply of land and premises will be considered in an alteration to this Local Plan.

7.6 Existing Employment Area

- 7.6.1 To help ensure that a range of sites and premises is available both to support existing local businesses and to attract new businesses to Harlow, it is essential that the best use is made of the employment land presently available, this involves the reuse and intensification of previously developed land.
- 7.6.2 To ensure that modern business have the flexibility to carry out a range of different activities on a site, the existing general employment areas identified in Policy ER5 are considered to be suitable for a full range of employment generating uses.

ER5 Within the following existing general Employment Areas planning permission will normally be granted for offices and research and development, general industry, light industry and warehousing development within the use classes B1, B2 and B8:

Ref. No.	Employment Area
ER5/1	Templefields and Riverway
ER5/2	Pinnacles
ER5/3	Burnt Mill
ER5/4	Staple Tye
ER5/5	Bush Fair
ER5/6	Nortel Networks
ER5/7	Church Langley

7.7 Retaining Existing Employment Areas

- 7.7.1 Given Harlow's PAER status there is a strong need to ensure that the town's economic base is not undermined. Consequently, land in existing general employment areas will normally be safeguarded from development for other uses. Particularly as there are few opportunities for identifying new land for employment in Harlow, due to the separation of housing and employment areas and the constraints on developing Green Wedges and Green Belt.
- 7.7.2 There have been a few significant losses of employment land to other uses, notably retailing, car showrooms and leisure uses. While it may be appropriate to locate some non-employment uses in existing employment areas this must not reduce the stock of employment land, and indeed the Structure Plan requires land lost to non-employment uses to be replaced.
- 7.7.3 Whilst government guidance encourages mixed use, and requires the Council to consider if land in employment use is no longer required, all existing areas currently meet a wide range of business needs and are considered viable employment sites. Also the separation of the bulk of employment land from residential areas, and the implications for amenity and sustainability, prohibits

most existing employment areas from any possible residential use. However, exceptional circumstances may occur where non-employment uses are appropriate, and proposals will be considered against certain criteria. This policy does not apply to changes of use or development within the Town Centre office employment area, where other policies in the Local Plan are applicable.

- ER6 Within the existing and allocated Employment Areas planning permission for change of use or redevelopment to uses other than those identified in Policy ER5 will be permitted if:**
- 1. The amount or range of sites or premises available for employment use would not be reduced below the level required in the Local Plan period;**
 - 2. The proposal will not lead to the loss of an employment site of high quality;**
 - 3. There is a demonstrable lack of market demand for employment over a long period, and the efforts made to market the site for business, industry and warehousing have been demonstrated to the satisfaction of the Council;**
 - 4. The development would be accessible by means other than the car;**
 - 5. The proposal would be in accordance with the sequential approach to development;**
 - 6. The proposal would not generate levels of traffic on surrounding roads which would result in congestion or loss of amenity.**

- 7.7.4 The neighbourhood service areas also provide employment opportunities at the neighbourhood level easily accessible to the residential areas being outside the main employment areas. There has been a gradual change to retail uses which has reduced the employment uses in these areas, undermining their original role. To maintain the viability and vitality of the existing shopping centres appropriate employment uses will be encouraged. It is considered that the neighbourhood service areas have reached their capacity for retail uses (A1/A2/A3). To maintain the role of providing local non-retail services it is intended that no further change of use to retail will be permitted.

- ER7 Within the neighbourhood service areas, planning permission will not be granted for change of use to A1, A2, or A3 uses. Applications for other uses will be considered on their merits.**

7.8 Regeneration and Intensification

- 7.8.1 In Harlow much of the existing industrial and office stock is old and unsuited to modern business uses and needs. Therefore existing and new employment areas need significant amounts of redevelopment and modernisation to enable modern business to be accommodated. Intensification of the use of these areas is also necessary to raise employment densities, increase the utility of the allocated employment land and reduce development pressures on other areas of green open space.
- 7.8.2 Companies such as GlaxoSmithKline and Nortel Networks have demonstrated how innovative development can be used to redevelop, intensify and modernise employment land, generating increased employment and helping to regenerate Harlow's economy.

EXPIRED

ER8 Planning permission will be granted for the redevelopment, regeneration and modernisation of existing employment sites and premises. Where practicable, proposals should seek to intensify the use of the site and maximise employment generating potential.

7.9 The Knowledge Driven Sector

- 7.9.1 Harlow over recent years has attracted the research and development operations of large multi-national companies such as Nortel Networks and GlaxoSmithKline. These facilities have expanded and now make up a significant proportion of the R & D sector that in Harlow is now rivalling both Oxford and Cambridge as one of the leading geographic areas. The R & D sector and the knowledge driven economy can act as an important base to an expanding local economy, attracting other high value-added activities to Harlow.
- 7.9.2 The Council will encourage further proposals for R & D development that will help, through the multiplier effect, to create employment opportunities, regenerate the economy, and establish Harlow as a prime location for knowledge driven sector development and investment. There is a beneficial effect from the "cluster effect" arising from proximity to existing R & D facilities. As a consequence of this the allocated employment land on London Road, north of Nortel Networks is seen as an ideal location for the expansion of this sector, corporate headquarters and other appropriate forms of employment generating development.

ER9 Planning permission will be granted for development that facilitates the expansion of the research and development sector at the employment site on London Road and elsewhere, in locations that cluster such businesses close to existing research and development establishments.

7.10 Economic Diversity

- 7.10.1 There is a recognised shortage in Harlow of B1, office, studio, high tech, laboratory and light industrial development, and a need for premises to be provided for small businesses in a variety of locations. A range of different sites and premises are needed to attract new businesses to Harlow, support existing home grown businesses and assist local people to set up their own small business in a location close to where they live.
- 7.10.2 Proposals to develop units for small and start up businesses which are flexible and adaptable for a range of general industrial and office use will be encouraged. In suitable locations it may be appropriate for the development of 'incubator' units where some facilities are shared or where rentals include the building overhead costs such as insurance and maintenance.
- 7.10.3 In Harlow the service areas identified on the Proposals Map have a potential to provide an important employment resource to both the town and their neighbourhood areas. At present the bays are used for a mix of retail and business use classes but the Council wishes to increase the vitality and viability of the neighbourhood centres by encouraging their change of use to B1 Use Class. The service bays are considered appropriate locations for increasing the supply of employment land and providing suitable premises for small or local start up businesses.

ER10 Planning permission will be granted for development providing sites and premises for small businesses within the allocated employment areas, or by a change to Class B1 Use in the neighbourhood service areas.

7.11 Mixed Use

- 7.11.1 The policies in the Built Environment chapter identify how sustainable development can be addressed through achieving higher densities and following the principles of robust and flexible layouts and mixed use development. These policies are particularly relevant to areas of employment land where they can be applied in order to make the best use of the land available thus reducing development pressure on important areas of green open space and Green Belt.
- 7.11.2 The concept of mixed use development may offer an alternative approach and a strong sustainable option for employment land, including former industrial sites that are no longer needed for their original purpose and have little prospect of attracting a single user or employment use. A mixed use development should be of a substantial area, suitable for a full range of B1 Uses and able to accommodate light industrial use. Designs will include adequate noise attenuation measures, floor strengths and separate service arrangements. It is essential that ground floor units remain available for workshops or businesses and are not re-absorbed into other uses.

ER11 The conversion or redevelopment of redundant or vacant sites within the urban area, not identified in the Local Plan for any other purpose, to mixed use will be encouraged. However, development should have a primary use of employment with other uses including affordable housing, amenity space, community facilities and commercial development. Mixed use development within the identified Employment Areas will also have to conform with the criteria set in Policy ER6. Mixed uses should:

- 1. Be mixed both horizontally and vertically;**
- 2. Add to the vitality of the area;**
- 3. Respect neighbouring developments;**
- 4. Be readily accessible by passenger transport.**

7.12 Storage and Distribution

- 7.12.1 Storage and distribution warehouses make large demands in terms of employment land but only supports comparatively low employment densities. They can also generate large numbers of freight movement that causes pressure on the road infrastructure, further traffic congestion and environmental pollution.

- 7.12.2 Further development of storage and distribution facilities in Harlow needs careful consideration so as to ensure the possible negative implications are minimised. Any location must be well related to the transport network in terms of ready trunk road access and have the ability or potential to use rail or water for the movement of freight.

ER12 New warehousing, storage and distribution facilities will be permitted if the following criteria are taken into consideration:

- 1. Their location has ready access to the railway and/or trunk road network;**
- 2. There are no adverse environmental impacts due to the levels of traffic generated;**

7.13 Education, Training and Childcare

- 7.13.1 The Council has an identified 'skills gap' between the skills that are required by businesses in Harlow and those possessed by the local population. This would indicate that an increase in employment land and economic activity in Harlow would have an increase in in-commuting to the town. Thus an increase in employment would not benefit Harlow as much as if the local people had the skills to benefit from local jobs. Local residents have to be equipped with the skills required by those economic sectors with growth potential.
- 7.13.2 The provision of affordable and accessible childcare is also needed to reduce the barriers preventing parents from returning to work and reaching their economic earning potential.
- 7.13.3 Increased education, training and childcare provision will all increase local access to employment. This will have positive implications for the quality of life for all Harlow residents. There will be:
- a) Less unemployment;
 - b) Reduced commuting;
 - c) Increased leisure time;
 - d) Greater access to jobs for parents and disabled people.

ER13 For new or expanding business, industrial or other employment generating uses in Harlow, provision through planning obligations will be sought for:

- 1. Employment of local people;**
- 2. Work related training provision;**
- 3. Education opportunities;**
- 4. Affordable childcare.**

All obligations sought will be in accordance with C1/97.

7.14 Stansted Airport

7.14.1 Stansted Airport is being developed as London's third main airport after Heathrow and Gatwick. Its current limit of 15 million passengers a year will be reached within the next couple of years. An application proposing expansion to 25 million passengers per annum has recently been granted planning permission by Uttlesford District Council.

7.14.2 This growth will create a large amount of related employment through either 'direct employment' which is specifically involved with the daily operation of the airport itself or 'associated employment' which are other activities related to the operation of the airport and which require to be in very close proximity to it. This employment can provide important jobs for the people of Harlow who benefit from the WAGN rail services and continued enhancement of bus services to the airport. Although beyond the remit of this Local Plan the Council is also promoting more employment opportunities at Stansted Airport for the people of Harlow.

7.14.3 There is also other economic development, although not directly related to the airport itself, which may wish to locate close to the airport to take advantage of its passengers and airfreight services. Such employment uses include offices, industry, warehousing, leisure, entertainment and conference facilities. Harlow, because of its excellent transport links to both Stansted Airport and central London, is an ideal location for such development; whilst in turn it offers the town a much-needed source of, and opportunity for, further economic regeneration and employment.

CHAPTER 8 – TRANSPORT

8.1 Objectives

1. To reduce the adverse impact of transport on the environment.
2. To meet the economic and social needs of the District.
3. To decrease traffic created by new development by providing or funding a choice of transport modes, integrating land use planning and locating development in accessible areas that would create the least traffic.
4. To raise awareness and encourage alternative and more sustainable forms of transport to the private car.
5. To improve mobility and accessibility for all members of the community; promoting initiatives to reduce the need to travel, locating development in or near to the hatches and neighbourhoods to obtain the best possible use from public transport, pedestrian and cycle networks.
6. To improve user safety and personal security.
7. To integrate transport strategy with development plan policies and proposals.

8.2 Introduction

- 8.2.1 The Transport objectives, policies and proposals of the Local Plan complement the Government's policies for transport and the policies in RPG9, including the PAER status, and interpret them at a local level. They are also closely associated with the Structure Plan and the Local Transport Plan – Harlow Area Transport Strategy (HATS).
- 8.2.2 HATS sets out the contribution that Harlow aims to make to the targets set out in the Essex County Council Local Transport Plan, and to the national target of achieving a sustainable and integrated transport system at a local level, so that a more sustainable balance is created between all modes of transport, private and public, whilst not restricting the ability to travel.
- 8.2.3 The Local Plan contains the land use policies to underpin proposals contained within HATS which directly involve the development or use of land or have land use implications. HATS contains policies, objectives and initiatives for the period 2001-2005.
- 8.2.4 Regional investments and issues which will have transport impacts within the plan period are the West Anglia Route modernisation, any expansion at Stansted Airport and any outcomes from the London-Stansted-Cambridge Study and London-South Midlands Multi Modal Study. The London to Ipswich Multi Modal Study (LOIS) proposed:

- a) A new rail link between Chelmsford and Epping via Ongar with links to Stratford and possibly Cross Rail 2 at Kings Cross;
- b) A rail link via Harlow/Sawbridgeworth to Stansted Airport;
- c) The A414 to Dual 2 Standard between A12 and Harlow.

8.3 Local Transport Plan Strategy for Harlow

- 8.3.1 In order to improve the transport network in Harlow the 'Local Transport Strategy' has been developed, and adopted by the Council. This lists a programme of policies, objectives and initiatives for the period 2001-2005. This document is closely linked to, and complements, the Local Plan.
- 8.3.2 The Strategy identifies four corridors and details the improvements to be made in each of them. This includes measures to improve public transport, cycling and walking facilities, complemented by demand management and accident reduction measures. These measures and identified corridors are in the 'Harlow Area Transport Strategy'.

8.4 Reducing The Need To Travel

- 8.4.1 Transport demands have grown considerably in Harlow over the life of the Local Plan Adopted in 1995, and these demands will increase with new developments proposed as part of this Local Plan. Recent changes in the Government's attitude to transport were set out in the White Paper "A New Deal For Transport: Better For Everyone" in July 1998. This moved the emphasis away from the road building programme, and accommodating the needs of the private car in new developments, to a more integrated and sustainable approach.
- 8.4.2 It is essential for reasons of economic prosperity and the environment that there is multi-modal accessibility to new developments generating the equivalent of 50 passenger car units or more during the peak hour, this constitutes a major generator of travel demand. This policy complements other policies in the Local Plan for development to be located in accordance with the sequential test.

EXPIRED

T1

The sustainable transport strategy will continue to be developed and implemented. The demand for travel needs to be managed and integrated with land use planning. Therefore planning permission for new developments that are major generators of travel demand will only be granted if the development is located in existing centres, or in other locations that are well served by public transport and accessible for people walking and cycling or provides funding for public transport.

8.5 Promoting Accessible Development

- 8.5.1 The access needs and transport implications of all development proposals will be fully considered. They should make adequate provision for the access requirements of all prospective users, in addition those modes of travel should be promoted which minimise environmental impact and promote social inclusion, which means giving greater priority to walking, cycling, public transport and meeting the needs of disabled people.
- 8.5.2 The modal hierarchy in Policy T2 will be used to ensure that all decisions consider their effect on walking, cycling, etc. in a development's layout and design and that priority is given to higher ranking modes (e.g. pedestrians and disabled people) where appropriate, and particularly if all modes cannot be satisfactorily accommodated.

EXPIRED

T2 New development should be accessible by all forms of travel with complete integration with existing transport networks, including provision for disabled people, pedestrian and cycle routes, passenger transport and road traffic. The Council will require barriers to movement between new development and adjacent areas to be reduced through good design and layout, particularly for walking and cycling, and will consider the needs of different types of transport in relation to the ranking in the following modal hierarchy:

1. Pedestrians and disabled people;
2. Cyclists;
3. Public transport users, including trains, buses, coaches and taxis/private hire vehicles;
4. Powered two wheeled vehicles;
5. Rail freight;
6. Commercial business users (including deliveries and heavy goods vehicles);
7. Car borne shoppers and visitors;
8. Car borne commuters.

8.6 Transport Impact Assessments

- 8.6.1 For major developments which will create a significant increase in the demand for travel a "Transport Impact Assessment" (TIA) will be required. This should explain how the proposed development contributes to the objective of reducing the need to travel, and encourage a greater proportion of trips to be made by

sustainable means of transport. The scope and content of TIA's will vary according to the location, nature of the proposed development and its impact on the transport network. TIA's will generally be required for developments generating the equivalent of 50 passenger car units or more.

- 8.6.2 The Structure Plan requires Local Plans to assess the wider cumulative effect of existing and committed development on the environment and the multi-modal capacity of the transport system. This is achieved through HATS, the Environmental Appraisal and other policies in this Local Plan.
- 8.6.3 Where appropriate the Council will negotiate with developers to secure contributions to either on or off-site transport improvements. This can include improvements and new connections to the cycleways/footpath network, public transport infrastructure, interchange facilities, new bus services, telematics, and improvements to the highway including highway verges. Contributions should be related to measures that meet the objectives of the HATS package.

T3 Applicants for all major developments which will generate the equivalent of 50 passenger car units or more per hour will be required to produce a comprehensive Transport Impact Assessment which effectively demonstrates:

- 1. How and to what extent the development will minimise the duration and number of journeys;**
- 2. How the development will encourage a greater proportion of journeys to be made by modes other than the private car;**
- 3. How movement generated by the development can be accommodated on the surrounding transport network;**
- 4. How the transport needs of the development can be accommodated whilst maintaining or improving road safety and the surrounding environmental conditions for the local community.**

Where significant impacts are identified, development will be refused unless measures to reduce these impacts to acceptable levels are provided.

8.7 Green Commuter Plans

- 8.7.1 In April 1999 the Council adopted an interim policy statement for "Green Commuter Plans" (GCP), which sets out a package of measures to minimise the negative impact on the environment of travel to and from the workplace. This statement is now included in the Local Plan as policy. PPG13 states that Travel Plans that deliver sustainable transport objectives should be submitted

alongside applications, this applies to developments falling into the categories in the policy. This is also a key initiative within HATS. Guidance on the measures in a GCP will be set out in Supplementary Planning Guidance.

- T4 Applicants will be required to produce a Green Commuter Plan for all applications for planning permission for both new and expanding employment generating developments as follows:**
- 1. Development at which 30+ staff will be employed;**
 - 2. Extensions to existing car parks by 10+ parking spaces;**
 - 3. Extensions of existing premises that would result in 10+ extra staff being employed and an overall staff of 30+ being employed;**
 - 4. Other instances where the location and/or nature of the development are particularly sensitive.**
- In cases of speculative or outline developments a planning condition will be imposed, requiring businesses to submit and agree their Green Commuter Plan prior to occupation of the site. Developers may be expected to enter into a legal agreement to ensure that the measures in the Green Commuter Plan are implemented. The aim is to ensure the delivery of sustainable transport objectives.**

8.8 Design in Reducing the Need to Travel

- 8.8.1 The length and number of trips can be reduced through the use of design. Good layout in the form of urban structure and landscape can enable easy access to local facilities e.g. by avoiding impermeable cul de sacs, and by encouraging people to walk or cycle as an alternative to the private car. Development will be encouraged to use measures that reduce the dominant environmental impact of the car in areas that are well served by means of travel other than the car.

EXPIRED

- T5 Development proposals with innovative layouts and mixed land uses that reduce the length and number of journeys undertaken by the private car will be granted planning permission.**

8.9 Cycling and Walking

- 8.9.1 Harlow is ideally suited to cycling and walking, it is a compact urban area, and has an extensive cycleway and footpath network. It is estimated that 40% of

journeys to work in Harlow currently made by car are less than 3km in length, many of these could easily be made by bicycle or on foot. It is the Council's intention to promote walking and cycling especially for journeys of shorter distances, as the most environmentally friendly way to travel, as a leisure activity and to improve people's health. Within HATS the targets in the National Cycling Strategy have also been adopted.

8.9.2 Cycling and walking will be promoted as an alternative to using the car by:

- The provision of a safe and convenient network of cycle and pedestrian routes linking homes, workplaces, community facilities and transport interchanges;
- Safeguarding and improving the existing public rights of way and cycleway networks and making major destinations more accessible for walkers and cyclists;
- New development will be required to make convenient and safe provision for cyclists and pedestrians, including consideration to the provision of new footpaths and cycleways adjacent and within any site, particularly near principal or secondary routes; and connection of the development to the existing public rights of way and cycleway network where necessary;
- The need for related facilities will also be considered, including adequate lighting and using junctions priority and other traffic management measures to improve conditions for cyclists and pedestrians;
- Passenger transport companies will be encouraged to accommodate cycles on trains and buses, provide good access, secure cycle parking facilities, and provide information and sign posting on the cycle networks at public transport interchanges.

8.9.3 Cycling is more likely to be the preferred method of travel where there is adequate provision for cyclist facilities and to safely secure bicycles.

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|-----------|---|
| T6 | <p>New developments including redevelopments, changes of use and town centre and transport interchange improvements will be required to provide:</p> <ol style="list-style-type: none">1. Appropriate safe, direct cycleways within the development;2. Where appropriate, contributions to improve and develop cycleways serving the development;3. Where appropriate, links to the existing cycleway network;4. Safe, secure and convenient cycle storage in accordance with the "Adopted Vehicle Parking Standards";5. Where appropriate, other facilities for cyclists such as employee showers, lockers and information and maintenance points. |
|-----------|---|

8.9.4 Extensions to the existing cycleway network are proposed in HATS.

T7 The following improvements will be made to the cycle network within the Local Plan period, as indicated on the Proposals Map:

Ref. No.	Cycleway
T7/1	Town Centre Cycleway
T7/2	Southern Way Cycleway
T7/3	Edinburgh Way Cycleway

8.10 Passenger Transport

- 8.10.1 The Council recognises the important role public transport plays in meeting the demand for travel, reducing traffic congestion and improving the environment. Its direct role in the provision of passenger transport services is very limited, however measures that will increase the use of bus and rail, or improve services, will be supported and encouraged.
- 8.10.2 A “Quality Bus Partnership” is being developed in HATS. The objectives of this partnership are to identify quality bus corridors, determine infrastructure, service and vehicle improvements, consider demand management measures required to complement any improvements, identify funding responsibilities, programme works, and implement and review proposals. The strategy for buses is to improve their speed and reliability through the use of express bus routes, and priority at traffic signals and junctions.
- 8.10.3 Passenger facilities at transport interchanges are to be improved. The development of the Bus Terminus as a key transport interchange to provide an attractive sheltered area for passengers is a high priority. Proposals to improve Harlow Town Railway Station include improved station facilities, priority for buses, pedestrians, cyclists and passengers, improved passenger information, cycling facilities, access and facilities for disabled people, and parking. Harlow Mill Station requires improvements to create safe and attractive passenger facilities. The wider use of CCTV, design initiatives and other measures to increase personal safety at all interchanges will be encouraged.
- 8.10.4 Developments will be required to make appropriate provision for rail, bus and taxi use and should take account of the need for wider improvements to passenger transport. If a development is to be served by public transport, the Council will negotiate with the developer or impose conditions on any planning permission to secure adequate provision for access and facilities. A safe, reliable and convenient network of passenger transport services, which meets the needs of the community and encourages social inclusion, will be promoted in partnership with transport agencies and operators. The Council will seek improvements to public transport facilities when major new developments as defined for TIA are proposed and ensure public transport is provided at the early stages of such schemes. This will benefit Harlow and can act as a catalyst to

attract further business. The access to any new developments by public transport should also be as convenient as possible to encourage use.

8.10.5 Particular priorities will include:

- Raising the standard of accessibility to passenger transport services through the better design of infrastructure;
- Introducing measures such as bus priority;
- Improved passenger transport co-ordination and integration;
- Improved interchange facilities for passengers;
- Improved responsive time tabling and service reliability;
- ICT investment;
- Raised awareness and an increase in the availability of information.

T8 The Council will secure the provision of adequate public transport access and facilities at major developments by means of negotiations with developers and/or the imposition of conditions on planning permissions.

These negotiations and/or conditions will ensure that access improvements and facilities are provided at an early stage of the development process, or as otherwise identified through a Transport Impact Assessment.

8.11 Vehicle Parking

8.11.1 Government Policy as set out in PPG13 (Transport) requires development plans to set maximum levels of car parking for broad classes of development which will encourage sustainable transport choices and promote development in locations which are well served by public transport, walking and cycling. The PPG encourages the adoption of more rigorous parking standards where this is considered appropriate. The parking standards for Essex have been reviewed, with a view to reducing the level of parking provision for new developments in general, especially on sites that are readily accessible by public transport and modes of transport other than the car. This aims to support and encourage sustainable transport choices. The standards adopted in the RHLP are derived from the Essex Vehicle Parking Standards.

8.11.2 To allow for flexibility in car parking provision the Council will encourage developers of town centre sites and other appropriate locations to enter into agreements, either for the provision of their non-operational car parks in publicly controlled car parks, or for commuted payment for reductions in car parking provision to provide for other schemes in HATS.

8.11.3 The provision of adequate parking for the needs of disabled people is essential as part of developments. Also required are facilities for motorcycles. Parking for disabled people and for two wheeled powered vehicles shall be in accordance with the adopted "Essex Vehicle Parking Standards". Other facilities shall be considered, such as lockers, information and maintenance points (which may be shared with cyclists).

T9 **Vehicle parking for new developments shall be provided in accordance with the adopted Vehicle Parking Standards. These Standards are expressed as a maximum, and justification will be required for the amount of car parking proposed on the basis of operational needs and, if applicable, a Green Commuter Plan.**

Where the amount of on-site car parking can be reduced, a contribution may be sought by negotiation from developers for use on schemes within the Harlow Area Transport Strategy.

Adopted Vehicle Parking Standards are included at Appendix 2.

8.12 Road Planning

- 8.12.1 PPG13 states that local authorities should include in the Local Plan all schemes in the published trunk road programme, giving an indication of their priority and timing where known, and also states that abandoned road schemes should be listed. The Structure Plan does not identify any planned improvements to the primary route network within Harlow.
- 8.12.2 The regional 'London Stansted Cambridge Study' has identified that the re-routing of the A414 is important as part of the regeneration of Harlow. This in principle is supported by the Council but is subject to any alternative route being environmentally acceptable and having proven economic and community benefits. It is unlikely that such a scheme will be programmed within this Local Plan period up to 2011.
- 8.12.3 Including the A414 and related issues, major new highway improvement will not generally be permitted, except where it is essential for regeneration of the town, related to major development or comprehensive redevelopment, or to assist a package of transport and environmental improvement measures. In such cases their environmental and community impact must be acceptable. Minor highway improvements will be carried out to improve road safety, access for all modes of transport, and the environment. Where highway improvements are required by new development the works should be funded by the developer.

EXPIRED

- T10 Highway construction and improvement proposals will be considered as follows:**
1. Proposals for major new highway and improvement schemes will not be permitted, except where they are essential to facilitate major new development, the regeneration of Harlow or comprehensive redevelopment as part of a package of transport and environmental measures which have taken into consideration the environment and community impact;
 2. Where they implement measures to support passenger transport, cycling, pedestrians and improve road safety; or support environmental improvement schemes;
 3. Where minor highway improvements will be implemented to improve road safety, improve conditions for pedestrians, cyclists, disabled people and passenger transport, and improve the environment of the town.

- 8.12.4 In new developments although the aim is to minimise car usage, for safety and to reduce impact on adjacent roads, suitable new access roads to the main highway are required to be provided by the developer.
- 8.12.5 The new road link for Newhall to the A414 is indicated on the Proposals Map. This route is indicative until detailed proposals are submitted for the development at Mark Hall School which will then identify the exact line of the road.

T11 A link road from Newhall to the highway network, the A414, is required.

8.13 Traffic Calming and Management

- 8.13.1 Traffic calming has been used in an effort to achieve a better environment for many residential areas in the town. Its benefits include a reduction in accidents, traffic noise, and through traffic, and it therefore encourages walking and cycling. Throughout the District, the introduction of additional traffic calming measures will be supported.
- 8.13.2 The Council wishes to support appropriate measures to relieve congestion in Harlow. Measures such as the allocation of bus lanes, bus priority measures, cycling and walking facilities especially at junctions will be encouraged. Other measures such as junction improvements, road widening and dualling could be considered if appropriate.
- 8.13.3 In many medium and high-density residential areas cars dominate the streets creating a hostile, often dangerous community environment where people are

discouraged from using the street for anything other than a car park. The Council has in the past improved environments through the 'New Streets' scheme, but now the government and council are welcoming a newer initiative called 'Home Zones'. This is an initiative where a street or group of streets is redesigned so pedestrians have priority and cars travel at little more than walking pace. Drivers are forced to drive slowly by features such as speed tables, road pinching, trees and bushes and extended pavement areas where people can sit and children can play. The design guidance is set out in the "Essex Design Guide for Residential and Mixed Use Areas." The creation of 'Home Zones' will be encouraged in consultation with the local community, with the aim to change the way that streets are used and to improve the quality of life in residential streets by making them places for people, not just for traffic."

EXPIRED

T12 Where practicable, new highways will be required to incorporate traffic calming and other traffic management measures.

8.14 Freight

- 8.14.1 Most of the freight carried through Harlow is taken by road; this is associated with problems of pollution, noise, vibration, and an increase in the demand for road space. PPG13 advises that the carriage of freight by rail or water rather than by road should be encouraged if it can provide a viable alternative.
- 8.14.2 Harlow is fortunate in that it is served by a railway which is adjacent to one of the town's major employment areas. Wherever there is a viable alternative to road based transport, sites for freight handling should be in locations that are well served by both road and other means of transport. Notwithstanding, it is likely that in the foreseeable future the majority of freight will be carried by road, and development which attracts significant amount of freight should be located where they have ready access to the Primary Route Network (A414), as specified in the Economic Regeneration Chapter.

- T13** The movement of freight will be provided for as follows:
1. Development with significant freight or goods movement should be located where there is the potential for rail access. Otherwise, such development should be located where there is ready access to roads higher in the road hierarchy and where heavy goods vehicles are less likely to affect the surrounding area;
 2. Existing and potential rail freight facilities are to be safeguarded, particularly if adjacent to or near the existing rail network.

- 8.14.3 There are limited opportunities in Harlow to achieve new rail freight facilities. In order to meet the requirements of PPG13 these facilities need to be safeguarded. Harlow has an existing rail freight site at Harlow Mill which is safeguarded to ensure the opportunity to provide rail freight facilities in the future. Investment in new infrastructure will therefore be encouraged. Operational redundancy can only be taken into consideration if another potential site can be identified.

T14	The existing railway sidings at Harlow Mill are allocated, and thereby safeguarded for future use as a Rail Freight Facility.
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CHAPTER 9 – LEISURE AND CULTURE

9.1 Objectives

1. To ensure that adequate land and water resources are allocated both for organised sport and for informal recreation.
2. To give the opportunity to all the people of Harlow to make full and enjoyable use of their leisure time through providing a comprehensive range of social, recreational and cultural development sites.
3. To have regard to the community's needs for recreational facilities, the current levels of provision and deficiencies, and to resist pressure for the development of open space which conflicts with the wider public interest.
4. To ensure that wherever possible leisure and recreation facilities are made accessible to everyone including disabled people and those reliant on public transport so to ensure social inclusion.

9.2 Introduction

- 9.2.1 Harlow has traditionally been regarded as having a good range of leisure, cultural, sporting and recreational facilities. Both the demand and pattern for provision is changing and there are a number of important issues that need to be addressed. Some of the original facilities have been serving the town for over 40 years and are in need of improvement.
- 9.2.2 The term leisure covers a range of activities, including indoor and outdoor sports and recreation, entertainment and cultural activities. These activities increasingly have significant land use implications. As the amount of leisure time people have increases, the demand for leisure facilities will grow. This provides benefits through greater choice of leisure, encouraging an active and healthy community.
- 9.2.3 The Harlow Sports Partnership (HDC, Harlow & District Sports Trust, Harlow Recreation Trust and Harlow College) was formed in 1997 to look at sport and recreation in the town. In October 1998 after considerable consultation, a Draft Summary Sport and Recreation Strategy (DSSRS) was published. This looked among other things at the current level of provision and resources for sport and recreational facilities, and the perceived needs of various groups and individuals in the town for new facilities. The Draft Strategy raised a number of issues with land use implications.
- 9.2.4 In October 2001 The Harlow 2020 Partnership consulted on the "State of Play", which looked at current sports provision in the town and made proposals for the future. The outcomes of the consultation are included in the draft Harlow 2020 Vision, the Cultural Strategy and the Local Plan. Good quality, sustainable facilities are required for the regeneration of the town and improvement to the

town's image, however, many of Harlow's facilities are dated and in need of capital investment, to increase participation rates and levels of performance. So far the artificial turf pitch at Passmores School has been completed and planning permission given for an indoor tennis centre at the Latton Bush Centre.

- 9.2.5 The "State of Play" identified the need for appropriate facilities for athletics, wheeled sports, football, tennis, rugby, swimming and outdoor pursuits, and these are specifically addressed in this Local Plan. There is also the need to consider facilities for the following sports: angling, athletics, archery, badminton, basketball, boxing, bowls, cricket, fitness, golf, gymnastics, horse riding, ice skating, martial arts, netball, squash, shooting, table tennis, trampoline, volleyball, weightlifting and wrestling.
- 9.2.6 One of the established design principles of the town is its Green Wedges. These, together with other areas of internal open space in the town, have enabled playing fields and other recreational facilities to be distributed so they are easily accessible to every home. This makes these areas very important for casual recreation. This chapter covers policy for "internal" open space not the spaces within the Green Wedge or Green Belt that are of particular value to the community. These are protected by the Green Wedge or Green Belt policies so individual sites that are of particular value to the community do not need to be individually identified in a policy or on the Proposals Map.

9.3 Playing Fields

- 9.3.1 Harlow has a high proportion of open space compared to its built-up area. This includes 159ha. of public open spaces, 26ha. of recreation grounds, 58ha. of public playing fields, 11ha. of playgrounds, 83ha. of principal parks and 134ha. of woodlands. This is necessary due to relatively high densities and very little vacant or underused land in the housing areas. Demand for housing, employment and other needs such as formal leisure facilities, create pressure to put open space to alternative uses. This produces conflict with both the design principles of the town and the need to use open land for recreational purposes. Any proposal for new sport and recreational facilities that require built development will have to be balanced against these competing pressures.
- 9.3.2 PPG17, Planning for Open Space, Sport and Recreation (July 2002) reflects the policy objectives for open space, sport and recreation to deliver:
- a) Networks of accessible high quality open spaces and sports and recreation facilities which meet the needs of residents and visitors, are fit for the purpose and economically and environmentally sustainable;
 - b) An appropriate balance between new provisions and the enhancement of existing provision;
 - c) Clarity and reasonable certainty for developers and land owners in relation to the requirements and expectations of local planning authorities in respect of open space and sport and recreation provision.
- 9.3.3 PPG17 makes it clear that to achieve these outcomes depends upon undertaking local assessments of need and audit of provision. It is recognised

that local authorities may already have planning policies based on existing studies and that there is no point in discarding them before new assessments are carried out.

- 9.3.4 The Council's Leisure Services have carried out a playing pitch assessment for the Harlow District, which looked at the level of supply and demand, and use and distribution of pitches. The findings of the report identify the demand needs and current supply of pitches provided for football, cricket, rugby union, hockey, outdoor bowls and tennis. The full results are contained in the Harlow Playing Field Assessment 2001-2011. The analysis provides only a snap shot of the town's changing provision, but can be used as a basis to examine the playing fields in Harlow. The qualitative aspect of the playing pitches and their facilities is not incorporated in the supply side analysis of the report. An assessment is being undertaken in accordance with the requirements of PPG17, and conclusions on the Playing Field Assessment will determine the future of playing fields provision in Harlow. The details will eventually be set out in supplementary planning guidance after the appropriate consultation has taken place.

- L1 Planning permission will not be granted for development which will result in the loss of all, or any part of a playing fields, unless:**
- 1. It can be demonstrated that there is an excess of playing fields in the locality; or**
 - 2. A replacement playing field or fields of equivalent or better quantity and quality is to be provided in a suitable location; or**
 - 3. Any proposed development for an indoor or outdoor sports facility is of sufficient benefit to the development of sport to outweigh the loss of the playing field(s); or**
 - 4. The development only affects land that is incapable of forming a playing field or part of a playing field; or**
 - 5. The proposed development is ancillary to the use of the playing field.**

9.4 Open Space and Playgrounds/Play Areas

- 9.4.1 An assessment is being undertaken in accordance with the requirements of PPG17. The details will eventually be set out in Supplementary Planning Guidance after the appropriate public consultations. Open space should be provided in all new residential developments over 10 dwellings. This will then be applied flexibly, taking into account local provision of open space and the circumstances of the development. If it is not possible to provide open space on site, alternative provision off-site may be acceptable to the Council. A commuted sum is required for the maintenance costs for open space and recreational facilities that are principally for the benefit of the development.

- 9.4.2 Newhall is the major residential development in the town, therefore it is especially important that the appropriate provision is made in accordance with PPG17 assessment and that these are clearly identified in the Master Plan.

- L2 For new development all the following provisions will be sought:**
- 1. In residential developments of more than 10 dwellings public open space and inclusive playgrounds/play areas are required to be provided;**
 - 2. In exceptional circumstances an off-site contribution to the provision of open space/playgrounds may be considered where it is not possible to provide on-site due to the circumstances of a development, or if there are particular deficiencies in open space in the surrounding area, the Council may seek variations in the component parts of the provision to overcome them;**
 - 3. Open space/playgrounds should be offered for adoption by the Council, with an agreed commuted sum for maintenance, or be subject to community management arrangements for a period of ten years from first provision.**

9.5 Retaining, Improving and Developing Recreational, Leisure and Sports Facilities

- 9.5.1 In order to maintain and enhance standards of sport and recreation provision in the District existing facilities should be retained and improved wherever possible, and further provision encouraged. Exceptions to this may be considered if the redevelopment of an existing facility would result in the provision of an improved facility in the District or a location convenient to Harlow.

- L3 For proposed developments that will result in the net loss of all or part of any sports, leisure or recreational facilities, planning permission will only be granted if:**
- 1. It can be demonstrated that the facility is surplus to requirement and an alternative replacement facility is not required; or**
 - 2. Such a development will be ancillary or support and /or enhance the existing facility; or**
 - 3. The whole or part of the facility cannot be used to redress deficiency of other leisure provision within the locality; or**
 - 4. Suitable replacement facilities are provided elsewhere in an agreed location within or convenient to Harlow.**

- 9.5.2 PPG17 (Planning for Open Space, Sport and Recreation) indicates that priority will often have to be given to intensive forms of provision, such as multi-sports provision with indoor and outdoor facilities, which will help meet the demand for sport facilities while reducing pressure on open space. Factors that need to be taken into account include local environment and amenity, proximity to public transport, access for the disabled people, traffic and parking, and the relationship to existing open spaces and grass pitches.
- 9.5.3 PPG6 (Town Centres and Retail Developments) advocates a sequential approach to be taken when selecting sites for leisure development. This means preference should be given to town centre sites, followed by edge of centre sites, and lastly out of centre sites accessible by a range of transport. It is considered that the location of new leisure, cultural and recreational facilities in central areas add to their vitality and viability. Central locations are also generally better served by public transport.

L4 Applications for new sports, leisure or recreational facilities must be supported by an analysis demonstrating that a sequential approach to site selection has been applied in accordance with policy SD3, and that no alternative site is available higher in the sequence.

9.6 “Wet and Dry” Sport and Recreation Centre

- 9.6.1 A main recommendation of the DSSRS and “State of Play” is that the Harlow Town Pool and the Sports Hall at Harlow Sports Centre should be replaced by a centrally located “wet and dry” sport and recreation centre.
- 9.6.2 The Council has resolved to grant outline planning permission, subject to legal agreements, for a new leisure centre on the southern section of the existing sports centre site, with new housing on the northern section of the site. It has been indicated that the new centre could accommodate; main sports hall; events/exhibition/community arts hall; 8 lane 25m swimming pool; separate learner/therapy pool; indoor and outdoor tennis courts; squash courts; outdoor multi games area; health and fitness facility; kids club and crèche; learning zone and homework clubs; a healthy living zone for health education; alternative therapy; the arts etc; sports shops; health food; and bar/restaurant facilities. However, there is the opportunity to provide a “wet and dry” sport and recreation centre close to the Town Centre and public transport at a site adjacent to the College. The site has been allocated for the proposed “wet and dry” sport and recreation centre adjacent to the College for the replacement leisure facilities from the Sports Centre and swimming pool which are now allocated for housing.

- L5** A site adjacent to the College as shown on the Proposals Map has been allocated for a “wet and dry” Sport Centre.

9.7 Football Stadium

- 9.7.1 The proposed redevelopment of Harlow Sport Centre involves using the land currently housing the football stadium and Harlow Town FC. It is proposed to relocate the football club in a new purpose built stadium at Barrows Farm in the Pinnacles. Facilities should be built and operational before the redevelopment of the existing facility.

EXPIRED

- L6** A football stadium is allocated at Barrows Farm on Roydon Road. Adverse environmental impacts, where identified, should be minimised.

9.8 Athletics

- 9.8.1 The current athletics track at the Sport Centre is in poor condition and will need to be replaced once the site is developed. A new facility, to be used by both schools and local athletes, is proposed at Mark Hall School.

EXPIRED

- L7** A new athletics track and associated facilities are proposed at Mark Hall School. Any proposal should be built and operational before the development of the existing site.

9.9 Rugby Club Ground

- 9.9.1 Harlow Rugby Club has outgrown their existing site at Ram Gorse and has been seeking relocation for sometime. The club requires additional pitches to cater for more juniors, mini rugby, women’s rugby, training, tag rugby, increased car parking, a fenced ground, and a new clubhouse. Green Wedges are recognised for their valued character and amenity, however formal sports uses have always been integrated as part of Harlow’s sport, leisure and recreation provision. A suitable alternative site for a Rugby ground, to meet the growing needs of the club will be sought.

9.10 Indoor Tennis Centre

- 9.10.1 There are 13 public tennis courts in the town. There are also courts at Harlow Tennis Club, the Sport Centre, schools, and social and community association sites. The major issue is the need for an indoor facility. The feasibility of this facility at the redeveloped Sport Centre should be considered. Planning permission has been given for such a development at the Latton Bush Centre. The provision of indoor tennis facilities as part of a developed sports centre or in an alternative, appropriate location is encouraged.

9.11 Wheeled Sports

- 9.11.1 Wheeled sports are very popular; these include cycling, BMX, mountain biking, roller-skating, roller-blading, roller hockey, scooters, skateboarding and go-karts. Development or change of use to create a new facility, particularly located indoors, is required. The Harlow Velodrome was developed for offices in the early 1990's, it has proved very difficult to identify an acceptable site for the location of a new facility within the town. Any new facility should aim to be multi-purpose for many types of wheeled sports. Although an indoor multi-use facility is sought, this may be difficult to provide so outdoor facilities are acceptable to help meet this sport deficit.
- 9.11.2 The Road Safety Centre in Edinburgh Way may come available, as with computer simulations actual road layouts are no longer necessary. This would provide an opportunity for this type of sport as road layout could be adapted for such purposes. There are some buildings on site which could be redeveloped or adapted to provide indoor facilities to support these sports. The location is also close to the water centre so there may be some supportive synergy between these facilities.

EXPIRED

L8

The Road Safety Centre is allocated as a leisure site for the provision of a multi-use facility for a wide range of wheeled sports.

9.12 Local Recreation Provision

- 9.12.1 There is a need to enhance the pattern of town wide recreation provision. At Mark Hall School greatly improved facilities for the school and the surrounding expanding community are proposed as part of the school's bid for specialist sports college status. Other proposals include a multi-use leisure provision at the Church Langley Park by the local Youth Provision group. New indoor facilities in Katherines and Potter Street were proposed in the 1995 Adopted Local Plan but never built, it is not proposed to include them in this Local Plan.
- 9.12.2 To ensure the requirements of PPG17 are met suitable replacement sports and recreational facilities are required. An area of land in the Green Wedge, north of Newhall and south of Gilden Way, has been allocated for such facilities. The

replacement leisure buildings are to be located on the previously developed land within the Green Wedge. The provision of suitable separate facilities, if appropriate, of the replacement sports and recreation facilities such as playing fields, cricket pitch, tennis court, playground equipment, changing facilities and club house are required before the employment development commences on the land and buildings that are in active leisure use.

L9 New sports and recreation facilities are allocated at the following sites:

Ref. No.	Allocated Sport Centre
L 9/1	Mark Hall School, an eight-court badminton hall with health and fitness provision, and an artificial turf pitch.
L 9/2	Church Langley Park, the multi-use provision of a community gym, extension to the existing tennis courts, a floodlit all weather playing surface, and a summer paddling pool/winter BMX and skateboard park.
L 9/3	Land to the north of Newhall is allocated for the provision of sport and recreational facilities.

9.13 Latton Farm

- 9.13.1 Latton Farm introduces farmland into the heart of the town, and the preferred use for the site is to continue as farmland. However, it is recognised that at some point it may become no longer viable for it to continue as a working farm, and an alternative use would have to be found. As the area is a Green Wedge in the centre of the built up area of Harlow, the future use would need to retain the open nature of the land and be opened up for public access.
- 9.13.2 Green Wedges are recognised for their valued character and amenity. However, formal sports uses have always been integrated as part of Harlow's sports, leisure and recreation provision. Reflecting its location, the future use would need to retain the open nature of the land and enable it to be opened up for public access.

L10 If the applicants demonstrate that the use of Latton Farm as farmland is no longer viable the only acceptable alternative use is playing fields.

9.14 Water Based Recreation

- 9.14.1 The River Stort and its navigation run along the town's northern boundary. This provides a number of leisure opportunities including walks, boat trips, and angling. Improvement of access to the River Stort and its environs for recreation will be encouraged where appropriate. Particular encouragement is given to the improvement, maintenance and inclusive accessibility of river/canal side walkways. The river and its floodplain are also important for wildlife and landscape value and any recreational use of the river should take this into account.

L11 **Proposals to provide improved access to the River Stort and its environs for recreation will be required to have regard to the conservation of existing wildlife habitats.**

- 9.14.2 The land east of Allende/Fifth Avenue and west of Burnt Mill Lane had been allocated as a site for leisure provision in the 1995 Adopted Local Plan. This was expanded by 'State of Play' that suggested that this site and the land west of Allende/Fifth Avenue could be turned into lakes for water based recreation, if minerals were first extracted from the area. However these sites are very environmentally sensitive, being an important part of the River Stort in terms of its ecological and landscape value and are designated Green Belt and a natural habitat site.
- 9.14.3 Following consultation with the Minerals Planning Authority (MPA), current need and demand for new mineral reserves cannot justify the excavation of the proposed site and therefore is no longer allocated as a leisure site. The site is designated as Green Wedge in the Natural Environment Chapter.

9.15 Allotments

- 9.15.1 There are 35 allotment sites in Harlow providing a total of 946 individual allotment plots, however the number of allotments in use is only 59% at 2002. This provides a current standard for allotment provision of 86.7 plots per 1000 population. This high standard of provision together with the low take up of allotments suggests that there should be a rationalisation of existing sites, and reduced standards of provision in new housing areas depending on local demand and allocation. The standards arising from PPG17 assessment will eventually be set out in supplementary planning guidance after appropriate public consultation takes place.

L12

The following will apply for the provision and allocation of allotments:

- 1. Where over-provision of allotments is apparent in an area, every consideration will be given to rationalising lettings. This land would be retained with the creation of wildlife habitats where appropriate. The value of allotments as a public amenity is recognised and to ensure their long-term protection the land would revert to allotment use should the demand increase;**
- 2. Where sites or part of sites are unsuitable for allotment cultivation, they will be permanently released either for open space uses or other uses compatible with the policies of the Local Plan and in consultation with local residents;**
- 3. New allotments will be provided as part of major new residential developments as appropriate. At Newhall the Master Plan will make appropriate provision for allotments.**

9.16 Public Rights of Way

- 9.16.1 The town's footpath network links residential areas, shopping centres, industrial areas and the open countryside. The network provides an informal recreation resource, especially those routes which form part of the Town Trail, the Heritage Trail, Forest Way, Harcamlow Way and the 40th Anniversary Trail. The fine woodland areas in Harlow also serve as valuable recreation areas, to which the public should have ready access. These and all other public rights of way provide an important sports, leisure and recreational resource that should be protected, enhanced and expanded ensuring the highest standards of design, accessibility and personal safety for all users.

L13

The existing network of definitive public rights of way within Harlow will be safeguarded.

New footpaths, bridleways and cycleways will be required as part of new developments, to link with existing routes outside and within the town's boundary, and to provide better access to the surrounding countryside and areas of woodland within the town. Proposals for new or the enhancement of existing public rights of way will be required to meet the highest standards of design, accessibility and personal safety.

9.17 Joint Provision and Dual Use

- 9.17.1 The joint provision and dual use of leisure facilities is an efficient use of land and resources and can also add to the range of facilities available. Harlow's schools, particularly at secondary level offer a wide range of facilities, ranging from swimming pools to gyms and outdoor sports pitches, which the wider community can use. The use and provision of schools, and facilities of local firms and sports clubs are particularly encouraged for multi leisure and cultural activities. The Council seeks the active involvement of the Sports Trust, Essex County Council, schools, voluntary organisations, individuals, and other public and private bodies, to operate in partnership to finance and provide new facilities, and offer joint use with the community.

9.18 Arts, Culture and Entertainment

- 9.18.1 The Council has always encouraged the arts in the town, particularly in the areas of theatre, museums, sculpture and the visual arts, and these activities are important to regeneration, employment creation and quality of life.
- 9.18.2 The Council has consulted on a Cultural Strategy for the town. The intention is to integrate cultural issues into the development plan and other Council strategies for the town, and express and realise a vision in response to the needs and aspirations of the local community. It will enable our cultural assets and services to be recognised and used to help boost the local economy; encourage regeneration and improve qualities of life. The need for specific new cultural and entertainment facilities may arise from this strategy. Facilities have improved by relocating the museum to a single site, and the need to expand the Play House has been identified.

L14 Encouragement is given to the provision of new cultural and entertainment facilities. In particular those which overcome specific deficiencies identified in the Council's strategy:

- 1. Applicants will be required to demonstrate that a sequential approach to site selection has been applied in accordance with Policy SD3, and that there is no alternative site available higher in the sequence. If the applicant fails to demonstrate that a sequential test has been applied, or if there is an alternative site available, planning permission will be refused;**
- 2. Applications which result in the loss of cultural and entertainment facilities will be refused, unless an appropriate alternative is provided, or the applicant has demonstrated that there is no longer a need for the facility.**

- 9.18.3 Efforts to improve the visual quality of the town by the provision of sculptures, murals, street decoration etc. are to be supported. Particularly through “Percentage for Art” schemes, whereby developers are required to put aside a percentage of the construction cost of a scheme to improve the aesthetic quality of the development.

L15	Public art through “percentage for art” and other schemes will be expected to be provided as part of development.
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9.19 Golf Courses and Large Scale Open Uses

- 9.19.1 The potential impact of golf courses and driving ranges is great, due to the large areas of land normally required, associated development, landscaping and traffic generation. There is limited opportunity for new golf courses within or adjoining the town. Any proposals should be located and designed to conserve the natural environment, and ensure harmony with their surroundings, particularly in relation to archaeological remains and conservation areas, and not result in the loss of high grade agricultural land. Proposals should have safe and convenient access by a choice of means of transport. The Essex County Council document “Guidelines for the location and design of Golf Courses and Associated Development” will continue to be used as supplementary planning guidance where appropriate.
- 9.19.2 It is possible that proposals may arise for other large scale uses of the countryside or the open spaces in the town, such as equestrian facilities. Development in areas designated as Metropolitan Green Belt and Green Wedges is regulated by their respective policies in the ‘Natural Environment and Natural Resources’ chapter. These apply to any proposed development for golf courses, golf driving ranges and other large open space uses. In addition to this any proposal should be considered against a range of other issues.

L16

Proposals for new golf courses and golf driving ranges, and any other large scale open space uses will be considered in relation to the Green Wedge and Green Belt policies and the following:

- 1. The use should be compatible with adjoining land uses, and with surrounding landscape character;**
- 2. The visual appearance of the area should be enhanced;**
- 3. The use should be easily accessible by a choice of transport modes and generated traffic could be accommodated in both physical and environmental terms;**
- 4. Uses will not be permitted which would damage or destroy high grade agricultural land, areas of landscape importance, sites of nature conservation importance, buildings or areas of historic and archaeological importance, or result in large scale new building in the Green Wedge or Green Belt, or in the loss of public rights of way.**

9.20 Rye Hill Park

- 9.20.1 Ryehill Park is currently under utilised and provides an opportunity to provide additional leisure uses. The site has previously been identified as suitable for bowling greens. However it provides the opportunity for additional leisure provision. Therefore, proposals for bowling greens and formal leisure provision will be supported at Rye Hill Park.

CHAPTER 10 – NATURAL ENVIRONMENT AND NATURAL RESOURCES

10.1 Objectives

1. To protect and enhance the character of the Green Wedges as a key design feature of the town.
2. To establish and maintain a defensible Metropolitan Green Belt boundary around Harlow.
3. To protect and enhance the character of the town's internal open spaces and the woodlands.
4. To protect and enhance sites of nature conservation or landscape importance and to promote a greater awareness of nature conservation issues.
5. To encourage biodiversity by conserving and enhancing existing wildlife habitats and to encourage new wildlife habitats.
6. To preserve and enhance the natural qualities such as landscape character of sites identified for development.
7. To provide opportunities for access to the District's countryside and waterways.

10.2 Green Wedge

- 10.2.1 Green Wedges are fundamental to the character of Harlow. The Master Plan sought to preserve the form of the original landscape and the natural features that gave the area its particular character, and the green areas were generally kept free of buildings and as natural and as broad as possible to avoid bricks and mortar merging into one vast area. The design contrasted landscape and groups of buildings, and agricultural land was projected into the town to bring rural life in contact with urban life.
- 10.2.2 The Adopted 1995 Local Plan identified the extent of Green Wedges for the first time, with policies resisting any development, and designating new Wedges. The Green Wedge policy has been successful, and the wedges are largely intact. It has received strong support from the public, as shown by the opposition to large scale development proposals, Local Plan related consultations, and the general support of over 90% of the population for the protection of green spaces in the Mori Poll.

- 10.2.3 Most of the Green Wedges boundaries have been maintained with small scale detailed amendments. Two large areas of Green Wedge have been allocated at Newhall and east of Allende/Fifth Avenue, and the Green Wedge boundary south of Harlow College has been altered to allow for the Wet and Dry sport facility.
- 10.2.4 Monitoring has shown that there have been a modest number of planning applications made in the Green Wedges, mostly for small scale development which do not have an adverse effect on the roles of the Green Wedge. Planning permission has normally been granted for these types of applications. The majority were school or sports related, others were community uses, statutory undertakers and householder applications.
- 10.2.5 Although there have only been a few large scale development proposals, which have usually generated considerable opposition, most development proposals have not been progressed once the prospective applicant has been made aware of the policy at the pre-application stage. In exceptional circumstances planning permission has been granted for a few developments.
- 10.2.6 The Green Wedge fulfils a number of roles which have been set out in policy NE1. In identifying these roles consideration has been given to the policy background, consultation responses, types of uses and character of the Green Wedge.
- 10.2.7 Policy NE1 seeks to protect the Green Wedge from inappropriate development and to identify the roles of the Green Wedge.

NE1 Green Wedges will be protected from inappropriate development. Permission will not be granted, except for small scale development proposals and the replacement of existing buildings which do not have an adverse effect on the roles of the Green Wedges which are identified below:

- 1. Providing a landscape design feature which is fundamental to the character of the town;**
- 2. Protecting and enhancing the inherent qualities of the landscape and keeping areas as natural as possible;**
- 3. Retaining the open character of existing uses and safeguarding the land from inappropriate development;**
- 4. Preserving sites of ecological value and maximising potential for biodiversity in Harlow;**
- 5. Separating neighbourhoods, housing areas and industrial areas;**
- 6. Preserving the setting and special character of a number of historic sites and areas;**
- 7. Contributing towards the amenities of local residents.**

10.3 New Green Wedges

- 10.3.1 The principles of the Green Wedge were established in the 1952 Master Plan and have been embodied in the Local Plan. New Green Wedges will be identified on the Proposals Map which fulfil several of the roles identified in policy NE1. The new Green Wedges shall be identified according to the following policy.

NE2 The following new areas of Green Wedge have been identified on the Proposals Map:

Ref. No.	Sites
NE2/1	At Newhall, the New Pond Spring Natural Habitat site forms the basis of a north-south Green Wedge linking Church Langley to Old Harlow.
NE2/2	Land east of Allende/Fifth Avenue and west of Burnt Mill Lane.

10.4 Metropolitan Green Belt

- 10.4.1 Harlow is situated in the Green Belt. The Adopted Plan of 1995 and subsequent Alterations in 1998 defined for the first time the areas of Green Belt within the district's boundary.
- 10.4.2 PPG2 states that the main aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. This is achieved by preventing new development unless it is for a defined 'appropriate use'. The essential characteristic of the Green Belt is its permanence and protection must be maintained as far as can be seen ahead.
- 10.4.3 PPG2 lists 5 purposes of including land in the Green Belt:
- To check the unrestricted sprawl of built-up areas;
 - To prevent neighbouring towns from merging into one another;
 - To assist in safeguarding the countryside from further encroachment;
 - To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 10.4.4 PPG2 lists the objectives for the use of the Green Belt:
- To provide opportunities for access to the open countryside for the urban population;
 - To provide opportunities for outdoor sport and outdoor recreation near urban areas;

- c) To retain attractive landscapes, and enhance landscapes, near to where people live;
- d) To improve damaged and derelict land around towns;
- e) To secure nature conservation interests; and
- f) To retain land in agriculture, forestry and related uses.

10.4.5 The Structure Plan Policy C4 requires Local Planning Authorities to undertake a review of inner Green Belt boundaries, including safeguarded land. It is therefore necessary to assess if there are any exceptional circumstances that would justify altering the Green Belt boundary within Harlow. The housing and employment land allocations from the Structure Plan can be accommodated within the district without a release of further Green Belt for development. Therefore, the Local Plan does not make any changes to the Green Belt boundary.

NE3 Within the Metropolitan Green Belt there is a general presumption against inappropriate development. Except in very special circumstances, planning permission will not be granted unless for:

- 1. Development required for agriculture and forestry;**
- 2. Essential small scale facilities for outdoor sport and outdoor recreation, for cemeteries and for other uses of land which fulfil the objectives of the Green Belt;**
- 3. Limited extension, alteration and replacement of existing dwellings;**
- 4. The reuse of existing buildings in accordance with Policy NE9.**

Development permitted under this policy should preserve the openness of the Green Belt and should not conflict with any of the main purposes of including land within it.

Development that is permitted must be of a scale, design and siting such that the character and appearance of the countryside is not harmed.

10.5 Extensions to Existing Dwellings within the Green Belt

10.5.1 Within the Green Belt the Council is concerned about the effects which extensions to houses can have on the appearance and character, both in itself and in relation to nearby buildings. The enlargement of existing dwellings also serves to reduce the supply of smaller dwellings suitable for the needs of first-time buyers.

- NE4 Planning permission will not be granted for extensions to existing dwellings within the Green Belt unless they are:**
- 1. Visually subordinate to the original building;**
 - 2. Designed to relate well to the existing building in terms of scale, size, design, siting and construction materials, following the design principles of the Essex Design Guide.**
- Modest extensions to small dwellings which are intended to provide kitchen, bathroom or amenities to meet the expectations of current living standards will be considered sympathetically.**
- The extension of the curtilage of a residential property onto adjoining agriculture or amenity land will not normally be permitted.**

10.6 Special Restraint Areas

- 10.6.1 The Local Plan identifies Special Restraint Areas (SRA) where land is protected until it is needed to meet future development needs. The Structure Plan identified the SRA north of Church Langley (Newhall) to meet development needs. This area has been committed for housing in this Plan.
- 10.6.2 Development may be required for the next plan period and Government advice in PPG2 is that Council's should provide some flexibility for future development. The land north of Gilden Way is therefore identified as SRA as safeguarded land between the urban area and the Green Belt to meet longer term development needs.
- 10.6.3 Following a re-assessment of factors including the Structure Plan, the Urban Capacity Study and Regional and Government Guidance. The results of the Urban Capacity Study, together with Local Plan allocations, indicate that the housing requirement could be met without building on the existing SRAs. Therefore it is not proposed to provide additional SRA on land to the east of Newhall as suggested in the Second Issues Report. It is considered that exceptional circumstances to justify changes to the Green Belt boundary to provide additional SRA do not exist at this stage. It is proposed to retain the existing SRA at Gilden Way. The major growth of Harlow suggested as a possibility in the Community Strategy could result in the subsequent development of the SRA.

NE5 The following Special Restraint Area has been identified on the Proposals Map:

Ref. No.	Sites
NE5/1	Land north of Gilden Way

There will be a presumption against development in the Special Restraint Area unless:

- 1. The development meets the Green Belt policy test, and does not prejudice the development of the site for longer term needs;**
- 2. The land is shown to be needed for development resulting from a review of this Local Plan.**

NE6 If a need is established to develop land identified as Special Restraint Area following a review of this Local Plan the following shall be taken into account:

- 1. A Master Plan incorporating a detailed landscape survey shall be prepared for the Special Restraint Area;**
- 2. At land at Gilden Way substantial Green Wedges shall be designated between the proposed area of development and Old Harlow and Churchgate Street and careful account should be taken of other considerations on the site.**

10.7 Internal Open Spaces

- 10.7.1 This is defined in the Local Plan as all open areas outside the curtilage of existing buildings and which are not Green Wedge, Metropolitan Green Belt or any other specified use. These open areas vary in nature from a small strip of landscaping next to the road/path to large areas of playing fields. They are mostly within housing areas.

NE7 Proposals for development on internal open spaces will only be permitted for:

- 1. Leisure and recreation uses;**
- 2. Community uses, including facilities for clubs and societies.**

Planning applications will only be considered for these developments which do not compromise the landscape principles of the town.

10.8 Agricultural Land

- 10.8.1 PPG7 advises that the best and most versatile agricultural land (grades 1,2,3a) is a national resource for the future and therefore weight should be given to protecting it from development. There are relatively few areas of Harlow still in agricultural use.

10.9 Agricultural Housing

- 10.9.1 The need for additional agricultural dwellings in the MGB is very rare, and proposals will be considered on their merits and against the criteria laid in policy NE8.

NE8	<p>Planning permission will be granted for new housing in the Metropolitan Green Belt for agricultural or forestry workers where the applicant can demonstrate all the following:</p> <ol style="list-style-type: none">1. That a genuine agricultural need exists;2. That no alternative accommodation can be suitably provided elsewhere;3. That there is a need for 24 hour per day worker attendance or supervision;4. That the need has not arisen due to severance or subdivision of a holding which has resulted in a new holding with no dwellings associated with it;5. That the site is satisfactory and well related to existing farm buildings or other dwellings;6. That the dwelling is of a size compatible with the established functional needs;7. That satisfactory access can be provided;8. The existing and future viability of an agricultural or forestry enterprise. <p>Where planning permission is granted, a condition restricting occupancy to people employed in agriculture or forestry would be imposed.</p>
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10.10 Re-use of Rural Buildings

- 10.10.1 Changes in agricultural practice have resulted in some farm buildings becoming surplus to requirements. PPG7 encourages re-use of existing buildings to diversify the rural economy and provide new enterprise and jobs.

NE9

The re-use and adapting of rural buildings for residential use will be granted planning permission if it is demonstrated that:

- 1. The building is worthy of retention because of its architectural, heritage or landscape value;**
- 2. There is no current or future potential for viable economic use of the building;**
- 3. Its conservation can be achieved without impact on the fabric and character of the building and without the need for unsympathetic changes to, or the introduction of features such as windows, door openings and chimneys;**
- 4. The building is located within or directly adjoining a group of other buildings;**
- 5. Associated domestic developments such as garages, stores, and play equipment are controlled.**

10.11 Accessible Natural Greenspaces

- 10.11.1 Lack of access to Accessible Natural Greenspace is an indicator of deprivation, and there are standards produced by English Nature that seek to ensure that everyone should have access to Accessible Natural Greenspace near their home.

NE10

Proposals are encouraged which create accessible habitat(s) that contribute towards achieving the Accessible Natural Greenspace standards stated below:

- 1. One Accessible Natural Greenspace within 300m of home;**
- 2. One 20 hectare Accessible Natural Greenspace within 2 kilometres of home;**
- 3. One 500 hectare Accessible Natural Greenspace within 10 kilometres of home.**

10.12 Countryside Management

10.12.1 The management of the countryside aims to improve access and provision for informal outdoor recreation to conserve wildlife habitats and natural resources, especially in sensitive locations, and to increase public understanding and respect for the countryside. Countryside management initiatives that enhance biodiversity, improve access or provide for informal outdoor recreation within Harlow will be supported.

10.13 Trees and Hedgerows

10.13.1 Many parts of Harlow have hedgerows of historic and ecological importance especially along highways and those which define old parish and farm boundaries. The Hedgerow Regulations aim to protect important hedgerows. Proposals therefore on sites with existing hedgerow(s) will be expected to retain, and if necessary, reinforce and extend the hedgerow(s) by the planting of native broadleaf species. Developers will also be expected to agree and fund an appropriate hedgerow management scheme with the Council.

10.13.2 Trees and woodlands play an important role in the environment. For an urban area Harlow is well provided with significant trees and woodlands which contribute toward providing a varied and attractive environment in the town. Trees in Harlow can be protected by a Tree Preservation Order made by the Council or Essex County Council. Anyone proposing to cut down, top or lop a tree in a conservation area is required to give six weeks notice to the local planning authority to give the authority an opportunity to consider making a Tree Preservation Order. Only in exceptional circumstances will the Council grant consent to fell a tree protected by a Tree Preservation Order, and the tree will have to be replaced. Consent is also not normally granted for lopping, topping or other works to protected trees unless essential to remove a hazard or ensure a tree's health.

- 10.13.3 In new developments the planting of new trees is encouraged and developers are expected to agree and fund an appropriate tree and woodland management scheme with the Council. Proposals that result in loss or damage to ancient woodland or are detrimental to trees in terms of ground compaction, root disturbance and loss of water will not be approved.

- NE11 In considering applications for development affecting trees or hedges the Council:**
- 1. May require a survey of the site and the trees and hedges concerned;**
 - 2. Will oppose the loss of trees and hedgerows of amenity value and wildlife importance;**
 - 3. Will serve Tree Preservation Orders to protect trees with public amenity value;**
 - 4. May impose conditions on planning permissions to ensure the retention or replacement of trees and hedgerows of amenity value or wildlife importance, and their protection during construction.**

10.14 Landscaping

- 10.14.1 In new development existing landscape features and wildlife habitats set out in Policy NE18 should contribute to the amenity of the area and wherever possible be incorporated within the design of the development.

NE12

Major development proposals shall be accompanied by a details of landscape features and wildlife habitats. Planning applications must include a landscaping scheme that indicates:

- 1. Measures to protect landscape features and wildlife habitats;**
- 2. Measures to enhance landscape features and habitats;**
- 3. Measures to mitigate against potentially adverse effects;**
- 4. Measures to compensate where damage is unavoidable;**
- 5. Measures for monitoring and a management scheme including funding to ensure the landscape is successfully established and maintained;**
- 6. New landscape proposals;**
- 7. Measures that address personal safety in the proposed landscape.**

Where the site is divided into a number of plots, a structural landscaping scheme for the whole site must be submitted and agreed prior to any work commencing on site.

10.15 Water Environment

10.15.1 The water environment includes the District's rivers, streams, ponds, navigation, surface water and any underground reserves. They are important as natural habitats and for biodiversity, recreational amenity, local landscape quality, and as part of the town's surface water drainage system. Countryside management initiatives that enhance biodiversity, improve access or provide for informal outdoor recreation within Harlow will be supported.

NE13

In considering applications for new development affecting the quality of the water environment the Council:

- 1. Will oppose any adverse effect on watercourses and their corridors, or on groundwater quality or levels;**
- 2. Will require the protection, maintenance and where possible enhancement of the River Stort, ponds, watercourses and field meadows;**
- 3. May require the reinstatement and management of ponds;**
- 4. May require the creation of new water areas, and the inclusion of schemes to enhance biodiversity;**
- 5. All management schemes, including funding, must be agreed with the Council.**

10.16 Landscape Conservation

- 10.16.1 The Adopted Local Plan (1995) contains three Special Landscape Areas, that possess a special visual quality that distinguishes them from other tracts of countryside. These are the North East of Harlow (The Hatfields); the area to the North West of the town; and, the South West corner of Harlow (Epping Ridges).
- 10.16.2 The County Council designated these some 15 years ago, and their boundaries are defined in the Adopted 1995 Local Plan. The Structure Plan has replaced them with a “landscape character assessment” approach. Currently the County Council is assessing the character of different areas of the countryside for the Districts. Development will not be allowed that detracts from the visual quality of these areas.
- 10.16.3 Until these assessments have been carried out it is proposed that Special Landscape Areas will continue to be areas where conservation or restoration of existing character should be given high priority. Any change in name, status or extent of the Special Landscape Areas arising from the County Council’s landscape character assessment study will be reflected in a future review of the Plan.

NE14	Planning permission will not be granted for proposals that detract from the visual quality of Special Landscape Areas.
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10.17 Biodiversity and Nature Conservation

- 10.17.1 The loss of the World’s Biodiversity, which is about all living things, both plants and animals and their habitats, has been of increasing concern over the last decade. The Government has called for Biodiversity to be a key feature of Community Strategies and a key test of sustainable development.
- 10.17.2 The UK Biodiversity Action Plan (UK BAP) is the UK’s initiative to maintain and enhance biodiversity. At a local level the County Council, Districts and other relevant agencies and bodies in Essex have produced ‘The Essex Biodiversity Action Plan’ (EBAP). This looks at the species and habitats of the County and details how they can be protected, sustained and increased. To assist biodiversity, the Council will encourage developers to set aside some 10% of major development sites in order to provide for an increase in wildlife habitats. Management schemes proposed by developers for these areas will need to be agreed with the Council before planning permission is granted.

- 10.17.3 PPG9 states that nature conservation should be taken into account in all planning activities which affect rural land use, and in urban areas where there is wildlife of local importance.

NE15	<p>Planning permission will not be granted for development that would harm habitats or other features of the landscape identified as priorities in the UK, or the Local Biodiversity Action Plan, or are of significant importance for wildlife, unless it can be demonstrated that the reason for the proposal outweighs the need to protect the habitat or feature.</p> <p>If granted, planning permission may be subject to conditions, obligations or management agreements for the provision of appropriate mitigation and/or compensatory measures.</p>
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10.18 Wildlife Sites

- 10.18.1 PPG9 also advises that local authorities should identify relevant international, national and local areas of nature conservation interest and emphasises the importance of both designated and undesignated areas for nature conservation.
- 10.18.2 There are three categories of wildlife site in Harlow, Sites of Special Scientific Interest (SSSI's), Local Nature Reserves (LNR) and Wildlife Sites. A number of wildlife verges have also been identified. A supporting technical paper contains a description and comment for each site. The local authority has a duty to manage SSSIs in its ownership. There is scope for community involvement in the management of wildlife sites.

EXPIRED

NE16

Proposals for development within or likely to affect Sites of Special Scientific Interest will be subject to special scrutiny.

Planning permission will not be granted for development that would have an adverse effect, either directly or indirectly, on an SSSI unless it can be demonstrated that the reason for the proposal clearly outweighs the nature conservation value of the site itself and the national policy to safeguard the national network of such sites.

If granted, planning permission may be subject to conditions, obligations or management agreements for the protection of the site's nature conservation interests and the provision of appropriate mitigation and/or compensatory measures.

All management schemes, including funding, must be agreed with the Council.

The following SSSIs have been identified on the Proposals Map:

Ref. No.	Sites
NE16/1	Harlow Woods (including Hospital, Ridden and Parndon Woods)
NE16/2	Hunsdon Mead

- 10.18.3 Three Local Nature Reserves (LNR) have been proposed, and these aim to conserve habitats of local significance and to enable public enjoyment of wildlife. The Council will encourage the appropriate management of these sites for their wildlife value.

NE17

Planning permission will not be granted for development that would have an adverse effect, either directly or indirectly, on the ecology of a Local Nature Reserve unless it can be demonstrated that the reason for the proposal outweighs the ecological value of the site.

If granted, planning permission may be subject to conditions, obligations or management agreements for the protection of the site's ecological interests and the provision of appropriate mitigation and/or compensatory measures.

All management schemes must be agreed with the Council.

The following Local Nature Reserves have been identified on the Proposals Map:

Ref. No.	Sites
NE17/1	Parndon Woods and Common
NE17/2	Stort Valley
NE17/3	Hawkenbury Meadow

The sites will be protected from on and off-site development that is likely to have an adverse effect on the ecology of that site.

- 10.18.4 Sites of local ecological importance are designated as Natural Habitat (NH) sites in the Adopted Plan, and are protected from development. These sites and the LNR's have been surveyed and reassessed, and the value of sites have changed. Some have been declared as Local Nature Reserves, while others have been deleted as they are no longer of the required ecological importance. Some site boundaries have changed and new sites are added. All the Natural Habitat sites have been renamed as Wildlife Sites (WS) to conform to the terminology of the Structure Plan. The Council will encourage the appropriate management of these sites for their wildlife value.

NE18

Planning permission will not be granted for development that would have an adverse effect, either directly or indirectly, on the ecology of a Wildlife Site unless it can be demonstrated that the reason for the proposal outweighs the ecological value of the site.

If granted, planning permission may be subject to conditions, obligations or management agreements for the protection of the site's ecological interests and the provision of appropriate mitigation and/or compensatory measures.

All management schemes must be agreed with the Council.

The following Wildlife Sites have been identified on the Proposals Map:

Ref No	NAME, GRID REFERENCE	DESCRIPTION
NE18/1	Third Avenue, Elizabeth Way TI 428093	Road verges, neutral grassland and hawthorn scrub with flora
NE18/2	Kingsdon Lane Pond TI 474092	Flora and fauna
NE18/3	Edinburgh Way Pond TI 469121	Redundant pond, roadside bank
NE18/4	Marsh East of Wyldwood TI 478129	Amphibia and emergent vegetation associated with wintering birds
NE18/5	Harlow Common TI 480088	Neutral grassland and hedgerows
NE18/6	Clay Pit, Nr. The House TI 483127	Pond and surrounding vegetation with breeding amphibia
NE18/7	Church End Pond TI 434083	Emergent vegetation, submergent freshwater fauna and grassland bank
NE18/8	Third Avenue Meadow TI 435095	Flora, hedges and stream; abundant insects and birds. ABTO. habitat site
NE18/9	Burnett Wood and Pond TI 436075	Ancient woodland and pond
NE18/10	Latton Common including pond TI 468079	Neutral grassland and pond; flora and fauna
NE18/11	Stewards Meadow TI 445079	Relict part of old meadow with flora
NE18/12	Town Park Ditches TI 454118	Wetland and lake, meadows drains and islands with diverse flora and fauna
NE18/13	Gravel Pit Spring TI 463096	Ancient site of oak and hazel, many alien trees
NE18/14	Vicarage Wood TI 458104	Ancient oak and hazel coppice
NE18/15	Harolds Grove TI 424090	Ancient oak, ash, elm woodland of coppice with no standards. Good ground flora
NE18/16	Peldon Road TI 454070	Neutral grassland, wet, meadows, hedgerows, streams, woodland, diverse flora and fauna

Continues
on next
page

Ref No	NAME, GRID REFERENCE	DESCRIPTION
NE18/17	Pincey Book Meadows TI 485128	Wet meadow, stream, hedgerows, good flora and fauna
NE18/18	Mead to West of Allende Ave. TI 439113	Wet marshy grassland and flora, extremely important for wintering birds
NE18/19	Netteswell Rectory TI 455096	Neutral grassland, pond, hedgerows, good flora
NE18/20	Third Avenue TI 439089	Neutral grassland. Bramble and hawthorn scrub
NE18/21	Gilden Way Meadow TI 479111	Pond with adjoining natural grassland and ancient hedgerows
NE18/22	New Pond Spring TI 477106	Freshwater stream, lined with oak and ash
NE18/23	Brenthall & Barnsley Wood. Perry Spring & Reservoir TI 478099	Diverse habitats, ancient woodlands, with oak, ash, hornbeam and hazel, rare species of flora on reservoir banks
NE18/24	Feltham's Meadow TI 459110	Natural grassland semi-improved with oak, also spring and pond
NE18/25	Markhall Wood TI 467102	Woodland with oak, field maple, ash and hornbeam
NE18/26	Netteswell Plantation TI 449095	Diverse woodland with oak, hornbeam sycamore, scots pine, larch and redwood and varied ground flora
NE18/27	Eastwick Mead TI 426113	Alluvial grassland, semi improved, of importance to wintering wetland birds, traversed by a diverse hedgerow
NE18/28	Gravelpit Spring, New Hall Farm TI 473104	Woodland developed by natural succession on an old gravel pit
NE18/29	The Moors. Long Ley TI 450098	A long linear glade with wood/scrub edges, neutral grassland and stream
NE18/30	Former 3m Research Ltd, Coldharbour Road TI 429093	Bee orchid colony
NE18/31	Fountains Farm Pond, Tye Green TI 456085	Pond with emergent and submerged flora and good fauna
NE18/32	Maunds Wood, Paringdon Road TI 448076	Ancient woodland, oak hornbeam wood
NE18/33	Ram Gorse TI 437108	Ancient woodland, oak hornbeam wood
NE18/34	Burnt Mill Lane TI 447114	Ancient hedgerows with pollard willow trees

10.19 Protected Wildlife Verges

10.19.1 Harlow has a number of roadside verges which are valuable for wildlife. The verges require appropriate management to enhance their ecological value together with protection from any road works and engineering operations that could damage the ecology of the verges.

NE19

Planning permission will not be granted for development that would have an adverse effect, either directly or indirectly, on the ecology of a Protected Wildlife Verge unless it can be demonstrated that the reason for the proposal outweighs the ecological value of the verge.

If granted, planning permission may be subject to conditions, obligations or management agreements for the protection of the site's ecological interests and the provision of appropriate mitigation and/or compensatory measures.

All management schemes must be agreed with the Council.

The following Protected Wildlife Verges have been identified on the Proposals Map:

Ref No	NAME, GRID REFERENCE	DESCRIPTION
NE19/1	Second Avenue TI 458095	Verge with diverse flora
NE19/2	Parndon Wood Road TI 446072	Diverse flora and woodland
NE19/3	A414 adjoining Mark Hall School TI 469111	Roadside verge
NE19/4	Southern Way/Deer Park TI 435080	Roadside in Green Wedge
NE19/5	Southern Way/ Parnall Road TI 446082	Corner verge
NE19/6	Gilden Way Roundabout TI 472112	Prominent roundabout at the entrance to Harlow
NE19/7	Chalk Lane TI 495114	Roadside bank at top of M11 cutting
NE19/8	Well Lane TI 431101	Ancient hedgerow

10.20 Protected and Rare Species

- 10.20.1 The presence of protected species and rare species is a material consideration when a local planning authority is considering a development proposal which if carried out would be likely to result in harm to the species or its habitat. Development which compromises the protection of European protected species e.g. bats, great crested newts and otters will normally require a license from DEFRA who need to be satisfied that there are no satisfactory alternatives and the action authorised will not be detrimental to the maintenance of the population of the species at a favourable conservation status in their natural range.

NE20

Applications for planning permission for new development that is likely to affect protected or other rare (UK and Essex BAP) specie(s) must be accompanied by a fully informed survey, carried out at an appropriate time of the year, detailing the development's impact on the protected or rare specie(s).

Planning permission will not be granted for development or changes in land use which would have an adverse impact on species protected by Schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981 (as amended), the Protection of Badgers Act 1992 (as amended), the Habitats Regulations 1994 (as amended) and other rare (UK and Essex BAP) specie(s) unless it can be demonstrated that the reason for the proposal outweighs the need to safeguard the specie(s).

If granted, planning permissions may be subject to conditions, obligations or management agreements to:-

- 1. Facilitate the survival of individual members of the species;**
- 2. Reduce disturbance to a minimum;**
- 3. Provide adequate alternative habitats to sustain at least the current levels of population;**
- 4. Provide a commuted sum towards securing the long-term management of the site.**

All management schemes must be agreed with the Council.

CHAPTER 11 – BUILT ENVIRONMENT

11.1 Objectives

1. To ensure that good design principles and practice are encouraged for all development, including alterations, extensions and redevelopment to add character and quality to the town's environment.
2. To encourage sustainable forms of development which respect and enhance the environment.
3. To achieve a safe and hospitable environment and improved physical access throughout the built environment, for all, by giving consideration to design and layout of existing and new developments.
4. To conserve and enhance the character of conservation areas; preserve the historic character and setting of statutory listed buildings; and to protect the district's archaeological heritage and historic gardens.
5. To maintain and improve the quality of the town and safeguard its urban and natural environments against sources of pollution.
6. To identify and provide guidance for regeneration areas, strategic developments and areas for possible future development.

11.2 Introduction

- 11.2.1 The built environment embraces all aspects of Harlow's buildings, streets and urban spaces and is concerned with both their physical and social qualities. Harlow's distinct land use layout is a prime example of new town master planning and provides the town with large, valuable areas of landscape which gives Harlow its particular identity.
- 11.2.2 This chapter sets out the Council's policies for the design of new development, the protection of Harlow's historic and architectural heritage and to safeguard all environments from inappropriate forms of pollution. The aims are to provide a high quality environment by ensuring that all new development is of a high standard of design, is safe and accessible, and that all buildings and places of character and interest are protected.
- 11.2.3 The Local Plan policies support the regeneration initiatives in Harlow. The town is identified in Regional Planning Guidance as a Priority Area for Economic Regeneration. The Local Plan underpins regeneration proposals which directly involve the development or use of land, or otherwise have land use implications. The Local Plan also sets site-specific policies for the areas of Newhall and Eastend.

11.3 Urban Design in the Built Environment

- 11.3.1 Good urban design is essential if new development is going to produce a high quality, attractive and sustainable town that people want to live, work and relax in. The role of urban design is to create places for people, so that the activities of Harlow's local communities can flourish in a sustainable environment that caters for current, and can readily adapt to future uses, needs and demands.
- 11.3.2 The vision for the application of urban design principles is to enable lively places with distinctive character; streets and public spaces that are safe, accessible, pleasant to use and human in scale. Places which can inspire others whilst sustaining changes in social, economic and technological conditions.
- 11.3.3 PPG1 states that all proposed development should be able to show how they have incorporated the need for good design in their local plans. This is expanded by the government's publication of 'By Design', which looks to provide better urban design in the planning process. In Harlow the adopted Supplementary Planning Guidance of 'The Essex Design Guide for Residential and Mix Use Areas' and its companion guide to 'Mixed Use and High Densities', plus Harlow District Council's 'Common Guidelines' for residential extensions and alterations are used to enable and assist with planning control and design issues.
- 11.3.4 The Local Plan requires development to meet policy requirements but there is also the opportunity for new development to create or enhance the distinctive character of an area and add to the quality of Harlow's public realm. The public realm can be made accessible and legible, in and around the development, to enable a strong perception of personal safety and contribute towards a diversity of uses that can adapt and sustain future change. These design objectives underlie the policies and seek to realise the Council's vision for Harlow as a distinctive, rejuvenating, sustainable town with a viable economic base.

11.4 Achieving a Sense of Character and Identity

- 11.4.1 Character and distinctiveness are what make one place different from another. A built environment that responds sensitively to its setting and social requirements is likely to create a valued place with a positive identity. In Harlow this is vital to improve the perception of its urban environment. Development should respect the value of established character and identity, and use positive and innovative design. It should meet with relevant design objectives and requirements set out in supplementary planning guidance, to create a distinctive place.

- BE1** All new and extended buildings should relate to their setting to strengthen, enhance, protect, or create local character. Planning permission will be granted for new development provided that all the following are met:
1. It is well connected to and integrated with the wider settlement;
 2. The height, massing, layout, appearance and landscape makes an appropriate visual relationship with that of the form, grain, scale, materials and details of the surrounding area;
 3. Building design is specific to the site and its context, respecting whilst not necessarily replicating local characteristics and consistent within its own chosen style;
 4. On sites with high public visibility it enhances the character, image and perception of the area.

11.5 Providing a High Quality, Legible and Successful Public Realm

- 11.5.1 A building is never viewed in isolation it is always seen as an integrated part of the wider public space, private enclosures, landscape and other buildings that surround it. It is how these spaces relate to buildings and each other, and are defined, understood, utilised and enjoyed, that indicate the value a development brings to its surrounding space which forms the public realm.
- 11.5.2 Proposed major new developments should be designed to create a successful living, working and recreational environment and a high quality public realm. It should meet with all relevant design objectives and requirements set out in supplementary planning guidance.

- BE2 Planning permission for major new development will be granted provided that all the following are met:**
- 1. New buildings are designed as part of a group of buildings creating a sense of enclosure;**
 - 2. Public spaces should relate to the scale, appearance, location and function of the buildings around it;**
 - 3. The layout of buildings, routes and spaces are clearly related;**
 - 4. The fronts of buildings provide primary access and clearly define streets and public spaces;**
 - 5. Public spaces are clearly distinguished from private areas;**
 - 6. The ground floor use encourages activity and interest that is appropriate to the location and character of the area;**
 - 7. Pedestrian, cycling and, where appropriate, horse riding routes are shown on the development layout and link into the existing network.**

11.6 Sustainable Development by Design

- 11.6.1 The concept of sustainability is one that can be addressed through the encouragement of higher densities and the good urban design principles of robust and flexible layouts and mixed-use development. Government guidance 'By Design' advises that places need to be adaptable at every scale. Simple robust building forms, not tightly designed to a very particular use allow for the greatest variety of possible future uses to be accommodated.
- 11.6.2 A development should be able to adapt to changes in the needs and lifestyle of its users. This is crucial to the long-term vitality of an area and is important to avoid future dereliction and under-use that would be detrimental to the character of Harlow. Proposed development should ensure that buildings and surrounding open space are robust enough to enable flexible layouts and flexible design, and the greatest variety possible of future uses and activities to occur having regard to its location. However, some uses may require specially designed buildings that may be difficult to adapt to other uses. Developers attention is drawn to the DETR publication "By Design: Urban Design in the Planning System" which promotes simple robust building forms.
- 11.6.3 Urban concentration and intensification are the sustainable approaches of using Harlow's previously developed land and suitable sites existing in urban areas for development. This should be combined with the use of higher densities provided that it does not affect the amenity or character of an area. Through the application of the sustainable sequential test this policy can help increase the vitality and viability of Harlow town centre. It also reduces development

pressure on greenfield and open spaces so sustaining both the built and natural environments.

- BE3** **Proposals for development on previously developed land at a density higher than that existing (or previously existing), in terms of additional number of units and/or increase in floor space, will be granted planning permission provided that:**
- 1. It is accessible by public transport or is in a sustainable location relative to proximity to supporting services and/or employment sites;**
 - 2. It does not result in over development;**
 - 3. It is compatible with the character of the area and urban design policies and guidance.**

11.7 Accessibility in the Built Environment

- 11.7.1 The Council wishes to ensure accessibility is provided to prevent exclusion. This is to ensure that all groups of people are free to move about without impairment caused by the physical structure of development. This includes people with pushchairs, the elderly, wheelchair users and people with physical disabilities or other sensory impairments.
- 11.7.2 For new developments appropriate provision to achieve accessibility should be an early design consideration which is integrated into the buildings form and the surrounding curtilage or urban area. This provision in existing development will require careful design particularly for listed buildings and buildings within conservation areas.

- BE4** **Planning permission will be granted for new development, change of use, alteration or extension to any building which is open to the public or is used for educational or employment purposes, providing provision has been made to achieve accessibility for disabled people, including accessibility to any public or private open space that serves that development.**

11.8 Crime Prevention and Personal Safety

- 11.8.1 The design and layout of new development can reduce the potential for crime and enhance people perception and experience of a place. The use of measures such as defensible space, natural surveillance, security lighting and appropriate planting and landscaping is encouraged for applications in both new

and alterations to existing development. These ideas are embodied in further advice given in the DoE Circular 5/94 and the 'Secured by design' initiative.

- 11.8.2 For new development appropriate design to minimise the potential for crime and increase personal safety should be a consideration that is integrated into the buildings' form and the surrounding curtilage or urban area. Such provision in existing development will require additional measures to meet improved standards. For listed buildings and buildings within conservation areas careful consideration must be given to ensure that there is no adverse effect on their character, appearance or form.

BE5 Development proposals should demonstrate how the potential for preventing crime has been satisfactorily addressed through the design, layout and landscaping. These measures should be an integral part of the design and not compromise the creation of an area with distinct character, high quality landscaping and a successful public realm.

11.9 Listed Buildings

- 11.9.1 In Harlow there are currently 173 listed buildings that are of special architectural or historic interest. Of these, 5 are classified as Grade I, 8 are Grade II* and 160 Grade II. These buildings are very important to the heritage of Harlow, especially as a New Town, and are viewed as irreplaceable assets. The Council will protect the character and setting of these buildings and safeguard them from demolition and unsympathetic change.

BE6 Proposals for the extension or alteration of any listed building, alteration of its setting, conversion or change of use should not adversely affect or harm any of the following:

1. The character that forms its value as being of special architectural or historic interest;
2. The particular physical features that justify its statutory protection;
3. Its setting in relation to its grounds, the surrounding area, other buildings and wider views and vistas.

BE7 Planning permission for development that would necessitate the demolition of a listed building, or buildings, or compromise its/their character or setting, will not be granted.

- 11.9.2 The best way to ensure the upkeep and maintenance of an historic building is to keep it in active use. The best use will often be the one that it was originally designed for, however this may not always be possible or viable. Therefore proposed development will be considered for alternative uses of redundant listed buildings if that is the only way to preserve or enhance their special architectural or historic character.

BE8 Planning permission may be granted for the change of use or conversion of a listed building, even if it conflicts with other policies of the Local Plan, if it can be shown that this is the only way to preserve the building by providing an income for the upkeep and repair. Such development will not be justified on the basis that it will generate increased revenue or property values, and any changes must have maximum possible compliance with Policy BE6.

11.10 Conservation Areas

- 11.10.1 Conservation Area is an area defined as having 'special architectural or historical interest, the character of which it is desirable to preserve or enhance'. Conservation Areas are designated because of the value and quality of the townscape rather than just the individual buildings.
- 11.10.2 Table BE-A on the next page is a list of Conservation Areas in Harlow to which policies BE9, and BE10 apply. From time to time the Council may designate additional Conservation Areas which these policies will also apply.

TABLE
BE-A

The following areas are designated as Conservation Areas.

Ref. No.	Conservation Area
1.	Old Harlow
2.	Churchgate Street
3.	Netteswellbury
4.	Mark Hall North
5.	Town Park/Netteswell Cross
6.	Harlowbury
7.	Puffers Green
8.	Harlow Mill & Old Road North
9.	Tye Green

- 11.10.3 Within a Conservation Area there can be buildings that make little or no contribution to the area's special character and can harm and detract from the special appearance and setting that the other buildings and features provide. The Council will encourage redevelopment and refurbishment that would enhance a Conservation Area and replace a building harmful to its special character.

BE9

Demolition and/or redevelopment of a building in a Conservation Area will be permitted if the demolition and/or redevelopment is not detrimental to the architectural or historical character or appearance of the Conservation Area.

- 11.10.4 New development within Conservation Areas must respect the character, appearance and features that invoked the special designation of that area. Development outside a Conservation Area can also affect its setting and views into or out of the area. This will be a consideration when assessing such proposals. New development must also enable the area to remain prosperous and alive despite primarily being an area of conservation.

- | | |
|-------------|---|
| BE10 | <p>New development in Conservation Areas or development that affects the setting, surrounding area, or inward and outward views will be granted planning permission providing:</p> <ol style="list-style-type: none">1. It does not harm the character or appearance of the Conservation Area;2. The scale, height, form, massing, elevation, detailed design, materials, and layout respect the character of the Conservation Area;3. The proposed land use is compatible with the function and activities of the Conservation Area. |
|-------------|---|

11.10.5 Environmental Improvement Schemes proposed by the Council will be used to preserve and enhance the special character of Conservation Areas. In particular, consideration should be given to the following:

- Floorscape and street furniture make a vital contribution due to their distinctiveness, appearance and quality;
- Traditional artefacts, surfaces and layouts should wherever possible be retained or reintroduced;
- As part of the protection of the historic environment the Council will consider initiatives to create pedestrian zones and other traffic calming measures where appropriate. Such measures would need careful design so that they reinforce rather than diminish local character;
- The work of statutory undertakers must not be detrimental to the special character and appearance of a Conservation Area. After any work the existing materials must be reinstated or substituted for the closest possible match if they cannot be reused.

11.10.6 Existing Conservation Areas will be reviewed against the criteria for designation to ensure that they still justify their status of special historical or architectural interest. Potential Conservation Areas will also be reviewed against the criteria to assess their potential for designation. Assessments will take into account topography, historical development, archaeological significance and potential, prevalent building materials, character and hierarchy of spaces, quality and relationship of buildings, and trees. The purpose of this is to produce a character statement that clearly defines these areas so that decisions can be reached regarding the enhancement and protection of their character.

11.11 Historic Parks and Gardens

11.11.1 In Harlow there is just one registered park and garden: The House, Marsh Lane. This register is maintained by English Heritage to protect parks and gardens that are deemed to have special landscape or historical interest. Although the

register does not have statutory provision the adverse effect on any designation caused by development is a material consideration.

BE11 Development proposals that would adversely affect the character, appearance, setting or views into and outward of a registered historic park or garden will not be permitted.

11.12 Archaeology

11.12.1 Archaeological remains contain irreplaceable information about our past, they constitute a finite and non-renewable resource and are in many cases highly fragile and vulnerable to damage and destruction. In Harlow there are 11 Scheduled Monuments that are given statutory protection because of their national importance. There are also numerous other sites of existing or potential archaeological importance, even though they are not designated as a Scheduled Monument they are still important and must be protected, conserved and enhanced wherever possible.

BE12 Planning permission will not be granted for development proposals that would adversely affect the site or setting of a Scheduled Monument listed below or other archaeological site of national or particular local importance.

Ref No.	Scheduled Monuments
BE12/1	Chapel at Harlowbury
BE12/2	Harlow Roman Temple
BE12/3	Netteswellbury Barn, Netteswell
BE12/4	Little Parndon moated site
BE12/5	Site of Parndon Hall
BE12/6	Harlowbury deserted medieval village
BE12/7	Bowl barrow, 230m north of Harlow Hospital Bowl barrow, 140m north of Harlow Hospital Bowl barrow, 110m north-east of Harlow Hospital
BE12/8	Cursus, south of Gilden Way
BE12/9	Roman villa, 500m north-east of Harlowbury
BE12/10	Bowl barrow, 240m north of The Kennels
BE12/11	Passmores House moated site, immediately south of Todd Brook

11.12.2 Not all sites of archaeological remains are of equal importance, for those of lesser importance the Council might have to reconcile between the need for development and the importance of conservation. This balance is influenced by

whether a proposed development can preserve the remains *in situ*, either through sympathetic design and landscape, or by sealing for future excavation and technological advances. If this is not feasible 'preservation by record' may be acceptable, this however is viewed as the second best option. Developers should engage in discussions with the Council at an early stage so to reduce possible conflicts that could occur.

BE13 The desire to preserve the remains and setting of a site with archaeological remains of lesser importance will be a material consideration when considering development proposals affecting the site. This desire will be balanced against the importance of the remains; the need for the development; the possibility of preservation in situ; and / or the appropriateness of an archaeological excavation for 'preservation by record'.

11.12.3 Not all sites of archaeological interest in Harlow have been discovered. Where there is an indication that a site of archaeological interest may exist the Council will require an archaeological field evaluation to be carried out before planning permission can be determined.

BE14 Development proposals that affect a site where archaeological remains may exist will only be determined after an archaeological field evaluation has been undertaken.

11.13 Contaminated Land

11.13.1 Contamination is a problem that can affect previously used land. However this land is important for sustainable development in Harlow because it reduces the pressure on green field sites. Contaminated land can have potentially serious risks and consequences to health, safety and environmental issues and therefore needs careful investigation and assessment before and during any development. The Council will encourage the reuse of contaminated land for appropriate development and as useful amenity and recreational space, but seeks to ensure that there is no unacceptable risk to health and safety or the environment by ensuring the developer implements all remedial measures necessary to make the land, surface water and ground water 'suitable for use'.

BE15 Planning permission will not be granted for developments on or affected by ground that is known or strongly suspected to be contaminated until fully investigated, to establish the level of contamination in soils and/or groundwater/surface waters and identify appropriate proposals for remediation measures. Where there is only a suspicion that land may be contaminated, or where the contamination is only slight, planning permission may be granted but with conditions that a site investigation and assessment is carried out and that all remedial measures, shown to be necessary, will be incorporated before or as part of the development.

11.14 Light Pollution

11.14.1 Where developments propose any form of external lighting the amenity of nearby land users, the visual character of the area and sites of wildlife importance can be harmed through unwanted light spillage and glare. This light pollution can result from poor or insensitive design or installation of external lighting. The principle concern is from floodlighting of sports pitches and security lighting. This not only is an inefficient use of energy but can also cause a distraction for road users and contribute to the sky glow effect at night. The Council wishes to minimise light pollution by requiring the details of external lighting schemes to be submitted with the planning application for consideration.

BE16 External lighting proposed for any development will not be granted planning permission if any of the following apply;

1. It is unacceptably visually intrusive;
2. Its use would cause an unacceptable disturbance to the surrounding area;
3. It causes danger to road safety;
4. It is proven to have an adverse effect on sites of wildlife importance.

Where permission is granted, development will be required to minimise light spillage through the use of good design, screening and deflecting of the source; and the nature and intensity of the lighting and its hours of use will be carefully controlled.

11.15 Noise Pollution

- 11.15.1 Noise pollution can have a significant effect on both the natural and built environment and on the quality of amenity that can be enjoyed. The layout of Harlow and its land use segregation means that noise pollution is generally not a major problem. To maintain this situation it is important to control the location of new development to ensure land uses are compatible in terms of noise generation and sensitivity. New development that is noise sensitive such as residential dwellings should be located away from sources of unacceptable noise levels; whilst noise-generating developments, if possible, must be positioned so not to pollute other sensitive land uses.
- 11.15.2 The encouragement of higher density and mixed-use developments means this segregation is not always possible. Therefore development will be subject to conditions of noise mitigation such as relevant engineering, layout or administrative measures so to enable proposals to proceed where otherwise it would be refused. In such cases all conditions requiring necessary work must be undertaken before any of the development permitted is made available for occupation.

BE17 Planning permission will be granted if noise sensitive developments are located away from existing sources of noise and potentially noisy developments are located in areas where noise will not be such an important consideration, or adequate provision has been made to mitigate the adverse effects of noise likely to be generated or experienced by others.

11.16 Air Pollution

- 11.16.1 Local authorities are required by the Environment Act 1995 to undertake a review and assessment of air quality in their area to identify areas where it is unlikely to achieve the Government's air quality objectives. Government's published guidance in 1997 on "Air Quality and Land Use Planning" advises local plans to have regard to Air Quality Management Areas. In such areas constraints on certain types of development may be necessary to achieve objectives of the action plan. Development proposals which may have potential to cause significant levels of air pollution or which may be affected by existing sources of air pollution should be restricted in and near these areas. Air quality readings have been undertaken in Harlow and there are no areas where the air quality has led to the designation of an Air Quality Management Area.
- 11.16.2 Government Guidance in PPG23 however advises that there should be guidance on the location of potentially polluting developments and the location of sensitive developments in the vicinity of existing polluting developments.

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BE18 Planning permission will be granted if a development does not have the potential to contribute to significant levels of air pollution or is not sensitive to the effect of existing sources of air pollution or if adequate provision is made to mitigate against adverse effects on air quality.

11.17 Environmental Improvements

- 11.17.1 Harlow is listed in the top quarter of the government's index of deprivation and is the most deprived former New Town district in the Southeast. It is thus recognised by the RPG as a Priority Area for Economic Regeneration (PAER). Much of the town's old building stock is deteriorating and is in need of renewal especially the town centre and older residential areas.
- 11.17.2 The Council has a specialist regeneration team that will work to form proposals and attract funding from the public, private and voluntary sectors. Through a partnership approach their aim is to enable successful bids to be submitted and money secured from Single Pot, Lottery, Home Zone, European and other sources of regeneration funding.
- 11.17.3 Harlow in recent years has attracted economic investment from several major companies. The town's location is its primary strength; it has excellent train links to central London and the buoyant, technology based Cambridge; it has good motorway and rail links with nearby London Stansted; and it is located in an attractive high quality natural environment.
- 11.17.4 Regeneration initiatives in Harlow are focusing on the neighbourhood areas of Little Parndon and Hare Street, Toddbrooks and Staple Tye, being the most deprived areas in Harlow. Community consultation with the residents of the housing areas of Briars, Moorfields and Great Parndon is being undertaken from which details of regeneration initiatives will arise. The regeneration area of Northbrooks where the environmental and economic improvements will take place is identified on the Proposals Map.
- 11.17.5 In addition Old Harlow has also been identified as an area of opportunity, with the potential for regeneration arising from several new development opportunities. The re-organisation of the community uses, and the introduction of housing to create mixed use development will help to enhance the environment opportunities in this area and provide support for the High Street retail area.

BE19 Two regeneration areas that involve partnership programmes and funding, and other initiatives have been identified as follows:

Ref. No.	Name
BE19/1	Northbrooks Regeneration Area
BE19/2	Old Harlow Area of Opportunity

11.18 Design of Shopfronts, Signs and Advertisements

11.18.1 Shopfronts, signs and advertisements form a dominant part of the visual character of Harlow's town centre and other commercial areas. The importance of advertisements to the vitality of Harlow's economy is recognised but control must be given to prevent brash, over-dominant or incongruous advertising spoiling an areas visual amenity or local character. Their design should enable business to express their individuality while still sympathetic to the building or street in which they are located. The other consideration is public safety and the impact an advertisement might have on road or other transport users.

BE20 Proposals to alter an existing shopfront, sign or advertisement, or create a new shopfront, sign or advertisement, should have regard to the following:

1. A new or refurbished shopfront should be designed to take account of the design, style and proportions of the building of which it forms a part and the character of the street scene in which the proposal is located;
2. Advertisements, signs and notice boards must be appropriate in scale, design and materials to the character and appearance of the building of which it forms a part and the character of the street scene in which the proposal is located;
3. Proposals for external security measures on shopfronts will be resisted unless the need can be adequately demonstrated;
4. The new shopfront should be accessible to wheelchair users and disabled people;
5. Hanging or projected signs must not interfere with the visibility requirements of existing CCTV cameras;
6. Advertisements should present no threat to public or highway safety.

11.19 Newhall Plan

- 11.19.1 The proposed development at Newhall is potentially the largest development area in Harlow. It has a strategic role in the growth of the town and in the provision of new housing. Therefore it is important that the benefits of good urban design principles, as laid out by the policies of the Local Plan and relevant design Supplementary Planning Guidance, are incorporated into this development at an early stage. To ensure this a Master Plan will be required for consideration and approval by the Council.

BE21 The developer of Newhall will be required to submit a Master Plan to the Council for approval. This will incorporate a design statement that will demonstrate, in principle and in detail how development will encompass the Local Plan design policies and those in the 'Essex Design Guide for Residential and Mixed Use Areas'.

CHAPTER 12 – REGENERATING THE TOWN CENTRE AND SHOPPING

12.1 Objectives

1. To sustain and enhance the vitality and viability of the town centre, so as to ensure its continuation as a Sub-Regional Centre, and to maximise opportunities resulting for Harlow's designation as a Priority Area for Economic Regeneration (PAER).
2. To support and promote the regeneration of the town centre, both physically and environmentally, by working in partnership with property owners, the community, private sector, and infrastructure agencies to revitalise the urban area.
3. To promote a diversity and quality of uses in the town centre, including retailing, employment, leisure, entertainment and culture.
4. To assess the location of new retail developments in a sequential manner, favouring town centre sites in the first instance.
5. To retain and encourage residential development in the town centre.
6. To manage road traffic and improve access to the town centre and neighbourhood centres, whilst insuring that due weight is given to improving facilities for public transport, cycling, pedestrians, and those with special needs.
7. To sustain and enhance the vitality and viability of the neighbourhood centres and hatches and ensure their position in Harlow's shopping hierarchy.
8. To identify new opportunities for retail and related uses in the town centre, neighbourhood centres, hatches and new residential development areas.

12.2 Retailing and the Local Plan

- 12.2.1 Harlow has been recognised as a Sub-Regional shopping centre in the Structure Plan. Harlow was designed with a hierarchy of centres namely the town centre, neighbourhood centres and hatches. However, it is clear when looking around the town that the majority of the retail areas are looking dated and run down. This not only applies to the hatches and neighbourhood centres, but to the town centre itself. A number of significant retail developments took place in the late 1980's and 1990's. This includes the retail warehouse parks along Edinburgh Way; large food stores such as Sainsburys and Tesco; a new neighbourhood centre to provide local shops and facilities for residents at Church Langley; and Staple Tye neighbourhood centre was redeveloped.

- 12.2.2 Significant retail developments in the catchment area of Harlow have caused leakage of trade. These developments include Lakeside Regional Shopping Centre at Thurrock and the Brookfield Centre in Cheshunt. There has also been internal pressure from Harlow's own retail warehouse parks, which have drawn shoppers away from not only the town centre, but also the neighbourhoods.
- 12.2.3 It should be noted that some policies in this chapter relate to the town wide area whilst others relate to a specific centre or site.

12.3 The Sequential Approach

- 12.3.1 Government guidance focuses development in town centres, which are more easily accessible, and enhances their multi-functional role.
- 12.3.2 Proposals for retail development and other large attractors of people such as commercial, entertainment, leisure, and public offices should be determined using the sequential approach to their siting. This will ensure that sites in the town centre are looked at in the first instance, followed by edge of centre, then neighbourhoods and hatches. Out of centre locations will only be looked at as a last resort. Development must be appropriate to the function, size and character of the centre.
- 12.3.3 Proposals which are on the edge of town or out of centre locations which are not in accordance with development plans are required to demonstrate a need for additional facilities and that a sequential approach has been applied. The Ministerial Policy Statement (February 1999) indicated that need should not be regarded as being fulfilled simply by showing there is capacity or demand for the proposed development.

RTCS1 **Proposals for retail and other developments which attract large numbers of people, will be determined on a sequential basis by applying the descending order of preference. The need and capacity for development and how well the site is serviced by public transport and by means other than the car will be taken into account in deciding whether it should be accommodated at successively lower levels in the hierarchy:**

- 1. Town centre;**
- 2. Edge-of-the-town centre;**
- 3. Neighbourhood Centre;**
- 4. Hatches.**

If development cannot be accommodated on sites in town centre, edge of centre locations, neighbourhood centres or hatches and there is a demonstrable need for it, out of centre sites elsewhere within the urban area may be considered, provided they are accessible by a choice of means of transport.

Within areas of large scale new housing development, appropriate provision will be made for local shopping and associated services provided this does not undermine the vitality and viability of the town centre, or any nearby neighbourhood centre or hatch.

Development must be appropriate to the function, size and character of the centre concerned.

12.4 Vitality and Viability

- 12.4.1 The hierarchy of Harlow's shopping centres has been undermined over the last decade. The vitality and viability of the centres has been threatened both externally, from places such as Lakeside and Brookfield Centre and from retail parks within Harlow.
- 12.4.2 All shopping centres and hatches in Harlow currently have some form of restriction on change of use from retail to non-retail.
- 12.4.3 One way to improve a shopping centre is to ensure a diversity of uses, however, the mix of retail and non-retail must be suitable for that particular location.
- 12.4.4 Easy access for all to the shopping centre in Harlow is essential to their success. New retail development should have easy access by all transport modes as part of the sequential test.

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RTCS2

Retail development proposals should:

1. Not individually, or cumulatively with other recent and committed development, materially affect the vitality and viability of the existing town centre, neighbourhood centres or hatches;
2. Be accessible by a choice of means of transport;
3. Not give rise to unacceptable problems of access, road safety or traffic congestion;
4. Provide appropriate car parking and servicing facilities together with facilities for non-car users;
5. Promote high standards of design and not cause unreasonable loss of amenity to adjoining land uses.

12.5 Town Centre and Regeneration

- 12.5.1 The town centre should provide a significant stimulus for the Priority Area for Economic Regeneration (PAER) by providing employment and through urban regeneration.
- 12.5.2 Harlow town centre accommodates a wide variety of uses and facilities such as retail, food and drink, leisure and entertainment, civic uses, offices and residential. Major land uses located close to the town centre include the college, hospital, sports centre, Sainsbury and residential. The town centre would benefit from improved pedestrian linkages to these sites and to the train station.
- 12.5.3 Easy access for all to and within the town centre in Harlow is essential to its success. Improving access to the train station, ensuring adequate facilities for cyclists, buses, taxis, pedestrians and adequate parking provision is key. The introduction of night bus services would assist in developing the evening economy.
- 12.5.4 Harlow town centre has been successful at the value end of the retail market but, it needs to broaden its retail offer towards the middle and upper end of the market. Harlow is well served in terms of convenience goods retailers and the focus should be towards improving the non-food retail offer. To increase the choice and variety of the retail offer requires an increase in the amount and quality of comparison shops and the introduction of a department store would contribute towards this objective. The range of food and drink, and leisure and entertainment, also requires improvement particularly in terms of choice and quality. Harlow has an extensive catchment area which is potentially highly accessible.
- 12.5.5 New investment is needed to improve the quality and accessibility of the town centre offer, the quality and ambience of the town centre environment and public perception of the centre. It is also recognised that it is important to retain key

facilities that are already present in the town centre. Particularly key facilities that contribute to the range of offer in the town centre or that act as anchors or catalysts which assist in retaining existing or attracting new operators. For example, Post Office, cinema, market, library, Playhouse, key anchor retailers and key anchor entertainment, leisure, food and drink operators such as M&S, BHS, Littlewoods, Boots, W H Smith, Wilkinsons, Tesco, Chicago Rock Café, Jumpin' Jaks, First Bowl, Yates, Wetherspoons, and Bingo and key banks and building societies.

- 12.5.6 The issue of mixed use development is partly addressed elsewhere however, it is important to encourage mixed use development within the town centre. This can include residential accommodation and offices on upper floors.
- 12.5.7 It is proposed that the Town Centre Strategy be revised. This will be a key document in bringing together all issues and interests necessary to achieving a successful town centre and it should include relevant land use related matters identified in the Local Plan. The Town Centre Strategy, when adopted as supplementary planning guidance, will be a material consideration in the determination of planning applications.
- 12.5.8 Currently a strategy for the Town Centre North is being commissioned in partnership with English Partnership and East of England Development Agency (EEDA). This will help to guide the future development in this area.
- 12.5.9 The council will aim to improve the environmental quality of the town centre in order to benefit those working, visiting or residing in the town centre. This would involve:
- Creating gateway markers at key entrances to the town centre;
 - Introducing artwork and sculpture at key vistas and locations;
 - Introducing new tree planting and landscaping;
 - Improving existing or creating new public squares and spaces; canopies and covered pedestrian areas and walkways;
 - Introducing schemes that facilitate better movement of pedestrians within the town centre;
 - Upgrading the built environment;
 - Improving the physical linkages, particularly pedestrian, to edge of centre sites such as college, hospital, sports centre, Wych Elm, Sainsbury, residential areas and the train station by upgrading existing or creating new links;
 - Improving the servicing arrangements;
 - Improving the paving, surfacing, street furniture and signage.

Note: The list is not exhaustive and it is possible that other issues may be identified by the Council due to a change in circumstances or during detailed consideration of a town centre or edge of town centre issue.

RTCS3

Planning permission will be granted for proposals that will strengthen the role of the town centre by:

- 1. Improving the range and quality of facilities including retailing, employment, leisure, entertainment and culture to encourage a vital and vibrant town centre environment throughout the day and in the evening;**
- 2. Increasing the diversity, quality and inclusive nature of employment opportunities, leisure, social, educational and cultural facilities, to meet the needs of the local population;**
- 3. Managing road traffic and improving access and road safety, while improving facilities for passenger transport users (particularly the completion of the bus station), pedestrians, cyclists and those with special needs, and providing car parking where appropriate;**
- 4. Enhancing the town centre's character and appearance;**
- 5. Improving facilities for disabled people, elderly people and carers with babies and children;**
- 6. Providing mixed use development including residential or other suitable uses on vacant or underused upper floors;**
- 7. Retaining key facilities that contribute to the range of offer in the town centre or that act as anchors or catalysts which assist in retaining existing or attracting new operators.**

RTCS4

Planning permission will be granted for proposals that will produce an improvement in the environmental quality of the town centre, or otherwise be of benefit to those working, visiting or residing within the centre.

12.6 Town Centre Sub Areas

- 12.6.1 Three broad sub areas have been identified in the town centre, Town Centre South (TCS), Town Centre Central (TCC) and Town Centre North (TCN).
- 12.6.2 Town Centre South was identified in the Adopted 1995 Local Plan for redevelopment. The Council has agreed to a scheme for Town Centre South which includes new civic offices, relocation and restoration of the water gardens, retail park, food store, retail units, car parking, health and fitness centre, restaurants, landscaping and ancillary works. There are other areas within the

town centre that would benefit from new development and environmental improvement.

- 12.6.3 The Local Plan identifies two broad areas in the town centre namely Town Centre North (TCN) where entertainment, leisure, food, drink and residential uses are particularly encouraged and Town Centre Central (TCC) where improvements to the retail offer are emphasised. Securing suitable developments and improvement schemes in these areas together with the existing redevelopment at Town Centre South will be key to revitalising the town centre.

12.7 Town Centre North

- 12.7.1 Town Centre North (TCN) represents a substantial and strategic part of the town centre. The development of Town Centre South will shift the retail emphasis of the town centre southwards. TCN has been identified to play a key role in diversifying the town centre to develop entertainment, leisure, food, drink and residential uses to strengthen the evening economy. Recently operators such as Yates Wine Bar and J D Wetherspoons have moved into this area. It is considered that the development of a hotel and conference centre in TCN would make a valuable addition to the range and quality of facilities in the town centre and would act as a catalyst and anchor for other operators. There are many established leisure, entertainment, food and drink businesses in TCN, for example the cinema. It has been recognised that there are a number of facilities and operators in TCN that should be retained within the town centre because they contribute towards the range of offer, or act as anchors or catalysts to retain existing or attract new operators, for example, the cinema, post office, market, Yates and J D Wetherspoons. The relocation of the key facilities to an appropriate town centre site would be considered. The Council encourages the use of public transport however, adequate public car parking provision is important for a successful town centre. It is therefore considered that any loss of public car parking facilities would need to be minimised. An alternative site for the market should be considered in TCC and whether a reduction in the capacity is appropriate. If the Playhouse needs to relocate, then an appropriate location would be in TCN.

RTCS5	<p>Planning permission will be granted for proposals in Town Centre North for the following types of developments:</p> <ol style="list-style-type: none">1. Entertainment and leisure uses;2. Food and drink uses (A3);3. Hotel and conference facilities;4. Health and fitness uses;5. Playhouse relocation (if required);6. Refurbishment/relocation of the market;7. Office uses (upper floors);8. Residential uses (upper floors);9. Shops (A1); <p>provided that there would be no loss of key facilities that contribute to the range of offer in the town centre or that act as anchors or catalysts which assist in retaining existing or attracting new operators. However, the relocation of the key facilities to an appropriate town centre site would be considered.</p>
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- 12.7.2 Currently the town centre is inwardly facing, presenting unattractive backs of properties, loading bays and car parks to those entering the town centre. This does not encourage people to enter the town centre or to advertise what is on offer. It has been identified that there is an opportunity to improve the visual identity of the northern boundary of the town centre and thereby the approach to the town centre from the north. New buildings in this area would be required to provide frontages to Fourth Avenue and Velizy Avenue. There is also the opportunity to develop a gateway marker for a key entrance to the town centre by locating a landmark building at the corner of Fourth Avenue and Velizy Avenue. It is considered that this would be an appropriate site for the hotel and conference facilities.

RTCS6	The following sites have been identified in Town Centre North for redevelopment:									
	<table><tr><th>Ref. No.</th><th>Sites</th></tr><tr><td>RTCS6/1</td><td>Land south of Fourth Avenue and north of Kitson Way and Post Office Road. New buildings would be required to provide frontages to Fourth Avenue and Velizy Avenue. The location on the corner of Fourth Avenue and Velizy Avenue has been identified for a landmark building and would be preferred for a hotel and conference centre. Any loss of public parking spaces would need to be minimised.</td></tr><tr><td>RTCS6/2</td><td>Post Office and Adams House East. The post office is considered to be a key town centre facility which would need to be incorporated into a scheme or would require relocation to an appropriate town centre site.</td></tr><tr><td>RTCS6/3</td><td>Market Square and Northgate. The market is considered to be a key town centre facility which would need to be incorporated into a scheme, although possibly at a reduced capacity, or would require relocation to an appropriate town centre site.</td></tr></table>		Ref. No.	Sites	RTCS6/1	Land south of Fourth Avenue and north of Kitson Way and Post Office Road. New buildings would be required to provide frontages to Fourth Avenue and Velizy Avenue. The location on the corner of Fourth Avenue and Velizy Avenue has been identified for a landmark building and would be preferred for a hotel and conference centre. Any loss of public parking spaces would need to be minimised.	RTCS6/2	Post Office and Adams House East. The post office is considered to be a key town centre facility which would need to be incorporated into a scheme or would require relocation to an appropriate town centre site.	RTCS6/3	Market Square and Northgate. The market is considered to be a key town centre facility which would need to be incorporated into a scheme, although possibly at a reduced capacity, or would require relocation to an appropriate town centre site.
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RTCS6/2	Post Office and Adams House East. The post office is considered to be a key town centre facility which would need to be incorporated into a scheme or would require relocation to an appropriate town centre site.									
RTCS6/3	Market Square and Northgate. The market is considered to be a key town centre facility which would need to be incorporated into a scheme, although possibly at a reduced capacity, or would require relocation to an appropriate town centre site.									

12.8 Town Centre Central

- 12.8.1 Town Centre Central (TCC) represents a substantial and strategic part of the town centre. It contains the two primary shopping areas of the Harvey Centre and Broadwalk together with Little Walk, Cross Street, Terminus Street, Westgate, part of Westgate Square and Playhouse Square. TCC has been identified to play a key role in improving the town centre comparison retail offer in terms of quality and variety, to improve the quality and ambience of the town centre environment, and improve transport and accessibility.
- 12.8.2 It is considered that there are existing facilities that should be retained. These include key facilities that contribute to the range of offer in the town centre or that act as anchors or catalysts which assist in retaining existing operators or attracting new operators. For example, Playhouse, library, church, M&S, BHS, Littlewoods, Boots, WH Smith, Wilkinsons, Chicago Rock Café, Jumpin' Jaks,

First Bowl and Bingo and key banks and building societies. Only relocation of these facilities to an appropriate site in the town centre would be considered.

RTCS7

A comprehensive improvement Master Plan is required for Town Centre Central which shall address all relevant issues for the area and should include the following:

- 1. Improvement to the retail offer in terms of quality and increased comparison goods floorspace including a department store;**
- 2. Improvement to the quality and ambience of the town centre environment;**
- 3. Opportunities for redevelopment including Playhouse square area;**
- 4. Playhouse improvements or relocation to an appropriate Town Centre North site;**
- 5. Market relocation site from Town Centre North;**
- 6. Mixed uses by incorporating residential and offices on upper floors;**
- 7. Improved pedestrian linkages within this area and between this site and other town centre locations including Town Centre North and Town Centre South;**
- 8. Servicing arrangements;**
- 9. Improved signage for the town centre;**
- 10. Improved prominence and visual identity to Harvey Centre entrances;**
- 11. Environmental improvements including trees, landscaping, paving, surfacing, street furniture;**
- 12. Canopies and covered pedestrian walkways and areas;**
- 13. Artwork and sculptures at key vistas and locations;**
- 14. Public squares and spaces;**
- 15. Transport issues including bus, taxi, cycling, walking and public car parking.**

There should be no loss of key facilities that contribute to the range of offer in the town centre or facilities that act as anchors or catalysts which assist in retaining existing or attracting new operators, although relocation to an appropriate town centre site would be considered.

12.9 Playhouse Square Site

- 12.9.1 The Playhouse Square site has been identified as a location which has potential for redevelopment for a suitable town centre use. The site contains the Playhouse and the church which are considered to be key facilities which should be retained because they contribute to the range of offer in the town centre. It is considered that proposals should include improvements to the Playhouse and its extension for associated art facilities. If development proposals for the area would be detrimental to the viability of the Playhouse then the Playhouse must be relocated to a larger premises, providing greater range of facilities, to an appropriate site in Town Centre North. The relocation of the church to an appropriate town centre site may also be considered. The funding for relocation to be secured by means of agreement between the Council and prospective developers.

RTCS8

Planning permission will be granted for proposals for the development of the Playhouse Square site that incorporate the following:

- 1. The proposal would be an appropriate town centre use;**
- 2. The proposal would result in improvements to and/or the extension of the existing Playhouse, or, if shown to be necessary, the relocation of the Playhouse to a larger facility on an appropriate Town Centre North site. The funding for relocation to be secured by means of an agreement between the Council and prospective developers.**

There should be no loss of key facilities that contribute to the range of offer in the town centre or facilities that act as anchors or catalysts which assist in retaining existing or attracting new operators, although relocation to an appropriate town centre site would be considered.

12.10 Magistrate's Court Site

- 12.10.1 The existing magistrate's court is no longer sufficient to meet current needs and a new magistrate's court is required. The Council would like the magistrate's court to remain in Harlow and would prefer the existing site to be redeveloped. However if it is necessary for the magistrate's court to move then a sequential approach should be used to identify an alternative site. The existing magistrate's court site should be redeveloped for office use. There is an opportunity to develop a gateway marker for a key entrance to the town centre by locating a landmark building on this site, at the corner of Velizy Avenue and Southgate.

RTCS9	<p>The preferred sites for the new magistrate's court are listed below in order of preference:</p> <ol style="list-style-type: none">1. Existing magistrate's court site. Any new development on this site should be designed as a landmark building. If the new magistrate's court is built at an alternative location, the old magistrate's court site should be redeveloped for office use;2. Other suitable town centre location;3. Wych Elm south west;4. Wych Elm.
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12.11 Primary and Secondary Frontages

12.11.1 The Council wishes to maintain the retail shopping core of the town centre. Proposals involving the change of use of shops (A1) in primary frontages will be considered according to the following policy. More flexibility has been introduced to the secondary frontages for uses that will compliment the shops and add to the range of the town centre offer. The Council will resist any changes of use that would result in the loss of a key facilities in the town centre. The primary and secondary frontages are identified on the Proposals Map and in the Retail Frontage, a supporting document to the Local Plan.

RTCS10	<p>Within the town centre primary shopping frontages, changes of use from Class A1 (shop) to Classes A2 and A3 may be permitted subject to:</p> <ol style="list-style-type: none">1. No more than 15% of the primary frontage may be occupied by non-retail uses;2. The maximum number of adjoining A3 uses is 2 and no more than 2 units out of any 5 are to be in non-retail uses;3. The proposals being for uses appropriate to the town centre;4. The prominence of proposals within the frontage or street scene should not affect their predominately retail function and character;5. The proposals not being detrimental to the vitality and viability of the town centre;6. There being no loss of key facilities that contribute to the range of offer in the town centre or that act as anchors or catalysts which assist in retaining existing or attracting new operators.
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RTCS11 **Within the town centre secondary frontages, changes of use to the following will be granted permission:**

**Class A1 (shops);
Class A2 (financial and professional services);
Class A3 (food and drink);
Class D1 (non-residential institutions);
Class D2 (assembly and leisure);
Sui Generis (amusement centres);**

provided that the use:

- 1. does not result in the loss of the key facilities that contribute to the range of offer in the town centre or that act as anchors or catalysts which assist in retaining existing or attracting new operators;**
- 2. does not have a detrimental visual impact on the area;**
- 3. does not cause unacceptable level of noise and disturbance to surrounding facilities.**

RTCS12 **The Town Centre South development will be subject to the primary frontage change of use policy once trading commences.**

12.12 Edge-of-Town Centre

12.12.1 The Wych Elm site is located to the north of the town centre. It is mostly in employment use. The main existing uses include Fire station, Bus depot, Ambulance station, Dairy Crest Depot, motor repairs and accessories, undertakers and multi-storey car park. The built environment is dated and some areas are in poor condition. This is a key location next to the town centre and it is considered that there is potential to extend town centre uses such as offices and civic uses in this area and residential. Also, if a suitable town centre site is not available for the magistrate's court an edge of centre location at Wych Elm will be an acceptable alternative.

RTCS13

The following sites in Wych Elm have been identified for civic, office or residential uses:

Ref. No	Site
RCTS13/1	Wych Elm north west
RCTS13/2	Wych Elm south west
RCTS13/3	Bus Depot Site

12.13 Neighbourhood Centres and Hatches

12.13.1 The original neighbourhood centres were located in the middle of residential groupings within half a mile of most homes. They included shops, Post Office, bank, pub, restaurant, church, health and community centres and were designed to meet most weekly needs. Hatches would meet the day to day needs of the population and are located within a quarter of a mile of most homes. Habits have changed over the years due to factors such as the rise in car use and the development of out of centre large food stores. This has undermined the health of the neighbourhood centres and hatches to some extent.

12.13.2 It is still considered that the neighbourhood centres and hatches have an important role to play in providing local facilities for residents which can help reduce car travel and increase sustainability. The Local Plan seeks to improve the vitality and viability of the neighbourhood centres and hatches.

12.13.3 The following neighbourhood centres are identified on the Proposals Map:

- Bush Fair
- Church Langley
- Old Harlow
- Staple Tye
- The Stow

Note: the above may be subject to change.

12.13.4 The following hatches listed on the next page are identified on the Proposals Map:

- Burgoyne
- Cawley
- Clifton
- Colt
- Coppice
- Elm
- Fishers
- Katherines
- Manor
- Maunds
- Mill
- Pollards
- Prentice Place
- Pypers
- Sherards
- Slacksbury
- Sumners
- Ward

Note: the above may be subject to change.

12.13.5 It is also recognised that it is important to retain key facilities that are already present in the neighbourhood centres and hatches. Particularly those facilities that contribute to the range of offer and those that act as anchors or catalysts which assist in retaining existing or attracting new operators such as supermarket, general grocery store, chemist, newsagent, Post Office, pub, library, health centre and community centre.

RTCS14

Planning permission will be granted for proposals that will strengthen and maintain the role of the neighbourhood centres and hatches by:

- 1. Improving the range and quality of facilities appropriate for the size of the centre and to meet the needs of the local population;**
- 2. Retaining and increasing residential accommodation above shops and on previously developed land where appropriate;**
- 3. Managing road traffic and improving facilities for passenger transport users, pedestrians, cyclists and those with special needs, and providing car parking where appropriate;**
- 4. Supporting the enhancement of the neighbourhood centres and hatches and ensuring new development is of a high design quality;**
- 5. Improving facilities for disabled people, elderly people and carers with babies and children;**
- 6. Retaining key facilities which contribute to the range of offer or act as anchors or catalysts which assist in retaining existing or attracting new operators in the neighbourhood centre or hatch.**

12.14 Change of Use in Neighbourhood Centres and Hatches

12.14.1 This policy seeks to ensure that key facilities and an adequate number of shops are retained in the neighbourhood centres and hatches. Where size allows, the policy seeks to encourage a variety of uses to complement the shops and extend the range of offer. However, it is considered that the existing provision of Class A3 (food and drink) uses in neighbourhood centres and hatches is adequate and that no further provision is required. The policy also seeks to retain key facilities that are already present. Frontage lengths of neighbourhood shops and hatches are in the Retail Frontages, a supporting document to the Local Plan.

RTCS15	<p>Within the neighbourhood centres and hatches, the following uses will normally be permitted:</p> <p>Class A1 (shops);</p> <p>Class A2 (financial and professional services);</p> <p>Class D1 (non-residential institutions);</p> <p>Class D2 (assembly and leisure);</p> <p>Launderette;</p> <p>provided that:</p> <ol style="list-style-type: none">1. neighbourhoods and hatches with 5 or more original units retain a minimum of 40% of frontage length in Class A1 (shop) use;2. hatches with 4 or less original units and Church Langley neighbourhood centre (excluding Tesco) retain a minimum of 2 units in Class A1 (shop) use;3. the proposal would not result in the loss of key facilities that contribute to the range of offer or that act as anchors or catalysts which assist in retaining existing or attracting new operators in the neighbourhood centre or hatch.
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Note: Original unit refers to unit size as shown in the original design prior to units being joined or subdivided.

12.15 The Stow and Bush Fair Neighbourhood Centres

12.15.1 The Stow and Bush Fair neighbourhood centres are dated and have a poor quality environment. It is considered that there is need for improvement and the potential for partial or full redevelopment should be considered. Partial redevelopment, of The Stow and Bush Fair neighbourhood centres will be preferred to full redevelopment.

RTCS16	<p>Proposals for the improvement and, if shown to be necessary, partial redevelopment of The Stow and/or Bush Fair neighbourhood centres will be favourably considered. All proposals must respect the existing character of the Centres, and their position in the architectural heritage of Harlow.</p> <p>Exceptionally, proposals for the full redevelopment of the Centres will be favourably considered.</p> <p>Proposals should not result in the loss of key facilities that contribute to the range of offer or that act as anchors or catalysts which assist in retaining existing or attracting new operators in the neighbourhood centre.</p>
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12.16 Hatches

- 12.16.1 The Urban Capacity Study has identified the potential for the redevelopment of suitable hatches for a mix of retail and residential uses. In some cases this may involve developing small areas of land adjoining the hatch.

RTCS17	Proposals for the improvement or redevelopment of hatches for mixed retail / business and residential uses will be favourably considered. Proposals should not result in the loss of key facilities that contribute to the range of offer or that act as anchors or catalysts which assist in retaining existing or attracting new operators in the hatch.
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12.17 Newhall

- 12.17.1 Local shops and facilities will be required to meet the needs of the new residents at Newhall.

RTCS18	Shops and other appropriate facilities will be provided in suitable locations at Newhall to meet the needs of local residents. Appropriate facilities will include school(s), a community centre, a health centre, public house(s), a library, church(s), and any other relevant facility identified in the Newhall Master Plan.
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12.18 Retail Warehouse Parks

- 12.18.1 The retail warehouse parks have large units mostly accommodating retailers of non food bulky goods. They are located at out of centre sites along Edinburgh Way.
- 12.18.2 The policy seeks to resist proposals involving the change of use from shop (A1) to any other use, the subdivision of units or the sale of items other than DIY goods, furniture, floor coverings, leisure and garden products, motor accessories and electrical goods as specified in existing conditions and agreements.

RTCS19

Proposals for development within retail warehouse parks will not be permitted if they involve any of the following:

- 1. The subdivision of units;**
- 2. The sale of items other than DIY goods, furniture, floor coverings, leisure and garden products, motor accessories and electrical goods;**
- 3. The change of use from Class A1 (shop) use to any other use.**

The above applies to the following retail warehouse parks identified on the Proposals Map:

Ref. No.	Sites
RTCS 19/1	Queensgate Centre
RTCS 19/2	The Oaks
RTCS 19/3	Princes Gate
RTCS 19/4	St James Centre

CHAPTER 13 – COMMUNITY FACILITIES AND PUBLIC UTILITIES

13.1 Objectives

1. To allocate land for the provision of public services, including amongst others education and health.
2. To ensure new community facilities are provided in partnership with service providers and the voluntary sector where existing provision is insufficient, in new residential areas, and in central locations where a town wide facility is required.
3. To facilitate the improvement of Princess Alexandra's Hospital local health services, in accordance with sustainable principles where this pertains to land use.
4. To enable varied provision of facilities for education and training.
5. To facilitate the provision of other facilities required by local communities and those with special needs.
6. To maximise the potential of existing community buildings wherever possible, including improvement or replacement where appropriate.
7. To make appropriate provision where possible for the land use requirements of Statutory Undertakers, to serve the needs of Harlow people.
8. To ensure that the progress of new development does not exceed the provision of the required infrastructure.
9. To make provision where possible for the needs of new technologies where this has a land use implication.
10. To ensure that land liable to flood is not developed, nor does development increase the risk of flooding elsewhere.
11. To protect the public from hazardous substances, when making land use allocations, and planning decisions.

13.2 Community

- 13.2.1 One of the fundamental requirements of any town's future development is the provision of its community and social infrastructure. Harlow as a former New Town has had a good history of providing community facilities, by ensuring that land is provided and safeguarded for diverse facilities such as schools, doctor's surgeries, and churches.
- 13.2.2 Major town wide facilities such as the Princess Alexandra's Hospital is looked at in terms of its long-term needs, and how the Local Plan can accommodate its requirements to consolidate it as an acute general hospital.

- 13.2.3 The sustainable principle of providing facilities within each neighbourhood should continue, so that schools, community centres, and health centres are within walking distance of home. However, the evolving nature of health provision requires a more flexible approach.
- 13.2.4 Many of the community facilities are planned to be close to where people live. Facilities that are built in or next to neighbourhood centres or hatches are preferable. Major new housing developments such as Newhall will be expected to develop new facilities for people in the locality.

CP1 Major new housing development should set aside land and make financial contributions for the provision of associated community facilities such as schools, community centres, health centres and churches. These facilities should be sited in local centres or other sustainable locations.

CP2 Where new development generates the need for additional infrastructure provision or community facilities, planning permission will only be granted where contributions that are reasonably related in scale and nature to the proposed development are secured through a legal agreement. Contributions will be sought for:

- 1. The provision of on-site facilities necessary to meet the needs of the new residents in the interests of comprehensive planning; and/or**
- 2. Where on-site provision is not possible/practicable consideration will be given to the provision of, or improvement of off-site.**

- 13.2.5 It is important that new and existing public facilities are accessible and available to all sectors of the community, including in particular for child care; young people; disabled people; the elderly including day care; and people with special needs.

CP3 New community facilities should be designed to accommodate a broad range of activities, and must be accessible to all sectors of the community, in particular:

- 1. Disabled people;**
- 2. The elderly;**
- 3. People with children.**

EXPIRED

- 13.2.6 The Princess Alexandra Hospital National Health Service Trust is a small/medium size acute Trust, providing healthcare to a population of about 250,000, the majority of which live in the North Essex Health Authority and Hertfordshire Health Authority areas.
- 13.2.7 Rationalisation and centralisation strategies have increased demands on the hospital site, and significant building and development works have taken place. The hospital continues to develop within its site, and the Council is keen to support this, so long as development complies with the Local Plan, particularly to safeguard the amenities of adjoining homes. The Council has approved a Master Plan for the future development of the site.

CP4 The future development of Princess Alexandra Hospital will be granted planning permission subject to it according with their approved Master Plan.

- 13.2.8 The former New Town health care provision was planned to be easily available within neighbourhood areas. New housing development will generate additional demand for health centres, which will be funded by the development. However, the health care providers are continuously reviewing the service provision, and it is essential that the Local Plan can reflect this.

CP5 Additional provision and expansion of health care facilities will be supported in established health centres. New medical, dental or other health care facilities will be permitted elsewhere if all the following are met:

- 1. It can be shown that it would improve provision of health care in the locality;**
- 2. It would not be detrimental to existing provision;**
- 3. It would not be detrimental to the amenities of adjacent homes and properties.**

- 13.2.9 As a former New Town Harlow is fortunate to have a number of planned community facilities spread throughout the town, for example community halls, and community centres. These original facilities (some of which date back to the beginning of the New Town) may need refurbishment or even rebuilding.

CP6 Proposals involving the loss of an existing community facility will be required to replace that facility, unless it can be shown that:

- 1. No replacement facility is required; or**
- 2. Suitable alternative facilities can be provided in the locality; or**
- 3. An appropriate commuted sum can be agreed.**

13.2.10 Harlow College has located on one site after being split between two sites in the Town Centre. The College has an ongoing development plan that the Council supports. New education and training facilities will also be encouraged and supported, so long as the amenities of adjacent households are not unduly affected.

CP7 Development of education and training facilities at Harlow College and elsewhere in the district will be granted planning permission, unless the amenities of adjacent households are unduly affected.

13.2.11 The Essex Ambulance Service in Harlow based at Wych Elm has expressed a desire to relocate their station elsewhere in the town. The relocation of Wych Elm ambulance station would be supported. However, a site for a new ambulance station has not been identified.

13.3 Public Utilities

13.3.1 A number of public utilities have a land use requirement that needs to be addressed in the Local Plan. These requirements can range from the provision of electricity sub stations and telecommunications to water balancing ponds and sewage treatment. It is important that these requirements are identified at an early stage in the development process, as the need for many of these uses are triggered by new development. The Local Plan also enables Statutory Undertakers to prepare their investment programmes in the light of the proposals.

13.3.2 If the building of essential infrastructure is not in place or does not keep pace with new development, problems can arise from the inadequacy of the existing services, for example sewers running above capacity, or inadequate water supply. Consequently the Council will hold back development until appropriate infrastructure is in place.

13.3.3 Whilst the Council supports the requirements of all Statutory Undertakers, development should be undertaken in a sustainable manner and in accordance with the policies in the Local Plan.

EXPIRED

CP8 The development of land for the requirements of the statutory undertakers is supported, provided that the need for such facilities outweighs any adverse land use or environmental impact or that any such adverse impact is minimised.

CP9 To allow for the proper provision of public utility services, planning permission for development that increases the demand for off-site service infrastructure will only be granted if sufficient capacity already exists or extra capacity can be provided in time to serve the proposed development. Where sufficient capacity does not exist, planning permission may be granted conditionally requiring the phasing of development to coincide with provision.

- 13.3.4 Mobile phone and other communications technology has grown exponentially. Communications technology requires the provision of aerials and masts. Conflict can occur between the needs of the company to site equipment on operationally advantageous sites and the need to protect sensitive areas.
- 13.3.5 Government policy is to facilitate the growth of telecommunications. PPG8 advises that the planning system should encourage and avoid hindering development in this field. However, the Government is also fully committed to preserving the national heritage and it has emphasised that the growth of telecommunications should be balanced with the need to protect the environment.
- 13.3.6 Whilst the Council will encourage and support these new technologies it is conscious of both the environmental impact and perceived effect on people's health.
- 13.3.7 To keep to a minimum the number of masts or other structures, the Council encourages the sharing of existing masts and other structures in order to minimise the impact of telecommunications development on the environment.
- 13.3.8 In addition the Council will expect operators to adhere to the ICNIRP compliance for public exposure, and provide certification of compliance when submitting planning applications.

CP10	<p>Taking due account of technical and operational requirements and the overall benefits of telecommunications, development proposals will be granted planning permission providing the following criteria are met:</p> <ol style="list-style-type: none"> 1. There would be no serious adverse effect on the character or appearance of the area; 2. It can be demonstrated that existing masts or structures cannot be used for the purpose; 3. There would be no adverse effect on special landscape areas, parks and gardens of historic or landscape interest, Conservation Areas, Listed Buildings, SSSIs or other statutory Nature Conservation Sites unless exceptional circumstances exist; 4. There would be no unacceptable adverse impact on residential amenity; 5. A certificate of compliance with ICNIRP public exposure guidelines is submitted as part of any planning application.
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- 13.3.9 Another technology that has expanded is that of television broadcasting via satellite and cable. Both these have an impact on the environment in terms of satellite dishes and street junction boxes. Whilst the majority of satellite dishes are deemed permitted development under the Planning Acts they still can be an intrusion on the street scene. Communal provision would be more acceptable, where one dish serves a large area. The provision for communal reception of television broadcasts from satellites, via cable network and community satellite antennas (dish aerials) will be encouraged. Provision for cable television should be provided in new housing development from the onset to avoid unnecessary works after development is finished.

CP11	<p>Where communal provision for the reception of television broadcasts exists or is proposed, applications for satellite antenna on dwelling houses will be resisted. On all other properties, planning permission will not be granted for microwave/satellite antennas where they are detrimental to the appearance of the building and injurious to the visual amenities of the area.</p>
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- 13.3.10 It is Government's policy to reduce the risks of flooding to people and the developed and natural environment. Flood risk should properly be taken into account in the planning of developments to reduce the risk of flooding and the damage that floods cause. Floodplains perform the essential function of storing

water during flood events. Developments within the floodplain are not only at risk of flooding but by reducing the amount of land available for storage of floodwater, and by impeding flows, they can increase the risk of flooding off site. The Environment Agency has produced “indicative floodplain maps” that should be considered when developments are proposed in the town’s river corridors.

- 13.3.11 Areas liable to flood in Harlow area are indicated on the Proposals Map. It is not considered that any development allocations in this Local Plan fall within a high or medium/low risk zone as indicated in PPG25. However, areas of Harlow are at risk of flooding, as shown on the Environment Agency’s indicative floodplain maps. Whilst these may not be defined as the areas to be developed in the Local Plan, any proposed developments in these areas shall only proceed in accordance with PPG25.

CP12	Development that will be at risk of flooding, or will contribute to flood risk or has an adverse impact on the river corridor will be resisted.
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- 13.3.12 Development of green field sites usually results in an increase in the amount of impermeable land. Drains and sewers generally convey surface water from impermeable areas directly, or via a sewerage system, to a watercourse. This can alter the natural water cycle as rates and volumes of surface water reaching a watercourse generally increase. Surface water systems serving industrial, highway, residential or commercial schemes can result in pollution if prevention measures are not installed.

- 13.3.13 Sustainable drainage involves moving away from traditional piped drainage systems to softer engineering solutions that are closer to their natural drainage regimes. The control of surface water run-off should be as close to the origin as possible before it discharges to a watercourse or to the ground to achieve the following objectives of:

- a) Reducing the flood risk from development within a river catchment;
- b) Minimising diffuse pollution arising from surface water runoff;
- c) Minimising environmental damage, e.g. bank erosion, and damage to habitats;
- d) Maintaining or restoring the natural flow regime of the receiving watercourse;
- e) Maintaining recharge to groundwater subject to minimising the risk of pollution to groundwater;
- f) Achieving environmental enhancements, including improvement to wildlife habitats, amenity and landscape quality.

- 13.3.14 Where risks are identified appropriate flow attenuation facilities or mitigation measures may be a prerequisite for development. Such problems can be reduced by the use of sustainable drainage systems (SuDS) to control surface water run-off. Proposals should take account of water conservation and incorporate sustainable drainage systems within the design. This may include:

- a) Minimising external hard surfaces and giving preference to permeable surfaces;

- b) Attenuation of runoff to mimic natural site conditions;
- c) Use of infiltration ponds, strips or swales;
- d) Grey water reuse;
- e) Improving the quality of run-off by means of reed beds or other methods; and
- f) Designs that improve the amenity and biodiversity in urban areas.

13.3.15 Certain industries and processes involve the manufacture, use, or storage of products which may be dangerous. Under the Notifiable Installations Handling Hazardous Substances Regulations 1992, certain sites and pipelines are designated as notifiable installations by virtue of the quantities of hazardous substances used or stored.

13.3.16 The Health and Safety Executive (HSE) advise the Council of the consultation distances necessary around notifiable installations and the Council in accordance with Circular 04/00 will consult the HSE on any applications that are submitted within these consultation zones.

CP13	<p>Planning permission will only be granted for development involving the use or storage of hazardous substances where there is no unacceptable risk to residential or other sensitive areas, or to public health and safety.</p> <p>Planning permission will not be granted for development within a Hazardous Substances Consultation Zone if it would result in an unacceptable risk to public health and safety.</p>
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13.3.17 Maintenance work to services often leads to disruption of roads, cycle ways and footpaths when digging for underground pipes and cables. To avoid this in major new developments, underground services can be provided within the verge, to the Council's standard cross section.

CHAPTER 14 – IMPLEMENTATION, MONITORING AND REVIEW

14.1 Introduction

1. The Local Plan will be implemented by a range of organisations, groups and individuals. It provides the context for investment decisions and the development and delivery of services by the public, private and voluntary sectors. Most development, which takes place within the framework set by the Local Plan, will be carried out by private developers. However, the Council also has a key role in its implementation.
2. Through its planning control powers, the Council co-ordinates the land use and development activities of other agencies. Although this is essentially a regulatory function, making decisions on schemes put forward by other parties, it provides a strong basis on which to seek modifications to proposals and to advise on detailed matters in order to secure improvement to proposed schemes.
3. The Council also operates in a proactive and enabling role by allocating development sites in the Local Plan; by working in partnership with other interests; through its actions as a landowner; and also by using land assembly powers where considered appropriate. As a major landowner, the Council is in a position to promote and encourage specific development on its land and on adjacent land by entering into partnership agreements with companies in the private sector.
4. The regeneration of Harlow's economy is one of the primary aims of the Local Plan. The Council will work in partnership with relevant organisations to achieve this aim. It is important for the successful implementation of the Plan that the actions of these organisations are consistent with, and directly related to, the Local Plan's Vision, Aims and Objectives.

14.2 Planning Obligations

- 14.2.1 The development of land can create a need for the provision of services, infrastructure and facilities, both on-site and off-site. This provision may include:
- a) Community and social facilities;
 - b) Transport improvements;
 - c) Culture, leisure and recreation facilities;
 - d) Utility services;
 - e) Education and health facilities;
 - f) Emergency service requirements;
 - g) Measures to protect and enhance amenity or the environment, including biodiversity and wildlife habitats.

Requirements for individual developments will depend on the nature of the proposals and specific site circumstances.

- 14.2.2 As it is undesirable for development to create an undue additional burden on the community or public purse, developers should accept the financial consequences of their schemes. Where possible negotiations with developers as part of the process of determining planning applications, or conditions attached to grants of planning permission, will be used to create acceptable development in line with the Local Plan's Vision and Objectives, including the provision of all relevant services, infrastructure and facilities.
- 14.2.3 If the necessary requirements generated by a development cannot be achieved through such negotiations or condition, they will normally be secured as planning obligations under section 106 of the Town and Country Planning Act 1990 (as amended by section 12(1) of the Planning and Compensation Act 1991) in association with a grant of planning permission.
- 14.2.4 Section 106 provides that anyone with an interest in land may enter into such a planning obligation (also known as a planning or Section 106 agreement) with a local authority (or unilaterally) regarding the use of development of the land.
- 14.2.5 Such agreements are a very effective means of ensuring that public services keep pace with private sector development and will play an important role in implementing the Local Plan. They can ensure relevant infrastructure and facilities are provided, enhance the quality of a development and enable schemes to go ahead which would otherwise be refused planning permission. Items provided as a part of a section 106 agreement must be necessary, relevant to planning and directly related to the proposed development in nature, scale and kind.
- 14.2.6 In addition to securing necessary infrastructure, services and facilities, planning obligations may involve measures to ensure development takes place in an agreed way, for example, by setting out the appropriate phasing of development, and measures to meet other policies and objectives, such as the protection of the environment.

IMP1 Planning permission will only be granted for any development if the provision is secured for related infrastructure, services, facilities and environmental protection which are fairly and reasonably related to the proposal in scale and in kind.

The provision of such requirements shall be secured either as part of development proposals, through the use of conditions attached to planning permissions, or through planning obligations. Where provision on an application site is not feasible, provision elsewhere, or a contribution towards this provision will be sought.

Where a planning application is for part of a larger area planned for development, a pro rata provision of any necessary facilities services or infrastructure, or a contribution toward them will be sought.

14.3 Off-Site Provision and Commuted Payments

- 14.3.1 It is not always possible or desirable to provide necessary facilities on site. In such cases, off-site provision may be sought, where applicable. Also, requirements may be met by the payment of commuted sums into a fund for provision by another party.
- 14.3.2 While the need for the provision of infrastructure and services as a result of a development is clear on large schemes, the development of small sites also contributes to the need for such provision, particularly through their cumulative impact. So that smaller developments contribute a fair proportion of such costs, pro rata payments may be sought.

14.4 Further Guidance

- 14.4.1 As circumstances change over the lifetime of a local plan and different forms of development and different locations create specific requirements, it is not appropriate for this Local Plan to list what is likely to be sought from planning obligations on individual sites or priorities for infrastructure and service provision.
- 14.4.2 However, to increase certainty, transparency and consistency in relation to planning obligations, the Council will produce separate “supplementary planning guidance” which will outline priorities for the provision of infrastructure and facilities as part of such agreements. The guidance will also specify the size of development at which provision may be sought and explain how commuted payments will be calculated. This will be reviewed periodically to take account of changing circumstances.
- 14.4.3 This guidance will act as a basis for the negotiation of planning obligations, but the specific locational circumstances of each site and the viability of development will also be taken into account in preparing such agreements.

14.5 Land Assembly

- 14.5.1 The majority of development in the Local Plan period will be undertaken by private developers working within the framework set by Local Plan policies and the Council’s development control decisions. However, the Council can also play an important positive role in implementation by facilitating development through use of its land assembly powers. This can be achieved either by purchasing properties at market rates or by using compulsory purchase powers.
- 14.5.2 Land assembly can be a complex and time-consuming process. As a result, the Council will use its powers sparingly, concentrating on priority sites. Council involvement in land assembly is likely to be particularly important at locations

where land ownership issues act as a constraint on development and on large sites such as the regeneration of the Town Centre.

- 14.5.3 On sites where land assembly is required, the Council will work in partnership with developers and other relevant parties to achieve a mutually beneficial outcome.

14.6 Enforcement

- 14.6.1 In order to maintain public confidence in the effectiveness of the planning control system and achieve development which accords with the provisions of the Local Plan, it is important that unsatisfactory unauthorised development is remedied.
- 14.6.2 The Council will consider taking enforcement action in instances where development occurs which is:
- a) Without the necessary grant of planning permission or other consent;
 - b) Contrary to relevant policies contained within the Local Plan or other guidance;
 - c) Considered harmful to the amenities of an area.
- 14.6.3 Enforcement action should be taken to remedy unsatisfactory unauthorised development or mitigate against its effects only when it is in the public interest and expedient to do so. In considering such action, the Council will assess whether the breach of control unacceptably affects public amenity or land and buildings which merit protection in the public interest.
- 14.6.4 Enforcement procedure is based in law and must be carried out in accordance with statute. As a result, enforcement action can be a lengthy process. However, when taking action to remedy a breach in planning control, the correct procedure must be followed even if this means that such breaches cannot be resolved immediately.
- 14.6.5 To assist in achieving good enforcement principles the Council has produced enforcement policies and procedures, which are fully in accordance with the principles, aims and objectives of the Enforcement Concordat (an agreement formed by the Government in consultation with the Local Government Association, the Conference of Scottish Local Authorities, and the Scottish and Welsh Office).

14.7 Supplementary Planning Guidance

- 14.7.1 The Local Plan cannot contain information on all matters relevant to planning in Harlow without becoming too long and excessively detailed. Where appropriate, the Council will prepare additional guidance to supplement the content of the Local Plan to assist those preparing planning applications.

- 14.7.2 Supplementary planning guidance (SPG) can provide specialist advice on particular matters and contain more comprehensive information than would be suitable in a local plan. It must be consistent with the provisions of the development plan and national and regional guidance. SPG should not include new material relating to the development or use of land which is not in line with the contents of a local plan.
- 14.7.3 Although only the policies in a local plan have the full status in deciding planning applications which is conferred by section 54A of the Town and Country Planning Act 1990, supplementary planning guidance can be a “material” consideration. The weight given to the content of supplementary planning guidance is greater if it has been prepared in consultation with the public, business and other interested parties and has been subject to a Council resolution to adopt it. Supplementary planning guidance to this Local Plan will be produced in accordance to this procedure, although not necessarily at the same time as the consultation period for the Local Plan.
- 14.7.4 A list of available and proposed supplementary planning guidance will be produced and revised whenever necessary.

14.8 Monitoring and Review

- 14.8.1 To ensure that the Local Plan remains effective in meeting its aims and the aspirations of the people of Harlow, it is necessary to regularly assess its performance. Also, as the context provided by Government guidance and local and national circumstances are continually evolving, it is important to monitor other matters which may affect the planning of the District and the assumptions on which the Local Plan is based.
- 14.8.2 The Council will regularly monitor the Local Plan against indicators and targets relating to key policy areas. These are set out in the tables at the end of this chapter. They provide a consistent basis for identifying changes in the context within which the Local Plan is operating and assessing how successfully the aims are achieved.
- 14.8.3 The indicators have been selected in light of Best Value Performance Indicators (BVI) and some are included in the tables. The Local Plan’s indicators are not intended to be a detailed or comprehensive set of criteria to assess every policy in the Local Plan or to duplicate indicators which are more appropriately monitored elsewhere. They have been selected to ensure monitoring is practical and can be achieved.
- 14.8.4 The nature of some of the information means that it is not appropriate to set targets relating to them although the data will be collected to provide the Council with additional information on the District or the performance of the Local Plan. This is the case with population and unemployment data and basic information on the amount of floorspace constructed for certain uses.

- 14.8.5 In addition to the indicators contained in the table, the Council will also continue to review:
- a) Changes in other policies and objectives of the Council and other agencies with an interest in the area;
 - b) Changes in Government guidance;
 - c) Changes to the local plans and structure plans of adjacent authorities;
 - d) Trends in the development industry and the wider economy.
- 14.8.6 The Council will publish a report annually which sets out the results of the monitoring process. This will be presented to the Council's Environment Committee and made publicly available. If necessary, it will highlight the need for amendments or formal alterations to the Local Plan.
- 14.8.7 Explanatory notes and more detailed definitions of the indicators, including the time period over which each one will be measured, will be included as part of the monitoring report.

MONITORING INDICATORS

	INDICATOR	POLICY	TARGET
	General		
1	Number of planning applications advertised as departures from the Plan and approved as a percentage of total number of planning applications approved in the year.	BVPI 108	Less than 1% of the total planning applications approved in a year.
2	Percentage of appeals where the Council's decision is overturned.	BVPI 112(6)	Less than 1% of the total appeals heard in a year.
	Sustainable Development		
3	Percentage of completed developments that met the sequential test.	SD3	100% of completed developments, to which Policy SD3 applies, meet policy requirements.
4	Percentage of planning applications approved on mixed use developments where proposals are for compatible uses.	SD4/SD5	100% of planning applications approved, to which Policy SD4 applies, meet policy requirements.
	Housing		
5	Percentage of dwelling completions on previously developed land.	BVPI 106	60% of dwelling completions on developments, to which BVPI 106 applies, meet policy requirements.
6	Average density of 30 dwellings per hectare to be achieved on allocated housing sites.	H1	100% of dwelling completions, on developments to which Policy H1 applies, meet policy requirements.
7	Dwelling completions to meet the annual dwelling requirement.	H2	90% of the annual dwellings requirement of 262 is met.
8	Percentage of planning applications approved, for developments that are eligible for affordable housing, that have negotiated 30% affordable housing.	H5	100% of housing planning applications approved, to which Policy H5 applies, meet policy requirements.
	Economic Regeneration		
9	Percentage of planning applications approved for B1, B2 and B8 developments on sites not allocated in Local Plan and not	ER3	100% of planning applications approved to which Policy ER3 applies, meet policy requirements.

	INDICATOR	POLICY	TARGET
	located within the designated employment areas that met the sequential test.		
10	The amount of employment land lost to non-employment Uses in the Employment Areas.	ER2, ER5	No loss of employment land to non-employment uses.
11	Percentage of planning applications approved for new and expanding employment companies that agree to operate local recruitment, training, education and child care.	ER13	90% of planning applications approved, to which Policy ER13 applies, meet policy requirements.
	Transport		
12	Percentage of planning applications approved for major developments that submit a Transport Impact Assessment.	T3	100% of planning applications approved, to which Policy T3 applies, meet policy requirements.
13	Percentage of planning applications approved for new and expanding employment companies that submitted a Green Commuter Plan.	T4	90% of planning applications approved, to which Policy T4 applies, meet policy requirements.
14	Percentage of planning applications approved for developments that require the provision for rail, bus, taxi or cycleways.	T6/T8	90% of planning applications approved, to which Policy T8 applies, meet policy requirements.
	Leisure & Culture		
15	Number of playing fields lost where no comparable replacement is provided.	L1	No loss of playing fields to development unless in accordance with Policy L1.
16	Number of sport, leisure or recreation facility lost where no comparable replacement is provided.	L3	No loss of sport, leisure or recreation facility to development unless in accordance with Policy L3.
17	Number of cultural & entertainment facilities lost where no comparable replacement is provided.	L14	No loss of cultural & entertainment facilities to development unless in accordance with Policy L14.
	Natural Environment		
18	Percentage of planning applications approved for development in the Green Wedge	NE1	No planning applications approved for development that is contrary to Policy NE1.
19	Percentage of planning applications approved for	NE3	No planning applications approved for development that

	INDICATOR	POLICY	TARGET
	development in the Green Belt.		is contrary to Policy NE3.
20	Percentage of planning applications approved for development in the Special Restraint Area.	NE5	No planning applications approved for development that is contrary to Policy NE5.
21	Percentage of planning applications approved for development on the internal Open Spaces, wildlife sites & verges	NE7, NE16, NE17, NE18 & NE19	No planning applications approved for development that is contrary to Policies NE7, NE16, NE17, NE18 & NE19.
	Built Environment		
22	Percentage of planning applications approved for change of use, alteration or extension to any building open to the public or used for educational or employment purposes that has full accessibility for all.	BE4	100% of planning applications approved, to which Policy BE4 applies, meet policy requirements.
23	Number of listed buildings that are damaged or demolished each year.	BE6/BE7	No listed building damaged or demolished through development.
24	The percentage of sites that may contain archaeological remains and are proposed for development that are given an archaeological field evaluation.	BE14	100% of planning applications approved, for developments to which Policy BE14 applies, meet policy requirements.
	Regenerating the Town Centre		
25	Percentage of retail/town centre uses' floor area completed in: a) Town Centre b) Neighbourhood Centres c) Hatches	RTCS1	More than 90% of floor area completed, to which Policy RTCS1 applies, meet policy requirements. (i.e. less than 10% on out of town centre sites)
26	New Out of Centre Sites	RTCS1	No planning applications approved for new out of centre sites.
27	Percentage of A1 uses to A2 & A3 in primary shopping frontage.	RTCS10	No planning applications approved which increase A2 & A3 uses above 15% of primary shopping frontage.
	Community Facilities		
28	Percentage of planning applications approved on major developments which provide and contribute to community facilities.	CP1	100% of planning applications approved, to which Policy CP1 applies, meets policy requirements.

GLOSSARY

BAP	Biodiversity Action Plan
DEFRA	Department for Environment, Food and Rural Affairs
DETR	Department for Environment Transport and Regions
Disabled people	The definition of disability is “a physical or mental impairment that has a substantial or long term adverse effect on an individual’s ability to carry out normal day to day activities”.
DoE	Department of Environment
DPHN	Dwelling per hectare net
DSSRS	Draft Summary Sport and Recreation Strategy
FC	Football Club
GCP	Green Commuter Plans
HATS	Harlow Area Transport Strategy
ICT	Information Communications Technology
LEAPS	Local Environment Agency Plans
LOCAL PLAN	Replacement Harlow Local Plan
LNR	Local Nature Reserve
Major Development	For dwellings it is where the number of dwelling to be built is 10 or more or if the number is not known then a site area of 0.5 hectares or more. For all other uses it is where the floorspace to be built is 1,000 square metres or more or where the site area is 1 hectare or more.
MGB	Metropolitan Green Belt
PAER	Priority Area for Economic Regeneration
PPG	Planning Policy Guidance (See List)
R & D	Research and Development
RPG	Regional Planning Guidance
SERAS	South East Regional Airport Strategy
SPG	Supplementary Planning Guidance
SRA	Special Restraint Area
SSSI	Site of Special Scientific Interest
STRUCTURE PLAN	Essex & Southend-on-Sea Replacement Structure Plan Adopted April 2001
TCC	Town Centre Central
TCN	Town Centre North
TCS	Town Centre South
WAGN	West Anglia Great Northern Railways

USE CLASSES ORDER GUIDE

USE CLASSES ORDER 1987	DESCRIPTION
A1	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, dry cleaners etc. Pet shops, cats-meat shops, tripe shops, sandwich bars. Showrooms, domestic hire shops, funeral directors
A2	Banks, building societies, estate and employment agencies. Professional and financial services, betting offices
A3	Restaurants, pubs, snack bars, cafes, wine bars, shops for sale of hot food.
Sui Generis	Shops selling and /or displaying motor vehicles Launderettes, taxi or vehicle hire businesses, amusements centres, petrol filling stations
B1	Offices not within A2. Research and development, studios, laboratories, high tech. Light industry
B2	General industry
B8	Wholesale warehouse, distribution centre, repositories
Sui Generis	Any work registered under the Alkali etc, Works Regulation Act, 1906.
C1	Hotels, boarding and guest houses
C2	Residential schools and colleges. Hospitals and convalescent/nursing homes
C3	Dwellings, small businesses at home, communal housing of elderly and handicapped.
Sui Generis	Hostels
D1	Places of worship, church halls. Clinics, health centres, crèches, day nurseries, consulting rooms. Museums, public halls, libraries, art galleries, exhibition halls. Non-residential education and training centres
D2	Cinemas, music and concert halls. Dance, sports halls, swimming baths, skating rinks, gymnasiums. Other indoor and outdoor sports and leisure uses, bingo halls, casinos.
Sui Generis	Theatres

CURRENT PLANNING POLICY GUIDANCE (PPG's)

PPG NO.	TITLE	POLICY
PPG1	General Policy & Principles	Feb 1997
PPG2	Green Belts	Jan 1995
PPG3	Land for Housing – See Also: <ul style="list-style-type: none"> - Circular 06/98 on Affordable Housing - Local Housing Needs Assessment: A Guide to Good Practice – July 2000 - Monitoring Provision of Housing through the Planning System: Towards Best Practice – October 2000 - Tapping the Potential – Assessing Urban Housing Capacity: - By Design : Towards Better Practice; - Sustainable Residential Quality: Exploring the Housing Potential of Large Sites - PPG3 Good Practice Guide on Managed Release of Sites 	Mar 2000
PPG4	Industrial and Commercial Development and Small Firms	Nov 1992
PPG5	Simplified Planning Zones	Nov 1992
PPG6	Town Centres and Retail Developments	Jun 1996
PPG7	The Countryside – Environmental Quality and Economic and Social Development	Feb 1997
PPG8	Telecommunications	Aug 2001
PPG9	Nature Conservation	Oct 1994
PPG10	Planning & Waste Management	Sep 1999
PPG11	Regional Planning Guidance	Oct 2000
PPG12	Development Plans	Dec 1999
PPG13	Transport	Mar 2001
PPG14	Development on Unstable Land	Apr 1990
PPG14 (Annex 1)	Development on Unstable Land: Landslides and Planning	Mar 1996
PPG14 (Annex 2)	Development on Unstable Land: Subsidence and Planning, (Replaces and Extends MPG12 which is cancelled)	Feb 2002
PPG15	Planning and the Historic Environment	Sep 1994
PPG16	Archaeology and Planning	Nov 1990
PPG17	Sport and Recreation	July 2002
PPG18	Enforcing Planning Control	Dec 1991
PPG19	Outdoor Advertisement Control	Mar 1992
PPG20	Coastal Planning	Sep 1992
PPG21	Tourism	Nov 1992
PPG22	Renewable Energy	Feb 1993
PPG23	Planning and Pollution Control	Oct 1994
PPG24	Planning and Noise	Sep 1994
PPG25	Development and Flood Risk	Jul 2001
PPG26	Planning and Contaminated Land (Consultation Draft still expected)	

(October 2003)



Parking Standards

Design and Good Practice

September 2009

Working in partnership with

Introduction and Policy Context

The first Parking Standards Document was produced in 1978 and set the standards for Parking in the then County of Essex including Southend on Sea and Thurrock, for all land uses. At that time these were expressed in minimum standards that is to say that no less than the proscribed number of parking spaces should be provided for the identified land use.

The 1998 Transport White Paper saw a change in direction with parking provision, using reduced parking availability as one of the tools to achieve a change in travel behaviour to more sustainable modes such as public transport, cycling and walking. This approach was promoted in Regional Planning Guidance 9 (RPG9) and Planning Policy Guidance 13 (PPG13) both issued in March 2001. In response to these changes the existing parking standards were reviewed in order to harmonize them with the guidance contained within PPG13 that required standards to be reduced and expressed as a maximum rather than a minimum. This was a desk top exercise and was carried out on behalf of and with the help of the Essex Planning Officers Association in 2001.

Planning Policy Guidance 3 (PPG3) and PPG13 also advocated higher residential densities and better use of existing previously used land, this together with the revised 1997 Essex Residential Design Guide (revised 2005) generated a new style of development in Essex promoting shared surfaces for cars and pedestrians and enclosed street scenes with small or no front gardens, and continuing the move away from prairie style developments of the sixties that were road dominated.

The 2001 maximum standards were also applied to commercial development of all types.

The move to a new planning system during 2006 further shifted the responsibility for determining parking standards to individual Planning Authorities whilst at the same time Planning Policy Statement 3 (PPS3), indicates that local circumstances should be taken into account when setting standards. It gives further advice that proposed development should take a design-lead approach to the provision of car-parking space, "that is well-integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly." The recent Planning Policy Statement 4 (PPS4) consultation document (January 2008) gives a further steer on Government thinking and proposes to cancel paragraphs 53, 54 and Annex D of PPG13 which refer to maximum parking levels.

The East of England Plan published in May 2008 states in Policy 14 Parking:

Parking controls, such as the level of supply or the charges, should be used as part of packages for managing transport demand and influencing travel change, alongside measures to improve public transport accessibility, walking and cycling, and with regard to the need for coordinated approaches in centres which are in competition with each other. Demand-constraining maximum parking standards should be applied to new commercial development. The standards in

PPG13 should be treated as maximums, but local authorities may adopt more rigorous standards to reinforce the effects of other measures particularly in regional transport nodes and key centres for development and change.

In the supporting text dealing with commercial parking it acknowledges the need for a common approach to avoid competition between areas, that parking restraint and accessibility are important tools and form a package of measures to be balanced against such factors as economic buoyancy and impact on historic centres.

In response to these changes, and recognition that the 2001 Standards were giving some rise to concern, it was decided that the current standards needed to be reviewed to ensure they were fit for purpose and offered qualitative advice to the Local Planning Authorities (LPA's) of Essex, setting a common bench mark.

In considering new parking standards for Essex a wider view has been taken of the role that parking has to play in place shaping as well as a possible tool for promoting travel choice. Case studies have been used to assess the impact of current parking standards and their functional relationship to the development they serve.

A fundamental change included in the revised parking standards is a move to minimum standards for trip origins (residential parking) and maximum standards for trip destinations (for example, commercial, leisure and retail parking), acknowledging the fact that limiting parking availability at trip origins does not necessarily discourage car ownership and can push vehicle parking onto the adjacent public highway, diminishing the streetscape and potentially obstructing emergency and passenger transport vehicles.

It is considered that this approach is entirely consistent with current Government guidance such as PPS3 and emerging PPS4 in as much as residential parking should reflect the local circumstances of a development.

The standards form a consistent basis for discussion between developers applying for planning permission and the appropriate LPA. It is intended that they should be applied throughout Essex. However, it is recognised that situations may arise where the local economic environment and the availability of alternative means of travel to the private car may lead to parking provision that is more appropriate to local circumstances.

This document, "Parking Standards: Design and Good Practice Guide", is a result of a public consultation in accordance with the advice contained within 'Communities and Local Governments Planning Policy Statement 12', the consultation included the preparation of a Strategic Environmental Assessment; the Guide has been produced as Essex County Council Supplementary Guidance in partnership with the Essex Planning Officers Association (EPOA). The Guide is recommended to Essex Planning Authorities and others as providing quality advice and guidance on the provision and role of parking within residential, commercial and leisure areas in Essex, and can be appended to a Local Authority's Local Development Framework (LDF) as a Supplementary Planning Document (SPD).

Terms of Reference and Composition of the Parking Standards Review Group

The Review Group, formed to look at parking standards, consisted of representatives from the District Authorities and various departments within Essex County Council, who reflect a range of related disciplines. The objective of the Group was to:

“Develop new parking standards for Essex that are functional, serve the community and enhance the living environment, deliver sustainable economic growth and employment.”

This has been achieved by:

- a. Reviewing background information and advice
- b. Reviewing current practice
- c. Reviewing supporting technical information
- d. Undertaking site visits related to various land uses
- e. Observing cause and effect of current standards and external influences
- f. Carrying out resident surveys.
- g. Developing new parking standards and related infrastructure
- h. Producing evidential support for the new standards

The Review Group comprises Officers representing:

Braintree District Council	Tessa Lambert
Chelmsford Borough Council	John Pollard
Colchester Borough Council	George Phillips
Colchester Borough Council	Jane Thompson
Colchester Borough Council	Lee Smith-Evans
Essex County Council (Strategic Development)	Andrew Cook
Essex County Council (Education)	Blaise Gammie
Essex County Council (Urban Design)	Elizabeth Moon
Essex County Council (Strategic Development)	Emma Featherstone
Essex County Council (Strategic Development)	Hilary Gore
Essex County Council (Strategic Development)	Keith Lawson
Essex County Council (Planning)	Paul Calder
Essex County Council (Urban Design)	Peter Dawson
Essex County Council (Strategic Development)	Phil Callow
Southend-on-Sea Council	Zac Ellwood
Tendring District Council	Gary Pullan
Thurrock Unitary Authority	Nathan Drover
Uttlesford District Council	Jeremy Pine

The group will continue to review the document once it is published, taking on board government guidance in the future, listening to feedback and following a programme of monitoring parking, on the ground.

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1. Background

1.1 *The Need for Vehicle Parking Standards*

- 1.1.1 The need for greater control of parking has developed as a result of growth in motor traffic and particularly in the ownership and use of private cars. The number of private cars in Great Britain has more than doubled in 30 years, increasing from 12.5 million in 1975 to 26 million in 2005. This level of vehicle ownership has led to increased levels of congestion and pollution, particularly in more densely populated areas.



- 1.1.2 The publication of the Transport White Paper “A New Deal For Transport: Better For Everyone” by the DETR in 1998 represented a change with regard to transport policy and planning. Local authorities are expected to promote sustainability through encouraging modal shift and the use of alternative forms of travel to the private car, primarily through the use of public transport, walking and cycling. The 2004 White Paper “The Future of Transport” continues this theme, acknowledging that mobility is important but it can have a financial, social and environmental cost, and that sustainable methods should be encouraged. In 2007, the Government published a consultation draft of the Local Transport Bill which endorses previous White Papers, the Bill is likely to give more power to local authorities in supporting sustainable travel allowing them to review and propose their own arrangements for local transport governance to support more coherent planning and delivery of local transport.
- 1.1.3 Following the 2001 publication of PPG13 and its recommendation to adopt maximum parking standards to promote sustainable transport choices, and ultimately reduce the need to travel, especially by car, changes in the planning system now place the responsibility to set parking standards with the LPA for that area. Advice contained within PPS3, published in 2006, states that when assessing design in order to achieve high quality development, “a design-lead approach” is taken “to the provision of car-parking space that is well-integrated with a

high quality public realm and streets that are pedestrian, cycle and vehicle friendly”. Furthermore, it states that “Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently”. Draft PPS4 Planning for Sustainable Economic Development now goes further and proposes to cancel paragraphs 53, 54 and Annexe D of PPG13. It maintains a maximum standard approach for non-residential parking but set against criteria that recognises the needs of various types of commercial development and locational influences.

1.1.4 The purpose of this document is to support the aspirations expressed in PPS3 and provide the highest quality advice to local authorities.

1.1.5 It is intended to:

1. Assist the LPA's in determining appropriate standards for their areas;
2. Advise members of the public in a readily comprehensible manner;
3. Assist intending developers in preparing plans for the development of land; and,
4. Expedite the determination of planning applications by ensuring that applications submitted include an appropriate level and location of car parking provision that also contributes to the public realm.

1.2 *The Need to Review Parking Standards*

1.2.1 As with any policy and guidance it is good practice to review regularly to ensure that the document is still serving its purpose. It is acknowledged in Essex that parking is an issue, especially in residential areas. It is also acknowledged that cycle parking standards set in 2001 are unnecessarily onerous and should be reviewed.



1.2.2 A working group was set up in order to review the 2001 Vehicle Parking Standards document. Site visits were undertaken, to residential areas on weekdays and weekends in June and July 2007, to assess the residential parking situation. A resident's survey was undertaken in May 2007 to compliment one previously carried out in 2006. Copies of these surveys can be found on the County Council's website.

1.2.3 The following residential areas were looked at to assess the existing situation:

- Balkern Hill, Colchester
- Beaulieu Park, Chelmsford
- Bridge Hospital Development, Witham
- Chancellor Park, Chelmsford
- Churchill Gate, Colchester Garrison, Colchester
- Church Langley, Harlow
- Clements Park, Brentwood
- George Williams Way, Colchester
- Highwoods, Colchester
- Horizons, Colchester
- Kings Hill, Kent
- Laindon, Basildon
- Maltings Lane, Witham
- Mary Ruck Way, Black Notley (ex hospital site)
- New Hall, Harlow
- Nottage Crescent, Braintree
- Oakwood Park, Felsted
- Panfield Lane (off roundabout nr Tabor School)
- Poundbury, Dorset
- Sawyers Grove, Brentwood
- St James Park, Colchester
- The Gables (Ongar Leisure Centre Site), Ongar
- The Village, Chelmsford
- Walter Mead Close, Ongar



Examples of unattractive parking courts



8



Many garages are too small for modern cars as illustrated in the photographs above

1.2.4 Through the review group a number of conclusions have been drawn:

1. 93 out of 267 (35%) wards in Essex have an average car ownership in excess of 1.5 vehicles per household (2001 census).
2. 70% of Essex is rural and for many areas public transport does not offer an attractive alternative to the private car (e.g. service frequency, destination etc.)
3. It is acknowledged that previously advised garage dimensions are too small for modern cars (random sample of manufacturer's specification 2007).
4. 78% of garages are not used to store vehicles but used for general storage/utility uses instead (Mouchel resident's study 2007).
5. Often rear parking courts are used to facilitate the increase in use of wheelie bins and recycling storage containers (working group site visits 2007).
6. Parking bays are of an inadequate size for modern vehicles (working group site visits 2007, random sample of manufacturer's specification 2007).
7. Parking Courts are often poorly located and designed as well as unattractive and not secure (working group site visits 2007),
8. Parking courts must have easy and direct access to dwellings.
9. Setbacks from garages and gates lead to vehicles parking in front of garages and blocking footways (working group site visits 2007, random sample of manufacturer's specification 2007).



1.5m setback design allows vehicles to obstruct footway/cycleway

- 1.2.5** However, the most significant conclusion is that people own more cars than there are spaces for within residential developments. Government advice to reduce car travel through reducing availability of parking at origin and destination has not worked at origins, therefore vehicle parking standards need to be increased, along with sustainable transport measures. By changing the origin car parking standard from a maximum to a minimum it is intended that appropriate parking facilities will be provided.



Setbacks from garages and gates lead to vehicles parking in front of garages and blocking footways

2. Guidance

2.1 *The Application of Parking Standards*

- 2.1.1** Whilst this document has grouped parking standards into Planning Use Classes, there will inevitably be some developments that will not fall into any of the categories. In such cases parking provision will be considered on the developments own merit. However the onus will fall to the developer to demonstrate that the level of parking provided is appropriate and will not lead to problems of on street parking on the adjacent highway network. This will usually be demonstrated through a Transport Assessment (TA) or Transport Statement (TS).
- 2.1.2** If it is proven by the developer that the provision of parking according to the standard will be insufficient for the development (destination), then provision over the maximum should be considered by the LPA.

2.2 *Environmental Considerations*

- 2.2.1** The LPA may consider it desirable that additional land be provided in order that car parking areas may be suitably screened and landscaped. It is considered that such additional provision of land, landscaping and residential amenity is a matter for negotiation between the intending developer and the LPA.
- 2.2.2** The importance of good design and materials is emphasised. Car parking areas are rarely attractive visually and should always be located in such positions that would encourage their use and have a positive impact on the streetscape. They should be designed with adequate lighting and other features, so that people feel comfortable using them, especially after dark.
- 2.2.3** Parking should not be considered in isolation from other design considerations. It is part of the palette that makes for a high quality environment and sense of place. It has to be considered along with other influences such as location, context of public realm and environmental considerations. Road widths, verges, and cycleways may also dictate the location and type of parking for a given area.
- 2.2.4** Consideration must be given to “parking” and its relationship to the built environment which it serves. The form and function of the parking can have a determining influence on the successfulness of the development design concept.

- 2.2.5** Flooding is becoming an important consideration when planning development. Whilst this is a planning issue, in terms of parking standards, in a flood risk area underground parking is not advised, and undercroft parking may be considered in residential developments to elevate the living area. Sustainable drainage systems (SUDS) and pollutant filters should be designed into parking areas to help address flooding and water quality issues. Further guidance can be sought in Planning Policy Statement 25 (PPS25) and its companion documents.
- 2.2.6** In light of emerging legislation and the existing GPDO, consideration should be given to permeable surface material. Essex County Council is currently working on a 'Street Furniture and Materials' guide (summer 2009). In the interim period advice should be sought from the LPA.
- 2.2.7** The location of the development itself may have an impact on the way parking is treated. A location near to other attractors such as employment or commercial areas may lead to residential areas being used as overflow car parks to the adjoining uses. Consideration may need to be given to some form of parking control during working hours to discourage inappropriate parking.
- 2.2.8** With good parking design the necessity for parking enforcement at trip origins should be minimised, however parking enforcement may be required to manage parking at destinations.

2.3 *What is a Parking Space?*

- 2.3.1** Car parking provision is usually expressed in terms of 'spaces' and includes car-ports and undercroft parking as well as parking courts but does not include garages under a certain internal dimension. Further explanation on this can be found under the "Residential Parking Design" section.



Examples of Parking spaces

2.4 *Calculation of Parking Requirements*

- 2.4.1** For trip destinations, parking requirement is calculated on Gross Floor Area (GFA), or the number of visits (where the final employee/visitor number can be estimated). As a rule, business and commercial use vehicle parking requirements are calculated by GFA, whilst leisure uses are based on the estimated number of vehicle visits. For trip origins, the size of the dwelling is taken into account (by way of the number of bedroom) and spaces are allocated on a per dwelling basis.
- 2.4.2** Where GFA is used to determine parking standards and the calculation results in a fraction of a space, the number should be rounded up to the nearest whole number. For example, the standard may be 1 car parking space for every 4 sqm of GFA, and a development has a GFA of 17 sqm, a calculation of 17 divided by 4 gives 4.25 spaces, rounded up to the nearest whole number gives a total requirement of 5 spaces.
- 2.4.3** For the avoidance of doubt, where developments are smaller than the relevant threshold in the use class table, the rounding up principal will still apply. For example, a shop (A1) of 200sqm will require 1 cycle space for staff and 1 cycle space for customers, despite being less than 400sqm in GFA.
- 2.4.4** Where a development incorporates two or more land uses to which different parking standards are applicable, the standards appropriate for each use should be applied in proportion to the extent of the respective use. For example, where a development incorporates B2 and B8 use, each use should be assessed separately according to the appropriate standard, and the aggregated number of resulting parking spaces reflects the maximum number of spaces that should be provided. Any future change of use that requires planning permission may require a change in parking requirements in accordance with the standard.
- 2.4.5** With all end destination use classes (i.e. non-dwelling) being maximum standards, the disabled parking provision should be included within the appropriate vehicle parking standard.

2.5 *Parking Standards in Urban Areas*

- 2.5.1** For main urban areas a reduction to the vehicle parking standard may be considered, particularly for residential development. Main urban areas are defined as those having frequent and extensive public transport and cycling and walking links, accessing education, healthcare, food shopping and employment.

2.6 *Shared Use Provision*

- 2.6.1** Often, especially in urban areas, parking provision can be shared with other uses. For example, many leisure activities in urban areas can rely on existing public parking as leisure peak times are often different to retail peak times.
- 2.6.2** Shared use of parking areas is highly desirable, provided this works without conflict and that car parking provision is within the standard that requires the most number of car spaces applicable. Conflict should not occur so long as the shared use developments operate at differing times of day or days of the week, or the development is considered ancillary to other activities (i.e. food and drink within a retail area). Shared use may result in a reduction of the number of parking spaces which a developer is required to provide. For example, a mixed use development of shops, requiring 100 spaces for daytime use and leisure requiring 120 spaces for evening use, can suffice with 120 spaces in total.

2.7 *Extensions and Change of Use*

- 2.7.1** Prior to any extension or change of use, the developer must demonstrate that adequate parking will be provided. It is especially important to ensure that there is adequate parking provision should the change of use be from a garage into a habitable room for a residential dwelling.

2.8 *Commercial Vehicles*

- 2.8.1** Commercial vehicles are regarded as those vehicles delivering goods to or removing goods from premises. It is recognised that servicing requirements may be unique to a particular site. Commercial traffic varies with the type of enterprise within a given use class (e.g. the traffic serving a furniture shop may be very different in frequency and character from that supplying a supermarket).



Commercial vehicles

- 2.8.2** The onus is placed with the developer, who should analyse their development's own requirements in terms of the numbers and types of commercial vehicles visiting their premises and should demonstrate to the LPA that any development proposal includes sufficient commercial vehicle provision to meet normal requirements such as provision for loading, unloading and turning. Such commercial provision should be clearly signed and marked to avoid being utilised as an overflow parking area for cars.
- 2.8.3** Standard dimensions for commercial vehicle parking spaces can be found in the "Design and Layout, Vehicles" section.

2.9 *Coaches*

- 2.9.1** Developments likely to generate coach traffic should provide appropriate off-street parking facilities for the stopping, setting down and picking up of passengers as well as appropriate turning facilities (avoiding the requirement for coaches to reverse in or out of a site where possible, taking into consideration pedestrian safety). The onus will be on the developer to demonstrate to the Local Authority the development has the appropriate level of provision.



Coach Parking at Freeport, Braintree

2.10 *Provision for Cycle Parking*

- 2.10.1** Cycle Parking Standards should be applied by Local Authorities to all applications for new or extended development. They are expressed as minimum standards to reflect the sustainable nature of this mode of travel. It is essential that cycle parking is designed into a development at an early stage, prior to the granting of planning permission to ensure it relates well to the development.
- 2.10.2** The provision of convenient secure parking and related facilities are fundamental to attracting modal shift to cycling, particularly from single occupancy motorised journeys made over shorter distances on a regular basis. It is acknowledged that cycle parking demand varies greatly between use classes and a straight ratio of car to cycle trips can not be used to define the Cycle Parking Standard. Therefore, current Cycle Parking Standards have been looked at on an individual class basis. The standards represent a basis for helping to provide sufficient cycle parking facilities throughout Essex. In addition to the provision of cycle parking, developers will be required to demonstrate that they have considered additional needs for cyclists, such as locker, changing and shower facilities.



Cycle parking stands



Cycle bins



Cycle shelter

- 2.10.3** In exceptional circumstances, where it is not possible to provide cycle parking spaces on-site, developers will be expected to make a financial contribution towards public provision of such facilities.
- 2.10.4** For information on the location, types and dimensions for cycle parking please refer to the “Design and Layout, Cycle Parking Design” section.
- 2.10.5** At large development sites, the exact number of cycle parking spaces will depend on the individual characteristics of the site and its surrounding area.
- 2.10.6** Where a travel plan exists, cycle parking provision should be reviewed annually to ensure there are adequate spaces to fulfil demand. If there proves insufficient allocation, increased parking should be provided as agreed with the Highway Authority and the LPA.
- 2.10.7** Cycle Parking Standards can be found under the individual Use Classes.

2.11 *Provision for Powered Two Wheeler Parking*

- 2.11.1** The use of Powered Two-Wheeled vehicles (PTW) for short regular journeys can create significant benefits, most notably in the form of reduced congestion and reduced land use for parking.
- 2.11.2** Parking standards for PTWs are represented as the minimum provision required, which reflects the advantages they have over the car and single occupancy vehicles in particular. As with cycle parking, these standards represent a basis for helping to provide sufficient PTW parking facilities throughout Essex. In addition to the provision of secure parking, developers will be required to demonstrate that they have considered additional needs for PTW users, such as locker and changing facilities.





PTW parking facilities, Pros: Located centrally.
Cons: Cobbles destabilise PTW's, long PTW will partially obstruct road

- 2.11.3** Government transport statistics show that the ratio between car and PTW ownership is 25:1. However, with regard to the congestion benefits that the PTW provides, a varied ratio parking standard linked to car parking spaces should be applied.

Car Spaces	PTW Spaces
For the first 0-100 spaces	1 space, plus 1 space per 20 car park spaces
Additional spaces over 100	1 per 30 car park spaces

- 2.11.4** For example a development that proposes a car park of 130 spaces should calculate their PTW requirement in the following way:

1 space provided regardless of car park size	= 1
1 space per 20 car parking spaces for first 100 spaces	= 5
1 space for the remaining 30 car parking spaces	= 1
Total	= 7

- 2.11.5** A strategy for PTW in Essex has been published by Essex County Council in 2001. Guidance on providing for PTW users is also available from motorcycle industry groups.
- 2.11.6** Where a travel plan exists, PTW parking provision should be reviewed annually to ensure there are adequate spaces to fulfil demand. If there proves insufficient allocation, increased parking should be provided.

2.12 Provision for Blue Badge Parking

- 2.12.1** Under the Disability Discrimination Act 2005 it is the responsibility of site occupiers to ensure that adequate provision is made for the needs of people with disabilities. Parking for people with disabilities will be required for their exclusive use at all sites. Use of these spaces will usually require a Blue Badge to be displayed.



Examples of Blue Badge Parking, at a supermarket and Park & Ride site

- 2.12.2** The number of spaces required for people with disabilities varies between use classes and the standard has been based on the DfT's Traffic Advisory Leaflet 5/95: 'Parking for Disabled People'.

Car Park Used for:	Car Park Size	
	200 bays or less	Over 200 bays
Employees and visitors to business premises	(Individual bays for each disabled employee plus) 2 bays or 5% of total capacity, whichever is greater	6 bays plus 2% of total capacity
Shopping, recreation and leisure	3 bays or 6% of total capacity, whichever is greater	4 bays plus 4% of total capacity
Educational Establishments	1 bay or 5% of total capacity, whichever is greater	

Note: Blue Badge parking provision to be included in the overall vehicle parking standard provision. In circumstances where the number of vehicle parking bays are less than 10, the LPA will consider the Blue Badge Parking provision on a case by case basis, taking into account the quantity of available Blue Badge Parking in the vicinity.

- 2.12.3** If it is known that there will be an employee with a disability, then their space should be exclusive of the blue badge parking standard required.
- 2.12.4** It should be noted that a larger number of spaces may be required by the LPA at facilities where a higher proportion of users/visitors with disabilities will be expected, for example medical, health and care facilities.
- 2.12.5** The provision at the above levels or any required by the LPA does not guarantee that the requirements of the Disability Discrimination Act will be met, this is the responsibility of the building occupier or service provider.

- 2.12.6** There are numerous sources of alternative advice available for guidance on Blue Badge Parking. One being “Inclusive Mobility” a guide to best practice on /access to pedestrian and transport infrastructure and another being the “BSI British Standards BS 8300:2009 Design of buildings and their approaches to meet the needs of disabled people – Code of practice”. Both documents offer slightly differing advice to TAL 5/95. It is advised that these documents are considered when planning Blue Badge Parking.

2.13 *Planning Obligations*

- 2.13.1** Origin sites – In exceptional circumstances there may be opportunities to accept a commuted sum in lieu of the full residential vehicle parking standard in sustainable locations.
- 2.13.2** Destination sites – In exceptional circumstances it may be appropriate for the Local Authority to accept a commuted sum in lieu of on site vehicle parking spaces.
- 2.13.3** Further guidance on developer contributions may be included in the relevant district planning documents.

2.14 *Transport Assessments*

- 2.14.1** Developers will be required to submit a Transport Assessment (TA) to support any large-scale development proposal, particularly where the development will have a significant impact on demand for travel. The TA will detail proposed parking provision. Essex County Council has produced a guidance document to TA's which is available at www.essex.gov.uk.
- 2.14.2** For smaller scale developments a Transport Statement may suffice.
- 2.14.3** For educational establishment applications a School Transport Statement will be required if there is a proposed increase in pupil numbers.

2.15 *Travel Plans*

- 2.15.1** Travel Plans, through measures such as car clubs, car sharing, and discounted public transport, home working, personalised travel planning etc., are ways to encourage people to use their cars less.



Car share spaces

- 2.15.2** A developer may be required to develop and implement a Travel Plan. Measures can be included that are designed to offer people a wider range of travel choices and reduce the number and impact of single occupancy car journeys. A Travel Plan can benefit both employee and employer, by improved facilities, a healthier workforce and positive publicity by reducing their carbon footprint.
- 2.15.3** A Transport Information and Marketing Scheme will be requested for a residential development of 10 dwellings or more.
- 2.15.4** All educational establishments require a Travel Plan.
- 2.15.5** Vehicle, powered two-wheeler or cycle parking provision should not be considered in isolation from Travel Plans. The level and design of parking and the Travel Plan measures should complement each other.
- 2.15.6** Annual monitoring of a Travel Plan gives an opportunity to review parking provision for all sustainable modes e.g. cycle, powered two wheelers and car share spaces, and may result in the requirement for provision to be increased.
- 2.15.7** For advice on Travel Plans or Transport Information and Marketing Scheme Packs please contact the Essex County Council Travel Plan Team (travelplanteam@essex.gov.uk) in the first instance.

3. Design and Layout

- 3.0.1** As well as providing an appropriate level of car parking, it is important that new or extended developments incorporate good design for the layout, landscaping and lighting of parking. This should be user friendly, and not interfere with the public highway or access adjacent to the parking area. Further advice can be sought from the British Parking Association (www.britishparking.co.uk).

3.1 *Pedestrians*

- 3.1.1** The needs of pedestrians should be taken into account when designing the layout of parking for all modes. This includes both those who have parked and those accessing the development on foot.



Shared surface pedestrian route

- 3.1.2** Pedestrian access to the development should be considered and pedestrian desire lines identified. Pedestrian access, segregated or shared surface, should then be provided along these routes rather than simply relying on the vehicular route.
- 3.1.3** Within the car park, provision should be made so that pedestrians walk through it easily and safely. The provision of raised footways through the car park and crossing points across main vehicle routes will help to alleviate conflict between pedestrians and vehicles.
- 3.1.4** A tactile distinction should be made between pedestrian areas and vehicular areas, in order that people with visual impairment can distinguish between the two. The provision of raised areas, footway areas and tactile paving at all dropped kerbs should achieve this.

3.2 Vehicles

Parking Bay Size

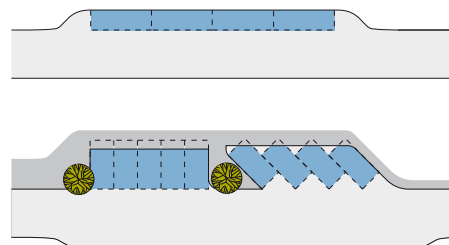
3.2.1	Preferred bay size for cars	5.5m x 2.9m
	(Parallel parking bay length)	6.0m
	Minimum bay size (only used in exceptional circumstances)	5.0m x 2.5m
	Notes:	
	Minimum bay size for vans	7.5m x 3.5m*
	Minimum bay size for HGVs:	
	Articulated	17.0m x 3.5m
	Rigid	12.0 x 3.5m

* To allow for the trend of increasingly long vans (e.g. Mercedes-Benz Sprinter, up to 7345mm, Fort Transit, up to 6403mm)

- 3.2.2** Principally the preferred bay size should be used. The minimum bay size may only be used in exceptional circumstances as determined by the LPA.
- 3.2.3** Any smaller than the above minimum bay size and an occupant might be unable to get in or out of an average sized family car parked in the bay with cars parked adjacent and consequently bay sizes smaller than the minimum stated above will not be considered a usable parking space.

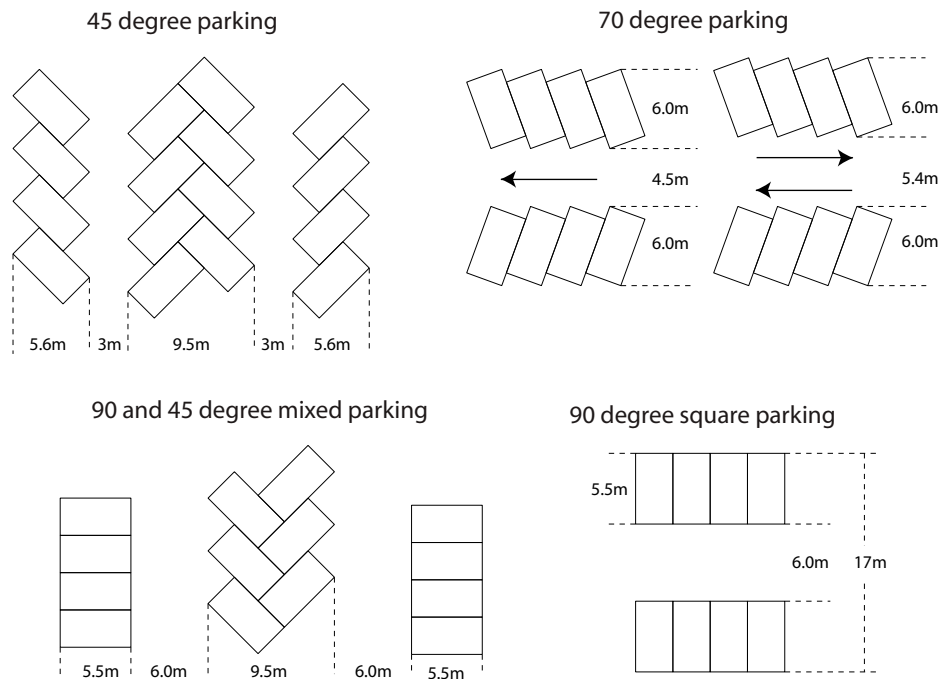
Layout of Parking Areas

- 3.2.4** The location and overall design should encourage maximum use of the parking areas in order to minimise the risk of on-street parking problems. As well as taking into account design features such as security and landscaping, adequate bay sizes that are easy to enter and exit and clear directional markings such as exit signs, will increase the appeal of the parking area.
- 3.2.5** There are a variety of parking styles including:
- Square Parking (or 90° Square Parking)
 - Angled Parking
 - Parallel or 'End to End' Parking



On street parking options
ref: p163 Essex Design Guide 2005
Essex County Council

3.2.6 Examples of parking arrangements are shown below:



Examples of parking arrangements, note tree planting in photo on right reducing bay size availability

- 3.2.7** Parking areas that have end bays adjacent to solid structures (e.g. fence or wall) should increase the width of these bays by 1m to allow for improved manoeuvrability and entry/exit of people to/from the vehicle.
- 3.2.8** Where a developer intends to employ a one-way system a clearly marked route for drivers should be set out using suitable signs and surface arrows.
- 3.2.9** Landscaping is important and should be incorporated into parking areas but in some circumstances landscaping can reduce the available bay size for vehicles meaning a reduced availability of parking spaces.

- 3.2.10** Where entry and exit points are one-way, then appropriate signs will be required, and the planning permission will be conditional on this provision. Continued adherence to the entry and exit directions will be expected. At difficult sites this approach will enable safe vehicular access by maintaining appropriate sight lines.
- 3.2.11** At non estate locations, right angled parking spaces immediately adjacent to the public highway with direct access onto major or minor access roads are not advisable, except in the case of private dwellings where care should be taken to ensure the safety of pedestrians.
- 3.2.12** Further guidance can be obtained from the Department for Transport. Although it should be noted that this document recommends large parking bays than DfT guidance, due to the increase in size of the modern car.
- 3.2.13** Advice regarding Commercial Vehicles can be sought via the Freight Transport Association.
- 3.2.14** The British Parking Association administers a Safer Parking Scheme. Further details can be found at www.britishparking.co.uk

3.3 *Blue Badge Parking Design*

Location of Blue Badge Parking Bays

- 3.3.1** Spaces for people with disabilities should be located adjacent to entrances, where possible, should be convenient to use and the dimension conform to the relevant regulations.



Blue Badge Parking at a Supermarket

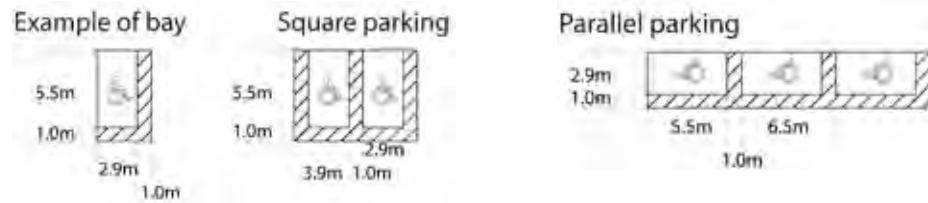
- 3.3.2** Parking provision for people with disabilities in residential locations should also be considered, as an in-curtilage parking space may be inappropriately located or not be of adequate dimension for access by people with disabilities. Guidance from Lifetime Homes should be considered to meet the changing mobility requirements of residents.

Blue Badge Parking Bay Dimensions

- 3.3.3** Parking bays for people with disabilities should be designed so that drivers and passengers, either of whom may have a disability, can get in and out of the car easily and safely. Bays should be longer and wider than the preferred bay size. This ensures easy access from the side and the rear for those with wheelchairs, and protects people with disabilities from moving traffic when they cannot get in or out of their car on the footway side of a bay on the highway.
- 3.3.4** There is much advice available with regards to blue badge bay sizes, all differing slightly. The dimensions given in this document take account of increased vehicle size with an increased preferred bay size, consequently it is not necessary to increase the blue badge bay size by the same amount DfT guidance advocates. The dimensions given in this document are over and above that in any national guidance (as national guidance has not been amended to acknowledge the increase in vehicle size), but the increased size is supported by disability groups.
- 3.3.5** Off-street blue badge parking bays should be at least 5.5m long by 2.9m wide with additional space as follows:
- Where bays are parallel to the access aisle and access is available from the side, an extra length of at least 1.0m and an extra 1.0m wide (minimum) safety zone to the (roadway) side to enable the driver or passenger to alight on the side where traffic might be passing, or
 - Where bays are marked perpendicularly to the access aisle, an additional width of at least 1.0m along each side. Where bays are adjacent, space can be saved by using the 1.0m “side” area to serve the space either side. A buffer of at least 1.0m should be provided between the parking space and the roadway (without reducing the width of the roadway) to allow safe access to the boot of the vehicle.

When parallel to the access	6.5m by 3.9m
When perpendicular to access:	6.5m by 3.9m

Blue badge parking arrangements



Blue Badge parking bays at a car park

Blue Badge Parking Design Consideration

- 3.3.6** Bays should be marked with lines and the International Symbol for Access with the safety zone/aisle between the bays marked with hatchings.
- 3.3.7** Dropped kerbs should be provided where necessary and pedestrian routes to and from car parks for people with disabilities should be free from steps, bollards and steep slopes. Further guidance can be sought from "Guidance on the use of Tactile Paving Surfaces" DETR.
- 3.3.8** Further guidance can be obtained from the DfT's Traffic Advisory Leaflet 05/95 (although it should be noted that this information is somewhat out of date), the DfT's Inclusive Mobility document and the BSI BS8300:2009.

3.4 Residential Parking Design

- 3.4.1** When planning residential parking, consideration of the type and scale of the development should be taken into account. Safe and secure parking can be achieved where cars can be seen by owners and neighbours. Layouts must accommodate the safe passage of emergency, delivery and refuse collection vehicles.

Shared Surface

- 3.4.2** Shared surfaces, can offer opportunities for parking to be integrated with the street.



Examples of shared surfaces which are not appropriate for the location, note the indiscriminate parking

- 3.4.3** Shared surface design should be appropriate for the location. Shared surfaces can lead to indiscriminate parking, blocking of footway and the narrowing of the road which hampers access by service and emergency vehicles. Shared Surfaces should therefore only be used in appropriate circumstances, at very low densities as set out in the Essex Design Guide.



On street shared surface including formal visitor spaces

On-street Parking Provision

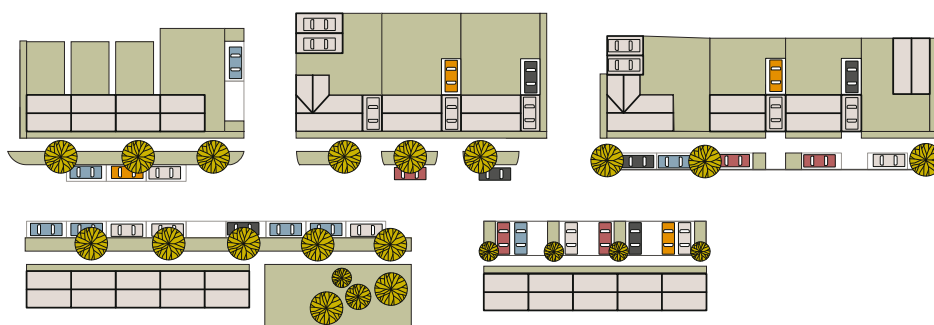
- 3.4.4** By using careful and innovative design, streets can be made to incorporate a certain level of unallocated on-street parking in the form of parallel or angled parking bays or parking squares (see “Design and Layout, Vehicles”). However, consideration must be given to location, proximity to accesses, sight lines and manoeuvring requirements so that indiscriminate parking and the obstruction of footways and carriageways is avoided. It is also important that the requirements of emergency and other service vehicles are catered for together with the needs of the disabled.



Inappropriate on-street parking leading to obstruction of footway



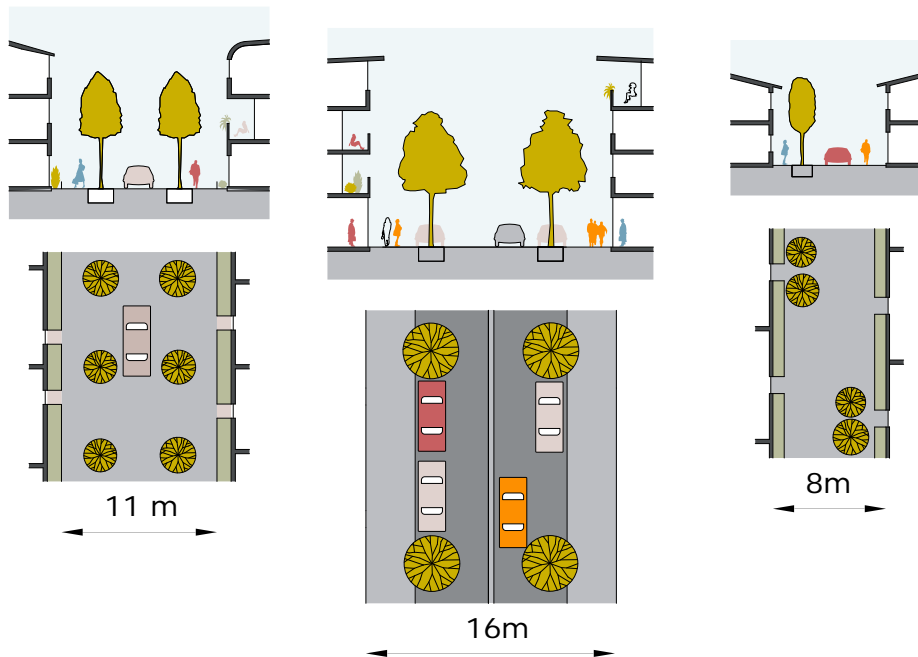
No on-street parking due to developer restrictions (site incomplete)



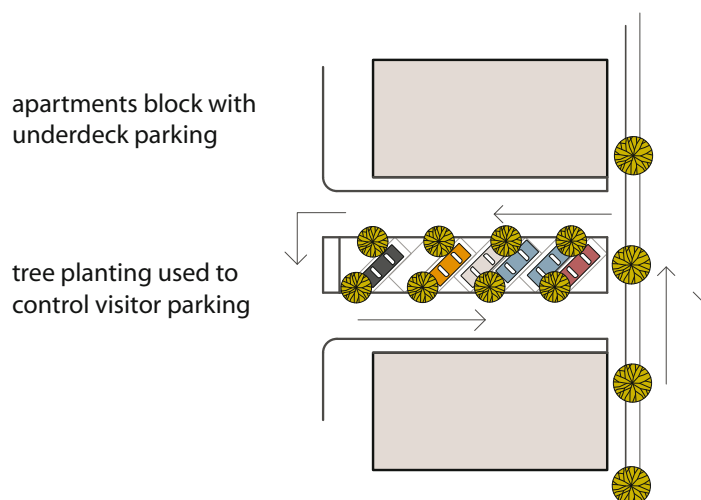
On street parking options 90 degree/ Boulevard/ between trees

- 3.4.5** Bus routes within residential developments will require a minimum clear passage of 6 metres (ideally 6.75 metres) which must be available where on-street parking is proposed. Further street design advice is contained in the Manual for Streets, the Essex Design Guide and Essex County Council's Urban Place Supplement, as applicable.

- 3.4.6** On-street parking spaces which are not allocated to particular dwellings may be considered for adoption by the Highway Authority subject to appropriate design. Those which are part of the allocated parking provision of individual dwellings will not be adopted and therefore the developer must make arrangements for their future management and maintenance. These areas can be designed to use surface treatments, textures and/or lining.



On street parking height to width ratios
ref: p59 Urban Place Supplement 2007



Visitor parking for apartments based on a one-way system



Parking Squares

- 3.4.7** These are pedestrian/vehicle shared surfaces, often consisting of a junction of routes. A parking square should be directly fronted by buildings.
- 3.4.8** Car parking can be provided in those areas which are not occupied by the carriageway or footway. Parking requirements of the frontage dwellings can be accommodated within the square, with the remaining requirement between or behind the dwellings. Parking squares are a good opportunity for hard landscaped shared spaces. The siting of trees and street furniture can be used to informally manage parking.

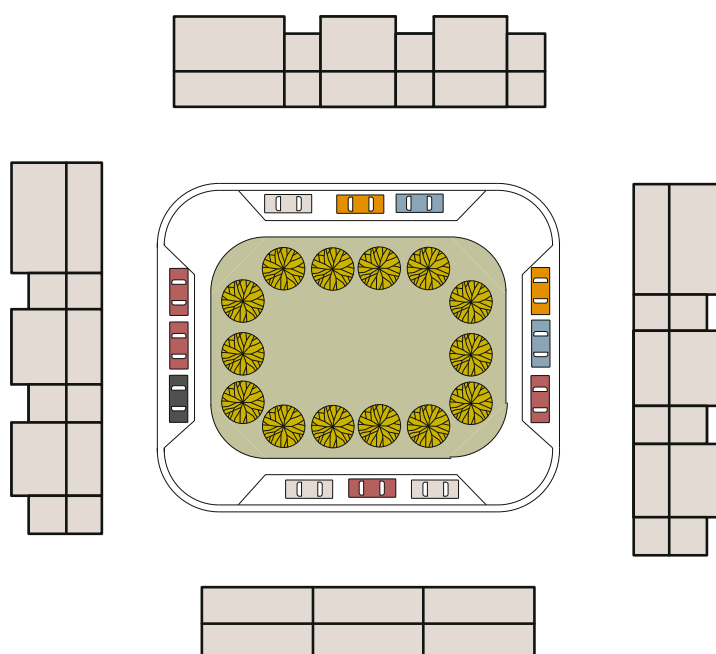
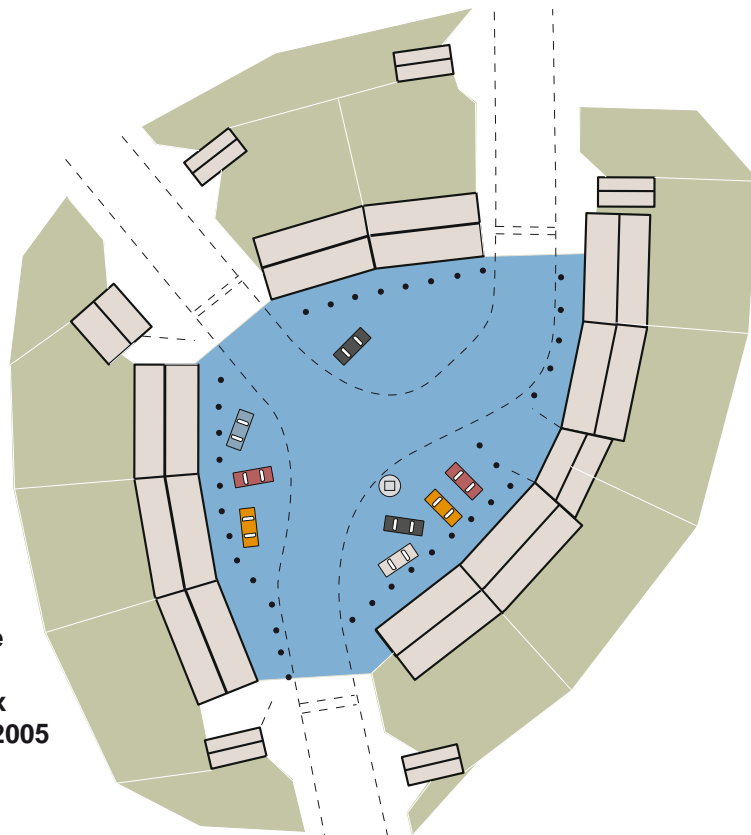
parking adjacent to landscaped square

alternative layout includes 90 degree parking



Parking square option
ref: p163 Essex Design Guide 2005
Essex County Council

**Parking square
option
ref: p163 Essex
Design Guide 2005
Essex County
Council**



**On street: housing square, The Dairy, Henlow, Bedfordshire
ref: p114 Car parking What works where
English Partnerships**

Parking Courts

- 3.4.9** Parking courts need to be designed carefully and be overlooked with direct access to/from the surrounding dwellings and have adequate lighting (dusk to dawn energy efficient lighting to appropriate levels). Boundary treatment should be designed to allow observation from dwellings over the parking spaces.
- 3.4.10** They must be high quality in design terms and have a sense of place and feel secure, to encourage ownership.

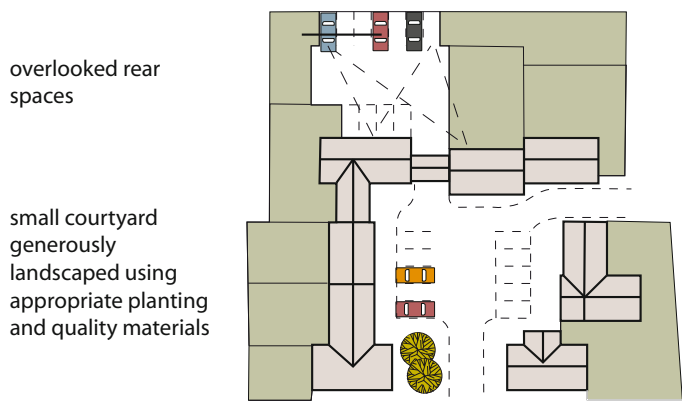


Overlooked rear parking court



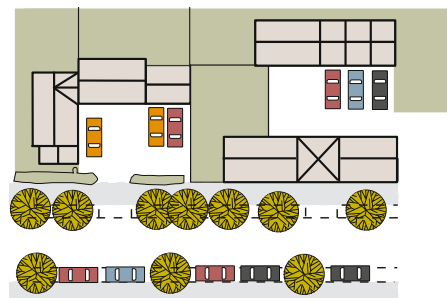
Access to properties from rear parking court

- 3.4.11** They should not be located in inaccessible areas at the extremity of the development.
- 3.4.12** Rear parking courts should ideally serve no more than six dwellings.



Above: On plot parking and small parking courts
ref: p165 Essex Design Guide 2005, Essex County Council

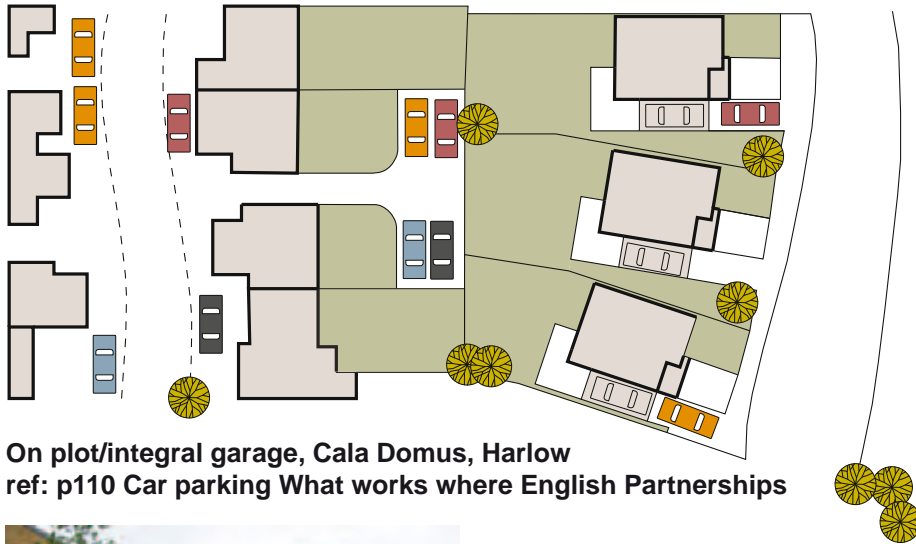
Right: Type 2 Link Road – small parking courts
ref: p125 Essex Design Guide 2005, Essex County Council



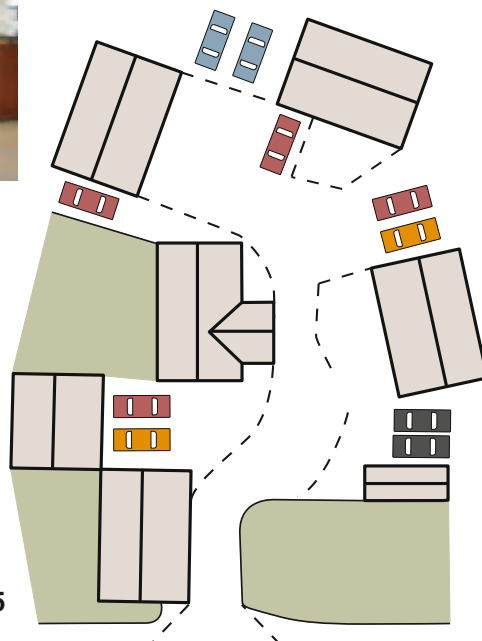


In-curtilage

- 3.4.13** Where housing densities are lower, space for car parking can be provided “on plot”, within the curtilage of the dwelling, such as in the form of a garage, car port, cart lodge, parking bay or private drive. Ideally dwellings/premises should be accessed from the front, although side and rear access can be appropriate in some circumstances (e.g. compact terraces). Quality urban design dictates that care should be taken that this does not result in streets dominated by parking spaces in front of dwellings, or by building facades with large expanses of garage doors.



Photograph showing actual
Cala Domus, Harlow



Right: Private Drive
ref: p141 Essex Design Guide 2005
Essex County Council



Car parked within curtilage of dwelling clear of footway

Garage Provision and Size

- 3.4.14** It is recognised that despite being an important design feature of residential developments, garages are being used for other purposes, such as general storage. It is acknowledged that storage space is important, particularly as many properties do not have much storage space within the dwelling itself. Garages need to be large enough to accommodate a modern, family sized car and some storage.

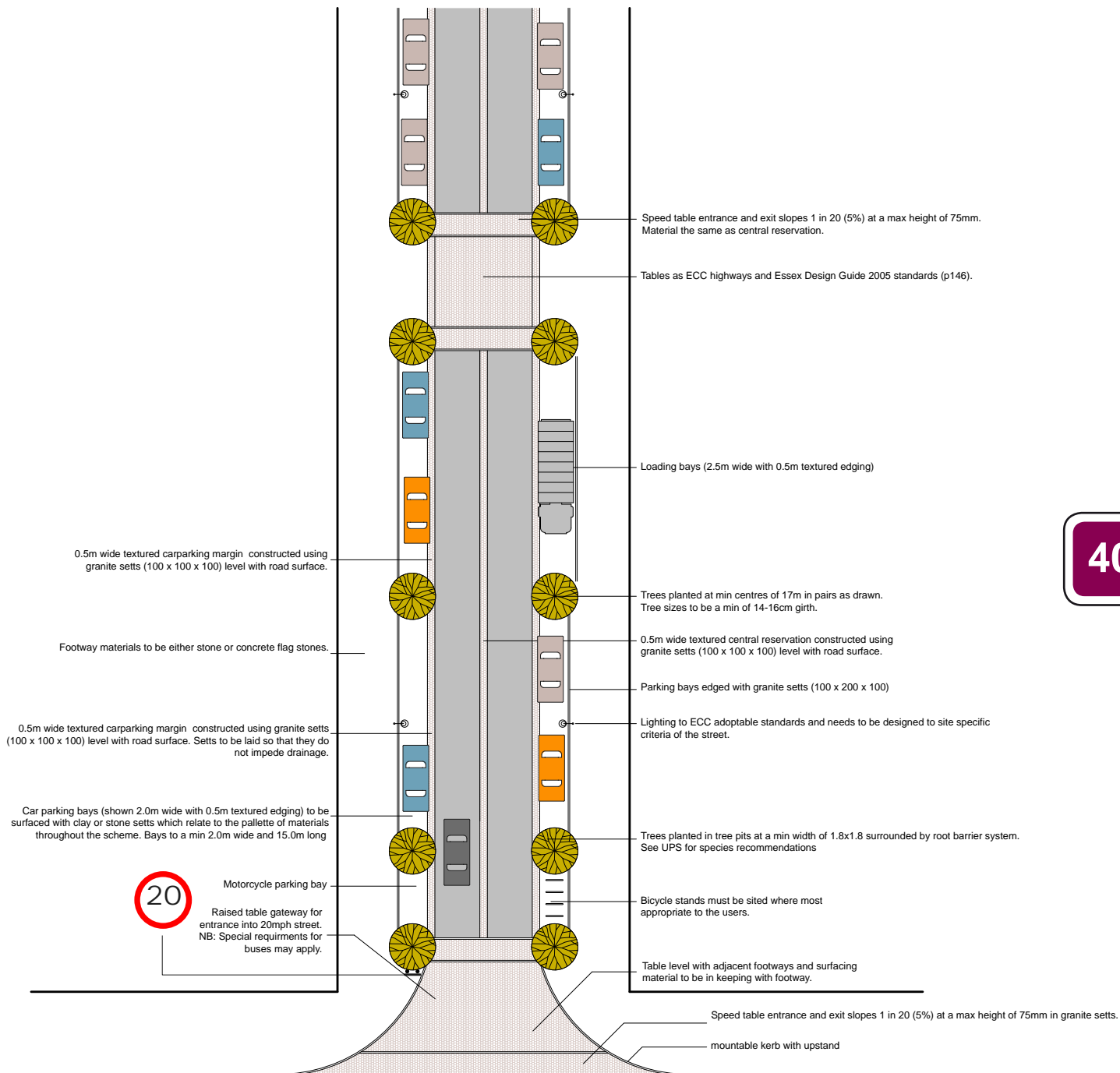


Examples of garages

- 3.4.15** In the past a garage has counted towards a parking space allocation, even if the garage is too small for a car and is used for storage, resulting in increased pressure on on-street parking. For this reason:
Minimum Garage size for Cars: 7.0m x 3.0m (internal dimension)
- 3.4.16** Garages of the above dimension and over are considered large enough for the average sized family car and cycles, as well as some storage space, and will be considered a parking space. Any smaller and the garage could not be considered a parking space or count towards the parking space allocation.

Mixed Use Streets

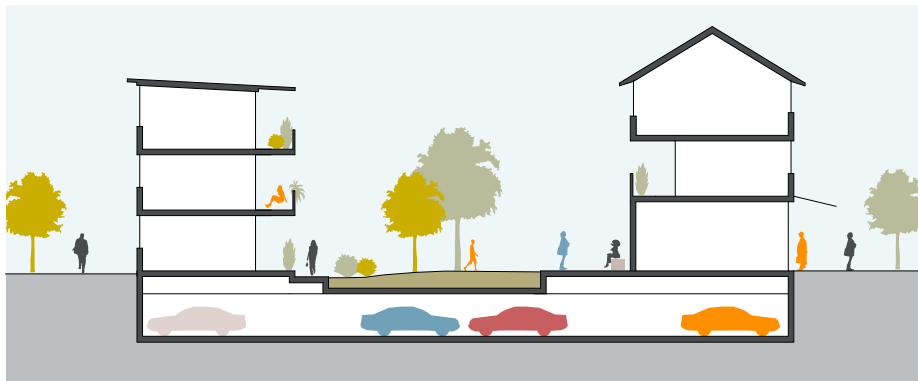
- 3.4.17** In certain areas residential development will form part of a wider mixed use development where other uses (retail/business) will dominate at ground floor level.
- 3.4.18** In these situations the “Mixed Use Street” diagram (opposite) may be used as an example.



Mixed use street type
ref: p67 Urban Place Supplement 2007
Essex County Council

Underground, Underdeck and Undercroft Parking

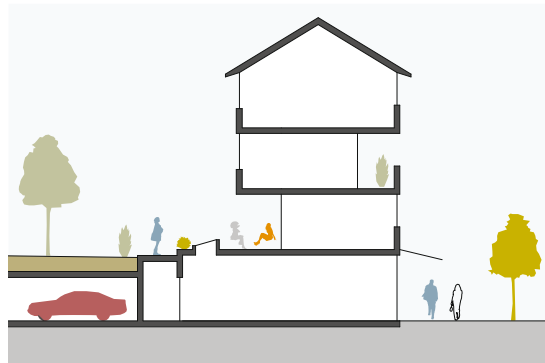
- 3.4.19** For developments of higher dwelling density, it is unlikely that sufficient space for car parking can be provided by in-curtilage and garage provision (without a detrimental effect on the quality of the development).



Underground parking with communal space above
ref: p83 Urban Place Supplement 2007



Partial underground parking with raised floor
ref: p83 Urban Place Supplement



Single aspect ground floor uses with rear underdeck access
ref: p83 Urban Place Supplement



Underground parking using ground slope
ref: p83 Urban Place Supplement 2007

- 3.4.20** Underground, underdeck or undercroft parking should be provided wherever possible, in accordance with the Urban Place Supplement and the Essex Design Guide.



Undercroft parking facing onto central parking court



Undercroft parking

- 3.4.21** Locating car parking under buildings, either above or below ground level, can significantly improve the quality of a development. Planning Authorities will need to ensure that underground, underdeck and undercroft parking is safe, secure and retained for parking.

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Undercroft secure parking (gated entry).



Visible undercroft parking

Tandem Parking

- 3.4.22** Tandem Parking is acceptable on-plot, within the curtilage of a dwelling but should be discouraged in areas which offer general access, e.g. parking courts. The provision of tandem parking reduces the uptake of spaces, often used instead for bin storage in rear parking courts, and their provision encourages on-street parking.

Set Backs

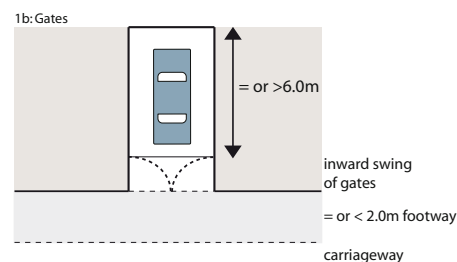
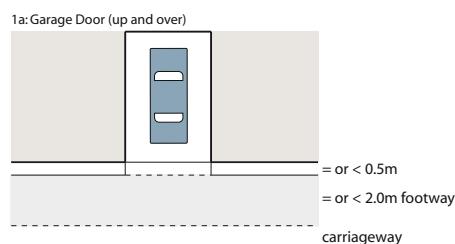
- 3.4.23** Construction of garages, gates and driveways adjacent to the highway using the previous standard 1.5m setback have lead to widespread abuse by residents who use this area plus the adjacent footway/ cycleway/verge to park vehicles perpendicular to the main carriageway. This creates an obstruction of the footway/cycleway and whilst this is an enforcement issue in existing situations, it is appropriate to amend the standard so that this does not occur as frequently in future.



Examples showing the abuse of the 1.5m setback with footway

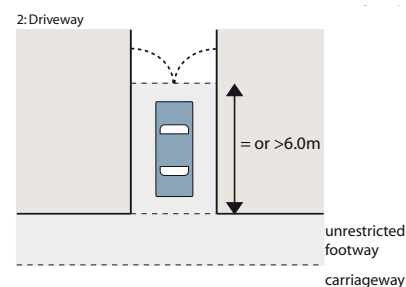
- 3.4.24** In order to reduce occurrences in future, the following standard should be adopted. Where garages, gates (all gates to open inwards) and driveways are placed directly adjacent to the highway the setback should be either:

- 1) No more than 0.5m to allow for the opening of the garage door (or 0m where gates or roller shutter doors are provided) and with the adjacent distance between edge of highway and edge of carriageway being no more than 2m. This gives a maximum distance between garage/gate and running carriageway of 2.5m, thus discouraging inappropriate parking.



Or

- 2) Greater than 6m from the edge of the highway to allow for parking in front of the garage/ gates. In these circumstances there is no need to restrict the width of the adjacent footway/ cycleway/verge as there is less likelihood of abuse.



- 3.4.25** With a reduced distance between dwelling and carriageway, consideration must be given to the safety implications of windows opening into the carriageway/footway. In situations where windows are at street level and there is no setback windows should not open outward.
- 3.4.26** Setbacks are reliant on good design to give at least some visibility for/ of emerging vehicles.
- 3.4.27** Exceptions to the above standard could be made in appropriate locations, with suitable design and/or parking restrictions.



Good practice examples. Top left: Setback in excess of standard, yet with parking restrictions to prevent obstruction. Top right: Parking space clear of footway, in line with vegetation. Bottom left: Reduced setback but demarcated to show footway limit and allow room for garage door to open. Bottom right: Setback in excess of standard, yet parking can occur between dwelling and landscaping (trees), causing no obstruction to footway/carriageway

Retirement/Warden Controlled Developments

- 3.4.28** Many residents are car owners and parking should be provided for each unit unless there is the evidence base to support a reduction in the standard.
- 3.4.29** Consideration should be given to safe storage and charging point locations for mobility scooters when designing Retirement/Warden Controlled Developments.

3.5 *Powered Two Wheeler Parking Design*

3.5.1 In terms of convenience, flexibility and security PTW's have similar characteristics to cycles, although PTW's are heavier, bigger and have reduced parking convenience. The requirements of the powered two wheeler rider are often similar to those of the cyclist.

3.5.2 Powered two wheeler parking should be clearly signposted from the highway and signed in situ, indicating that it is reserved for powered two wheelers only. Sites should have dropped kerb access, anchor points, quality, level, solid surfacing, CCTV and/or natural surveillance, be located away from drain gratings, manhole covers, studs, cats eyes, cobbles and gravel, and protected from the elements as well as having good lighting. For long stay parking, such as workplaces, lockers to allow storage of clothing and equipment including crash helmet and changing facilities should be provided. PTW parking can be vulnerable locations, particularly long stay parking. Ideally there should only be access for PTW's, not vehicles, which can be done by using a causeway or pinch point. The parking area should be in a wide open location, not in an isolated, secluded place.

3.5.3 Motorcycle parking bays are generally not marked out for individual bikes, allowing flexible and efficient use of limited space by bikes of different sizes. Consideration should also be given to height clearance, with many bikes measuring upwards of 1.5m not including the rider.

3.5.4 Provision should be made in which to secure PTW's. There are 2 basic types of anchor points to which motorcycles can be secured to reduce the risk of theft:

Ground Level – An anchor point below the surface, with a loop allowing the user's own lock to be passed through. Anchor points require regular maintenance and can be dirty to use.



Short term PTW parking, note inappropriate cobbles and manhole cover within parking area

Raised – A horizontal bar is provided at a height of approximately 400-600 mm and requires the user to use their own lock. The continuous rail allows for efficient use by bikes of varying style and size, is well understood by users and is compatible with most types of shackling devices. Raised horizontal hitchings are the preferred method of security, preventing the ground being used as a anvil to break security chains. Horizontal bars should be welded and not screwed into place.

- 3.5.4** Further information can be sought from the DfT's Traffic Advisory Leaflet 2/02 and from Motorcycle Industry Groups.



Note, cobbles are not appropriate surface treatment for PTW parking

3.6 *Cycle Parking Design*

3.6.1 Providing well-located, safe and secure cycle parking is a key factor in encouraging people to cycle as an alternative to using the private car.

3.6.2 All cycle parking must:

- be secure and covered;
- be conveniently located adjacent to entrances to buildings;
- enjoy good natural observation;
- be easily accessible from roads and/or cycle routes;
- be well lit; and
- be located so it does not obstruct pedestrian and cycle routes.



Secure and covered cycle parking at a Park & Ride site



Secure and covered cycle parking within the grounds of a school

3.6.3 Long stay cycle parking, for example for employees, should be located conveniently for the cycle user in a secured, covered area, to reduce the chance of theft or tampering. Facilities should be present such as showers, changing rooms and lockers.

3.6.4 Short term cycle parking, for example, for shoppers or visitors should be secure and ideally covered and situated as close to the main entrance as possible. The location should be highly visible to people, thus reducing the chance of theft or tampering.

3.6.5 Normally Sheffield stands should be provided. Stands that grip only the front wheel do not provide adequate support or security. When placed 1m apart and 0.5m from the wall, Sheffield stands can accommodate two cycles. Where more than two stands are required, you may need to provide a 'toast rack' facility.

3.6.6 Where children are likely to attend (schools, leisure facilities etc.) an extra horizontal bar at 650mm above ground level or a reduced sized stand to support the smaller frame of a child's cycle should be considered.



Conservation style rack



Rounded A style rack



Secure, lockable individual cycle storage locker

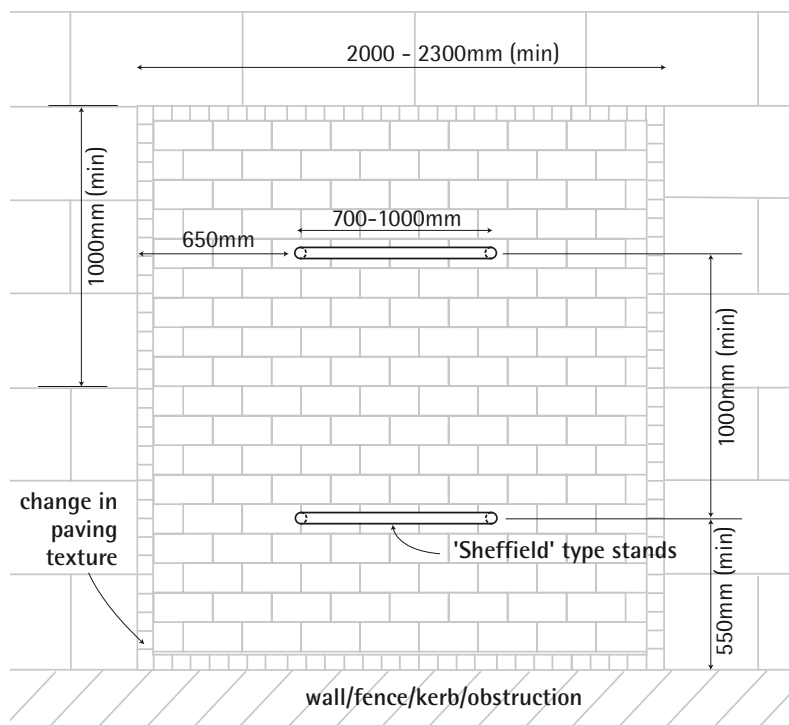
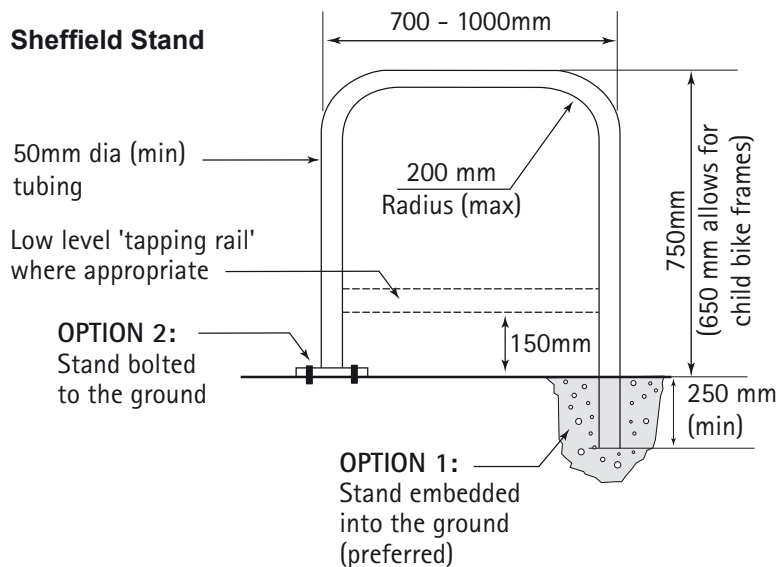


Covered shelter secured with lockable gates



Two tier racks within covered cycle shelter

3.6.7 More detailed information can be found in the Essex County Council 'Designing for Cyclists - Guide to Good Practice' and via the Essex County Council Workplace Travel Plan Team. Sustrans, the UK's national cycling organisation can also provide detailed design information.



Cycle parking stand 'footprint' (plan view)

(Source: Sustrans 2004, Information Sheet FF37 - Cycle Parking)



Sheffield cycle stands
for short stay parking

4. Parking Standards for Use Classes

Section 4 should be read in conjunction with the Background, Guidance and Design and Layout sections of this document.

Parking Standards for Use Class A1: Shops

Shops, Retail Warehouses, Hairdressers, Undertakers, Travel and Ticket Agencies, Post Offices, Pet Shops, Sandwich Bars, Showrooms, Domestic Hire Shops, Dry Cleaners and Funeral Directors.

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
A1 (excluding food stores)	1 space per 20 sqm	1 space per 400 sqm for staff and 1 space per 400 sqm for customers	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
A1 (Food stores)	1 space per 14 sqm			

Informative notes:

Parking standards for large, stand alone developments, such as large department stores and shopping centres will be considered on a case by case basis and should be agreed with the relevant Local Planning and Highway Authorities.

In all cases adequate provision should be made for the parking and turning of service vehicles, serving the site, off the highway.

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

Parking Standards for Use Class A2: Financial and Professional Services

Banks, Building Societies, Estate and Employment Agencies,
Professional and Financial Services and Betting offices.

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
A2	1 space per 20 sqm	1 space per 100 sqm for staff plus 1 space per 200 sqm for customers	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

Informative notes:

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.

Parking Standards for Use Class A3: Restaurants and Cafes

For the sale of food and drink for consumption on the premises –
Restaurant, Snack Bars and Cafes.

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
A3 (excluding Transport Cafes)	1 space per 5 sqm	1 space per 100 sqm for staff plus 1 space per 100 sqm for customers	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
A3 (Transport Cafes)	1 lorry space per 2 sqm	1 space per 100 sqm for staff plus 1 space per 200 sqm for customers		

Informative notes:

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.

Parking Standards for Use Class A4: Drinking Establishments

Public Houses, Wine Bars, or other dinking establishments
(but not Nightclubs).

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
A4	1 space per 5 sqm	1 space per 100 sqm for staff plus 1 space per 100 sqm for customers	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Informative notes:

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.

Parking Standards for Use Class A5: Hot Food Takeaways

For the sale of hot food for consumption off the premises.

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
A5	1 space per 20 sqm	1 space per 100 sqm for staff plus 1 space per 100 sqm for customers	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Informative notes:

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.

Parking Standards for Use Class B1: Business

Offices, Research and development, Light Industry appropriate in a residential area.

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
B1	1 space per 30 sqm	1 space per 100 sqm for staff plus 1 space per 200sqm for visitors	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

Informative notes:

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. Consideration should also be given to the requirement for any overnight parking and facilities.

Parking Standards for Use Class B2: General Industrial

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
B2	1 space per 50 sqm	1 space per 250 sqm for staff plus 1 space per 500 sqm for visitors	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

Informative notes:

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. Consideration should also be given to the requirement for any overnight parking and facilities.

If a site office is included in the development then a B1 parking standard should be applied for that area.

Parking Standards for Use Class B8: Storage and Distribution

Including open air storage.

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
B8	1 space per 150 sqm	1 space per 500 sqm for staff plus 1 space per 1000 sqm for visitors	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity
B8 with retail element	1 space per 150 sqm +1 space per 20 sqm retail area for customer parking			

Informative notes:

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

HGV parking provision should be based on operational requirements.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.

Consideration should also be given to the requirement for any overnight parking and facilities.

It is acknowledged that there is an increasing trend for B8 developments with a retail element where there is the option for customers to visit a counter at the premises and make purchases, for developments such as this, additional customer parking should be allocated, equivalent to the A1 standard for the floor space that has public access.

If a site office is included in the development then a B1 parking standard should be applied for that area.

Parking Standards for Use Class C1: Hotels

Hotels, Boarding or Guest House where no significant element of care is provided.

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
C1	1 space per bedroom	1 space per 5 staff plus 1 space per 10 bedrooms	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Informative notes:

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

The modern day hotel is seldom used solely as a hotel and often offers multifunctional amenities such as conference facilities, restaurants and gyms. These multifunctional uses must be considered per individual class use and adequate parking allocated to encompass all uses when considering the potential for cross-visitation.

Parking Standards for Use Class C2: Residential Institutions

Residential Care Homes, Hospitals, Nursing Homes, Boarding Schools, Residential College and Training Centres

Standard:

Use	Vehicle	Cycle	PTW	Disabled
Min/Max/ Advised	Maximum	Minimum	Minimum	Minimum
Residential care home	1 space per full time equivalent staff + 1 visitor space per 3 beds	1 space per 5 staff	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements
Hospital	To be considered on a case by case basis	1 space per 4 staff Visitors - to be considered on a case by case basis		
Treatment Centres (e.g. ISTC* with over night facilities)	To be considered on a case by case basis	1 space per 4 staff Visitors - to be considered on a case by case basis		
Residential Education Establishments – Primary/ Secondary	1 space per full time equivalent staff	1 space per 5 staff + 1 space per 3 Students		1 bay or 5% of total capacity, whichever is greater
Residential Education Establishments – Further/ Higher	1 space per full time equivalent staff + 1 space per 5 students	1 space per 5 staff + 1 space per 3 students		

* Independent Sector Treatment Centre

Informative notes:

Parking Standards for retirement developments that are warden assisted yet provide independent living should fall under Class C3.

Hospital parking

With regard to parking, it should be acknowledged that particular needs of hospitals arising from their 24 hour service (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided accordingly.

The impact of parking on the surrounding area should be considered and if necessary provide appropriate traffic management measures (e.g. resident parking scheme) to prevent illicit parking on neighbouring streets by people travelling to the hospital site. Travel plans for staff, patients and visitors play an important role in traffic reduction and especially encourage modal shift for staff.

Parking Standards for Use Class C2A: Secure Residential Institution

Use for provision of secure residential accommodation, including use as a Prison, Young Offenders Institution, Detention Centre, Secure Training Centre, Custody Centre, Short Term Holding Centre, Secure Hospital, Secure Local Authority Accommodation or use as Military Barracks.

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
C2A	1 space per full time equivalent staff, Visitor – individual merit	1 space per 5 full time equivalent staff, Visitor – individual merit	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

Informative notes:

Class C2A includes a variety of uses which will demand a varying need for parking. Standards should be used as a guide but there must be flexibility and applications should be looked at on a case by case basis.

Visitor parking requirements will vary between institutions and should be dealt with on an individual application basis.

Parking Standards for Use Class C3: Dwellings

Family houses, or house occupied by up to six residents living together as a single household, including a household where care is provided for residents.

Trip Origin

Dwellings are predominantly travel origins as opposed to destinations. Previously parking standards have attempted to reduce car use by restricting parking spaces at origin and destinations. It is now recognised that providing a reduced number of parking spaces at a travel origin does not discourage people from owning a car. Therefore parking standards for origins should be used as a minimum standard. For travel destinations the standard will continue to be a maximum.

Standard:

Flats and Houses are to be treated the same.

Use	Vehicle	Cycle	PTW	Disabled
	Minimum	Minimum	Minimum	Minimum
1 bedroom	1 space per dwelling*	1 secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling	N/A	N/A if parking is in curtilage of dwelling, otherwise as Visitor/ unallocated
2+ bedroom	2 spaces per dwelling*			
Retirement developments (e.g. warden assisted independent living accommodation)	1 space per dwelling	1 space per 8 units (visitors)	2 PTW spaces and 1 space per 2 dwellings for mobility scooters	N/A if parking is in curtilage of dwelling, otherwise as Visitor/ unallocated

continued over >

Use	Vehicle	Cycle	PTW	Disabled
	Minimum	Minimum	Minimum	Minimum
Visitor/ unallocated	0.25 spaces per dwelling (unallocated) (rounded up to nearest whole number)	If no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for residents plus 1 space per 8 dwellings for visitors	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

* Excluding garage if less than 7m x 3m internal dimension

Informative notes:

Standards exclude garages under 7m x 3m (internal dimensions) as a parking space but can include undercroft parking and car ports providing they have no other use.

Mobility Scooter spaces should be secure and covered with charging facilities.

Visitor/unallocated vehicle parking to be provided for all dwelling types.

Visitor/unallocated vehicle parking can, subject to appropriate design, be located on or near the road frontage.

Unallocated cycle parking for residents to be secure and covered, located in easily accessible locations throughout the development.

Reductions of the vehicle standard may be considered if there is development within an urban area (including town centre locations) that has good links to sustainable transport (See Parking Standards in Urban Areas section).

Car Clubs should be promoted in low provision/car free residential developments and car club spaces provided.

Parking Standards for Use Class D1: Non-residential Institutions

Clinics, Health Centres, Crèches, Day Nurseries, Day Centres, Schools, Art Galleries, Museums, Libraries, Halls, Places of Worship, Church Halls, Law Courts. Non Residential Education and Training Centres.

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
Medical Centres	1 space per full time equivalent staff + 3 per consulting room	1 space per 4 staff plus 1 space per consulting room	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements
Crèche, Child care	1 space per full time equivalent staff + drop off/pick up facilities	1 space per 4 staff plus 1 space per 10 child places		1 bay or 5% of total capacity, whichever is greater
Day Care Centre	1 space per full time equivalent staff + drop off/pick up facilities	1 space per 4 staff		1 bay or 5% of total capacity, whichever is greater

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
Education – primary/secondary	1 space per 15 pupils	1 space per 5 staff plus 1 space per 3 pupils	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 5% of total capacity, whichever is greater
Education – further/higher	1 space per 15 students for staff + 1 space per 15 students for student parking	1 space per 5 staff plus 1 space per 3 students		
Art Galleries, Museums, Public/exhibition hall	1 space per 25 sqm	1 space per 4 staff plus visitor parking (individual merits)		200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Places of Worship, Libraries	1 space per 10 sqm	1 space per 4 staff plus visitor parking (individual merits)		

Informative notes:

Where a crèche is located at a school, the parking standards for a crèche is added to the schools requirement.

A lower vehicle provision may be appropriate for educational establishments in an urban location where there is good access to alternative forms of transport to allow sustainable travel.

The relationship between a school and the residential area is important and falls within the operational requirements of the school. Schools should represent the heart of the community and community facilities should be considered within the school site.

Special schools can be varied in their requirements and should be looked at on their own merits.

Special Schools parking/drop off arrangements must be taken into consideration as generally extra staff are required and most pupils/students arrive by taxi or car.

Coach parking and facilities must be considered for all D1 uses.

Parking Standards for Use Class D2: Assembly and Leisure

Cinemas, Music and Concert halls, Bingo and Dance Halls (but not Nightclubs), Swimming Baths, Skating Rinks, Gymnasiums or Sports Arenas (except Motor Sports, or where firearms are used).

Standard:

Use	Vehicle	Cycle	PTW	Disabled
Min/Max/ Advised	Maximum	Minimum	Minimum	Minimum
Cinema	1 space per 5 seats	10 spaces plus 1 space per 10 vehicle space	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
D2 – other uses	1 space per 20 sqm	10 spaces plus 1 space per 10 vehicle space		
Team sports (outdoor sports pitches)	20 spaces per pitch plus 1 space per 10 spectator seats	10 spaces plus 1 space per 10 vehicle space		
Swimming Pools, Gyms, Sports Halls	1 space per 10 sqm of public area	10 spaces plus 1 space per 10 vehicle space		
Golf Clubs	3 spaces per hole	Individual merit		
Other Sports facilities	Individual merit	Individual merit		

Informative notes:

Coach parking and facilities must be considered for all D2 uses.

Multifunctional uses must be considered per individual class use and adequate parking allocated to encompass all uses, when assessing the parking requirements of a development, taking into account cross-visitation.

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

Parking Standards for Use Class: Other

Sui Generis Uses:

Theatres, Houses of multiple paying occupation, Hostels providing no significant element of care, scrap yards. Petrol Filling Stations and Shops selling and/or displaying motor vehicles. Retail Warehouse Clubs, Nightclubs, Launderettes, Taxi Businesses, Amusements Centres. Casinos.

Standard:

Use	Vehicle	Cycle	PTW	Disabled
Min/Max/ Advised	Maximum	Minimum	Minimum	Minimum
Bus Stations	None unless justified	5 spaces per bus bay	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Bus Stops (Key)	N/A	4 spaces per Stop	Individual merit	N/A
Caravan Parks	1 space per pitch + 1 space per full time staff equivalent	1 space per 5 pitches	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Use	Vehicle	Cycle	PTW	Disabled
Min/Max/ Advised	Maximum	Minimum	Minimum	Minimum
Car Park (inc. Park and Ride sites)	Individual merit	1 space per 10 parking spaces	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Cash & Carry/Retail warehouse clubs	1 space per 30sqm	1 space per 4 staff	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Use	Vehicle	Cycle	PTW	Disabled
Min/Max/ Advised	Maximum	Minimum	Minimum	Minimum
Conference Facilities (see Informative notes)	1 space per 5 seats (sustainable locations)	1 space per 4 staff plus visitor parking on individual merits	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity
Garden Centres (see Informative notes)	1 space per 40 sqm (retail area covered and uncovered)	1 space per 4 staff plus customer parking on individual merits	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Use	Vehicle	Cycle	PTW	Disabled
Min/Max/ Advised	Maximum	Minimum	Minimum	Minimum
Hostel	1 space per full time staff equivalent	Individual merits	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Marina	1 space per 2 mooring berths	Individual merits	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Use	Vehicle	Cycle	PTW	Disabled
Min/Max/ Advised	Maximum	Minimum	Minimum	Minimum
Motor Vehicle Service Centres	1 space per full time staff equivalent + 1 space per 35sqm	1 space per 4 staff	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity
Motor Vehicle Showrooms (see Informative notes)	1 space per 45sqm show area	1 space per 4 staff plus customer parking	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

Use	Vehicle	Cycle	PTW	Disabled
Min/Max/ Advised	Maximum	Minimum	Minimum	Minimum
Nightclubs	1 space per 50sqm	1 space per 4 staff	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Petrol Filling Stations (see Informative notes)	1 space per 20sqm retail space	1 space per 4 staff plus customer parking	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Use	Vehicle	Cycle	PTW	Disabled
Min/Max/ Advised	Maximum	Minimum	Minimum	Minimum
Rail Stations	Individual merit	20 spaces per peak period service (minor stations) 40 spaces per peak period service (key stations)	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Recycling Centre/Civic Amenity Site (see Informative notes)	1 space per full time staff equivalent + drop off/ waiting facilities for the users of the site	1 space per 4 staff plus customer parking on individual merits	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

Use	Vehicle	Cycle	PTW	Disabled
Min/Max/ Advised	Maximum	Minimum	Minimum	Minimum
Stadia (see Informative notes)	1 space per 15 spectators	10 spaces plus 10% of vehicle parking provision	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Taxi/Minicab hire	1 space per full time equivalent staff member permanently deployed at registered base site + one space per 5 registered vehicles	1 space per 4 staff	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

Use	Vehicle	Cycle	PTW	Disabled
Min/Max/ Advised	Maximum	Minimum	Minimum	Minimum
Theatres (see Informative notes)	1 space per 5 seats	1 space per 20 seats	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Vehicle rental/ hire (see Informative notes)	1 space per full time equivalent staff member permanently deployed at registered base site + an allowance of visitor parking	1 space per 4 staff plus customer parking on individual merits	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

Informative notes:

Shared use facilities

When a use forms part of a shared use facility, parking standards must be looked at for all uses and the appropriate amounts supplied. For example when conference facilities are included in a hotel facility, appropriate parking standards must be applied for each use, however cross-visitation must be taken into account.

Conference facilities

If in rural/semi rural location, standards to be considered on individual merits, subject to a TA.

Garden Centres

Garden Centres attached to DIY stores should be considered under A1 use.

Motor Vehicle Showrooms

Show area to include space inside and outside, used for the display of cars. Layout must be considered for car transporters to load/unload off of the highway.

Petrol Filling Stations

Consider layout of forecourt to include allowance for loading, unloading and turning of delivery vehicles and ATM (if present) users.

Recycling Centre/Civic Amenity Site

Parking is required as close to end destinations as possible for short periods of time (drop-off), naturally queues will form. Stack back facilities should be provided to minimise queuing onto a major route. A TA will be required to look at predicted queue lengths and other factors.

Stadia

Consider adequate coach parking. A TA will be required.

Theatres

Shared parking for evening events should be considered on daytime parking sites. Consider adequate coach parking.

Vehicle rental/hire

Sufficient allocation of visitor parking is required. Provision for 'hired' car parking must be considered, although not included in the parking space allocation.

Appendix

Reference Documents:

1998 Transport White Paper – A New Deal for Transport: Better for Everyone, DETR

2004 Transport White Paper – The Future of Transport, Transport White Paper, July 2004, DfT

BS8300:2009 Design of buildings and their approaches to meet the needs of disabled people – Code of practice, BSI British Standards, 2009

Designing for Cyclists – Guide to Good Practice, February 2006, Essex County Council

Designing for Deliveries, 2006, Freight Transport Association

East of England Plan, The Revision to the Regional Spatial Strategy for the East of England, May 2008, Government Office for the East of England

Essex Residential Design Guide, 1997 revised 2005, Essex County Council

Guidance on the Use of Tactile Paving Surfaces, DETR, 1998

Inclusive Mobility, DfT, date unknown

Manual for Streets, March 2007, DfT & DCLG

PPG13 – Planning Policy Guidance 13: Transport, April 2001, DCLG (formerly ODPM)

PPG3 – Planning Policy Guidance 3: Housing, March 2000, DCLG (formerly ODPM)

PPS25 – Planning Policy Statement 25: Development and flood Risk, December 2006, Communities and Local Government

PPS3 – Planning Policy Statement 3: Housing, November 2006, Communities and Local Government

PPS4 – Planning Policy Statement 4: Planning for Sustainable Economic Development, Consultation Document, December 2007, Communities and Local Government

RPG9 – Regional Planning Guidance for the South East (RPG9), March 2001, Government Office for the South East

Sustrans Information Sheet FF37, www.sustrans.org.uk – The UK's national cycling organisation

Traffic Advisory Leaflet 5/95: Parking for Disabled People, April 1995, DfT

Urban Place Supplement, March 2007, Essex County Council

Vehicle Parking Standards, August 2001, Essex County Council on behalf of Essex Planning Officers Association

This document is issued by

Essex County Council on behalf of
Essex Planning Officers Association.

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The information contained in this brochure can be translated,
and/or made available in alternative formats, on request.

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Harlow

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