

Harlow, East Hertfordshire and Epping Forest District Councils

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# Final Report

Generating and Appraising Spatial Options for the Harlow Area



January 2010

## Revision Schedule

### Generating and Appraising Spatial Options for the Harlow Area January 2010

Rev	Date	Details	Prepared by	Reviewed by	Approved by
01	June 2009	Draft Criteria Report	<b>James Allan</b> Assistant Environmental Consultant	<b>Steve Smith</b> Associate	<b>Patricia Stevenson</b> Associate
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03	August 2009	Draft Infrastructure Report	<b>James Allan</b> Assistant Environmental Consultant  <b>Liz Clarke</b> Assistant Environmental Consultant	<b>Patricia Stevenson</b> Associate	<b>Andrew McNab</b> Director
04	August 2009	Draft PMM Framework Report	<b>James Allan</b> Assistant Environmental Consultant	<b>Patricia Stevenson</b> Associate	<b>Andrew McNab</b> Director
05	August 2009	Draft Final Report	<b>James Allan</b> Assistant Environmental Consultant	<b>Patricia Stevenson</b> Associate	<b>Andrew McNab</b> Director
06	October 2009	Draft Final Report	<b>James Allan</b> Assistant Environmental Consultant	<b>Patricia Stevenson</b> Associate	<b>Andrew McNab</b> Director
07	December 2009	Draft Final Report	<b>James Allan</b> Assistant Environmental Consultant	<b>Patricia Stevenson</b> Associate	<b>Andrew McNab</b> Director
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## Executive Summary

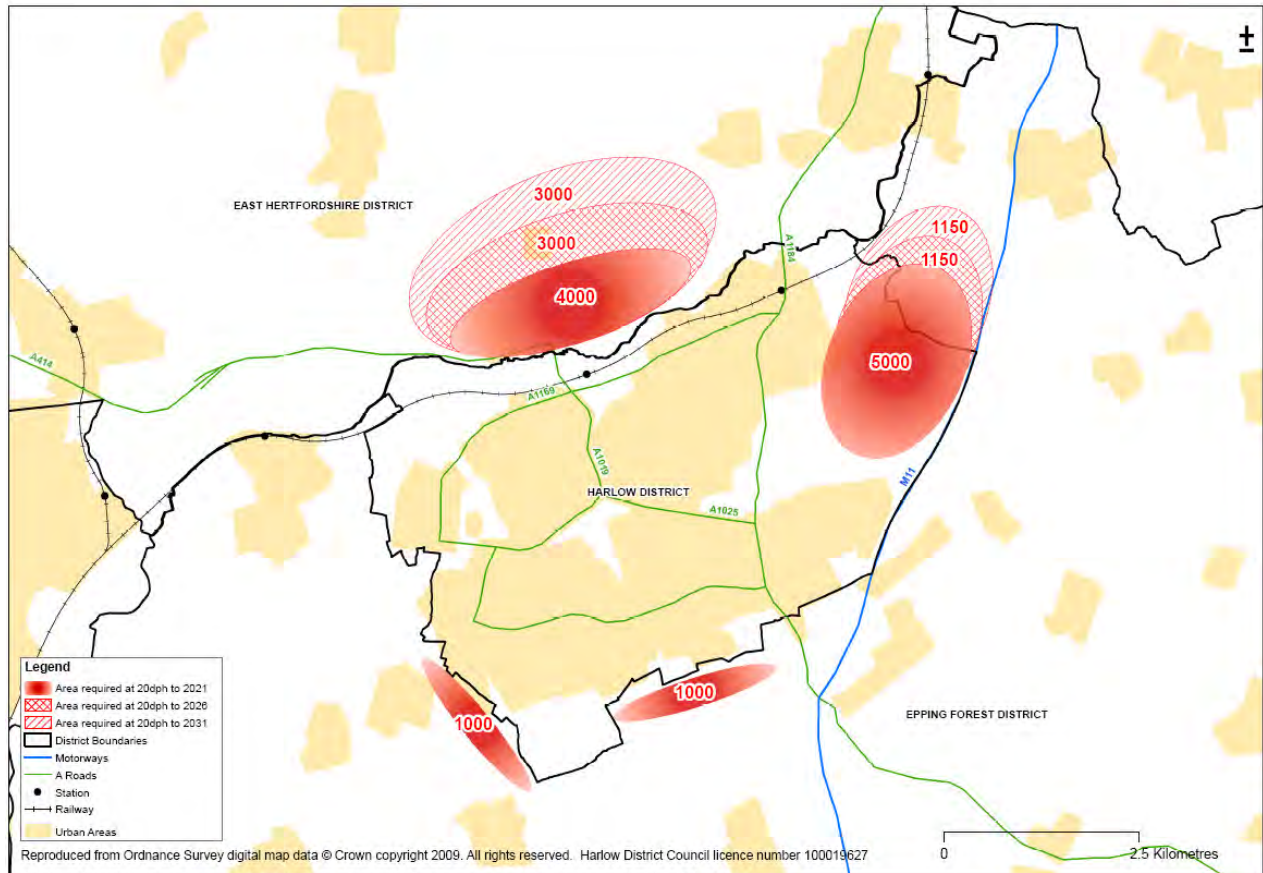
Scott Wilson conducted this technical planning study from February to September 2009. The purpose of this study was to generate and appraise spatial options for the Harlow Area to inform separate emerging Local Development Frameworks (LDFs) for Harlow, East Hertfordshire and Epping Forest District Councils. The East of England Plan sets the housing target for the Harlow Area at 16,000 dwellings 2001 – 2021, representing a gross increase of 50% on current levels. There is not a specific district distribution for this number of dwellings for Harlow, East Hertfordshire and Epping Forest. The study itself is required by the East of England Plan Policy HA1: Harlow Key Centre for Development and Change and will be used to ensure that the regeneration programme and high levels of growth proposed for the Harlow Area are realistic, deliverable and as sustainable as possible. To achieve this aim the project achieves the following four objectives:

- To formulate a set of criteria to aid the identification of sustainable locations for regeneration and growth and new Green Belt Areas. To be agreed with the Partners before moving on to the next stage;
- To provide evidence of the spatial options for delivery of regeneration and growth in and around Harlow;
- To inform the scale, phasing and sequencing of regeneration and growth and the implementation requirements required to support the range of options for delivering the regeneration and growth of Harlow and the surrounding areas;
- To provide a framework to implement Plan-Monitor-Manage (PMM) to demonstrate housing can be implemented at the required pace and ensure regeneration and growth are balanced and sustainable.

In meeting these objectives the study adopts an intentionally deliberative and transparent approach to establish a series of criteria-based spatial options (or scenarios). Criteria used to determine the spatial options are a function of both local variables found 'on-the-ground' as well as the broader regional and national policy context in which LDFs are prepared. The following spatial options were identified through this process:

- Spatial Option A – RSS: Northern-led
- Spatial Option B – Policy-led 2
- Spatial Option C – Combined criteria-led
- Spatial Option D – Regeneration-led
- Spatial Option E – Sustainable transport-led

These spatial options were not developed with the intention that they should be progressed to the Issues & Options planning stage but to provide a sufficiently detailed and differentiated set of options for further testing. Options guidance developed by the Planning Advisory Service was drawn upon to develop this evidence base further and each spatial option was assessed against Reasonableness, Sustainability and Habitats Regulation Appraisal tests. Included in this process was the solicitation and analysis of information provided by developer interests and landowners within the Harlow Area and a Delivery & Infrastructure workshop with key infrastructure providers and planning staff from each district. This resulted in a robust evidence base upon which a **suggested spatial approach** was identified and the phasing and sequencing considered. The suggested spatial approach is shown in the figure below.



An indicative phasing schedule was developed for the suggested approach. Reflecting the degree of uncertainty in terms of the delivery of required infrastructure, the phasing has been broken down into four-year blocks beginning with 2010. This was followed by consideration of growth up to 2026 (to match the anticipated LDF period) and 2031. This indicative phasing schedule is shown in the table below.

	Phase 1				Phase 2				Phase 3				Phase 4	
	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'20	'21	To 2026	To 2031
North	0				1000				3000				3000	3000
East	666				1334				3000				1,150	1,150
South	700				300				0				0	0
West	500				500				0				0	0
Average Annual Delivery	467				784				1500				830	830

Suggested distributions for extensions in each direction are provided and different levels of landtake are identified based on density assumptions. Key factors that were considered in arriving at these suggested distributions are provided and include both constraints and opportunities. In respect of north of Harlow the

most eventual scale of an urban extension to 2031 and beyond was considered at 5,000 dwelling increments within the range of 10,000 to 25,000 dwellings.

A set of criteria to aid the identification of sustainable locations for new Green Belt areas is provide as well as a Plan-Monitor-Manage Framework to ensure that housing is implemented at the required pace and ensure that regeneration and growth are balanced and sustainable.



## Abbreviations

AMR	Annual Monitoring Report
AQMA	Air Quality Management Area
CIF	Community Infrastructure Fund
CWS	County Wildlife Site
dph	Dwellings per hectare
DPD	Development Plan Document
EqIA	Equalities Impact Assessment
EA	Environment Agency
ECC	Essex County Council
EERA	East of England Regional Assembly
KCDC	Key Centre for Development and Change
GHG	Greenhouse Gas
GIS	Geographic Information System
GO	Government Office
Ha	Hectares
HCC	Hertfordshire County Council
HRA	Habitats Regulations Assessment
HIS	Harlow Infrastructure Study
IMD	Index of Multiple Deprivation
ISF	Integrated Sustainability Framework
LAA	Local Area Objectives
LCA	Landscape Character Area
LDD	Local Development Document
LDF	Local Development Framework
LNR	Local Nature Reserve
LPA	Local Planning Authority
LSOA	Lower Super Output Area
LSP	Local Strategic Partnership
MMA	Multi-area Agreement
NI	National Indicator
OS	Ordnance Survey
PAS	Planning Advisory Service
PMM	Plan, Monitor, Manage
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SAM	Scheduled Ancient Monument
SAC	Special Area of Conservation
SCS	Sustainable Community Strategy
SEA	Strategic Environmental Assessment
SLA	Spatial Land Area
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
STW	Sewage Treatment Works
TCPA	Town and Country Planning Association
WS	Wildlife Site

# 1 Introduction

## 1.1 Context

1.1.1 This report represents the appraisal of planning and transport options to inform the preparation of coordinated Local Development Documents (LDDs) by Harlow, East Hertfordshire and Epping Forest District Councils (the 'Partners'). It is not a stand-alone document but is conceived as part of a suite of emerging technical work on which the Partners will draw on in putting together their Issues and Options. Further work will be needed to support the Pre Submission Core Strategy stage.<sup>1</sup>

1.1.2 The study is required by the East of England Plan<sup>2</sup> with Policy HA1: Harlow Key Centre for Development and Change stating:

*As a matter of urgency Harlow, East Hertfordshire and Epping Forest District Councils working with the county transport authorities, the Regional Assembly, The Government Office and Harlow Renaissance should undertake an appraisal of planning and transport options to inform the preparation of joint or coordinated Local Development Documents. This work should establish the planning framework for Harlow and its urban extensions in accordance with this RSS and an implementation strategy to support its regeneration and growth (page 99).*

1.1.3 As stated in the project brief produced by Harlow, East Herts and Epping Forest District Councils, the aim of the study is to produce a document to inform the emerging LDFs for the three districts with study findings helping to ensure that the regeneration programme and high levels of growth proposed for the area in the East of England Plan are realistic, deliverable and as sustainable as possible. Four main objectives must be met to realise this aim:

- To formulate a set of criteria to aid the identification of sustainable locations for regeneration and growth and new Green Belt Areas. To be agreed with the Partners before moving on to the next stage;
- To provide evidence of the spatial options for delivery of regeneration and growth in and around Harlow;
- To inform the scale, phasing and sequencing of regeneration and growth and the implementation requirements required to support the range of options for delivering the regeneration and growth of Harlow and the surrounding areas;
- To provide a framework to implement Plan-Monitor-Manage (PMM) to demonstrate housing can be implemented at the required pace and ensure regeneration and growth are balanced and sustainable.

1.1.4 The study considers a number of locations and levels of housing growth. However, this does not necessarily imply or preclude development at some or all of these locations. Nor does it suggest that these locations or levels of development are supported by the local planning authorities (LPAs). The report provides the LPAs with a technical evidence base to consider future options for housing allocations through the planning system as required by the Planning

<sup>1</sup> This could include, for example, a Green Belt Review, further infrastructure testing, work on the Water Cycle Strategy and transport.

<sup>2</sup> Government Office for the East of England (2008). *East of England Plan: the revision to the Regional Spatial Strategy for the East of England* [online] available at: [http://www.gos.gov.uk/goee/docs/Planning/Regional\\_Planing/Regional\\_Spatial\\_Strategy/EE\\_Plan1.pdf](http://www.gos.gov.uk/goee/docs/Planning/Regional_Planing/Regional_Spatial_Strategy/EE_Plan1.pdf) (accessed 23/06/09).

and Compulsory Purchase Act 2004. It is supplemented by a Sustainability Test Report which will be published as a separate volume.

1.1.5 This study was commissioned following the publication of the East of England Plan which through Policy HA1 designates Harlow as a Key Centre for Development and Change (KCDC). The full text of this policy can be found in Appendix 1. Importantly the policy states that the Partners must prepare joint or coordinated DPDs, informed by this study, which should provide for a total of 16,000 additional dwellings between 2001 and 2021, including urban extensions in Epping Forest and East Hertfordshire districts. Additional housing should be provided:

- Within the existing area of the town through selective renewal and redevelopment, including mixed use development in the town centre; and
- Through urban extensions to the north, east and on a smaller scale the south and west.

1.1.6 The policy also states that the Green Belt will be reviewed to accommodate the urban extensions with new boundaries drawn so as to maintain its purposes, specifically to maintain the integrity of the principles of the Gibberd Plan and the landscape setting of Harlow and the physical and visual separation of the town from smaller settlements to the west and north.<sup>3</sup> Importantly, the Policy also states that *“the review to the north should provide for an eventual development of at least 10,000 dwellings and possibly significantly more – of a large enough scale to be a model of sustainable development.”*

## 1.2 Approach

1.2.1 The process for meeting the study objectives has involved four separate phases related to the stated objectives. However, the second (providing evidence of the spatial options) and third (informing the scale, phasing and sequencing) objectives are clearly inter-related. Additionally, the tender brief does not explicitly state the point at which spatial options (i.e. the potential locations for development) will be generated or the nature of the relationship between these options and the second and third objectives.

1.2.2 Therefore, the approach taken has been to develop provisional spatial options following the achievement of the first objective. These options then form the basis against which work towards the second and third objectives is undertaken. However, it is understood that an iterative relationship exists between the provisional spatial options and the second and third objectives meaning that these phases may lead to amendments, deletions, or additions to spatial options prior to finalised recommendations.

1.2.3 There is no standard approach or commonly agreed methodology for this type of study. The bespoke methodology used was largely informed by best practice advice provided by the Planning Advisory Service (PAS) on generating and appraising options as part of the preparation of Development Plan Documents (DPDs)<sup>4</sup> and is in line with the principles and guidance contained in PPS12. Elements of the methodology also incorporate and build upon Scott Wilson’s expertise within environmental assessment techniques such as Sustainability

<sup>3</sup> Please note, the first objective of the study is to formulate a set of criteria to aid the identification of sustainable options for new green belt areas, not to carry out a fully robust green belt review.

<sup>4</sup> PAS (2008). *Local Development Frameworks: options generation and appraisal* [online] available at: <http://www.pas.gov.uk/pas/aio/61115> (accessed 17/06/09).

Appraisal (SA), Strategic Environmental Assessment (SEA), and Equalities Impact Assessment (EqIA).

1.2.4 The strategic nature of the project precludes a definitive outcome with clear-cut 'right or wrong' answers. Instead, the inherent complexity associated with high level studies such as this tends to lead to trade-offs and compromise between sustainability objectives.

1.2.5 The study incorporates an assessment methodology which is as objective and transparent as possible for identifying the most sustainable locations for new development. It incorporates deliberative measures to ensure that key stakeholders are engaged to a high degree for a technical study. This included meetings with project partners and a wider reference group at regular progression points; engagement with key developer interests and physical infrastructure providers (water, transport, and energy) within the Harlow Area and the publication of a project methodology statement on each of the local authorities' websites. Whilst there is concern that this inclusive and deliberative approach could impact objectivity, to maintain utility the study methodology is aligned with PPS12<sup>5</sup> which suggests that:

*Local authorities should undertake timely, effective and conclusive discussion with key stakeholders on what option(s) for a core strategy are deliverable. Key stakeholders should engage in timely and effective discussions with local planning authorities on the deliverability of options for core strategies (page 13).*

1.2.6 In light of this, major landowners and developers were approached for evidence (as part of objective two) to provide additional information on development interests within the Harlow Area. Participants were informed of the technical nature of the study in which their information would be considered and that this information would have no bearing on subsequent planning applications or their relationship with LPAs. As stated in PPS12:

*Local authorities are strongly encouraged to seek out major landowners and developers and engage them fully in the generation and consideration of options. This should help ensure that the core strategy is deliverable.*

1.2.7 To help ensure transparency throughout the course of the project, Scott Wilson produced a Methodology Statement that each of the Partners published on their websites.<sup>6</sup> The Methodology Statement outlines stakeholder engagement and processes in response to Policy HA1. It should be reiterated that as the Options Appraisal is a technical study the consultants have approached technical stakeholders for their input to this study. Opportunity for public comment will be provided through the inclusion of the recommendation spatial growth option in the Core Strategy Issues and Options consultation documents to be published separately by each of the three districts.

## 1.3 Report Structure

1.3.1 The report has been loosely structured according to the study objectives although the generation of spatial options is presented within a separate Section. Section 2 describes the criteria used to identify spatial options. Section 3 describes the spatial options that were

<sup>5</sup> CLG (2008). *Planning Policy Statement 12: creating strong safe and prosperous communities through Local Spatial Planning* [online] available at: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/pps12lsp.pdf> (accessed 23/06/09).

<sup>6</sup> See: <http://www.eastherts.gov.uk/index.jsp?articleid=8757>, [http://www.harlow.gov.uk/about\\_the\\_council/council\\_services/environment/planning/local\\_development\\_framework.aspx](http://www.harlow.gov.uk/about_the_council/council_services/environment/planning/local_development_framework.aspx) and [http://www.eppingforestdc.gov.uk/council\\_services/planning/forward\\_planning/the\\_ldf\\_core\\_strategy\\_harlow\\_options\\_appraisal.asp](http://www.eppingforestdc.gov.uk/council_services/planning/forward_planning/the_ldf_core_strategy_harlow_options_appraisal.asp)

identified. Section 4 provides information on the testing of spatial options to inform the scale, phasing, sequencing and the implementation requirements. Section 5 identifies our suggested spatial approach<sup>7</sup>. Section 6 provides the PMM framework. Section 7 provides the framework and criteria for new Green Belt areas.

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<sup>7</sup> A suggested spatial approach has been included in this report to provide the Partners with a single consistent approach which can be included in their separate Issues and Options documents.

## 2 Criteria

### 2.1 Introduction

2.1.1 The aim of the criteria is ultimately to identify areas that are:

- (potentially) suitable for development; and
- (potentially) unsuitable for development

2.1.2 In developing criteria to guide the generation of spatial options for the Harlow Area a bottom-up, area-based approach was taken where evidence on the ground is used to suggest particular criteria. These criteria must be potentially applicable across all three districts. The criteria were then refined and structured to reflect the top-down objectives and constraints imposed by Policy HA1 of the East of England Plan.

2.1.3 Key components of work that were undertaken to develop the criteria were:

- Defining the Harlow Area
- Establishing Spatial Land Areas (SLA)
- Data collection for each SLA including site visits and verification by the Partners
- Presentation and discussion with the Partners and the Reference Group<sup>8</sup>
- Refinement of criteria
- Submission of draft criteria to the Partners for final approval

### 2.2 Defining the 'Harlow Area'

2.2.1 The East of England Plan neither defines the Harlow Area nor provides district-specific distributions for new dwellings within it. Therefore it is imperative that an understanding of what is meant by the Harlow Area is established to set the overall project scope. In determining this, three specific sources are used:

- The context provided by the East of England Plan;
- Previous technical studies which have independently defined the Harlow Area; and
- Local knowledge (e.g. input from planners from each District).

2.2.2 The East of England Plan does indicate broad locations for the delivery of new development as well as strategic objectives for the Harlow area. In this sense Policy HA1 provides a strong spatial steer for the definition of the Harlow Area through the strategy's reference to the following features:

- **Urban extensions:** Policy HA1 of East of England Plan makes several references to urban extensions required to deliver growth targets. As well as covering Harlow in its entirety these would also include parts of both Epping Forest and East Hertfordshire

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<sup>8</sup> For more information on these groups and the relationship between Scott Wilson, the Partners and the Reference Group please see the project's methodology statement available on the website's of all three councils.

districts. The explicit reference to urban extensions suggests that spatial options (and sites ultimately brought forward for development) should abut or be located very close to Harlow's existing built environment. This is clarified in paragraph 13.59 which states that LDDs should “ensur[e] urban extensions have a strong orientation towards the existing town and town centre and support their regeneration.”

- **Harlow's regeneration:** The objective of the development strategy is to promote Harlow's regeneration as sustainably as possible and to implement it at the required pace. As it may be assumed that the closer development takes place to Harlow the more positive its impacts will be on regeneration<sup>9</sup> suggesting that spatial options should be located as close as possible to Harlow.

2.2.3 The *Harlow Options Study* prepared by Atkins in 2003 is a strategic land use planning study intended to identify the development potential of the Harlow area up to 2021. Its purpose is to set the broad implications of further urban growth and provide guidance on how the area could be developed in the most sustainable way. The study focuses on Harlow and the area within a six mile (10 km) radius of the town centre. This includes all of Harlow as well as parts of the District Council areas of Epping Forest, East Hertfordshire and Broxbourne. It bounds the Harlow Area to the west by the A10 and in the south generally by the M25, whilst the northern and eastern extent is defined by a broad arc encompassing the towns of Ware, part of Sawbridgeworth and Chipping Ongar. The study also considered issues outside of this area which have an impact on activities within it e.g. Stansted airport and the Lee Valley.

2.2.4 The *Harlow Area Landscape & Environment Study* (2004) was commissioned by key stakeholders in the Harlow Area to provide a strategic understanding of variations in landscape character, environmental features and their inherent sensitivity to change. Its main use is as a broad-based strategic input to evaluation of the major constraints and opportunities for development as a guide to the overall direction of growth. The report broadly defines the Harlow Area as

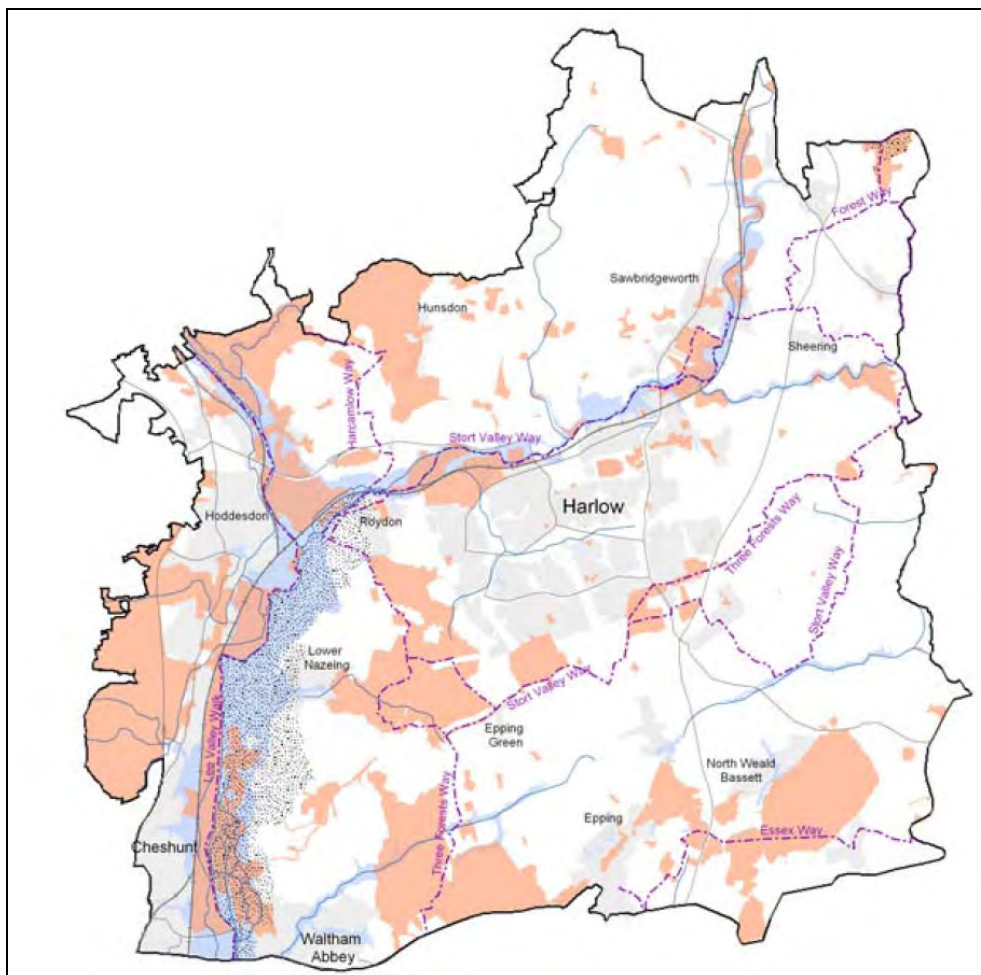
*... encompassing both open countryside and urban areas focused around the town of Harlow. The Harlow Area comprises the entire administrative area of Harlow District Council and part of Epping Forest District within Essex, and includes part of East Hertfordshire District within Hertfordshire.*

2.2.5 The precise boundaries of the Harlow Area are shown in Figure 1 and correspond to entire Landscape Character Areas (LCAs).

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<sup>9</sup>See: Town and Country Planning Association (2007). *Best practice in urban extensions and new settlements*, London: TCPA; Graham, D. (2006). *Stage 1 Report: Wider economic benefits of transport improvements: link between agglomeration and productivity*. London: Imperial College London.

Figure 1: Harlow Area as defined by the Landscape and Environment Study (2004)



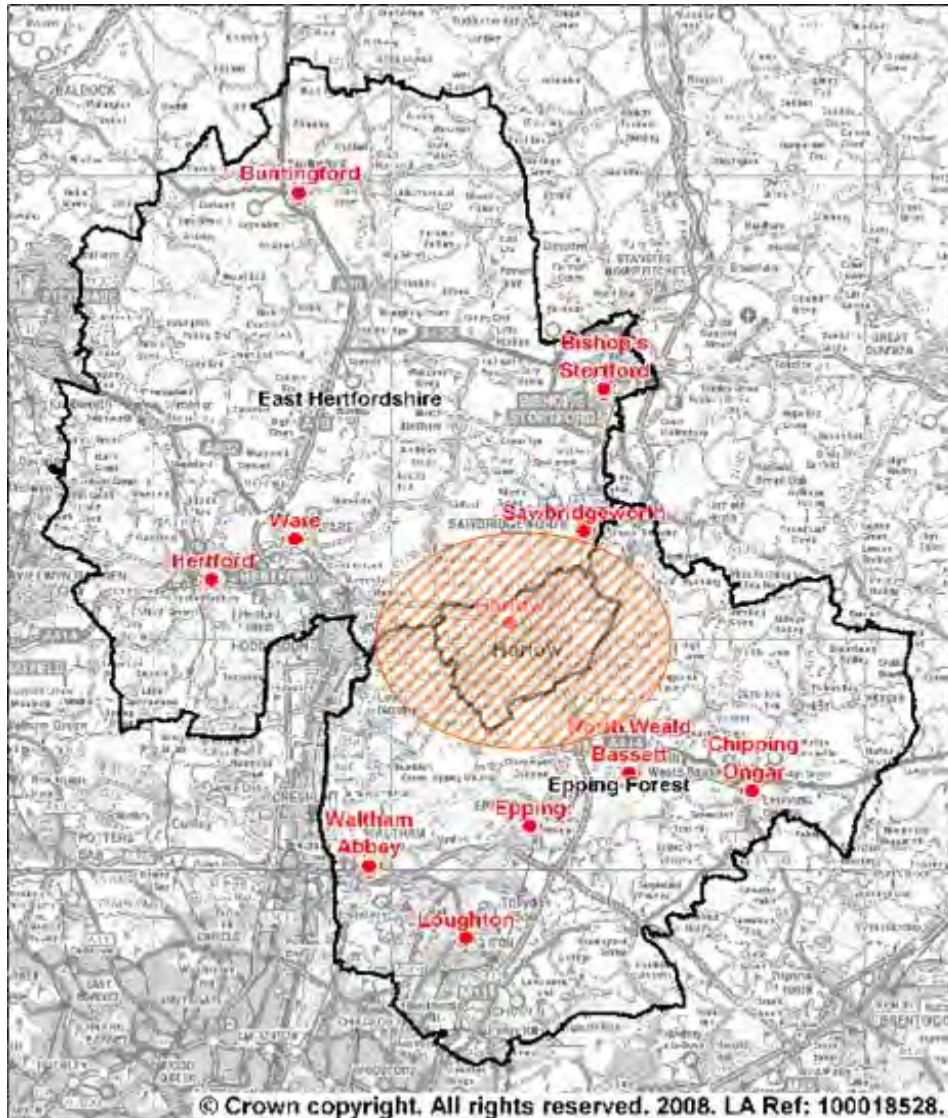
2.2.6 This study benefits from the strategic steer provided by the East of England Plan and therefore our boundaries do not need to be as wide as those used by the Harlow Options Study<sup>10</sup> and Harlow Area Landscape & Environment Study.<sup>11</sup> This position was informed and reinforced through meetings with the Partners and the wider Reference Group to this study. Indeed, Figure 2 below shows the broad parameters of the Harlow Area as described in the tender brief.

<sup>10</sup> Atkins (2003). *Harlow Options Study* [online] available at: <http://www.eera.gov.uk/GetAsset.aspx?id=fAAyADMAMgB8AHwARgBhAGwAcwBIAHwAfAAwAHwA0> (accessed 04/03/09).

<sup>11</sup> Chris Blandford Associates (2004). *Harlow Area Landscape and Environment Study* [online] available at: [http://www.harlow.gov.uk/about\\_the\\_council/council\\_services/environment/planning/local\\_development\\_framework/harlow\\_area\\_landscape\\_study.aspx](http://www.harlow.gov.uk/about_the_council/council_services/environment/planning/local_development_framework/harlow_area_landscape_study.aspx) (accessed 04/03/09).



Figure 2: The Harlow Area as shown in the tender brief



2.2.7 In defining the Harlow Area through the creation of Spatial Land Areas (see section 2.3) care was taken to avoid an overly rigid set of boundaries. As such an outer set of boundaries was also established to provide a wider set of parameters for data collection and the potential shifting of boundaries as the project progressed.

## 2.3 Establishing Spatial Land Areas

2.3.1 To establish a comprehensive understanding (or baseline) of the Harlow Area, land was broken down into individual parcels - or Spatial Land Areas – to provide a consistent unit for evidence gathering and analysis. This approach was taken because existing administrative units such as wards or districts are simply too large for differentiating locally distinctive features. The smaller size of SLAs allows for the identification of potential constraints on development across

the Harlow Area (e.g. landscape designations, flood risk areas, etc) as well as potential opportunities for development (e.g. public transport routes, areas of deprivation, etc).

2.3.2 The land was divided into SLAs within each District (e.g. H1 – name; EF1 – name; EH1 – name, etc) and generally adhere to the following criteria:

- OS parcels not split and where possible major development curtilages to be included as a separate sub-area;
- sub-areas should generally be of similar character and land use (e.g. recreation, agriculture, etc.). Landscape Character Areas provided the basis for this criteria as found within the Harlow Area Study;
- sub areas should not cross area boundaries;
- sub areas should not cut across motorways, A classified roads or railway lines;
- no woodland or main areas of trees should be split between sub areas;
- sub areas where possible should not cross main rivers, streams or flood land;
- existing housing, defined settlement areas and urban development should not be split between sub-areas;
- sub areas should take account of significant changes in landscape and landform;
- sub areas should be smaller where they are located close to existing development or protrude into the built-up area

2.3.3 Land was also divided into inner and outer areas to provide a unit of analysis against which the wider effects of potential development can be assessed. This information was then also used to help generate criteria. Inner and outer areas are generally defined by ward and / or parish boundaries depending on the availability of data.

2.3.4 By applying this methodology a total of 32 SLAs were developed with 10 in Harlow and East Herts and 12 in Epping Forest. More detailed information on the SLAs and a map of the SLAs is provided in Appendix Two: List and Map of Spatial Land Areas and a map showing the SLAs and inner and outer adjoining areas is provided in Appendix Three: Spatial Land Areas and Adjoining Areas.

## 2.4 Developing the evidence base (bottom-up approach)

2.4.1 Following the creation of SLAs a proforma (see Appendix Four: Proforma for SLA data collection) was developed to guide and collate a range of information relating to each SLA. This information was collected through a desk-based review of a variety of sources as well as site visits. To help ensure accuracy this information was reviewed by officers from each district.

2.4.2 In addition to consideration for the policy context of each SLA and a general description of the area, a broad range of environmental, social and economic information was collected including:

- Land use
- Air quality
- Community facilities and well-being

- Contamination, waste and noise
- Economy
- Green Belt
- Heritage and landscape
- Nature conservation
- Transport
- Water resources

2.4.3 It is important to note that the point of this information and manner in which it is collected is not intended to provide an exact representation of each SLA but to provide the research team with information to develop criteria and then as a platform and reference base against which to assess each SLA in generating spatial options. The collected data is available as a separate volume to this study.

## 2.5 Deriving criteria

2.5.1 Adapting PAS guidance<sup>12</sup>, three types of criteria were developed:

- **Exclusionary Criteria:** land which does not meet these criteria is excluded using GIS on the basis that development in these areas does not constitute a 'reasonable' option. It has been defined as 'undevelopable' land. Examples of exclusionary criteria are areas of high flood risk, areas of outstanding natural beauty, and international environmental designations.
- **Discretionary Criteria:** these criteria may not necessarily lead to the exclusion of land but they are important from a sustainability perspective and will influence the type and likelihood of development. Examples may include high quality agricultural land, groundwater protection zones, or areas of lower flood risk.
- **Opportunity Criteria:** these criteria may enhance the suitability of a particular site or area. Examples may include opportunities for regeneration, transport routes, or accessibility.

2.5.2 These criteria are then applied through three 'sieves':

- **Sieve One:** Exclusionary criteria are applied to all SLAs to identify potential 'developable' and 'undevelopable' land which assists in estimating the capacity for levels of development which can be provided within each SLA;
- **Sieve Two:** Discretionary and Opportunity criteria are applied to SLAs. A traffic light assessment was carried out and resulted in further land being excluded. The results are presented on maps and supported by a narrative description that provides greater depth and clarity to the analysis. The cumulative performance of SLAs against the criteria within each category will ultimately suggest general directions and scales for urban extensions<sup>13</sup> in and around Harlow. Together these extensions will comprise a

<sup>12</sup> Planning Advisory Service (2008). *Local development frameworks: options generation and appraisal*, London: PAS.

<sup>13</sup> It is important to note that at this point the fixed boundaries implied by the SLAs will be disregarded as they no longer hold any intrinsic value informing the analysis.

spatial option that will be taken forward by the study for further analysis and consideration.

- **Sieve Three:** A third sieve of criteria were applied to all SLAs identify a strictly Combined criteria-led spatial option.

2.5.3 All criteria were derived from the SLA proformas. However, Discretionary and Opportunity criteria used in Sieve Two were categorised according to the strategic objectives described in Policy HA1 that are within the scope of this study. These categories are defined as **Regeneration, Sustainable Transport** and **Constraints-led**. The relationship between these categories and Policy HA1 is shown in Table 1.

**Table 1: Top-down structuring categories identified through Policy HA1**

Category	Reference within Policy HA1
Regeneration	<p>The strategy for Harlow is:</p> <ul style="list-style-type: none"> <li>• To promote the renaissance of the new town through developing its role as a major regional housing growth point, major town centre and strategic employment location to 2021 and beyond. Regeneration redevelopment of the existing town and urban extensions will be combined with transport measures and enhancement and conservation of green infrastructure to fulfil this strategy.</li> </ul>
Sustainable Transport	<p>Transport priorities for the Harlow Area include:</p> <ul style="list-style-type: none"> <li>• Achieving a major increase in the use of public transport, walking and cycling;</li> <li>• Enhancing access between Harlow and London, Stansted and Cambridge;</li> <li>• Measures to support the town's regeneration and growth and improve access to the strategic highway network from key employment sites; and</li> <li>• Addressing traffic congestion for movements within and across the town without encouraging an increase in car use.</li> </ul>
Constraints-led	<p>The Policy states that:</p> <p>Local Development Documents should provide for the creation and maintenance of a network of multi-function green spaces within and around the town, taking forward the principles of the Green Infrastructure Plan for Harlow. This network should:</p> <ul style="list-style-type: none"> <li>• Maintain the principle of 'green wedges' penetrating the urban fabric of the town and urban extensions;</li> <li>• Provide for enhanced recreational facilities;</li> <li>• Protect and maintain designated wildlife sites and provide for biodiversity; and</li> <li>• Contribute to a visually enhanced character and setting to the town.</li> </ul> <p>Opportunities should be taken to retain and enhance attractive existing environmental and historic features within green infrastructure provided in association with urban extensions.</p>

2.5.4 The assessment of SLAs against discretionary and opportunity criteria is supported by both a traffic light system<sup>14</sup> and a written description to provide greater depth, clarity and detail to the analysis.

## 2.6 Criteria

### Sieve One - Exclusionary Criteria

2.6.1 The following exclusionary criteria have been identified from the SLA proformas and were applied to SLAs during the first sieve:

- OS Meridian Urban Areas<sup>15</sup>
- Employment Areas
- National and Local nature designations (Including Ramsar sites, SAC, SPA, SSSI, Wildlife Sites, Local Nature Reserves)
- EA Flood Zone 3

### Sieve Two – Discretionary and Opportunity Criteria

2.6.2 Discretionary and Opportunity criteria were then derived from the SLA proformas and categorised according to the strategic objectives described in Policy HA1 that are within the scope of this study. These categories are defined as **Regeneration**, **Sustainable Transport** and **Constraints-led**. The criteria that will be used to help determine the spatial options for delivering growth within the Harlow Area are presented in Table 2 below<sup>16</sup>:

**Table 2: Discretionary and Opportunity criteria**

	Red	Amber	Green
<b>Regeneration Category</b>			
<b>Index of Multiple Deprivation (IMD)</b>	Contains area of 70% least deprived	Adjacent to an area of 30% most deprived / Contains area of 30% most deprived	Contains area of 20% most deprived
<b>IMD Employment</b>	Contains area of 70% least deprived	Adjacent to an area of 30% most deprived / Contains area of 30% most deprived	Contains area of 20% most deprived

<sup>14</sup> False precision refers to numerical data which are presented in a way that implies better precision than is actually the case. A traffic light system is used at this initial stage to avoid this situation. For example, the use of a numeral metric could imply that if one SLA scores a 3 against a criterion and another scores a 6 then the former is half as good as the latter which may not be the case.

<sup>15</sup> OS Meridian is a district based dataset useful for activities such as decision making in planning. It is a geometrically structured vector database customised from a variety of OS data sets that define the real world geographic entities as point and line features. The dataset used for this analysis is 'Developed Land Use Areas which show the extent of urban areas.

<sup>16</sup> In developing criteria it was recognised that relying only on criteria that could be inputted into a GIS would provide the 'least worst options'. Therefore, in developing a more sophisticated suite of criteria some criteria such as conflict with Green Belt purposes and access to public transport require application through an agreed framework and professional judgement.

	Red	Amber	Green
<b>IMD Education and Training</b>	Contains area of 70% least deprived	Adjacent to an area of 30% most deprived / Contains area of 30% most deprived	Contains area of 20% most deprived
<b>Sustainable Transport Category</b>			
<b>Distance of closest part of SLA from nearest rail station</b>	More than 2 miles from nearest train station	Between 1 and 2 miles to nearest train station	Less than one mile from nearest rail station
<b>Walking and cycling facilities</b>	Does not contain walking or cycling facilities	Is adjacent to and would allow for easy access to walking or cycling facilities / contains either walking and cycling facilities	Contains walking and cycling facilities
<b>Access to public transport (bus)</b>	Poor access to public transport (no bus routes in or adjacent to area)	Moderate access to public transport (very few bus routes through or adjacent to area)	Good access to public transport (multiple bus stops through and adjacent to area)
<b>Constraints-led Category</b>			
<b>Sensitivity to development<sup>17</sup></b>	Land is highly sensitive to substantial development	Land is moderately sensitive to substantial development	Land has low sensitivity to substantial development
<b>Green Belt purposes contradicted</b>	Land contradicts 4 or 5 Green Belt principles	Land contradicts 2 or 3 Green Belt principles	Land contradicts 0 or 1 Green Belt principle
<b>Flood Zone 2</b>	The majority of the land is within Flood Zone 2 or 3	Part of the land is within Flood Zone 2	Land is within Flood Zone 1 or not within the flood plain

### Sieve Three – Discretionary and Opportunity

2.6.3 A third set of criteria were developed in the event that the above criteria are unable to identify enough land which is potentially unsuitable for development and to inform a Combined criteria-led spatial option. These are identified and further described below in Table 3.

<sup>17</sup> Sensitivity to development is a metric obtained from the following report: Chris Blandford Associates (2004). *Harlow Area Landscape and Environment Study* [online] available at: [http://www.harlow.gov.uk/about\\_the\\_council/council\\_services/environment/planning/local\\_development\\_framework/harlow\\_area\\_land\\_scape\\_study.aspx](http://www.harlow.gov.uk/about_the_council/council_services/environment/planning/local_development_framework/harlow_area_land_scape_study.aspx) (accessed 21 September 2009).

**Table 3: Third set or 'sieve' of criteria**

Criteria	Description
Land where substantial development would lead to the coalescence of neighbouring towns (exclusionary)	An important purpose of Green Belts is to prevent neighbouring towns from merging into one another. There are several historic towns to the east, south and northeast of Harlow, so this Green Belt purpose has been included as a criterion to ensure their preservation and to remain consistent with the East of England Plan Policy HA1 which states that new green belt boundaries should maintain the physical and visual separation of the town from smaller settlements to the west and north.
Land where development could potentially complement ongoing neighbourhood regeneration initiatives within Harlow (opportunity)	While the spatial options will contribute to the regeneration of Harlow as a whole it is also important that they complement and do not detract from existing efforts currently underway to help regenerate certain parts of Harlow. The supportive text under Policy HA1 states that a key issue for joint or coordinated LDDs is " <i>ensuring urban extensions have a strong orientation towards the existing town and town centre and support their regeneration.</i> " As part of this sieve it may be necessary to further divide SLAs as development within only some sections would support this objective.

## 2.7 Next Steps

- 2.7.1 The next step in the progression of the project is to apply the criteria through the series of three sieves. This follows in Section 3.
- 2.7.2 Maps are used to support and illustrate the findings from the application of each sieve. In light of the strategic nature of this study, the generation of spatial options from these criteria in some instances require the professional judgement of the project team, discussion with the Partners and additional refinement and testing. This latter aspect was in part provided by a round table meeting with physical infrastructure professionals (water, transport, energy) responsible for these areas within the Harlow Area and a sustainability test conducted by Scott Wilson's project team using the integrated sustainability framework (ISF) similar to that developed for the East of England.<sup>18</sup> The infrastructure round table provided the project team with an understanding of the key infrastructure constraints associated with different scales of development within and around the Harlow Area. This session was designed to compliment the Harlow Infrastructure Study (2009) produced by Roger Tym and Partners.
- 2.7.3 It should be noted that the spatial options developed through Section 3 are not the same as the spatial options which will be developed by the Partners as they prepare their Issues and Options documents. The spatial options that have been developed through this technical study effectively function as scenarios which constitute a framework against which an evidence base of constraints and opportunities can be identified as part of the refinement process.

<sup>18</sup> EERA (2009). *Integrated Sustainability Framework* [online] available at: <http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/> (accessed 15/06/09).

## 3 Spatial Options

### 3.1 Introduction

3.1.1 PPS12 paragraph 4.36 states that a core strategy (or other DPD): “*Must be the most appropriate strategy when considered against the reasonable alternatives.*”<sup>19</sup> Additionally, while there is no point in producing unrealistic options there may be special circumstances where there is only one reasonable option available. As stated on the Planning Advisory Service website:

*This might be where the strategy or key decisions have already been decided by a higher level document such as a core strategy or the **regional spatial strategy**. Options should try to focus on how the development plan document will implement the wider strategy, and the tactical, timing, location or delivery options available.*<sup>20</sup>

3.1.2 The purpose of this Section is to present the application of criteria against SLAs to suggest a series of spatial options.

3.1.3 There is neither a universally-defined methodology for developing spatial options nor a standard set of options that can be applied by Local Planning Authorities (LPAs) to guide development through the planning system. Therefore, LPAs must generate locally distinctive sets of options which reflect the circumstances unique to their areas and are broadly consistent with the overarching policy context. This is why a bottom-up and top-down approach was taken to inform and structure the development of criteria using local features and the East of England Plan (RSS) policy.

3.1.4 The process through which the spatial options were produced is shown in Figure 3. As mentioned above, a bottom-up and top-down approach has been taken to identify criteria used to distinguish (potentially) unsuitable and (potentially) suitable land. Whilst it is true that the LDF can in some way ‘test’ the RSS, the RSS approach is a top-down, policy driven exercise for the LDF to follow. In other words, the RSS provides an overarching framework for development. This is delivered locally through a LDF which aligns with the RSS whilst providing additional levels of detail to best respond to the local context.

- Exclusionary criteria<sup>21</sup> were applied in Sieve 1 to eliminate unsuitable land within SLAs from consideration (although not necessarily leading to the outright elimination of the SLA itself).
- During Sieve 2 SLAs were then assessed against Discretionary and Opportunity criteria. The purpose of this Sieve is not necessarily to eliminate SLAs from consideration but to direct attention towards potentially suitable areas for urban extensions according to certain criteria. The cumulative performance of the SLAs against all criteria was considered alongside Policy HA1 to produce two ‘policy-led options’. The cumulative performance of the SLAs against each separate criteria category (i.e. regeneration, sustainable transport and landscape) led to two more

<sup>19</sup> CLG (2008). *Planning Policy Statement 12: Local Spatial Planning* [online] available at: <http://www.communities.gov.uk/planningandbuilding/planning/regionallocal/localdevelopmentframeworks/pps12/> (accessed 22/06/09).

<sup>20</sup> PAS (2008). *Generation of options* [online] available at: <http://www.pas.gov.uk/pas/core/page.do?pageId=72233> (accessed 22/06/09). [emphasis added].

<sup>21</sup> As described in para 2.6.1



spatial options.<sup>22</sup> The capacity for each option to deliver the required amounts of housing was then calculated using assumptions of 15, 20 and 25 dph (discussed further in 3.2) and through consideration of developer proposals.

- In each instance there was sufficient land available to provide the required number of houses up to and beyond 2021 so it was decided that a final spatial option should be developed which aligned most closely to the results of the strict application of the criteria. The 'Combined criteria-led' spatial option thus reflects the local context and the strategic objectives of Policy HA1 but not necessarily the locational guidance it contains.

3.1.5 These spatial options are:

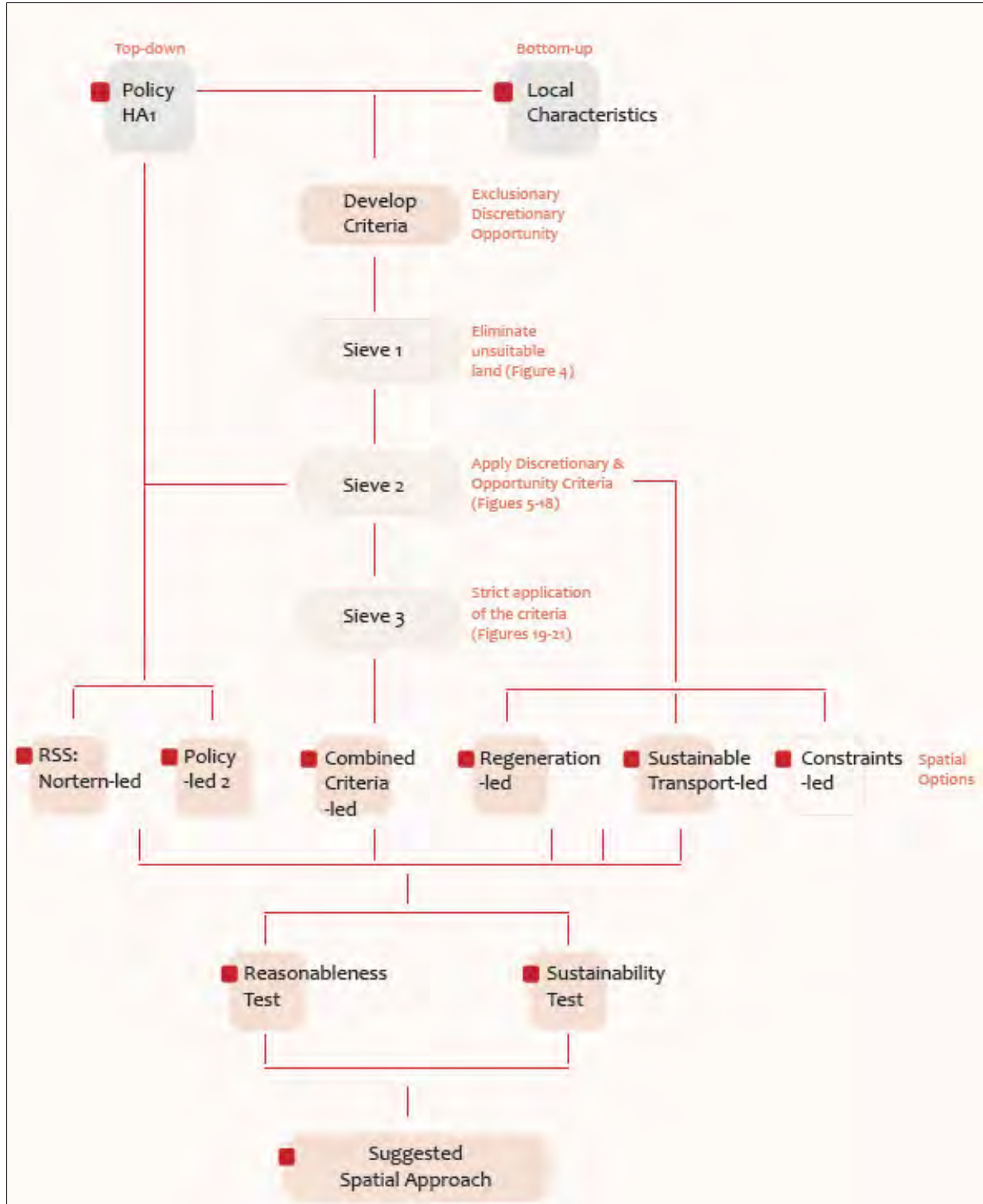
- Spatial Option A – RSS: Northern-led
- Spatial Option B – Policy-led 2
- Spatial Option C - Combined criteria-led
- Spatial Option D - Regeneration-led
- Spatial Option E - Sustainable transport-led

3.1.6 The following sub-section discusses the density assumptions used to assess capacity for development within the Harlow Area and the remainder of this Section describes in greater detail the application of criteria and the derivation of spatial options.

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<sup>22</sup> A Constraints-led option was discounted at this point for reasons further described in Section 3.4

Figure 3: Spatial options generation process



## 3.2 Density Assumptions

- 3.2.1 PPS3 states that “*using land efficiently is a key consideration in planning for housing. Regional Spatial Strategies should set out the region’s housing density policies, including any target.*” PPS3 also provides a number of criteria which LPAs should give regard to in developing housing density policies. Reflecting these criteria, PPS3 states that

*[LPAs] may wish to set out a range of densities across the plan area rather than one broad density range although 30 dwellings per hectare (dph) net should be used as a national indicative minimum to guide policy development and decision-making, until local density policies are in place. Where [LPAs] wish to plan for, or agree to, densities below this minimum, this will need to be justified...*

- 3.2.2 And continues with:

*Density is a measure of the number of dwellings which can be accommodated on a site or in an area. The density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form. If done well, imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment.*

- 3.2.3 However, PPS3 provides guidance on net housing as opposed to gross. This means that the figure of 30 dph applies only to land covered by dwellings, their curtilage and primarily residential streets. They do not take into account the amount of land required for major roads, rail, community facilities (such as schools or green infrastructure) or rail.

- 3.2.4 On the other hand the RSS for the East of England (the East of England Plan) does not include targets for housing densities however, it states that,

*[LDDs] should require new development to be of high quality which complements the distinctive character and best qualities of the local area and promotes urban renaissance and regeneration. New development should: [...] in the case of housing development, achieve the highest possible net density appropriate to the character of the locality and public transport accessibility.*

- 3.2.5 Not surprisingly a 2007 Town and Country Planning Association (TCPA) study highlighted the critical question of density, stating that this area “*urgently needs further research (pg.45) [but...] that common sense suggests that the design of major urban development should balance a number of issues.*”<sup>23</sup> Answering this call for more research on the topic, a subsequent study suggests that in England density assumptions for residential and mixed-use areas at the neighbourhood or district scale should reflect the size of the area under consideration rather than the prescribed indicative figure of 30 dph net.<sup>24</sup> This is because higher densities can be applied on smaller sites because these areas are not of a sufficient size to include provision for additional infrastructure (e.g. schools, employment areas, hospitals, etc) within their boundaries. Conversely, larger areas, particularly on greenfield sites, may be required to include a range of physical infrastructure to help ensure their sustainability.

- 3.2.6 To ensure an appropriate quantum of land is brought forward for the development of sustainable urban extensions through the Harlow Area spatial options, estimates of housing

<sup>23</sup> Town and Country Planning Association (2007). *Best practice in urban extensions*, London: TCPA, page 45.

<sup>24</sup> Honey, J (2009). Density data set measures. *Planning Resource* [online] available at: <http://www.planningresource.co.uk/inDepth/ByDiscipline/Housing/873657/Densities-data-set-measures/> (accessed 22/06/09);

density must be applied. Therefore, in light of the distribution guidelines provided for in Policy HA1, recent evidence,<sup>25</sup> best practice<sup>26</sup> and the effect of open space on gross density, a range of density measures have been considered for each spatial option.

3.2.7 These ranges are based on three reasonable scenarios that have been developed by the consultants in conjunction with the LPAs and used as the basis for modelling possible land take associated with each spatial option and for development to the north of Harlow (section 4.11). In order to provide a common benchmark of dph these have been modelled based on 30 dph net (PPS3 net benchmark). These are:

- **Recent research**<sup>27</sup> which has found that the average for a free-standing town of 10,000 homes appears to be in the range of ten to 20 dph gross. The middle range figure of **15 dph gross** will be used to inform the modelling work.
- **Eco-towns PPS**<sup>28</sup> which calls for forty per cent of the Eco-town's total area to be allocated to green space. This equates to approximately **20 dph gross** using the PPS3 benchmark;
- **Developer proposals** reviewed as part of this study have suggested a density of **25 dph gross**.

### 3.3 Applying Criteria to SLAs

3.3.1 As previously mentioned, exclusionary, discretionary and opportunity criteria have been developed for the Harlow Area and these have been applied in a three step ('sieving') process.

#### Sieve 1: Exclusionary Criteria

3.3.2 Total land considered as part of the Harlow Area by this study equates to 8,023 hectares (ha). Following the elimination of land according to exclusionary criteria a total of 6,408 ha remained (80%). In other words, the application of the exclusionary criteria eliminated 20% of the land within the Harlow Area. This primarily consisted of existing built up areas and areas of flood zone 3 alongside the River Stort. The map in Figure 4 shows the results of this analysis. A table showing the statistics for each SLA is included in Appendix Six: Exclusionary Criteria Results.

<sup>25</sup> Honey, J (2009). Density data set measures. *Planning Resource* [online] available at:

<http://www.planningresource.co.uk/inDepth/ByDiscipline/Housing/873657/Densities-data-set-measures/> (accessed 22/06/09);

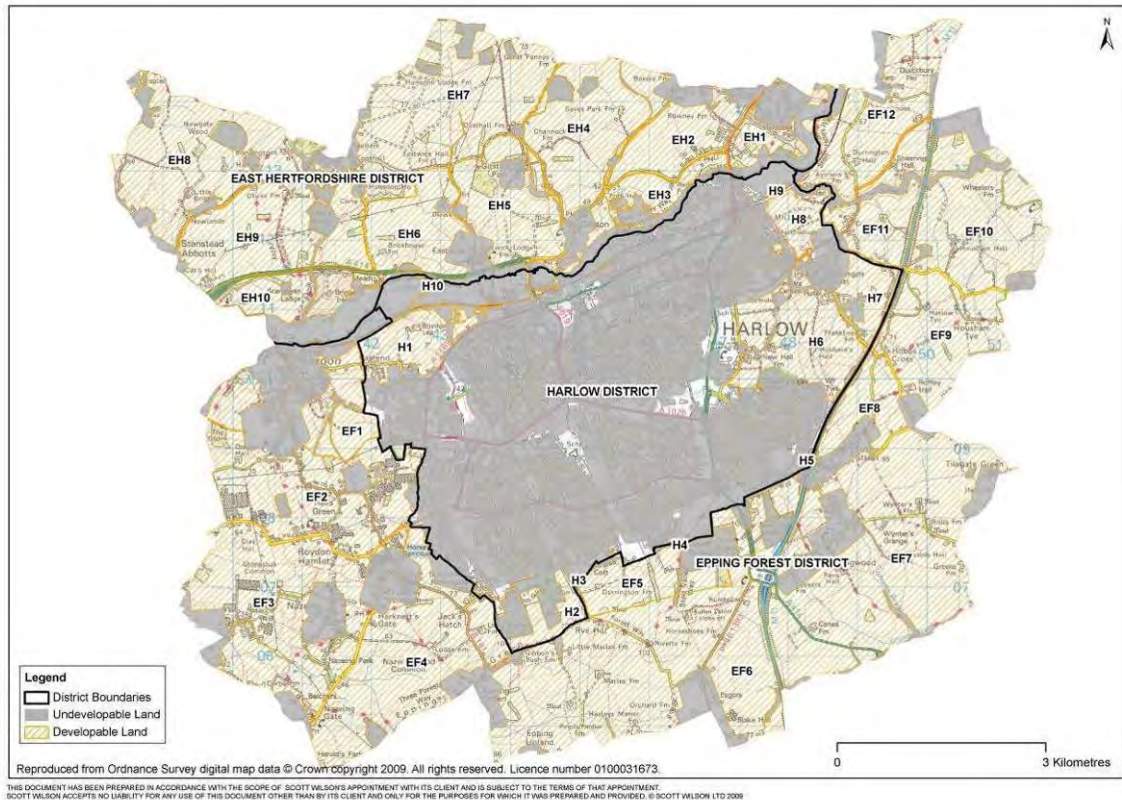
<sup>26</sup> Tribal Urban Studio, Roger Tym & Partners, CampbellReith (2008). *Appraisal of sustainable urban extensions* [online] available at: <http://www.broxtowe.gov.uk/CHttpHandler.ashx?id=14123&p=0> (accessed 1/07/09).

<sup>27</sup> Honey, J (2009). Density data set measures. *Planning Resource* [online] available at:

<http://www.planningresource.co.uk/inDepth/ByDiscipline/Housing/873657/Densities-data-set-measures/> (accessed 22/06/09);

<sup>28</sup> CLG (2009), *Planning Policy Statement: eco-towns – a supplement to Planning Policy Statement 1* [online] available at: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/pps-ecotowns.pdf> (accessed 23 September 2009).

Figure 4: Sieve 1 Exclusionary criteria output<sup>29</sup>



## Sieve 2: Discretionary and Opportunity Criteria

- 3.3.3 Local information (as collated using the SLA proformas) and the East of England Plan have informed the development of discretionary and opportunity criteria that SLAs are assessed against as part Sieve 2.
- 3.3.4 It should also be noted that the assessment of SLAs against the criteria is neither an exact science nor does it represent the certain exclusion of SLAs. In addition, the narrative description of each SLA against the criteria (see Appendix Seven: Narrative summary of SLA criteria assessment) may contain clarification on the logic behind certain grading decisions as well as information that may be used in later assessment stages.

### *Regeneration*

- 3.3.5 Criteria used to provide a regeneration-led option are shown again in Table 4.

<sup>29</sup> Layers for maps have been termed 'Undevelopable Land' and 'Developable Land' for the purposes of this study. However, in reality we recognise that there is the potential that some undevelopable land may be developable and vice versa.

**Table 4: Regeneration criteria**

	Red	Amber	Green
<b>Regeneration Category</b>			
<b>Index of Multiple Deprivation (IMD)</b>	Contains area of 70% least deprived	Adjacent to an area of 30% most deprived / Contains area of 30% most deprived	Contains area of 20% most deprived
<b>IMD Employment</b>	Contains area of 70% least deprived	Adjacent to an area of 30% most deprived / Contains area of 30% most deprived	Contains area of 20% most deprived
<b>IMD Education and Training</b>	Contains area of 70% least deprived	Adjacent to an area of 30% most deprived / Contains area of 30% most deprived	Contains area of 20% most deprived

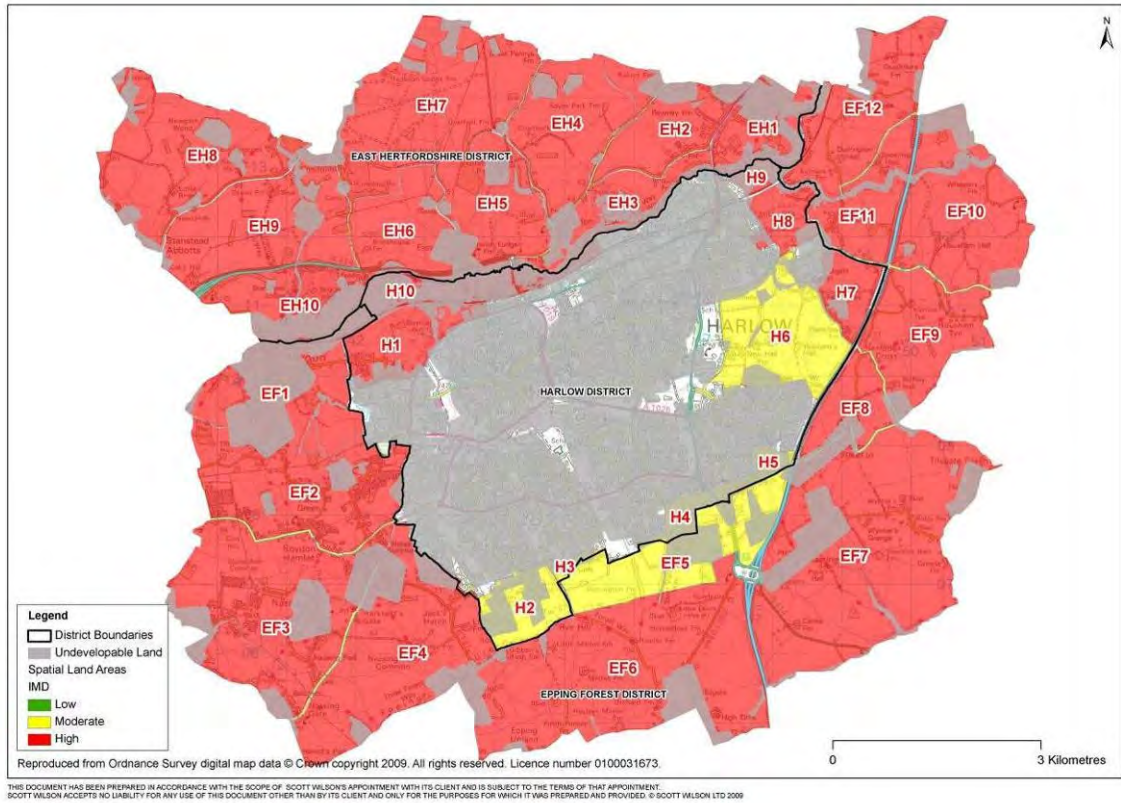
3.3.6 The Index of Multiple Deprivation (IMD) is a standard measure of deprivation at small area level across England<sup>30</sup> and has been used to help identify those areas most in need of regeneration. Three measures of deprivation which directly relate to the strategic objectives of Policy HA1 have been used in this study:

- **Overall IMD:** conceptualised as a weighted area level aggregation of these specific dimensions of deprivation;
- **Employment Domain:** measures employment deprivation conceptualised as involuntary exclusion of the working age population from the labour market; and
- **Education, Skills and Training Domain:** captures the extent of deprivation in terms of education, skills and training in a local area.

3.3.7 The results of the analysis of the SLAs against regeneration criteria are illustrated below in Figure 5, Figure 6 and Figure 7.

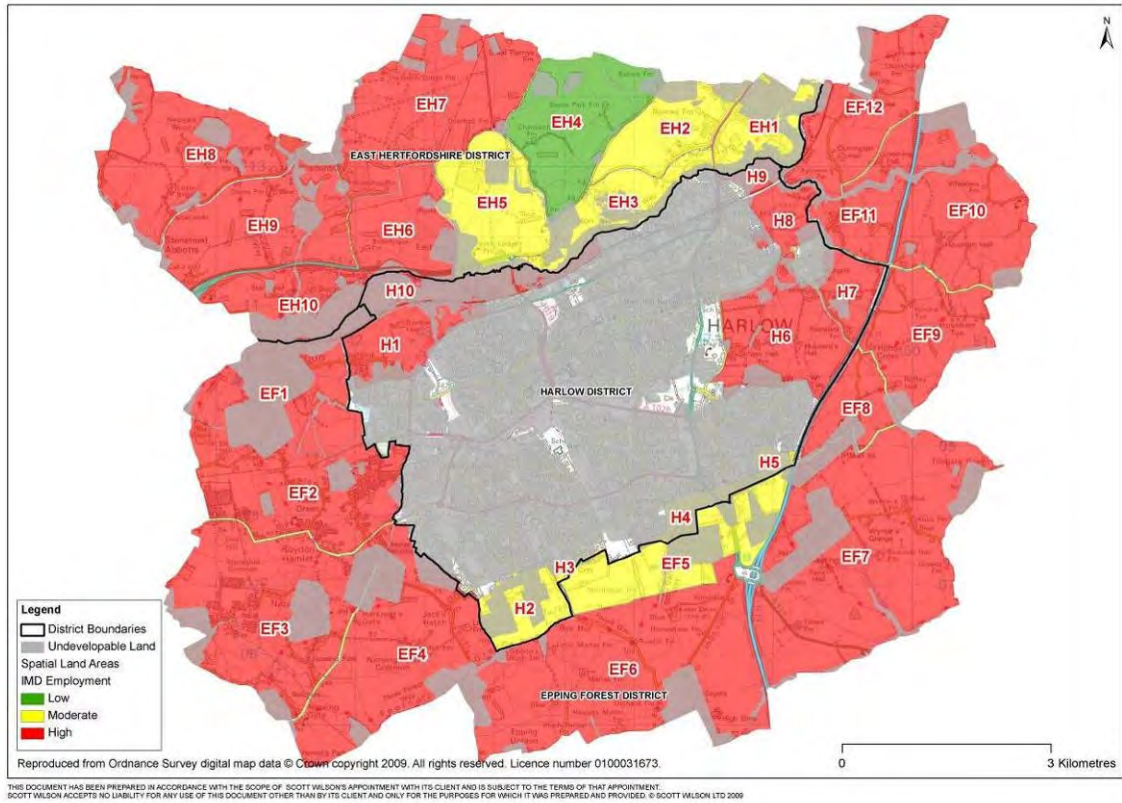
<sup>30</sup> Data4NR (no date). *The index of multiple deprivation* [online] available at: <http://www.data4nr.net/imd/> (accessed 22/06/09).

Figure 5: Sieve 2 Regeneration Criteria - Index of Multiple Deprivation (IMD)



3.3.8 Figure 5 IMD shows that the Harlow Area does not suffer from high levels of deprivation although there are areas that are relatively more deprived towards the south and east of Harlow.

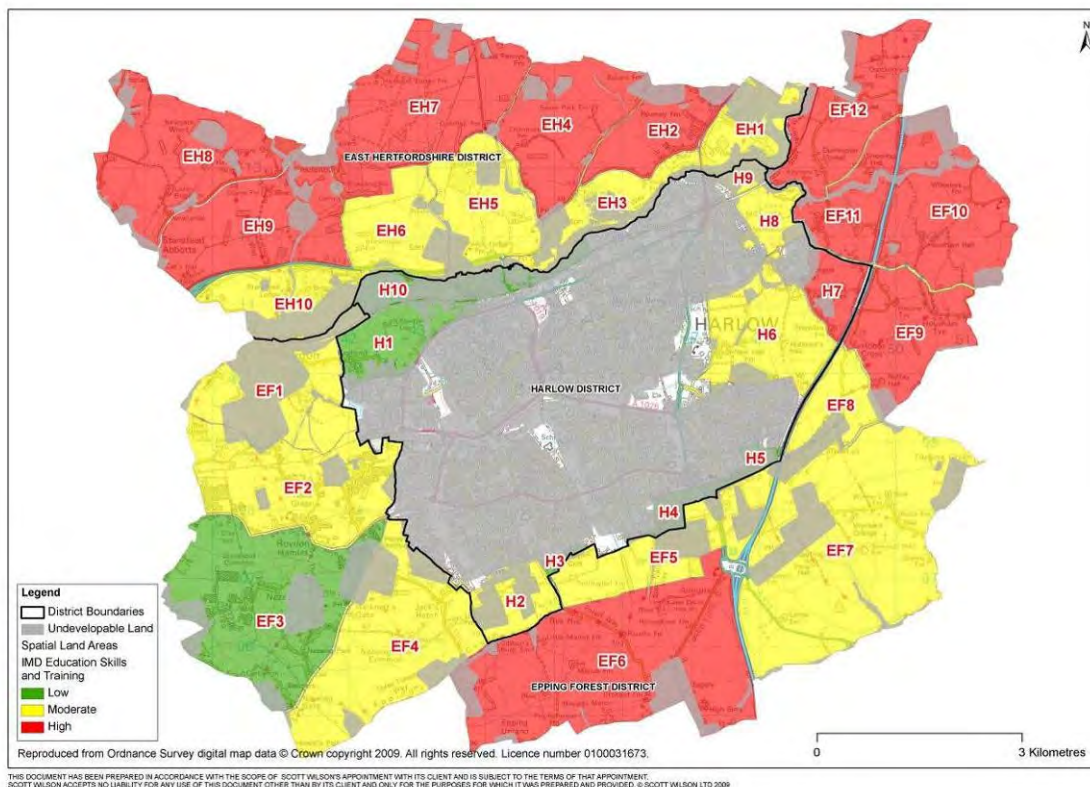
**Figure 6: Sieve 2 Regeneration Criteria - IMD Employment**



3.3.9 Figure 6 IMD Employment shows that the Harlow Area does not suffer from high levels of deprivation although there are areas that are relatively more deprived towards the north and south of Harlow. However, EH4 is something of an anomaly in that that in a sparsely populated area undue weight is attributed to the St Elizabeth Adult Care School at Perry Green. This will be taken into account in preparing the recommended spatial approach.



**Figure 7: Sieve 2 Regeneration Criteria - IMD Education, skills, and training**



3.3.10 Figure 7 IMD Education Skills and Training shows that the Harlow Area does experience some deprivation as part of this IMD domain. However, these levels of deprivation are oriented to a greater degree towards Harlow compared to, although not exclusively, the more rural parts of East Herts and Epping Forest.

3.3.11 Analysis of the regeneration criteria reveals significant differences both across the three criteria and in terms of performance within the Harlow Area. The cumulative IMD criteria show that the Harlow Area in general is not particularly deprived relative to the national picture. However, areas adjacent to the southern periphery of Harlow demonstrate higher rates of deprivation. Figure 6 shows that there are higher rates of deprivation in terms of the Employment domain both within Harlow (particularly the southern area) and within East Hertfordshire.<sup>31</sup> The analysis of SLAs against the IMD Education and Training domain are particularly revealing as Figure 7 shows that the Harlow Area experiences higher levels of deprivation within this domain both within the urban area and within some of the surrounding rural areas.

3.3.12 Key features that can be observed across these maps includes:

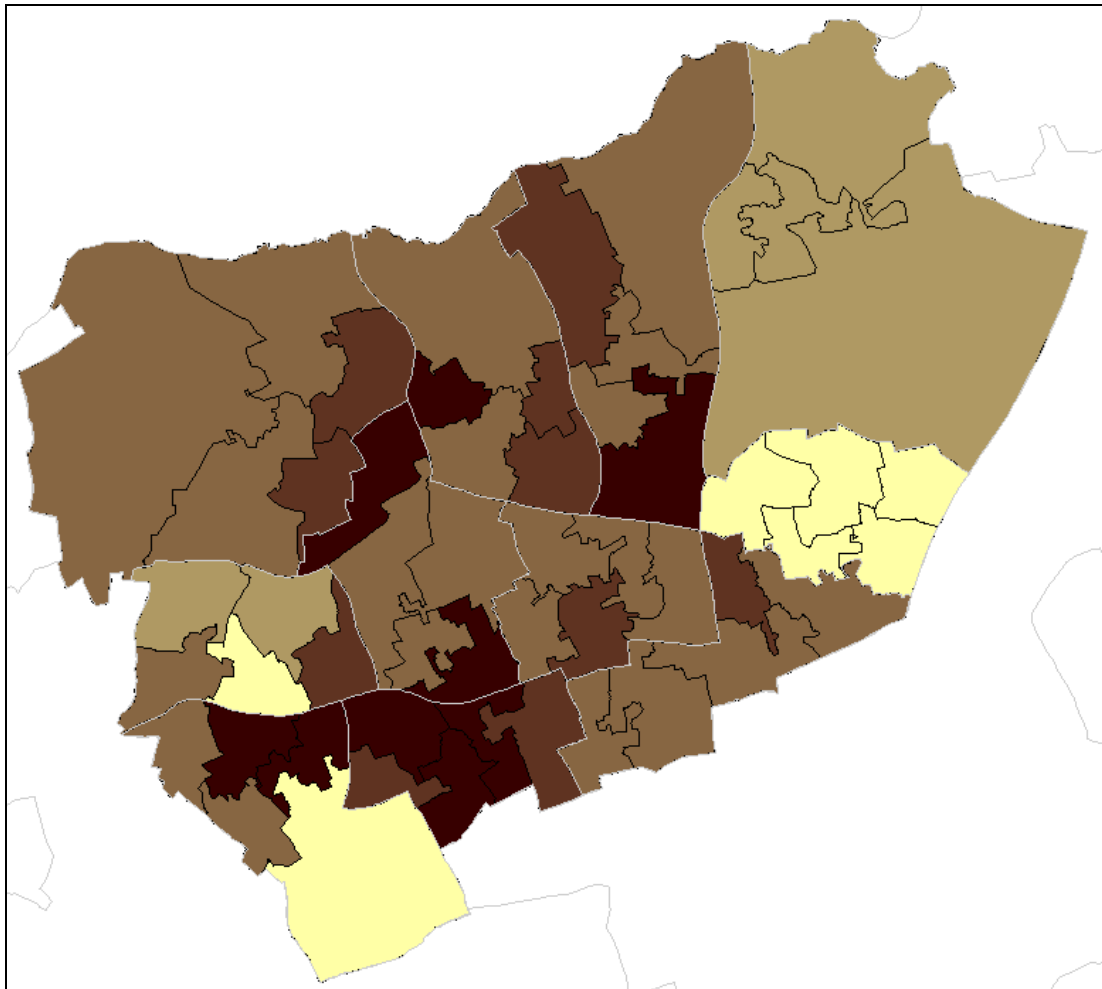
- the lack of deprivation across all domains within some SLAs in rural East Herts and Epping Forest;
- The higher levels of deprivation evident within the southern part of Harlow; and

<sup>31</sup> However, it is important to recognise that the nature of deprivation may not be comparable as the causes, effects and approaches to tackling deprivation may differ significantly between urban and sparsely populated rural areas. In addition, it may at first appear misleading that within the regeneration-based criteria areas with low deprivation will score high against the criteria and conversely, areas of relatively high deprivation will score low.

- The overall high levels of deprivation in terms of the Education and Training domain

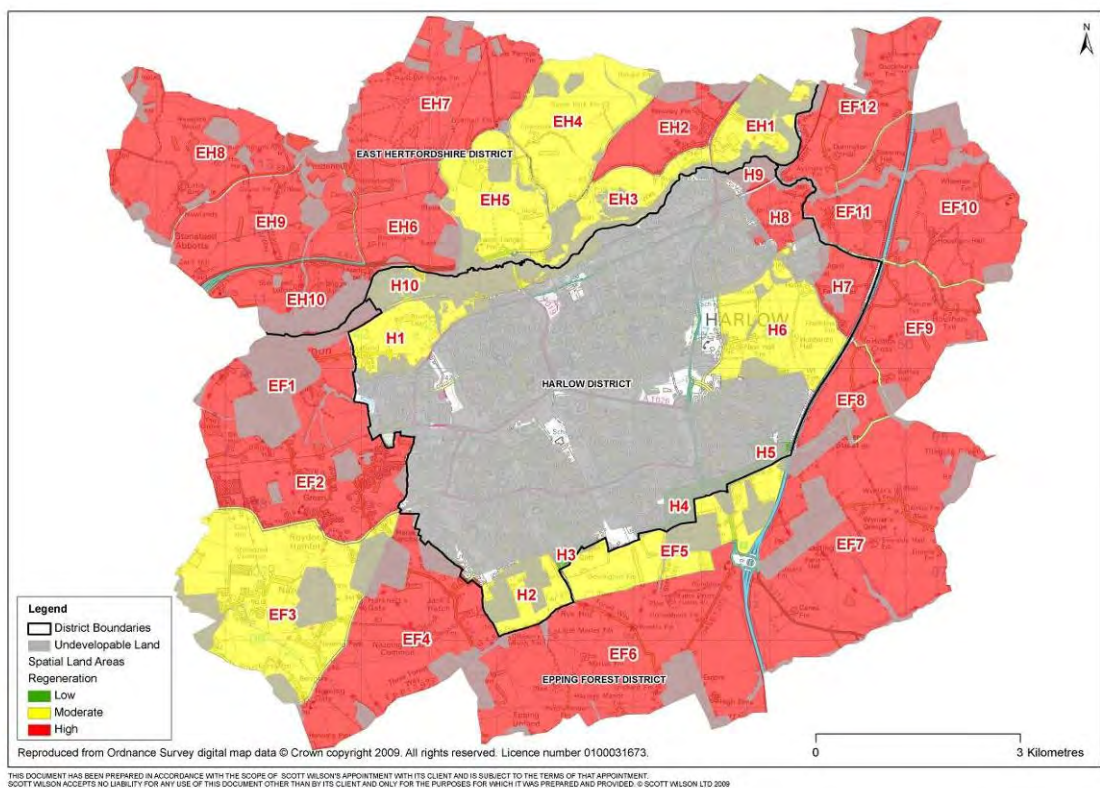
3.3.13 To avoid potential confusion it is worth repeating that a primary aim of Policy HA1 is to enable the renaissance of Harlow through redevelopment and regeneration of the existing town and through the development of the urban extensions. *The urban extensions are not a response to any measures of deprivation that may be found within East Herts or Epping Forest.* The results of the cumulative performance of SLAs in the Harlow Area can be better understood by illustrating the pattern of deprivation within the new town itself as well as the results of the criteria presented above. Figure 8 shows that the most deprived areas in Harlow are to the south, in the town centre and in the eastern part of central Harlow. Deprived areas can also be found towards the north.

**Figure 8: Rank of Harlow IMD scores 2007**  
(the darker patches highlight the more deprived areas)



3.3.14 Figure 9 demonstrates the cumulative performance of SLAs in the Harlow Area against regeneration criteria.<sup>34</sup> Analysis of these results suggests the distribution for a regeneration-led spatial option.<sup>35</sup> Here we can see that there are substantial swathes of land to the north and to the south of Harlow to which development could be directed towards. In addition, smaller amounts of housing could be directed to the east of Harlow (south of Old Harlow) and to the west around the junction of the B133 and B181.

**Figure 9: Sieve 2 - Cumulative regeneration criteria results**



### *Sustainable Transport*

3.3.15 Criteria used to provide a sustainable transport spatial option are shown in Table 5.

<sup>34</sup> The cumulative performance is found by aggregating the score for each SLA across all three regeneration criteria. Each SLA receives a score of 1 for good 2 for reasonable and 3 for poor. The cumulatively scored SLAs were then broken down into thirds to illustrate their overall performance against this indicator.

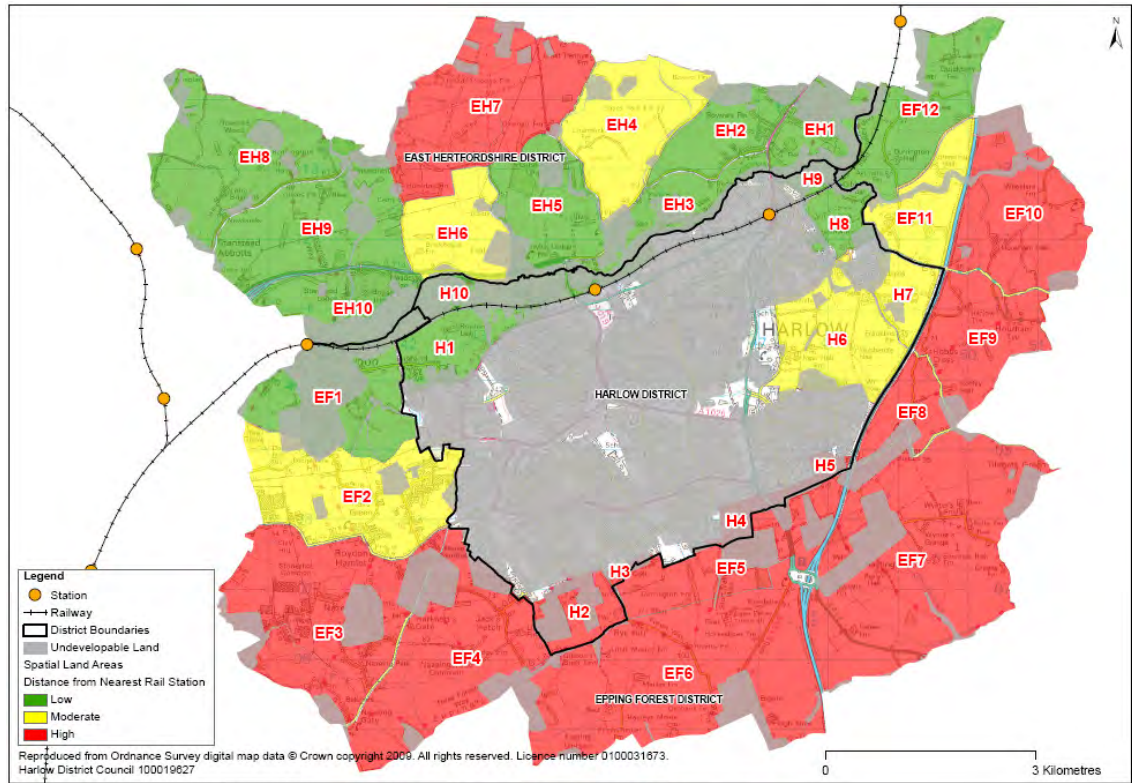
<sup>35</sup> It is recognised that the overall IMD is an aggregate scoring of all IMD domains. By cumulatively assessing these three criteria an additional emphasis has been placed on the IMD Employment and IMD Education and Training domains. Additionally, it should be noted here that the logic behind the regeneration criteria in this sense is that development in or near to deprived areas can improve housing can improve housing and environmental conditions and increase employment opportunities.

**Table 5: Sustainable transport criteria**

	Red	Amber	Green
Sustainable Transport Category			
<b>Distance of closest part of SLA from nearest rail station</b>	More than 2 miles from nearest train station	Between 1 and 2 miles to nearest train station	Less than one mile from nearest rail station
<b>Walking and cycling facilities</b>	Contains neither walking nor cycling facilities	Is adjacent to and would allow for easy access to walking or cycling facilities / contains <i>either</i> walking <i>or</i> cycling facilities	Contains walking and cycling facilities
<b>Access to public transport (bus)</b>	Poor access to public transport (no bus routes in or adjacent to area)	Moderate access to public transport (very few bus routes through or adjacent to area)	Good access to public transport (multiple bus stops through and adjacent to area)

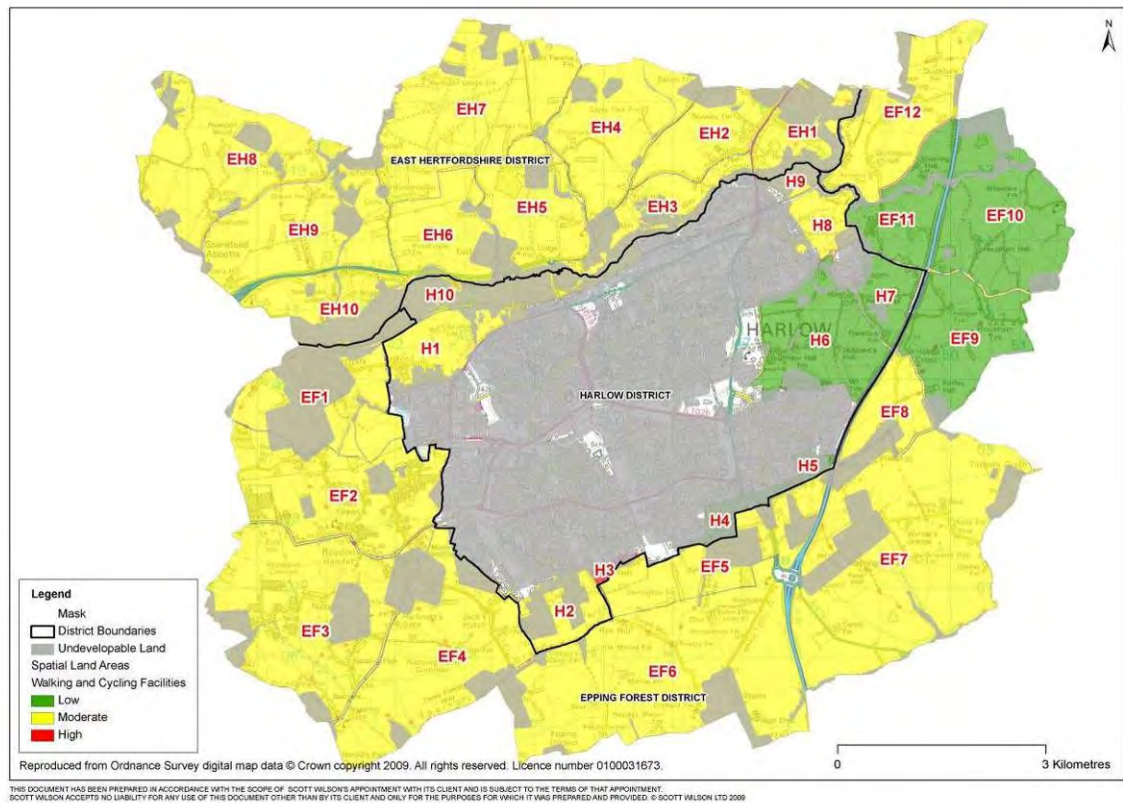
3.3.16 Sustainable transport is a key strategic objective as stated within Policy HA1. The results of the assessment of SLAs against these criteria are shown below. Figure 10 shows the results against the rail criterion, Figure 11 shows the results against the Walking and Cycling criterion, and Figure 12 shows the results against the Access to Public Transport (bus) criterion.

Figure 10: Sieve 2 Sustainable Transport Criteria - Distance to nearest rail station



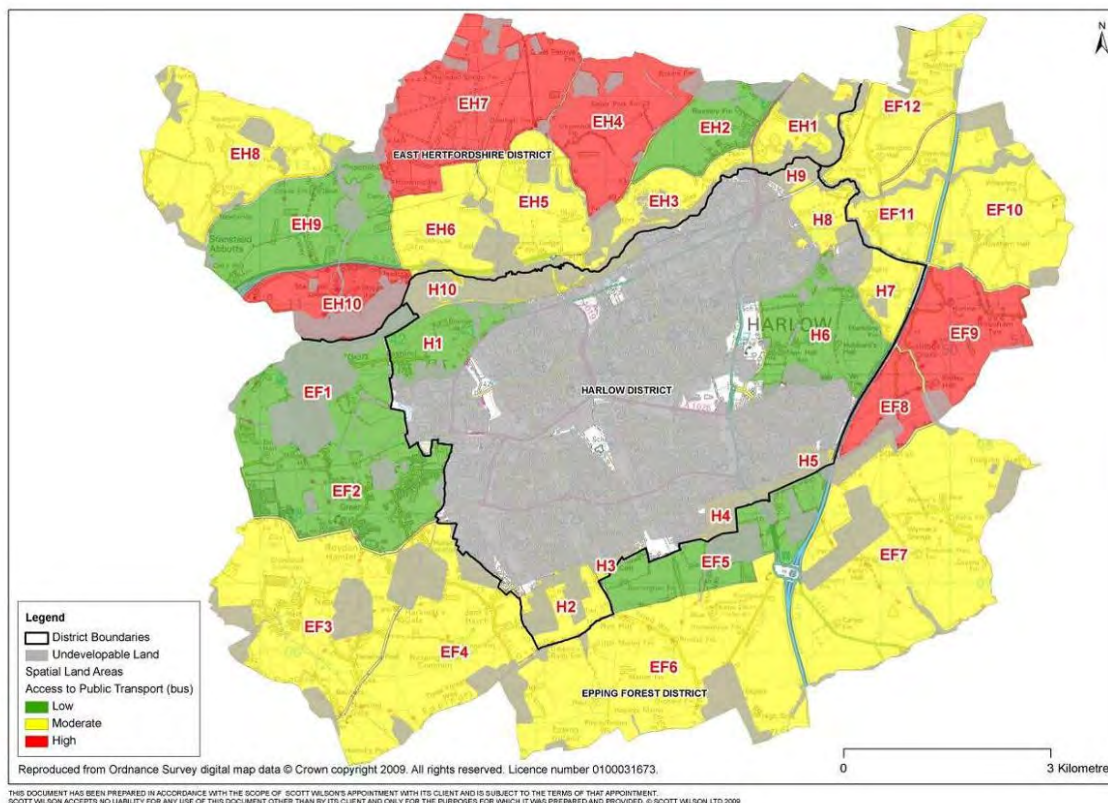
3.3.17 Figure 10 predictably reveals that SLAs towards the northern part of the Harlow Area are closer to rail stations.

Figure 11: Sieve 2 Sustainable Transport Criteria - Walking and cycling facilities



3.3.18 Figure 11 illustrates that while there is an abundance of walking and cycling facilities within the Harlow Area there is not always both within an SLA apart from some SLAs to the east and south of Harlow. The green area to the east of Harlow is due to the National Cycle Route.

Figure 12: Sieve 2 Sustainable Transport criteria (proximity to bus stops)



- 3.3.19 Figure 12 reveals that SLAs closer to larger settlements often perform better in terms of the extent of existing bus services and that rural SLAs towards the borders of the Harlow Area perform the worst.
- 3.3.20 The sustainable transport criteria are not directly comparable but they are particularly revealing in their own right. There are several rail stations within proximity to SLAs including Harlow Town, Harlow Mill, Roydon, St Margarets (Herts), and Sawbridgeworth. Figure 10 highlights that there are no nearby rail stations within the southern half of the Harlow Area or to the east of the M11. The Walking and Cycling map does little to differentiate between the SLAs as the predominantly rural nature provides for an abundance of footpaths. National Cycle Route 1 transects SLAs to the east of the Harlow Area and cycle paths have also been identified in the southern part of Harlow.<sup>36</sup> Unsurprisingly, the SLAs close to larger settlements (e.g. Roydon, Stanstead Abbots, and Sawbridgeworth) perform better in terms of the extent of existing bus services.
- 3.3.21 Figure 13 demonstrates the cumulative performance of SLAs in the Harlow Area against sustainable transport criteria.<sup>37</sup> Analysis of these results suggests the distribution for a sustainable transport-led spatial option.<sup>38</sup> Here we can see that the distribution of development

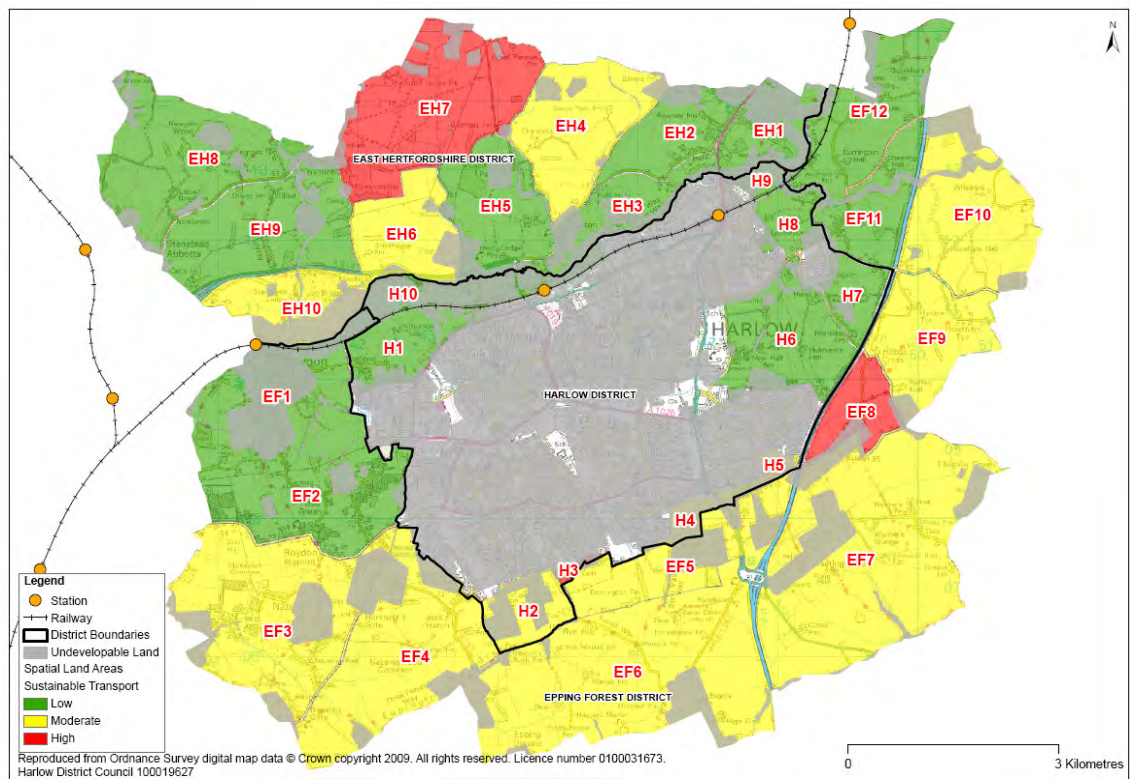
<sup>36</sup> There is also a proposed extension to the cycle network to the west of Harlow.

<sup>37</sup> The cumulative performance is found by aggregating the score for each SLA across all three regeneration criteria. Each SLA receives a score of 1 for good 2 for reasonable and 3 for poor. The cumulatively scored SLAs were then broken down into thirds to illustrate their overall performance against this indicator.

<sup>38</sup> It is recognised that the overall IMD is an aggregate scoring of all IMD domains. By cumulatively assessing these three criteria an additional emphasis has been placed on the IMD Employment and IMD Education and Training domains. Additionally, it should be

for this spatial option would be focused in the northern half of the Harlow Area; to the North, East and West. The criteria suggest a higher proportion of housing to the east with similar amounts allocated to the north and west. EH8 and EH9 have been excluded despite their good score against these criteria (improved by their proximity to St Margarets (Herts) and Ware Rail Stations) because development in these areas would not contribute towards the regeneration of Harlow. EH10, EH6 and EH7 do not score highly and the barriers between these areas and Harlow (i.e. the A414, River Stort and Navigation Way) suggest that these areas are not natural extensions of Harlow.

**Figure 13: Sieve 2 - Cumulative transport criteria results**



*Constraints-led*

3.3.22 Criteria used to provide a Constraints-led spatial option are shown in Table 6.

noted here that the logic behind the regeneration criteria in this sense is that development in or near to deprived areas can improve housing and environmental conditions and increase employment opportunities.



**Table 6: Constraints-led criteria**

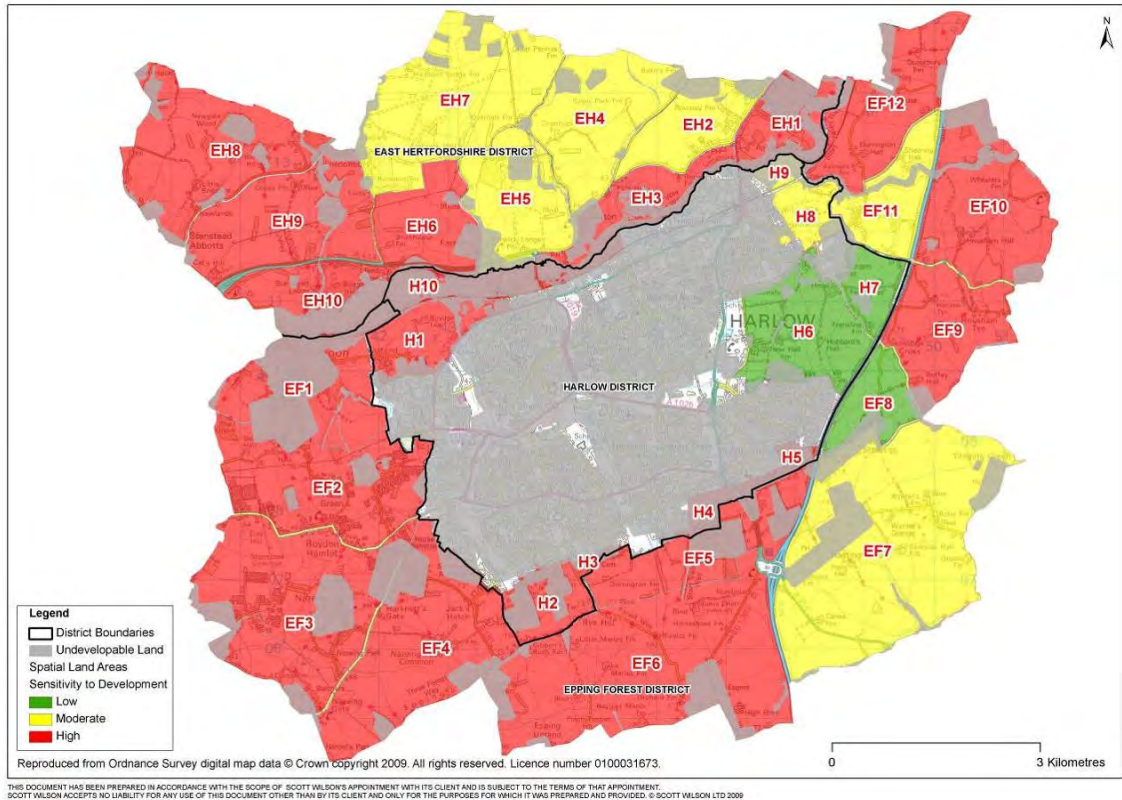
	Red	Amber	Green
<b>Constraints-led Category</b>			
<b>Sensitivity to development</b>	Land is highly sensitive to substantial development	Land is moderately sensitive to substantial development	Land has low sensitivity to substantial development
<b>Green Belt conflicts<sup>39</sup></b>	Land conflicts with 4 or 5 Green Belt principles	Land conflicts with 2 or 3 Green Belt principles	Land conflicts with 0 or 1 Green Belt principle
<b>Flood Zone 2</b>	The majority of the land is within Flood Zone 2 or 3	Part of the land is within Flood Zone 2	Land is within Flood Zone 1 or not within the flood plain

3.3.23 The results of the assessment of SLAs against the Constraints-led criteria are shown below. Figure 14 shows the results against the Sensitivity to Substantial Development, Figure 15 shows the results against Green Belt Principles and Figure 16 shows the results against Flood Zone.

<sup>39</sup> The five purposes / principles of the Green Belt are:

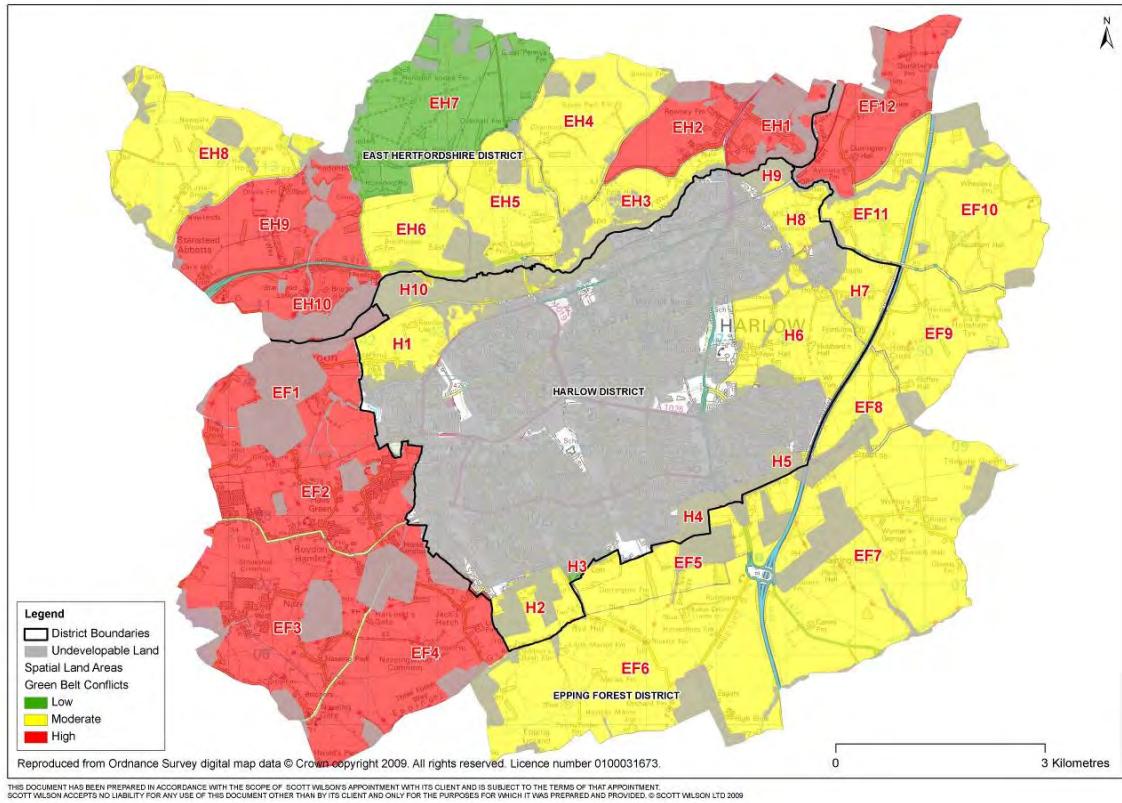
- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns from merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

Figure 14: Sieve 2 Constraints criteria - Landscape Sensitivity



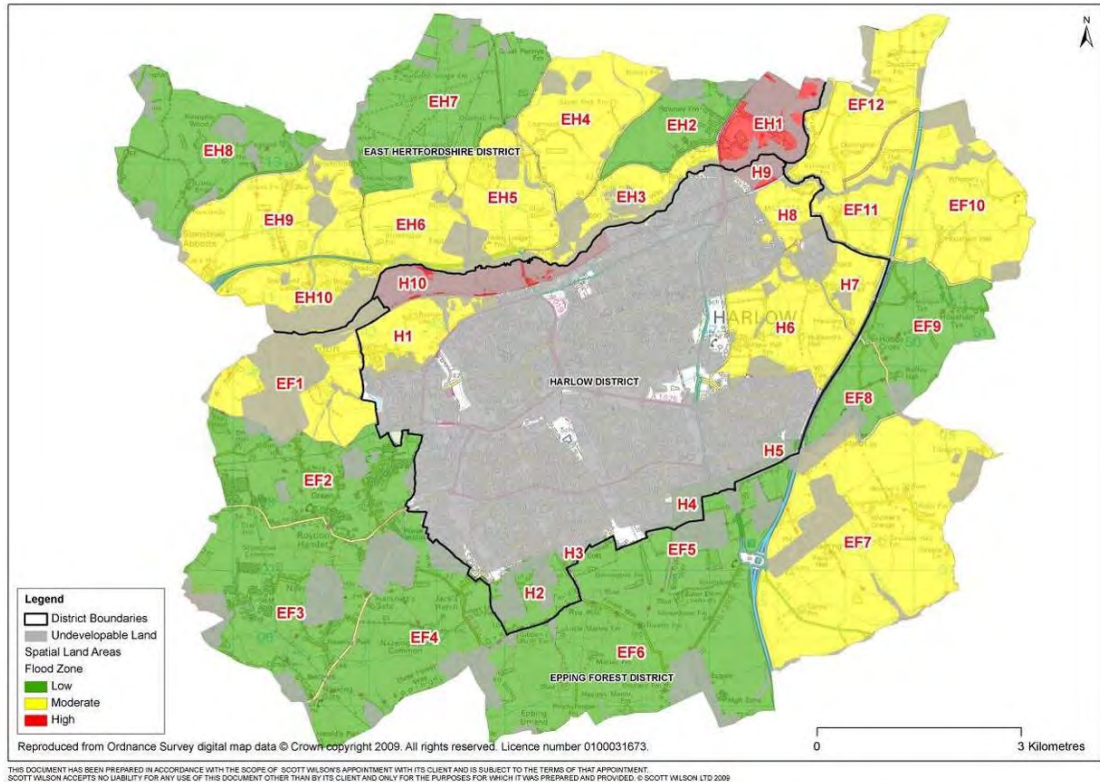
3.3.24 Figure 14 illustrates the high degree of landscape sensitivity across the Harlow Area although it also reveals large swathes of moderate sensitivity to the north and east of Harlow.

Figure 15: Sieve 2 Constraints criteria - Green Belt conflicts



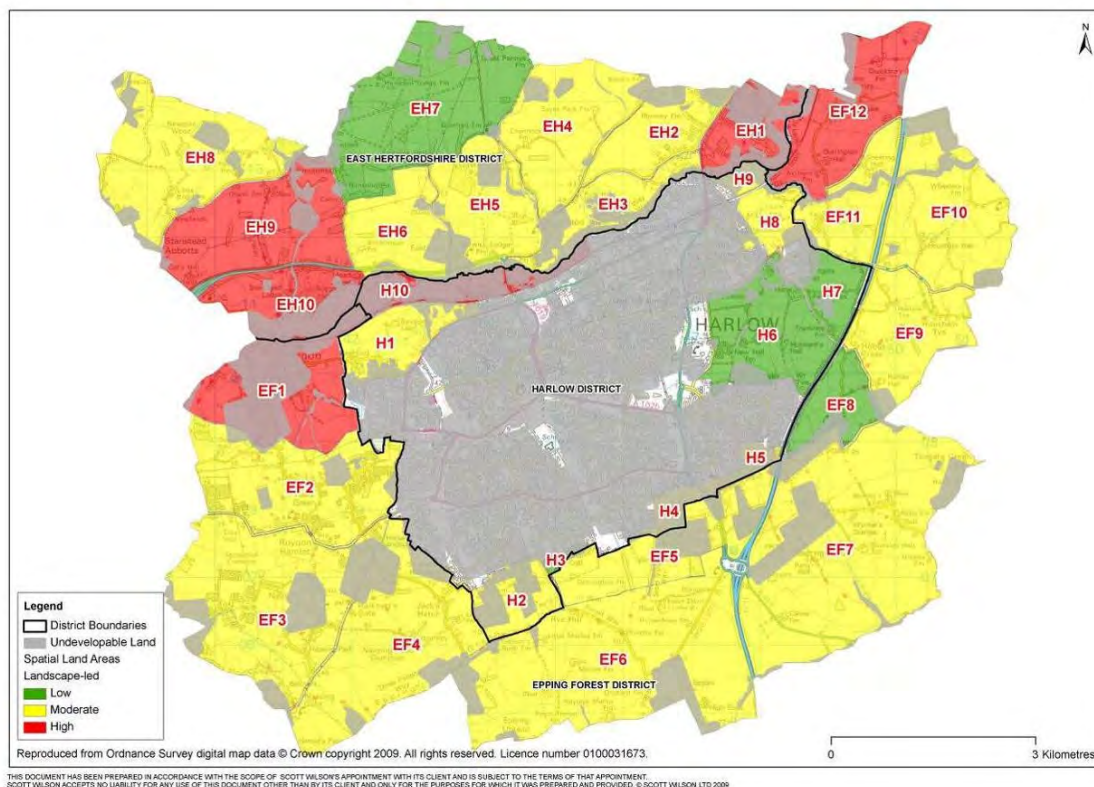
3.3.25 Figure 15 reveals a differential picture in terms of Green Belt conflicts. The results of this assessment are largely a function of the boundaries of the Metropolitan Green Belt and the existing settlement pattern.

Figure 16: Sieve 2 Constraints criteria - Flood Zone 2



- 3.3.26 Figure 16 reveals that the areas with the greatest amount of flood risk are predictably along the Stort Valley and those which include Stort tributaries. Notably, large areas to the south and west perform well against this criterion.
- 3.3.27 Similar to the set of sustainable transport criteria it is difficult to discern any broad trends from the analysis of Constraints-led criteria and this is reflected in the cumulative assessment of constraints criteria shown in Figure 17. Sensitivity to substantial development varies across the Harlow Area although the high sensitivity of the landscape to this form of development to large expanses to the west and south of the urban area is notable. As is the moderate sensitivity to substantial development found to the north of central Harlow where a substantial amount of new dwellings may potentially be located. The nature of the study in part suggests that the majority of the land under consideration for inclusion within a spatial option would potentially contradict several Green Belt purposes. However, SLAs to the west of Harlow again score poorly against this criterion, as do several others to the north east in between Harlow and Sawbridgeworth. In terms of flooding, SLAs adjacent to the River Stort or which contain tributaries did not score as well against this criterion however, it is noticeable that areas to the south and west of Harlow scored well.

Figure 17: Sieve 2 - Cumulative constraints criteria results



### Scoring of Sieve 2

3.3.28 The results of Sieve 2 criteria analysis have been cumulatively scored and ranked according to the sum of their performance against each criterion.<sup>40</sup> In recognition of guidance which discourages the weighting of variables during assessment processes<sup>41</sup>, the cumulative scoring reflects an ethos which considers the whole as greater than the sum of its parts, i.e. there is an acknowledgement that, for example, the presence of some areas of Flood Zone 2 within an SLA should not necessarily discount development however, if the same area scores relatively poorly against a significant number of criteria than for the moment the SLA should be considered potentially unsuitable for development.

3.3.29 The cumulative results of the Sieve 2 analysis are graphically displayed below in Figure 18. This map excludes approximately 1/3 of SLA which score most poorly against the criteria. This analysis tentatively excludes approximately 70% of the land originally considered as part of the Harlow Area, leaving 2,394 ha (shown in green in Figure 18) available for potential development. Using the three density figures the following quantum of additional dwellings could be provided on this amount of land:

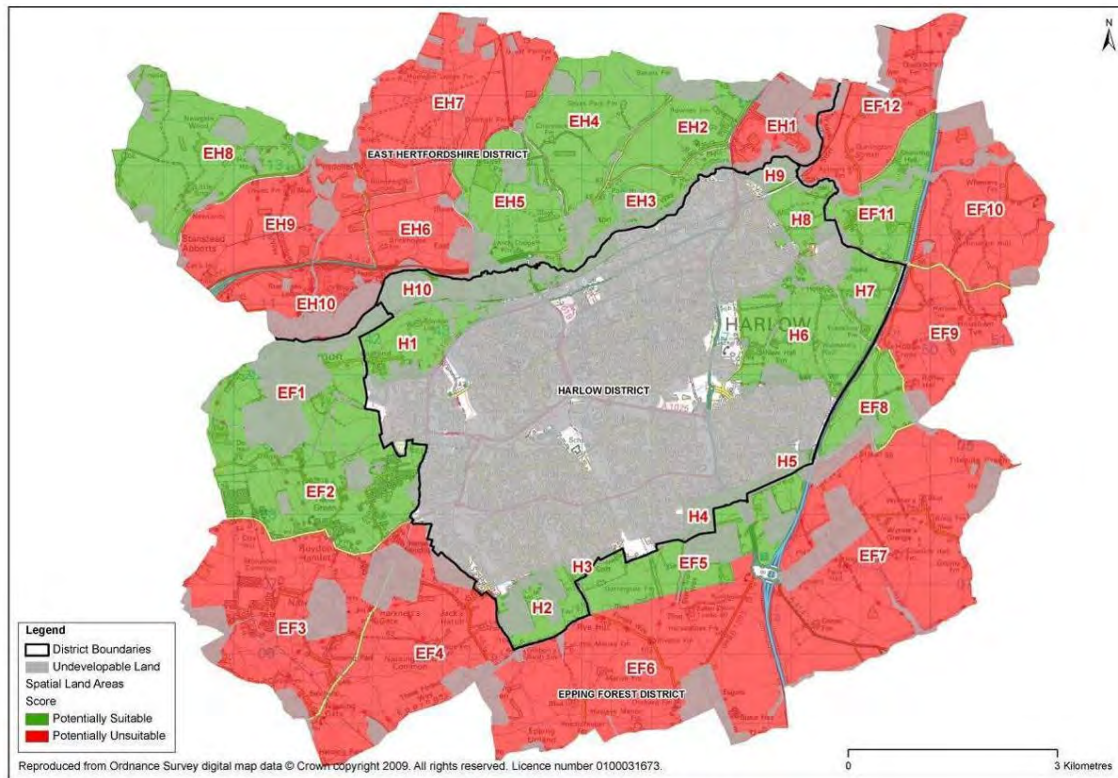
- **15 dph** – 35,910 new dwellings

<sup>40</sup> Poor = 3; Reasonable = 2; Good = 1

<sup>41</sup> In 'Towards a Nuclear National Policy Statement' (Office for Nuclear Development, January 2009, paragraph 3.3.6) it is stated that, "[d]iscretionary criteria inevitably require judgement and are generally qualitative rather than quantitative. Weightings may not adequately reflect the differences in the nature of some of the criteria, and the greater significance that some criteria may have in different parts of the country or different sites."

- 20 dph – 47,880 new dwellings
- 25 dph – 59,850 new dwellings

Figure 18: Sieve Two cumulative results



3.3.30 At each density calculation there is enough land brought forward to potentially provide substantially more new dwellings than are required up to and beyond 2031. However, the pattern of suitable land which has been identified provides an excellent indicator for directions and distribution of growth. Figure 18 shows that substantial areas of land to the eastern half of the north are most suitable for development although it is important to remember that the SLA borders are not intrinsically important.<sup>42</sup> Given the unsuitability of EH6, EH7 and EH9 development within EH8 would not constitute an urban extension to Harlow and should therefore also be discounted as suitable according to the terms of this study. Large areas of land have been identified as potentially suitable within the east of Harlow and along the M11 within Epping Forest (EF11). The small amount of land identified as suitable to the east of the M11 means that it will not be considered as part of an urban extension at this point. To the south of Harlow there is a smaller amount of land identified as potentially suitable to the north of the ridgeline which defines the southern border to EF5. In the west there is large amount of land identified as potentially suitable although it is obvious at this point that the presence of Roydon will discourage significant amounts of development as an urban extension in this area.

<sup>42</sup> For example, although EH6 and EH7 have been identified as potentially unsuitable this does not mean that the entire area is unsuitable.

### Sieve 3

3.3.31 A set of criteria were developed to form a third sieve against which SLAs were assessed in order to identify a spatial option which directly relates to the strict application of the criteria. The logic behind this approach is that the cumulatively assessed criteria may produce the most appropriate spatial option for the Harlow Area given the balanced consideration of all criterion-elements as a function of both the local context and the strategic objectives of Policy HA1 but not necessarily the locational guidance it contains.

3.3.32 The two criteria are:

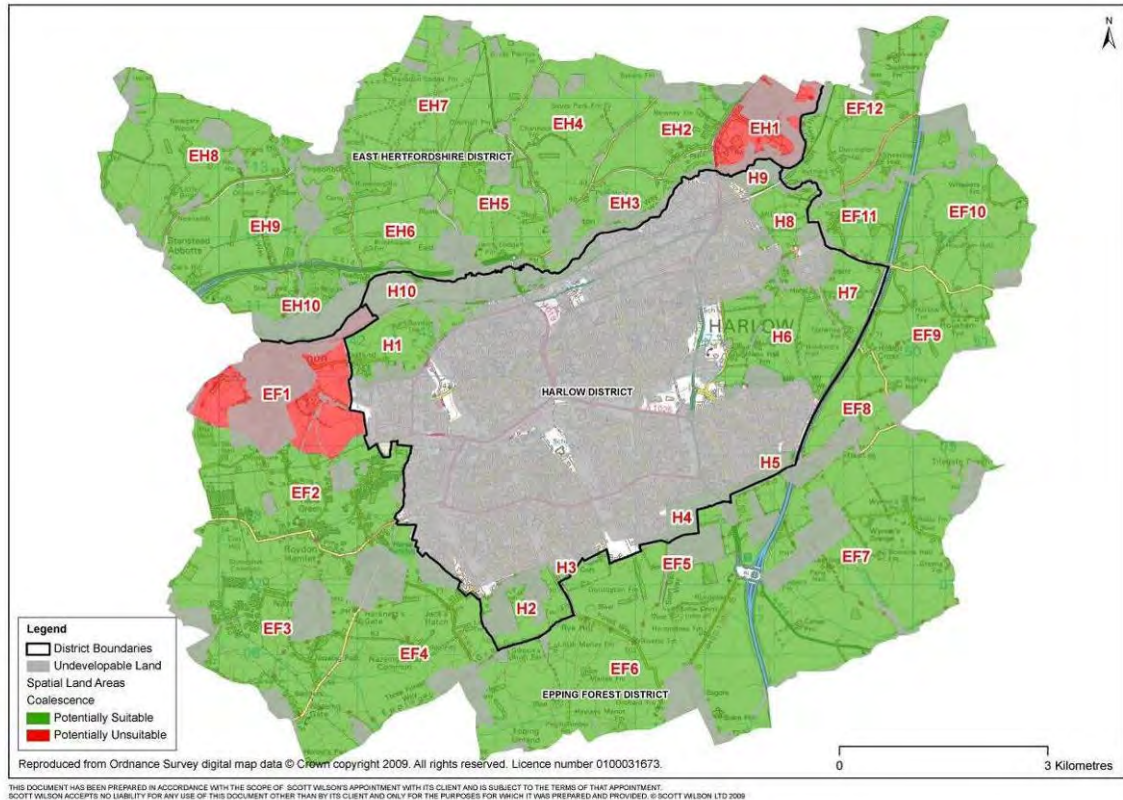
- Land on which substantial development would lead to the coalescence of towns (exclusionary)
- Land which would potentially complement ongoing neighbourhood regeneration initiatives within Harlow (opportunity)<sup>43</sup>

3.3.33 The results of these two assessments are shown below in Figure 19 and Figure 20.

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<sup>43</sup> These initiatives refer to the four locations identified for renewal following the successful application of Harlow Council for £10 million of Government funding from Growth Area Fund Round 2 (GAF II). These locations are Clifton Hatch, Old Harlow, Prentice Place and Staple Tye. For more information please see: Harlow Council (2009). *Growth Area Fund Round 2* [online] available at: [http://www.harlow.gov.uk/about\\_the\\_council/council\\_services/growth\\_and\\_regeneration/regeneration\\_unit/growth\\_regeneration\\_projects/gaf\\_ii.aspx](http://www.harlow.gov.uk/about_the_council/council_services/growth_and_regeneration/regeneration_unit/growth_regeneration_projects/gaf_ii.aspx) (accessed 06/07/09); Harlow Council (2007). *Harlow Regeneration Strategy and Implementation Plan 2007-2009*, Harlow: Harlow District Council.

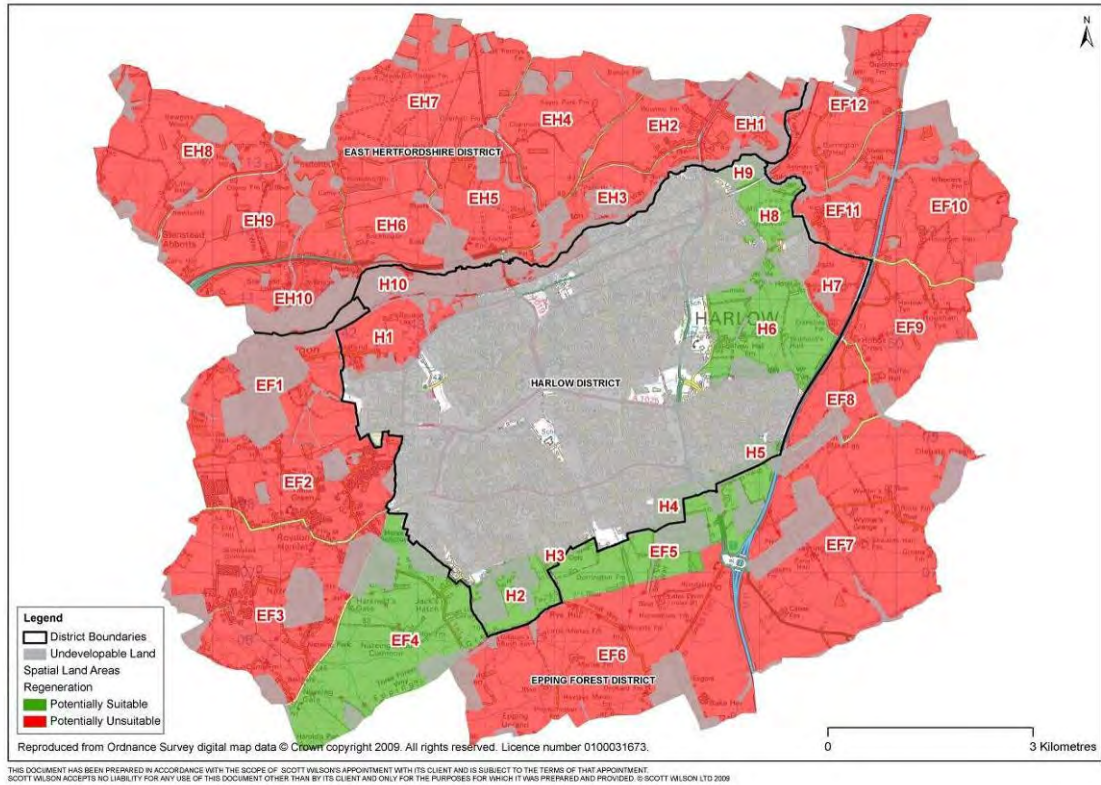
Figure 19: Sieve 3 - Green Belt coalescence



3.3.34 As shown in the table above, land on which substantial development may lead to coalescence with towns include EH1 (where development may lead to coalescence with Sawbridgeworth) and EF1 (where development may lead to coalescence with Roydon.)



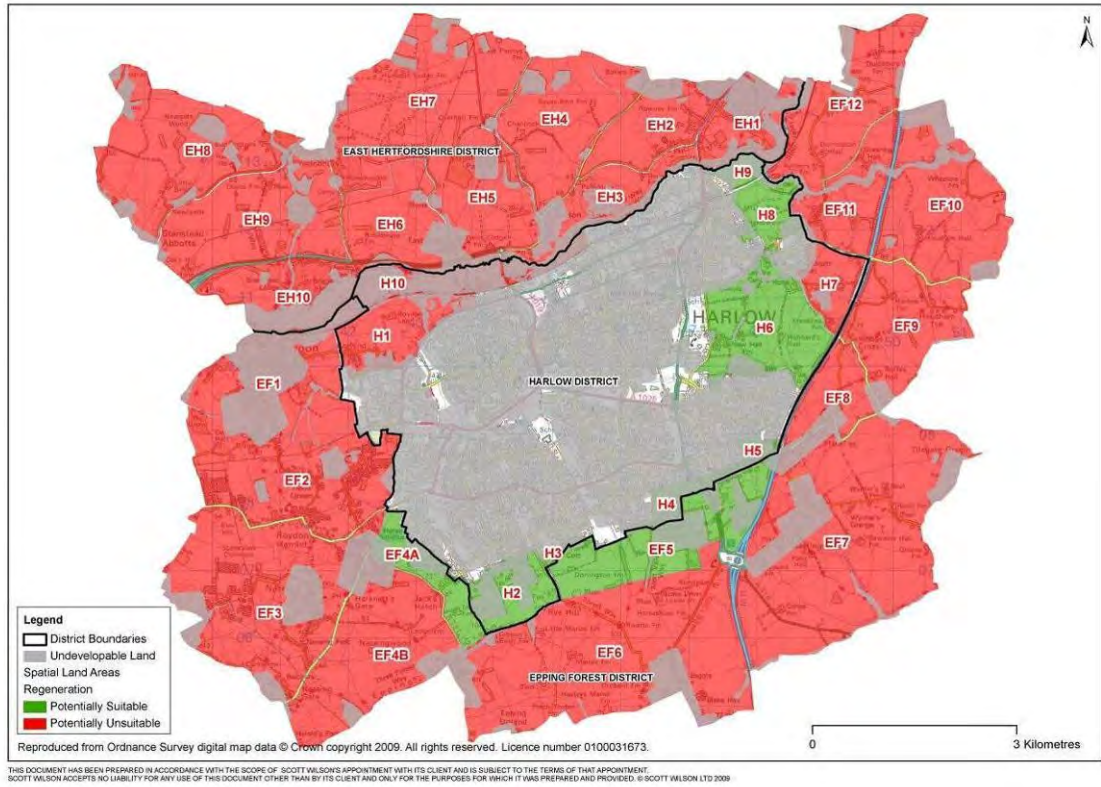
Figure 20: Sieve 3 - Ongoing regeneration activities



3.3.35 As described in Table 3, to maintain the effectiveness of this final sieve criteria in identifying land which may compliment ongoing neighbourhood renewal initiatives within Harlow, it was anticipated that SLAs may need to be broken down further. This exercise was conducted for EF4 (which was divided along B181 Epping Road) because to effectively contribute towards the regeneration of Harlow land must be within a reasonable proximity to the built up urban fabric. The results of this are shown in Figure 21.<sup>44</sup>

<sup>44</sup> Please note that there are differences in the 'types' of regeneration that form the basis for the analysis presented here and the regeneration-led criteria. Here the emphasis is on proximity to existing neighbourhood renewal areas whereas the latter are based on the relationship to underlying socio-economic indicators encapsulated within IMD scores.

Figure 21: Sieve 3 – strict application of criteria



## 3.4 Spatial Options

- 3.4.1 The scope of this study is predominantly designed to help “*determine the appropriate distribution between the urban extensions, including the more detailed location and scale of required development.*”
- 3.4.2 The performance of the SLAs against the various criteria indicates broad directions for the growth of urban extensions which comprise the spatial options rather than providing definitive boundaries. As such, it is not possible to allocate fixed levels of new dwellings that will be provided within each extension. These will be determined at a later date as part of the LDF process for each district. Dwelling allocations have been derived by identifying the amount of the land available in each direction as a proportion to total land available as part of the spatial option. Dwellings are then allocated to each direction as a relative proportion of the 11,000 new dwellings.
- 3.4.3 Nevertheless, in arriving at these spatial options the study must also take into account housing that has been provided (since 2001) and has already been allocated through the planning within the Harlow Area.<sup>45</sup> This will help determine the number of additional dwellings this study needs to provide. Within Harlow, there have been approximately 1,100 completions between 2001 and 2008 and there are approximately 3,900 either under construction or with planning approval.<sup>46</sup> Therefore, it is estimated that the quantum of additional dwellings between 2001 and 2021 that this study should seek to distribute between the urban extensions in the Harlow Area is approximately **11,000**.<sup>47</sup> Consideration for options to the north of Harlow up to 2031 and beyond is described in section 4.11.
- 3.4.4 Each spatial option is described below.

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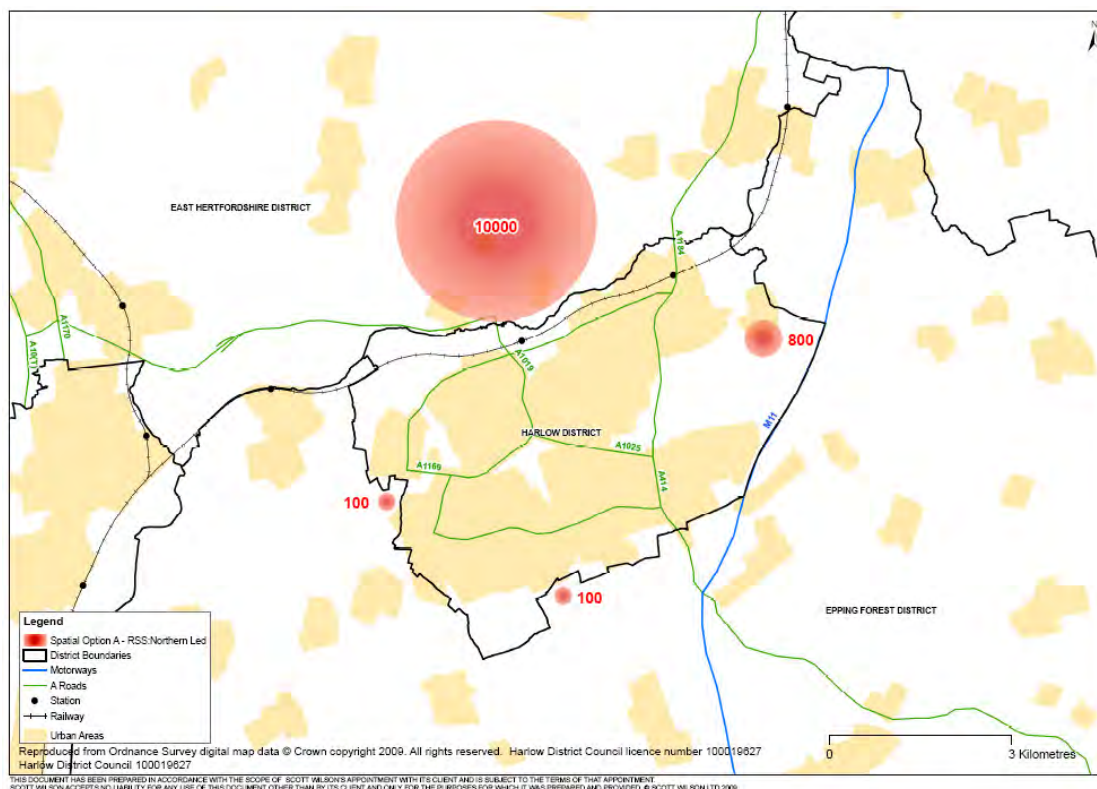
<sup>45</sup> Completions from 2001 to present within East Hertfordshire and Epping Forest within the Harlow Area have however, not been counted as part of the 16,000 required for the Harlow Area as they were counted in district figures as part of their AMRs and were not designed as part of a sustainable urban extension.

<sup>46</sup> Following discussion with officers from Harlow Council, this figure does not include Harlow Local Plan Allocations without planning permission.

<sup>47</sup> It is recognised that should infill or intensification of Harlow's existing urban area should occur then these figures will be subtracted from the 11,000 required through urban extensions. However, the opportunities for infill or intensification are anticipated to be relatively small (e.g. approximately 600 to 2031 according to the Harlow Infrastructure Study (2009)).

## Spatial Option A – RSS: Northern-led

Figure 22: Spatial Option A – RSS: Northern-led



*please note: distributions of development are purely illustrative and do not represent fixed boundaries. The specific location of new development will be identified at subsequent stages of the planning process*

### Option A Discussion

- 3.4.5 Policy HA1 of the East of England Plan (Regional Spatial Strategy or RSS) already indicates a spatial option to the North of Harlow which must be considered as part of this study. Section 3 of Policy HA1 states:

*The [Green Belt] review to the north should provide for an eventual [to 2021 and beyond] development of at least 10,000 dwellings and possibly significantly more – of a large enough scale to be a model of sustainable development.*

- 3.4.6 Spatial Option A incorporates both directional<sup>48</sup> and distributional<sup>49</sup> elements of Policy HA1 as well as broad directional components suggested by the cumulative results of SLA assessment against all criteria (as shown in Figure 18). It should be noted that Option A is not a 'literal' interpretation of Section 3 of the policy since the timeframe is "to 2021 and beyond", nevertheless it reflects the northern bias of the policy and provides a distinct option for testing purposes. To the north of Harlow potentially suitable land for an urban extension should be directed immediately to the north of the River Stort and towards the eastern half of this area but avoiding coalescence with Sawbridgeworth. Capacity calculations undertaken by the

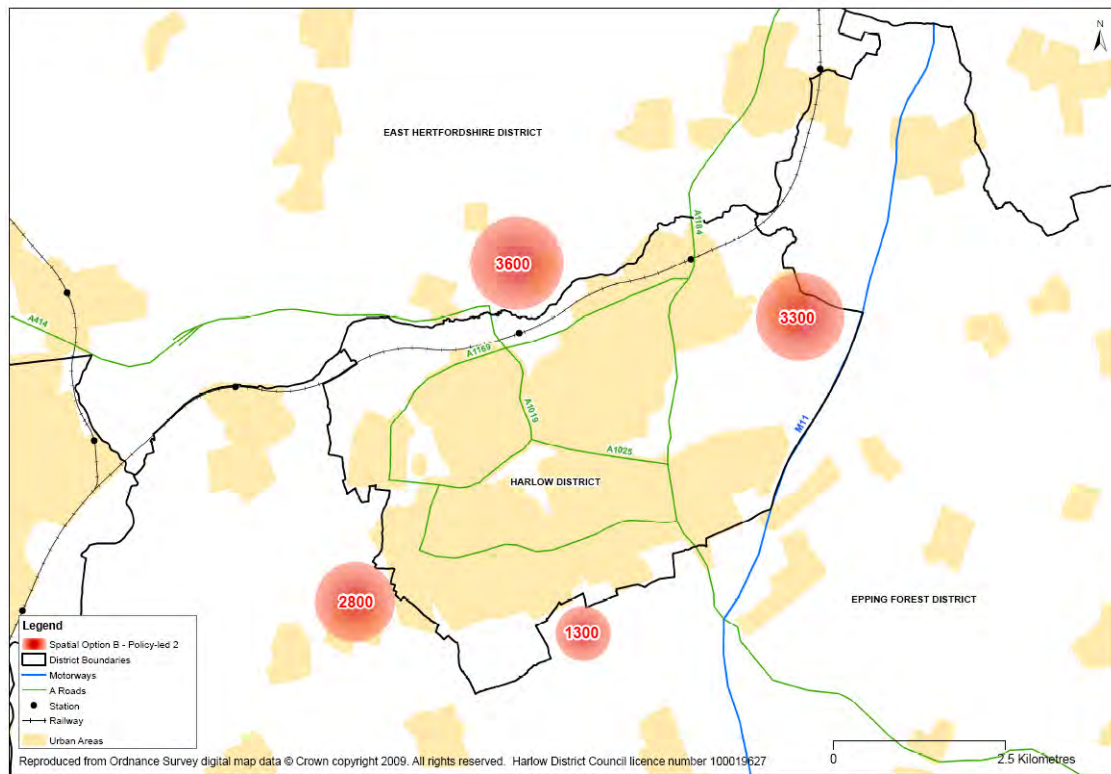
<sup>48</sup> i.e. through urban extensions in all cardinal directions

<sup>49</sup> Including 10,000 new dwellings to the north and urban extensions of a smaller scale to the south and west

consultants suggest that there is sufficient land to accommodate 10,000 dwellings at each density<sup>5051</sup> however, obviously at higher dph less land will be required to deliver the required number of new dwellings. Figure 18 also indicates substantial capacity to the East of Harlow where the momentum of development is currently in progress. Smaller amounts of land are potentially suitable to the south and the west however, given the large amount of new dwellings situated to the North according to this option development in these directions will be fairly low. Additional capacity in all cardinal directions suggests that additional housing may be accommodated post 2021.

## Spatial Option B – Policy-led 2

Figure 23: Spatial Option B - Policy-led 2



*please note: distributions of development are purely illustrative and do not represent fixed boundaries. The specific location of new development will be identified at subsequent stages of the planning process*

<sup>50</sup> Although at 15 dph there is only enough land to provide 9,945 new dwellings however, these could be accommodated as there is some flexibility built into the boundaries of these spatial areas

<sup>51</sup> The reasonableness and sustainability tests will meet the requirement of the tender brief and will test the implications of larger scales of development at 5,000 dwelling increments up to 25,000.

<sup>56</sup> Additionally, as this option does not include a significant extension in any one cardinal direction (such as Spatial Option 1) it is likely that higher densities could be achieved under this spatial option.

## Option B Discussion

3.4.7 Section 2 of RSS Policy HA1 states that

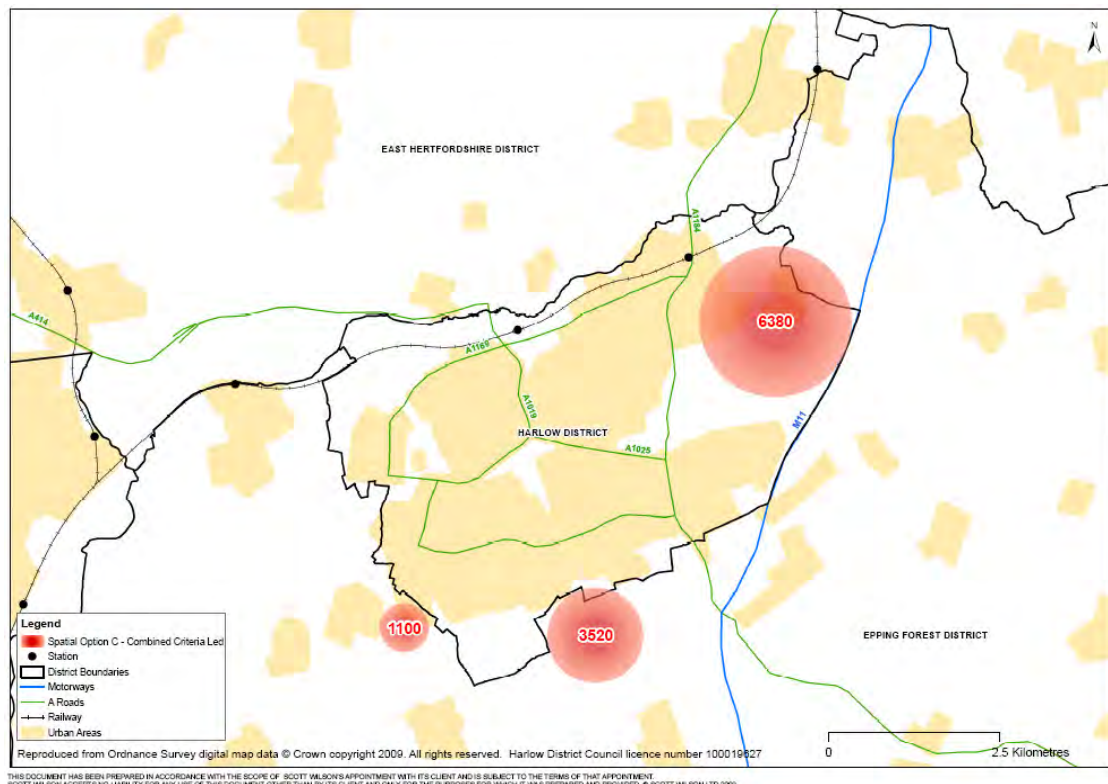
*Development Plan Documents should provide for a total of 16,000 additional dwellings between 2001 and 2021, including urban extensions in Epping Forest and East Hertfordshire districts. Additional housing should be provided:*

- *Within the existing area of the town through selective renewal and redevelopment, including mixed used development in the town centre; and*
- *Through urban extensions to the north, east and on a smaller scale to the south and west.*

3.4.8 Spatial Option B also incorporates directional and distributional elements of Policy HA1 but development is not concentrated to the north of Harlow to 2021. This allows us to compare the relative opportunities and constraints associated with larger-scale development to the north under Spatial Option A – RSS: Northern-led. It also builds on the broad directional components suggested by the cumulative results of SLA assessment against all criteria. Under this spatial option similar amounts of dwellings are allocated to the north (weighted towards the eastern half but avoiding coalescence with Sawbridgeworth) and to the east of Harlow. The northern part of land to the west of Harlow (south of the River Stort and around Roydon and centrally located over the junction with the B1133) receives a smaller amount of new dwellings and an even smaller amount is allocated to the south (north of the main ridgeline)..

## Spatial Option C – Combined criteria-led

Figure 24: Spatial Option C - Combined criteria-led



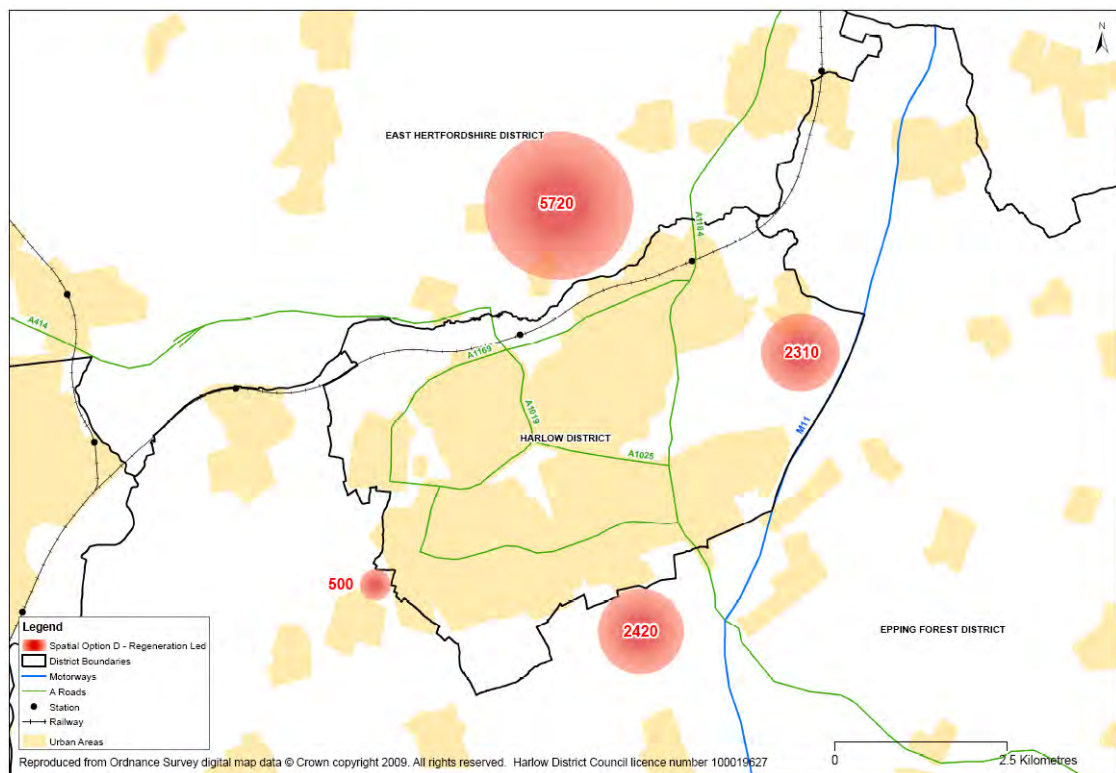
*please note: distributions of development are purely illustrative and do not represent fixed boundaries. The specific location of new development will be identified at subsequent stages of the planning process*

### Option C Discussion

- 3.4.9 A Combined criteria-led option was identified through the assessment of SLAs against all three sieves (see Figure 3 for clarification on this process and Figure 21). The directions and distribution of development are shown above in Figure 24. The logic underpinning this option maintains that the areas of land which cumulatively perform the best against the criteria could lead to the most sustainable spatial option.
- 3.4.10 Reflecting greater emphasis for the situation on the ground (by removing the constraints provided by strategic policy objectives), this spatial option does not correspond to key elements within Policy HA1. Namely, the requirements for substantial development to the north of Harlow and the relative distributions of urban extensions to the north, east, south and west of Harlow. Under this spatial option the majority of new dwellings are allocated to the east of Harlow with a substantial proportion to the south and a smaller amount in the southern part to the west of Harlow.
- 3.4.11 Capacity calculations suggest that there is enough land provided through this option to allow the required number of new dwellings at 20 and 25 dph however, at 15 dph there is only enough land brought forward to provide 10,493 new dwellings. This is not seen as a significant issue in bringing this option forward for further testing.<sup>56</sup>

### Spatial Option D – Regeneration-led

**Figure 25: Spatial Option D: Regeneration-led**

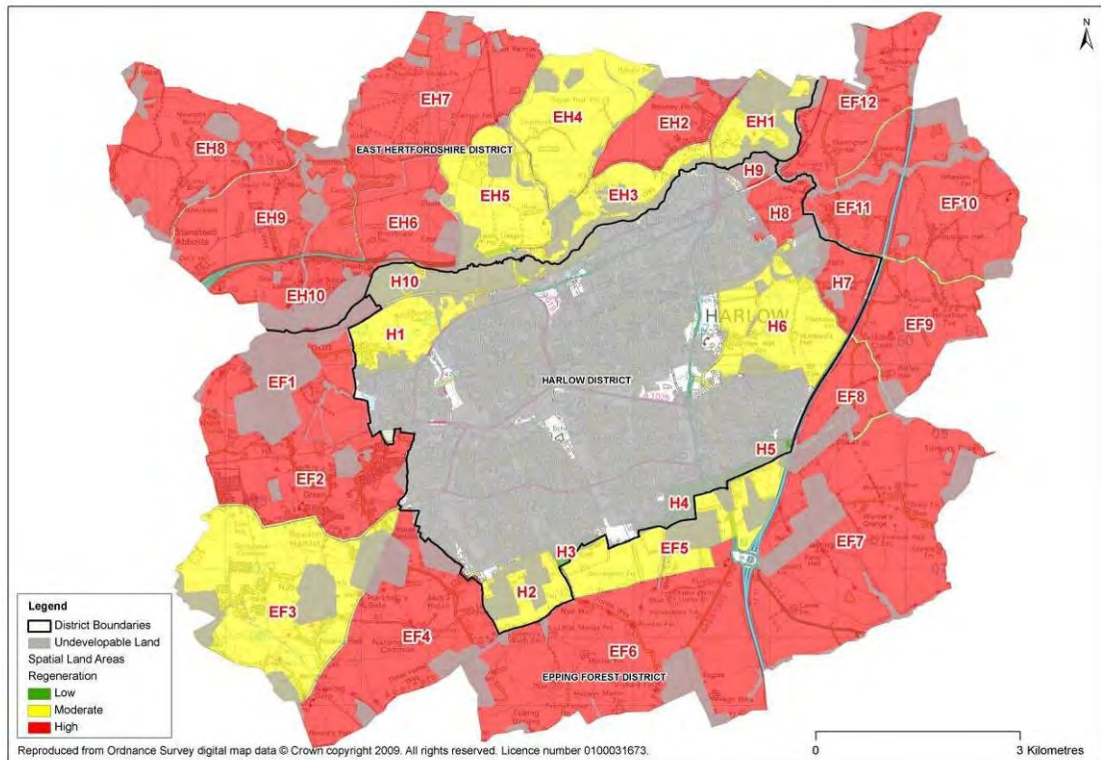


*please note: distributions of development are purely illustrative and do not represent fixed boundaries. The specific location of new development will be identified at subsequent stages of the planning process*

**Option D Discussion**

3.4.12 Figure 26 (also see Figure 9) demonstrates the cumulative performance of SLAs in the Harlow Area against regeneration criteria. Analysis of these results suggests the distribution for a regeneration-led spatial option. Here we can see that the distribution of development for this spatial option would be focused to the north (centred around Eastwick) and south of Harlow (to the ridgeline) with additional capacity provided in the East and to a much smaller scale in the west.

**Figure 26: Cumulative regeneration criteria results**



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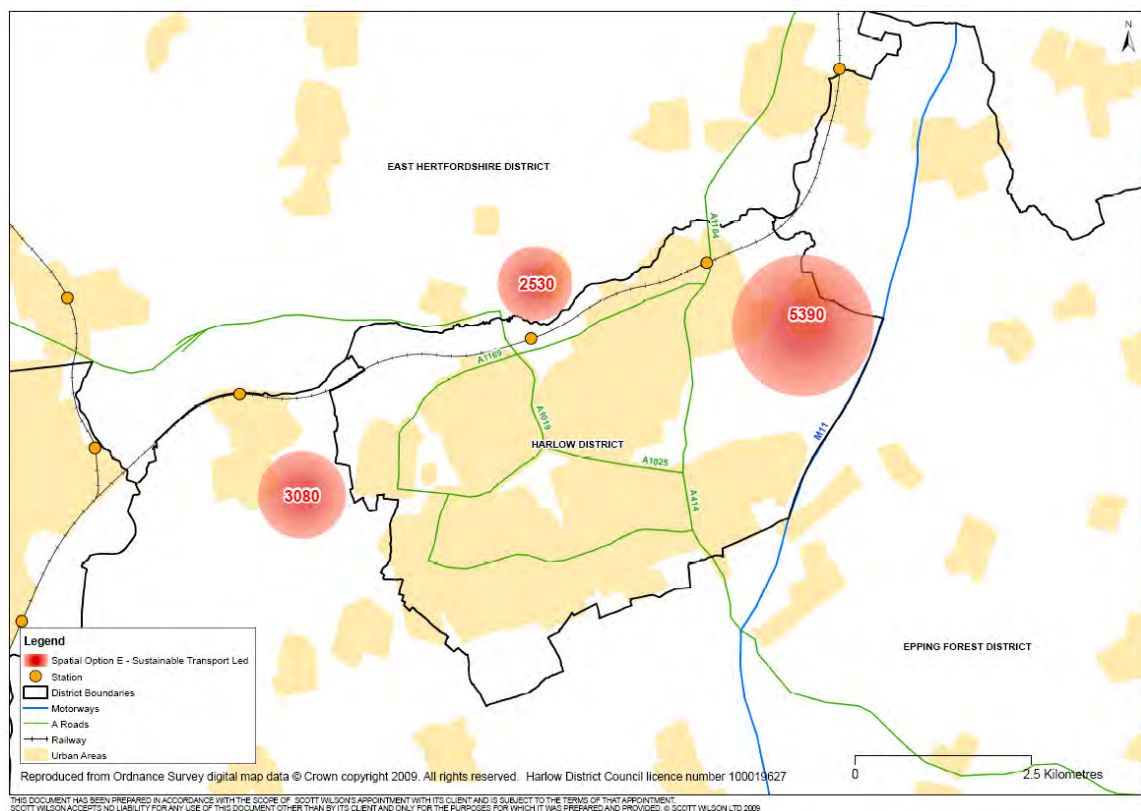
	Red	Amber	Green
<b>Regeneration Category Criteria</b>			
<b>Index of Multiple Deprivation (IMD)</b>	Contains area of 70% least deprived	Adjacent to an area of 30% most deprived / Contains area of 30% most deprived	Contains area of 20% most deprived
<b>IMD Employment</b>	Contains area of 70% least deprived	Adjacent to an area of 30% most deprived / Contains area of 30% most	Contains area of 20% most deprived



		deprived	
<b>IMD Education and Training</b>	Contains area of 70% least deprived	Adjacent to an area of 30% most deprived / Contains area of 30% most deprived	Contains area of 20% most deprived

## Spatial Option E – Transport-led

**Figure 27: Spatial Option E: Sustainable Transport-led**



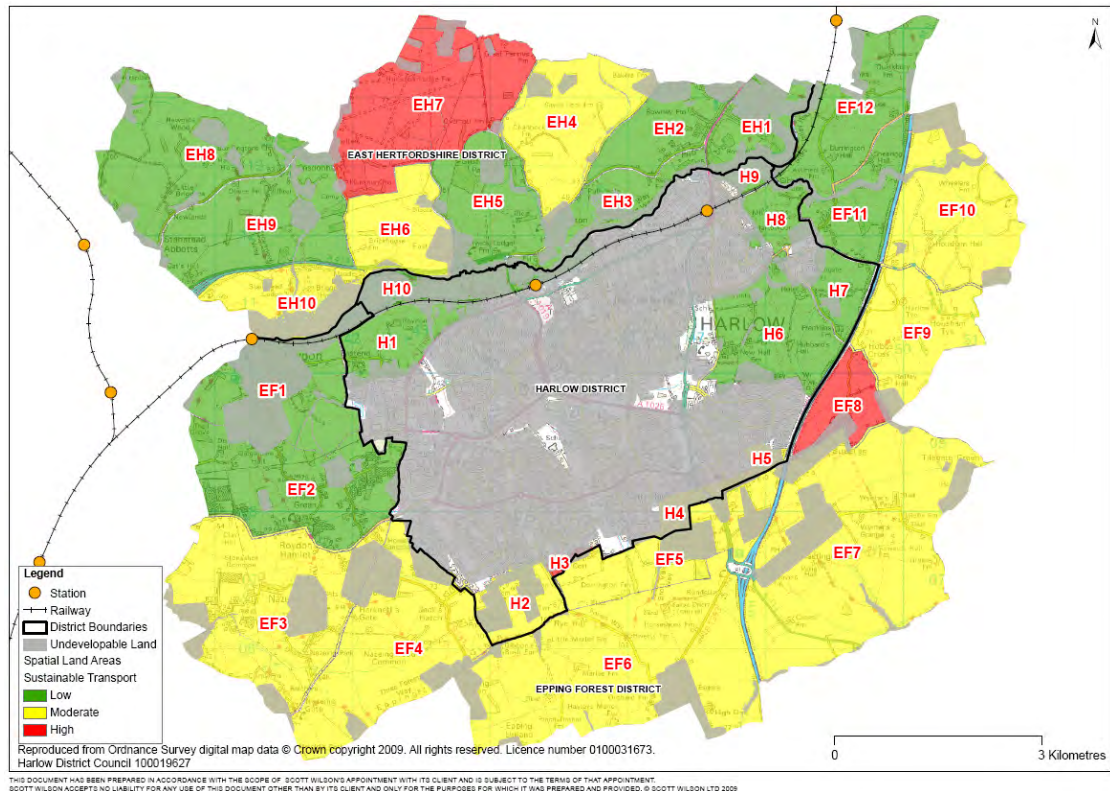
*please note: distributions of development are purely illustrative and do not represent fixed boundaries. The specific location of new development will be identified at subsequent stages of the planning process*

### Option E Discussion

3.4.13 Figure 28 demonstrates the cumulative performance of SLAs in the Harlow Area against sustainable transport criteria. Analysis of these results suggests the distribution for a sustainable transport-led spatial option. Here we can see that the distribution of development for this spatial option would be focused in the northern half of the Harlow Area; to the North, East and West. The area to the north scores well because of bus routes along the A414 and proximity to the Harlow mainline train stations. East and west score well because of proximity to a number of established bus routes. In addition, the west scores well because of proximity to Roydon station. The criteria suggest a higher proportion of housing to the east with similar amounts allocated to the north and west. EH8 and EH9 have been excluded despite their good

score against these criteria (improved by their proximity to St Margarets (Herts) and Ware Rail Stations) because development in these areas would not contribute towards the regeneration of Harlow. The poor scoring of EH10, EH6 and EH7 and the barriers between these areas and Harlow (i.e. the A414, River Stort and Navigation Way) suggests that these areas are not natural extensions of Harlow.

**Figure 28: Cumulative sustainable transport results**



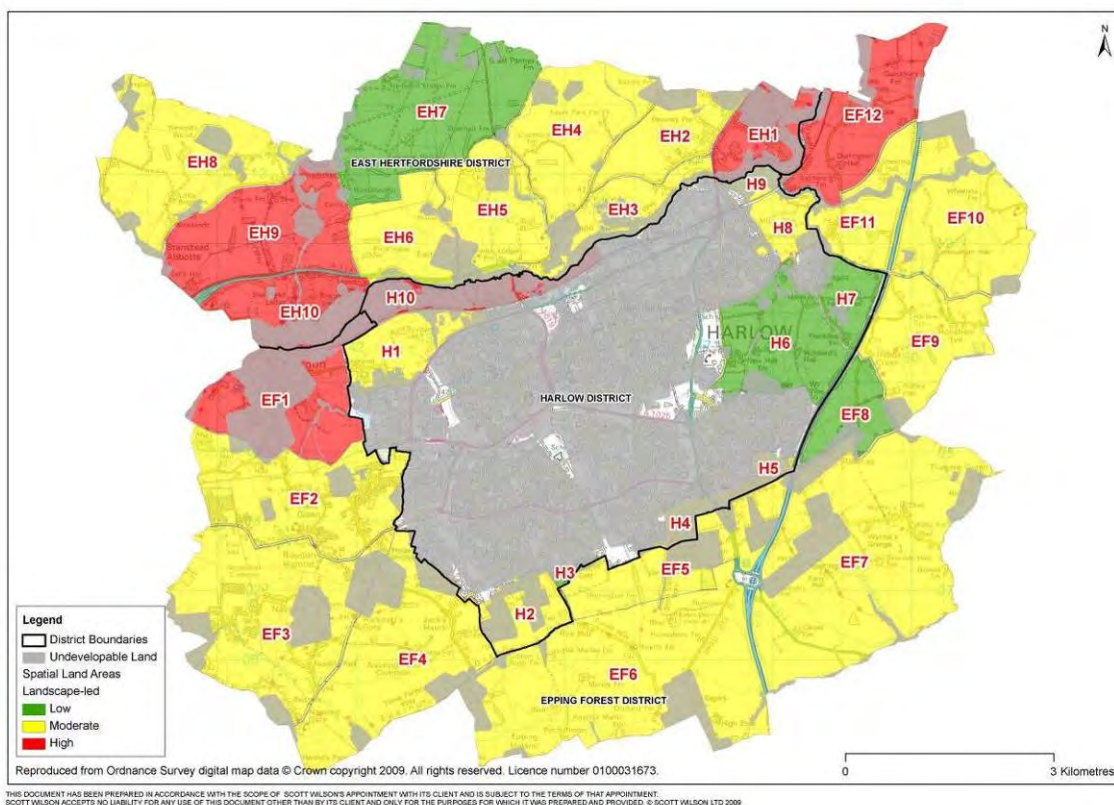
	Red	Amber	Green
<b>Sustainable Transport Category</b>			
<b>Distance of closest part of SLA from nearest rail station</b>	More than 2 miles from nearest train station	Between 1 and 2 miles to nearest train station	Less than one mile from nearest rail station
<b>Walking and cycling facilities</b>	Contains neither walking nor cycling facilities	Is adjacent to and would allow for easy access to walking or cycling facilities / contains <i>either</i> walking <i>or</i> cycling facilities	Contains walking and cycling facilities

<b>Access to public transport (bus)</b>	Poor access to public transport (no bus routes in or adjacent to area)	Moderate access to public transport (very few bus routes through or adjacent to area)	Good access to public transport (multiple bus stops through and adjacent to area)
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### Constraints-led Option

3.4.14 Figure 29 demonstrates the cumulative performance of SLAs in the Harlow Area against Constraints-led criteria. Unlike the results against other criteria (i.e. regeneration and sustainable transport) no distinct pattern emerges which would reasonably indicate appropriate directions and distributions for development.<sup>57</sup> Therefore, at this stage a Constraints-led option will not be considered further as part of this study.

**Figure 29: Cumulative Constraints-led results**



## 3.5 Conclusion

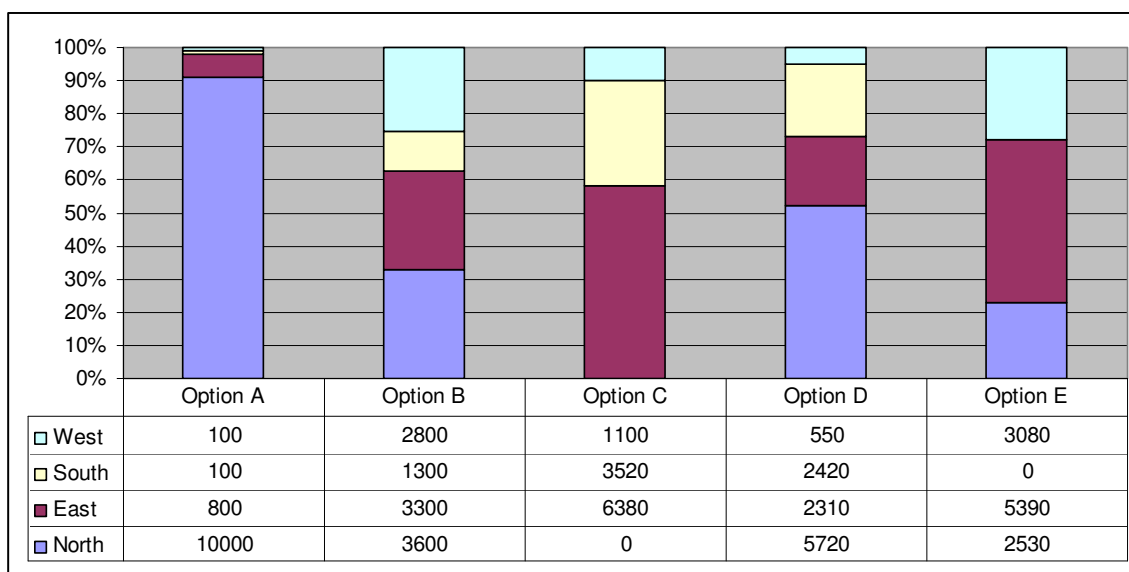
3.5.1 Six spatial options have been considered and five have been identified and will be brought forward for further testing and refinement. These are:

- Spatial Option A – RSS: Northern-led

<sup>57</sup> The reason for no distinct pattern can be explained by the inherent similarities in the land surrounding Harlow which means that it is difficult to meaningfully differentiate areas based on these criteria.

- Spatial Option B – Policy-led 2
- Spatial Option C – Combined criteria-led
- Spatial Option D – Regeneration-led
- Spatial Option E – Sustainable Transport-led

**Table 7: Comparison of Spatial Options A-E**



3.5.2 It is important to note that the assessment of SLA criteria suggested indicative distributions and patterns of development but at this stage the exact boundaries and new dwelling allocations have not been defined, indeed, this exercise is beyond the scope of this study. Specific development sites will be identified through subsequent Allocations DPDs separately produced by the three LPAs.

3.5.3 However, these spatial options have been developed for testing purposes, and are not in themselves being put forward as realistic options<sup>58</sup>. Rather, they have been developed in this manner so as to provide a set of spatial options which are both differentiated by location and scale. This allows us to test both individual elements of each option and to give broad consideration to the inter-relationships which exist within the spatial options as a whole.

3.5.4 In the following Section each spatial option will be individually tested for reasonableness and sustainability (each test is further described in Section 4). Following the results of these tests spatial options will be refined and a suggested spatial approach will be produced for the Partners to take forward in their Issues & Options process.

<sup>58</sup> However, this is not to preclude them from consideration as realistic options following appropriate testing and planning procedures.

## 4 Testing Spatial Options

### 4.1 Introduction

- 4.1.1 PAS guidance<sup>59</sup> suggests that there are four tests that potential options should undergo. One test is the 'reasonableness' test. This primarily involves establishing if the option is realistic and can genuinely be implemented in practice. Those options considered reasonable should then be subject to community engagement, Sustainability Appraisal and Habitats Regulation (used to determine whether or not the option is likely to have adverse effects on the integrity of European wildlife sites).
- 4.1.2 This study assesses the potential spatial options against the Reasonableness Test, Sustainability Test including Habitats Regulation. Public consultation on options will take place as part of the Core Strategy Issues & Options consultation of each LPA.
- 4.1.3 A wide range of sources have informed this analysis including technical studies undertaken by the LPAs and other government bodies (e.g. the Regional Assembly), a delivery-focused workshop (with officers from the three councils and two counties, infrastructure providers, and other interested stakeholders), and information supplied to the consultants from landowners and developers.

### 4.2 Reasonableness Test

- 4.2.1 Both the SEA Directive and Planning Inspectorate guidance on assessing the soundness of DPDs emphasise the importance of considering all 'reasonable' alternatives. PAS guidance suggests that each option generated by the LPA as part of the preparation of DPDs should be assessed for its 'reasonableness' prior to being taken forward for consultation or SA. This involves asking for each option: i) if it will effectively contribute towards the objectives of the plan; ii) if it is expressed in sufficient detail to enable meaningful community involvement and SA; and iii) whether or not it can genuinely be implemented in practice. Therefore, in assessing the reasonableness of spatial options, it is suggested that the following series of questions should be posed and commented on:

- Will implementation of the option assist in fulfilling the objectives of the plan?
- Is the option sufficiently detailed – taking into account the nature of the study – to enable meaningful community involvement and SA?
- Does implementation of the option fall within the legal competence of the LPA (e.g. an option to tighten the Building Regulations would not be within the LPAs power to deliver)?
- Does implementation of the option fall within the geographical competence of the LPA?
- Is it a genuine option (for example, ask whether or not it has been included in order to make other options 'look better')?

<sup>59</sup> Planning Advisory Service (2008). *Local Development Frameworks: options generation and appraisal* [online] available at: <http://www.pas.gov.uk/pas/aio/61115> (accessed 20/06/09).

- Will the necessary resources be available to deliver the option (consider the commitment of delivery partners)?
- Will there be sufficient time within the plan period to implement the option?
- Is there an acceptable risk that the option will not be fully implemented for one reason or another (ask, 'what can I think of that might go wrong with this option')?
- Is the option sufficiently flexible to accommodate changing circumstances (e.g. a higher housing allocation following a review of the RSS)?
- Does the option generally conform to national policy and the RSS?

4.2.2 Only those options considered reasonable should then be progressed for community consultation and SA. It is also important to note that options initially considered reasonable may be later deemed unreasonable in light of community views or sustainability considerations or it if later transpires that for one reason or another the option no longer satisfies the criteria above (e.g. if sufficient funding for implementing the option is no longer available).

4.2.3 Information sought from developers and major landowners in the form of a proforma prepared by Scott Wilson (see Appendix Five: Developer Proformas) and was primarily considered and presented within the context of the Reasonableness Test. Participants were informed of the technical nature of the study in which their information would be considered and that this information would have no bearing on subsequent planning applications or their relationship with LPAs. Information obtained from these proformas were considered alongside other viewpoints and technical studies.

4.2.4 PPS12 provides the context in which developers and landowners were approached for information and helped dictate the manner in which information was considered. As stated in PPS12:

*Local authorities are strongly encouraged to seek out major landowners and developers and engage them fully in the generation and consideration of options. This should help ensure that the core strategy is deliverable.*

4.2.5 Therefore, in light of PPS12, information provided by developers was used to assess each spatial option in terms of whether there was sufficient current interest in development in the considered areas (as this would have an impact on short-term and long-term phasing and sequencing) and to gain a better understanding of any possible infrastructure constraints. Additional information was sought which informed the SA of the suggested spatial approach.

## 4.3 Constant Answers to Reasonableness Test Questions

4.3.1 As this is a technical study due to be published relatively early in the policy cycle there are two important caveats that must first be mentioned. First, several of the questions put forward in the above bullets have been precluded by the study design and a single answer is applicable to each spatial option. These answers are described further in Table 8. Second, mindful that the questions comprising the reasonableness test were designed to address options progressed at the formal core strategy stage, the question regarding resources has been slightly amended to better suit the needs of this study. Rather than ask 'Will the necessary resources be available to deliver the option?' the question will be 'Where may the necessary resources come from to deliver the option?'

**Table 8: Precluded reasonableness test questions**

Question	Description
<p>Does implementation of the option fall within the legal competence of the LPA?</p>	<p>The implementation of spatial options does fall within the legal competence of the LPA in terms of their statutory duties. It is recognised that implementation of the options will rely on the coordinated efforts of a large number of diverse stakeholders including private sector utilities providers such as Thames Water and public transport companies, two county councils (particularly in their capacity as transport operating authorities), National Grid, the East of England Regional Assembly, Harlow Renaissance, and many more. Within this complex institutional arrangement the LPAs will play important roles both in developing their LDFs and coordinating key stages of their development.</p> <p>The strategic spatial - rather than thematic<sup>60</sup> - nature of the options means that there is less need to consider the legalities of implementing the spatial options at this point.</p>
<p>Does implementation of the option fall within the geographical competence of the LPA?</p>	<p>The implementation of spatial options does fall within the geographical competence of the LPA in terms of their statutory duties. Similar to the above description it is recognised that implementation of the options will rely on the efforts of a large number of diverse stakeholders but that the LPAs will play important roles both in developing their LDFs and coordinating key stages of their development.</p> <p>Due to the cross-boundary nature of the spatial options an important consideration will be coordination between the three LPAs as implementation proceeds. The PMM framework (see section 6) will play an important role ensuring that the implementation of the eventual preferred spatial option.</p>
<p>Is it a genuine option?</p>	<p>All options have been generated with the intention that they form genuine options and have not simply been added to 'make up the numbers'. For example, while 'Spatial Option C – Criteria led' may not be strictly in line with Policy HA1 we feel that the robust evidence base and methodology that has informed this work suggests that it should be treated as genuine.</p> <p>To ensure that these are genuine options an identical and transparent process has contributed to their development. Following their generation, the assessment of each option to build up an evidence base and to inform consideration on phasing has been carried out in the same manner. While this is not to suggest that spatial options may be discounted later in the LDF process for reasons that are as yet unknown, at this point in the process –prior to testing - all options are genuine.</p>
<p>Is the option sufficiently detailed – taking into account the nature of the study – to enable meaningful community involvement and SA?</p>	<p>Yes, at this point of time where the options are identified at a strategic level the inherent detail which each provides - including information on their broad location, scale/distribution of development and phasing – certainly will inspire meaningful community involvement and SA.</p>

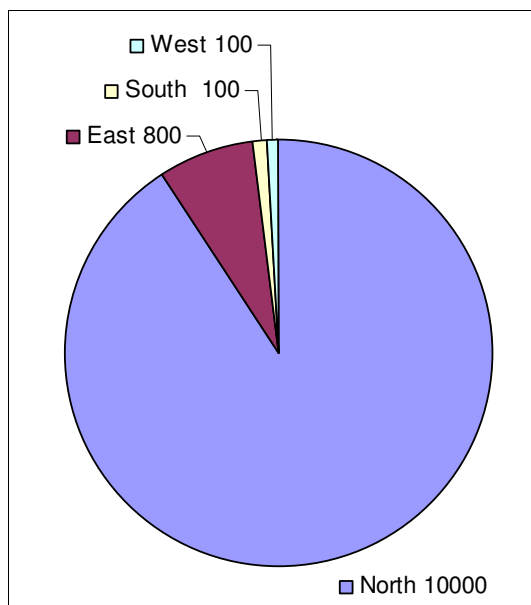
4.3.2 The remaining questions are discussed below with reference to each spatial option.

<sup>60</sup> This refers to the fact that the consideration of spatial options means that it is not necessary to undertake a detailed assessment of the legal competencies associated with the powers of each district council. Strategic thematic options by contrast would require a more detailed consideration of the legal competence of the LPAs with regard to some themes such as water / flooding or transport.

## 4.4 Spatial Option A – RSS: Northern-led

4.4.1 For ease of reference the distribution of development for Spatial Option A – RSS: Northern-led is shown in Figure 22 and housing proportions are illustrated in Figure 30.

**Figure 30: Spatial Option A - RSS: Northern-led**



Question	Description
Will implementation of the option assist in fulfilling the objectives of the plan?	Implementation of this option will contribute towards the new dwellings required by the East of England Plan. By providing the majority of new dwellings over the plan period to the north of Harlow the town's critical mass is significantly increased which should help to stimulate the regeneration. In contrast, the lower levels of new dwellings to the east and the significantly lower levels of development to the south and the west may not be sufficient to catalyse existing neighbourhood renewal projects. However, by maintaining lower levels of development in these areas the impacts on sensitive parts of the landscape, and disruption to the natural topography, will be minimised. It could be argued that providing low levels of new dwellings to the east of Harlow may represent a wasted opportunity as the landscape sensitivity is relatively low. While the impact on the landscape to the north will inevitably be significant there are opportunities to maintain key features as part of green infrastructure in new development. The substantial levels of development to the north should be of a sufficient scale to facilitate large investments in new road and public transport infrastructure thereby encouraging a modal shift away from private car use, particularly given proximity to the train stations.
Where may the necessary resources come from to deliver the option?	The updated Harlow Infrastructure Study (HIS) describes in great detail the resources that would be required to implement this spatial option. While the particularly low levels of development to the south and west may not require significant off-site provision the level of development to the east may be of insufficient scale to require investment in new access roads linking in with a new northern spine road.  Significant development to the south and west could provide a cost effective



Question	Description
	<p>solution to the delivery of utilities in these areas compared to smaller, more distributed provision however, a new outfall sewer to Rye Meads STW may be needed for western development and this could be extended to facilitate southern growth. However, this would be costly. In the short term there is very limited capacity within sewers to the west and while local improvements for small sites along Water Lane are practicable, elsewhere they are not. The upshot is that lower amounts of housing are suggested for any western extension. For development to the east improvements to the sewer network would be required and are currently being planned. Outfall Sewer Phase 1 (2010-2012) will provide some capacity for Harlow North (2,000) and development to the east while Outfall Sewer Phase 2 (currently planned for 2015 although subject to review) will provide capacity for longer term growth within the Harlow Area. The HIS notes that facilitating large scales of development to the east has the potential for being financially uneconomical as it is likely that a tunnelled sewer would be required from the development site to the trunk sewer. Responses from developer interests confirm the need for significant upgrades however they do not view the provision of utilities to be a fundamental constraint on development in the east.</p>
<p>Will there be sufficient time within the plan period to implement the option?</p>	<p>In terms of critical infrastructure required to create developable plots (e.g. access roads and on-site transport, site-specific drainage, sewage, gas, and electricity and telecoms connections) there is sufficient time within the plan period to implement the option. However, in terms of key transport infrastructure that would be required from the scale of development to the north there is unlikely to be sufficient time to implement the option in its entirety. This is primarily because development to the north of Harlow would require substantial transport investments in road, rail, cycling and pedestrian infrastructure, including a new northern spine road to connect with the A414, A1184 and the M11. The HIS indicates that approximately two to three thousand new dwellings could be provided to the north of Harlow up to 2021 but the remainder (approximately 8,000 according to the scenario this study tested) would be provided 2021 to 2031. This would suggest that to implement the option during the plan period new development should be diverted away from the north towards extensions either in the east, south and/or west.</p>
<p>Is there an acceptable risk that the option might not be fully implemented for one reason or another?</p>	<p>The risk is not acceptable. This is based on the evidence presented above which strongly suggests that the option might not be fully implemented because of the time required to put in place the necessary transport infrastructure to support the substantial northern development and then subsequently bring forward the completed number of required dwellings.</p> <p>Information supplied by developer interests reveals that the required quantum of new dwellings could be brought forward up to 2021<sup>61</sup>. This would however be subject to the constraints that are discussed elsewhere in this test.</p>
<p>Is the option sufficiently flexible to accommodate changing circumstances?</p>	<p>Analysis of land to determine potential suitability indicates that there are no showstoppers which would serve to overly reduce flexibility in terms of adapting housing delivery in any cardinal direction apart from sewerage and transport infrastructure constraints. Additionally, if housing requirements were scaled down the location of development should be such that it is oriented closer to the town within the areas considered. It should also be noted that amendments to housing figures will have subsequent effects on the infrastructure requirements and environmental and social impacts of development. There may be insufficient scope for the three LPAs to accommodate capacity issues that may arise at Rye Meads STW if there are also significant levels of development at Welwyn Garden</p>

<sup>61</sup> The reader must bear in mind that developer contributions do not consider the cumulative effects that development across the Harlow Area would have for critical infrastructure capacity and provision. Therefore, comments such as these should be considered within the context and should not be extrapolated across the whole Area.

Question	Description
	City and Stevenage. This issue would then become cause for serious concern.
Does the option generally conform to national policy and the RSS?	Yes, this option does conform to national and regional policy.

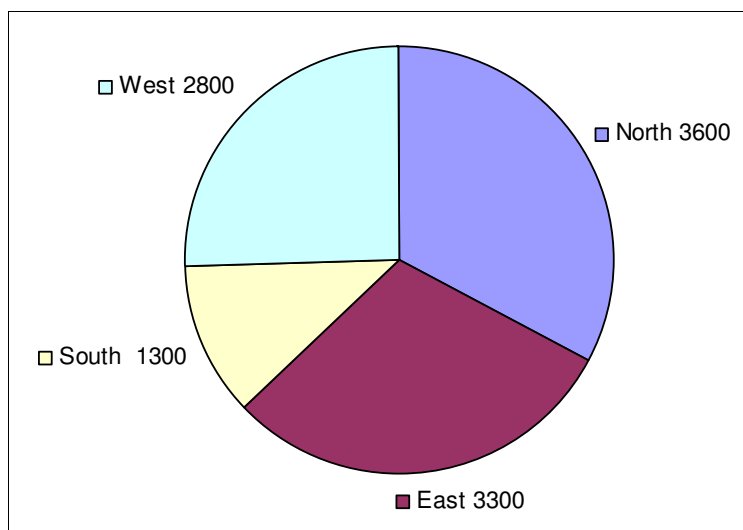
### Summary of Spatial Option A – RSS: Northern-led

4.4.2 Analysis of Spatial Option A – RSS: Northern-led reveals that it is not a reasonable option as there is an unacceptable risk the option would not be delivered in its entirety during the plan period. This is largely a reflection of the constraints imposed by such high levels of development to the north of Harlow. In light of this consideration should be given to lower amounts of growth to the north to 2021 with distribution accommodated by larger extensions to the east and south.

## 4.5 Spatial Option B – Policy-led 2

4.5.1 For ease of reference the distribution of development for Spatial Option B – Policy-led 2 is in Figure 23 and housing proportions are illustrated in Figure 31.

**Figure 31: Spatial Option B - Policy-led 2**



Question	Description
<p>Will implementation of the option assist in fulfilling the objectives of the plan?</p>	<p>Implementation of this option will contribute towards the new dwellings required by the East of England Plan. By providing significant numbers of dwellings to the north and to the east the option will provide the critical mass necessary to help promote the renaissance of the new town.<sup>62</sup></p> <p>Additionally, by distributing significant numbers of houses to the south and west this option may help to provide the critical mass required to assist ongoing localised regeneration efforts in the adjacent communities in the southern part of Harlow. There is concern however, that concentrating significant levels of development in these areas but at too small a scale to help bring forward key transport infrastructure could negatively impact regeneration in the south of Harlow. This is because increased transport levels could effectively split neighbourhoods either side of the A1169 in two thereby undermining neighbourhood renewal schemes. The scale of development is however, not so large that development would breach the ridgeline to the south of Harlow. Lower levels of development to the north (relative to Spatial Option A) would also help to minimise landscape impacts in this area<sup>63</sup>. Locating development to the southern portion of the west of Harlow would also help to minimise concerns over coalescence with Roydon.</p> <p>In terms of sustainable transport objectives several concerns emerge from this option.<sup>64</sup> First, it is not clear whether the lower levels of development to the north and the east will be of a large enough scale to facilitate both the northern spine road and link to a new junction on the M11 as well as a new link road providing access from the new eastern developments. However, a northern spine road may not be required for this option.<sup>65</sup> Secondly, there is concern that significant levels of development in the south could encourage private car use given the proximity to J7 of the M11 and the potential difficulties of connecting development to existing neighbourhoods and orienting development towards the town centre. A southern bypass road has been considered in the past but development was not approved, partially because the area was deemed to be too overly constrained by landscape sensitivity. Development to the south and the southern part to the west of Harlow would however bring forward opportunities to provide greater bus links to Harlow Town Centre as well as Epping and the Central Line Underground Station.</p>
<p>Where may the necessary resources come from to deliver the option?</p>	<p>The HIS described in detail the resources that would be required to implement northern and eastern components of this spatial option however, it did not consider the requirements for development at these scales in the south and west. An important implication of a more balanced distribution of development in each cardinal direction is that in terms of transport there may not be the critical mass in any one area to facilitate key pieces of critical infrastructure up to 2021, however this may be achieved with additional levels of development up to 2031.</p> <p>Significant development to the south and west could provide a cost effective solution to the delivery of utilities in these areas compared to smaller, more distributed provision however, a new outfall sewer to Rye Meads STW may be needed for western development. This could be extended to facilitate southern growth however, this would be costly. In the short term there is very limited capacity within sewers to the west and while local improvements for small sites along Water Lane are practicable, elsewhere they are not. The upshot is that</p>

<sup>62</sup> For further information on the critical mass of Harlow please see: PACEC and Halcrow (2005). *Harlow Regeneration Strategy* [online] available at: [www.harlow.gov.uk/](http://www.harlow.gov.uk/) (accessed 21 September 2009).

<sup>63</sup> However, these may only be experienced in the short-term as Policy HA1 dictates that Harlow north must eventually be include 10,000 new dwellings or greater.

<sup>64</sup> These are also discussed further in section 4.10 as part of the Sustainability Test.

<sup>65</sup> Although it would be required for the eventual development of 10,000 new dwellings or significantly more.

Question	Description
	<p>lower amounts of housing are suggested for any western extension. For development to the east improvements to the sewer network would be required and these have been planned during the first phase of work which would provide a new sewer running from Newhall to a main sewer by the railway along the Stort Valley. Outfall Sewer Phase 1 (2010-2012) will provide some capacity for Harlow North (2,000) and development to the east while Outfall Sewer Phase 2 (currently planned for 2015 although subject to review) will provide capacity for longer term growth within the Harlow Area. The draft HIS notes that facilitating large scales of development to the east has the potential for being financially uneconomical as it is likely that a tunnelled sewer would be required from the development site to the trunk sewer. Responses from developer interests confirm the need for significant upgrades however they do not view the provision of utilities to be a fundamental constraint on development in the east.</p>
<p>Will there be sufficient time within the plan period to implement the option?</p>	<p>In terms of critical infrastructure required to create developable plots (e.g. access roads and on-site transport, site-specific drainage, sewage, gas, and electricity and telecoms connections) there is sufficient time within the plan period to implement this option. In terms of external transport infrastructure it may be that the scale of development to the north would not require a northern spine road and could therefore fully proceed following smaller scale, localised network improvements.</p>
<p>Is there an acceptable risk that the option might not be fully implemented for one reason or another?</p>	<p>There are risks associated with this option that would need to be carefully considered prior to adoption. Among the most important is the interdependent relationship between the transport infrastructure required for both significant amounts of development to the north and east. Briefly, development to the east could require a new road crossing the River Stort or to the east of the Stort which would link with the northern spine road and provide a new M11 junction. However, it is unclear what impact the lack of a northern spine road would have on a new link road from the East and whether and when a new junction on the M11 would be built if this option were to be progressed.</p> <p>Information supplied by developer interests reveals that the required quantum of new dwellings could be brought forward up to 2021. This would however be subject to the constraints that are discussed elsewhere in this test.</p>
<p>Is the option sufficiently flexible to accommodate changing circumstances?</p>	<p>Yes, analysis of land to determine potential suitability indicates that there are no showstoppers which would serve to overly constrain flexibility in terms of adapting housing delivery to certain levels in any cardinal direction. There are some constraints to flexibility stemming from sewerage and transport infrastructure. Additionally, if housing requirements were scaled down the location of development should be such that it is oriented closer to the town within the areas considered. It should also be noted that amendments to housing figures will have subsequent effects on the infrastructure requirements and environmental and social impacts of development.</p>
<p>Does the option generally conform to national policy and the RSS?</p>	<p>Yes, this option does conform to national and regional policy.</p>

## Summary of Spatial Option B – Policy-led 2

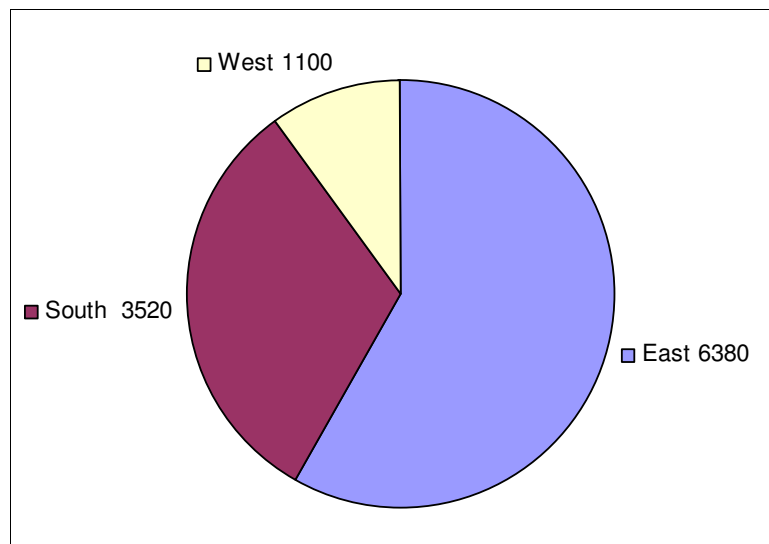
4.5.2 Analysis of Spatial Option B – Policy-led 2 reveals that it would be considered a reasonable option at this early stage if a lower level of new dwellings were prescribed for the area west of

Harlow with greater accommodation for growth explored to the east and south. Importantly, the reasonableness test raised questions over the inter-relationship between the delivery of key infrastructure required to deliver growth in the east and the north i.e. does significant growth to the east depend on a northern spine road and new motorway junction north of Harlow to provide access?

## 4.6 Spatial Option C – Combined criteria-led

4.6.1 For ease of reference the distribution of development for Spatial Option C – Criteria is shown in Figure 24 and housing proportions are illustrated in Figure 32.

**Figure 32: Spatial Option C - Combined criteria-led**



Question	Description
Will implementation of the option assist in fulfilling the objectives of the plan?	<p>Implementation of this option will contribute towards the new dwellings required by the East of England Plan and should help Harlow develop the critical mass required to promote the renaissance of the new town. Arguably, by providing substantial amounts of new dwellings to areas which are immediately adjacent to the town the Combined criteria-led approach could facilitate agglomeration benefits (by increasing the effective density) to a greater degree than would be achieved by development to the north. However, significant levels of development to the south could increase traffic levels along the A1169 and thereby effectively undermining neighbourhood renewal plans. While the scale of development may be sufficient to facilitate key transport investments it would primarily consist of road building and increased bus services. There is a strong likelihood that the proximity to the M11 and distance from rail services would encourage unsustainable transport choices.</p> <p>From a landscape perspective this spatial option could represent natural extensions to the Harlow Area provided that the southern ridgeline was not breached by either new dwellings or impacted by supportive infrastructure. Additionally, these extensions could readily incorporate many of the landscape principles, e.g. green wedges, upon which Gibberd designed the new town.</p>

Question	Description
	<p>However, this option would not take advantage of the opportunity provided by the Stort Valley in terms of green infrastructure. Development to the southern half of the western area would also avoid potential coalescence with Roydon.</p>
<p>Where may the necessary resources come from to deliver the option?</p>	<p>To determine if the resources will be available it is first necessary to determine what resources will be required. The evidence provided by the HIS is not wholly applicable to this spatial option so the information provided here is primarily garnered from the infrastructure and delivery workshop held on 21/07/09.</p> <p>In terms of transport, development to the east would require localised road improvements as well as a new road running north towards a new M11 junction which may include a new crossing over the Stort Valley. Developer contributions (through CIL levies) would be expected to provide for this infrastructure and costs will be estimated in the HIS. In the south the levels of development proposed by this option would require re-visiting the proposed southern bypass as the existing road infrastructure is unable to accept much more housing. Funding for this bypass would come from the developers through CIL and would be led by ECC and also include the Highways Agency (depending on its relationship with the M11). The southern bypass may need to proceed up the western side of Harlow and link with the A414. Contemporary costs for such an extensive proposal have not been estimated.</p> <p>Relative to the other options which include a northern extension, this spatial option is more complicated in terms of wastewater infrastructure. Significant development to the south and west could provide a cost effective solution to the delivery of utilities in these areas compared to smaller, more distributed provision however, a new outfall sewer to Rye Meads STW would be needed for western development and this could be extended to facilitate southern growth however, this would be costly. In the short term there is very limited capacity within sewers to the west and while local improvements for small sites along Water Lane are practicable, elsewhere they are not. The upshot is that lower amounts of housing are suggested for any western extension. For development to the east new sewers would be required and these have been planned during the first phase of work which would provide a new sewer running from Newhall to a main sewer by the railway along the Stort Valley. The draft HIS notes that facilitating large scales of development to the east has the potential for being financially uneconomical as it is likely that a tunnelled sewer would be required from the development site to the trunk sewer. Responses from developer interests confirm the need for significant upgrades however they do not view the provision of utilities to be a fundamental constraint on development in the east.</p>
<p>Will there be sufficient time within the plan period to implement the option?</p>	<p>It is unclear whether there would be sufficient time within the plan period to implement the option as there are uncertainties regarding: a) the dependency of a new road on a northern spine road to facilitate eastern growth; and b) the time required to provide required sewer upgrades to facilitate the proposed levels of growth to the south and west of Harlow. Additionally, the requirement for a southern bypass may need to be re-examined and this could significantly impact on housing delivery within the plan period.</p>
<p>Is there an acceptable risk that the option might not be fully implemented for one reason or another?</p>	<p>As the field above indicates, there are significant risks associated with this spatial option, partially because of a failure of previous studies to consider in depth more than one spatial option. An additional level of uncertainty relates to the impacts of development in Stevenage and Welwyn Garden City, and in Hertford and Ware, on the capacity of Rye Meads and related discharge constraints. There is also an inability for the area to the south of Harlow to cope with significant amounts of new housing.</p>

Question	Description
	Information supplied by developer interests reveals that the required quantum of new dwellings could be brought forward up to 2021 and beyond. This would however be subject to the constraints that are discussed elsewhere in this test.
Is the option sufficiently flexible to accommodate changing circumstances?	<p>In terms of land availability there is sufficient capacity to accommodate higher levels of housing to the east and the south however, this flexibility will diminish as development proceeds. This is because there is more scope for planning communities at higher densities at the onset of the masterplanning process. This becomes much more difficult to alter once development has begun.</p> <p>This option would also be dependent on the further consideration of the capacity of Southern Way and the possible development of a southern bypass and new roads providing access from/to eastern extensions from/to a new motorway junction northeast of Harlow. Additionally, while the capacity at Rye Meads may be constrained by increased effluent from other areas (e.g. Stevenage, Welwyn Garden City) this is beyond the power of the LPAs to influence.</p>
Does the option generally conform to national policy and the RSS?	No, the option does not conform to the RSS (in contradiction of the new Regulation 29 <sup>66</sup> ) in that it does not include extensions in all cardinal directions. In particular, the spatial option does not include an extension to the north.

### Summary of Spatial Option C – Combined criteria-led

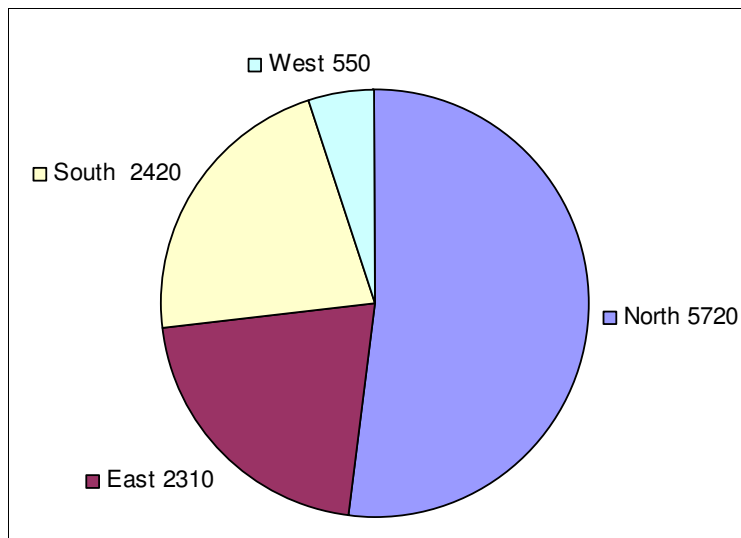
4.6.2 This option is not a reasonable option primarily because it does not conform to the RSS. Additionally, it is uncertain whether the spatial option will contribute towards regeneration and sustainable transport objectives of Policy HA1. In particular, there is a strong case to suggest that situating significant numbers of new dwellings close to Junction 7 of the M11 will encourage private car use within an area unable to cope with increased traffic (without a southern bypass). Additionally, significant levels of development to the south could increase traffic levels along the A1169 and effectively undermine neighbourhood renewal plans.

## 4.7 Spatial Option D – Regeneration-led

4.7.1 For ease of reference the distribution of development for Spatial Option D – Regeneration-led is shown in Figure 26 and housing proportions are illustrated in Figure 33.

<sup>66</sup> The new regulations amend the Town and Country Planning (Local Development) (England) Regulations 2004 ('the 2004 Regulations') which make provision relating to the system of local development planning established by Part 2 of the Planning and Compulsory Purchase Act 2004 ('the 2004 Act'). Section 180 of the Planning Act ('the 2008 Act') amends the 2004 Act with respect to local development schemes and local development documents.

**Figure 33: Spatial Option D - Regeneration-led**



Question	Description
<p>Will implementation of the option assist in fulfilling the objectives of the plan?</p>	<p>Implementation of this option will contribute towards the new dwellings required by the East of England Plan and should help Harlow develop the critical mass required to promote the renaissance of the new town. Providing a substantial amount of new dwellings to the north (5,720) should help increase the effective size of Harlow and facilitate the delivery of key infrastructure. Additionally, locating significant amounts of development to the south (2,420) may complement ongoing neighbourhood renewal schemes although there are concerns (discussed below) that there may not be capacity in terms of the local transport network and that this could have negative repercussions for neighbourhood renewal to the south of the town.</p> <p>The levels of development proposed for the east, south and west should help to ensure that impacts on sensitive parts of the landscape, and disruption to the natural topography, will be minimised. However, providing low levels of new dwellings to the east of Harlow may represent a wasted opportunity as the landscape sensitivity is relatively low. While the impact on the landscape to the north will inevitably be severe there are opportunities to maintain key features as part of green infrastructure in new development and take advantage of the opportunity presented by the Stort Valley. The substantial levels of development to the north should be of a sufficient scale to facilitate large investments in new road and public transport infrastructure thereby encouraging a modal shift away from private car use. However, there may be insufficient capacity for the road network to the south to handle the levels of development provided by this spatial option. There are also concerns that due to the proximity to the M11 and distance from existing rail stations, high levels of southern development could encourage private car use.</p>
<p>Where may the necessary resources come from to deliver the option?</p>	<p>To determine if the resources will be available it is first necessary to determine what resources will be required. The evidence provided by the HIS is not wholly applicable to this spatial option so the information provided here is primarily garnered from the infrastructure and delivery workshop held on 21/07/09.</p>



Question	Description
	<p>The extension to the north will likely require much of the new infrastructure identified by the HIS however, it may be that the majority of new dwellings may be provided prior to and alongside the implementation of additions to the local, regional and national road network. It is unclear whether the scale of development to the east (2,310) will be sufficient to provide a new road linking to a new northern spine road. If it is not then this option may have unacceptable consequences for the local road network even with the carriageway improvements to the A414 south of Old Harlow. The level of development to the south may be too much for the local road network to accept and is not of a sufficient scale to bring forward new regional road infrastructure which could address these pressures. The levels of development proposed to the west (550) do not present any significant challenges unless viewed in conjunction with southern development. In this case they would contribute towards an existing transport infrastructure deficit and while not being of a large enough scale to provide new key infrastructure the development(s) would also not be expected to make up for existing deficits.</p> <p>Significant development to the south and west could provide a cost effective solution to the delivery of utilities in these areas compared to smaller, more distributed provision however, a new outfall sewer to Rye Meads STW may be needed for western development and this could be extended to facilitate southern growth although this may be financially uneconomical. In the short term there is very limited capacity within sewers to the west and while local improvements for small sites along Water Lane are practicable, elsewhere they are not. The upshot is that lower amounts of housing are suggested for any western extension. The draft HIS notes that facilitating large scales of development to the east has the potential for being financially uneconomical as it is likely that a tunnelled sewer would be required from the development site to the trunk sewer. Responses from developer interests confirm the need for significant upgrades however they do not view the provision of utilities to be a fundamental constraint on development in the east.</p>
<p>Will there be sufficient time within the plan period to implement the option?</p>	<p>There are two primary concerns regarding the deliverability of the option during the time period. First, there is the dependence of higher levels of northern growth on the provision of new regional and national road infrastructure. If it is not possible to accommodate all 5,720 new dwellings with existing levels of infrastructure provision and localised improvements then the plan will not be delivered during this time. Second, if Outflow Sewer Phase 2 is delayed or delivery does not proceed at an acceptable pace then it will not be possible to bring forward a substantial number of new dwellings to the north of Harlow during the plan period.</p>
<p>Is there an acceptable risk that the option might not be fully implemented for one reason or another?</p>	<p>In light of the transport and wastewater infrastructure constraints associated with high levels of northern development there is an unacceptable risk that the option might not be fully implemented.</p> <p>Information supplied by developer interests reveals that the required quantum of new dwellings could be brought forward up to 2021 and beyond. This would however be subject to the constraints that are discussed elsewhere in this test.</p>
<p>Is the option sufficiently flexible to accommodate changing circumstances?</p>	<p>Yes, analysis of land to determine potential suitability indicates that there are no showstoppers which would serve to overly constrain flexibility in terms of adapting housing delivery in any cardinal direction subject to certain levels of development. However, development to the south is the most constrained in this respect. There is significant additional capacity to the eastern extension which could accommodate development from other directions. Additionally, if housing requirements were scaled down, the location of development should be such that it is oriented closer to the town within the areas considered. It should also be noted that amendments to housing figures will have subsequent effects on the</p>

Question	Description
	infrastructure requirements and environmental and social impacts of development.
Does the option generally conform to national policy and the RSS?	Yes, this option does conform to national and regional policy.

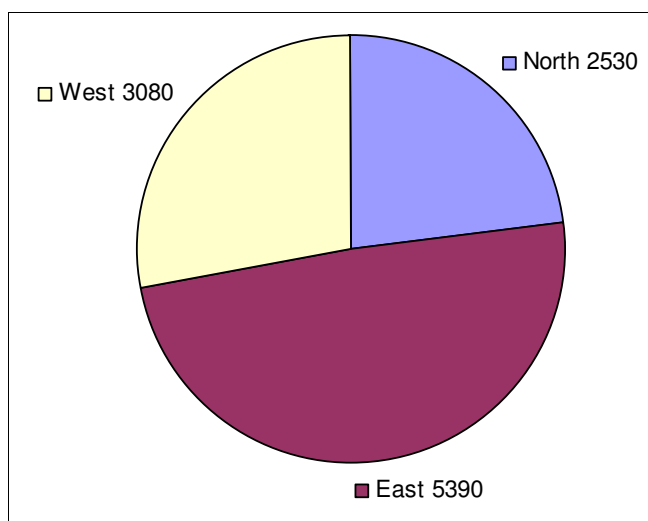
### Summary of Spatial Option D – Regeneration-led

4.7.2 This option is not considered a reasonable option. Primarily in light of transport and sewerage constraints associated with high levels of development to the north, there is an unacceptable risk that the option might not be fully implemented. This suggests that higher levels of development should be accommodated elsewhere within the Harlow Area. While there may be negative landscape impacts to the north there is the opportunity to take advantage of the proximity to the Stort Valley. The limited capacity for the local road network to the south of Harlow to accommodate the levels of growth prescribed for this option may also be a showstopper unless a southern bypass or an extremely innovative solution to transport could be provided. These impacts are heightened when cumulatively considered alongside the levels of development suggested to the southern half of the western side of Harlow. There may also be phasing implications associated with locating 550 new dwellings to west because of capacity constraints in the sewerage system. It is unclear whether the scale of development to the east would be of sufficient size to bring forward a new link road providing access to an M11 junction to the north west of Harlow.

## 4.8 Spatial Option E – Sustainable transport-led

4.8.1 For ease of reference the distribution of development for Spatial Option E – Sustainable transport-led is shown in Figure 28 and housing proportions are illustrated in Figure 34.

**Figure 34: Spatial Option E - Sustainable transport-led**



Question	Description
<p>Will implementation of the option assist in fulfilling the objectives of the plan?</p>	<p>Implementation of this option will contribute towards the new dwellings required by the East of England Plan and should help Harlow develop the critical mass required to promote the renaissance of the new town. Providing a substantial amount of new dwellings in extensions around the northern parts of Harlow should help increase the effective size of Harlow and facilitate the delivery of key infrastructure.</p> <p>Locating development within close proximity to rail stations will contribute towards the plan's objectives of achieving a major increase in public transport as well as walking and cycling. While the option will require substantial investment in new road infrastructure locating new dwellings close to rail stations should help ensure that car use is not significantly / proportionately increased.</p> <p>In terms of landscape objectives the levels of development prescribed by the East of England Plan will ultimately result in negative impacts. Additionally, the high number of new dwellings directed to the west of Harlow will have significant impacts for Roydon and will most likely lead to coalescence. However, proximity to the Stort Valley and the Lee Valley maximises the green infrastructure opportunities this feature provides. In some ways high levels of development to the east and west represent natural extensions of Harlow and should facilitate integration with existing communities and incorporation of many of Gibberd's original landscape design principles (e.g. green wedges).</p>
<p>Where may the necessary resources come from to deliver the option?</p>	<p>To determine if the resources will be available it is first necessary to determine what resources will be required. The evidence provided by the HIS is not wholly applicable to this spatial option so the information provided here is also drawn from the infrastructure and delivery workshop held on 21/07/09.</p> <p>The delivery of this option will require resources directed to similar key transport infrastructure investments as required by the spatial option considered in the HIS. While the HIS does not consider the ramifications of development to this scale to the west (3,080) the infrastructure and delivery workshop identified that 4,000 plus new dwellings would be required to support significant transport investment and may also require access by a southern bypass. It is difficult to foresee the delivery of both a southern and northern bypass. Additionally, significant development such as proposed by this option may also demand a bridge over the Stort Valley to link to the A414.<sup>67</sup> The scale of development to the east should be sufficient to provide a new link road joining to a proposed M11 junction north of Harlow and funded through CIL.</p> <p>In the short term there is very limited capacity within sewers to the west and while local improvements for small sites along Water Lane are practicable, elsewhere they are not. The upshot is that lower amounts of housing are suggested for any western extension. For development to the east new sewers would be required and these have been planned during the first phase of work which would provide a new sewer running from Newhall to a main sewer by the railway along the Stort Valley. Outfall Sewer Phase 1 (2010-2012) will provide some capacity for Harlow North (2,000) while Outfall Sewer Phase 2 (currently planned for 2015 although subject to review) will provide capacity for longer term growth to the north, east and west. The draft HIS notes that facilitating large scales of development to the east has the potential for being financially uneconomical as it is likely that a tunnelled sewer would be required from the development site to the trunk sewer. Responses from developer interests confirm the need for significant upgrades however they do not view the provision of utilities to be a fundamental constraint</p>

<sup>67</sup> However, there may be potential synergies with the Department for Transport who are currently considering the removal of level crossings on the West Anglia main line rail as these hinder the delivery of intensive train services. While purely speculative there is the potential for this option to facilitate a southern bypass which would also connect the A414 to the Pinnacles employment area while at the same time allowing for improved train frequencies.

Question	Description
	on development in the east.
Will there be sufficient time within the plan period to implement the option?	There are two primary concerns regarding the deliverability of the option during the time period. First, there is the dependence of higher levels of growth all within the northern half of Harlow's urban fringe on the provision of new regional and national road infrastructure. If it is not possible to accommodate these levels of infrastructure provision and localised improvements then the plan will not be delivered during this time. Second, if Outflow Sewer Phase 2 is delayed or delivery does not proceed at an acceptable pace then it will not be possible to bring forward a substantial number of new dwellings during the plan period. In particular, the short term deliverability issues associated with new dwellings in the west area are largely unclear however, the close proximity to Rye Meads STW should help facilitate associated infrastructure provision.
Is there an acceptable risk that the option might not be fully implemented for one reason or another?	In light of the transport and wastewater infrastructure constraints associated with high levels of development in the northern part of the area there is an unacceptable risk that the option might not be fully implemented.  Information supplied by developer interests reveals that the required quantum of new dwellings could be brought forward up to 2021 and beyond to the north and to the east however, it is unclear whether the required number of houses could be delivered to the west. Delivery would however be subject to the constraints that are discussed elsewhere in this test.
Is the option sufficiently flexible to accommodate changing circumstances?	Yes, analysis of land to determine potential suitability indicates that there are no showstoppers which would serve to overly constrain flexibility in terms of adapting housing delivery in any cardinal direction subject to overcoming transport and sewerage constraints. If coalescence between Harlow and Roydon was deemed unacceptable then additional dwellings could be accommodated to the north and east up to and beyond 2021.
Does the option generally conform to national policy and the RSS?	No, the option does not entirely conform to certain dimensions of Policy HA1 of the East of England Plan. Specifically, it contradicts distributions of growth which require an urban extension to the south (however, this could easily be remedied with a very small extension in this area adjacent to an existing neighbourhood) and it states that there should be greater levels of growth in the north than the west.

## Summary of Spatial Option E – Sustainable Transport

- 4.8.2 This option is not a reasonable option primarily in light of transport and sewerage constraints associated with high levels of development allocated to urban extensions in the northern half of Harlow's urban fringe. This means that there is an unacceptable risk that the option might not be fully implemented. Importantly, the option could also lead to coalescence between Harlow and Roydon. In terms of sustainable transport, this option will contribute towards the relevant East of England Plan objectives and while the impact on the landscape in these areas may be high there are significant green infrastructure opportunities in connection with proximity to the Lee and Stort Valleys. While a northern spine road, a new motorway junction to the northeast of Harlow and access roads to eastern extensions would be required, there is also the possibility that a southern bypass may be required although this is subject to expert opinion.

Phasing would be contingent on the development and the provision of the required transport and wastewater infrastructure.

## 4.9 Reasonableness Test Conclusion

- 4.9.1 The reasonableness test identified that none of the spatial options can be termed 'reasonable' at this stage. This is not to suggest that there are no reasonable spatial options for delivering the requirements of the East of England Plan however, it indicates that adjustments can be made to them so that they would meet reasonableness criteria. In many cases there are technical solutions to the issues but the necessary funding will need to be available. Following these modifications and an analysis of the implications brought forward from the Sustainability Test a suggested option will be identified. The key implications drawn from the reasonableness test for the location of urban extensions are discussed below according to cardinal directions.
- 4.9.2 Limits are imposed on the scale of development that can be brought forward to the north of Harlow up to 2021. There are clearly significant developer interests in the area with a stated capacity to deliver up to 35,000 new dwellings over a longer time period. However, several factors suggest that 4,000 new dwellings to the north of Harlow may form an approximate maximum level of development (up to 2021). The figure of 4,000 as a potential ceiling on new dwellings to 2021 is based on the following information: i) Outfall sewer phase 1 (2010-2012) will provide capacity for up to 2,000 new dwellings to the north of Harlow; ii) some time will be required for transport and other infrastructure improvements to be put in place – this will need to be confirmed through further infrastructure planning and modelling; iii) a function of delivery in other parts of the Harlow area as a share of the total housing numbers; and iv) there is some disagreement between local government and developers regarding the requirement of a northern spine road therefore a more conservative figure than is being promoted by developers was arrived at for this region to 2021. Beyond 2021 and subject to the provision of appropriate critical infrastructure additional housing could be delivered in this area.
- 4.9.3 There are also significant developer interests to the east of Harlow however, these are also subject to similar strategic infrastructure constraints as identified for north of Harlow. Up to 2021 there is capacity to deliver up to 8,000 new dwellings to the east although the associated key infrastructure would need to be carefully correlated to the phasing of housing. It is more likely that lower numbers of new dwellings would be brought forward prior to 2021 and a greater amount between 2021 and 2031. This would allow a greater amount of time for developing the infrastructure required to support the scale of development experienced in this area. There is more information required in terms of the interdependency and phasing implications of access roads from eastern development to a new north spine road and proposed M11 junction northeast of Harlow.
- 4.9.4 Development to the south is constrained by local transport capacity issues and the poor feasibility of delivering the southern bypass required to unlock growth in this area. Additionally, it is the most difficult and costly location to provide wastewater infrastructure. The area is also constrained by landscape sensitivity. In particular, the ridgeline which runs on an east-west axis should not be breached by either new housing development or impacted by a southern bypass. In the southern area an indicative capacity on new development is approximately 1500 – 2000.<sup>69</sup>
- 4.9.5 The distribution and scale of development to the west of Harlow is potentially the most problematic in terms of trade-offs between different objectives and other material considerations. For example, while high levels of growth to the north of this area would help

<sup>69</sup> Scott Wilson (2009) *Workshop proceedings*. In: Infrastructure and Delivery Workshop; 22 July 2009; Harlow, Essex.

facilitate a modal shift towards more sustainable transport whilst taking full advantage of the opportunities presented by proximity to both the Lee and Stort Valleys, this would lead to a significant effect on the character and quality of Roydon, even with a strategic green wedge separating the village from an enlarged Harlow. In the short-term (i.e. up to the provision of a new trunk sewer line and localised connections) development to the west is very constrained with an upper limit up to 1,000 new dwellings. However, an absolute maximum quantum of development without the provision of key infrastructure such as a southern bypass road would be approximately 1,500 and at least 4,000 plus new dwellings would be required to bring forward this type of development. This effectively rules out a moderate allocation of new dwellings in the west (i.e. 1,500 to 4,000).

## 4.10 Sustainability Test

- 4.10.1 All reasonable options eventually put forward as part of the LDF process should be subject to formal sustainability appraisal incorporating the requirements of the SEA Directive (EU Directive 2001/42/EC). As part of the Planning and Compulsory Purchase Act 2004, SAs must be produced alongside each DPD in the LDF. This includes an SA for the Core Strategy Issues & Options (satisfying Regulation 25), the pre-submission Core Strategy (Regulation 27) and the DPD submitted to the Secretary of State.
- 4.10.2 Formal Sustainability Appraisal is **not** required for technical studies such as this however, a *Sustainability Test* has been carried out on the spatial options identified in Section 3. This approach will form part of the evidence base through which spatial options for the Harlow Area have been developed by providing an early indication as to the relative sustainability of the different options. It could also potentially highlight any significant data gaps that may need to be addressed.
- 4.10.3 The sustainability test does not need to conform to any legislative requirements, however, the methodology used to assess the spatial options will closely follow the approach used within SA. Accordingly, each spatial option is tested against a framework which includes a wide range of sustainability-related issues to identify potential effects. These potential effects will then inform the suggested spatial approach. For example, if it is found that development in a certain area or direction poses significant environmental risks then this knowledge will most likely lead to development being steered away from this area.
- 4.10.4 Findings have been developed by appraising the spatial options using the bespoke framework and baseline. These findings are presented within this report. Following the publication of this report, the Sustainability test will be extended and include further information on the key effects. In addition, the suggested spatial approach will be tested against the sustainability criteria and European Sites to provide the link between the spatial options appraisal and the SAs that will be undertaken separately for the three districts as part of their coordinated LDF process. The Sustainability Test document will be published as a separate volume.
- 4.10.5 In undertaking the appraisal for each spatial option, a wide range of information was drawn upon including the SLA proformas, existing studies and reports, discussions with the partners and field visits to the Harlow area.

*Scope of the appraisal*

4.10.6 SA should focus on the economic, social and environmental impacts associated with an initiative and the SEA Directive suggests a range of topics which the assessment might focus on (such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape). In undertaking the sustainability test of the spatial options we have focused on the following wide range of sustainability-related issues:

- Air quality
- Biodiversity
- Climate change
- Community and well-being
- Economy and employment
- Historic environment
- Housing
- Land
- Landscape
- Rural areas
- Transport
- Waste
- Water

4.10.7 The objectives and monitoring framework used for the Sustainability Test has been adopted from the East of England Integrated Sustainability Framework. This framework was developed as a “*statement of the sustainable development priorities and challenges facing the East of England*”<sup>70</sup> and the ISF seeks to identify:

- The main objectives to achieve sustainable development in the East of England;
- How those objectives are being addressed by current regional targets in the RSS and RES and any gaps that may need to be addressed in a future Single Regional Strategy;
- A monitoring framework to assess current and future performance in relation to the sustainable development objectives.

4.10.8 The key effects of each spatial option are described below. Due to the strategic nature of these options, at this stage it is not currently possible to provide assessments with high degrees of certainty. In some cases the prevalence and intensity of effects may depend on implementation.

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<sup>70</sup> EERA (2009). *Integrated Sustainability Framework* [online] available at: <http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/> (accessed 23/06/09).



## Common effects

4.10.9 The sustainability test identified several potential effects that are common to all spatial options. With respect to these common effects it is not possible at this point to state with a great degree of certainty whether any of the spatial options would lead to effects above and beyond the others.

4.10.10 Key common effects are:

- Increased absolute greenhouse gas (GHG) emissions within the Harlow Area
- The potential for flooding to effect new development (depending upon the location) as well as the potential for increased surface flooding from new development
- The scale of development will lead to increased employment opportunities and opportunities for upskilling jobseekers both in the shorter and longer terms
- The scale of proposed development will also positively contribute towards the provision of affordable housing and in reducing the barriers to housing
- There is concern over the capacity of Rye Meads STW to treat increased levels of effluent and for the sewer system to cope with increased levels of sewage (this is discussed further in Section 4.2)
- Potential negative impacts through congestion and the overall scale of development on rural character and rural settlements within the Harlow Area
- Potential to increase traffic levels, particularly in the short-term, and associated impacts on air quality in some areas
- Potential to promote waste-to-energy projects

## Spatial Option A – RSS: Northern-led

4.10.11 Key **potential** sustainability effects identified for Spatial Option A – RSS: Northern-led include:

### Positive

- Opportunities to link development to existing industrial areas to the north and to the west of Harlow
- Potential for support of a modal shift towards more sustainable travel

### Negative

- Negative effects on CWS and ancient woodlands to the north of Harlow
- Negative effects on some farming and agricultural activities, particularly to the north of Harlow
- Negative effects on SAMS, listed buildings, Registered Parks and Gardens and Conservation Areas, in particular to the north and east of Harlow
- Significant landscape impacts, particularly to the north of Harlow
- Concern over the prospect of coalescence with Sawbridgeworth and the impacts on Conservation Areas within Harlow East

- Increased congestion and the need for new transport infrastructure such as a northern spine road and a new motorway junction northeast of Harlow.
- Increase levels of air pollution in different locations across the area

## Spatial Option B – Policy-led 2

4.10.12 Key **potential** sustainability effects identified for Spatial Option B include:

### Positive

- Potential for support of a modal shift towards more sustainable travel
- Opportunities to link development to existing industrial areas to the north and to the west of Harlow

### Negative

- Negative effects on Harlow Woods SSSI / LNR to the south of Harlow
- Flood risks to the potential development, primarily to the north and the east
- Negative effects on some farming and agricultural activities, particularly to the north of Harlow
- Negative effects on SAMS, listed buildings, Registered Parks and Gardens and Conservation Areas, particularly as applied to the north and east of Harlow
- Significant landscape impacts, particularly to the north of Harlow
- Concern over the prospect of coalescence with Sawbridgeworth and the impacts on conservation areas within Harlow East
- Increased congestion and the need for new transport infrastructure such as a northern spine road, a new motorway junction northeast of Harlow, and access roads linking the eastern area developments to the north

## Spatial Option C – Combined criteria-led

4.10.13 Key **potential** sustainability effects identified for Spatial Option C include:

### Positive

- Opportunities to link development to existing industrial areas to the north and west of Harlow

### Negative

- Negative effects on CWS and ancient woodlands to the south and the east of Harlow
- Negative effects on Harlow Woods SSSI / LNR to the south of Harlow
- Negative effects on some farming and agricultural activities, particularly to the south and possibly to the west of Harlow
- Negative effects on SAMS, listed buildings, Registered Parks and Gardens and Conservation Areas, particularly as applied to the east and west of Harlow

- Significant impact on the landscape to the south of Harlow
- Threats to conservation areas within Harlow East
- Increased congestion and need for new infrastructure such as access roads to/from eastern area developments and a new motorway junction northeast of Harlow
- Could facilitate greater use of private car use and congestion on the M11

### Spatial Option D – Regeneration-led

4.10.14 Key **potential** sustainability effects identified for Spatial Option D include:

#### Positive

- Could possibly support modal shift towards more sustainable means of travel but may also facilitate increased car-based travel due to development to the south and its proximity to Junction 7 of the M11
- Opportunities to link development to existing industrial areas
- Opportunities to promote regeneration in neighbourhood renewal areas and areas that are experiencing relative deprivation

#### Negative

- Negative impacts on CWS and ancient woodlands to the north, south and east of Harlow
- Negative effects on Harlow Woods SSSI / LNR to the south of Harlow
- Flood risks to the potential development, primarily to the north and the east
- Negative effects on some farming and agricultural activities, particularly to the north of Harlow
- Potential impact on SAMS, listed buildings and conservation areas, particularly to the east of Harlow
- Significant impact on the landscape, particularly to the north, west and south of Harlow
- Potential concern for coalescence with Sawbridgeworth
- Increased congestion and the need for new transport infrastructure such as a northern spine road and a new motorway junction northeast of Harlow

### Spatial Option E – Sustainable transport-led

4.10.15 Key **potential** sustainability effects identified for Spatial Option E include:

#### Positive

- Strong potential for support of a modal shift towards more sustainable travel
- Opportunities to link development to existing industrial areas to the north and the west of Harlow

### **Negative**

- Negative impacts on CWS and ancient woodlands to the north and east of Harlow
- Flood risks to the potential development, primarily to the north and the east
- Negative effects on some farming and agricultural activities, particularly to the north of Harlow
- Potential impact on SAMS, listed buildings, Registered Parks and Gardens and Conservation Areas
- Negative impact on landscape, particularly north and west of Harlow
- Concern over coalescence with Sawbridgeworth and Roydon
- Potential impact on conservation areas within Harlow East
- Increased congestion and the need for new transport infrastructure such as a northern spine road, a new motorway junction northeast of Harlow, and access roads linking the eastern area developments to the north

## 4.11 Extensions in Harlow North to 2031 and beyond

4.11.1 The tender brief requires that “[i]n respect of north of Harlow such options should test the most sustainable eventual scale of urban extension to 2031 and beyond, at 5,000 dwelling increments, within the range of 10,000 to 25,000 dwellings, along with a compensating green belt extension in East Herts” And furthermore, “growth assumptions will be based on the East of England Plan, although a longer term consideration should be given to the implications of future potential growth to 2031 and beyond, as referred to in the Regional Plan.”

4.11.2 Having already considered urban extensions to the north of Harlow at approximately 5,000 and 10,000 dwelling increments, this section tests urban extensions to the north of Harlow at 15,000, 20,000 and 25,000 dwelling increments.<sup>71</sup> Providing a considered and well informed strategic assessment that can differentiate the sustainability effects from these three options is difficult and any findings contingent on implementation and/or subject to debate. Therefore, the discussion below will remain at a fairly high level.

### *15,000 dwellings*

4.11.3 Delivering 15,000 new dwellings to the north of Harlow up to 2031 and beyond will require the following amounts of landtake:

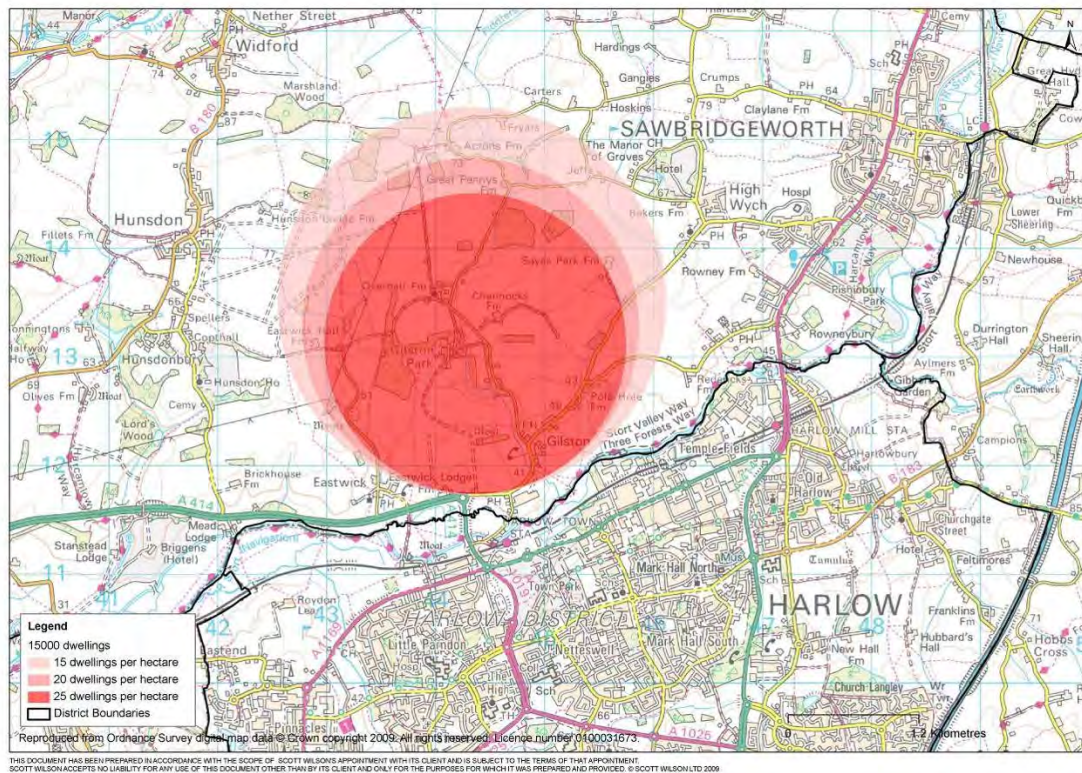
- 1000 hectares at 15 dph
- 750 hectares at 20 dph
- 600 hectares at 25 dph

4.11.4 As discussed in section 3.2 greenfield developments are more likely to achieve gross densities below 30 dph because of the amount of land that must be provided for non-domestic uses. Figure 35 shows the approximate scale of landtake required by these options.

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<sup>71</sup> Consideration for a compensating green belt is discussed in Section 7.

Figure 35: Approximate landtake required by 15,000 new dwellings

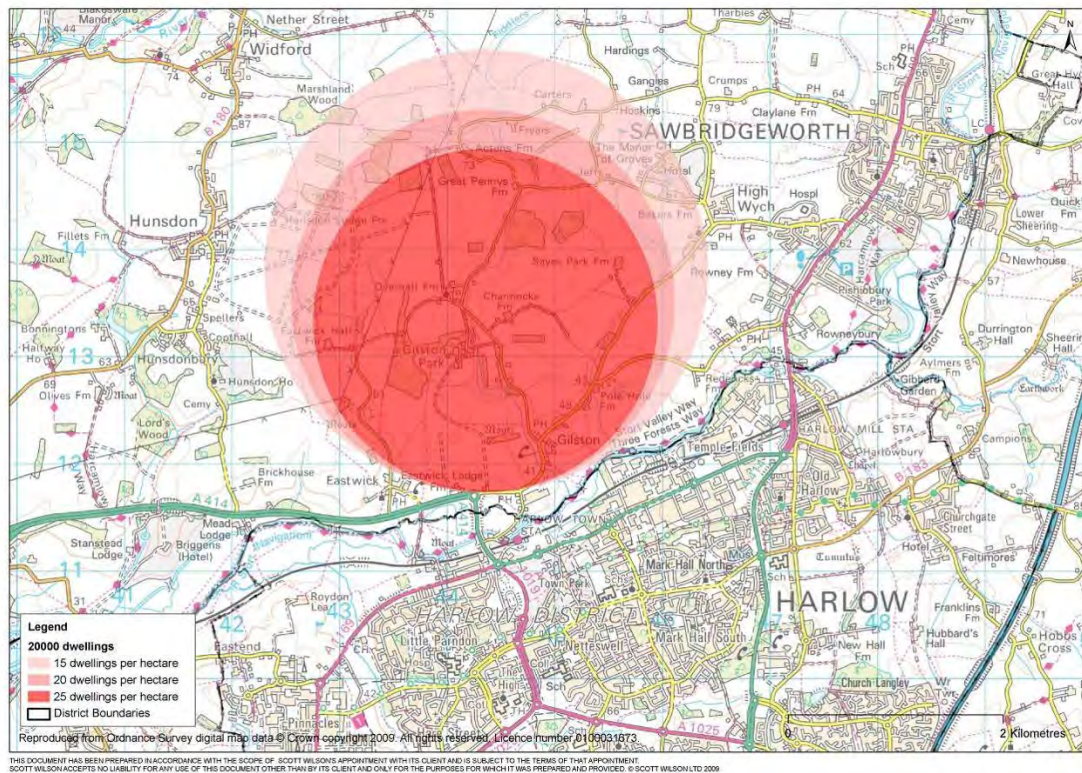


### 20,000 dwellings

4.11.5 Delivering 20,000 new dwellings to the north of Harlow up to 2031 and beyond will require the following amounts of land take:

- 1,333 hectares at 15 dph
- 1,000 hectares at 20 dph
- 800 hectares at 25 dph

Figure 36: Approximate landtake required by 20,000 dwellings

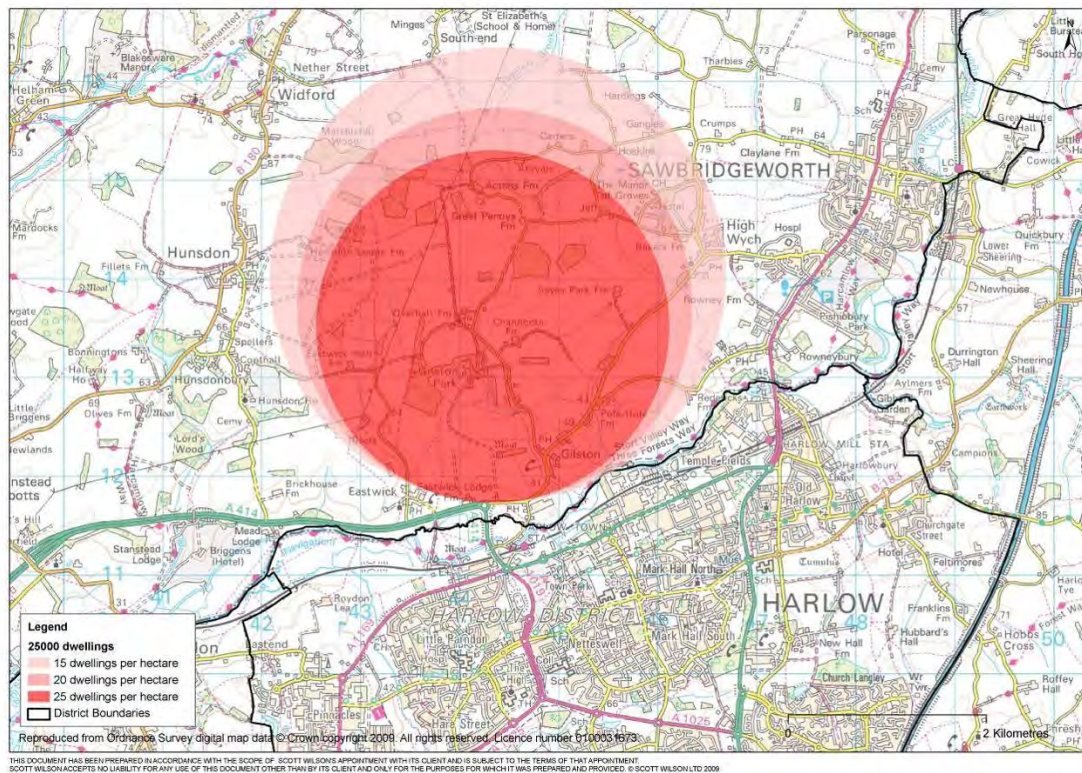


### *25,000 dwellings*

4.11.6 Delivering 25,000 new dwellings to the north of Harlow up to 2031 and beyond will require the following amounts of land take:

- 1,667 hectares at 15 dph
- 1,250 hectares at 20 dph
- 1,000 hectares at 25 dph

**Figure 37: Approximate landtake required by 25,000 dwellings**



### Discussion

- 4.11.7 In terms of key transport infrastructure improvements to the A414 (including a new link road from A414 to join the new northern spine road), a northern spine road and a new motorway junction northeast of Harlow would most likely be required at the minimum and would effect the phasing of delivery. Additional localised improvements would also be required and assessments of these are discussed in greater detail in the Harlow Infrastructure Study. While a full infrastructure study including detailed transport modelling would be required to identify the full extent of localised transport improvements through Harlow in accordance to the parameters provided by the three different growth scenarios. An key point that must be considered in the promotion of these levels of development is that while it is possible to provide rail station upgrades in the form of longer platforms and other site-related features, it does not appear possible to increase the frequency of trains on the mainline given current track restrictions. In addition, it should be recognised that in larger scales of development a greater number of homes will be located further from the rail stations. This suggests that in terms of current rail restrictions and the distance people will travel to utilise train services could affect the sustainability associated with different scales of development to the north of Harlow. Further research would be required in this area to identify what this scale would be although it would be possible to mitigate the extent of this impact through provision of sustainable transport measures such as bus services.
- 4.11.8 Veolia Water have a statutory duty to provide a water supply on request. They have made allowances in the Water Resources Plan for growth commensurate with the levels of growth



outlined in the East of England Plan. A 'twin-track' approach of reducing demand and finding new resources has been agreed with the Environment Agency to ensure a sustainable supply.<sup>72</sup> However, the East of England is the driest region in England and the Harlow Area has been designated as an area of serious water stress.<sup>73</sup> Therefore, there are serious concerns regarding the increasing demand that these levels of additional dwellings will place on the water supply. Additional measures should be put in place to reduce per capita consumption of water by households and to explore measures for water neutrality or Codes for Sustainable Homes. The high levels of new dwellings brought forward through these spatial options means that there are opportunities to achieve increasing economies of scale in promoting innovative solutions to water resources scarcity.

- 4.11.9 In terms of sewerage infrastructure it has been indicated by Thames Water that capacity for these levels of development within the existing sewer system would be provided following the delivery of a new trunk main sewer between the west of Harlow and Rye Meads STW (currently planned for 2015 although subject to review). There are however, operational concerns at Rye Meads STW which hinder their capacity to utilise current consents to discharge. In addition, the provision of drainage infrastructure will be expensive and require a long lead-in time. Water Companies are not willing to provide the necessary infrastructure until the development is committed.<sup>74</sup> There are also concerns that although Thames Water aims to have available capacity at the works to accommodate future growth in the area the impacts of potential development elsewhere within the catchment area (including Stevenage and Welwyn Garden City) have not been fully considered. The treatment of additional levels of effluent at Rye Meads STW is also subject to environmental consents being granted by the Environment Agency. These issues must be determined prior to development.
- 4.11.10 In terms of providing an assessment of the relative sustainability effects of the three growth scenarios in order to "*test the eventual scale of the urban extension to 2031 and beyond*"<sup>75</sup> it should be recognised that it is not possible to meaningfully differentiate the scenarios at this stage. To take one example, it is obvious to state that having a greater population will lead to more absolute GHG emissions. To take another, in considering the impacts of the scenarios on rural concerns we can only say that higher levels of development will have a greater impact. In terms of SA, neither of these is particularly informative or useful. However, several headline sustainability messages can be identified on the basis of these three different growth scenarios taken as a whole to the north of Harlow:
- There is a lack of overall constraints to development in this region once issues of supportive critical infrastructure are considered.
  - The development scenarios offer substantial opportunities in terms of economic development and these should be maximised. These opportunities include the development of substantial amounts of housing following the Government's ambition that all homes to be built after 2016 will be zero carbon. In addition to the substantial employment opportunities provided by the high levels of house building up to 2031 and beyond there are tremendous training and education opportunities associated with these developments and the potential for developing the Harlow Area as a green industry hub.

<sup>72</sup> Harlow District Council (2009). *Harlow Infrastructure Study*.

<sup>73</sup> Environment Agency (2007) Areas of water stress: final classification [online] available at: <http://publications.environment-agency.gov.uk/pdf/GEHO1207BNOC-e-e.pdf> (accessed 06/09)

<sup>74</sup> Harlow District Council (2009). *Harlow Infrastructure Study*.

<sup>75</sup> Source: tender brief

- It is also clear that Harlow's greater mass will provide and support a greater range of businesses and services.
- However, there are also concerns that the high levels of development proposed by these growth scenarios may have a negative impact on efforts to regenerate the existing town, its centre and its relatively deprived neighbourhoods as investment may be attracted to the new extension to the north of the town.<sup>76</sup>
- There is also a substantial data gap that must be filled before development on these scales can proceed. This includes assessing the effects of levels of development in terms of transportation, employment land, the impact on Harlow, and protected areas, to name a few.
- There are significant localised effects which would need to be considered. These include the effects of development at these scales on important features such as Gilston Park, Scheduled Ancient Monuments, the local road network, valuable hedgerows, and several smaller villages within the area. Clearly, as the scale of proposed development increases the magnitude of impact does as well. However, in terms of landtake and landscape impacts it is interesting to note that development of 25,000 new dwellings at 25 dph gross would require the same amount of land as 15,000 new dwellings at 15 dph gross (1,000 ha). This is an important consideration which is drawn out in the tradeoffs discussed below.
- Finally, in terms of sustainability effects there are significant tradeoffs that must be carefully weighed in considering development to the north of Harlow between 10,000 and 25,000 new dwellings. These tradeoffs could include:
  - The promotion of regeneration and economic development against landscape impacts;
  - A desire to avoid the coalescence between Harlow and settlements such as Roydon and Sawbridgeworth with the risk that less sustainable travel patterns could be encouraged;
  - The need to ensure that the regeneration of Harlow is not jeopardised by the substantial development to the north could mean that efforts to maximise the potential of Harlow North are weakened. The worst case scenario in this regard is that Harlow North effectively becomes a separate town competing with Harlow;
  - The opportunity to strive for the highest environmental standards associated with housing, employment sites and land use in new developments could lead to increased housing prices thereby increasing affordability issues.

## 4.12 Potential Impact on European Sites

4.12.1 At this stage, three European sites have been identified as being connected to development in Harlow via a potential impact pathway. These are:

- **Lee Valley Special Protection Area and Ramsar site** – Rye Meads SSSI component of this site is situated 2.5km to the west of Harlow and is particularly

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<sup>76</sup> It is not possible to provide an exact figure on the size of development that would lead to these changes as it would depend on multiple factors such as amount and type of employment land. However, as proposals for development to the north of Harlow progress it is important that there is strong consideration for the relationship between this area and development within Harlow itself to ensure that both are complimentary.

sensitive to high levels of freshwater abstraction (resulting in a reduction in water levels within the SPA), eutrophication (nutrient enrichment) resulting from the discharge of treated sewage effluent from Rye Meads STW and, to a lesser extent, excessive recreational disturbance of wintering waterfowl.

- **Epping Forest Special Area of Conservation** – this site is situated approximately 5km to the south of Harlow. It is particularly sensitive to atmospheric nitrogen deposition leading to eutrophication (nutrient enrichment) and direct damage to beech trees. A significant proportion (approx 20%) of all atmospheric nitrogen deposited on this site is estimated to derive from road transport exhaust emissions. A large but unquantified proportion of the remaining ‘London plume’ pollution will also be derived from vehicle exhaust emissions within London. The site is known to have a very large recreational catchment and is very likely to draw a significant proportion of its visitors from the Harlow area – it is vulnerable to recreational trampling to an extent, although this is more of a problem with the acid grassland areas to the south of the SAC (such as Wanstead Flats in the London Borough of Redbridge) and around certain ‘hotspots’ in the northern part of the Forest (e.g. High Beach area, Loughton Camp) rather than the woodland areas themselves.
- **Wormley Hoddensdonpark Woods Special Area of Conservation** – this site is located approximately 5.5km to the west of Harlow on the opposite side of the Lee Valley and Broxbourne. While it does lie within the probable recreational catchment of Harlow, it is likely that visitors from Harlow will travel to Epping Forest for preference as it is a more direct route and a better known site.

### Impacts on internationally designated wildlife sites

4.12.2 Impacts on these three European sites are unlikely to be more affected by one of the five spatial options over any of the others. Water quality and resource impacts on the Lee Valley SPA will not be related to the spatial distribution of housing but to whether treated effluent from the new dwellings discharges to Rye Meads STW or whether the water supply strategy involves abstraction from the River Lee and its associated reservoirs. It is likely that the answer to both these questions will be the same whichever of the five spatial options is chosen.

4.12.3 While recreational pressure impacts are dependent to an extent on the spatial distribution of housing the three internationally designated wildlife sites covered by the scope of this HRA are all sufficiently distant from Harlow, and the five spatial options sufficiently similar, that it is unlikely that any one option will result in a greater recreational impact than any other option.

### Conclusion

4.12.4 As such, it is considered at this stage that no spatial option is preferable to any other option with regard to impacts on internationally designated wildlife sites and that no spatial option poses insurmountable problems regarding impacts on internationally designated wildlife sites provided that either water resource and quality issues concerning Rye Meads STW and the Lee Valley SPA can be resolved or an alternative wastewater treatment solution is arrived at.

## 4.13 Sustainability Test Conclusion

4.13.1 The sustainability test reveals that there are numerous effects that are consistent across the five spatial options. The HRA also found that the impacts on the three European sites are

unlikely to be more affected by one of the five spatial options over any of the others. While the prevalence and intensity of these effects will no doubt vary according to the scale and implementation of new development and its supportive infrastructure it is not possible at this stage to assess differences between the spatial options with a useful degree of certainty.

4.13.2 The sustainability test also highlights the difficult position that the councils (as the LPAs) are in because of the numerous tradeoffs that are inherent within such a growth strategy. For example, a desire to avoid coalescence between Harlow and neighbouring towns and villages such as Roydon may direct development towards areas which may not lead to a modal shift towards more sustainable travel patterns. In addition, while the high levels of growth provided by development to the north of Harlow may facilitate the wider regeneration of the town it is reliant on the provision of significant amounts of road building and will have a high negative impact on the landscape.

4.13.3 However, the sustainability test has also indicated that in addition to there being no particular 'showstoppers' to the growth strategy, the implementation of the strategy reveals several opportunities for positive effects with lasting benefits for the Harlow Area. For example:

- there are opportunities to maximise and enhance the area's green infrastructure network;
- to use the high levels of house building scheduled past the Government's zero carbon deadline of 2016 as a platform to launch innovative training, education and job creation programmes;
- to achieve a modal shift towards more sustainable travel patterns;
- Increased employment opportunities; and
- The provision of greater levels of affordable housing and the reduction in barriers to housing.

## 5 Suggested Spatial Approach

- 5.1.1 Five spatial options were identified through the criteria-based approach described above and each was then independently tested using reasonableness and sustainability tests. These options were then refined in light of the identified constraints and sustainability implications to produce the following preferred option for delivering the strategy described in Policy HA1 of the East of England Plan for Harlow.
- 5.1.2 Table 9 identifies key constraints to development within broad spatial areas; key opportunities presented by development; maximum distribution (as indicated by information provided by developers and landowners); suggested distribution; phasing implications arising from the suggested distribution and key components of the key required infrastructure.
- 5.1.3 It is important to note that the suggested distribution is not a precise or inflexible figure that is suggested for these areas and that there will ultimately be further levels of refinement as the delivery process progresses. However, two key points should be taken from this study:
- While the number provided within the suggested distribution for each broad spatial area should not be taken as an absolute recommendation, the proportional levels of new dwellings distributed to each area should remain relatively unchanged. That is, there is a small degree of flexibility built into the suggested distribution.
  - The purpose of this study is not to define exact boundaries for urban extensions however, the suggested locations indicated in Figure 38 should not be significantly changed. For example, in the western area development should be concentrated towards the southern half and adjacent to the existing neighbourhoods within Harlow.

**Table 9: Summary table for the suggested spatial approach to 2031**

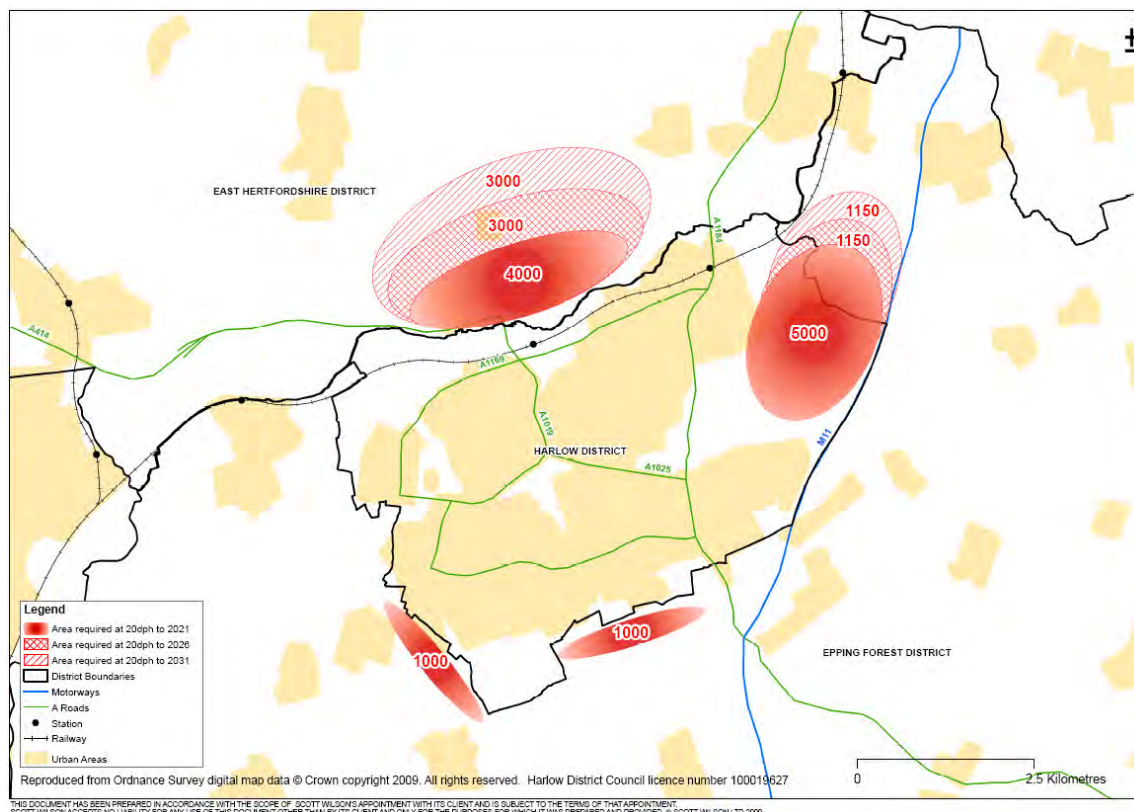
	Key Constraints	Key Opportunities	Maximum Distribution	Recommended Distribution to 2021	Recommended spatial distribution 2021 - 2031	Phasing Implications	Key Infrastructure Required
<b>North</b>	<p>Sewerage and transport capacity</p> <p>Physical separation from Harlow</p> <p>Coalescence concerns with Sawbridgeworth, Ware, Stanstead Abbots</p> <p>Floodplain</p> <p>Inability to increase passenger</p>	<p>Green infrastructure: Stort Valley, Existing Hedgerows, footpaths</p> <p>Increase access to railway stations and buses</p> <p>Single land ownership and development arrangements will make delivery of new development</p>	10,000 +	4,000	6,000	<p>Key stages of delivery determined by key infrastructure delivery – northern spine road, new M11 junction, new trunk sewer</p> <p>Phasing after 2016 provides opportunity to ensure development is carbon</p>	<p>A414 improvements</p> <p>Northern spine road</p> <p>New M11 junction</p> <p>Localised transport improvements</p> <p>Improved station facilities at Harlow Town and Harlow Mill</p> <p>Bus provision and bus lanes</p>

	Key Constraints	Key Opportunities	Maximum Distribution	Recommended Distribution to 2021	Recommended spatial distribution 2021 - 2031	Phasing Implications	Key Infrastructure Required
	train frequency Impacts on existing villages CWS and SAMs	less complex Employment creation and skill development				neutral	Carriageway construction to A414 Fifth Ave
<b>East</b>	Sewerage and transport capacity M11 as a border No capacity for new access road to M11 J7 Existing neighbourhoods within Harlow	Increase access to railway stations Easy access to Harlow town centre Close to Templefields industrial area Low landscape sensitivity Single land ownership and development arrangements will make delivery of new development less complex Integration with existing neighbourhoods and support for ongoing renewal schemes	6,300 +	5,000	2,300	Key stages of delivery determined by key infrastructure delivery – access road to new M11 Junction; outflow sewer Phasing after 2016 provides opportunity to ensure residential development is carbon neutral	New M11 junction Link road to northern spine road Potential need to provide access across Stort Valley Improved facilities at Harlow Mill Localised transport improvements A414 improvements
<b>South</b>	Landscape sensitivity Southern Ridgeline Local transport network capacity Potential need for southern bypass Potential to increase unsustainable	Access to Epping and Central Tube line Single land ownership and development arrangements will make delivery of new development less complex Assist neighbourhood	6,500 – 10,000	1,000		Potential sewerage capacity (tbd)	None

	Key Constraints	Key Opportunities	Maximum Distribution	Recommended Distribution to 2021	Recommended spatial distribution 2021 - 2031	Phasing Implications	Key Infrastructure Required
	transport modes Potential impact on SSSI Access to Harlow town centre Links with existing neighbourhoods	renewal schemes SSSI used as an asset					
<b>West</b>	Coalescence with Roydon Integration with existing neighbourhoods / industrial areas SSSI Local transport network capacity Limited sewerage capacity Detract from neighbourhood renewal schemes with too much development Potential need for southern bypass	Access to Harlow Town Centre Access to Pinnacles industrial area Access to green infrastructure (Lee and Stort Valleys, SSSI) Single land ownership and development arrangements will make delivery of new development less complex Assist neighbourhood renewal schemes Access to employment areas	4,500	1,000		Possibly no substantial constraints although existing sewerage capacity is unclear	None

5.1.4 Figure 38 illustrates the suggested spatial approach for the Harlow Area.

**Figure 38: Suggested Spatial Approach for the Harlow Area to 2031**



*please note: suggested distributions of development are purely illustrative and do not represent fixed boundaries. The specific location of new development will be identified at subsequent stages of the planning process*

5.1.5 The East of England Plan states:

*As a matter of urgency Harlow, East Hertfordshire and Epping Forest District Councils working with the county transport authorities, the Regional Assembly, the Government Office and Harlow Renaissance should undertake an appraisal of planning and transport options to inform the preparation of joint or coordinated Local Development Documents.*

And continues with:

*This RSS provides for the development of 16,000 dwellings at Harlow to 2021. It will be for joint or co-ordinated Development Plan Documents drawn up by the three district councils, informed by the options appraisal work referred to above to determine the appropriate distribution between the existing town and the urban extensions [...].*

5.1.6 In addition, the accompanying text to Policy SS7: Greenbelts, states that land should be identified on the assumption that growth in the period 2021-2021 will be at the same annual rate as 2001 to 2021: 800 dwellings per year.

5.1.7 However, the dramatic slowdown in private new-build housing development and the wider effects of the most recent global economic downturn will ultimately have a considerable impact



on the development's ability to hit housing targets.<sup>77</sup> This will also have knock-on effects on the ability to bring forward supportive infrastructure through the development process.<sup>78</sup>

5.1.8 The consultants responsible for preparing the Harlow Infrastructure Study which also forms part of the options appraisal work used the dwelling assumptions shown in Table 10 to assess infrastructure requirements.

**Table 10: Dwelling assumptions used in the Harlow Infrastructure Study**

Period	Dwellings
For the period 2011-2021, the balance of the RSS 16,000 dwelling target	13,600
For the period 2021-2031, extension of the RSS target annual rate of 800 dwellings per year	8,300
<b>Working Total</b>	<b>21,900</b>

5.1.9 As this study focused on a slightly different time period (2001 to 2021) and a different spatial extent (spatial options for the urban extensions) there are obviously some differences to 2021. However, as the Infrastructure Study notes that the annual rates of growth prescribed by the East of England Plan are not possible in the short to medium-term but do not anticipate that the total numbers of dwellings proposed for Harlow will not be changed by lower delivery rates.

5.1.10 In light of this the indicative phasing schedule shown in Table 11 has been developed for the suggested spatial approach. Reflecting the degree of uncertainty that remains in terms of the delivery of required infrastructure, we have broken the phasing down into four-year blocks beginning with 2010. This is followed by consideration of growth up to 2026 (to match the anticipated LDF period) and 2031.

<sup>77</sup> Roger Tym and Atkins (2009). *Harlow Infrastructure Study*.

<sup>78</sup> Ibid.

**Table 11: Indicative phasing schedule for the preferred spatial option**

	Phase 1				Phase 2				Phase 3				Phase 4	
	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'20	'21	To 2026	To 2031
North	0				1000				3000				3000	3000
East	666				1334				3000				1,150	1,150
South	700				300				0				0	0
West	500				500				0				0	0
Average Annual Delivery	467				784				1500				830	830

### *Northern Extension Discussion*

- 5.1.11 The preferred distribution of an extension to the north of Harlow is for 4,000 new dwellings during the period 2001-2021. The amount of land found to be suitable for development within this area suggests that significantly more could be accommodated following this period. In line with the results of the criteria analysis and spatial option testing in Section 4, Policy HA1 and the Harlow Infrastructure Study this figure has been set at 6,000<sup>799</sup> (for a total of 10,000). This includes indicative targets of 3,000 during the period 2021 to 2026 and 3,000 during the period 2027 to 2031.
- 5.1.12 While the exact boundaries of this extension are not defined here the approximate amount of land required for 4,000 dwellings is:
- 267 hectares at 15 dph
  - 200 hectares at 20 dph
  - 160 hectares at 25 dph
- 5.1.13 Considering rates of growth to 2031 the amount of land required for 10,000 dwellings is:
- 667 hectares at 15 dph
  - 500 hectares at 20 dph
  - 400 hectares at 25 dph
- 5.1.14 Therefore, for the large urban extension north of Harlow an estimated 160 to 267 ha is required between 2001 and 2021 and an estimated 400 to 667 ha required to 2031.
- 5.1.15 Primary considerations which informed the indicative phasing schedule up to 2021 stem from the time required to deliver critical infrastructure that must be put in place before substantial development proceeds. In addition to localised transport improvements and significant improvements to the A414, key infrastructure required for this option to proceed past 1,000 to 2,000 dwellings includes a northern spine road linking to a new M11 junction northeast of Harlow however, this will need to be confirmed by modelling work. It is anticipated that these will not be put into place until towards the end of the plan period although developers may be able to provide these features at an earlier date. Capacity issues within the sewerage network and at Rye Meads STW mean that substantial development to the north of Harlow cannot proceed until improvements are put in place. Improvements included within Outfall Sewer Phase 1 (2010-2012) will provide some capacity for Harlow North (up to 2,000) while a main trunk sewer included as part of Outfall Sewer Phase 2 (currently planned for 2015 although subject to review) will provide capacity for longer term growth.
- 5.1.16 Several factors have contributed towards the broad location suggested by this study for development to the north of Harlow and have impacted upon the suggested direction of growth to 2031. Including both opportunities and constraints key factors include:
- Opportunities to access both Harlow Town and Harlow Mill Rail Stations;
  - Opportunity to link to Harlow town centre as well as the Templefields industrial area

<sup>799</sup> Although this figure should be viewed as indicative rather than overly prescriptive.

- Need to ensure that development is within close proximity of Harlow given the physical separation provided by the River Stort
- Proximity to the Stort Valley and the amenity value this provides as a strategic element of green infrastructure
- The need to avoid coalescence with Sawbridgeworth, Ware and Stanstead Abbots
- The need to avoid situating development too close to the rail stations at St Margarets and Ware Rail stations as this would reduce opportunities to promote the regeneration of Harlow
- Areas of high flood risk associated with the River Stort
- Feasibility of delivery provided by developer landholdings

### *Eastern Extension Discussion*

- 5.1.17 The suggested distribution of an extension to the east of Harlow is for 5,000 new dwellings during the period 2001-2021. The amount of land found to be suitable for development within this area suggests that there is scope for the delivery of further new dwellings to be accommodated beyond this period. In line with the results of the criteria analysis and spatial option testing in Section 4, Policy HA1 and the Harlow Infrastructure Study this figure has been set at 2,300 (for a total of 7,300). This includes indicative targets of 1,150 during the period 2021 to 2026 and 1,150 during the period 2027 to 2031.
- 5.1.18 While the exact boundaries of this extension are not defined here the approximate amount of land required for 5,000 dwellings is:
- 333 hectares at 15 dph
  - 250 hectares at 20 dph
  - 200 hectares at 25 dph
- 5.1.19 Considering rates of growth to 2031 the amount of land required for 7,300 is:
- 487 hectares at 15 dph
  - 365 hectares at 20 dph
  - 292 hectares at 25 dph
- 5.1.20 Therefore, for the urban extension east of Harlow an estimated 200 to 333 ha is required between 2001 and 2021 and an estimated 292 to 487 ha required to 2031.
- 5.1.21 Although the urban extension to the east will not be separated from Harlow by a significant feature such as the Stort Valley it is anticipated that it will also require substantial amounts of land devoted to non-residential uses. However, this extension may not be required to provide the same amount of non-domestic uses on site as Harlow North so it may be able to achieve a higher density.
- 5.1.22 Primary considerations which informed the indicative phasing schedule up to 2021 stem from the time required to deliver critical infrastructure that must be in place to support the staged levels of development. In addition to localised transport improvements, supporting the levels of growth suggested in Phase 2 requires a new access road(s) joining eastern development to a

new motorway junction on the M11 to the northeast of Harlow (this may also optimally link to a proposed northern spine road). However, this will need to be confirmed by modelling work. It is anticipated that these will not be put into place until towards the end of the plan period although developers may be able to provide these features at an earlier date. Capacity issues within the sewerage network and at Rye Meads STW mean that substantial development to the east of Harlow cannot proceed until improvements are put in place. Improvements included within Outfall Sewer Phase 1 (2010-2012) will provide some capacity for Harlow North (up to 2,000) while a main trunk sewer included as part of Outfall Sewer Phase 2 (currently planned for 2015 although subject to review) will provide capacity for longer term growth.

5.1.23 Several factors have contributed towards the broad location suggested by this study for development to the east of Harlow and have impacted upon the suggested direction of growth to 2031. Including both opportunities and constraints key factors include:

- Increased access to Harlow Mill railway station and Harlow town centre
- Proximity to Templefields industrial area
- Low landscape sensitivity
- Less complex delivery of this quantum of development because of existing land ownership and development interests and land already designated as a special area of restraint
- The need to avoid development crossing the M11
- Integration with existing neighbourhoods and support for ongoing renewal schemes

#### *Southern Extension Discussion*

5.1.24 The preferred distribution of an extension to the south of Harlow is for 1,000 new dwellings during the period 2001-2021. No further growth is anticipated between 2021 and 2031. While the exact boundaries of this extension are not defined here the approximate amount of land required for 1,000 dwellings is:

- 67 hectares at 15 dph
- 50 hectares at 20 dph
- 40 hectares at 25 dph

5.1.25 Therefore, for the extension south of Harlow an estimated 40 to 67 ha is required.

5.1.26 It is anticipated that the urban extensions to the south will not be separated by any significant physical barriers and will not require substantial amounts of land provided for non-domestic uses. Therefore, higher densities are likely to be achieved.

5.1.27 Primary considerations which informed the indicative phasing schedule stem from the minimal relative degree of localised transport improvements required to accommodate these levels of development and the much higher levels of housing to be provided towards the end of the plan period. It is anticipated that improvements to the sewerage network included as part of Outfall Sewer Phase 1 (2010-2012) will provide any additional capacity that is required for development to the south of Harlow.

- 5.1.28 Several factors contributed towards the broad location suggested by this study for development to the south of Harlow. Including both opportunities and constraints key factors include:
- Landscape sensitivity and particularly the need not to breach the ridgeline to the south of the proposed location
  - There is very little existing capacity on the local road network for additional development and previous debate over the provision of a southern bypass has already found this not to be a feasible solution to unlock the area for additional growth
  - Potential to assist neighbourhood renewal schemes with some degree of development but the potential to hinder them through too much development being brought forward
  - Access to Harlow town centre may be difficult however bus services could be increased to improve accessibility to Epping and the Central Line
  - There are serious concerns that the proximity to junction 7 on the M11 would increase unsustainable modes of transport

#### *Western Extension Discussion*

- 5.1.29 The preferred distribution of an extension to the west of Harlow is for 1,000 new dwellings during the period 2001-2021. No further growth is anticipated between 2021 and 2031. While the exact boundaries of this extension are not defined here the approximate amount of land required for 1,000 new dwellings is:
- 67 hectares at 15 dph
  - 50 hectares at 20 dph
  - 40 hectares at 25 dph
- 5.1.30 Therefore, for the extension west of Harlow an estimated 40 to 67 ha is required.
- 5.1.31 It is anticipated that the urban extension to the west will not be separated by any significant physical barriers and will not require substantial amounts of land provided for non-domestic uses. Therefore, higher densities are likely to be achieved.
- 5.1.32 Primary considerations which informed the indicative phasing schedule stem from the minimal relative degree of localised transport improvements required to accommodate these levels of development and the much higher levels of housing to be provided towards the end of the plan period. At present there are significant capacity issues with regard to the sewerage network that will be alleviated through planned investment programmes.
- 5.1.33 Several factors contributed towards the broad location suggested by this study for development to the west of Harlow. Including both opportunities and constraints key factors include:
- There is a need to avoid causing coalescence with Roydon
  - It would be more logical to locate residential development adjacent to existing neighbourhoods rather than next the Pinnacles industrial area
  - There is limited sewerage and local transport capacity

- The area has good potential access to green infrastructure in the form of the Lee and Stort Valleys and nearby SSSI
- Too much development could detract from neighbourhood renewal schemes
- There is good access to existing employment areas

## 6 Plan, Monitor, and Manage Framework

### 6.1 Introduction

6.1.1 The fourth objective of this study is to *provide a framework to implement plan, monitor, manage (PMM) to demonstrate housing can be implemented at the required pace and ensure regeneration and growth are balanced and sustainable*. This will help to ensure that the preferred option identified in Section 5 is implemented.

6.1.2 Best practice advice on PMM is found within several documents including PPS3 and *Local Development Framework Monitoring: A Good Practice Guide*. So rather than simply repeat the relevant sections from these texts, the framework that has been developed specifically responds to two important contextual factors which make the Harlow Area unique:

- The cross-boundary nature of the Harlow Area as a KCDC with significant growth targets presents difficulties for conventional PMM implementation; and
- There are very few (if any) examples of PMM at the local authority level which successfully establishes a PMM Framework which incorporates vertical links between the LDF and the RSS whilst at the same time connecting to SCS and Local Area Agreement (LAA) objectives. Fostering these links may prove key to the delivery of the objectives of the strategy for the Harlow Area.

6.1.3 In meeting the challenge presented by the former bullet and the opportunity presented by the latter, the approach presented below is based on establishing linkages between objectives, policies, targets and indicators set and delivered at various spatial scales. Additionally, it is important for the PMM framework to provide and respond to the implementation of Policy HA1 in terms of both housing delivery but also the wider strategic objectives of the Harlow Area Strategy such as regeneration and achieving a major increase in the use of public transport.

Framework Element	Discussion	Outcome
<b>Plan</b>		
Vertical Integration	<p>The PMM approach is central to the East of England Plan and its implementation through LDDs, transport plans and other means. The 'Plan' section of the PMM Framework for the Harlow Area is primarily set by the East of England Plan and the LDDs produced for Harlow, East Herts and Epping Forest Districts. The East of England Plan Policy HA1 states that DPDs should provide for a total of 16,000 additional dwellings between 2001 and 2021, including urban extensions in Epping Forest and East Hertfordshire Districts. The DPDs produced by the three districts should, in a coordinated manner, constitute a development strategy which "<i>promotes Harlow's regeneration, is as sustainable as possible and can be implemented at the required pace.</i>"</p> <p>In line with the objectives, policies, targets and indicators approach, the first stage in this would be for the three districts to come together to agree a set of objectives for the Harlow Area</p>	<p>Agreed set of objectives for the Harlow Area</p> <p>Mechanism for reviewing LDF housing policies to account for changing circumstances</p>



Framework Element	Discussion	Outcome
	<p>based on both the direction provided by the East of England Plan as well as local aspirations for the Area. Once objectives have been identified it is possible to develop related policies, identify relevant indicators and set appropriate targets against which movement towards or away from policy goals can be measured over time.</p>	
<p>Horizontal Integration</p>	<p>LDFs and Sustainable Community Strategies (SCS) are consistent in the objective of sustainable development. As such, Government Guidance suggests that there should be some degree of commonality in their baseline, consultation and monitoring requirements.<sup>80</sup> Additionally, the local government performance framework makes it clear that delivery of sufficient numbers of houses and of affordable homes and the supply of housing land are among the 198 indicators for which information will be collected. Therefore, it is suggested that each of the three districts sets out improvement targets for housing priorities as set by Policy HA1. As the LAA is made between Central Government, represented by the Government Office (GO), and local authorities and their partners on the LSP, consistency between the districts in this area will help to ensure horizontal integrations.<sup>81</sup></p>	<p>Encouraging commonality between the districts' SCS</p> <p>Adoption by each district of improvement targets for housing priorities as part of their LAA</p>
<p>Coordination</p>	<p>The Government's objective is to ensure that the planning system delivers a flexible, responsive supply of land. At the local level, LPAs should first set out in LDDs their policies and strategies for delivering the level of housing provision, including identifying broad locations and specific sites that will enable continuous delivery of housing for at least 15 years from the date of adoption. LDDs should also set out the arrangements for managing the release of land. These arrangements should be consistent across the three districts.</p> <p>Each district should set out in their LDDs housing policies specific to the preferred spatial options for delivering growth within the Harlow Area. This includes:</p> <ul style="list-style-type: none"> <li>• sufficient specific deliverable sites to deliver housing in the first five years of their plan;</li> <li>• a further supply of specific, developable sites for years 6-10 and, where possible, for years 11-15; and</li> <li>• broad locations for further growth (as identified by this study) for years 11-15.</li> </ul> <p>The overarching objectives for the LDF are set out in the Strategy chapter of the Core Strategy DPD. These can be linked to individual chapter objectives and the policies that are set out in the Core Strategy as well as the Site Specific Policies document and Area Action Plans.</p>	<p>Consistent approach within LDDs for managing the release of land</p> <p>A separate section (or specific mention) of housing delivery sites and locations for the Harlow Area within each district's LDDs</p> <p>Mechanism for reviewing LDF housing policies to account for changing circumstances</p>

<sup>80</sup> ODPM (2005). *Local Development Framework Monitoring: A Good Practice Guide* [online] available at: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/147438.pdf> (accessed 23/06/09) and

<sup>81</sup> While PPS12 intends for spatial planning objectives for local areas to be in alignment with national and regional plans and local priorities, there is no explicit requirement for spatial planning objectives to be in line with neighbouring local authorities. This harmonisation is a necessary part of delivering the strategy for the Harlow Area so this element of the suggested framework makes up for the omission in PPS12.

Framework Element	Discussion	Outcome
	<p>A mechanism must be in place within each district's LDF to review the housing policies for the Harlow Area in order to respond to either future changes to the overarching policy context or if there is a shortfall or surplus in the number of homes coming forward in order to make the necessary adjustment in build rates.</p>	
<b>Monitor</b>		
<p>Performance Indicators</p>	<p>The policies to be monitored are those set out in the DPDs which comprise the LDF as well as the objectives of the SCSs. There are a number of different types of indicators suggested by the Good Practice Guide to monitor LDFs. These include core and local output indicators, significant effects indicators, and contextual indicators.</p> <p>PPS12 requires local authorities to produce housing trajectories as part of their AMR. Housing trajectories are a core output indicator and will be used to compare the levels of actual and projected completions over the period of the LDF with the strategic housing requirements for the Harlow Area.</p> <p>Within the Harlow Area it is important that in addition to the delivery of housing, the other aims of Policy HA1 (as identified in the joint set of objectives set for this area) are met (i.e. sustainability, regeneration, sustainable transport, and landscape objectives). To ensure this occurs these objectives must also be linked to strategic indicators.</p>	<p>Identification of Housing trajectory indicators for the Harlow Area</p> <p>Identification of additional strategic indicators linked to the objectives for the Harlow Area</p>
<p>Data Collection</p>	<p>Arrangements for the collection of data to monitor progress in the Harlow Area are dependent on the selection of indicators. However, PPS12 and recent examples of best practice<sup>82</sup> suggest that both the SCS and the LDF should use a shared monitoring framework.</p>	<p>Procedure guide</p>
<p>Reporting</p>	<p>The Planning and Compulsory Purchase Act 2004 requires every LPA to submit an annual report (in the form of an Annual Monitoring Report (AMR)) to the Secretary of State which contains information on the implementation of the local development scheme. Because of the cross-boundary nature of the Harlow Area there is concern that without an appropriate monitoring framework it may be difficult for the three districts to ensure that there is a continuous five year supply of deliverable sites available for housing.</p> <p>It is therefore suggested that the three local authorities annually collaborate in the production of a monitoring sub-section on the Harlow Area to be included within each district's AMR. This will ensure that all three councils are continually aware of the progress towards the delivery of the overall strategy for the Harlow Area and more geographically-specific information on impediments to expected progress. Conversely, it may be more appropriate for each LPA to individually include a section within their own AMRs</p>	<p>Harlow Area sub-section within each district's AMR (prepared jointly by the districts)</p>

<sup>82</sup> I&DeA (2009). *Shared performance monitoring: Waltham Forest* [online] available at: <http://www.idea.gov.uk/idk/core/page.do?pageId=9416141&aspect=full> (accessed 23/06/09).

Framework Element	Discussion	Outcome
	which assess the delivery of housing within their section of the Harlow Area and compare whether they are meeting their assigned target numbers.	
<b>Manage</b>		
Updating Indicators	The need to update the indicators for the Harlow Area will vary depending on their nature, purpose and the availability of data. As the purpose of contextual indicators is to identify wider conditions, it is unlikely that these will change radically within a short time period. <sup>83</sup> The Local Development Framework Monitoring Guide recommends that authorities should undertake a systematic review of their contextual indicators every five years. This should allow sufficient time for policies to begin having an effect.	
Responding to actual performance	<p>PPS3 advises that if the implementation of policies (such as for the Harlow Area) are outside the acceptable ranges or at risk of not being met in the future, LPAs will need to establish the reason for these performance issues and take appropriate management action. Additionally, in circumstances where market conditions have changed it may be necessary to re-assess need and demand.</p> <p>Given the unique cross-boundary nature of the Harlow Area and the coordinated, rather than joint approaches taken by the districts in developing their respective LDFs, the difficulty for the districts to effectively respond to performance should not be underestimated. This is why a separate set of objectives, policies, targets and indicators should be set for the Harlow Area and entrenched within their own section of AMRs.</p> <p>To manage this process we recommend that a joint working group of members and staff from the three LPAs should be established.</p>	Joint working group

6.1.4 A PMM monitoring spreadsheet has been developed as part of the Harlow Infrastructure Study carried out by Atkins and Roger Tym which focuses on many of the vital delivery aspects. This should be linked to the monitoring framework presented above which provides consideration for the overall objectives of the Harlow growth strategy and includes the indicator spreadsheet shown in Appendix Eight: Indicative PMM Framework

### Regional ISF

6.1.5 The Integrated Sustainability Framework for the East of England sets out a strategic regional framework for tackling sustainable development, which should help to inform decision making at the local and sub-regional level. Close alignment between the ISF and LDFs can add significant value to the planning process by directly supporting local and sub-regional policies.

6.1.6 The ISF is based on a set of ten objectives to achieve sustainable development in the East of England which include relevant targets and headline indicators used for monitoring progress. A

<sup>83</sup> ODPM (2005). *Local Development Framework Monitoring: A Good Practice Guide* [online] available at: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/147438.pdf> (accessed 23/06/09)

number of these indicators are drawn from the new performance framework for local authorities and local authority partnerships which comprise a single set of national indicators.<sup>84</sup> These targets and indicators are linked to the key effects of the suggested spatial approach as identified in Section 5 and form part of the recommended indicator set used to monitor progress within the Harlow Area.

### Sustainability Test - Key Effects

- 6.1.7 Scott Wilson is to undertake a Sustainability Test on the suggested spatial approach for delivering the Harlow Strategy as set by the East of England Plan, Policy HA1. This report will identify a number of key sustainability effects that are anticipated from the delivery of the preferred spatial option. These will be linked to headline indicators within the ISF and considered in terms of existing LAA agreements.
- 6.1.8 It is suggested that these are specifically monitored, if possible, for the Harlow Area, and directly reported into a separate section for each district's AMR.

### Multi-Area Agreements and Local Area Agreement Targets

- 6.1.9 Local Area Agreements are three-year agreements, negotiated with Central Government, that set out the priorities for a local area. As the Harlow Area includes three districts from two two-tiered counties there are three LSPs that need to be considered and two sets of LAAs. LAAs in general seek to simplify some central funding, help join up public services more effectively and permit greater flexibility for locally designed solutions to suit local circumstances. In the context of the Harlow Area, it may also be worth exploring a multi-area agreement (MAA), which is designed to be a cross-boundary local area agreement (LAA). An MAA could provide a framework for a delivery plan and be a means of sharpening and prioritising actions, integrating and co-ordinated funding streams and targeting resources in a more effective and cost efficient way.
- 6.1.10 Following the 2006 local government white paper, *Strong and Prosperous Communities*, new LAA delivery will be measured by a single national performance framework containing 198 National Indicators (NIs). The delivery of LAAs will be measured against all of these, but each LSP will have chosen up to 35 as 'designated targets' to help them meet local priorities over a three year period.<sup>85</sup> Within this context, two possibilities should be explored for the PMM framework for the Harlow Area:
- The measure and presentation of indicators specifically relevant to the Harlow Area. This may not prove practicable in practice in light of the existing data sets and methodologies for collecting and analysing data underpinning these indicators; and
  - Ensuring that there is a consistent set of 'designated targets' used by the three districts. While it may not be possible to directly link the performance of these indicators to development within the Harlow Area it will help to provide a degree of coordination between the districts.

<sup>84</sup> DCLG (2007). *The new performance framework for local authorities and local authority partnerships: single set of national indicators* [online] available at: <http://www.communities.gov.uk/publications/localgovernment/nationalindicator> (accessed 31/07/09).

<sup>85</sup> Harlow 2020 Partnership (no date). *Local area agreement* [online] available at: [http://www.harlow2020.org.uk/local\\_area\\_agreement.php](http://www.harlow2020.org.uk/local_area_agreement.php) (accessed 2/07/09).

## Community Strategy Objectives

- 6.1.11 At the county, district and unitary levels, local authorities and Local Strategic Partnerships (LSPs) are required to produce a Sustainable Community Strategy (SCS), bringing together local partners to deliver coordinated and sustainable action. SCSs should:<sup>86</sup>
- Allow local communities to articulate their aspirations, needs and priorities;
  - Co-ordinate the actions of the council, and of the public, private, voluntary and community organisations that operate locally;
  - Focus and shape existing and future activity of those organisations so that they effectively meet community needs and aspirations; and
  - Contribute to the achievement of sustainable development both locally and more widely, with local goals and priorities relating, where appropriate, to regional, national and even global aims.
- 6.1.12 The ISF provides a regional context in which SCSs are developed, specifically in terms of priority issues for the wider area, and baseline information against which progress on regional sustainable development objectives will be tested. The progress against SCSs are monitored using performance against national indicators linked to LAA targets as well as other data sources.

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<sup>86</sup> EERA (2009). *Integrated Sustainability Framework* [online] available at: <http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/> (accessed 23/06/09).

## 7 Criteria for the Green Belt Review

### 7.1 Introduction

#### 7.1.1 Policy HA1 states that as part of the strategy for Harlow:

*(3) The green belt will be reviewed to accommodate the urban extensions. New green belt boundaries should be drawn so as to maintain its purposes, specifically to maintain the integrity of the principles of the Gibberd Plan and landscape setting of Harlow and the physical and visual separation of the town from smaller settlements to the west and north. The review to the north should provide for an eventual development of at least 10,000 dwellings and possibly significantly more – of a large enough scale to be a model of sustainable development. The review here should test the capacity to achieve the most sustainable size of urban extension in the longer term without the need for a further green belt review.*

#### 7.1.2 This element of Policy HA1 is described further in paragraph 13.57:

*The strategy requires a green belt review. The landscape and environmental character of the local area and the importance of the M11 as a potential boundary are likely to constrain capacity south of the Stort Valley. North of Harlow there is the potential to put in place a major development of a large enough scale to be a model of sustainable development. This is a significant and rare opportunity for somewhere so close to London. The green belt review should test the most sustainable eventual scale of urban extension in this area to 2031 and beyond and should not be restricted by the approach in paragraph 3.32 i.e. that the scale of green belt releases should look to 2031 and to the same rate of growth 2021-2031 as 2001-2021.*

#### 7.1.3 To contribute towards the first objective of this study, this Section formulates a set of criteria to aid the identification of sustainable locations for new Green Belt areas. This is in line with the tender brief which states that part of stage 1 is to “formulate a set of criteria to aid the identification of sustainable locations for [...] new green belt areas.” The brief also requires the report to provide some views on issues such as, “what are the preferred options for Green Belt roll back and compensating areas.” In response to this latter point the consultants advise that it is not possible to provide ‘preferred options’ on green belt roll back and compensating areas without undertaking a full green belt review.

#### 7.1.4 It is important to note that there is no commonly accepted methodology for the review of Green Belt land, nor is there a consistent approach to the identification of areas which might be added to a Green Belt. However, the Cambridge Green Belt review and the Nottingham – Derby Green Belt review have been held up as examples of best practice<sup>87</sup> and can be drawn on to identify criteria to aid the identification of sustainable locations for new Green Belt areas.

<sup>87</sup> South West Regional Assembly (2006). *Strategic Green Belt Review* [online] available at: [http://www.bitworks-engineering.co.uk/swra\\_gb\\_final\\_report\\_060206.pdf](http://www.bitworks-engineering.co.uk/swra_gb_final_report_060206.pdf) (accessed 24/06/09).

## Box 1: Explaining the difference between the green belt and green infrastructure

### Difference between the Green Belt and Green Infrastructure

There is often confusion between the green belt and green infrastructure. This may be because both are seen as ways of protecting, conserving and enhancing the value of natural and open spaces. However, there are significant differences.

The concept of **green belts** is strongly embedded in the Town and Country Planning system and sits alongside other statutory designations such as National Parks, Areas of Outstanding Beauty, and Sites of Special Scientific Interest.<sup>88</sup> In this context green belts are an

*“area of land designated in Development Plans that restrict new development in order to achieve a number of specific purposes, such as preventing the sprawl of large built-up areas. Green belts are expected to offer long-term certainty, with their boundaries being altered only in exceptional circumstances.”<sup>89</sup>*

The metropolitan green belt surrounds Harlow and includes parts of Harlow, East Herts and Epping Forest.

On the other hand the idea of protecting and enhancing **Green infrastructure** is not as developed outside of the green belt designations that surround many conurbations although it can be a powerful planning tool for shaping urban growth and for providing a framework for growth.<sup>90</sup> Natural England has defined green infrastructure as:

*“a strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as multifunctional resources capable of delivering a wide range of environmental and quality of life benefits for local communities. Green infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens.”*

An example of green infrastructure within Harlow are its highly valued ‘green wedges’ designed as part of Gibberd’s original masterplan.

## 7.2 New Green Belt Areas

7.2.1 Previous research<sup>91</sup> has identified four strands of work which should be undertaken as part of a Green Belt review. The following strands provide the framework through which the criteria for a identifying options for green belt roll back and compensating should be identified.

- **Document review:** a Green Belt review should consider national, regional and local policy and an assessment of the effectiveness of existing Green Belt policies. As part of this task consideration should also be given to the original justification for Green Belt designation and any significant alternations to Green Belt boundaries since designation.
- **Definition of purpose:** justification for Green Belt designation comes principally from the five purposes set out in PPG2:
  - To check the unrestricted sprawl of large built-up areas;
  - To prevent neighbouring towns from merging into one another;
  - To assist in safeguarding the countryside from encroachment;
  - To preserve the setting and special character of historic towns; and

<sup>88</sup> The Northern Way (2006). *City-region green infrastructure strategic planning: raising the quality of the north’s city-regions* [online] available at: <http://www.thenorthernway.co.uk/downloaddoc.asp?id=545> (accessed 23 September 2009).

<sup>89</sup> Green infrastructure northwest (no date). *Glossary* [online] available at: <http://www.greeninfrastructurenw.co.uk/html/index.php?page=glossary> (accessed 23 September 2009).

<sup>90</sup> For an example see: Chris Blandford Associates (2005). *Green Infrastructure Plan in the Harlow Area* [online] available at: <http://www.harlow.gov.uk/default.aspx?page=8615> (accessed 23 September 2009).

<sup>91</sup> *ibid*

- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- **Establishment of sustainability criteria and search area database:** sustainability criteria should be used to evaluate the Green Belt areas that have been identified within the area of search.
- **Application of criteria to search area database:** the application of sustainability criteria to the areas of search will then help define areas which can then be introduced as potential locations for development and drawn upon as part of strategic options.

## 7.3 Green Belt Criteria

7.3.1 The purpose of this section is to set out at a high level the criteria that should be used to aid the identification of new locations for Green Belt areas around the Harlow Area. These criteria should be separately applied both in the redefinition of the inner and outer Green Belt boundaries.

7.3.2 The requirements of PPG2 fall into four categories which should be used as separate criterion to guide the identification of new Green Belt areas:

- **Purposes for inclusion in the Green Belt:** land designated as new Green Belt land should meet at least one of the five purposes for inclusion as set out in PPG2;
- **Clarity of boundaries:** the new inner and outer Green Belt boundaries should be clearly defined using recognisable features such as roads, streams, belts of trees or woodland edges where possible. As PPG2 states, *“well-defined long-term Green Belt boundaries help to ensure the future of agricultural, recreational and amenity value of Green Belt, whereas less secure boundaries would make it more difficult for farmers and other landowners to maintain and improve their land.”*
- **Boundaries to built up areas:** The boundaries should not include land which it is unnecessary to keep permanently open as this could lead to a risk that encroachment on the Green Belt may have to be allowed to accommodate future development. For example, PPG2 states that *“if boundaries are drawn excessively tightly around existing built-up areas it may not be possible to maintain the degree of permanence that Green Belts should have.”*
- **Secure beyond the end of the plan period:** during the preparation of new or revised LDDs, proposals affecting Green Belts should relate to a time-scale which is longer than that normally adopted for other aspects of the plan. This is to help ensure that Green Belt boundaries will not need to be altered at the end of the plan period.

7.3.3 The next set of criteria that should be applied when considering new green belt boundaries is derived from the East of England Plan. These criteria include i) the requirements of the East of England Plan; and ii) special consideration for Green Belt qualities provided by the East of England Plan.

### The requirements of the East of England Plan

7.3.4 The East of England Plan requires that *“the Green Belt review to the north should provide for an eventual development of at least 10,000 dwellings and possibly significantly more – of a*



*large enough scale to be a model of sustainable development. The review here should test the capacity to achieve the most sustainable size of urban extension in the longer term without the need for a further green belt review.”*

7.3.5 Paragraph 13.57 also states that the “*green belt review should test the most sustainable eventual scale of urban extensions in this area to 2031 and beyond and should not be restricted by the approach in paragraph 3.32 i.e. that the scale of green belt releases should look to 2031 and to the same rate of growth 2021-2031 as 2001-2021.*”

7.3.6 In support of Policy SS7, the Plan indicates that “*the green belt review should identify a compensating strategic extension to the green belt to the north of Harlow to define the long term limits to development. It should be several miles wide in accordance with PPG2 and to contribute to ensuring the overall area of green belt in the region is increased.*”

### Special consideration for the Harlow Area qualities

7.3.7 Policy HA1 indicates several explicit qualities of the Harlow Area that Green Belt should contribute towards. New potential Green Belt land should be assessed for its contribution towards these qualities:

- Maintaining the integrity of the principles of the Gibberd Plan;
- Maintaining the integrity of the landscape setting of Harlow
- Maintaining the physical and visual separation of the town from smaller settlements to the west and north;

7.3.8 In addition, there are several other objectives of the strategy for the Harlow Area that the Green Belt can reasonably be expected to contribute towards. New potential Green Belt land can also be assessed for its contribution to these qualities:

- Creating and maintaining a network of multi-functional greenspaces around the town;
- Providing for enhanced recreational facilities;
- Protecting and maintaining designated wildlife sites and providing for biodiversity;
- Contributing to a visually enhanced character and setting to the town;
- Retaining and enhancing existing environmental and historic features; and
- Achieving a major increase in the use of walking and cycling.

### Methodology

7.3.9 Stages in a methodology that could be utilised in carrying out these criteria are shown below:

- Mapping of constraints relevant to the five purposes of the green belt as found within PPG2. These may include other settlements / conurbations, towns of historic value, conservation areas);
- Mapping of dominant / important landscape features both within and outside the new areas of development, i.e. the proposed urban extensions, that may help define natural boundaries;

- Investigate the redefinition of the remaining areas not already defined by the previous two stages and assess the ability of this to function as boundaries;
- Establish draft green belt boundaries and assess against the framework criteria derived from the East of England Plan and any other relevant plans / strategies which may emerge;
- Revise boundaries as appropriate

## 7.4 Conclusion

7.4.1 These criteria may be collated as part of a checklist which discrete areas may be assessed against.

**Table 12: Green Belt criteria checklist**

Green Belt Criteria Checklist
<b>PPG2</b>
Purposes for inclusion in the Green Belt
Clarity of boundaries
Boundaries to built up areas
Secure beyond the end of the plan period
<b>The East of England Plan</b> (new Green Belt boundaries must satisfy these criteria)
<b>Physical requirements set by policies</b>
Review to the north and capacity to achieve the most sustainable size of urban extension
Test the scale of urban extensions to 2031 and beyond
Identify compensating strategic extension to the north of Harlow
<b>Special consideration for the Harlow Area Qualities (explicit)</b>
Maintaining the integrity of the principles of the Gibberd Plan
Maintaining the integrity of the landscape setting of Harlow
Maintaining the physical and visual representation of the town from smaller settlements to the west and north

Special consideration for the Harlow Area Qualities (implicit)
Creating and maintaining a network of multi-functional greenspaces around the town
Providing for enhanced recreational facilities
Protecting and maintaining designated wildlife sites and providing for biodiversity
Contributing to a visually enhanced character and setting to the town
Retain and enhance existing environmental and historic features
Achieve a major increase in the use of walking and cycling

7.4.2 In terms of progression, the Green Belt review should take account of the second phase of the Harlow Green Infrastructure Plan. The first phase (completed 2005) looked principally at the Stort Valley and the existing town of Harlow (see [www.harlow.gov.uk/gip](http://www.harlow.gov.uk/gip)). The second phase will look at the wider Harlow Area including any proposed urban extensions, and will proceed under the direction of the Harlow Green Infrastructure Group. The Green Infrastructure Group is chaired by Natural England and includes representatives from Harlow, East Herts and Epping Forest Councils, Hertfordshire and Essex County Councils, together with the Wildlife Trust, British Waterways and the Environment Agency. This group will look at existing assets in terms of biodiversity, landscape, recreation and a number of other criteria. It will be important to consider the outputs of this work through the green belt review.

## Appendix One: Policy HA1

### POLICY HA1: Harlow Key Centre for Development and Change

The strategy for Harlow is:

(1) To promote the renaissance of the new town through developing its role as a major regional housing growth point, major town centre and strategic employment location to 2021 and beyond. Regeneration and redevelopment of the existing town and urban extensions will be combined with transport measures and enhancement and conservation of green infrastructure to fulfil this strategy.

(2) Development Plan Documents should provide for a total of 16,000 additional dwellings between 2001 and 2021, including urban extensions in Epping Forest and East Hertfordshire districts. Additional housing should be provided:

- within the existing area of the town through selective renewal and redevelopment, including mixed use development in the town centre; and
- through urban extensions to the north, east, and on a smaller scale the south and west.

Joint or co-ordinated Development Plan Documents drawn up by the three district councils, informed by the options appraisal work below, should determine the appropriate distribution between the urban extensions, including the more detailed location and scale of required development. The objective is to put in place a development strategy which promotes Harlow's regeneration, is as sustainable as possible and can be implemented at the required pace. Additional waste water treatment capacity will be required, planned and delivered working with the industry and its regulators.

(3) The green belt will be reviewed to accommodate the urban extensions. New green belt boundaries should be drawn so as to maintain its purposes, specifically to maintain the integrity of the principles of the Gibberd Plan and landscape setting of Harlow and the physical and visual separation of the town from smaller settlements to the west and north. The review to the north should provide for an eventual development of at least 10,000 dwellings and possibly significantly more – of a large enough scale to be a model of sustainable development. The review here should test the capacity to achieve the most sustainable size of urban extension in the longer term without the need for a further green belt review.

(4) Local Development Documents should provide for the creation and maintenance of a network of multi-function greenspaces within and around the town, taking forward the principles of the Green Infrastructure Plan for Harlow. This network should:

- maintain the principle of 'green wedges' penetrating the urban fabric of the town and urban extensions;
- provide for enhanced recreational facilities;
- protect and maintain designated wildlife sites and provide for biodiversity; and
- contribute to a visually enhanced character and setting to the town.

Opportunities should be taken to retain and enhance attractive existing environmental and historic features within green infrastructure provided in association with urban extensions. The Stort Valley represents a major such opportunity between the town centre and development to the north of Harlow.

(5) The town centre and employment areas should be developed to:

- enhance Harlow's retail offer and strengthen its position within the regional hierarchy of town centres;
- enhance the role of Harlow as a key centre for further and higher education and research based institutions;
- provide for growth of Harlow's established sectors and clusters;
- attract employment related to the growth of Stansted Airport, which does not need to be located there; and
- assist the growth of small and medium sized enterprises and attract new economic development and innovation.

(6) The transport priorities for Harlow are:

- achieving a major increase in the use of public transport, walking and cycling;
- enhancing access between Harlow and London, Stansted and Cambridge,
- addressing traffic congestion for movements within and across the town without encouraging an increase in car use; and
- measures to support the town's regeneration and growth and improve access to the strategic highway network from key employment sites.

(7) The strategy for Harlow should be delivered through a strong partnership approach. As a matter of urgency Harlow, East Hertfordshire and Epping Forest District Councils working with the county transport authorities, the Regional Assembly, the Government Office and Harlow Renaissance should undertake an appraisal of planning and transport options to inform the preparation of joint or coordinated Local Development Documents. This work should establish the planning framework for Harlow and its urban extensions in accordance with this RSS and an implementation strategy to support its regeneration and growth. The Harlow and Stansted Gateway Transport Board, which brings together the local authorities, Highways Agency, BAA, public transport providers and other partners, should scope the transport issues in a comprehensive way and develop an implementation programme, which complements and supports the development strategy.

13.55 The expansion of Harlow provides a major opportunity to address the substantial need for economic and physical regeneration of the post war new town, to meet a significant proportion of the development needs of the London Stansted Cambridge Peterborough growth area to 2021 and beyond, including in regard to employment activities related to the growth of Stansted Airport and housing, and to enhance Harlow's sub-regional status as an important centre for the surrounding areas of Essex and Hertfordshire.

13.56 This RSS provides for the development of 16,000 dwellings at Harlow to 2021. It will be for joint or co-ordinated Development Plan Documents drawn up by the three district councils, informed by the options appraisal work referred to above to determine the appropriate distribution between the existing town and the urban extensions, including the more detailed location and scale of required development. The objective is to put in place a development strategy which promotes Harlow's regeneration, is as sustainable as possible, and can be implemented at the required pace. Factors to be taken into account include: an early and sustained emphasis on regeneration and development within the existing town, making use of urban capacity; the differing implementation issues in regard to the urban extensions; and the emerging transport proposals and implementation strategy.

13.57 The strategy requires a green belt review. The landscape and environmental character of the local area and the importance of the M11 as a potential boundary are likely to constrain capacity south of the Stort Valley. North of Harlow there is the potential to put in place a major development of a large enough

scale to be a model of sustainable development. This is a significant and rare opportunity for somewhere so close to London. The green belt review should test the most sustainable eventual scale of urban extension in this area to 2031 and beyond and should not be restricted by the approach in paragraph 3.32 i.e. that the scale of green belt releases should look to 2031 and to the same rate of growth 2021-2031 as 2001- 2021.

13.58 Policy SS7 indicates that the green belt review should identify a compensating strategic extension to the green belt to the north of Harlow to define the long term limits to development. It should be several miles wide in accordance with PPG2 and to contribute to ensuring the overall area of green belt in the region is increased.

13.59 Key issues for joint or coordinated Local Development Documents include:

- ensuring urban extensions have a strong orientation towards the existing town and town centre and support their regeneration;
- ensuring that the development strategy, particularly for the area north of Harlow, minimises the impact of noise from aircraft landing at Stansted Airport.

13.60 Resolving traffic congestion and achieving a major increase in the use of public transport, walking and cycling are key objectives. This will require a strong focus on management of Harlow's existing transport infrastructure. However, beyond such management there is a need to address the congestion on the approaches to and within the town through additional or enhanced infrastructure which will support regeneration and improve access to main employment areas and new areas of development. Policy T15 identifies the London to Stansted corridor, including Harlow and access to Stansted Airport, as one of the areas likely to come under transport pressure which should be a focus for further work to identify the interventions needed.

13.61 Transport proposals should make effective use of the full range of funding sources. The regional priorities agreed through the Regional Funding Allocation process (Appendix A) suggest that interventions in the early and middle years of the Plan period would need to focus on management of existing infrastructure and more modest infrastructure investment. Funding a scheme of the scale of a Harlow by-pass before the last years of the Plan period will require an innovative use of funding sources or reprioritisation in later Regional Funding Allocation rounds. The necessary waste water infrastructure will need to be programmed into the water companies' business plans, informed by the relevant studies, see paragraph 10.8.

13.62 The growth required by this RSS represents a significant uplift from that in recent years. The local delivery vehicle, Harlow Renaissance, will have a key role in its delivery and the pace of development needs to be kept under review. If appropriate, its powers may need to be extended or reviewed to ensure exemplary sustainable development and an appropriately fast rate of delivery.

## Appendix Two: List and Map of Spatial Land Areas

Spatial Area	Name	LCA	Inner Adjoining Areas	Outer Adjoining Areas	North Boundary	East	South	West
<b>Harlow</b>								
H1	Roydon Lee	Within LCA 17A	Hare Street and Little Parndon	Roydon Stanstead Abbots	railway line LCA 12	Built up area LCA 18	A1169 Built up area Partially LCA 18	District border
H2	Pandon Wood	Within LCA 20A	Sumners and Kingsmoor Staple Tye	Broadly Common, Epping Upland and Nazeing	Built up area and green wedge	District border	District border	District border
H3	Stewards	LCA 20A	Sumners and Kingsmoor Staple Tye	Broadly Common, Epping Upland and Nazeing	Built up area LCA 18	Built up area	District border LCA 25	Rye Hill Rd
H4	Latton Bush	LCA 20A	Harlow Common	Hastingwood, Matching and Sheering Village	Built up area LCA 18	Built up area	District border	A414
H5	Harlow Common	LCA 20A	Harlow Common Church Langley	Hastingwood, Matching and Sheering Village	Built up area LCA 18	Built up area	District border	A414
H6	Church Langley North	LCA 20B	Old Harlow Church Langley Mark Hall	Hastingwood, Matching and Sheering Village	Built up area B183 LCA 18	Hobbs Cross Road and M11	Built up area LCA 18	London Road LCA 18

Spatial Area	Name	LCA	Inner Adjoining Areas	Outer Adjoining Areas	North Boundary	East	South	West
H7	Feltimors	LCA 20B	Old Harlow	Hastingwood, Matching and Sheering Village	District border Moor Hall Road LCA 19	District border M11	M11 and B183	B183
H8	Old Harlow East	LCA 15	Old Harlow	Lower Sheering	Railway line	District border	B183	Built up area LCA 18
H9	Harlow Mill East	LCA 15	Old Harlow	Lower Sheering	District border	District border	Railway line	Built up area LCA 18
H10	Stort Valley	LCA 12	Hare Street and Little Parndon Netteswell	Hunsdon	District border	A1019	Railway line	District border
<b>Epping Forest</b>								
EF1	Roydon	LCA 17 A	Hare Street and Little Parndon	Roydon Broadly Common, Epping Upland and Nazeing	Railway line	District border	LCA 17 B	Lee Valley
EF2	Roydon Hamlet	LCA 17 B	Great Parndon	Roydon Lower Nazeing	LCA 17 A	District border Built up area (Harlow)	Hamlet Hill	Lee Valley Netherhall Road
EF3	Roydon Hamlet South	LCA 17 B/C	Sumners and Kingsmoor	Lower Nazeing Waltham Abbey North	Hamlet Hill	B181 and Common Road	Middle Street and Nazeing Common	Built up area



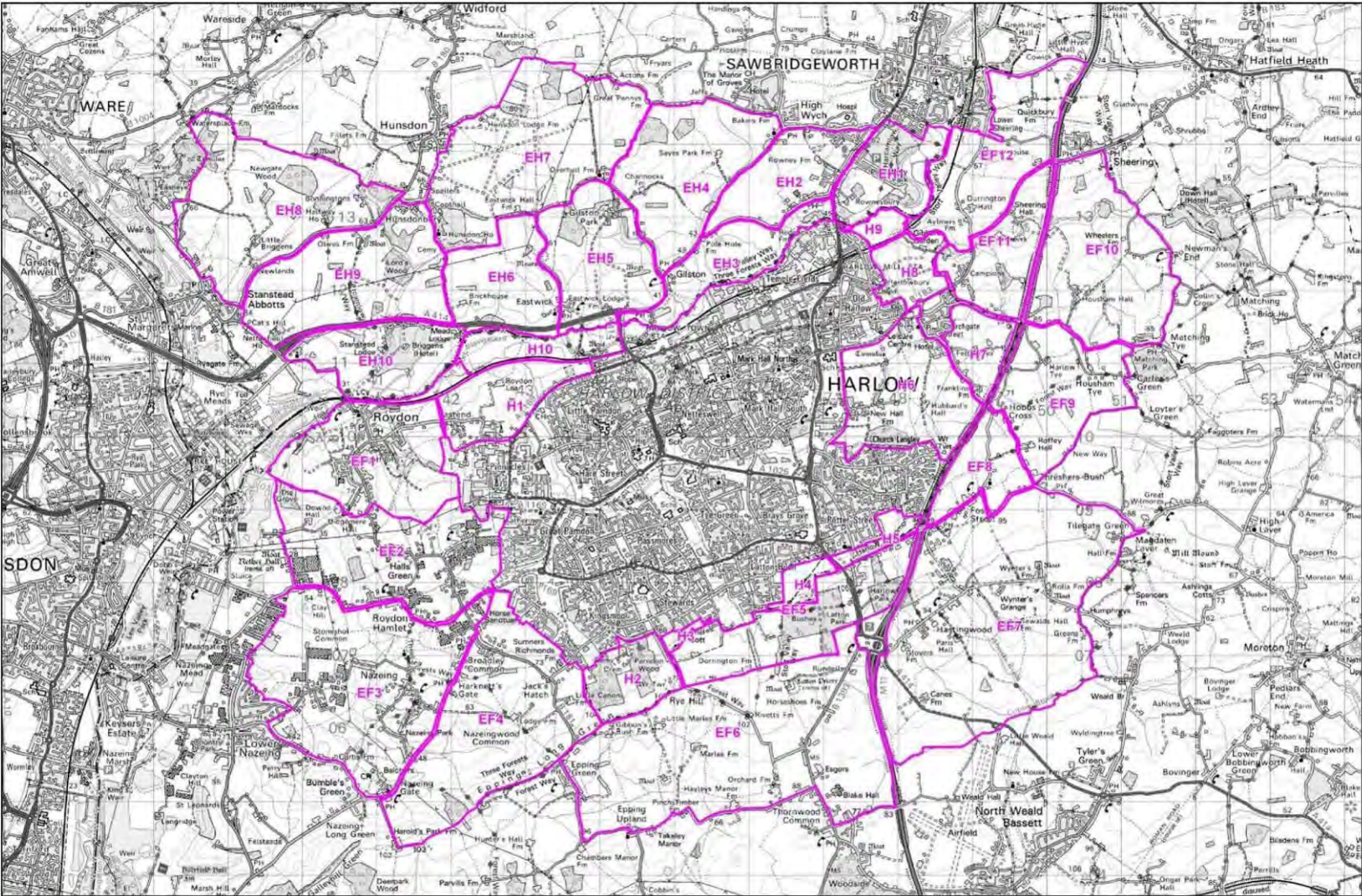
Spatial Area	Name	LCA	Inner Adjoining Areas	Outer Adjoining Areas	North Boundary	East	South	West
				East				
EF4	Nazeingwood Common	LCA 17C	H2 Sumners and Kingsmoor	Broadly Common, Epping Upland and Nazeing	District border Built up area	District border Built up area	LCA 25 Unnamed C road	Nazeing Common and Common Road
EF5	Latton Park	LCA 20A	Sumners and Kingsmoor Staple Tye Harlow Common	Hastingwood, Matching and Sheering Village	Built up area LCA 18	M11	LCA 25	Paringdon Road
EF6	Epping Ridges and Valleys	LCA 25 LCA 26	Sumners and Kingsmoor	North Weald Bassett Epping Hemnall Epping Lindsay and Thornwood Common	LCA 20	M11	Upland Road and Weald Hall Lane	B181
EF7	Hasting Wood	LCA 21	Harlow Common Church Langley	Moreton and Fyfield	Foster St and Green Lane LCA 20A	LCA 19 LCA 22	Cripsey Brook	M11
EF8	Hobbs Cross South	LCA 20B LCA 21	Old Harlow Church Langley	Moreton and Fyfield	M11	Threshers Bush Chalk Lane	Foster St and Green Lane	M11
EF9	Housham Tye	LCA 19	Old Harlow	Moreton and Fyfield	Harlow Road	PH Matching Park Faggotters	Faggotters Lane	M11

Spatial Area	Name	LCA	Inner Adjoining Areas	Outer Adjoining Areas	North Boundary	East	South	West
						Lane		
EF10	Sheering	LCA 16B LCA 19	Old Harlow	Hastingwood, Matching, Sheering Village Lower Sheering	B183	District border	Church Lane and Harlow Road	M11
EF11	Campions	LCA 19 LCA 15	Old Harlow	Hastingwood, Matching, Sheering Village Lower Sheering	B183	M11	District border	District border
EF12	Lower Sheering	LCA 15 LCA 12	Old Harlow	Hastingwood, Matching, Sheering Village Lower Sheering	Sawbridgeworth Rd	M11	B183	District border
<b>East Hertfordshire</b>								
EH1	Pishiobury Park	LCA 12 LCA 10D	Old Harlow	Sawbridgeworth	Built up area (Sawbridgeworth)	District border	District border	A1184 LCA 13
EH2	High Wych South	LCA 13	Mark Hall	Sawbridgeworth Much Hadham	Built up area (High Wych)	A1184 LCA 10D	Redricks Lane LCA 12	High Wych Road LCA 10C
EH3	Gilston East	LCA 12	Mark Hall Netteswell	Sawbridgeworth Much Hadham Hunsdon	Redricks Lane LCA 13 LCA 10 C	A1184	River Stort	A414 Built up area (Gilston)

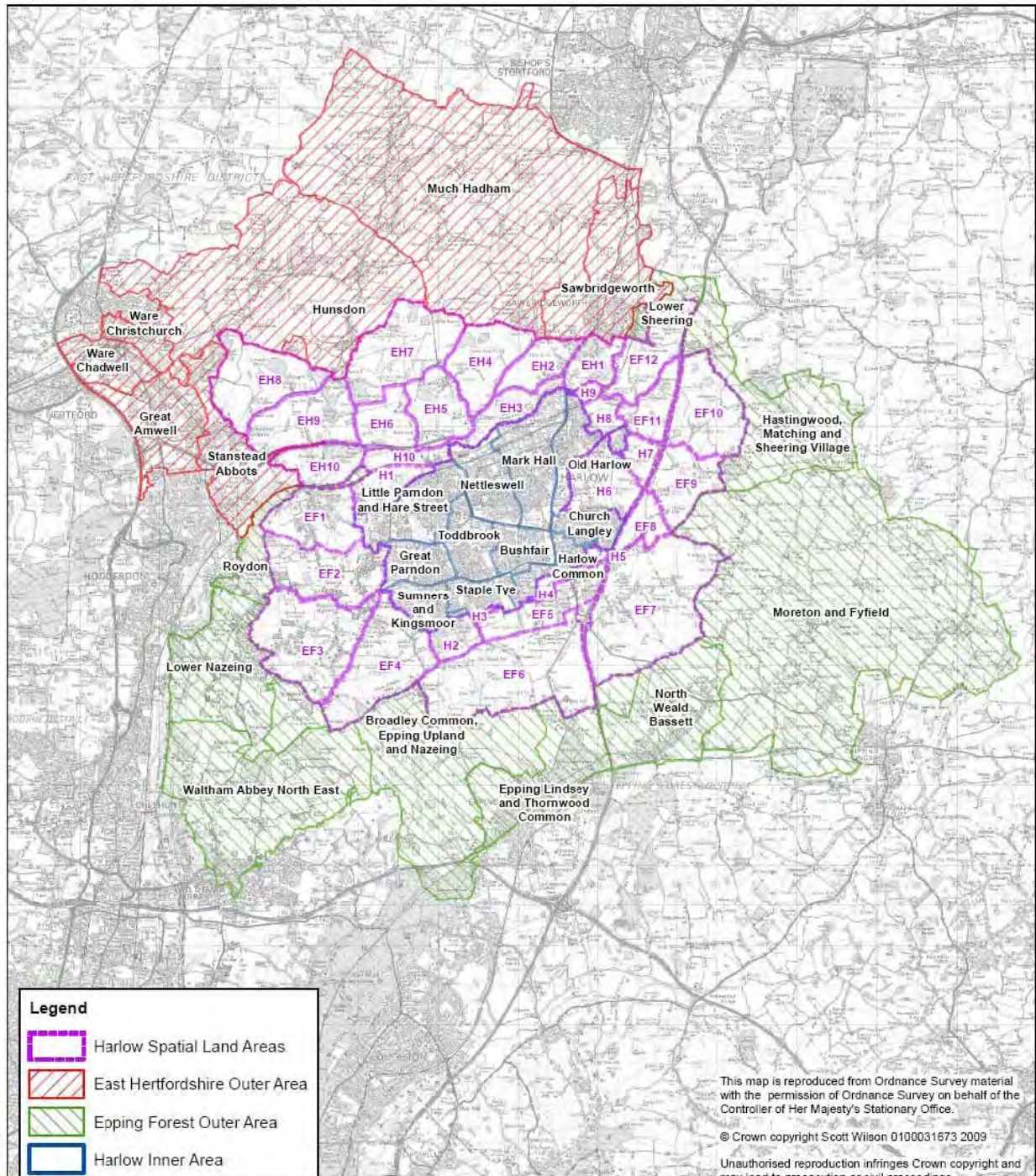
Spatial Area	Name	LCA	Inner Adjoining Areas	Outer Adjoining Areas	North Boundary	East	South	West
								LCA 10 B
EH4	Gilston North	LCA 10 C	Mark Hall Netteswell	Much Hadham Hunsdon	LCA 13	High Wych Road LCA 13	Built up area (Gilston) High Wych Road LCA 10 A/B/C	LCA 11 Eastwick Road
EH5	Gilston Park	LCA 10 B LCA 10 C	Netteswell Little Parndon and Hare Street	Hunsdon	LCA 11	Eastwick Road	District border Eastwick Road LCA 12	Eastwick Hall Lane
EH6	Eastwick	LCA 10 B	Little Parndon and Hare Street	Hunsdon	LCA 11	Eastwick Hall Lane	District border LCA 12	Eastwick Road
EH7	Hunsdon	LCA 11	Hunsdon	Much Hadham Hunsdon	Wooded areas Public footpath	LCA 10C High Wych Road	LCA 10 A/B/C	Eastwick Road
EH8	Newgate Wood	LCA 10 A	Stanstead Abbots	Hunsdon Great Amwell Ware Chadwell Ware Christchurch Ware Trinity	LCA 11 Public footpath	B180	B180 Built up area (Stanstead Abbots)	LCA 8 LCA 9 Hollycross Lane
EH9	Olives Farm	LCA 10 A	Little Parndon and Hare Street	Stanstead Abbots Hunsdon	B180	Eastwick Road	A414	B181

Spatial Area	Name	LCA	Inner Adjoining Areas	Outer Adjoining Areas	North Boundary	East	South	West
EH10	Briggs	LCA 10 A LCA 12	Little Parndon and Hare Street	Hunsdon	A414	District border	LCA 12 Railway line	B181

Harlow, East Hertfordshire and Epping Forest District Councils  
Generating and Appraising Spatial Options for the Harlow Area



## Appendix Three: Spatial Land Areas and Adjoining Areas



## Appendix Four: Proforma for SLA data collection

Area Investigation	
<i>Add area name &amp; reference</i>	
<i>Add key view photo (other photos to be kept in file)</i>	
<i>Source: location, name of person who took the photo, date taken</i>	
<i>Add descriptive text of the area (including size of the area in ha, locations main roads, key features natural and built environment (such as ridges, high voltage power lines, etc))</i>	
<i>Add description text of adjoining areas including key local plan policies of defined adjoining areas - Planning context of areas being investigated</i>	
<ul style="list-style-type: none"> <li>• Inner adjoining area i.e. Harlow (name &amp; reference):</li>   <li>• Outer adjoining area (name &amp; reference):</li> </ul>	
<i>Add list of key local plan policies that are applicable to this area</i>	

Baseline information		
Topic	Comments	Source (identify source and insert web link to information)
<b>Agricultural land</b>		
1	<b>Agricultural Land Classifications</b> <i>i.e. Grade of agricultural land within the area and soil type</i>	
<b>Air quality</b>		
2	<b>Air Quality Management Areas (AQMA)</b> <i>i.e. area contain / adjacent to an AQMA?</i>	
<b>Communities</b>		
3	<b>Community services and facilities</b> <i>(i.e. include approximate distances in kms (miles) to the nearest service / facility from the following list)</i> <ul style="list-style-type: none"> <li>• Shopping area</li> <li>• Primary school</li> <li>• Secondary school</li> <li>• College/sixth form</li> <li>• Health facilities – Hospitals, GPs, Dental practices, Pharmacies</li> <li>• Leisure &amp; cultural facilities</li> <li>• Recreation areas</li> <li>• Post Office</li> </ul>	
4	<b>Gypsy &amp; Travellers Sites</b> <i>i.e. existing sites in the area / adjacent to the area</i>	
<b>Community wellbeing</b>		
5	<b>Index of Multiple Deprivation</b> <i>i.e. IMD score &amp; ranking in the area / adjacent to the area</i>	
6	<b>Indices of Deprivation - Barriers to housing and services</b> <i>i.e. IMD score &amp; ranking in the area / adjacent to the area</i>	
7	<b>Indices of Deprivation - Crime</b> <i>i.e. IMD score &amp; ranking in the area / adjacent to the area</i>	



	Topic	Comments	Source ( <i>identify source and insert web link to information</i> )
8	<b>Indices of Deprivation - Education and training</b> <i>i.e. IMD score &amp; ranking in the area / adjacent to the area</i>		
9	<b>Indices of Deprivation - Health deprivation</b> <i>i.e. IMD score &amp; ranking in the area / adjacent to the area</i>		
<b>Contamination, Waste and Noise</b>			
10	<b>Contamination and Pollution hazards</b> <i>i.e. area contain / adjacent to contaminated land</i>		
11	<b>Waste sites</b> <i>i.e. area contain / adjacent to a landfill site of buffer</i>		
12	<b>Noise</b> <i>i.e. description on possible noise pollution on the area</i>		
<b>Economy</b>			
13	<b>Employment uses</b> <i>i.e. include a description and type of employment uses within area or adjacent to area</i>		
14	<b>Indices of Deprivation - Employment</b> <i>i.e. IMD score &amp; ranking in the area / adjacent to the area</i>		
15	<b>Indices of Deprivation - Income</b> <i>i.e. IMD score &amp; ranking in the area / adjacent to the area</i>		
16	<b>Tourism</b> <i>i.e. area contain / adjacent to any tourist / visitor attractions</i>		
<b>Green Belt</b>			
17	<b>Green Belt</b> <i>i.e. area contain / adjacent to Green Belt land. If so, would it cause harm to the 5 purposes defined in PPG2 or objectives of policies</i>		
<b>Heritage &amp; landscape</b>			
18	<b>Historic environment</b> <i>(area contain any of the following, include names, area in ha, number and / or grade ) from</i>		

<i>the following</i>			
	<b>Topic</b>	<b>Comments</b>	<b>Source (identify source and insert web link to information)</b>
	<ul style="list-style-type: none"> <li>• <i>Archaeological sites</i></li> <li>• <i>Conservation areas Listed buildings</i></li> <li>• <i>Registered parks &amp; gardens</i></li> <li>• <i>Scheduled Ancient Monuments</i></li> </ul>		
19	<b>Landscape character</b> <i>i.e. landscape character for the area - refer to Landscape character study</i>		
20	<b>Topography</b> <i>i.e. any topographical features worth noting such as ridges</i>		
<b>Nature conservation</b>			
21	<b>Geological sites</b> <i>i.e. area contain / adjacent to any designated geological sites</i>		
22	<b>Green infrastructure</b> <i>i.e. the nature of green infrastructure within the area such as, open space, green wedges</i>		
23	<b>Internationally designated sites</b> <i>i.e. area contain / adjacent to any internationally designated sites such as SPAs, SACs, Ramsar Sites</i>		
24	<b>Locally designated sites</b> <i>i.e. area contain / adjacent to any locally designated sites such as SINC, local wildlife sites</i>		
25	<b>Nationally designated sites</b> <i>i.e. area contain / adjacent to any nationally designated sites such as SSSIs</i>		
26	<b>Protected species and habitats</b> <i>i.e. area contain / adjacent to any protected species or habitats</i>		
27	<b>Woodlands</b> <i>i.e. area contain / adjacent to any woodlands including ancient woodlands</i>		
<b>Transport</b>			
28	<b>Distance to Harlow Town</b>		

**Centre** *i.e. distance in kms (miles) to Harlow TC and time taken on public transport such as bus, train*

29	<b>Distance by road to nearest centres</b> <i>i.e. distance in kms (miles) to Bishop's Stortford, Chelmsford, Stevenage &amp; London (Hyde Park Corner) and time taken on public transport such as bus, train</i>		
30	<b>Public transport</b> <i>i.e. record the nearest public transport links such as bus routes and train stations to the area (bus stops and name of train station/s) and frequency of services</i>		
31	<b>Strategic road network</b> <i>i.e. name of road and distance in kms (miles) to nearest motorway junction. Also note any potential congestion problems from local transport plan</i>		

**Transport continued**

32	<b>Cycling and Walking</b> <i>i.e. strategic cycle or footpath networks running through or adjacent to the area or could connect to them</i>		
----	--	--	--

**Water resources**

33	<b>Flood risk</b> <i>i.e. area within / adjacent to areas within flood zones 2 and 3</i>		
34	<b>Groundwater Source Protection Zones</b> <i>i.e. area contain any GPZs</i>		
35	<b>Water supply and wastewater treatment</b> <i>i.e. existing water supply and sewage for the area</i>		

**Additional observations e.g. regeneration opportunities, infrastructure issues, other specific area opportunities / constraints**

**Change log**

<b>Row</b>	<b>Change</b>	<b>Origin</b>	<b>Date</b>
------------	---------------	---------------	-------------

**Attach – map of the area** (note 3 outputs: map of area and constraints; map of surrounding area and map of developable area)



<b>Information</b>
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Please provide information on the relevant area / site in the columns below. In providing information please distinguish between the existing state of the area / site and the potential effects (positive, negative or neutral) stemming from any potential development on the area / site.

	Topic	Existing	Potential
	<b>MAIN LAND USES</b>		
1	<b>Housing</b> <i>e.g. capacity, mix, type, tenure</i>		
2	<b>Employment uses</b> <i>e.g. type of jobs, number of jobs, skill level, links with existing employment base in the area</i>		
3	<b>Community services and facilities</b> <i>e.g. retail, education, health related facilities, arts and cultural attractions, recreation areas, neighbourhood facilities</i>		
4	<b>Tourism</b> <i>e.g. tourist / visitor attractions</i>		
5	<b>Built Heritage</b> <i>e.g. relationship to existing built heritage</i>		
6	<b>Any other land uses</b>		
	<b>INFRASTRUCTURE</b>		
7	<b>Green infrastructure.</b> <i>e.g. type and nature of green spaces, links with countryside, green wedges, enhancing biodiversity</i>		
8	<b>Energy</b> <i>e.g. supply, type, renewables, source</i>		
9	<b>Water supply and wastewater treatment</b> <i>e.g.</i>		

Topic		Existing	Potential
	<i>existing water supply and sewerage for the area and arrangements made for the future provision of these services</i>		
10	<b>Any other infrastructure issues/ provision</b>		
<b>TRANSPORT</b>			
11	<b>Distance to Harlow Town Centre</b> <i>i.e. distance to Harlow Town Centre and approximate time taken on public transport such as bus, train</i>		
12	<b>Distance by road to nearest centres</b> <i>i.e. distance to Bishop's Stortford, Chelmsford, Stevenage &amp; London (Hyde Park Corner) and time taken on public transport such as bus, train</i>		
13	<b>Public transport</b> <i>i.e. record the nearest public transport links such as bus routes and train stations to the area (bus stops and name of train station/s) and frequency of services</i>		
14	<b>Strategic road network</b> <i>i.e. name of road and distance in kms (miles) to nearest motorway junction. Also note any potential congestion problems from local transport plan</i>		

## Additional Information

***Please provide additional information on any potential strengths of bringing this area / site forward for development***

***Please provide additional information on how any potential barriers or weaknesses could be overcome to bring this area / site forward for development***



## Appendix Six: Exclusionary Criteria Results

SLA ID	Name	Total Area	Area of developable land (ha)	% Remaining
H1	Roydon Lea	137	101	73
H2	Pandon Wood	107	54	51
H3	Stewards	10	2	23
H4	Latton Bush	32	0	1
H5	Harlow Common	31	1	3
H6	Church Langley North	253	212	84
H7	Feltimors	77	63	81
H8	Old Harlow East	74	55	75
H9	Harlow Mill East	24	3	14
H10	Stort Valley	93	11	12
	Harlow Total			
EH1	Pishiobury Park	140	60	43
EH2	High Wych South	163	136	83
EH3	Gilston East	150	82	55
EH4	Gilston North	293	258	88
EH5	Gilston Park	236	188	80
EH6	Eastwick	186	159	86
EH7	Hunsdon	458	415	91
EH8	Newgate Wood	395	336	85

SLA ID	Name	Total Area	Area of developable land (ha)	% Remaining
EH9	Olives Farm	338	299	88
EH10	Briggens	182	112	62
	East Herts Total	2540	2047	81
EF1	Roydon	289	146	50
EF2	Roydon Hamlet	377	341	91
EF3	Roydon Hamlet South	547	434	79
EF4	Nazeingwood Common	471	393	83
EF5	Latton Park	243	172	71
EF6	Epping Ridges and Valleys	756	672	89
EF7	Hasting Wood	832	703	84
EF8	Hobbs Cross South	108	93	86
EF9	Housham Tye	237	227	95
EF10	Sheering	361	302	84
EF11	Campions	157	140	89
EF12	Lower Sheering	269	237	88
	Epping Forest Total	4646	3860	83
	<b>OVERALL TOTAL</b>	8023	6408	80

## Appendix Seven: Narrative summary of SLA criteria assessment

### Harlow

SLA	Regeneration			Sustainable Transport			Constraints-led			Third Sieve	
	IMD	IMD EMP.	IMD E&T	Rail	W&C	Public	Sensitivity	GB	Flooding	Coalescence	Regeneration
H1	Red	Red	Green	Green	Yellow	Green	Red	Yellow	Yellow	Green	Red
H2	Yellow	Yellow	Green	Red	Yellow	Yellow	Red	Yellow	Green	Green	Green
H3	Yellow	Yellow	Green	Red	Red	Yellow	Red	Yellow	Green	Green	Green
H4	Yellow	Yellow	Green	Red	Yellow	Yellow	Red	Yellow	Green	Green	Green
H5	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Green	Green
H6	Yellow	Red	Yellow	Yellow	Green	Yellow	Green	Yellow	Yellow	Green	Green
H7	Red	Red	Red	Yellow	Green	Yellow	Green	Yellow	Yellow	Green	Red
H8	Red	Red	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Green
H9	Red	Red	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Red	Green	Green
H10	Red	Red	Green	Green	Yellow	Yellow	Red	Yellow	Red	Green	Red

#### SLA Assessment Summary

**H1** On this 137 ha area there are approximately **100 ha of developable land** (73%). Land to the southwest and eastern parts of the area have been excluded because it includes part of the built up area of Harlow as well as a small section of flood zone 3. It scores poorly against IMD and IMD employment criteria however, the SLA is located within an area ranked 13.54% most deprived with respect to IMD Education and Training. The area is very close to Harlow Town rail station and while the area includes no cycle paths there are several footpaths transecting the area. The area is highly sensitive to substantial development and scores moderately well against green belt criterion. It is not adjacent to any ongoing neighbourhood regeneration initiatives.

**H2** On this 106.5 ha area there are approximately **54 ha of developable land** (51%). The majority of land within the area has been excluded because it has been designated as the Parndon Wood Local Nature Reserve and SSSI. The area scores moderately well against IMD criteria because it is located adjacent to areas of significant deprivation Kingsmoor and Staple Tye. It is also adjacent to ongoing regeneration initiatives within Harlow. It scores poorly against the Rail criterion but moderately well against other sustainable transport criteria because of the presence of footpaths and bus routes around the area. The area is highly sensitive to substantial development and scores moderately well against green belt criterion because it is within the metropolitan green belt. It scores well against the flood risk criterion. The SLA performs well against the regeneration criterion within the third sieve because it is adjacent to Staple Tye which has been identified for renewal.

**H3** On this 10 ha area there are approximately **2 ha of developable land** (20%). Most of the land has been excluded because it is part of the existing urban area of Harlow. It scores moderately well against IMD and IMD Employment criteria because it contains areas ranked 23.92% most deprived against IMD and 20.34 most deprived against IMD Employment. It scores well against IMD Education and Training because it is part of two LSOAs within 20% least deprived. It is adjacent to ongoing regeneration initiatives within Harlow. It scores poorly against rail because of the distance from any stations and against walking and cycling because there is a lack of these facilities. It scored moderately well against public transport because of

SLA	Assessment Summary
	<p>several nearby bus routes. The area is highly sensitive to substantial development but it is not within the metropolitan green belt so it scores well against this criterion. It also scores well in terms of flooding. The SLA performs well against the regeneration criterion within the third sieve because it is adjacent to Staple Tye which has been identified for renewal.</p>
<p><b>H4</b></p>	<p>On this 32 ha area there are approximately 0.31 ha of developable land. However, the exclusion of this land is a result of the high resolution used by the OS Meridian Urban Area and site investigation and aerial photographs confirm that it is Latton Common, greenfield land within the metropolitan green belt. The area scores moderately well against IMD and IMD Employment criteria because it is adjacent to an area ranked 28.35% most deprived for IMD and 23.19 most deprived for IMD EMP. It scores well against IMD Education and Training because it contains LSOAs ranked 17.25% and 16.23% most deprived for Education and Training. The area is adjacent to ongoing neighbourhood regeneration schemes. It scores poorly because against the rail criterion, well against walking and cycling because it contains facilities for both of these activities but moderately against public transport because there are several bus routes near to the area. The area is highly sensitive to substantial development and scores moderately well against the green belt criterion. It contains no area of flood risk so scores well. The SLA performs well against the regeneration criterion within the third sieve because it is adjacent to Clifton Hatch which has been identified for renewal.</p>
<p><b>H5</b></p>	<p>On this 31 ha area there is approximately 1 ha of developable land. However, the exclusion of this land is a result of the high resolution used by the OS Meridian Urban Area and site investigation and aerial photographs confirm that it is Harlow Common, greenfield land within the metropolitan green belt. The area scores moderately well against IMD and IMD Employment because it is adjacent to areas ranked 28.62% and 28.07% most deprived, respectively. It scores well against IMD Employment and Training because it contains areas ranked 16.23% and 15.08% most deprived. It is adjacent to ongoing neighbourhood regeneration initiatives. It scores poorly against the rail criteria but well against the walking and cycling criteria. It scores moderately against public transport because there are several bus routes adjacent to the area. The area is highly sensitive to substantial development and development within the area would contradict 3 green belt purposes. The area is not within flood zone 2 or 3. The SLA performs well against the regeneration criterion within the third sieve because it is adjacent to Prentice Place which has been identified for renewal.</p>
<p><b>H6</b></p>	<p>On this 252 ha area there are approximately <b>212 ha of developable land</b> (84%). Land has been excluded because of it is within the existing built up area of Harlow and because it contains the ancient woodland of Brenthall Wood and Barnsley Wood which is designated as a County Wildlife Site. It scores moderately well against IMD and IMD Education and Training criteria because it is adjacent to an area ranked 26.35% and 19.01 % most deprived, respectively. It is adjacent to an area with ongoing regeneration initiatives. It scores moderately well against the rail criterion however, given the size of the area it is important to note that there is a significant difference in distance between the north and south of the area. It scores well against walking and cycling and contains part of the National Cycle Route. It also scores well against public transport because there is easy access to buses around the perimeter of the area. It has low sensitivity to substantial development but it is partially within the metropolitan green belt and would contradict three purposes. There is risk of localised flooding from a tributary of the River Stort in the northeast of the area so scores moderately against this criterion. The SLA performs well against the regeneration criterion within the third sieve because it is adjacent to Old Harlow which has been identified for renewal.</p>
<p><b>H7</b></p>	<p>On this 77 ha area there are approximately <b>63 ha of developable land</b> (82%). Land has been excluded because it is either part of the existing urban area of Harlow, a small section is within flood zone 3, or it has been designated as a local wildlife site. The area scores poorly against all regeneration criteria. It scores moderately against rail criteria although there is a difference in distance to Harlow Mill station between the north and south parts of the area. It scores well against walking and cycling criteria because it is adjacent to National Cycle Route 1 and there are footpaths through the area. It scores moderately well against public transport because there are bus routes to the north and west of the area. The area has low</p>

SLA	Assessment Summary
	<p>sensitivity to substantial development but contradicts three purposes of the metropolitan green belt. A small section of the western edge of the area is within flood zone three. It is not adjacent to any ongoing neighbourhood regeneration initiatives.</p>
<p><b>H8</b></p>	<p>On this 74 ha area there are approximately <b>55 ha of developable land</b> (74%). Land has been excluded because it falls within the existing urban fabric of Harlow and because a small section in the northeast of the area is within flood zone 3. It scores poorly against IMD and IMD employment criteria but moderately well against IMD Education and Training because it is adjacent to an area ranked 29.82% most deprived. It scores well against rail criterion because it is near to Harlow Mill station but moderately well against walking and cycling and public transport (bus). It is moderately sensitive to substantial development and the top half of the area is within the metropolitan green belt with development potentially contradicting three of its purposes. It scores moderately well against flooding criterion because the northern and eastern parts of the area are within flood zones 2 and 3 and the western border also includes flood zone 2. The SLA performs well against the regeneration criterion within the third sieve because it is adjacent to Old Harlow which has been identified for renewal.</p>
<p><b>H9</b></p>	<p>On this 24 ha area there are approximately <b>3 ha of developable land</b> (13%). Land has been excluded because almost the entire area lies within flood zone 3. It ranks poorly against IMD and IMD employment criteria but it ranks moderately well against IMD Education and Training because it is adjacent to an area ranked 29.82% most deprived. It is very near to Harlow Mill station and scores moderately well against walking and cycling and public transport (bus). The area is moderately sensitive to development but development would potentially contradict three green belt purposes. Because of the severe flood risk across the majority of the site it scores poorly against this criterion. The SLA performs well against the regeneration criterion within the third sieve because it is adjacent to Old Harlow which has been identified for renewal.</p>
<p><b>H10</b></p>	<p>On this 93 ha area there are approximately <b>11 ha of developable land</b> (12%). Land is excluded primarily because most of the site lies within the functional flood plain (flood zone 3). It scores poorly against IMD and IMD Employment criteria but scores well against IMD Education and Training because it lies within LSOAs ranked 13.54% and 13.81% most deprived. It scores well against the rail criterion because it is near to Harlow Town station and it scores moderately well against walking and cycling and public transport (bus) criterion. It is highly sensitive to substantial development. It scores moderately well against green belt criterion and development would contradict three purposes. It scores poorly against flooding because it is almost entirely within the functional flood plain. It is not adjacent to any ongoing neighbourhood regeneration initiatives.</p>

## Epping Forest

SLA	Regeneration			Sustainable Transport			Constraints-led			Third Sieve	
	IMD	IMD EMP.	IMD E&T	Rail	W&C	Public	Sensitivity	GB	Flooding	Coalescence	Regeneration
EF1	Red	Red	Yellow	Green	Yellow	Green	Red	Red	Yellow	Red	Red
EF2	Red	Red	Yellow	Yellow	Yellow	Yellow	Red	Red	Green	Green	Red
EF3	Red	Red	Green	Red	Yellow	Yellow	Red	Red	Green	Green	Red
EF4	Red	Red	Yellow	Red	Yellow	Yellow	Red	Red	Green	Green	Green
EF5	Yellow	Yellow	Yellow	Red	Yellow	Green	Red	Yellow	Green	Green	Green
EF6	Red	Red	Red	Red	Yellow	Yellow	Red	Red	Green	Green	Red
EF7	Red	Red	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Red
EF8	Red	Red	Red	Red	Yellow	Red	Green	Yellow	Green	Green	Red
EF9	Red	Red	Red	Red	Green	Yellow	Red	Yellow	Green	Green	Red
EF10	Red	Red	Red	Red	Green	Yellow	Red	Yellow	Yellow	Green	Red
EF11	Red	Red	Red	Red	Green	Yellow	Yellow	Yellow	Yellow	Green	Red
EF12	Red	Red	Red	Green	Yellow	Yellow	Red	Red	Yellow	Green	Red

SLA	Assessment Summary
EF1	On this 290 ha area there are approximately <b>146 ha of developable land</b> (50%). Land is primarily excluded because it is within the existing built up area (Roydon) and because there are areas of flood risk to the northern and western peripheries of the area. The area scores poorly against IMD and IMD Employment criteria and scores reasonably well against IMD Education and training because it is adjacent to an area ranked 13.54% most deprived. It scores well against rail criterion because Roydon Rail Station is on the northern edge of the area and against public transport (bus) because of the level of services within the area. It scores reasonably well against cycling and walking because there are several footpaths and bridlepaths travelling through the area in various directions. There are existing proposals for future National Cycle Routes in Roydon and the small village of Eastend. The area is highly sensitive to substantial development and may conflict with four purposes of the green belt. It scores moderately well against flood risk. The coalescence criterion within the third sieve excludes this SLA on the basis that substantial development would inevitably lead to coalescence with Roydon. It is not adjacent to any ongoing neighbourhood regeneration initiatives.
EF2	On this 377 ha area there are approximately <b>341 ha of developable land</b> (90%). Small areas of land have been excluded because they are part of existing built up areas and there is a local wildlife site. The area scores poorly against IMD and IMD employment criteria but reasonably well against IMD Education and Training because it is adjacent to an area ranked 17.41% most deprived. This refers to an LSOA within Harlow. The area ranks reasonably well against rail criterion however, there are clearly differences in distance to Roydon rail station between the northern and southern parts of the area. The area ranks moderately well against walking and cycling because while there are no cyclepaths there are several footpaths and bridle paths through the area. It scores well against public transport (bus) as there are several bus routes through and adjacent to the area. The area is highly sensitive to substantial development and may contradict four green belt purposes so scores poorly against these criteria. It scores well against flood zone criterion. It is not adjacent to any ongoing neighbourhood regeneration initiatives.
EF3	On this 547 ha area there are approximately <b>434 ha of developable land</b> (79%). Small areas of land have been excluded because they are part of existing built up areas and additionally there are two small local wildlife sites. The area scores poorly against IMD and IMD employment but scores well against the IMD Education and Training because it contains an area ranked 26% most deprived in this domain. The area scores poorly against the rail criterion but scores moderately well against walking and cycling criterion because the Three Forests Way crosses the area and there is a well connected network of public footpaths.

SLA	Assessment Summary
	It scores moderately well against public transport (bus). It is high sensitive to substantial development and development would potentially contradict five green belt purposes. However, given the size of the SLA development could still occur on most of the site whilst still retaining a strategic gap between Lower Nazeing and thereby only contradicting three purposes. The area scores well against the flood zone criterion. It is not adjacent to any ongoing neighbourhood regeneration initiatives.
EF4	On this 471 ha area there are approximately <b>393 ha of developable land</b> (83%). Small areas of land have been excluded because they are part of existing built up areas or are designated as local wildlife sites. The area scores poorly against IMD and IMD employment but scores moderately well against IMD Education and Training because it is adjacent to an area ranked 14.36% most deprived. This refers to an LSOA within southwest Harlow. The area scores poorly against the rail criterion. The area scores moderately well against walking and cycling because although there are no cycle paths the area includes part of the Three Forests Way and several other footpaths. It also scores moderately well against public transport (bus). The area is highly sensitive to substantial development and would contradict four green belt purposes. The area scores well against the flood zone criterion. The SLA performs well against the regeneration criterion within the third sieve because it is adjacent to Staple Tye which has been identified for renewal.
EF5	On this 243 ha area there are approximately <b>172 ha of developable land</b> (71%). Land has been excluded principally because it is designated as local wildlife sites. The area scores moderately well against all three IMD criteria because it is adjacent to areas ranked in the 30% most deprived for each domain. These areas are all found within the south of Harlow. The area scores poorly against the rail criterion but scores moderately well against walking and cycling because The Stort Valley Way and other footpaths travel through the area and it scores against public transport (bus) because there are several bus stops adjacent and within the area – many of these are found within the southern periphery of Harlow itself. The area is highly sensitive to substantial development and scores moderately well against the green belt criterion. The area scores well against the flood zone criterion. The SLA performs well against the regeneration criterion within the third sieve because it is adjacent to Clifton Hatch and Prentice Place which have been identified for renewal.
EF6	On this 756 ha area there are approximately <b>672 ha of developable land</b> (89%). Land has been excluded because it is either part of a built up area or designated as a local wildlife site. The area scores poorly against all three IMD criteria as well as the rail criteria. It scores moderately well against walking and cycling because the Forest Way travels through the northern part of the area and there are several footpaths. It scores moderately well against public transport (bus) because of several routes travelling through the area along the B1393. The area is highly sensitive to substantial development and development may contradict three green belt principles. The area scores well against the flood zone criterion. It is not adjacent to any ongoing neighbourhood regeneration initiatives.
EF7	On this 830 ha area there are approximately <b>704 ha of developable land</b> (85%). Small parts of the area have been excluded because they comprise part of existing built up areas and there is a small area of flood zone 3 in the southern part of the area along Cripsey Brook. The area scores poorly against IMD and IMD Employment criteria and moderately well against IMD Education and Training because it is adjacent to an LSOA ranked 15.08% most deprived in this domain. This LSOA is situated within Harlow. The Area scores poorly against the rail criterion but moderately well against Walking and Cycling because the Stort Valley Way goes through the area in addition to public footpaths and a public byway open to all traffic. The area scores moderately well against public transport (bus) because there are several bus routes going through the area. The area is moderately sensitive to substantial development and development would contradict three green belt purposes. The area scores moderately well against the flooding criterion however, only a very small part of the site is within flood zone 2. It is not adjacent to any ongoing neighbourhood regeneration initiatives.
EF8	On this 108 ha area there are approximately <b>93 ha of developable land</b> (86%). Small parts of the area have

SLA	Assessment Summary
	<p>been excluded because they are part of an existing urban fabric. The area scores poorly against IMD and IMD Employment criteria but moderately well against IMD Education and Training because it is adjacent to an area ranked 15.08% most deprived within this domain. This refers to an LSOA within Harlow itself. The area scores poorly against the rail criterion but moderately well against walking and cycling (Forest Way and footpaths) but poorly against public transport bus. The area has low sensitivity to substantial development but would contradict three green belt purposes but scores well against the flood zone criteria. It is not adjacent to any ongoing neighbourhood regeneration initiatives.</p>
EF9	<p>On this 237 ha area there are approximately <b>227 ha of developable land</b> (96%). Very small areas of land have been excluded because they are part of the existing built up area and there is also part of a local wildlife site within the area. The area scores poorly against all three IMD criteria and rail. It scores well against walking and cycling because National Cycle Route 1 travels through the northern boundary of the area along Matching Road and there are also several footpaths and a short bridleway. It scores poorly against public transport (bus). The area is highly sensitive to substantial development and development would contradict three green belt purposes. The area scores well against the flood zone criterion. It is not adjacent to any ongoing neighbourhood regeneration initiatives.</p>
EF10	<p>On this 361 ha area there are approximately <b>302 ha of developable land</b> (84%). Small parts of the area have been excluded because they are part of existing urban areas, there is an area of flood zone 3 and two areas of ancient woodland have been designated as local wildlife sites. The area scores poorly against all three IMD criteria and rail. The area scores well against walking and cycling and moderately well against public transport (bus). The area is highly sensitive to substantial development and development of the area would potentially contradict three green belt purposes. The area scores moderately well against flooding criterion because there are areas of flood risk 2 and 3 along a tributary of the Stort. It is not adjacent to any ongoing neighbourhood regeneration initiatives.</p>
EF11	<p>On this 157 ha area there are approximately <b>140 ha of developable land</b> (89%). Small parts of the area have been excluded because they are part of the existing built environment and because they include sections of flood zone 3 along a tributary of the Stort (Pincey Brook). The area scores poorly against all three IMD criteria and rail. It scores well against walking and cycling because National Cycle Route 1 travels through the southern boundary and there are footpaths crossing the area. It scores moderately well against public transport (bus) and it is moderately sensitive to substantial development. The area scores moderately well against green belt criteria and against flooding criterion because there are areas of flood risk 2 and 3 along a tributary of the Stort. It is not adjacent to any ongoing neighbourhood regeneration initiatives.</p>
EF12	<p>On this 269 ha area there are approximately <b>237 ha of developable land</b> (88%). Land has been excluded because it is part of the existing built environment and because it includes sections of flood zone 3 along the southern and western boundaries of site. The area scores poorly against all three IMD criteria. It scores well against rail because of its proximity to Sawbridgeworth station. It scores moderately well against walking and cycling because while there are no cycle routes through the area it does include the Stort Valley Way and several footpaths. It also scores moderately well against public transport (bus). The land is highly sensitive to substantial development and would contradict five green belt purposes. This would potentially include causing coalescence between Harlow and Sawbridgeworth. It is not adjacent to any ongoing neighbourhood regeneration initiatives.</p>



## East Hertfordshire

SLA	Regeneration			Sustainable Transport			Constraints-led			Third Sieve	
	IMD	IMD EMP.	IMD E&T	Rail	W&C	Public	Sensitivity	GB	Flooding	Coalescence	Regeneration
EH1	Red	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Red	Red	Red	Red
EH2	Red	Yellow	Red	Green	Yellow	Green	Yellow	Red	Green	Green	Red
EH3	Red	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Red
EH4	Red	Green	Red	Yellow	Yellow	Red	Yellow	Yellow	Yellow	Green	Red
EH5	Red	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Red
EH6	Red	Red	Yellow	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Green	Red
EH7	Red	Red	Red	Red	Yellow	Red	Yellow	Green	Green	Green	Red
EH8	Red	Red	Red	Green	Yellow	Yellow	Red	Yellow	Green	Green	Red
EH9	Red	Red	Red	Green	Yellow	Green	Red	Red	Yellow	Green	Red
EH10	Red	Red	Yellow	Green	Yellow	Red	Red	Red	Yellow	Green	Red

SLA	Assessment Summary
EH1	<p>On this 140 ha area there are approximately <b>60 ha of developable land</b> (43%). Land has been excluded because it falls within Flood Zone 3, it is part of registered historical land and/or includes large areas of County Wildlife Sites. The area scores poorly against the IMD criterion but moderately well against IMD Employment and IMD Education and Training because it is adjacent to an LSOA ranked 25.04% and one ranked 29.82%, respectively. It scores well against Rail criterion because it is near to Harlow Mill station. It scores moderately well against Walking and Cycling because it only contains footpaths (the Harcamlow Way) however, there is a proposed riverside National Cycle Route through the area and moderately well against public transport (bus) as there are two routes that travel adjacent to the site. The area scores poorly against all three Constraints-led criteria and development within the area would potentially cause coalescence between Harlow and Sawbridgeworth. The coalescence criterion within the third sieve excludes this SLA on the basis that substantial development would inevitably lead to coalescence with Sawbridgeworth. It is not adjacent to any ongoing neighbourhood regeneration initiatives.</p>
EH2	<p>On this 163 ha area there are approximately <b>136 ha of developable land</b> (83%). Land has been excluded because it is partially comprised of the existing built up area of High Wych and a County Wildlife Site. The area scores poorly against IMD and IMD Education and Training criteria however, it scores moderately well against IMD Employment because it is adjacent to an LSOA ranked 25.04% most deprived in this domain. It scores well against rail criteria because of its distance to Harlow Mill Station and public transport (bus) because there are routes along all perimeter roads. It scores moderately well against Walking and Cycling because there are two footpaths through the area. The area is moderately sensitive to substantial development but scores poorly against green belt criteria with development potentially contradicting 5 purposes. The area scores well against flooding criteria. It is not adjacent to any ongoing neighbourhood regeneration initiatives.</p>
EH3	<p>On this 150 ha area there are approximately <b>82 ha of developable land</b> (55%). Land has been excluded because it falls within Flood Zone 3, it may comprise the existing built up area of Gilston and the area also includes a Local Nature Reserve and a County Wildlife Site. The area scores poorly against IMD criterion however, it scores moderately well against IMD Employment and IMD Education and Training because it is adjacent to LSOAs ranked 25.04% and 29.82% most deprived, respectively. It ranks well against rail criteria because of its proximity to both Harlow Town and Harlow Mill stations. It ranks moderately well against Walking and Cycling facilities because it contains several footpaths as well as the Harcamlow Way and Three Forests Way and moderately well against public transport bus. The area is highly sensitive to substantive development and includes large sections of land within Flood Zone 2. It scores moderately</p>

SLA	Assessment Summary
	well against green belt criterion potentially contradicting three purposes. It is not adjacent to any ongoing neighbourhood regeneration initiatives.
<b>EH4</b>	On this 293 ha area there are approximately <b>258 ha of developable land (88%)</b> . Land has been excluded because it contains several County Wildlife Site designations (including two ancient woodlands) and there are very small sections of flood zone 3. The area scores poorly against IMD and IMD Education and Training criteria but it scores well against IMD Employment criterion because it contains an LSOA ranked 25.04% most deprived. However, EH4 is something of an anomaly in that that in a sparsely populated area undue weight is attributed to the St Elizabeth Adult Care School at Perry Green. It scores moderately well against rail criterion because of its proximity to Harlow Town station, against walking and cycling because it contains footpaths. However, for rail it must be noted that there is a large difference in the proximity to rail between the southern and northern parts of the area. It scores poorly against public transport (bus) because there are routes only along one perimeter road. The area is moderately sensitive to substantial development, development would potentially contradict three green belt purposes and there is some land within flood zone 2. It is not adjacent to any ongoing neighbourhood regeneration initiatives.
<b>EH5</b>	On this 236 ha area there are approximately <b>188 ha of developable land (80%)</b> . Land has been excluded because it contains section of Flood Zone 3 and county wildlife sites (including an ancient woodland). It scores poorly against IMD criterion but moderately well against IMD Employment because it is adjacent to an LSOA ranked 25.04% most deprived and IMD Education and Training because it is adjacent to LSOAs ranked 13.81% and 24.50% most deprived. These relatively deprived areas are in the northern part of Harlow. The area ranks well against rail criterion because of its proximity to Harlow Town station although there are significant differences between the northern and southern parts of the area. The scores moderately well against Walking and Cycling as there are several footpaths and moderately well against public transport (bus) although the routes are all towards the southern end of the area. The area is moderately sensitive to substantial development (some of this SLA is within an LCA that is highly sensitive to substantial development however, this part has primarily been designated as potentially unsuitable for development so that 'moderate' assessment has carried forward to the criteria) and scores moderately well against green belt criterion (contradicting three purposes) and against flooding as there are some small sections of flood zone 2. It is not adjacent to any ongoing neighbourhood regeneration initiatives.
<b>EH6</b>	On this 186 ha area there are approximately <b>159 ha of developable land (85%)</b> . Land has been excluded because it includes the existing built up area of Eastwick and County Wildlife Sites. The area scores poorly against IMD and IMD Employment criteria but moderately well against IMD Education and Training because it is adjacent to LSOAs ranked 13.81% and 13.54% most deprived (these are in the northern part of Harlow). The area scores moderately well against rail criterion because of its proximity to Harlow Town station and moderately well against Walking and Cycling because it only contains footpaths through the area. It scores moderately well against public transport (bus). The area is highly sensitive to substantial development but scores moderately well against green belt criterion because development would potentially contradict three green belt purposes and moderately well against flooding criterion because there are small sections of flood zone 2. It is not adjacent to any ongoing neighbourhood regeneration initiatives.
<b>EH7</b>	On this 458 ha area there are approximately <b>415 ha of developable land (91%)</b> . Land has been excluded because it includes the existing built up area of Hundson, County Wildlife Sites including Ancient Woodlands. The area scores poorly against all IMD criteria and Rail. The area scores moderately well against walking and cycling because there are several footpaths but poorly against public transport (bus). The area is moderately sensitive to substantial development but scores well against green belt criterion because it is not within the metropolitan green belt. It scores well against flooding criterion. It is not adjacent to any ongoing neighbourhood regeneration initiatives.

SLA	Assessment Summary
<b>EH8</b>	<p>On this 395 ha area there are approximately <b>336 ha of developable land</b> (85%). Land has been excluded because it includes some existing built up areas and several County Wildlife Sites (including areas of Ancient Woodland). The area scores poorly against all IMD criteria. It scores well against the rail criterion because of its proximity to St Margarets (Herts) station. It scores moderately well against Cycling and Walking criterion because of several footpaths through the area and against public transport (bus) because of routes along the B180. The area is highly sensitive to substantial development and potentially contradicts two green belt purposes. It scores well against flooding. It is not adjacent to any ongoing neighbourhood regeneration initiatives.</p>
<b>EH9</b>	<p>On this 338 ha area there are approximately <b>299 ha of developable land</b> (88%). Land has been excluded because it includes existing built up areas, several County Wildlife Sites (including Ancient Woodland Areas), Scheduled Ancient Monuments and a small area of Flood Zone 3a along a Stort tributary. The area scores poorly against all IMD criteria. It scores well against the rail criterion because of its proximity to St Margarets (Herts) station. The area scores moderately well against walking and cycling because there are several footpaths (including the Harcamlow Way) but well against public transport bus) because there are routes along all periphery roads. The area is highly sensitive to development and development may contradict four green belt purposes. The area scores moderately well against flooding criterion. It is not adjacent to any ongoing neighbourhood regeneration initiatives.</p>
<b>EH10</b>	<p>On this 182 ha area there are approximately <b>112 ha of developable land</b> (62%). Land has been excluded because it is largely within Flood Zone 3, the Hunsdon Mead SSSI is within the area as well as several County Wildlife Sites. The area scores poorly against IMD and IMD Employment criteria but it scores moderately well against IMD Education and Training because it is adjacent to an area ranked 13.54% most deprived within this domain. The area scores well against Rail criteria because it is adjacent to Roydon station but moderately well against Walking and Cycling facilities because there are several footpaths within the area. The area scores poorly against public transport (bus). The area is highly sensitive to substantial development and development would potentially contradict four green belt purposes and would potentially lead to the coalescence of Harlow and Roydon. The area scores moderately well against flooding. It is not adjacent to any ongoing neighbourhood regeneration initiatives.</p>

## Appendix Eight: Indicative PMM Framework

Relevant Objective	ISF Target	Regional	ISF Indicator	Key Sustainability Effects of Preferred Option	Current Arrangements	Monitoring	AMR Recommendations	Monitoring
<b>Housing</b>								
Provide decent, affordable and safe homes for all	508,000 new dwellings between 2001 and 2021		Housing affordability		NI 154 – Number of affordable homes delivered (monitored by all three districts)			
	To ensure that some 35% of new dwelling provision is affordable		NI 154 – Net additional homes provided		NI 155 – Number of affordable homes provided (monitored by all three districts)			
			Dwellings below the Decent Homes Standard		NI 159 – Supply of ready to develop housing sites (monitored by all three districts)			
			N1 155 – Number of affordable homes delivered					
<b>Regeneration</b>								
Reduce poverty and inequality and promote social inclusion	A reduction in income equality for those in work, with a rise in lower quartile earnings to 60% of average earnings by 2031		NI 4 – percentage of people who feel they can influence decisions in their locality (social inclusion)		NI 1 – Social inclusion (East Herts LAA)			

Relevant ISF Objective	Relevant Regional Target	ISF Indicator	Key Sustainability Effects of Preferred Option	Current Monitoring Arrangements	AMR Monitoring Recommendations
Promote employment, learning, skills and innovation	A regional employment rate of 70% for residents aged 16-74 and 80% for working age residents by 2031	NI 1 – percentage of people who believe people from different backgrounds get on well together in their local area		NI 4 - % of people who feel they can influence decisions in their locality (monitored by all three districts)	
	Increase in qualification attainment with: - over 40% of adults qualified to at least level four; - 68% of adults qualified to at least level two; - over 90% of adults qualified to at least level two consistent with Leitch targets	NI 138 – satisfaction of people over 65 with both home and neighbourhood		NI 5 – Overall / general level of satisfaction with local area (Harlow and Epping Forest monitoring)	
		Health inequality (part of Defra's Sustainable Indicator set)		NI 45 – Young offenders engage in suitable education, employment or training (monitored by East Herts)	
		Life expectancy (part of Defra's Sustainable Indicator set)		NI 151 – overall employment rate (monitored by Harlow and Epping Forest)	
		Inequality (earnings) (RES)		IMD Domains (monitored by all three districts)	

Relevant Objective	ISF Target	Regional Target	ISF Indicator	Key Sustainability Effects of Preferred Option	Current Arrangements	Monitoring	AMR Recommendations
			Employment rate of working age population and for 16-74 year olds (RES)				
			Percentage of adults qualified to at least levels 2, 3 and 4				
<b>Sustainable Transport</b>							
Move goods and people sustainably	To increase the number and proportion of journeys made by public transport, and walking and cycling and other non-motorised transport		NI 186 – Per capita GHG reduction		NI 186 – per capita GHG reduction (monitored by all three districts)		
			Total road transport CO2 emissions (Defra)		NI 175 – Access to services and facilities by public transport, walking and cycling (monitored by East Herts)		
			Distance travelled per person per year by transport mode (DfT)		NI 176 – Working age people with access to employment by public transport (and other specified modes) (monitored by none)		

Relevant Objective	ISF Target	Regional	ISF Indicator	Key Sustainability Effects of Preferred Option	Current Arrangements	Monitoring	AMR Recommendations	Monitoring
					NI 178 – Bus services running on time (monitored by East Herts)			
<b>Landscape</b>								
Conserve, restore and enhance the region's natural and built environment	To decrease the amount of development occurring in floodplains, other areas of risk from flooding and areas where development would increase the risk of flooding elsewhere		NI 197 – Improved local biodiversity		NI 197 – Biodiversity (monitored by all three councils)			
	To maintain, restore and create habitats by 2010 in accordance with the East of England priority habitats targets set out in the RSS		Population of wild birds (woodland and farmland) (Defra)		Percentage of planning applications approved for development on the internal open spaces, wildlife sites and verges (monitored by Harlow)			
	To maintain and increase the region's network of green infrastructure		Heritage at risk (English Heritage)		Change in areas of biodiversity importance including SSSIs, LNRs, CWS (monitored by Epping Forest and East Herts)			
					Number of permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality (monitored by all three districts – check for H			



Relevant Objective	ISF	Relevant Target	Regional	ISF Indicator	Key Sustainability Effects of Preferred Option	Current Arrangements	Monitoring	AMR Recommendations	Monitoring
						and Epping Forest)			



# Generating and Appraising Spatial Options for the Harlow Area

## **Area Profiles**

Annex One  
January 2010

Prepared for

**Harlow, East Hertfordshire and Epping Forest District  
Councils**

## Area Profile

### *H1-Roydon Lea*

#### **Area description**

The area is bounded by the rail line to the north; to the south it is bounded by the A1169, the Little Parndon and the Pinnacles industrial area of Harlow; to the west it is bounded by footpaths and the small village of Eastend; and to the east by the Pardon Mill Lane. The Canon Brook passes through the area from the southeast to the north. Within the area there is the Roydon Lea Farm, the Ram Gorse woodland, the Canons Brook Golf Course, the Harlow Stadium and the Ash Tree playing field. The area surrounding the Canon Brook is in the floodplain.

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Hare Street and Little Parndon**

The ward of Little Parndon and Hare Street is situated in close proximity to the Town Centre and has a population of 7,485. The area is urban, with a few parts in the green wedge. There are also a few historic settlements within the area. In comparison to its neighbouring wards, Little Parndon and Hare Street has a high percentage of higher-level qualifications, ranking third in the 'all people' and 'in employment' categories, and second in the 'unemployed' category. 3,692 people in Little Parndon and Hare Street (83.5% of the working age population) are economically active with 3,435 people (93%) in work. Of those who are working, 71% work on full-time with and the remaining 29% on part-time. The largest occupation types for Little Parndon and Hare Street residents are in elementary occupations and associate professional and technical fields; jointly accounting for over 31% of jobs for the ward's employed residents.

##### *Outer adjoining areas*

##### **Roydon**

The parish of Roydon has a population of 2771 people. The parish has a very high proportion of detached homes (over half) and almost a third are semi-detached. Over half of households have 2 or more cars while approximately 10% do not have a car. There are 35 unemployed people in the Parish.

##### **Stanstead Abbots**

The ward has a relatively high proportion of 20-29 years olds (13.9%). There is a relatively high ethnic minority population at 8.7% and the largest ethnic minority groups are Other White (4.1%), Irish (1.2%), Indian (1%) and Chinese (0.6%). 75% of people describe their health as 'good' and 5.9% as 'not good'. 12.4% of people have a limiting long-term illness and 8.1% provide unpaid care. 68.1% of people (aged 16-74) are employed and 2.0% are unemployed (the fourth highest rate in East Herts). The ward has the highest proportion of students at 10.1%. A quarter of people work in financial and business services (24.5%) and a fifth work in public administration (20%). A further 18.4% of people work in distribution, hotels and catering. Stanstead Abbots has a relatively high proportion of people working in construction at 9%. Approximately a quarter of properties are detached (24.5%), semi-detached (25.2%) and terraced (27.8%), and a fifth are flats (19.5%). Just over 2% of all claims made in the district for Child Benefit are from the ward while 5.6% of people claimed Housing Benefit/Council Tax Benefit in 2005. The total weekly household income estimate for the period April 2001 to March 2002 was £770. This places the ward 24<sup>th</sup> out of 30<sup>th</sup> in the district.

Stanstead Abbots is identified as a 'main settlement' in the *Adopted East Herts Local Plan* and is a settlement where limited development may be appropriate to maintain the vitality of the area. The Hertfordshire Transportation Plan has been subsumed within the Lea Valley Area Plan which covers Stanstead Abbots. The overriding planning objective of defining settlement limits is the prevention of urban sprawl and the coalescence with nearby settlements and the protection of the settlement's special character.

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<p><b>Key local plan policies</b></p> <p>As identified in Adopted Replacement Harlow Local Plan, adopted July 2006</p> <ul style="list-style-type: none"> <li>• <b>NE3</b> appropriate development within the Metropolitan Green Belt</li> <li>• <b>NE14</b> landscape conservation</li> <li>• <b>L1</b> playing fields</li> <li>• <b>L2</b> open space and playgrounds/play areas</li> <li>• <b>L3</b> retaining, improving and developing recreational, leisure and sports facilities</li> <li>• <b>L6</b> football stadium</li> <li>• <b>CP12</b> development that will be at risk of flooding or will contribute to flood risk</li> </ul>
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Baseline information		
Topic	Comments	Source
Agricultural land		
1	<p><b>Agricultural Land Classifications</b></p> <p>Grade 3, Urban</p> <p>Glaciofluvial Deposits, Lowestoft Till, Chalk Formation, Head, Made Ground, River Terrace Deposits</p>	<p><a href="http://www.magic.gov.uk">www.magic.gov.uk</a></p> <p>Harlow Area Landscape and Environment Study</p>
Air quality		
2	<p><b>Air Quality Management Areas (AQMA)</b></p> <p>None in the area</p>	<p><a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a></p>
Communities		
3	<ul style="list-style-type: none"> <li>• <b>Community services and facilities</b></li> <li>• <b>Shopping area:</b> The area is adjacent to Harlow where shopping facilities are available; small shops to meet day-to-day needs are also available in Roydon</li> <li>• <b>Primary School:</b> None in the area, closest found in Harlow and Roydon</li> <li>• <b>Secondary School:</b> None in the area, closest found in Harlow (1.75 miles); Harlow (1.77 miles); Harlow (1.81 miles)</li> <li>• <b>Hospitals:</b> Princess Alexandra, Harlow (1.0 mile); St Margaret's Hospital, Epping (5.5 miles); Hertford County Hospital, Hertford (6.7 miles)</li> <li>• <b>GPs:</b> None in the area, closest found in Roydon (1.1 miles); Harlow (1.1 miles); Harlow (1.8 miles); Staple Tye (1.8 miles)</li> <li>• <b>Dental practices:</b> Harlow (1.1 miles); Harlow (1.3 miles); Harlow (1.8 miles)</li> <li>• <b>Pharmacies:</b> Roydon (0.3 miles); Roydon (1.1 miles); Harlow (1.3 miles)</li> <li>• <b>Leisure &amp; cultural facilities:</b> Within the area there are a golf club; ash tree playing field; the Harlow Stadium; a sports and social club; sports ground; Harlow FC; Harlow RFC; Roydon Playing fields (1 mile)</li> <li>• <b>Post office:</b> None in the area, closest found in Roydon (1.1 miles); Harlow (1.3 miles); Harlow (1.9 mile)</li> </ul>	<p>Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a></p> <p>Hospitals, GPs, dentists, pharmacies (as measured from: <a href="http://www.nhs.uk/service directories/Pages/serviceSearch.aspx">http://www.nhs.uk/service directories/Pages/serviceSearch.aspx</a></p> <p>Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authore=true">http://www.activeplaces.com/Index.asp?Authore=true</a></p> <p>Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a></p> <p>(Distances measured from CM19 5DY)</p>
4	<p><b>Gypsy &amp; Travellers</b></p> <p>No gypsy and traveller sites within the area. The closest gypsy and traveller site is located in the junction of Elizabeth Way and the Third Avenue.</p>	<p><a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a></p>

Community wellbeing <sup>1</sup>			
5	<b>Index of Multiple Deprivation</b>	LSOA 1 Score: 11,683 Ranking: 35.97  LSOA 2 Score: 11,208 Ranking: 34.51	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	LSOA 1 Score: 6,177 Ranking:19.02  LSOA 2 Score: 12,531 Ranking: 38.58	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	LSOA 1 Score: 22,398 Ranking: 68.96  LSOA 2 Score: 4,512 Ranking: 13.89	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	LSOA 1 Score: 4,398 Ranking:13.54  LSOA 2 Score: 4,487 Ranking: 13.81	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	LSOA 1 Score: 14,050 Ranking: 43.25  LSOA 2 Score: 16,676 Ranking: 51.34	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living deprivation</b>	LSOA 1 Score: 24,514 Ranking: 75.47  LSOA 2 Score: 27,042 Ranking: 83.25	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

Topic	Comments	Source
Contamination		
10	<b>Contamination and Pollution hazards</b>	No indication of contamination within the site.  Recorded significant water pollution incident in the Cannon Brook. Sources of pollution in adjacent areas include industrial pollution from metal production and processing, pollution from radioactive substances sites and water pollution incidents
11	<b>Waste sites</b>	There are no active or historic landfills within the site or adjacent to it. The closest active landfill is in Stansted Abbots

<sup>1</sup> Area H1 includes parts of two LSOAs - LSOA 1 is E01021840 and LSAO 2 is E01021839

12	<b>Noise</b>	To the north, the area is affected by the noise from the A414. The day, evening, night levels are between 55-60dB	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	Area adjacent to the Pinnacles Harlow industrial centre including main employment centres such as the Harlow Business Park; the Greenway Business Centre; and the Roydonbury Industrial Estate. Other possible employment sources include the Roydon Lea Farm, the Canons Brook Golf Course and the Harlow Stadium	
13	<b>Indices of Deprivation - Employment</b>	LSOA 1 Score: 13,083 Ranking: 40.28  LSOA 2 Score: 13,530 Ranking: 41.65	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	LSOA 1 Score: 11,410 Ranking: 35.13  LSOA 2 Score: 11,741 Ranking: 36.15	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	The area contains a golf club which is a potential visitor attraction; the area is adjacent to the Roydon Mead (separated by the rail line and connected through several footpaths).	
<b>Green Belt</b>			
16	<b>Green Belt</b>	There is clear potential for conflicts with the following Green Belt objective (as set out in PPG2):  -the check the unrestricted sprawl of large built-up areas  -to assist in safeguarding the countryside from encroachment  -to assist in urban regeneration, by encouraging the recycling of derelict and other urban land	
<b>Heritage &amp; landscape</b>			
17	<b>Historic environment</b>	The area contains registered common land.  There are several listed buildings in the site including: the Cannons Barn, Elizabeth Way (Harlow Golf Club), the Roydon Lea farmhouse and Barn at Roydon Lea and Church of St Mary near Parndon Mill Lane. There is one scheduled monument adjacent to the site to the east and a moat.	Harlow Area Landscape and Environment Study
19	<b>Landscape character</b>	<b>Landform:</b> Slopping valley slide <b>Landscape pattern:</b> Medium scale and irregular	Harlow Area Landscape and Environment Study

		<p><b>Character of skyline:</b> Open and extensive particularly to the north</p> <p><b>Inter-visibility:</b> widely visible</p> <p><b>Rare landscape features:</b> limited with a few historic fields</p> <p><b>Historic landscape time depth:</b> some parts with considerable surviving time depth</p> <p><b>Sense of tranquillity:</b> Limited</p> <p><b>Sense of enclosure:</b> Open outside of urban areas</p> <p><b>Sensitivity to:</b>  Large-scale development: High  Substantial development: High  Small-scale development: Low</p>	
20	<b>Topography</b>	The area is hilly with several long distance views of the urban edge over the town.	Harlow Area Landscape and Environment Study

Topic		Comments	Source
Nature conservation			
21	<b>Geological sites</b>	None in the area	Harlow Area Landscape and Environment Study
22	<b>Green infrastructure</b>	The area contains open space and a wooded area.	Harlow Area Landscape and Environment Study <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
23	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
24	<b>Locally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
25	<b>Nationally designated sites</b>	None within the area. To the north of the site is the Hudson Mead SSSI.	Harlow Area Landscape and Environment Study <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
26	<b>Protected species and habitats</b>	None known	Harlow Area Landscape and Environment Study <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
27	<b>Woodlands</b>	Ram Gorse is a small sensitive woodland area in the eastern edge of the site.	Harlow Area Landscape and Environment Study <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
Transport <sup>2</sup>			
28	<b>Distance to Harlow Town Centre</b>	<p><b>Distance:</b> 3.1 miles (5km)</p> <p><b>Car:</b> about 9 mins</p>	<a href="http://maps.google.co.uk/">http://maps.google.co.uk/</a>

<sup>2</sup> Distances measured from CM19 5DS

		<b>Public transit:</b> approximately 37 minutes by walking and bus	
29	<b>Distance by road to nearest centres</b>	<p><b>Ware:</b> 5.3 mi (8.5 km)  <b>By car:</b> about 11 mins  <b>Public transport:</b> approximately 1 hour by walking and bus  <b>Hoddesdon:</b> 4.2 mi (6.7 km )  <b>By car:</b> about 11 mins  <b>Public transit:</b> approximately 1 hour by bus  <b>Bishop's Stortford:</b> 10.1 mi (16.2 km )  <b>By car:</b> about 25 mins  <b>Public transit:</b> 1 hour 10 mins by bus and rail to Bishop's Stortford rail station  <b>Chelmsford:</b> 23.1 mi (37.2 km)  <b>By car:</b> about 43 mins  <b>Public transit:</b> 1 hour 40 mins by walking and bus  <b>Stevenage:</b> 17.1 mi (27.6 km)  <b>By car:</b> about 32 mins  <b>Public transit:</b> 17.1 miles, approximately 2 hours minutes by walking and bus</p>	<p><a href="http://maps.google.co.uk/">http://maps.google.co.uk/</a>  <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a></p>
30	<b>Public transport</b>	<p>There are no bust stops within the site.  The nearest train station is Harlow Town; direct trains to London Liverpool street (approximately every 10 to 20 mins); journey time approximately 40 mins.</p>	<p><a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>  <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a></p>
31	<b>Strategic road network</b>	<p>The area is bounded to the south by the A1169 which links to A414. The nearest motorway is M11.  Traffic congestion is evident in A414, and in the junctions of A1169 Third Avenue and Elizabeth Way and the RAB junction of A1169 Elizabeth Way, A414 Edinburgh Way and A1019 Fifth Avenue</p>	<p><a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>  <a href="http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776">http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776</a></p>
	<b>Cycling and Walking</b>	<p>There are no cycle routes within the area. National Cycle Route 1 (traffic free route) is in close proximity to the area to the south. There is a proposal for a National Cycle Route to the south, from Elizabeth Way (A1169) towards Roydon Road and Scimitar Park.  Several footpaths travel through the area on the north-south axis.</p>	<p><a href="http://www.sustrans.org">www.sustrans.org</a>  <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a></p>

	Topic	Comments	Source
Water resources			
32	<b>Flood risk</b>	<p>Within the site there are areas that are within the floodplain. These include the area surrounding the Cannon's Brook (zones 2 and 3) and the northern border of the site (zone 3).</p>	<p><a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a></p>
33	<b>Groundwater Source Protection Zones</b>	<p>An outer groundwater source protection zone</p>	<p><a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a></p>

		covers the western half of the area.	<a href="http://agency.gov.uk/wiyby/wiybyController">agency.gov.uk/wiyby/wiybyController</a>
34	<b>Water supply and wastewater treatment</b>	Public water supply in the Three Valleys Northern Water Resource Zone. Sewerage is supplied by Thames Water.	<a href="http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598">http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598</a>

**Additional observations**

**Change log**

Row	Change	Origin	Date

**Map of the area**







## Area Profile

### *H2-Parndon Wood*

#### **Area Description**

To the north the area is bounded by urban Harlow (Sumners and Kingsmoor ward); to the west the area is bounded by the Harlow District border and public footpaths; to the south the area is bounded by the Harlow District border and the Forest Way and to the east it is bounded by the Rye Hill Road. Within the area there is the Parndon Wood Local Nature Reserve and SSSI, Ridsden's Wood and Hospital Wood. The Parndon Wood cemetery and crematorium are within the area. In the south east corner of the site are the Rye Hill reservoir and the water tower. The water tower has a dominant visual impact upon the area and surrounding areas. To the north there are a few fields and sports grounds.

#### **Adjoining areas**

##### *Inner adjoining areas*

##### **Sumners and Kingsmoor**

Sumners and Kingsmoor area is situated to the southwest part of Harlow town and has a population of 7,445. The area is mainly urban with some of parts in the green wedge. Within the area there is a small patch of ancient woodland. The area also includes sports grounds and fields. The main occupation of its residents is administrative and secretarial work which accounts for 15% of the total employment, followed by elementary occupations. Unemployment rate in the ward has been higher than the average rate in Harlow as a whole. The ward covering Sumners and Kingsmoor falls into the bottom half of Harlow's rankings for education and qualification based attainment, for employed and unemployed people. 76.1% of the working age population are economically active with 92% in work. 82% of employed people are in full-time jobs while the remaining 18% are in part-time.

##### **Staple Tye**

Staple Tye is situated towards the south of the Harlow town and has a population of 7,356. The area is predominantly urban with some parts in the green wedge and a small patch of ancient woodland. A high rate of its population has no qualifications or unknown qualifications. 17% of the ward's employed residents are in elementary occupations, followed by administrative and secretarial position at 14%. Only 10% of the employed residents in the ward have higher-level qualifications. 70.9% of the working age population are economically active of which 91% are presently in work. 78% of employed people work on full-time and the remaining 22% on part-time.

##### *Outer adjoining areas*

##### **Epping Upland**

Epping Upland Parish has a population of 790. Houses are predominately detached or semi-detached or terraced. There are very few flats in the parish (3). The average household size is 2.53 and the average number of rooms in a house is 6.54. The majority of houses are owner occupied and most people travel to work by private transport.

##### **Nazeing**

Nazeing has a population of 4,675. Housing is dominated by detached and semi-detached types and the average household size is 2.58 and the average number of rooms per house is 6. The overwhelming majority of those travelling to work rely on private transport.

#### **Key local plan policies**

As identified in Adopted Replacement Harlow Local Plan, adopted July 2006

- **NE3** appropriate development in the Metropolitan Green Belt
- **NE16** proposals for development within or likely to affect Sites of Special Scientific Interest (SSSIs)
- **NE17** development that would have an adverse effect, either directly or indirectly, on the ecology of a Local Nature Reserve (LNR)
- **NE17/1** Parndon Woods and Common
- **NE14** landscape conservation

Baseline information		
Topic	Comments	Source (identify source and insert web link to information)
Agricultural land		
1	<b>Agricultural Land Classifications</b>	Grade 2, Urban Head, London Clay and Claygate  <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>  Harlow Area Landscape and Environment Study
Air quality		
2	<b>Air Quality Management Areas (AQMA)</b>	None in the site  <a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities		
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b> Shopping facilities are found in urban Harlow which is adjacent to the site. None in the area itself.</li> <li>• <b>Primary Schools:</b> Harlow 0.4 miles (0.7 km); Harlow 0.9 miles (1.5 km); Harlow 0.6 miles (1 km); Harlow 1.7 miles (2.8 km)</li> <li>• <b>Secondary Schools:</b> Harlow 0.73miles (1.18 km); Harlow 1.2 miles (1.94 km); Harlow 1.27 miles (2.05 km); Harlow 1.47 miles (2.37 km)</li> <li>• <b>GPs:</b> Harlow 0.9 miles, 1.2 miles Harlow, 1.3 miles Harlow, 1.3 miles Harlow</li> <li>• <b>Hospitals:</b> The Princess Alexandra Hospital (2.1 miles) Harlow, St Margaret's Hospital (2.8 miles) Epping, Baxter Healthcare (3.7 miles) Harlow</li> <li>• <b>Dentists:</b> Harlow (0.9 miles), Harlow (1.2 miles), Harlow (1.2 miles), Harlow (2 miles)</li> <li>• <b>Pharmacy:</b> Harlow (0.9 miles), Harlow (1.2 miles), Harlow (1.3 miles)</li> <li>• <b>Leisure &amp; cultural facilities:</b> Adjacent to the site, to the northeast corner there is a recreation and leisure field. Several leisure facilities are available in short distance including sports &amp; social club with grass pitches (0.84 miles) and a recreation centre (0.94 miles). The site also includes large patches of open space, publicly accessible fields and footpaths.</li> <li>• <b>Recreation areas:</b> Within the area is the Parndon Wood Nature Reserve and SSSI. Adjacent to Parndon Wood are Risdens Wood and Hospital Wood. Two walking trails were introduced in Risdens Wood and Hospital Wood in 2008. Many visitors enjoyed the walks.</li> <li>• <b>Post office:</b> Harlow (0.9 miles), (1.3 miles), (1.9 miles)</li> </ul> <p>Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a></p> <p>Hospitals, GPs, dentists, pharmacies (as measured from: <a href="http://www.nhs.uk/service directories/Pages/serviceSearch.aspx">http://www.nhs.uk/service directories/Pages/serviceSearch.aspx</a></p> <p>Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authenticate=true">http://www.activeplaces.com/Index.asp?Authenticate=true</a></p> <p>Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a></p> <p>Recreation areas: <a href="http://www.harlow.gov.uk/pdf/Parndon%20Wood%20Report%202008%20for%20Web.pdf">http://www.harlow.gov.uk/pdf/Parndon%20Wood%20Report%202008%20for%20Web.pdf</a></p> <p>(Distances measured from CM18 7JF)</p>

4	<b>Gypsy &amp; Travellers</b>	No Gypsy & Traveller sites within the area.	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
<b>Community wellbeing<sup>1</sup></b>			
5	<b>Index of Multiple Deprivation</b>	Score: 21,476 Ranking: 66.12%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Score: 7,442 Ranking: 22.91%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	Score: 6,443 Ranking: 19.84%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score: 12,257 Ranking: 37.73%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Score: 23,619 Ranking: 72.71%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living deprivation</b>	Score: 28,399 Ranking: 87.43%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

Topic		Comments	Source (identify source and insert web link to information)
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	No indication of contamination and/or pollution hazards within the site.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
11	<b>Waste sites</b>	There are no active or historic landfills within the site or adjacent to it. The closest active landfills are Ryemeads Quarry in Stansted Abbots and Netherhall Landfill, Roydon	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	Noise levels are low in the area, with levels lower than 55dB (day, evening, night levels).	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	To the north, the area is bounded by urban Harlow. To the south and the west, land use is mainly agricultural with several farms and cottages. Within the area, to the southeast corner there are a water tower and water reservoirs. Parndon Wood Crematorium and Cemetery are within the area.	
13	<b>Indices of Deprivation -</b>	Score: 28,679	<a href="http://www.imd.commu">http://www.imd.commu</a>

<sup>1</sup> Area H2 is part of the LSOA E01021867

	<b>Employment</b>	Ranking: 88.29%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">nities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	Score: 28,607 Ranking: 88.07%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	The area contains the Parndon Wood Local Nature Reserve and SSSI, the Risdon Wood, and the Hospital Wood which attract many visitors for tourism and educational purposes. Several farms and cottages are also located to the west and to the south in close proximity to the area.	
<b>Green Belt</b>			
16	<b>Green Belt</b>	The area is adjacent to Green Belt to the south, the east and the west.	
<b>Heritage &amp; landscape</b>			
17	<b>Historic environment</b>	To the south east corner of the area is the Rye Hill reservoir. East of the Rye Hill reservoir, in close proximity to the site, there is a moat representing the site of a medieval manor. This is also a scheduled monument. South of the site there are also several farms and cottages.	Harlow Area Landscape and Environment Study
19	<b>Landscape character</b>	<p><b>Landform:</b> Gentle Ridge</p> <p><b>Landscape pattern:</b> Mixed, but generally moderate to large in scale</p> <p><b>Character of skyline:</b> Open</p> <p><b>Inter-visibility:</b> Visible from local areas</p> <p><b>Rare landscape features:</b> Dense concentrations of historic and nature conservation assets</p> <p><b>Historic landscape-time depth:</b> Generally good, but limited in places</p> <p><b>Sense of tranquillity:</b> Limited</p> <p><b>Sense of enclosure:</b> Open</p> <p><b>Sensitivity to:</b>  Large-scale development: High  Substantial development: High  Small-scale development: Moderate</p>	Harlow Area Landscape and Environment Study
20	<b>Topography</b>	<p>Area slopes gradually upwards in a north to south direction, culminating in an elevated ridge to the south. This ridge at Rye Hill runs just to the south of Latton Bush and Latton Park woodlands.</p> <p>Degree of slope: max 1 in 16, min 1 in 3542, mean 1 in 71</p>	Harlow Area Landscape and Environment Study

		Altitude range: 55m to 110m	
Nature conservation			
Topic	Comments		Source (identify source and insert web link to information)
21	<b>Geological sites</b>	None	Harlow Area Landscape and Environment Study
22	<b>Green infrastructure</b>	The area includes the Parndon Wood, Risden's Wood and Hospital Wood ancient woodlands and some parts of urban greenspace character (mainly prairies and open grassland. The area also includes footpaths	Harlow Area Landscape and Environment Study
23	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
24	<b>Locally designated sites</b>	The area includes the Parndon Wood Local Natural Reserve	Harlow Area Landscape and Environment Study
25	<b>Nationally designated sites</b>	The Parndon Wood SSSI is within the site	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
26	<b>Protected species and habitats</b>	None in the area	Harlow Area Landscape and Environment Study
27	<b>Woodlands</b>	Parndon Wood Local Natural Reserve and SSSI includes 54 acres of ancient woodland, including Risden's Wood and Hospital Wood.	Harlow Area Landscape and Environment Study
Transport <sup>2</sup>			
28	<b>Distance to Harlow Town Centre</b>	<b>Harlow town centre:</b> 3.2 miles (5.1 km). <b>By car:</b> approximately 9 minutes <b>Public transport:</b> By walking and bus about 35 minutes	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
29	<b>Distance by road to nearest centres</b>	<b>Bishops Stortford:</b> 10.3 miles (16.8 km) <b>By car:</b> approximately 20 minutes <b>By public transit:</b> approximately 30 minutes by walking and bus to Harlow Town Station and from there approximately 15 minutes to Bishops Stortford Station. Alternatively by walking and bus to Bishops Stortford it takes approximately 1 hour. <b>Chelmsford:</b> 19.4 miles (31.2 km) <b>By car:</b> about 34 minutes <b>By public transit:</b> by walking and bus about 1 hour 30 minutes <b>Stevenage:</b> 21.1 miles (34.0 km) <b>By car:</b> about 43 minutes <b>By public transit:</b> by walking and bus about 2 hours 30 minutes <b>London:</b> 28.2 miles (45.4 km)	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>

<sup>2</sup>Distances measured from **CM18 7JF**

		<p><b>By car:</b> about 51 minutes</p> <p><b>By public transit:</b> approximately 30 minutes by bus to Harlow Town Station and from there approximately 30 minutes by train to Liverpool Street Station, London.</p>	
30	<b>Public transport</b>	<p>No bus stop within the site, closest bus stop is 11 minutes walk.</p> <p>Harlow Town Station is approximately 30 minutes route by walking and bus</p>	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
31	<b>Strategic road network</b>	<p>There are no major routes within the site or adjacent to it.</p> <p>The closest major road is A1169/Southern Way to the north (1.3miles/2.1km), A181/Epping Road to the west (2.3 miles/3.7 km) and A414/London Road to the east (2.5 miles/4km).</p> <p>The closest motorway is M11. Congestion issues on Junction of A414 and A1025 Second Avenue, on A414 between Harlow and M11 (Flow/CRF = 1.23) and on Junction of A414 Edinburgh Way.</p>	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>  <a href="http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776">http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776</a>
32	<b>Cycling and Walking</b>	<p>There are no cycle routes within the site. The closest cycle routes are the Harlow Cycle Tracks-traffic free route- to the north, in Kingsmoor and Stewards.</p> <p>The area is bounded by public footpaths to the north and to the west and the Forest Way to the south.</p>	<a href="http://www.sustrans.org">www.sustrans.org</a>  <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>

Topic	Comments	Source (identify source and insert web link to information)	
<b>Water resources</b>			
32	<b>Flood risk</b>	<p>The area is not at risk of flooding, there are no areas within the site in the floodplain, neither on adjacent areas.</p>	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
33	<b>Groundwater Source Protection Zones</b>	<p>There are no groundwater sources protection zones within the area or adjacent to it</p>	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
34	<b>Water supply and wastewater treatment</b>	<p>Public water supply in the Three Valleys Northern Water Resource Zone. Sewerage to Rye Meads treatment facility. Rye Meads Sewage constrained capacity puts a cap on growth of additional homes.</p>	<p>Draft Water Cycle Study</p> <p><a href="http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598">http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598</a></p> <p><a href="http://www.harlow.gov.uk/pdf/Growth%20Area%20Fund%20-%20Programme%20of%20Development.pdf">http://www.harlow.gov.uk/pdf/Growth%20Area%20Fund%20-%20Programme%20of%20Development.pdf</a></p>



**Additional observations e.g. regeneration opportunities, infrastructure issues, other specific area opportunities / constraints**

- The area contains the Parndon Wood Local Nature Reserve and SSSI (Risden's Wood and Hospital Wood) and it is within the Metropolitan Green Belt, therefore is most likely to be excluded from consideration.
- Adjacent to ongoing neighbourhood regeneration projects

**Change log**

<i>Row</i>	<i>Change</i>	<i>Origin</i>	<i>Date</i>

**Map of the area**

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- NOTES
- Special Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries

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Version Control


Drawing Name: Draft


Job Title:  
**Harlow Spatial Land Assessment**

Drawing Title:  
**Area H2 Developable and Undevelopable Land**

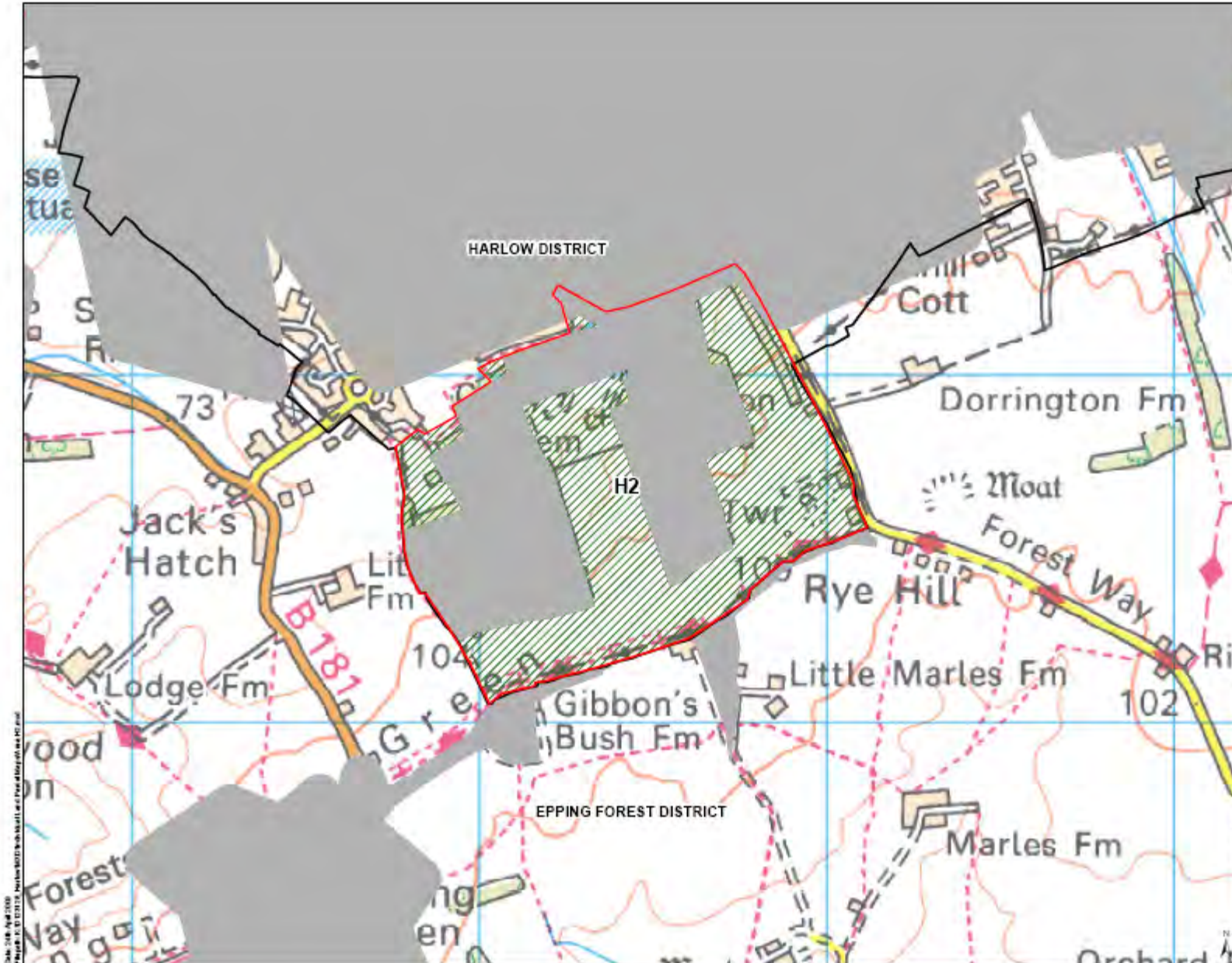
Scale 1:10,000

Drawn	DTG	Checked	JJA
Stage 1 (Task)	Stage 2 (Task)	Original	Date

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Drawing Number: **FIGURE NUMBER**



Date: 04th April 2008  
 Project: 10/012170 - Harlow Spatial Land Assessment  
 Drawing: 10/012170 - Harlow Spatial Land Assessment - Figure Number



## Area Profile

### *H3-Stewards*

#### **Area Description**

The area is bounded by the Harlow District border to the south; to the north the area is bordered by the Harlow urban area; to the west it is bordered by the Rye Hill Lane and to the east by built up area and the Fern Hill Lane. The area is mainly covered by prairie fields and there are no major developments within it. Adjacent to the area to the southeast corner there is a gypsy and traveller site. In close distance to the area to the west there is the Parndon Wood Nature Reserve and SSSI and to the south there are a few farms and a moat site.

#### **Adjoining Areas**

##### *Inner adjoining areas*

#### **Sumners and Kingsmoor**

Sumners and Kingsmoor area is situated to the southwest part of Harlow town and has a population of 7,445. The area is mainly urban with some of parts in the green wedge. Within the area there is a small patch of ancient woodland. The area also includes sports grounds and fields.

The main occupation of its residents is administrative and secretarial work which accounts for 15% of the total employment, followed by elementary occupations. Unemployment rate in the ward has been higher than the average rate in Harlow as a whole. The ward covering Sumners and Kingsmoor falls into the bottom half of Harlow's rankings for education and qualification based attainment, for employed and unemployed people. 76.1% of the working age population are economically active with 92% in work. 82% of employed people are in full-time jobs while the remaining 18% are in part-time.

#### **Staple Tye**

Staple Tye is situated towards the south of the Harlow town and has a population of 7,356. The area is predominantly urban with some parts in the green wedge and a small patch of ancient woodland.

A high rate of its population has no qualifications or unknown qualifications. 17% of the ward's employed residents are in elementary occupations, followed by administrative and secretarial position at 14%. Only 10% of the employed residents in the ward have higher-level qualifications. 70.9% of the working age population are economically active of which 91% are presently in work. 78% of employed people work on full-time and the remaining 22% on part-time.

##### *Outer adjoining areas*

#### **Nazeing**

Nazeing has a population of 4,675. Housing is dominated by detached and semi-detached types and the average household size is 2.58 and the average number of rooms per house is 6. The overwhelming majority of those travelling to work rely on private transport.

#### **Epping Upland**

Epping Upland Parish has a population of 790. Houses are predominately detached or semi-detached or terraced. There are very few flats in the parish (3). The average household size is 2.53 and the average number of rooms in a house is 6.54. The majority of houses are owner occupied and most people travel to work by private transport.

#### **Key local plan policies**

None have been identified in the Adopted Replacement Harlow Local Plan, adopted July 2006

Baseline information		
Topic	Comments	Source
Agricultural land		
1	<b>Agricultural Land Classifications</b>  Grade 2, Urban  London Clay, Head and Lowesoft Till	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
Air quality		
2	<b>Air Quality Management Areas (AQMA)</b>  None in the area	<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities		
3	<b>Community services and facilities</b>  <ul style="list-style-type: none"> <li>• <b>Shopping area:</b> Shopping facilities are found in urban Harlow which is adjacent to the site to the north.</li> <li>• <b>Primary Schools:</b> Harlow 0.3 miles (0.4 km), 0.5 miles (0.8 km), 1.0 miles (1.6 km), 1.2 miles (1.6 km)</li> <li>• <b>Secondary Schools:</b> Harlow 0.42 miles (0.68 km), 0.9 miles (1.46 km), 0.98 miles (1.58 km), 1.31 miles (2.12 km)</li> <li>• <b>GPs:</b> Harlow 0.6 miles, Harlow 1.0 miles, Harlow 1.0 miles, Harlow 1.1 miles</li> <li>• <b>Hospitals:</b> The Princess Alexandra Hospital (1.8 miles) Harlow, St Margaret's Hospital (3.1 miles) Epping, Baxter Healthcare (3.4) Harlow</li> <li>• <b>Post office:</b> Harlow (0.6 miles), (1.0 miles), (1.7 miles)</li> <li>• <b>Leisure &amp; cultural facilities:</b> There is a grass pitch and recreation grounds in the vicinity of the site. The Kingsmoor fields are in close distance (0.8 miles). More sports facilities including grass pitches, tennis courts, bowling courts and recreation grounds are located in the Latton Bush Centre in close proximity to the site (approximately 1 mile).</li> <li>• <b>Recreation areas:</b> The Parndon Wood nature reserve and SSSI, the Ridsen Wood and the Hospital Wood are in close distance (approximately 1 mile) as well as Maud's Wood.</li> <li>• <b>Post office:</b> Harlow (0.6 miles), (1.0 miles), (1.7 miles)</li> </ul>	Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a>  Hospitals, GPs, dentists, pharmacies (as measured from: <a href="http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx">http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx</a>  Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authenticate=true">http://www.activeplaces.com/Index.asp?Authenticate=true</a>  Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a>  (Distances measured from CM18 7SG)
4	<b>Gypsy &amp; Travellers</b>  A Gypsy and Traveller site is adjacent to the area to the southeast corner (Fern Hill Lane). The site was established 1995, it has 15 pitches and capacity 30 caravans. The date of the last site changes was in 2008.	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
Community wellbeing <sup>1</sup>		
5	<b>Index of Multiple Deprivation</b>  LSOA1: Score: 7,771 Ranking: 23.92%  LSOA2: Score: 6,609 Ranking: 20.35%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>  LSOA1: Score: 13,573 Ranking: 41.79%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> Area H3 is part of the two LSOAs-LSOA1 is E01021860 and LSOA2 is E01021858

		LSOA2: Score: 5,111 Ranking: 15.73%	
7	<b>Indices of Deprivation - Crime</b>	LSOA1: Score: 7,271 Ranking: 22/38%  LSOA2: Score: 3,427 Ranking: 10.55 %	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	LSOA1: Score: 2,995 Ranking: 9.22%  LSOA2: Score: 5,637, Ranking: 17.35%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	LSOA1: Score: 10,805, Ranking: 33.26%  LSOA2: Score: 8,070 Ranking: 24.84%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living deprivation</b>	LSOA1: Score: 25,370 Ranking: 78.10%  LSOA2: Score: 25,968 Ranking: 79.95 %	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

Topic		Comments	Source (identify source and insert web link to information)
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	No indication of contamination or pollution hazards within the site. There has been one recorded pollution incident adjacent to the area to the southeast corner (2004). The pollution incident was caused from inert materials and waste and with significant impact on land.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
11	<b>Waste sites</b>	There are no active or historic landfills within the site or adjacent to it. The closest active landfills are Ryemeads Quarry, Stansted Abbots and Netherhall Landfill, Roydon	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	Noise levels in the area are less than 55dB (day, evening, night levels).	<a href="http://www.defra.gov.uk/environment/noise/mapping">http://www.defra.gov.uk/environment/noise/mapping</a>
<b>Economy</b>			
12	<b>Employment uses</b>	No particular employment or other land uses are identified within the area. The area is adjacent to Harlow urban area to the north. To the south land use is mainly agricultural.	
13	<b>Indices of Deprivation - Employment</b>	LSOA1: Score: 6,608 Ranking: 20,34%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

		LSOA2: Score: 7,640 Ranking: 23.52%	
14	<b>Indices of Deprivation - Income</b>	LSOA1: Score: 7,716 Ranking: 23.75%  LSOA2: Score: 6,005 Ranking: 18.49%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	The area is covered by prairie fields. It is not considered to be a tourist attraction. Parndon Wood Local Nature Reserve and SSSI, Ridsen Wood, and Hospital Wood are all in close proximity to the area to the west.	
<b>Green Belt</b>			
16	<b>Green Belt</b>	The area is adjacent to the Green Belt to the south.	
<b>Heritage &amp; landscape</b>			
17	<b>Historic environment</b>	None in the area	Harlow Area Landscape and Environment Study
19	<b>Landscape character</b>	<p><b>Landform:</b> Gentle Ridge</p> <p><b>Landscape pattern:</b> Mixed, but generally moderate to large in scale</p> <p><b>Character of skyline:</b> Open</p> <p><b>Inter-visibility:</b> Visible from local areas</p> <p><b>Rare landscape features:</b> Dense concentrations of historic and nature conservation assets</p> <p><b>Historic landscape-time depth:</b> Generally good, but limited in places</p> <p><b>Sense of tranquillity:</b> Limited</p> <p><b>Sense of enclosure:</b> Open</p> <p><b>Sensitivity to:</b> Large-scale development: High Substantial development: High Small-scale development: Moderate</p>	Harlow Area Landscape and Environment Study
20	<b>Topography</b>	<p>Area slopes gradually upwards in a north to south direction, culminating in an elevated ridge to the south. This ridge at Rye Hill runs just to the south of Latton Bush and Latton Park woodlands.</p> <p>Degree of slope: max 1 in 16, min 1 in 3542, mean 1 in 71</p>	Harlow Area Landscape and Environment Study

		Altitude range: 55m to 110m	
Topic		Comments	Source (identify source and insert web link to information)
Nature conservation			
21	<b>Geological sites</b>	None in the area	Harlow Area Landscape and Environment Study
22	<b>Green infrastructure</b>	Open space, the area is covered mainly by prairie fields	Harlow Area Landscape and Environment Study
23	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
24	<b>Locally designated sites</b>	No locally designated sites within the area. Parndon Wood local Nature Reserve is in close distance to the site to the west.	Harlow Area Landscape and Environment Study
25	<b>Nationally designated sites</b>	No nationally designated sites within the site. Parndon Wood SSSI is in close distance to the site to the west.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
26	<b>Protected species and habitats</b>	None known	Harlow Area Landscape and Environment Study
27	<b>Woodlands</b>	No woodlands within the site. Parndon Wood ancient and semi natural woodland is in close distance to the site to the west.	Harlow Area Landscape and Environment Study
Transport <sup>2</sup>			
28	<b>Distance to Harlow Town Centre</b>	<b>Distance:</b> 2.8 miles (4.5 km) <b>By car:</b> approximately 9 mins <b>By walking and bus:</b> approximately 35 minutes	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
29	<b>Distance by road to nearest centres</b>	<b>Bishops Stortford:</b> 10.0 mi (16.1 km) <b>By car:</b> about 23 mins <b>Public transport:</b> approximately 30 minutes by bus to Harlow Town Station and from there approximately 15 minutes to Bishops Stortford Station. Alternatively by bust to Bishops Stortford it takes approximately 1 hour <b>Chelmsford:</b> 19.4 miles (31.2 km) <b>By car:</b> about 36 mins <b>Public transport:</b> By bus approximately 1 hour20 minutes. <b>Stevenage:</b> 21.2 mi (34.2 km ) <b>By car:</b> about 43 mins <b>Public transport:</b> By walking and bus approximately 1h 45 minutes	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>

<sup>2</sup> Distances measured from CM18 7SG



		<p><b>London:</b> 28.2 miles (45.4 km)</p> <p><b>By car:</b> about 54 mins</p> <p><b>Public transport:</b> approximately 30 minutes by bus to Harlow Town Station and from there approximately 30 minutes by train to Liverpool Street Station, London.</p>	
30	<b>Public transport</b>	No bus stop within the site, closest bus stop is 7 to 10 minutes walk. Harlow Town Station is approximately 30 minutes route by walking and bus	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
31	<b>Strategic road network</b>	There are no major routes within the site or adjacent to it. The closest major road is A1169/Southern Way to the north (0.6miles/1km), A181/Epping Road to the west (2.7 miles/4.4km) and A414/London Road to the east (2.1 miles/3.3 km). The closest motorway is M11. Congestion issues on Junction of A414 and A1025 Second Avenue, on A414 between Harlow and M11 (Flow/CRF = 1.23) and on Junction of A414 Edinburgh Way.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>  <a href="http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776">http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776</a>
	<b>Cycling and Walking</b>	<p>There are no cycle routes within the area. The closest cycle routes are in Harlow (Harlow Cycle Track-traffic free cycle route).</p> <p>There are no public footpaths in the area. The closest footpath is the Forest Way to the south.</p>	<a href="http://www.sustrans.org">www.sustrans.org</a>  <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>

Topic	Comments	Source (identify source and insert web link to information)
<b>Water resources</b>		
32	<b>Flood risk</b>	<p>The area is not at risk of flooding, there are no areas within the site in the floodplain, neither on adjacent areas.</p> <p><a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a></p>
33	<b>Groundwater Source Protection Zones</b>	<p>There are no groundwater sources protection zones within the area or adjacent to it</p> <p><a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a></p>
34	<b>Water supply and wastewater treatment</b>	<p>Public water supply in the Three Valleys Northern Water Resource Zone. Sewerage to Rye Meads treatment facility. Rye Meads Sewage constrained capacity puts a cap on growth of additional homes.</p> <p>Draft Water Cycle Study</p> <p><a href="http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598">http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598</a></p> <p><a href="http://www.harlow.gov.uk/pdf/Growth%20Area%20Fund%20-%20Programme%20of%20Development.pdf">http://www.harlow.gov.uk/pdf/Growth%20Area%20Fund%20-%20Programme%20of%20Development.pdf</a></p>

**Additional observations**

- Adjacent to ongoing neighbourhood regeneration projects

**Change log**

Row	Change	Origin	Date

**Map of the area**

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- NOTES
- Special Land Area
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Scott Wilson 016031873 2008



Draft

Harlow Spatial Land Assessment

Area H3  
Developable and Undevelopable Land

Scale 1:10,000			
Drawn: DH	Checked: JA		
Sup 1 Date:	Sup 2 Date:	Dispersed:	Date:

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FIGURE NUMBER



Date: 14.04.2008  
 Project: 016031873, Harlow Spatial Land Assessment and Planning Policy Review



## Area Profile

### *H3-Latton Bush*

#### **Area Description**

The area is bordered to the north, by the Harlow urban area; to the south it is bordered by the Harlow District border, the Latton Common SNCI and Mark Bushes; to the west it is bordered by the Harlow urban area and to the east it is bordered by the A414. The area is Registered Common Land and a County Wildlife Site. The land is mainly used for grazing and as a public open space. The area is surrounded by footpaths and the Stort Valley Way crosses the area from the southwest towards the northeast. There are no developments within the area.

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Halrow Common**

Harlow Common area is situated to the south-east of the town centre. The area is mainly urban with a few historic settlements. Harlow Common has a population of 7,450. Official labour market statistics for the area suggest that there is a serious skills shortage within the area, with 47% of its applicable residents having either no qualifications or an unknown level of qualifications. This ranks Harlow Common as the area with the highest skills shortage within the town as a whole and over 10% above the national average. 69.3% of the working age population in Harlow Common ward (3,715 people) are economically active, with 3,466 people (93%) in work. Of those who are working, 77% are in full time employment and the remaining 23% are in part-time.

##### *Outer adjoining areas*

##### **Matching**

Matching Parish has a population of 635 people. Housing is predominantly comprised by detached and semi-detached dwellings. Approximately 10% are terraced houses and there are no flats. Dwellings are predominantly owner occupied. Residents primarily use private transport to commute to work.

##### **Sheering**

Sheering Parish has a population of 2,838 people. There is a broad housing mix and the average household size is 2.12 and the average number of rooms is 5.07. The majority of dwellings are owner occupied and approximately 25% are privately rented. The majority of commuting is by private transport.

#### **Key local plan policies**

As identified in Adopted Replacement Harlow Local Plan, adopted July 2006

- **NE3** appropriate development within the Metropolitan Green Belt
- **NE18** wildlife sites

Baseline information		
Topic	Comments	Source
Agricultural land		
1	<b>Agricultural Land Classifications</b> Grade 2, Urban London Clay and Head	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
Air quality		
2	<b>Air Quality Management Areas (AQMA)</b> None in the area	<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities		
3	<b>Community services and facilities</b> <ul style="list-style-type: none"> <li>• <b>Shopping area:</b> Shopping facilities are found in urban Harlow adjacent to the site</li> <li>• <b>Primary Schools:</b> Harlow 0.6 miles (0.9 km), 0.9 miles (1.4 km), 1.3 miles (2.0 km), 1.5 miles (2.4 km)</li> <li>• <b>Secondary Schools:</b> Harlow 0.45 miles (0.73 km), 1.44 miles (2.32 km), 1.53 miles (2.46 km), 1.53 miles (247 km)</li> <li>• <b>GPs:</b> Harlow 0.4 miles, 0.7 miles Harlow, 0.7 miles Harlow, 1.1 miles Harlow</li> <li>• <b>Hospitals:</b> The Princess Alexandra Hospital (2.3 miles) Baxter Healthcare (2.6) Harlow, Harlow, St Margaret's Hospital ( 3.3 miles) Epping</li> <li>• <b>Dentists:</b> Harlow (0.8 miles), Harlow (0.9 miles), Harlow (1.7 miles), Harlow (1.7 miles)</li> <li>• <b>Pharmacy:</b> Harlow (0.4 miles), Harlow (0.7 miles), Harlow (0.7 miles)</li> <li>• <b>Leisure &amp; cultural facilities:</b> Adjacent to the site, in the northwest corner there are grass pitches. Radburn Field playing fields are 0.5 miles and Nicholls Field 0.8 miles away from the site.</li> <li>• <b>Recreation areas:</b> The site includes a small part of the Mark Bushes. Mark Bushes and Latton Park are also in the vicinity of the area. The Stort Valley Way crosses the area from the southwest to the northeast.</li> <li>• <b>Post office:</b> Harlow (0.4 miles), (0.8 miles), (1.7 miles)</li> </ul>	Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a>  Hospitals, GPs, dentists, pharmacies (as measured from: <a href="http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx">http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx</a>  Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authorize=true">http://www.activeplaces.com/Index.asp?Authorize=true</a>  Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a>  (Distances measured from CM17 9NR)
4	<b>Gypsy &amp; Travellers</b> None in the area	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
Community wellbeing <sup>1</sup>		
5	<b>Index of Multiple Deprivation</b> LSOA1 Score:12,614 Ranking: 38.83%  LSOA2 Score: 13,073 Ranking: 40.25%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b> LSOA1 Score:15,150 Ranking: 46.64%  LSOA2	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> Area H4 is part of two LSOAs-LSOA1 is E01021837 and LSOA2 is E01021835

		Score:20,320 Ranking: 62.56%	
7	<b>Indices of Deprivation - Crime</b>	LSOA1 Score: 8,462 Ranking: 26.05%  LSOA2 Score:12,606 Ranking: 38.81%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	LSOA1 Score: 5,604 Ranking: 17.25%  LSOA2 Score: 5,272 Ranking: 16.23%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	LSOA1 Score:14,685 Ranking: 45.21%  LSOA2 Score:13,258 Ranking: 40.82%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living deprivation</b>	LSOA1 Score: 24,618 Ranking: 75.79%  LSOA2 Score: 25,655 Ranking: 78.98%	

Topic		Comments	Source
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	No indication of contamination and pollution hazards within the site.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
11	<b>Waste sites</b>	There are no active or historic landfills within the site or adjacent to it.  The closest active landfills are Ryemeads Quarry, Stansted Abbots and Netherhall Landfill, Roydon	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	Noise levels range between 65 to 75dB or more (day, evening, night levels) to the east along the A414. In the remaining area noise levels vary between 60 to 65dB (day, evening, night levels).	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	No particular employment or other land uses are identified within the area.  To the north it is adjacent to Harlow urban area. To the south is bordered by Mark Bushes and Latton	

		Park.	
13	<b>Indices of Deprivation - Employment</b>	LSOA1 Score:14,582 Ranking: 36.98%  LSOA2 Score:14,072 Ranking: 43.32%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	LSOA1 Score:12,011 Ranking: 44.89%  LSOA2 Score:11,545 Ranking: 35.54%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	No major tourist or other visitor attractions are found within the area. The area is covered by prairie fields. Parts of the Mark Bushes are within the area to the south. The area is also adjacent to Latton Park to the south.	
<b>Green Belt</b>			
16	<b>Green Belt</b>	To the south the area is adjacent to the Green Belt. It contradicts the following green belt purposes:  -he check the unrestricted sprawl of large built-up areas  -o assist in safeguarding the countryside from encroachment  -o assist in urban regeneration, by encouraging the recycling of derelict and other urban land	
<b>Heritage &amp; landscape</b>			
17	<b>Historic environment</b>	The area includes registered common land. A few historic settlements are surrounding the site.	Harlow Area Landscape and Environment Study
19	<b>Landscape character</b>	<b>Landform:</b> Gentle Ridge <b>Landscape pattern:</b> Mixed, but generally moderate to large in scale <b>Character of skyline:</b> Open <b>Inter-visibility:</b> Visible from local areas <b>Rare landscape features:</b> Dense concentrations of historic and nature conservation assets <b>Historic landscape-time depth:</b> Generally good, but limited in places <b>Sense of tranquillity:</b> Limited	Harlow Area Landscape and Environment Study



		<p><b>Sense of enclosure:</b> Open</p> <p><b>Sensitivity to:</b>  Large-scale development: High  Substantial development: High  Small-scale development: Moderate</p>	
20	<b>Topography</b>	<p>Area slopes gradually upwards in a north to south direction, culminating in an elevated ridge to the south. This ridge at Rye Hill runs just to the south of Latton Bush and Latton Park woodlands.</p> <p>Degree of slope: max 1 in 16, min 1 in 3542, mean 1 in 71</p> <p>Altitude range: 55m to 110m</p>	Harlow Area Landscape and Environment Study

Topic		Comments	Source (identify source and insert web link to information)
Nature conservation			
21	<b>Geological sites</b>	None	Harlow Area Landscape and Environment Study
22	<b>Green infrastructure</b>	Latton Common open grassland (used for pony grazing, also functioning as areas of publicly accessible open greenspace). To the south the area include parts of the Mark Bushes (sensitive woodland area) and it is adjacent to the Latton Park (woodland) The area also includes footpaths	Harlow Area Landscape and Environment Study
23	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
24	<b>Locally designated sites</b>	Latton Common SSSI, Mark Bushes and Latton Park in the vicinity of the site (county wildlife sites)	Harlow Area Landscape and Environment Study
25	<b>Nationally designated sites</b>	There are no nationally designated sites within the site or adjacent to it.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
26	<b>Protected species and habitats</b>	None in the area	Harlow Area Landscape and Environment Study
27	<b>Woodlands</b>	No woodlands within the site. To the south the site is bordered by ancient replanted woodland-Mark Bushes and Latton Park	Harlow Area Landscape and Environment Study
Transport <sup>2</sup>			
28	<b>Distance to Harlow Town Centre</b>	<p><b>Distance:</b> 2.2 mi (3.6 km )</p> <p><b>By car:</b> about 6 mins</p> <p><b>Public transport:</b> By bus approximately 25 to 30 minutes</p>	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
29	<b>Distance by road to nearest centres</b>	<b>Bishops Stortford:</b> 12.3 mi (19.8 km)	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a> <a href="http://www.traveline.org">http://www.traveline.org</a>

<sup>2</sup> Distances measured from CM17 9NR

		<p><b>By car:</b> about 18 mins</p> <p><b>By public transit:</b> approximately 30 minutes by bus to Harlow Town Station and from there approximately 15 minutes to Bishops Stortford Station. Alternatively by bust to Bishops Stortford it takes approximately 1 hour</p> <p><b>Chelmsford:</b> 17.3 mi (27.9 km)</p> <p><b>By car:</b> about 29 mins</p> <p><b>Public transport:</b> By bus approximately 1 hour 20 minutes</p> <p><b>Stevenage:</b> 21.6 mi (34.8 km)</p> <p><b>By car:</b> about 42 mins</p> <p><b>By public transit:</b> By walking and bus is approximately 2 hours</p> <p><b>London:</b> 26.1 mi (42.0 km)</p> <p><b>By car:</b> about 47 mins</p> <p><b>By public transit:</b> approximately 30 minutes by walking and bus to Harlow Town Station and from there approximately 30 minutes by train to Liverpool Street Station, London.</p>	<a href="#">.uk/index.htm</a>
30	<b>Public transport</b>	No bus stops within the site, closest bus stops are 11 and 6 minutes walk. Harlow Town Station is approximately 30 minutes route by walking and bus	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
31	<b>Strategic road network</b>	The area is bordered by A414/London Road to the east. A1169/Southern Way to the north is 0.3 miles (0.5 km) in distance. The closest motorway is M11 (0.8 miles/1.3 km). Congestion issues on Junction of A414 between Harlow and M11 (Flow/CRF = 1.23)	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a> <a href="http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776">http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776</a>
	<b>Cycling and Walking</b>	<p>A small part of the Harlow Cycle Tracks-traffic free route-travels along the northeast boundary of the area.</p> <p>The area is surrounded by several footpaths, the Stort Valley Way travels through the area on the northeast-southwest axis.</p>	<a href="http://www.sustrans.org">www.sustrans.org</a> <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>

Topic	Comments	Source (identify source and insert web link to information)
<b>Water resources</b>		
32	<b>Flood risk</b>	<p>The area is not at risk of flooding, there are no areas within the site in the floodplain, neither on adjacent areas.</p> <p><a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a></p>
33	<b>Groundwater Source Protection Zones</b>	<p>There are no groundwater sources protection zones</p> <p><a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a></p>

		within the area or adjacent to it	<a href="http://agency.gov.uk/wiyby/wiybyController">agency.gov.uk/wiyby/wiybyController</a>
34	<b>Water supply and wastewater treatment</b>	Public water supply in the Three Valleys Northern Water Resource Zone. Sewerage to Rye Meads treatment facility. Rye Meads Sewage constrained capacity puts a cap on growth of additional homes.	Draft Water Cycle Study  <a href="http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598">http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598</a>  <a href="http://www.harlow.gov.uk/pdf/Growth%20Area%20Fund%20-%20Programme%20of%20Development.pdf">http://www.harlow.gov.uk/pdf/Growth%20Area%20Fund%20-%20Programme%20of%20Development.pdf</a>

<p><b>Additional observations</b></p> <ul style="list-style-type: none"> <li>• Adjacent to ongoing neighbourhood regeneration projects</li> </ul>
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**Change log**

Row	Change	Origin	Date

**Map of the area**





## Area Profile

### H5-Harlow Common

#### **Area Description**

The area is bounded to the north by the Harlow urban area; to the south by the Harlow District border; to the west by the A414 and to the east by Harlow build up area. M11 is adjacent to the area to the southeast corner. Adjacent to the area to the south there is Harlow Park. The whole area is Registered Common Land and a County Wildlife Site. The land is mainly used for grazing and as public open space. The Stort Valley Way crosses the area. Within the area to the east there is a farm (Hoggs Farm).

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Harlow Common**

Harlow Common area is situated to the south-east of the town centre. The area is mainly urban with a few historic settlements. Harlow Common has a population of 7,450. Official labour market statistics for the area suggest that there is a serious skills shortage within the area, with 47% of its applicable residents having either no qualifications or an unknown level of qualifications. This ranks Harlow Common as the area with the highest skills shortage within the town as a whole and over 10% above the national average. 69.3% of the working age population in Harlow Common ward (3,715 people) are economically active, with 3,466 people (93%) in work. Of those who are working, 77% are in full time employment and the remaining 23% are in part-time.

##### **Church Langley**

Church Langley is situated to the east of the Town Centre. It is one of the newest communities in Harlow, and also the most populated with a population of 7,650. The area is mainly urban. Within the area there are the Brenthal Wood and the Barnsley Wood ancient woodlands and the Perry Spring. Church Langley falls within the top bracket for qualifications within the Harlow area, Church Langley has the largest number of managers and senior officials, professionals, and associate professional and technical employees in the whole of Harlow. These three categories account for 40% of Church Langley's employment base. 83.2% of the working age population is economically active with 4,670 people (97%) in work. Of those employed 77% of people work full-time with the remaining 23% working part-time. The unemployment rate in the Church Langley area has consistently been the lowest in the whole of Harlow, with a margin of under 5% unemployment.

##### *Outer adjoining areas*

##### **Matching**

Matching Parish has a population of 635 people. Housing is predominantly comprised by detached and semi-detached dwellings. Approximately 10% are terraced houses and there are no flats. Dwellings are predominantly owner occupied. Residents primarily use private transport to commute to work.

##### **Sheering**

Sheering Parish has a population of 2,838 people. There is a broad housing mix and the average household size is 2.12 and the average number of rooms is 5.07. The majority of dwellings are owner occupied and approximately 25% are privately rented. The majority of commuting is by private transport.

#### **Key local plan policies**

As identified in Adopted Replacement Harlow Local Plan, adopted July 2006

- **NE3** appropriate development within the Metropolitan Green Belt

- **NE18** wildlife sites

Baseline information		
Topic	Comments	Source
Agricultural land		
1	<b>Agricultural Land Classifications</b>  Grade 2, Grade 3, Urban  London Clay	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
Air quality		
2	<b>Air Quality Management Areas (AQMA)</b>  None in the area	<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities		
3	<b>Community services and facilities</b>  <ul style="list-style-type: none"> <li>• <b>Shopping area:</b> Shopping facilities are found in urban Harlow adjacent to the site</li> <li>• <b>Primary Schools:</b> Harlow 0.7 miles (1.1 km), 1.0 miles (1.6 km), 1.3 miles (2.1 km), 2.2 miles (3.6 km)</li> <li>• <b>Secondary Schools:</b> Harlow 0.6 miles (0.96km), 1.49 miles (2.4 km), 1.54 miles (2.48 km); Old Harlow 1.66 miles (2.68km)</li> <li>• <b>GPs:</b> Harlow 0.2 miles, 0.7 miles Harlow, 1.0 miles Harlow, 1.0 miles Harlow</li> <li>• <b>Hospitals:</b> Baxter Healthcare (2.2) Harlow, the Princess Alexandra Hospital (2.4 miles) Harlow, River's Hospital (3.3 miles) Sawbridgeworth, St Margaret's Hospital ( 3.8 miles) Epping</li> <li>• <b>Dentists:</b> Harlow (0.6 miles), Harlow (1.1 miles), Harlow (1.5 miles), Harlow (1.7 miles)</li> <li>• <b>Pharmacy:</b> Harlow (0.6 miles), Harlow (0.2 miles), Harlow (0.7 miles)</li> <li>• <b>Post office:</b> Harlow (0.2 miles), (1.1 miles), (1.6 miles)</li> <li>• <b>Leisure &amp; cultural facilities:</b> Harlow Common pitches are located within the site. Nicholls Field is located 0.7 miles away and Radburn Field playing fields are 0.95 miles away. More sports clubs are available in close distance (0.6 to 1 miles) from the site.</li> <li>• <b>Recreation areas:</b> To the south of the area, there is Harlow Park. Latton Park and Mark Bushes are also close to the area. The Stort Valley Way crosses the area.</li> </ul>	Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a>  Hospitals, GPs, dentists, pharmacies (as measured from: <a href="http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx">http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx</a>  Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authorize=true">http://www.activeplaces.com/Index.asp?Authorize=true</a>  Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a>  (Distances measured from CM17 9DE)
4	<b>Gypsy &amp; Travellers</b>  No Gypsy & Traveller sites within the area	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
Community wellbeing <sup>1</sup>		
5	<b>Index of Multiple Deprivation</b>  LSOA1 Score:13,073 Ranking: 40.25%  LSOA2 Score: 11,460 Ranking: 35.28%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>  LSOA1 20,320 Ranking: 62.56%  LSOA2	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> Area H5 is part of two LSOAs- LSOA1 is E01021835 and LSOA2 is E01021834

		19,109 Ranking: 58.83%	
7	<b>Indices of Deprivation - Crime</b>	LSOA1 Score: 12,606 Ranking: 38.81%  LSOA2 Score: 9,014 Ranking: 27.75%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	LSOA1 Score: 5,272 Ranking: 16.23%  LSOA2 Score: 4,899 Ranking: 15.08%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	LSOA1 Score: 13,258 Ranking: 40.82%  LSOA2 Score: 12,345 Ranking: 38.01%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living deprivation</b>	LSOA1 Score: 25,655 Ranking: 78.98%  LSOA2 Score: 26,292 Ranking: 80.94%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

Topic		Comments	Source
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	No indication of contamination and pollution hazards within the site.  There has been one recorded pollution incident (2009) just of the site in the southeast corner. The pollution incident has been caused from inert materials and wastes and has significant impact on land. Other pollution incident has been recorded in the area adjacent to the north of the site (2001). This incident was caused from organic chemicals and oils and with significant impact on water.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
11	<b>Waste sites</b>	There are no active or historic landfills within the site or adjacent to it.  The closest active landfills are Ryemeads Quarry, Stansted Abbots and Netherhall Landfill, Roydon	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	To the east, noise levels are significantly high due to increased traffic along the M11. Noise levels (day, evening, night levels) range between 70 to 75dB or higher. To the west, noise levels are also high due to increased traffic along the A414. Noise levels also vary between 70 to 75db (day, evening, night levels). In the remaining area, noise levels range between 60 to 70db (day, evening, night levels)	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>



Economy			
12	<b>Employment uses</b>	No particular employment land uses are identified within the area. In the west end of the site there is a farm. The area is adjacent to the Harlow urban area to the north. To the south land use is mainly agricultural.	
13	<b>Indices of Deprivation - Employment</b>	LSOA1 Score: 14,072 Ranking: 43.32%  LSOA2 Score: 13,293 Ranking: 40.92%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	LSOA1 Score: 11,545 Ranking: 35.54%  LSOA2 Score: 9,477 Ranking: 29.18%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	No major tourist or other visitor attractions are found within the area. The area is covered by prairie fields. There is a farm in the western end of the site. Several farms and cottages can be found to the south of the site.	
Green Belt			
16	<b>Green Belt</b>	It contradicts the following green belt purposes:  -the check the unrestricted sprawl of large built-up areas  -to assist in safeguarding the countryside from encroachment  -to assist in urban regeneration, by encouraging the recycling of derelict and other urban land	
Heritage & landscape			
17	<b>Historic environment</b>	The area includes registered common land, there are a few historic settlements adjacent or in close proximity to the site including farms and cottages. Hoggs Farm to the east.	Harlow Area Landscape and Environment Study
19	<b>Landscape character</b>	<b>Landform:</b> Gentle Ridge <b>Landscape pattern:</b> Mixed, but generally moderate to large in scale <b>Character of skyline:</b> Open <b>Inter-visibility:</b> Visible from local areas <b>Rare landscape features:</b> Dense concentrations of historic and nature conservation assets	Harlow Area Landscape and Environment Study

		<p><b>Historic landscape-time depth:</b> Generally good, but limited in places</p> <p><b>Sense of tranquillity:</b> Limited</p> <p><b>Sense of enclosure:</b> Open</p> <p><b>Sensitivity to:</b></p> <p>Large-scale development: High</p> <p>Substantial development: High</p> <p>Small-scale development: Moderate</p>	
20	<b>Topography</b>	<p>Area slopes gradually upwards in a north to south direction, culminating in an elevated ridge to the south. This ridge at Rye Hill runs just to the south of Latton Bush and Latton Park woodlands.</p> <p><b>Degree of slope:</b> max 1 in 16, min 1 in 3542, mean 1 in 71</p> <p><b>Altitude range:</b> 55m to 110m</p>	Harlow Area Landscape and Environment Study

Topic		Comments	Source
Nature conservation			
21	<b>Geological sites</b>	None	Harlow Area Landscape and Environment Study
22	<b>Green infrastructure</b>	Harlow Common is open common grassland (used for pony grazing, also functioning as areas of publicly accessible open greenspace). The area also includes footpaths	Harlow Area Landscape and Environment Study
23	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
24	<b>Locally designated sites</b>	There are several Wildlife Sites within the area	Harlow Area Landscape and Environment Study
25	<b>Nationally designated sites</b>	There are no nationally designated sites within the site or adjacent to it.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
26	<b>Protected species and habitats</b>	None in the area	Harlow Area Landscape and Environment Study
27	<b>Woodlands</b>	No woodlands within the site	Harlow Area Landscape and Environment Study
Transport <sup>2</sup>			
28	<b>Distance to Harlow Town Centre</b>	<p><b>Distance:</b> 2.3 mi (3.7 km)</p> <p><b>By car:</b> about 7 mins</p> <p><b>By public transit:</b> by walking and bus about 30 minutes</p>	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>

<sup>2</sup> Distances measured from CM17 9DE

29	<b>Distance by road to nearest centres</b>	<p><b>Bishops Stortford:</b> 8.6 mi (13.9 km)  <b>By car:</b> about 20 mins  <b>By public transit:</b> approximately 30 minutes by bus to Harlow Town Station and from there approximately 15 minutes to Bishops Stortford Station Alternatively by bust to Bishops Stortford it takes approximately 1 hour</p> <p><b>Chelmsford:</b> 18.0 mi (29.0 km)  <b>By car:</b> about 33 mins  <b>Public transport:</b> By bus approximately 1 hour 20 minutes</p> <p><b>Stevenage:</b> 21.7 mi  <b>By car:</b> about 43 mins (34.9 km)  <b>Public transport:</b> By bus approximately 1 hour 10 minutes</p> <p><b>London:</b> 26.8 mi (43.2 km)  <b>By car:</b> about 51 mins  <b>By public transit:</b> approximately 30 minutes by walking and bus to Harlow Town Station and from there approximately 30 minutes by train to Liverpool Street Station, London.</p>	<p><a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>  <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a></p>
30	<b>Public transport</b>	No bus stop within the site, closest bus stop is approximately 10 minutes walk. Harlow Town Station is approximately 30 minutes route by walking and bus	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
31	<b>Strategic road network</b>	The area is bordered by A414/London Road to the west and is adjacent to M11 to the southeast corner. Congestion issues across the A414/London Road and on Junction of A414 between Harlow and M11 (Flow/CRF = 1.23)	<p><a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>  <a href="http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776">http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776</a></p>
	<b>Cycling and Walking</b>	<p>Part of the Harlow Cycle Tracks-traffic free cycle route travels through the area to the west.</p> <p>The Stort Valley Way travels through the area on the east-west axis. There are several footpaths to the northern part of the area.</p>	<p><a href="http://www.sustrans.org">www.sustrans.org</a>  <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a></p>

Topic	Comments	Source
<b>Water resources</b>		
32	<b>Flood risk</b>	The area is not at risk of flooding, there are no areas within the site in the floodplain, neither on adjacent areas.
33	<b>Groundwater Source Protection Zones</b>	There are no groundwater sources protection zones within the area or adjacent to it
34	<b>Water supply and wastewater treatment</b>	Public water supply in the Three Valleys Northern Water Resource Zone. Sewerage to Rye Meads

		<p>treatment facility. Rye Meads Sewage constrained capacity puts a cap on growth of additional homes.</p>	<p><a href="http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598">http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598</a></p> <p><a href="http://www.harlow.gov.uk/pdf/Growth%20Area%20Fund%20-%20Programme%20of%20Development.pdf">http://www.harlow.gov.uk/pdf/Growth%20Area%20Fund%20-%20Programme%20of%20Development.pdf</a></p>
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**Additional observations**

- Adjacent to ongoing neighbourhood regeneration projects

**Change log**

Row	Change	Origin	Date

**Map of the area**



## Area Profile

### H6 - Church Langley North

#### **Area Description**

This area is bounded by the B183 to the north, Churchgate Street, Hobbs Cross Road and the M11 to the east, the built up area of Church Langley to the south, and London Road to the west. The area is contained to the east by topography and by urban features to the west. It includes an area of Green Belt to the east of the site and Green Wedge in the south and north connected by a central north-south strip. The landscape of very gentle undulating valley head is dominated by varying-sized arable fields and large woodland blocks – Brenthall Wood/Barnsley Wood ancient woodland on the south boundary, and Gravelpit Spring and Newspond Spring woodland plantations to the west and centre. A small tributary of the River Stort cuts across the northeast corner of the area. Other than a small populated area along The Chase to the west of the area and along Sheering Road to the north-east, the area has limited settlement and has a predominantly rural feel, with footpaths crossing the publicly accessible open common and a bridleway to the southwest. Notable man-made features include: two primary schools and associated facilities, a large hotel, two churches and a burial ground, a public house, a farm, cottages, a nursery, a sports ground and tennis courts, and a superstore. Other significant features include a tumulus and a water tower. The area includes Hubbard's Hall Estate and a car park for Barnsley Lake (the lake is situated adjacent to the area).

#### **Adjoining areas**

##### **Church Langley**

Church Langley is situated to the east of the Town Centre. It is one of the newest communities in Harlow, and also the most populated with a population of 7,650. The area is mainly urban. Within the area there are the Brenthall Wood and the Barnsley Wood ancient woodlands and the Perry Spring. Church Langley falls within the top bracket for qualifications within the Harlow area, Church Langley has the largest number of managers and senior officials, professionals, and associate professional and technical employees in the whole of Harlow. These three categories account for 40% of Church Langley's employment base. 83.2% of the working age population is economically active with 4,670 people (97%) in work. Of those employed 77% of people work full-time with the remaining 23% working part-time. The unemployment rate in the Church Langley area has consistently been the lowest in the whole of Harlow, with a margin of under 5% unemployment.

##### **Mark Hall**

Mark Hall has a population of 6,979 and it is predominantly white in its ethnic make-up, with people classified as White-British comprising 92% of the population. The largest ethnic minority group in Mark Hall is Asian or Asian British who account for approximately 2% of the population. 41% of households are one family households and pensioner households account for approximately 30% of the overall number of households. Qualification statistics suggest that the ward has a relatively low level of educational and qualification based attainment. In all fields Mark Hall is identifiable by its lack of higher-level qualifications, falling well below national averages. 68.4% of the 16-74 population are economically active while the largest type of occupation for residents is in elementary occupations (17%) and administrative and secretarial (15%). Unemployment remains one of the lowest in Harlow, ranking 9 out of the 11 wards.

Conservation Area - 4. *Mark Hall North* - policies 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), and BE10 (New development in Conservation Areas or development that affects the setting, surrounding area, or inward and outward views will be granted planning permission providing: 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) apply.

##### **Old Harlow**

Old Harlow is situated to the east of the Town Centre with its northern edge bordering Hertfordshire. It has a population of 5,854. 71.8% of the working age population are economically active with 2,872 people (93%) in work. 78% of employed residents work full-time and the remaining 22% work part-time. The unemployment rate

in the Old Harlow area has consistently been the second lowest in the whole of Harlow. The largest type of occupation for the ward's residents is managers and senior officials, which account for 17% of the employed residents. Administrative and secretarial positions account for the next highest category of employment accounting for approximately 15%.

### Key local plan policies

The Essex Local Transport Plan 2006-2011 includes the Harlow and Stansted/M11 Corridor strategy area. The provision of an A414 and M11 link road to remove A414 through-traffic will continue to be investigated in association with the housing proposals contained within the DEEP.

Baseline information			
Topic	Comments	Source	
Agricultural land			
1	<b>Agricultural Land Classifications</b>	<p>Predominantly Grade 2 Agricultural Land</p> <p>Soil type: brown soils and pelosols</p>	<p><a href="http://www.magic.gov.uk">www.magic.gov.uk</a></p> <p>Harlow Area Landscape &amp; Environment Study</p>
Air quality			
2	<b>Air Quality Management Areas (AQMA)</b>	None in the area	<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities			
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping:</b> limited within area other than at superstore; greater shopping selection found in urban Harlow adjacent to area – particularly Old Harlow to north. Superstore in southwest of area</li> <li>• <b>Primary schools:</b> two in area – southwest and northeast</li> <li>• <b>Secondary schools:</b> College/sixth form: Saint Nicholas School takes pupils from 4-16 and is within the east border of the area, outside of the area there are nine further secondary schools within five miles of this school, the closest of which is Mark Hall Community School across London Road on the west border of the area.</li> <li>• <b>Hospitals:</b> Baxter Healthcare, Harlow (1.6 miles); Princess Alexandra, Harlow, (2 miles); Rivers Hospital, Sawbridgeworth (2.7 miles)</li> <li>• <b>GPs:</b> Church Langley Medical Practise is within the area, outside of the area there are a further seven within two miles of this health centre</li> <li>• <b>Dental practices:</b> Howard Marshall Dentistry is within the area, outside of the area there are a further six within two miles of Church Langley Medical Practise</li> <li>• <b>Pharmacies:</b> Church Langley Pharmacy and Tesco Superstore Pharmacy are within the area, outside of the area there are a further twelve within two miles of Church Langley Medical Practise</li> <li>• <b>Leisure &amp; cultural facilities:</b> Church Langley Church within the area in the southwest and St Mary's Old Harlow outside the area to the northeast across Churchgate Street). There is a library in Old Harlow north of the area and Mark Hall to the west., and the Museum of Harlow to the West and an arts centre to the north. The leisure facilities within the area include numerous sports venues: tennis courts, St Nicholas School grass pitches, swimming pool and sports hall, Swallow Leisure gym and pool; Gildea Way grass pitches. Outside but adjacent to the area is BNR Europe Ltd Sport Club, Maypole Sports and Social Club, Ladyshot Sports Ground, Cossors Sports &amp; Social Club and Mark Hall Sports Hall – facilities of which cross in to the area (west,</li> </ul>	<p>Secondary schools (as measured from CM17 0NJ): <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a></p> <p>Hospitals, GPs, dentists, pharmacies (as measured from CM17 9TG): <a href="http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx">http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx</a></p> <p>Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authorize=true">http://www.activeplaces.com/Index.asp?Authorize=true</a></p>

		<p>across London Road); Harlow Cricket Club, Bowls Club; Spicers Field Playing Field and Norman Booth Leisure Centre (north, across Gildea Way).</p> <ul style="list-style-type: none"> <li>• <b>Recreation areas:</b> In addition to numerous leisure facilities, the area has footpaths and a bridleway passing through large blocks of woodland and open fields. A large public house (Potters Arms) is in the southwest of the area. Tourist facilities / accommodation: Swallow Churchgate Hotel is in the northeast of the area, areas of historic interest adjacent to the area e.g. Old Harlow.</li> <li>• <b>Post offices:</b> Adjacent to the area (across Churchgate Street in northeast and in Old Harlow to the north)</li> </ul>	
4	<b>Gypsy &amp; Travellers Sites</b>	The area has limited settlement and has a predominantly rural feel. There are small residential areas along The Chase to the west of the area and along Sheering Road to the north-east, and a few cottages and scattered farmsteads.	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
<b>Community wellbeing<sup>1</sup></b>			
5	<b>Index of Multiple Deprivation</b>	Ranking: 63.92%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Ranking: 19.38%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	Ranking: 70.94%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Ranking: 66.14%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Ranking: 64.04%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

	Topic	Comments	Source
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	None (but glass houses at Mulberry Green Nursery)	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
11	<b>Waste sites</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	Noise levels in the area vary between 60-65dB (day, evening, night levels) due to increased traffic in the M11 to the east and in the A414 to the west.	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	Predominantly rural common land with Hubbard's Hall Estate and associated arable farmland. Sources of employment include: education and sports (schools and leisure facilities); glasshouses; hotel; farmsteads. Nortel Network Plc adjacent to the area (west of London Road).	
13	<b>Indices of Deprivation - Employment</b>	Ranking: 67.19%	<a href="http://www.imd.communities.gov.uk/Information">http://www.imd.communities.gov.uk/Information</a>

<sup>1</sup> The area is part of LSOA E01021857



			<a href="#">nDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	Ranking: 50.61%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	Areas of historic interest adjacent to the area e.g. Old Harlow. The Museum of Harlow is to the west and an arts centre is to the north.	
<b>Green Belt</b>			
16	<b>Green Belt</b>	The area contains Green Belt to the east beyond the north-south footpath at Hubbard's Hall Estate. It would contradict three purposes of the green belt.	
<b>Heritage and Landscape</b>			
17	<b>Historic environment</b>	The LCA identifies two scheduled monuments in the north of the area marked as a tumulus on the crown map. A conservation area borders the northeast of the area. The area is south of Old Harlow and contains a significant cluster of prehistoric Bronze Age Barrows, most ploughed out and surviving only as ring ditches. The LCA also identified a curcus.	Harlow Area Landscape & Environment Study
19	<b>Landscape character</b>	<p>The Landscape Character Area (LCA) includes a small part of LCA 18: Harlow Major Urban Area, but is predominantly formed of 20b: Jack's Hatch to Church Langley Ridge.</p> <p><b>Landform</b> – Very gentle undulating valley head</p> <p><b>Landscape pattern</b> – Generally moderate to large-scale and irregular</p> <p><b>Character of skyline</b> – Contained to east by topography; urban to west</p> <p><b>Inter-visibility</b> – Limited by topography and urban areas</p> <p><b>Rare landscape features</b> – Few historic and nature conservation assets</p> <p><b>Settlement pattern/communication routes</b> – Limited settlement</p> <p><b>Sense of enclosure</b> – Contained by urban/transport and topography</p> <p><b>Sense of tranquillity/remoteness</b> – Very limited</p> <p><b>Historic landscape time-depth and stability</b> – Generally limited</p> <p><b>Sensitivity</b>  Very large-scale development: low  Substantial development: low  Small-scale development: moderate</p>	Harlow Area Landscape & Environment Study
20	<b>Topography</b>	The area is very gentle undulating valley head. The area slopes gradually upwards in a north to south direction, culminating in an elevated ridge to the south (away from the river Stort). Altitude range: 55m to 110m.	Harlow Area Landscape & Environment Study

Nature Conservation			
21	<b>Geological sites</b>	The upstanding Bronze Age barrow south of Old Harlow is only locally visible but is a particular feature of this area. Predominantly rural character includes a series of small, medium and large (open prairie) irregular fields – though some field boundaries remain from pre-1950s. The drift geology of the area comprises Lowestoft till with London clay, head and open waste.	Harlow Area Landscape & Environment Study
18	<b>Green infrastructure</b>	The area is predominantly rural in character and traversed by footpaths and a bridleway. There is Green Wedge identified in the Local Plan (NE2/1) a north-south Green Wedge linking Church Langley to Old Harlow. In the area this comprises an area South of The Chase and north The Kennels, with a strip linking the two along Newspond Spring.	Adopted Replacement Harlow Local Plan (2006) <a href="http://www.harlow.gov.uk/pdf/Adopted%20Replacement%20Harlow%20Local%20Plan%20opt-web.pdf">http://www.harlow.gov.uk/pdf/Adopted%20Replacement%20Harlow%20Local%20Plan%20opt-web.pdf</a>

Topic	Comments	Source	
22	<b>Internationally designated sites</b>	None	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
23	<b>Locally designated sites</b>	The ancient woodland of Brenthall Wood and Barnsley Wood is designated a County Wildlife Site. The northeast border of the area includes a designated Conservation Area.	Harlow Area Landscape & Environment Study <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
24	<b>Nationally designated sites</b>	None	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
25	<b>Protected species and habitats</b>	Unknown	Harlow Area Landscape & Environment Study
26	<b>Woodlands</b>	Large blocks of woodland include Brenthall Wood/Barnsley Wood ancient woodland on the south boundary, and Gravelpit Spring and Newspond Spring woodland plantations to the west and centre which are identified as surviving 18th and 19th Century landscape features.	Harlow Area Landscape & Environment Study
Transport <sup>2</sup>			
27	<b>Distance to Harlow Town Centre</b>	Area is located within Harlow and adjacent to Harlow town districts of Old Harlow, Mark Hall and Church Langley. Sawbridgeworth is the next nearest large stand-alone settlement to Harlow.	<a href="http://maps.google.co.uk/">http://maps.google.co.uk/</a>
28	<b>Distance by road to nearest centres</b>	<b>Hoddesdon:</b> approx 11 miles (17.7km) <b>Public transit:</b> bus approx 1 hour <b>Bishop's Stortford:</b> approx 8.5 miles (13.7km) <b>Public transit:</b> bus approx 1 hour <b>Chelmsford:</b> approx 18.2 miles (29.3km) <b>Public transit:</b> bus approx 1 hour <b>Cheshunt:</b> approx 18.1 miles (29.2km) <b>Public transit:</b> bus approx 1 hour 30 mins	<a href="http://maps.google.co.uk/">http://maps.google.co.uk/</a> :

<sup>2</sup> Distances measured from CM17 0NJ

29	<b>Public transport</b>	Buses from Church Langley and Tesco (within the area) to Harlow town centre take approx 6-13 minutes and from Old Harlow they take approx 7-18 mins. There is a bus stop on Churchgate Street (northeast of area) to Harlow bus station that takes approx 16 minutes. The nearest train station is Harlow Mill station to the north of the area.	HarlowRide <a href="http://www.harlowride.co.uk/">http://www.harlowride.co.uk/</a>
30	<b>Strategic road network</b>	The area is adjacent to junction 7 of the M11 on its eastern border and is therefore directly accessible from the motorway. It is also accessible from the A414 road on its western border, connecting Harlow to the M11. The B183 runs along the north border of the area, with access roads bordering most of the area. Access roads to farmsteads and footpaths and a bridleway are the only routes within the centre of the area.  Strong north-south transport links via the M11 and rail routes but these overloaded due to the strategic nature of the route between London and the north.  Recent studies observed certain roads carrying traffic flows in excess of their operational capacity, including the A414 through Harlow.	The Essex Local Transport Plan 2006-2011 <a href="http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Transportation_and_Road_Planning/LTP_B-finaldocument-Chapter6.pdf?channelOid=null">http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Transportation_and_Road_Planning/LTP_B-finaldocument-Chapter6.pdf?channelOid=null</a>
	<b>Cycling and Walking</b>	The area includes a very small part of the National Cycle Route 1 (traffic free cycle route and access point) along its north boundary (B183). The Harlow Cycle Tracks- traffic free cycle route-are in close proximity to the area to the south.  Several public footpaths travel through the area on both north-south and east-west axes.	<a href="http://www.sustrans.org">www.sustrans.org</a> <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>

Topic	Comments	Source
<b>Water resources</b>		
<b>Flood risk</b>	There is a risk of localised flooding from the River Stort tributary in the northeast of the area. There are no other identifiable areas of flood risk within or adjacent to the area.  The SFRA for Harlow is unavailable but the district has been assigned as SFRA Level 1.	Environment Agency: Flooding <a href="http://maps.environment-agency.gov.uk">http://maps.environment-agency.gov.uk</a>  Essex Mineral Development Documents: Issues and Options High Level Flood Risk Assessment of Minerals Options Essex County Council (2009) <a href="http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Planning396/High_Level_Flood_Risk_Assessment.pdf?channelOid=null&amp;bcsi_scan_F6892CABA15785B4=0&amp;bcsi_scan_filename=High_Level_Flood_Risk_Assessment.pdf">http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Planning396/High_Level_Flood_Risk_Assessment.pdf?channelOid=null&amp;bcsi_scan_F6892CABA15785B4=0&amp;bcsi_scan_filename=High_Level_Flood_Risk_Assessment.pdf</a>

	<b>Groundwater Source Protection Zones</b>	Unknown	
	<b>Water supply and wastewater treatment</b>	Essex and Suffolk Water, which supplies the district of Harlow with water, is in an area of England at risk of "serious water stress".  Sewerage is supplied by either Anglian or Thames Water.	Environment Agency (2007) <a href="http://publications.environment-agency.gov.uk/pdf/GEH00107BLUT-e-e.pdf">http://publications.environment-agency.gov.uk/pdf/GEH00107BLUT-e-e.pdf</a>

<p><b>Additional observations</b></p> <ul style="list-style-type: none"> <li>• Adjacent to ongoing neighbourhood regeneration projects</li> </ul>
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**Change log**

Row	Change	Origin	Date

**Map of the area**



## Area Profile

### *H7-Feltimores*

#### **Area Description**

The area is bounded to the north by the Harlow district border and the Moor Hall Road; to the east it is bordered by the B183; to the west by the district border and the M11 and to the south by the M11 and the B183. The area has limited settlement and has a predominantly rural feel, with arable fields and footpaths crossing the area from the east to the west. Within the area there are the Feltimores Farm, the Franklin Farm and the Feltimores Lodge.

#### **Adjoining areas**

##### *Inner adjoining areas*

#### **Old Harlow**

Old Harlow is situated to the east of the Town Centre with its northern edge bordering Hertfordshire. It has a population of 5,854. 71.8% of the working age population are economically active with 2,872 people (93%) in work. 78% of employed residents work full-time and the remaining 22% work part-time. The unemployment rate in the Old Harlow area has consistently been the second lowest in the whole of Harlow. The largest type of occupation for Old Harlow residents is managers and senior officials accounting for 17% of jobs for the ward's employed residents. Administrative and secretarial positions account for the next highest category of employment accounting for approximately 15%.

##### *Outer adjoining areas*

#### **Matching**

Matching Parish has a population of 635 people. Housing is predominantly comprised by detached and semi-detached dwellings. Approximately 10% are terraced houses and there are no flats. Dwellings are predominantly owner occupied. Residents primarily use private transport to commute to work.

#### **Sheering**

Sheering Parish has a population of 2,838 people. There is a broad housing mix and the average household size is 2.12 and the average number of rooms is 5.07. The majority of dwellings are owner occupied and approximately 25% are privately rented. The majority of commuting is by private transport.

#### **Key local plan policies**

As identified in Adopted Replacement Harlow Local Plan, adopted July 2006

- **NE3** appropriate development within the Metropolitan Green Belt
- **NE18** Wildlife Sites
- **NE19** protected Wildlife Verges

Baseline information		
Topic	Comments	Source
Agricultural land		
1	<b>Agricultural Land Classifications</b> e.g. <i>Grade of agricultural land within the area</i>	Grade 2, Grade 3, Urban  Lowestoft Till, London Clay, Head
		<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>  Harlow Area Landscape and Environment Study
Air quality		
2	<b>Air Quality Management Areas (AQMA)</b>	None in the area
		<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities		
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b> There is a superstore in close proximity to the area to the east (1.6 miles). More shopping facilities available to the north in Old Harlow area, none within the area.</li> <li>• <b>Primary Schools:</b> There is a primary school in the vicinity of the site to the east; approximately 6 minutes walk (0.5 miles) and one more in Old Harlow (1.5 miles).</li> <li>• <b>Secondary Schools:</b> Old Harlow 0.36miles (0.58 km), Harlow 1.33miles (2.14km), Harlow 2.27miles (3.66km), Harlow 2.34miles (3.78km)</li> <li>• <b>GPs:</b> Old Harlow (1.3 miles), Harlow (1.5 miles), Harlow (2.0 miles), Harlow (2.2 miles)</li> <li>• <b>Hospitals:</b> The Princess Alexandra Hospital (3.3 miles), St. Margaret's Hospital (5.4 miles), Hertford County Hospital (10.8 miles)</li> <li>• <b>Dentists:</b> Old Harlow (1.3 miles), Old Harlow (1.3 miles), Harlow (1.6 miles), Harlow (2.2 miles)</li> <li>• <b>Pharmacy:</b> Old Harlow (1.3 miles), Harlow (1.5 miles), Harlow (1.6 miles), Harlow (2.0 miles)</li> <li>• <b>Leisure &amp; cultural facilities:</b> Sports facilities are available at the schools which are on the vicinity of the site; there are sports grounds in Churchgate Street (about 0.7 miles from the area) and some more in Gilden Way to the north (at about 1.0 mile from the area). More sports facilities/centres are available in Old Harlow area (0.8 miles and 0.9 miles)</li> <li>• <b>Recreation areas:</b> None within the area.</li> <li>• <b>Post office:</b> Harlow (1.2 miles), Harlow (2.0 miles), Bishops Stortford (2.1 miles), Harlow (2.1 miles)</li> </ul>
		Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a>  Hospitals, GPs, dentists, pharmacies (as measured from: <a href="http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx">http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx</a>  Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authore=true">http://www.activeplaces.com/Index.asp?Authore=true</a>  Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a>  (Distance measured from CM17 0PF):
4	<b>Gypsy &amp; Travellers Sites</b>	None in the area
		<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
Community wellbeing <sup>1</sup>		
5	<b>Index of Multiple Deprivation</b>	Score:20,762 Ranking:63.92%
		<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Score:6,295 Ranking:19.38%
		<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> Area H7 is part of the LSOA E01021857

7	<b>Indices of Deprivation - Crime</b>	Score:23,042 Ranking:70.94%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score:21,485 Ranking:66.14%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Score:20,803 Ranking:64.04%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living deprivation</b>	Score:28,016 Ranking:86.25%	

Topic		Comments	Source
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	No contamination and/or pollution hazards within the area.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
11	<b>Waste sites</b>	No active waste sites within the area. There is a historic landfill to the north of the area (Moor Hall Road) which received waste from 1974 to 1976. The closest active landfills are Ryemeads Quarry, Stansted Abbots and Netherhall Landfill, Roydon.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	The area is bounded by the M11 to the east. Noise levels along the M11 are significantly high ranging between 70 to 75dB (day, evening, night levels). The remaining area is still affected from noise with noise levels ranging between 65 to 70 dB (day, evening, night levels).	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	Predominantly arable farmland with two farms (Feltimores Farm and Franklins farm) and Feltimores Lodge. The surrounding areas are also agricultural with several farms and cottages. The main source of employment is agriculture. To the north it Churchgate Street and Old Harlow areas where more sources of employment are available including a hotel, two schools, sport facilities and large shopping facilities.	
13	<b>Indices of Deprivation - Employment</b>	Score:21,825 Ranking:67.19%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	Score:16,438 Ranking:50.61%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	Potential visitor attractions include Feltimores, Feltimores farm and Franklins Farm. In close proximity to the area to the east there is a large hotel. Further afield there is a tumulus (a Bronze	



		Age bowl barrow), Langley Church and Hubbard's Hall Estate.	
Green Belt			
16	<b>Green Belt</b>	The area is adjacent to the Green Belt to the north, northeast, south and southeast	
Heritage & landscape			
17	<b>Historic environment</b>	There are a few historic settlements within the area including Franklin's Farm, Feltimores and Feltimores Farm.	<a href="http://www.magic.gov.uk/">http://www.magic.gov.uk/</a>  Harlow Area Landscape and Environment Study
19	<b>Landscape character</b>	<p><b>Landform:</b> Very gentle undulating valley head</p> <p><b>Landscape pattern:</b> Generally moderate to large-scale and irregular</p> <p><b>Character of skyline:</b> Contained to east by topography</p> <p><b>Inter-visibility:</b> Limited by topography and urban areas</p> <p><b>Rare landscape features:</b> Few historic and nature conservation assets</p> <p><b>Historic landscape-time depth:</b> Generally limited</p> <p><b>Sense of tranquillity:</b> Very limited</p> <p><b>Sense of enclosure:</b> Contained by urban/transport and topography</p> <p><b>Sensitivity to:</b> Large-scale development: Low Substantial development: Low Small-scale development: Low</p>	Harlow Area Landscape and Environment Study
20	<b>Topography</b>	<p>Very gentle undulating valley head</p> <p>Degree of slope: max 1 in 16, min 1 in 3542, mean 1 in 71</p> <p>Altitude range: 55m to 110m</p>	Harlow Area Landscape and Environment Study

Topic		Comments	Source
Nature conservation			
21	<b>Geological sites</b>	None	Harlow Area Landscape and Environment Study
22	<b>Green infrastructure</b>	The area is within the metropolitan green belt and it is mainly covered by fields. There is also a roadside verge to the east by the M11.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>  Harlow Area Landscape and Environment Study
23	<b>Internationally designated sites</b>	None in the area	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>

			Harlow Area Landscape and Environment Study
24	<b>Locally designated sites</b>	The area includes a local wildlife site	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>  Harlow Area Landscape and Environment Study
25	<b>Nationally designated sites</b>	None in the area	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>  Harlow Area Landscape and Environment Study
26	<b>Protected species and habitats</b>	None in the area	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>  Harlow Area Landscape and Environment Study
27	<b>Woodlands</b>	No woodlands within the area. A small patch of woodland is attached to the site to the northeast border.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>  Harlow Area Landscape and Environment Study
<b>Transport<sup>2</sup></b>			
28	<b>Distance to Harlow Town Centre</b>	<b>Distance:</b> 3.1 miles (5.0 km) <b>By car:</b> about 9 mins <b>By bus and walking:</b> about 30 mins	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
29	<b>Distance by road to nearest centres</b>	<b>Bishops Stortford:</b> 8.0 miles (12.9 km) <b>By car:</b> about 18 mins <b>By walking and bus:</b> approximately 1 hour Alternatively, by walking and bus to Harlow Mill rail station (approximately 35-40mins) and then 10 minutes by train to Bishops Stortford <b>Chelmsford:</b> 18.2 miles (29.3 km) <b>By car:</b> about 33mins <b>By walking and bus:</b> approximately 1 hour <b>Stevenage:</b> 23.3 miles (37.5 km) <b>By car:</b> about 46mins <b>By walking and bus:</b> about 2h to 2h30mins Alternatively, by walking and bus to Harlow Mill rail station (approximately 35-40mins) and then 30 minutes by train to Bishops Stortford <b>London:</b> 29.9 miles (48.1 km) <b>By car:</b> about 56 mins <b>By train:</b> approximately 35 to 40 by waking and bus to Harlow Mill rail station and then about 40 minutes by rail to London Liverpool Street rail station.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>  <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>  <a href="http://www.nationalrail.co.uk">www.nationalrail.co.uk</a>
30	<b>Public transport</b>	There are no bus stops within the site. The closest bus stops are in Hobbs Cross Road (west border of	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>

<sup>2</sup> Distances measured from CM17 0PF

		the site) and in Moor Hall Road (north border of the site). These are about 10 to 20mins walk (approximately 1 mile). Closest rail station is Harlow Mill which is about 35 to 40 minutes by walking and bus.	
31	<b>Strategic road network</b>	There are no major roads within the site. The closest main road is B183 (Gilden Way) to the north of the site (1.3miles/2.1km). A414 is 2.4 miles (3.9 km) from the site. The closest motorway is M11 which is bordering the site, however there is not direct connection between M11 and the site. Congestion problems which might affect trips from/to the site include:  -Junction of A414 (Edinburgh Way) and A1184 (Cambridge Rd)  -A414 between Harlow and M11(Flow/CRF = 1.23)	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>  <a href="http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776">http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776</a>
	<b>Cycling and Walking</b>	National Cycle Route 1 (on road route) travels along the north boundary of the area (B183).  Public footpaths travel through the area on the east-west axis.	<a href="http://www.sustrans.org">www.sustrans.org</a>  <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>

Topic	Comments	Source (identify source and insert web link to information)
<b>Water resources</b>		
32	<b>Flood risk</b>	The west border of the area is in risk of flooding (zone 3).
		<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
33	<b>Groundwater Source Protection Zones</b>	None in the area
		<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
34	<b>Water supply and wastewater treatment</b>	Public water supply in the Three Valleys Northern Water Resource Zone. Sewerage to Rye Meads treatment facility. Rye Meads Sewage constrained capacity puts a cap on growth of additional homes.
		Draft Water Cycle Study  <a href="http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598">http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598</a>  <a href="http://www.harlow.gov.uk/pdf/Growth%20Area%20Fund%20-%20Programme%20of%20Development.pdf">http://www.harlow.gov.uk/pdf/Growth%20Area%20Fund%20-%20Programme%20of%20Development.pdf</a>

**Additional observations**

**Change log**

<i>Row</i>	<i>Change</i>	<i>Origin</i>	<i>Date</i>

**Map of the area**

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- NOTES
- Spatial Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries



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Revision	1	2	3	4

Drawing Date				
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Drawing Name: Draft

As Title: Harlow Spatial Land Assessment

Drawing Title: Area H7 Developable and Undevelopable Land

Scale as Shown: 1:10,000

Drawn	DH	Checked	JH
Supervisor			

Scott Wilson  
Architects, Engineers, Planners, Surveyors, Quantity Surveyors, Environmental Consultants  
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Drawing Number: FIGURE NUMBER

Date: 14th April 2009  
 Author: S. B. 012128, Nelson Scott Wilson Ltd, 100, The Quadrant, Harlow, Essex, UK



## Area Profile

### H8-Old Harlow East

#### Area Description

The area is bounded to the north by the railway line; to the west by the Old Harlow build up area; to the west by the Harlow district border and to the south by the B183. The area is predominantly rural covered by fields and footpaths. Within the area there are the remainings of a Roman Villa (Scheduled Monument) and the Frederick Gibbert House and Garden (Registered Garden). Several public footpaths cross the area towards all directions.

#### Adjoining areas

##### Inner adjoining areas

##### Old Harlow

Old Harlow is situated to the east of the Town Centre with its northern edge bordering Hertfordshire. It has a population of 5,854. 71.8% of the working age population are economically active with 2,872 people (93%) in work. 78% of employed residents work full-time and the remaining 22% work part-time. The unemployment rate in the Old Harlow area has consistently been the second lowest in the whole of Harlow. The largest type of occupation for the ward's residents is managers and senior officials, which account for 17% of the employed residents. Administrative and secretarial positions account for the next highest category of employment accounting for approximately 15%.

##### Outer adjoining areas

##### Sheering

Sheering Parish has a population of 2,838 people. There is a broad housing mix and the average household size is 2.12 and the average number of rooms is 5.07. The majority of dwellings are owner occupied and approximately 25% are privately rented. The majority of commuting is by private transport.

#### Key local plan policies

As identified in Adopted Replacement Harlow Local Plan, adopted July 2006

- **NE5** Special Restraint Areas
- **NE5/1** Land north of Gilden Way
- **NE6** development of land identified as Special Restraint Area
- **NE3** appropriate development within the Metropolitan Green Belt
- **BE12** Scheduled Monuments
- **BE12/9** Roman villa, 500m north-east of Harlowbury
- **BE13** archaeology and development
- **NE14** Special Landscape Areas

#### Baseline information

Topic	Comments	Source
Agricultural land		

1	<b>Agricultural Land Classifications</b>	Grade 3, Urban  Lowestoft Till, Head	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>  Harlow Area Landscape and Environment Study
Air quality			
2	<b>Air Quality Management Areas (AQMA)</b>	None in the area	<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities			
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b> No shopping facilities available within the site. Shopping facilities are available in Old Harlow to the west.</li> <li>• <b>Primary Schools:</b> The closest primary schools are in Churchgate street 1 mile (approximately 20mins walk) and in Old Harlow 1.6 miles (approximately 30mins walk)</li> <li>• <b>Secondary Schools:</b> Old Harlow 0.91miles (1.46km), Harlow 1.22miles (1.96km), Sawbridgeworth 1.96miles (3.17km), Harlow 2.09miles (3.37km)</li> <li>• <b>GPs:</b> Old Harlow (0.9 miles), Sawbridgeworth (1.3 miles), Sawbridgeworth (1.4 miles), Harlow (1.8 miles)</li> <li>• <b>Hospitals:</b> The Princess Alexandra Hospital (3.1 miles), St. Margaret's Hospital (6.1 miles), Hertford County Hospital (10.2 miles)</li> <li>• <b>Dentists:</b> Old Harlow (0.9 miles), Old Harlow (0.9), Sawbridgeworth (1.6 miles), Harlow (1.9)</li> <li>• <b>Pharmacy:</b> Old Harlow (0.9 miles), Sawbridgeworth (1.4 miles), Sawbridgeworth (1.4 miles), Harlow (1.8 miles)</li> <li>• <b>Leisure &amp; cultural facilities:</b> There are sports grounds adjacent to the site to the south in Gilden Way. More sports facilities include grass pitches in Gilden Way (0.6 miles), two leisure centres (0.63 miles and 0.71 miles) and Harlow cricket club (0.77 miles)</li> <li>• <b>Recreation areas:</b> Within the site there is the Gibberd Garden and House</li> <li>• <b>Post office:</b> Harlow (1.0 mile), Sawbridgeworth (1.4 miles), Sawbridgeworth (1.6 miles), Harlow (1.9 miles)</li> </ul>	<p>Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a></p> <p>Hospitals, GPs, dentists, pharmacies (as measured from: <a href="http://www.nhs.uk/serviceDirectories/Pages/serviceSearch.aspx">http://www.nhs.uk/serviceDirectories/Pages/serviceSearch.aspx</a></p> <p>Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authorize=true">http://www.activeplaces.com/Index.asp?Authorize=true</a></p> <p>Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a></p> <p>(Distances measured from CM17 0NA)</p>
4	<b>Gypsy &amp; Travellers Sites</b>	None in the area	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
Community wellbeing <sup>1</sup>			
5	<b>Index of Multiple Deprivation</b>	LSOA1 Score:20,762 Ranking:63.92%  LSOA2 Score:17,154 Ranking:52.81%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	LSOA1 Score:6,295 Ranking:19.38%  LSOA2	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> Area H8 is part of the LSOAs E01021857 and E01021854



		Score:10,775 Ranking:33.17%	
7	<b>Indices of Deprivation - Crime</b>	LSOA1 Score:23,042 Ranking:70.94%  LSOA2 Score:10,179 Ranking:31.34%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	LSOA1 Score:21,485 Ranking:66.14%  LSOA2 Score:11,684 Ranking:35.97%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	LSOA1 Score:20,803 Ranking:64.04%  LSOA2 Score:18,279 Ranking:56.27%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living deprivation</b>	LSOA1 Score:28,016 Ranking:86.25%  LSOA2 Score:28,921 Ranking:89.04%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

Topic		Comments	Source
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	No contamination and/or pollution hazards within the area.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
11	<b>Waste sites</b>	No active waste sites within the area. The closest active landfills are Ryemeads Quarry, Stansted Abbots and Netherhall Landfill, Roydon. There is also a historic landfill to the south of the site (Moor Hall Road) which received waste from 1974 to 1976.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	The area is affected by the M11. The day, evening, night noise levels range between 60-65dB to the east. To the west noise levels range between 55-60dB.	<a href="http://www.defra.gov.uk/environment/noise/maapping/">http://www.defra.gov.uk/environment/noise/maapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	The area is predominantly agricultural covered by large patches of farmland. Within the area there are the Gibberd Garden and the remaining of a Roman Villa. These are the only man-made developments in the site. The main employment source in the area is agriculture; other potential sources of employment are in Gibberd Garden and the Roman Villa. More	

		employment opportunities are available in Old Harlow which is adjacent to the area to the west and Churchgate Street to the south.	
13	<b>Indices of Deprivation - Employment</b>	LSOA1 Score:21,825 Ranking:67.19%  LSOA2 Score:18,756 Ranking:57.74%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	LSOA1 Score:16,438 Ranking:50.61%  LSOA2 Score:16,328 Ranking:50.27%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	Potential visitor attractions in the area include the Gibberd Gardens and the remains of a Roman Villa. Old Harlow is adjacent to the site to the west where there are more visitor attractions including a museum.	
<b>Green Belt</b>			
16	<b>Green Belt</b>	The top half of the area is in the metropolitan green belt. It would cause harm against the following principles:  -to check the unrestricted sprawl of large built-up areas;  -to assist in safeguarding the countryside from encroachment  -to assist in urban regeneration, by encouraging the recycling of derelict and other urban land	
<b>Heritage &amp; landscape</b>			
17	<b>Historic environment</b>	There is one scheduled monument, a Roman villa to the northeast part of the site. The villa has no upstanding remains above ground. Buried features include wall foundations, pits, ditches and occupation deposits. There is also one registered garden, Gibberd Garden within the area to the northeast adjacent to the Roman Villa. Adjacent to the site to the east is the Marsh Lane ancient woodland and county wildlife site.	<a href="http://www.magic.gov.uk/">http://www.magic.gov.uk/</a>  Harlow Area Landscape and Environment Study
19	<b>Landscape character</b>	<b>Landform:</b> Undulating ridge and slope <b>Landscape pattern:</b> Open and large scale <b>Character of skyline:</b> Variable dependent on location <b>Inter-visibility:</b> Moderate, mixed with some interconnections  Rare landscape features: Some nature conservation and keynote historic features  <b>Historic landscape-time depth:</b> Some notable	Harlow Area Landscape and Environment Study

		elements, but generally very limited <b>Sense of tranquillity:</b> Limited <b>Sense of enclosure:</b> Variable reflecting topography <b>Sensitivity to:</b> Large-scale development: Moderate Substantial development: Moderate Small-scale development: Low	
20	<b>Topography</b>	Undulating ridge and slope. The area slopes gradually downwards in proximity to River Stort. <b>Degree of slope:</b> max 1 in 10, min 1 in 1889, mean 1 in 70 <b>Altitude range:</b> 45m to 80m	Harlow Area Landscape and Environment Study

Topic		Comments	Source
Nature conservation			
21	<b>Geological sites</b>	None in the area	Harlow Area Landscape and Environment Study
22	<b>Green infrastructure</b>	Parts of the area are within the metropolitan green belt	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
23	<b>Internationally designated sites</b>	None in the area	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
24	<b>Locally designated sites</b>	Marsh Lane woodland and County Wildlife Site is located to the east adjacent to the site.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
25	<b>Nationally designated sites</b>	None in the area	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
26	<b>Protected species and habitats</b>	None known	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
27	<b>Woodlands</b>	Marsh Lane ancient woodland is located to the east adjacent to the site.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
Transport <sup>2</sup>			
28	<b>Distance to Harlow Town Centre</b>	<b>Distance:</b> 2.6 miles (4.2 km) <b>By car:</b> about 7 mins <b>By bus and walking</b> about 30 mins	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>

<sup>2</sup> Distances measured from CM17 0NA

29	<b>Distance by road to nearest centres</b>	<p><b>Bishops Stortford:</b> 7.5 miles (12.1 km)  <b>By car:</b> about 17mins  <b>By walking and bus:</b> about 50mins  <b>By train:</b> approximately 30 minutes by walking and bus to Harlow Mill rail station and then 10 minutes by train to Bishops Stortford</p> <p><b>Chelmsford:</b> 17.7 miles (28.5 km)  <b>By car:</b> about 32 mins  <b>By walking and bus:</b> about 50mins</p> <p><b>Stevenage:</b> 22.9 miles (36.8 km)  <b>By car:</b> about 44 mins  <b>By walking and bus:</b> about 2hours  <b>By train:</b> approximately 30 minutes by walking and bus to Harlow Mill rail station and from there about 1 hour 30 minutes by rail to Stevenage rail station.</p> <p><b>London:</b> 29.9 miles (48.1 km)  <b>By car:</b> about 57 mins  <b>By train:</b> approximately 30 minutes by walking and bus to Harlow Mill rail station and then about 40 minutes by rail to London Liverpool Street rail station.</p>	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>  <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>  <a href="http://www.nationalrail.co.uk">www.nationalrail.co.uk</a>
30	<b>Public transport</b>	<p>There are no bus stops within the site. The closest bus stops are in Gilden Way to the south border of the site. These are about 10mins walk (approximately 0.5 miles). Closest rail station Harlow Mill which is approximately 30 minutes by walking and bus.</p>	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
31	<b>Strategic road network</b>	<p>There are no major roads within the site. The closest main road is B183 (Gilden Way) 0.5 miles (0.8km) and A414 1.8 miles (3.0km). The closest motorway is M11 (2.0miles/3.2km).</p> <p>Congestion problems which might affect trips from/to the site include:</p> <ul style="list-style-type: none"> <li>-Junction of A414 (Edinburgh Way) and A1184 (Cambridge Rd)</li> <li>-A1184 north of A414 (Flow/CRF = 0.97)</li> </ul>	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>  <a href="http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776">http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776</a>
	<b>Cycling and Walking</b>	<p>There are no cycle routes within the area. The closest cycle route is the National Cycle Route 1-on road route- to the south, along the B183.</p> <p>Several public footpaths travel through the area on both north-south and east-west axes.</p>	<a href="http://www.sustrans.org">www.sustrans.org</a>  <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>

Topic	Comments	Source	
Water resources			
32	<b>Flood risk</b>	<p>The north and eastern parts of the area are within flood zones 2 and 3. The western border of the area is also in flood zone 2.</p>	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>

33	<b>Groundwater Source Protection Zones</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
34	<b>Water supply and wastewater treatment</b>	Public water supply in the Three Valleys Northern Water Resource Zone. Sewerage to Rye Meads treatment facility. Rye Meads Sewage constrained capacity puts a cap on growth of additional homes.	Draft Water Cycle Study  <a href="http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598">http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598</a>  <a href="http://www.harlow.gov.uk/pdf/Growth%20Area%20Fund%20-%20Programme%20of%20Development.pdf">http://www.harlow.gov.uk/pdf/Growth%20Area%20Fund%20-%20Programme%20of%20Development.pdf</a>

**Additional observations**

- 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.
- Adjacent to ongoing neighbourhood regeneration projects

**Change log**

Row	Change	Origin	Date

**Map of the area**



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**NOTES**

- ▭ Spatial Land Area
- ▨ Developable Land
- ▭ Undevelopable Land
- ▭ District Boundaries

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Revision Details	<input checked="" type="checkbox"/>	Drawn	Drawn
Drawing Name	Draft		
Site Title	Harlow Spatial Land Assessment		
Drawing Title	Area H8 Developable and Undevelopable Land		
Scale 1:10,000			
Drawn	DJH	Approved	JA
Page 1 of 1	Page 1 of 1	Original	Yes

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**FIGURE NUMBER**

Date: 24th April 2009  
 Project: 1010173 - Harlow Spatial Land Assessment  
 Drawing: 01 - Area H8



## Area Profile

### *H9-Harlow Mill East*

#### **Area Description**

The area is bounded to the north by the Harlow district border, the River Stort (Towing Path) and the Stort Valley Way; to the west it is bounded by the Harlow urban area and to the south by the railway line. The area is covered by lowland grazing marsh and there is no development within it. Navigation is a recreational amenity. The entire area is in the floodplain.

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Old Harlow**

Old Harlow is situated to the east of the Town Centre with its northern edge bordering Hertfordshire. It has a population of 5,854. 71.8% of the working age population are economically active with 2,872 people (93%) in work. 78% of employed residents work full-time and the remaining 22% work part-time. The unemployment rate in the Old Harlow area has consistently been the second lowest in the whole of Harlow. The largest type of occupation for the ward's residents is managers and senior officials, accounting for 17% of jobs for the employed residents. Administrative and secretarial positions account for the next highest category of employment accounting for approximately 15%.

##### *Outer adjoining areas*

##### **Sheering**

Sheering Parish has a population of 2,838 people. There is a broad housing mix and the average household size is 2.12 and the average number of rooms is 5.07. The majority of dwellings are owner occupied and approximately 25% are privately rented. The majority of commuting is by private transport.

#### **Key local plan policies**

As identified in Adopted Replacement Harlow Local Plan, adopted July 2006

- **NE3** appropriate development within the Metropolitan Green Belt
- **NE14** Special Landscape Areas
- **NE18** County Wildlife Sites
- **CP12** reduce risk of flooding

#### Baseline information

Topic	Comments	Source
<i>Agricultural land</i>		
1	<b>Agricultural Land Classifications</b>  Grade 3, Grade 4, Urban  Head, Alluvium	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>  Harlow Area Landscape and Environment Study
<i>Air quality</i>		
2	<b>Air Quality Management Areas (AQMA)</b>  None in the area	<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>



Communities			
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b> None within the site. Shopping facilities are available in Harlow urban area adjacent to the area to the west. There are two superstores at approximately 1mile from the site. Shopping centres are available at approximately 1.5 miles from the area.</li> <li>• <b>Primary Schools:</b> Closest primary school is in Old Harlow (1.1 miles). Other primary schools are in Churchgate Street (1.6 miles), Harlow (1.7 miles), Harlow (1.8 miles)</li> <li>• <b>Secondary Schools:</b> Harlow 0.66miles (1.06km), Old Harlow 0.79miles (1.28km), Harlow 1.53miles (2.46km), Harlow 2.14miles (3.45km)</li> <li>• <b>GPs: Old Harlow</b> (0.6 miles), Sawbridgeworth (1.0 miles), Sawbridgeworth (1.4 miles), Harlow (1.6 miles)</li> <li>• <b>Hospitals:</b> The Princess Alexandra Hospital (2.6 miles), St. Margaret's Hospital (6.1 miles), Hertford County Hospital (9.6 miles)</li> <li>• <b>Dentists:</b> Old Harlow (0.6 miles), Old Harlow (0.7), Sawbridgeworth (1.6 miles), Harlow (1.6)</li> <li>• <b>Pharmacy:</b> Old Harlow (0.7 miles), Sawbridgeworth (1.5 miles), Sawbridgeworth (1.5 miles), Harlow (1.5 miles)</li> <li>• <b>Leisure &amp; cultural facilities:</b> There is a leisure centre at 0.8 miles, grass pitches in Gilden Way at about 0.8 miles, playing fields at 0.8 miles and Harlow Cricket Club at about 0.8 miles.</li> <li>• <b>Recreation areas:</b> Navigation in the River Stort is a significant recreational amenity.</li> <li>• <b>Post office:</b> Harlow (0.8 mile), Sawbridgeworth (1.2 miles), Sawbridgeworth (1.5 miles), Harlow (1.5 miles)</li> </ul>	<p>Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a></p> <p>Hospitals, GPs, dentists, pharmacies (as measured from: <a href="http://www.nhs.uk/service directories/Pages/serviceSearch.aspx">http://www.nhs.uk/service directories/Pages/serviceSearch.aspx</a>)</p> <p>Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authorize=true">http://www.activeplaces.com/Index.asp?Authorize=true</a></p> <p>Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a></p> <p>(Distances measured from CM17 0JD-no post code available within the site, this post code refers to the vicinity of the site)</p>
4	<b>Gypsy &amp; Travellers Sites</b>	None in the area	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
Community wellbeing <sup>1</sup>			
5	<b>Index of Multiple Deprivation</b>	Score:17,154 Ranking:52.81%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Score:10,775 Ranking:33.17%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	Score:10,179 Ranking:31.34%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score:11,684 Ranking:35.97%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Score:18,279 Ranking:56.27%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living deprivation</b>	Score:28,921 Ranking:89.04%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

Topic	Comments	Source
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<sup>1</sup> Area H9 is part of the LSOA E01021854

Contamination			
10	<b>Contamination and Pollution hazards</b>	No contamination and/or pollution hazards within the area.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
11	<b>Waste sites</b>	No active waste sites within the area. The closest active landfills are Ryemeads Quarry, Stansted Abbots and Netherhall Landfill, Roydon.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
	<b>Noise</b>	The day, evening, night noise levels range between 55-60dB. The area is mainly affected by the M11 to the east; there is also some noise from the A1184 to the west.	<a href="http://www.defra.gov.uk/environment/noise/">http://www.defra.gov.uk/environment/noise/</a>
Economy			
12	<b>Employment uses</b>	The area is predominantly agricultural covered by low marsh grazing fields. Employment opportunities are available in urban Harlow to the west including Harlow Mill Rail Station, a civic amenity centre and Mapple River industrial estate.	
13	<b>Indices of Deprivation - Employment</b>	Score:18,756 Ranking:57.74%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	Score:16,328 Ranking:50.27%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	The area is bounded to the north by the River Stort (Towing Path) which is a recreation amenity and the Stort Valley Way. There are some visitor attractions in Old Harlow to the south. Other potential visitor attractions are the Gibberd Garden and House to the south.	
Green Belt			
16	<b>Green Belt</b>	It contradicts the following green belt purposes: -the check the unrestricted sprawl of large built-up areas -to assist in safeguarding the countryside from encroachment -to assist in urban regeneration, by encouraging the recycling of derelict and other urban land	
Heritage & landscape			
17	<b>Historic environment</b>	There are no historic settlements or listed buildings within the area. To the north, adjacent to the area is Pishiobury Park (registered park) and to the south there are the remaining of a Roman villa (scheduled monument).	<a href="http://www.magic.gov.uk/">http://www.magic.gov.uk/</a>  Harlow Area Landscape and Environment Study
19	<b>Landscape character</b>	<b>Landform:</b> Undulating ridge and slope <b>Landscape pattern:</b> Open and large scale <b>Character of skyline:</b> Variable dependent on location	Harlow Area Landscape and Environment Study

		<p><b>Inter-visibility:</b> Moderate, mixed with some interconnections</p> <p><b>Rare landscape features:</b> Some nature conservation and keynote historic features</p> <p><b>Historic landscape-time depth:</b> Some notable elements, but generally very limited</p> <p><b>Sense of tranquillity:</b> Limited</p> <p><b>Sense of enclosure:</b> Variable reflecting topography</p> <p><b>Sensitivity to:</b>  Large-scale development: Moderate  Substantial development: Moderate  Small-scale development: Low</p>	
20	<b>Topography</b>	<p>Undulating ridge and slope. The area slopes gradually downwards in proximity to River Stort.</p> <p>Degree of slope: max 1 in 10, min 1 in 1889, mean 1 in 70</p> <p>Altitude range: 45m to 80m</p>	Harlow Area Landscape and Environment Study

Topic		Comments	Source
Nature conservation			
21	<b>Geological sites</b>	None in the area	Harlow Area Landscape and Environment Study
22	<b>Green infrastructure</b>	The area is within the metropolitan green belt. The area is mainly covered by lowland grazing marsh.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
23	<b>Internationally designated sites</b>	None in the area	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
24	<b>Locally designated sites</b>	Adjacent to the area to the north is Pishiobury Park which is also a county wildlife site	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
25	<b>Nationally designated sites</b>	None in the area	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
26	<b>Protected species and habitats</b>	None known	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
27	<b>Woodlands</b>	None within the area. Pishiobury Park is adjacent to the site to the north, which includes large patches of woodland.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
Transport <sup>2</sup>			

<sup>2</sup> Distances measured from CM17 0JD-no post code available within the site, this post code refers to the vicinity of the site

28	<b>Distance to Harlow Town Centre</b>	<p><b>Distance:</b> 2.1 mi (3.5 km)</p> <p><b>By car</b> about 6 mins</p> <p><b>By bus and walking</b> about 20 mins</p>	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
29	<b>Distance by road to nearest centres</b>	<p><b>Bishops Stortford:</b> 6.0 miles (9.6 km)</p> <p><b>By car:</b> about 14 mins</p> <p><b>By bus:</b> about 30 mins</p> <p><b>By train:</b> from Harlow Mill rail station approximately 15 minutes walk and 10 minutes by rail to Bishops Stortford rail station.</p> <p><b>Chelmsford:</b> 18.7 miles (30.2 km)</p> <p><b>By car:</b> about 35 mins</p> <p><b>By bus:</b> about 1 hour</p> <p><b>Stevenage:</b> 21.1 miles (34.0 km)</p> <p><b>By car:</b> about 41 mins</p> <p><b>By bus:</b> approximately 2 hours</p> <p><b>By train:</b> from Harlow Mill rail station approximately 15 minutes walk and 1 hour 30 minutes by rail to Stevenage rail station.</p> <p><b>London:</b> 29.5 miles (47.5 km)</p> <p><b>By car:</b> about 56 mins</p> <p><b>By train:</b> from Harlow Mill rail station approximately 15 minutes walk and about 40 minutes by rail to London Liverpool Street rail station.</p>	<p><a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a></p> <p><a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a></p> <p><a href="http://www.nationalrail.co.uk">www.nationalrail.co.uk</a></p>
30	<b>Public transport</b>	There are no bus stops within the site. Closest bus stop is in Old Road, about 5 to 10mins walk from the site. Harlow Mill rail station is approximately 15mins walk from the area.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
31	<b>Strategic road network</b>	<p>There are no roads within the site. A1184 (Cambridge Road) is approximately 0.2 miles (0.4 km) from west border of the site. A414 is 0.6 miles (0.9 km). Closest motorway is M11 (about 3 miles/4.9 km).</p> <p>Traffic congestion problems are reported in:</p> <ul style="list-style-type: none"> <li>-The junction of A414 (Edinburgh Way) and A1184 (Cambridge Road)</li> <li>-A414 between Harlow and M11(Flow/CRF = 1.23)</li> <li>-A1184 north of A414 (Flow/CRF =0.97)</li> </ul>	<p><a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a></p> <p><a href="http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776">http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776</a></p>
	<b>Cycling and Walking</b>	There are no cycle routes within the area. The closest cycle route is in Old Harlow towards Churchgate Street (National Cycle Route 1-on road route).	<p><a href="http://www.sustrans.org">www.sustrans.org</a></p> <p><a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a></p>

		There is a public footpath along the south border of the area. The Stort Valley Way travels along the north boundary of the area (along the River Stort).	
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Topic		Comments	Source
<b>Water resources</b>			
32	<b>Flood risk</b>	The entire area is in flood zone 3 (only the south border is in zone 2). High risk of flooding from River Stort.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
33	<b>Groundwater Source Protection Zones</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
34	<b>Water supply and wastewater treatment</b>	Public water supply in the Three Valleys Northern Water Resource Zone. Sewerage to Rye Meads treatment facility. Rye Meads Sewage constrained capacity puts a cap on growth of additional homes.	Draft Water Cycle Study  <a href="http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598">http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598</a>  <a href="http://www.harlow.gov.uk/pdf/Growth%20Area%20Fund%20-%20Programme%20of%20Development.pdf">http://www.harlow.gov.uk/pdf/Growth%20Area%20Fund%20-%20Programme%20of%20Development.pdf</a>

**Additional observations**

- The entire area is within the floodplain so it is likely to be excluded from consideration.
- Adjacent to ongoing neighbourhood regeneration projects

**Change log**

Row	Change	Origin	Date

**Map of the area**



## Area Profile

### H10-Stort Valley

#### **Area Description**

The area is bounded by the Harlow District border, the River Stort, the Three Forests Way and the Stort Valley Way to the north; the area is bounded by the rail line to the south; to the west it is bounded by the Harlow District border and the Roydon Mead and to the east it is bordered by the A1019. The Canon Brook passes through the area from the southeast to the north. The area has predominantly rural feeling including several footpaths, grasslands (lowland grazing marsh) and wetlands. The area contains the River Stort (Navigation/Towing Path) and tributaries such as Canons Brooks and Parndon Lock. Navigation is a significant recreational amenity. The Hundson Mead SSSI is contained (partially) in the area. The area also includes a Moat Site.

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Hare Street and Little Parndon**

The ward of Little Parndon and Hare Street is situated in close proximity to the Town Centre and has a population of 7,485. The area is urban, with a few parts in the green wedge. There are also a few historic settlements within the area.

In comparison to its neighbouring wards, Little Parndon and Hare Street has a high percentage of higher-level qualifications, ranking third in the 'all people' and 'in employment' categories, and second in the 'unemployed' category. 3,692 people in Little Parndon and Hare Street (83.5% of the working age population) are economically active with 3,435 people (93%) in work. Of those who are working, 71% work on full-time with and the remaining 29% on part-time. The largest occupation types for Little Parndon and Hare Street residents are in elementary occupations and associate professional and technical fields; jointly accounting for over 31% of jobs for the ward's employed residents.

##### **Netteswell**

The ward of Netteswell is situated in close proximity to the Harlow Town Centre and stretches northwards towards Hertfordshire. Netteswell has a population of 7,036. The area is predominantly urban with some Green Wedges. The area also contains one conservation area (Netteswellbury)

The ward of Netteswell has the highest percentage of unemployed people with lower level qualifications in all of Harlow's wards (over 58%). In the fields, 'all people' and 'in employment', the ward of Netteswell is well above the national average for being characterised as having no qualifications or an unknown level of education. 69.1% of the working age population are economically active with 3,160 people (90%) in work. The largest type of occupation for the residents in this ward is in elementary occupations, followed by administrative and secretarial positions.

##### *Outer adjoining areas*

##### **Roydon**

The parish of Roydon has a population of 2771 people. The parish has a very high proportion of detached homes (over half) and almost a third is semi-detached. Over half of households have 2 or more cars while approximately 10% do not have a car. There are 35 unemployed people in the Parish.

##### **Stanstead Abbots**

Stanstead Abbots is identified as a 'main settlement' in the *Adopted East Herts Local Plan* and is a settlement where limited development may be appropriate to maintain the vitality of the area. Policy SD2 of the Structure Plan (title?) confirms that Stanstead Abbots and St Margarets is such a settlement on the basis that additional development would support existing services and facilities and would be well-located in relation to sustainable transport modes, particularly rail, bus and cycling. Stanstead Abbots is defined as a minor town centre and provides a range of basic shopping facilities for the surrounding rural area.

The Hertfordshire Transportation Plan has been subsumed within the Lea Valley Area Plan which covers Stanstead Abbots. The overriding planning objective of defining settlement limits is the prevention of urban sprawl and the coalescence with nearby settlements and the protection of the settlement's special character.

Based on the Housing Provision Strategy Stanstead Abbots and St Margarets need to make provision for an additional net 165 dwellings between 1999 and 2011. In accordance with Policy EDE1 The Mill Stream/Maltings area off Roydon Road will be primarily reserved for industry comprising B1 Business and B2 General Industrial Uses. Policy OSV1 identifies Hunsdon as a Category 1 village so permitting limited small scale and infill housing development, and suitably sized employment, service, leisure, recreation and community facilities provided other policy criteria are met.

### Key local plan policies

As identified in Adopted Replacement Harlow Local Plan, adopted July 2006

- **NE3** appropriate development within the Metropolitan Green Belt
- **NE14** development and landscape conservation
- **NE16** development and SSSIs
- **NE15/2** Hunsdon Mead
- **NE17** development and Local Natural Reserves
- **NE18** development and County Wildlife Sites
- **CP12** development that will be at risk of flooding or will contribute to flood risk

Baseline information		
Topic	Comments	Source
Agricultural land		
1	<b>Agricultural Land Classifications</b>	Grade 2, Grade 3, Urban Alluvium and Glaciofluvial Deposits
		<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
Air quality		
2	<b>Air Quality Management Areas (AQMA)</b>	Not applicable
		<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities		
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b> No shopping facilities are available within the site. A variety of shops is available in Urban Harlow which is in close proximity to the site. Superstore is available in approximately 1 mile from the site.</li> <li>• <b>Primary School:</b> Harlow 0.8 miles (1.3 km), Harlow 1.8 miles (2.9 km), Harlow 2.0 miles (3.1 km)</li> <li>• <b>Secondary School:</b> Harlow 1.13 miles (1.82km), Harlow at 1.38 miles (2.23km), Harlow 1.5 miles (2.43km), Harlow 1.56 miles (2.52 km)</li> <li>• <b>GPs:</b> Harlow 0.7 miles, Harlow 1.4 miles, Harlow 1.5 miles, Harlow 1.8 miles</li> <li>• <b>Hospitals:</b> Princess Alexandra Hospital Harlow 0.6 miles, Baxter Healthcare Harlow 2.3 miles, Rivers Hospital Sawbridgeworth 2.8 miles</li> <li>• <b>Dental practices:</b> Harlow 0.7 miles, Harlow 0.9 miles, Harlow 1.4 miles, Harlow 1.9 miles</li> <li>• <b>Pharmacies:</b> Harlow 0.6 miles, Harlow 0.8 miles, Harlow 0.9 miles, Harlow 1.0 mile</li> <li>• <b>Leisure &amp; cultural facilities:</b> Ash Tree Field</li> </ul>
		Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a>  Hospitals, GPs, dentists, pharmacies (as measured from: <a href="http://www.nhs.uk/serviceDirectories/Pages/serviceSearch.aspx">http://www.nhs.uk/serviceDirectories/Pages/serviceSearch.aspx</a>  Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authorize=true">http://www.activeplaces.com/Index.asp?Authorize=true</a>  Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a>  (Distances measured from CM20 2HP)



		<p>football pitches 0.36 miles, Cannons Brook Golf Club 0.61 miles, Harlow Sports Centre 0.68 miles, more gyms and social clubs located within 0.7, 1.0 and 1.1 miles from the area.</p> <ul style="list-style-type: none"> <li>• <b>Recreation areas:</b> River Stort Navigation Way/Towing Path is a significant recreation amenity.</li> <li>• <b>Post office:</b> Harlow 0.8 miles, Harlow 1.4 miles, Harlow 1.8 miles, Harlow 1.9 miles</li> </ul>	
4	<b>Gypsy &amp; Travellers Sites</b>	None in the area	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
<b>Community wellbeing<sup>1</sup></b>			
5	<b>Index of Multiple Deprivation</b>	<p>LSOA 1 Score: 11,683 Ranking: 35.97%</p> <p>LSOA 2 Score: 11,208 Ranking: 34.51%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	<p>LSOA 1 Score: 6,177 Ranking:19.02%</p> <p>LSOA 2 Score: 12,531 Ranking: 38.58%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	<p>LSOA 1 Score: 22,398 Ranking: 68.96%</p> <p>LSOA 2 Score: 4,512 Ranking: 13.89%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	<p>LSOA 1 Score: 4,398 Ranking:13.54%</p> <p>LSOA 2 Score: 4,487 Ranking: 13.81%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	<p>LSOA 1 Score: 14,050 Ranking: 43.25%</p> <p>LSOA 2 Score: 16,676 Ranking: 51.34%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living deprivation</b>	<p>LSOA 1 Score: 24,514 Ranking: 75.47%</p> <p>LSOA 2 Score: 27,042 Ranking: 83.25%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

Topic	Comments	Source
Contamination		

<sup>1</sup> Area H10 includes parts of two LSOAs - LSOA 1 is E01021840 and LSAO 2 is E01021839

10	<b>Contamination and Pollution hazards</b>	None within the area. One pollution hazard has been identified in about 1.1 miles (1.7 km) from the area at the Merch Sharp Dohme Research Centre. This includes pollution from radioactive substances and waste processes. More pollution hazards and industrial pollution sources have been identified further afield to the east at the Harlow industrial area; these include waste, chemical, and pollution from metals and radioactive substances.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController#x=544953&amp;y=211401&amp;lg=5,4,1,&amp;scale=5">http://maps.environment-agency.gov.uk/wiyby/wiybyController#x=544953&amp;y=211401&amp;lg=5,4,1,&amp;scale=5</a>
11	<b>Waste sites</b>	There are no active or historic landfills within the site. The closest active landfill is in Stansted Abbots. The closest historic landfill is the Pole Hole Farm landfill to the northeast.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	Noise levels are particularly high to the north, along the A414. The day, evening, night levels along the A414 vary between 60-70dB. Noise levels are lower to the south between 55-60dB.	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	The area is rural covered by lowland grazing marshes, grasslands and wetlands. There are no developments within the site. The area is in close proximity to Urban Harlow. To the east there is the Harlow industrial area with employment opportunities in various industrial and technical posts.	
13	<b>Indices of Deprivation - Employment</b>	LSOA 1 Score: 13,083 Ranking: 40.28%  LSOA 2 Score: 13,530 Ranking: 41.65%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	LSOA 1 Score: 11,410 Ranking: 35.13%  LSOA 2 Score: 11,741 Ranking: 36.15%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	Within the area there is the Hundson Mead SSSI. To the north the area is bounded by the River Stort (Navigation way). Navigation is a significant recreational amenity. To the northwest of the area there are the Briggens House Hotel and Golf Course, separated by the River Stort and the Hundson Mead. To the south of the area there is the Cannon Brooks Golf Club.	
<b>Green Belt</b>			
16	<b>Green Belt</b>	It contradicts the following green belt purposes: <ul style="list-style-type: none"> <li>• the check the unrestricted sprawl of large built-up areas</li> <li>• to assist in safeguarding the countryside from encroachment</li> </ul> to assist in urban regeneration, by encouraging the	

		recycling of derelict and other urban land	
Heritage & landscape			
17	<b>Historic environment</b>	Within the area there is one Scheduled Monument, the Little Parndon Moated Site. Adjacent to the site to the south, in close proximity to the Little Parndon Moated Site there is Parndon Hall Scheduled Monument. The area contains registered common land.	Harlow Area Landscape and Environment Study
19	<b>Landscape character</b>	<p><b>Landform:</b> Narrow, flat valley bottom</p> <p><b>Landscape pattern:</b> Generally small-scale and often discontinuous</p> <p><b>Character of skyline:</b> Varied rural and urban, but generally immediate</p> <p><b>Inter-visibility:</b> Limited by vegetation</p> <p><b>Rare landscape features:</b> Some nature conservation and historic features</p> <p><b>Historic landscape time depth:</b> Moderate, generally intact historic landscape</p> <p><b>Sense of tranquillity:</b> Moderate, often influenced by urban areas</p> <p><b>Sense of enclosure:</b> High</p> <p><b>Sensitivity to:</b>  Large-scale development: High  Substantial development: High  Small-scale development: Low</p>	Harlow Area Landscape and Environment Study  <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
20	<b>Topography</b>	The area is flat with gentle side slopes. Altitude ranges between 32m to 55m along the river and 35m to 60m on the edge of the floodplain.	Harlow Area Landscape and Environment Study

Topic		Comments	Source
Nature conservation			
21	<b>Geological sites</b>	None	Harlow Area Landscape and Environment Study
22	<b>Green infrastructure</b>	The area is in the Metropolitan Green Belt. Several footpaths dissect the area as well as open space and lowland grazing marshes. The River Stort to the north is a historical navigation channel.	Harlow Area Landscape and Environment Study  <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
23	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study  <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
24	<b>Locally designated sites</b>	Within the area there is the Harlow Marsh Local Nature Reserve and a County Wildlife Site.	Harlow Area Landscape and Environment Study  <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>

25	<b>Nationally designated sites</b>	The Hunsdon Mead SSSI is within the site (partially)	Harlow Area Landscape and Environment Study <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
26	<b>Protected species and habitats</b>	None in the area	Harlow Area Landscape and Environment Study <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
27	<b>Woodlands</b>	None in the area	Harlow Area Landscape and Environment Study <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
<b>Transport<sup>2</sup></b>			
28	<b>Distance to Harlow Town Centre</b>	<b>Distance:</b> 1.8 miles (3.0 km) <b>By car:</b> about 6 mins <b>By public transit:</b> about 23 minutes (walking and bus)	<a href="http://maps.google.co.uk/">http://maps.google.co.uk/</a>
29	<b>Distance by road to nearest centres</b>	<b>Bishops Stortford:</b> 8.4 miles (13.5 km) <b>By car:</b> about 20mins <b>By bus:</b> about 1 hour (walking and bus) <b>By train:</b> about 15 minutes walk to Harlow Town Rail Station and from there approximately 13mins by train to Bishops Stortford <b>Chelmsford:</b> 21.0 miles (33.7 km) <b>By car:</b> about 41mins <b>By bus:</b> about 1 hour 20mins (walking and bus) <b>Stevenage:</b> 19.1 miles (30.7 km) <b>By car:</b> about 36mins <b>By bus:</b> about 1 hour 50mins (walking and bus) <b>By train:</b> about 15 minutes walk to Harlow Town Rail Station and from there approximately 1 hour 30mins by train to Stevenage <b>London:</b> 29.8 miles (47.9 km) <b>By car:</b> approximately 1 hour <b>By train:</b> about 15 minutes walk to Harlow Town Rail Station and from there approximately 30-40mins by train to London Liverpool Street Rail Station	<a href="http://maps.google.co.uk/">http://maps.google.co.uk/</a> <a href="http://www.nationalrail.co.uk">http://www.nationalrail.co.uk</a>
30	<b>Public transport</b>	There are no bus stops within the site. The nearest bus stop is about 5mins walk in the A1169 (Elizabeth Way). The nearest train station is Harlow Town (about 15mins walk); direct trains to London Liverpool street (approximately every 10 to 20mins); journey time approximately 30-40mins.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a> <a href="http://www.nationalrail.co.uk">http://www.nationalrail.co.uk</a>
31	<b>Strategic road network</b>	There are no main roads within the area. The area	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>

<sup>2</sup> Distances measured from CM20 2HP

		<p>is bordered to the east by the A414.</p> <p>In close distance to the area (0.2miles/0.4km) is the A1169. The closest motorway is M11.</p> <p>Traffic congestion problems in the RAB junction of A1169 Elizabeth Way, A414 Edinburgh Way and A1019 Fifth Avenue. Traffic congestion problems in the A414 between Harlow and M11 (Flow/CRF = 1.23).</p>	<a href="http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776">http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&amp;guideOid=70776</a>
	<b>Cycling and Walking</b>	<p>There are no cycle routes within the area. There is a link to the National Cycle Network Route 1 by Harlow Town Rail Station in close proximity to the area.</p> <p>The Three Forests Way and the Stort Valley Way travel along the north boundary of the area. Several footpaths travel through the area on primarily on the north south axis.</p>	<a href="http://www.sustrans.org">www.sustrans.org</a> <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>

Topic	Comments	Source	
<b>Water resources</b>			
32	<b>Flood risk</b>	<p>The entire area is in the floodplain (mainly zone 3). Flood defenses to protect against river floods are built to the north (along River Stort) and the southeast (along Parndon Lock).</p>	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
33	<b>Groundwater Source Protection Zones</b>	<p>An outer groundwater source protection zone covers the western half of the area.</p>	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
34	<b>Water supply and wastewater treatment</b>	<p>Public water supply in the Three Valleys Northern Water Resource Zone.</p> <p>Sewerage is supplied by Thames Water.</p>	<a href="http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598">http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598</a>

<p><b>Additional observations</b></p> <ul style="list-style-type: none"> <li>The area is in the flood plain so it is most likely to be excluded from consideration</li> </ul>
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**Change log**

Row	Change	Origin	Date

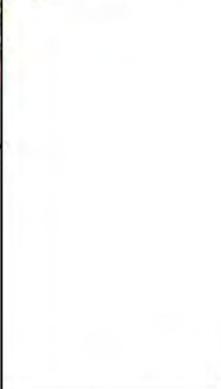
**Map of the area**



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- NOTES
- Spatial Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries



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Scott Wilson 010021873 2009

Author		Drawn	
Checked		Reviewed	

Drawing Name: Draft

Job Title: Harlow Spatial Land Assessment

Drawing Title: Area H10 Developable and Undevelopable Land

Scale: 1:15,000

Drawn	DR	Checked	JA
Design		Original	Rev

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Figure Number: FIGURE NUMBER

Date: 24th April 2009  
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## Area Investigation

### *EF1 – Roydon*



Source:

#### ***Area Description***

This 290 ha area surrounds the village of Roydon. To the north it is bounded by the railway line; to the east by the small village of Eastend and the Pinnacles industrial area of Harlow; to the south by field boundaries and footpaths; and to the west by the River (Navigation). The road and settlement stretch down the centre of the area, with areas of open land to the east and west. To the north of the area is the River Stort floodplain, including the Hunsdon Mead SSSI. The River continues round to the west of the area, where it is associated with the Rye Meads Sewage Treatment Works and Special Protection Area as well as a series of flooded minerals extraction sites now used for tourism and recreation. To the south the landscape is similar, but begins characterised by a high density of glasshouses.

#### ***Adjoining areas***

*Inner adjoining areas*

##### **Hare Street and Little Parndon**

The ward of Little Parndon and Hare Street is situated in close proximity to the Town Centre and has a

population of 7,485. The area is urban, with a few parts in the green wedge. There are also a few historic settlements within the area. In comparison to its neighbouring wards, Little Parndon and Hare Street has a high percentage of higher-level qualifications, ranking third in the 'all people' and 'in employment' categories, and second in the 'unemployed' category. 3,692 people in Little Parndon and Hare Street (83.5% of the working age population) are economically active with 3,435 people (93%) in work. Of those who are working, 71% work on full-time with and the remaining 29% on part-time. The largest occupation types for Little Parndon and Hare Street residents are in elementary occupations and associate professional and technical fields; jointly accounting for over 31% of jobs for the ward's employed residents.

#### *Outer adjoining areas*

#### **Roydon**

The parish of Roydon has a population of 2771 people. The parish has a very high proportion of detached homes (over half) and almost a third are semi-detached. Over half of households have 2 or more cars while approximately 10% do not have a car. There are 35 unemployed people in the Parish.

#### **Stanstead Abbots**

The ward has a relatively high proportion of 20-29 years olds (13.9%). There is a relatively high ethnic minority population at 8.7% and the largest ethnic minority groups are Other White (4.1%), Irish (1.2%), Indian (1%) and Chinese (0.6%). 75% of people describe their health as 'good' and 5.9% as 'not good'. 12.4% of people have a limiting long-term illness and 8.1% provide unpaid care. 68.1% of people (aged 16-74) are employed and 2.0% are unemployed (the fourth highest rate in East Herts). The ward has the highest proportion of students at 10.1%. A quarter of people work in financial and business services (24.5%) and a fifth work in public administration (20%). A further 18.4% of people work in distribution, hotels and catering. Stanstead Abbots has a relatively high proportion of people working in construction at 9%. Approximately a quarter of properties are detached (24.5%), semi-detached (25.2%) and terraced (27.8%), and a fifth are flats (19.5%). Just over 2% of all claims made in the district for Child Benefit are from the ward while 5.6% of people claimed Housing benefit/Council Tax Benefit in 2005. The total weekly household income estimate for the period April 2001 to March 2002 was £770. This places the ward 24<sup>th</sup> out of 30<sup>th</sup> in the district.

Stanstead Abbots is identified as a 'main settlement' in the *Adopted East Herts Local Plan* and is a settlement where limited development may be appropriate to maintain the vitality of the area. The Hertfordshire Transportation Plan has been subsumed within the Lea Valley Area Plan which covers Stanstead Abbots. The overriding planning objective of defining settlement limits is the prevention of urban sprawl and the coalescence with nearby settlements and the protection of the settlement's special character

#### **Key local plan policies**

- **Policy Rst10a** – Roydon Lodge Chalet Estate allows permission (with conditions) for leisure and tourism uses at this site to the west of Roydon. Supplementary Planning Guidance for Roydon Chalet Estate was adopted in September 2003.
- **RST23 and RST24**– state that leisure uses associated with the River Lee Regional Park will be allowed, but that developments which are likely to result in a significant adverse impact upon the character or function of the park will not be permitted. Land to the west of Roydon sits within the boundary of the regional park.
- **Policy RST32** – allows camping and caravanning directly to the northwest of Roydon.
- **Policy Rst25** – Glen Faba And Roydon Mill Leisure Park - allows permission (with conditions) for leisure and tourism uses at this site to the west of Roydon.
- **Policy NC2**– states that development or land use change which could directly or indirectly destroy or have an adverse effect upon a county wildlife site will be refused unless it can be demonstrated that the reasons for the proposal clearly outweigh the need to safeguard the intrinsic nature conservation value of the site or feature.
- **Policy U2a** – Within the environment agency's currently designed flood risk zones will be determined in accordance with a sequential approach as set out in PPG25.
- **Policy U2b** – Within the flood risk assessment zones as shown on the alterations proposals map, flood

risk assessments will be required for any development proposals which exceed 50m2.

Baseline information		
Topic	Comments	Source
<b>Agricultural land</b>		
1	<p><b>Agricultural Land Classification</b></p> <p>The soil across most of the area is a pelosol (slowly permeable clay) which appears to be associated with a <b>grade 2 provisional agricultural land classification</b>.</p> <p>(This provisional grade 2 land stretches south along the eastern edge of Harlow, where the land is more developed. Much of the more open land west and southwest of Harlow is provisional grade 3, associated with surface water gley soils.) To the north of the area the soil is a 'brown earth', associated with the river valley. <b>Agricultural land classification is less clear for this area.</b></p>	<p><a href="http://www.magic.gov.uk">www.magic.gov.uk</a></p> <p>Harlow Area Landscape and Environment Study (2004)</p>
<b>Air quality</b>		
2	<p><b>Air Quality Management Areas (AQMA)</b></p> <p>None</p> <p>(Epping Forest DC has one designated AQMA, which is unrelated to this area. Harlow BC has not designated any AQMAs.)</p>	<p><a href="http://www.airquality.co.uk/archive/index.php">http://www.airquality.co.uk/archive/index.php</a></p>
<b>Communities</b>		
3	<p><b>Community services and facilities</b></p> <ul style="list-style-type: none"> <li>• <b>Shopping:</b> There is a pharmacy. No further information found.</li> <li>• <b>Primary Schools:</b> Roydon has one primary school (173 pupils), which takes pupils from the age of 4. (The next nearest school or nursery is almost 2.5km away.)</li> <li>• <b>Secondary Schools:</b> There are 3 secondary schools less than 4km away, in Hoddesdon, Ware and Hertford, with a further 8 between 4 and 5 km.</li> <li>• <b>GPs:</b> GP's surgery in Roydon</li> <li>• <b>Hospitals:</b> hospital with A&amp;E and NHS walk-in centre - Harlow (2km).</li> <li>• <b>Dentist:</b> Stanstead Abbots (1.8km)</li> <li>• <b>Recreation areas:</b> Roydon has sports pitches, and there is a sports club a short distance away on the edge of Harlow</li> <li>• <b>Post office:</b> Sub post office in Roydon</li> </ul>	<p><a href="http://www.nhs.uk/servicedirectories/Pages/ServiceSearch.aspx">http://www.nhs.uk/servicedirectories/Pages/ServiceSearch.aspx</a></p> <p><a href="http://schoolsfinder.direct.gov.uk/">http://schoolsfinder.direct.gov.uk/</a></p> <p><a href="http://www.activeplaces.com/ln dex.asp?Authorise=true">http://www.activeplaces.com/ln dex.asp?Authorise=true</a></p>
4	<p><b>Gypsy &amp; Travellers Sites</b></p> <p>At Little Brook Road, Roydon there is an existing Gypsy and traveller site of 2 pitches, which is being considered for expansion by up to four pitches.</p> <p>This site, to the east of Roydon, is well concealed. The incidence of antisocial behaviour has gone up and down over the years, and the number of residents has fallen. In the last three-four years incidents of vandalism and anti-social behaviour have. Increased substantially., much of this appears to be from visitors. It has potential to expand by up to 4 pitches.</p>	<p>EF Gypsy and Traveller DPD Issues and Options Document <a href="http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp">http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp</a></p>

		N.B. Because of the number of existing sites in the Nazeing and Southern Roydon areas the Council has not actively sought out additional ones. Several sites have been promoted for gypsy and traveller use in the 'Call for Sites' exercise however. These are not necessarily favoured by the district.	
<b>Community wellbeing</b>			
5	<b>Index of Multiple Deprivation</b>	Score: 21,303 Ranking: 66%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Score: 8,369 Ranking: 26%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living Environment</b>	Score: 26,765 Ranking: 83%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	Score: 15,111 Ranking: 47%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score: 17,605 Ranking: 55%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Score: 25,588 Ranking: 79%	
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	<p>Extensive sand and gravel extraction has taken place along the Lee and Stort floodplains over the last 50 years and most pits have been filled with wastes from domestic, industrial, commercial and building sources. Other pits have been left to form lakes, which are used for fishing, water sports or as wetland habitats.</p> <p>Many of the glasshouses, with their large oil fired asbestos lagged glasshouse heating systems, have been demolished during the past 50 years to enable gravel to be extracted and most of the resulting pits have been filled with waste. Small businesses such as car repairers, scrap yards, haulage depots and bus companies have set up on some of the redundant sites, whilst large housing developments have taken place on others. These type of small businesses have tended to follow the traditional rural waste disposal methods of burning, burial or soakage on site.</p>	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
11	<b>Waste sites</b>	There are active and past landfill sites associated with the river lee corridor, a short distance to the west of the area boundary.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController?x=540500.0&amp;y=210500.0&amp;topic=waste&amp;ep=map&amp;scale=">http://maps.environment-agency.gov.uk/wiyby/wiybyController?x=540500.0&amp;y=210500.0&amp;topic=waste&amp;ep=map&amp;scale=</a>

			<a href="#">1&amp;location=Roydon,%20Essex&amp;lang=e&amp;layerGroups=default&amp;textonly=off</a>
12	<b>Noise</b>	Not applicable	<a href="http://www.defra.gov.uk/environment/noise/mapping/transportation/roads/pdf/England_Major_Roads_Map_No_6_Lden_300_DPI_A3.pdf">http://www.defra.gov.uk/environment/noise/mapping/transportation/roads/pdf/England_Major_Roads_Map_No_6_Lden_300_DPI_A3.pdf</a>
<b>Economy</b>			
12	<b>Employment uses</b>	Employment uses in and around Roydon are currently uncertain	
13	<b>Indices of Deprivation - Employment</b>	Score: 21,046 Ranking: 65%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	Score: 20,123 Ranking: 62%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	<p>The Roydon Mill Estate is an exclusive purpose built holiday lodge resort encompassing a 32 acre lake, 300 berth marina, restaurant, bar etc. It is currently undergoing a major (£10 million) redevelopment. Further to the West is the 120 acre Glen Faba lake which is part of the Lee Valley Park. Located in the north west of this area, between the River Stort Navigation and the railway line.</p> <p>Also, the Roydon Lodge Chalet Estate is located to the north of Roydon.</p>	<a href="http://www.roydonmill-estate.co.uk/index2.html">http://www.roydonmill-estate.co.uk/index2.html</a>
<b>Green Belt</b>			
16	<b>Green Belt</b>	<p>There is clear potential for conflicts with the following Green Belt objectives (as set out in PPG2):</p> <ul style="list-style-type: none"> <li>• prevent neighbouring towns from <b>merging</b> into one another (assuming that there would be development to the east of Roydon)</li> <li>• preserve the setting and special character of <b>historic towns</b>;</li> <li>• sprawl</li> <li>• regeneration</li> </ul>	
<b>Heritage &amp; landscape</b>			
17	<b>Historic environment</b>	The historic core of Roydon is designated as a conservation area. Roydon is medieval in origin, clustered around the church, village green and high street. At the time of the Domesday Book, the Manor at Roysdon held Harlow as a less valuable outlier.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>

19	<b>Landscape character</b>	<p><b>Landform:</b> Plateau edge / valley side<sup>1</sup></p> <p><b>Settlement pattern / communication routes:</b> Nucleated roadside settlement</p> <p><b>Tranquility:</b> Limited</p> <p><b>Rare features:</b> Limited<sup>2</sup></p> <p><b>Time-depth:</b> Some, urban areas dominate. Description states that: "Recently altered with few, if any, historic elements', with the exception of two relatively small patches showing strong time-depth."<sup>3</sup></p> <p><b>Sensitivity to:</b> Large-scale development: High Substantial development: High Small-scale development: Low</p>	Harlow Area Landscape and Environment Study (2004)
20	<b>Topography</b>	The land falls gently to the Lee, located to the north and west. Views from within the area across the Lee Valley are extensive.	Harlow Area Landscape and Environment Study (2004)
<b>Nature conservation</b>			
21	<b>Geological sites</b>	None in the area	<a href="http://www.natureonthemap.org.uk">www.natureonthemap.org.uk</a>
22	<b>Green infrastructure</b> <i>i.e. the nature of green infrastructure within the area with a focus on ecological networks and public accessibility</i>	<p>Roydon lies on the Stort Navigation and River Stort.</p> <p>There are three valuable long-distance recreational walking routes running along the western side of this area:</p> <p>The Stort Valley Way (45km); The Harcamlow Way (227km); The Three Forests Way (96km linking Epping Forest, Hainault Forest and Hatfield Forest).</p> <p>There is a dense network of local footpaths to the East of Roydon, which link Roydon to the western edge of Harlow.</p> <p>Roydon Mead Registered Common Land is located primarily between the Stort Navigation and the railway line, to the East of Roydon Lodge Chalet Estate. However, a small amount is located to the south of the railway line. Roydon Mead adjoins Hunsdon Mead to north, a larger and more valuable (SSSI) area of meadow grassland.</p>	<a href="http://www.ldwa.org.uk/">http://www.ldwa.org.uk/</a>
23	<b>Internationally designated sites</b>	Rye Meads SPA is located adjacent (about 300m) to the south west, separated by the railway line	Harlow Area Landscape and Environment Study (2004)

<sup>1</sup> This area is the northern extent of an undulating plateau that stretches along the western edge of Harlow, between Roydon and Nazeing. Beyond this area, the plateau stretches eastwards, underlying the built development of Harlow itself.

<sup>2</sup> N.B. The LCA is contradictory, at one point stating that the medieval field pattern to the west of Harlow is of regional significance, and at another point stating that 'much of the farmland is common to character areas to the south.'

<sup>3</sup> To the East of Roydon, much of the agricultural land formerly showed a pre-18<sup>th</sup> Century (probably medieval) field pattern, but has been heavily modified by 20<sup>th</sup> Century agricultural intensification. Similarly, to the west of Roydon, the agricultural land demonstrated its 'parkland' heritage, prior to characteristic features being lost in the 20<sup>th</sup> Century. However, the open agricultural land is still known as, and recognised as 'Roydon Park'. This situation compares unfavourably to the 'areas of analysis' to the south, which include a high density of fields where the medieval field pattern is still apparent (apart from areas that remained as common land until enclosure in the 18<sup>th</sup> and 19<sup>th</sup> Century).

		and the lake.	
24	<b>Locally designated sites</b>	<p>There is a LWS which is comprised of the two small linear patches of woodland that are found on the banks of the stream, which flows east to west at World's end. The LWS also stretches south from here in two narrow branches, along a stream and a footpath, nearly joining-up with the woodland LWS to the south at Halls Green Farm.</p> <p>Also, the far north east corner is designated as an area of local landscape importance, which stretches further to the east around the hamlet of Roydon Lea, and is comprised by the golf course.</p>	Harlow Area Landscape and Environment Study (2004)
25	<b>Nationally designated sites</b>	<p>Hunsdon Mead is located ~ 200m to the north of the railway line. The majority of the 35ha SSSI is in unfavourable no change condition, due largely to poor water quality as a result of agricultural run-off.</p> <p>Between Hunsdon Mead and the railway line is Roydon Mead – a LWS.</p> <p>Together, the two areas comprise one of the last remaining areas in Essex or Hertfordshire to still be managed on the ancient Lammas system of hay making followed by winter grazing. This management, in combination with the unimproved nature of the grassland and occasional flooding has resulted in a valuable species assemblage.</p> <p>The area is managed by the Wildlife Trust, and has good access.</p>	Harlow Area Landscape and Environment Study (2004)
26	<b>Protected species and habitats</b>	<p>The River Stort supports a healthy population of otters, which might be important for linking to the population strongholds in East Essex and Suffolk.</p> <p>Roydon has 36 black poplars, and Essex BAP species and the timber tree of greatest conservation concern in Britain. 30 of these are female (females are much more rare). 220 trees have so far been found in Essex, with possibly 100 more awaiting identification. Most of the trees are over-mature. Local planting of clones has already begun and a clone bank is due to be established in the Lee Valley Park</p>	Harlow Area Landscape and Environment Study (2004)
27	<b>Woodlands</b>	There are small, linear patches of woodland to the east of Roydon.	Harlow Area Landscape and Environment Study (2004)
<b>Transport</b>			
28	<b>Distance to Harlow Town Centre</b>	<p><b>Distance:</b> 3 miles</p> <p><b>By car:</b> 8 - 10 mins by car</p> <p><b>Public transport:</b> 8 – 10 mins by bus (service 381 – 6 services / day Mon – Fri; 3 services / day Sat)</p>	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>
29	<b>Distance by</b>	<b>Ware:</b> 4.3miles	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>

	<b>road to nearest centres</b>	<p><b>By car:</b> 10 mins</p> <p><b>Public transport:</b> 8 – 10 mins by bus (Service 524 – 9 services /day Mon – Sat). N.B. This stops on the main road to the north of Roydon.</p> <p><b>Hoddesdon:</b> 3.3 miles</p> <p><b>By car:</b> 8 – 10 mins</p> <p><b>Public transport:</b> 35 mins by train (Roydon – Broxbourne) and then bus</p> <p><b>Epping:</b> 8 miles</p> <p><b>By car:</b> 16mins</p> <p><b>Public transport:</b> 21 by bus (Service 381 – 6 services / day Mon – Fri; 3 services / day Sat)</p>	<a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
30	<b>Public transport</b>	<p>Roydon Station is on the London Liverpool Street to Cambridge line via Harlow Town and Bishops Stortford. Trains regularly stop at Roydon. The journey time to London Liverpool St. is about 30mins.</p> <p>Bus services:</p> <ul style="list-style-type: none"> <li>– 7A Harlow – Epping (twice daily Mon – Fri)</li> <li>– 381/382 Harlow – Toot Hill (6 services / day Mon – Fri; 3 on Sat)</li> <li>– 391 Harlow – Bumbles Green (1 service / day)</li> </ul>	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
31	<b>Strategic road network</b>	<p>The junction with the A414 is less than 1km to the north. From here the junction with the A10 is less than 3.5km away and the junction with the M11 is 13km away, around the north and east of Harlow (although the southern route on more minor roads is shorter...)</p> <p>The B181 goes south from Roydon to Epping.</p> <p>Alternative access to either Harlow or Hoddesdon is by minor road.</p>	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
	<b>Cycling and Walking</b> <i>i.e. strategic cycle or footpath networks running through or adjacent to the area or could connect to them</i>	<p>There are no cycle routes within the area. The closest cycle routes are in Harlow including the Harlow Cycle Tracks-traffic free route-in Katherines and the National Route 1-traffic free route-in Pinnacles. There are proposals for future National Cycle Routes in Roydon and in the small village of Eastend.</p> <p>Several public footpaths and bridleways travelling through the area on various directions.</p>	<a href="http://www.sustrans.org">www.sustrans.org</a> <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>
<b>Water resources</b>			
32	<b>Flood risk</b>	<p>The area of flood risk associated with the River Stort extends into the northern and western peripheries of this area. In particular, an area of flood zone 2 stretches into Roydon Park, north of 'the Grove'.</p> <p>There area also two very small streams that flow from the south of the area, converge south of Roydon and then meet the River Stort north of Roydon. North of Roydon there is a very small area of flood zone 3a land.</p>	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>



		The northern extent of the built up area of Roydon abuts, or sits within the functional floodplain (zone 3b).	
33	<b>Groundwater Source Protection Zones</b>	Roughly the northern most two thirds of this area are within the outer zone of a SPZ, with the built up area of Roydon, and some surrounding land being sitting within an SPZ inner zone. <sup>4</sup>	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
34	<b>Water supply and wastewater treatment</b>	Thames Water have stated that, from a drainage perspective, development between Harlow and Roydon would be achievable because of the proximity to Rye Meads.	Email from Thames Water

<p><b>Additional observations</b></p> <p><b>Key constraints include:</b></p> <ul style="list-style-type: none"> <li>• the setting of Roydon;</li> <li>• the tourism and leisure uses associated with the Regional Park;</li> <li>• Gypsy and traveller sites</li> <li>• Former parkland landscape to the west of Roydon also within LVRP</li> <li>• Proximity to Roydon Mead SSSI and Rye Meads SAC (although direct impacts not certain)</li> <li>• Local wildlife importance</li> <li>• Groundwater source protection zone</li> </ul> <p><b>Key opportunities include:</b></p> <ul style="list-style-type: none"> <li>• Facilities in Roydon</li> <li>• Access to green infrastructure</li> <li>• In some ways the landscape is less sensitive than areas to the south</li> <li>• Good access to Harlow centre, as well as Ware. OK access south to Hoddesdon and Epping.</li> <li>• Good access to A414 and then A10</li> <li>• Roydon Station</li> <li>• Good drainage to Rye Meads</li> </ul>
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**Change log**

Row	Change	Origin	Date

**Attach – map of the area** (note 3 outputs: map of area and constraints; map of surrounding area and map of developable area)

<sup>4</sup> N.B. The District lies over the upper chalk aquifer of the London Basin (EA Major Aquifer). Apart from a small area by the northern Hertfordshire border, the aquifer is confined by about 20-120 metres of London Clay and so is protected from pollution by surface and shallow subsurface contaminants within the district. The only pathways from the surface into this aquifer are from the unconfined chalk in Hertfordshire or via poorly maintained or redundant monitoring wells or extraction boreholes, some of which are now located within landfills. There are shallow gravel aquifers present along the Rivers Lea and Stort (EA Minor Aquifers). These aquifers, which are unprotected from surface and subsurface pollutants, supply water for both domestic use and for irrigation purposes. They are in hydraulic continuity with both the old unlined landfills and the lakes and rivers. There are also many smaller shallow aquifers in the gravel terraces left by the old course of the pre-Anglian River Thames and others in small pockets in the Boulder Clay (EA Minor Aquifers & Non Aquifers). These aquifers are also used for domestic water supplies and likewise are unprotected and susceptible to pollution.



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- NOTES**
- Spatial Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries

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Scott Wilson 0100031673 2009

Revision Details	By	Date	Scale

Draft

Harlow Spatial Land Assessment

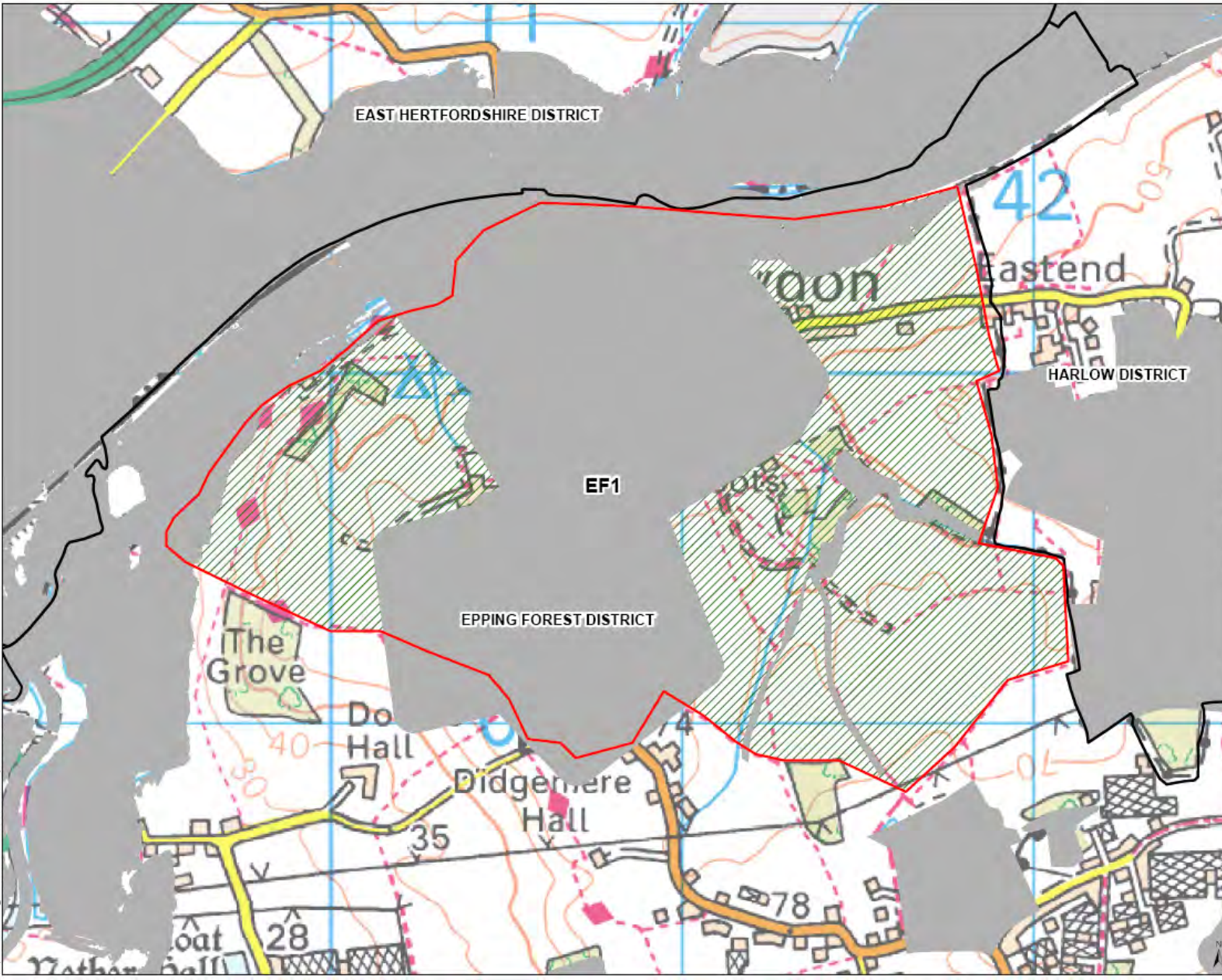
Area EF1  
Developable and Undevelopable Land

Scale @ A3	1:10,000		
Drawn	DH	Approved	JA
Stage 1 check	Page 2 check	Checked	Date

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FIGURE NUMBER



Date: 24th April 2009  
Filename: K:\D123208\_Harlow\MXD\Individual Land Parcel Maps\Area EF1.mxd

## Area Profile

### **EF2 – Roydon Hamlet**

#### **Area Description**

This 377 ha area includes Roydon Hamlet in the south of the area and the southern boundary is made up of the road running east to west through the Hamlet, linking it to Harlow. To the north is Roydon village and the northern boundary of the site is made up primarily of fields and footpaths. The Rye Meads Sewage Treatment Works lies to the northwest and Harlow is on the eastern boundary. The southern and eastern areas of the region are characterised by high density glasshouses and is rural in nature overall. To the east is Great Parndon.

#### **Adjoining areas:**

##### *Inner adjoining areas*

#### **Great Pandon**

With a population of 6,777 Great Pandon is predominantly white in its ethnic make-up with people classified as White British comprising 92% of the population. Collectively, people categorised as Asian, Asian British account for 31% of the non-white, ethnic minority population. Lone parent households account for over 9% of overall households. Great Pandon is above the national average for having no qualifications or unknown levels of qualifications consistently in all employment fields. Levels of qualifications within the employment field, however, are generally good in terms of Harlow as a whole. The largest type of occupation for residents is administrative and secretarial (17%) while managerial and senior official occupations account for 14%.

##### *Outer adjoining areas*

#### **Roydon**

The parish of Roydon has a population of 2771 people. The parish has a very high proportion of detached homes (over half) and almost a third are semi-detached. Over half of households have 2 or more cars while approximately 10% do not have a car. There are 35 unemployed people in the Parish.

#### **Nazeing**

Nazeing has a population of 4,675. Housing is dominated by detached and semi-detached types and the average household size is 2.58 and the average number of rooms per house is 6. The overwhelming majority of those travelling to work rely on private transport.

#### **Key local plan policies**

- **Policies HC6 – 9:** seek to prevent development that would have a detrimental impact on the conservation area, and to ensure that any development that does occur is designed in a sympathetic way.
- **Policies RST23 and RST24:** state that leisure uses associated with the River Lee Regional Park will be allowed, but that developments which are likely to result in a significant adverse impact upon the character or function of the park will not be permitted.
- **Policy HC4:** states that the council will not grant planning permission for any development which would damage or be detrimental to the historic or landscape character of protected lanes. The main features which comprise the Lanes are banks, ditches, verges and hedgerows. A protected lane runs between Downe Hall and Didgemere Hall.

- **Policy E13A**– states that planning permission will be granted for new and replacement horticultural glasshouses within areas identified for this purpose on the alterations proposals map.
- **Policy E13B**– states that the council will refuse any application that it considers is likely to undermine its policy approach of concentrating glasshouses in clusters to minimise damage to visual amenity and loss of the openness of the green belt; and/or harm the future vitality and/or viability of the lea valley glasshouse industry.
- **Policy E13C**– states that when granting planning permission for new, replacement, or extensions to, glasshouses or other buildings including packhouses, and any ancillary activities or uses, the council will require that these sites are fully returned to a condition appropriate for their previous use when or if the land is no longer used for glasshouse horticulture. Under-used or derelict glasshouses and other buildings including packhouses will not be considered suitable sites for the introduction of non- horticultural uses, at least until a future review of the plan.
- **Policy NC2**– states that development or land use change which could directly or indirectly destroy or have an adverse effect upon a county wildlife site will be refused unless it can be demonstrated that the reasons for the proposal clearly outweigh the need to safeguard the intrinsic nature conservation value of the site or feature.
- **Policy U2a** – Development in flood risk areas development proposals within the environment agency’s currently designed flood risk zones will be determined in accordance with a sequential approach as set out in PPG25.
- **Policy U2b** – Within the flood risk assessment zones as shown on the alterations proposals map, flood risk assessments will be required for any development proposals which exceed 50m2.

Baseline information		
Topic	Comments	Source
<b>Agricultural land</b>		
1	<b>Agricultural Land Classification</b>	It appears that the west of the area is underlain by a surface water gley soil that is associated with a provisional agricultural land classification grade of 3, whilst the east of the area is a pelosol associated with grade 2. To the western edge of the area is an area of brown earth soil, associated with the floodplain.
		<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> & Harlow Area Landscape and Environment Study (2004)
<b>Air quality</b>		
2	<b>Air Quality Management Areas (AQMA)</b>	None (Epping Forest DC has one designated AQMA, which is unrelated to this area. Harlow BC has not designated any AQMAs.)
		<a href="http://www.airquality.co.uk/archive/index.php">http://www.airquality.co.uk/archive/index.php</a>
<b>Communities</b>		
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping:</b> There 4 pharmacies within 2 miles (1 in Roydon and 3 in Harlow).</li> <li>• <b>Primary Schools:</b> There are 3 primary schools within 2km</li> <li>• <b>Secondary Schools:</b> There are 5 secondary schools located within about 4km (Harlow)</li> <li>• <b>GPs:</b> 4 within 2 miles (including 1 in Roydon and 2 in Harlow)</li> <li>• <b>Hospitals:</b> Hospital with A&amp;E and NHS walk-in centre – (Harlow) (2.1 miles).</li> <li>• <b>Dentist:</b> 3 within 2 miles (Harlow)</li> <li>• <b>Recreation areas:</b> There is a sports pitch and</li> </ul>
		<a href="http://www.nhs.uk/servicedirector/es/Pages/ServiceSearch.aspx">http://www.nhs.uk/servicedirector/es/Pages/ServiceSearch.aspx</a> <a href="http://schoolsfinder.direct.gov.uk/">http://schoolsfinder.direct.gov.uk/</a> <a href="http://www.activeplaces.com/Index.asp?Authorise=true">http://www.activeplaces.com/Index.asp?Authorise=true</a> <a href="http://www.postoffice.co.uk/portal/po/finder?catId=20700386">http://www.postoffice.co.uk/portal/po/finder?catId=20700386</a> Distances measured from CM19 5DG

		<p>two leisure centres located on the edge of Harlow, about 1 mile away</p> <ul style="list-style-type: none"> <li>• <b>Post office:</b> The nearest post office is in Roydon.</li> </ul>	
4	<b>Gypsy &amp; Travellers Sites</b>	<p>There are three small sites close to each other near to the glass houses at the south-western extent of this area</p> <p>At Tomary (to the south of the road so technically in the EF3) there has recently been permission granted for expansion for 6 to 12 pitches.</p> <p>Adjacent to the east of this area (also south of the road) is one authorised pitch at Richard's Farm</p> <p>A short distance to the east is Downshoppit, where there is one authorised site.</p> <p>N.B. Because of the number of existing sites in the Nazeing and Southern Roydon areas the Council has not actively sought out additional ones. Several sites have been promoted for gypsy and traveller use in the 'Call for Sites' exercise however. These are not necessarily favoured by the district.</p>	<p>EF Gypsy and Traveller DPD Issues and Options Document</p> <p><a href="http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp">http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp</a></p>
<b>Community wellbeing</b>			
5	<b>Index of Multiple Deprivation</b>	<p>LSOA1<sup>1</sup> Score: 16,156 Ranking: 49%</p> <p>LSOA2<sup>2</sup> Score: 21,303 Ranking: 61</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	<p>LSOA1 Score: 958 Ranking: 2%</p> <p>LSOA2 Score: 8,369 Ranking: 25%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living Environment</b>	<p>LSOA1 Score: 18,148 Ranking: 55%</p> <p>LSOA2 Score: 26,765 Ranking: 82%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	<p>LSOA1 Score: 9,754 Ranking: 30%</p> <p>LSOA2 Score: 15,111 Ranking: 46%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation -</b>	<p>LSOA1 Score: 14,922</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> Around two thirds of this area falls within LSOA E01021741 (labelled LSOA1)

<sup>2</sup> Around one third of this area falls within LSOA E01021801 (labelled LSOA2)

	<b>Education and training</b>	Ranking: 45%  LSOA2 Score: 17,605 Ranking: 54%	
9	<b>Indices of Deprivation - Health deprivation</b>	LSOA1 Score: 27,730 Ranking: 85%  LSOA2 Score: 25,588 Ranking: 78%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	Extensive sand and gravel extraction has taken place along the Lee and Stort floodplains over the last 50 years and most pits have been filled with wastes from domestic, industrial, commercial and building sources. Other pits have been left to form lakes, which are used for fishing, water sports or as wetland habitats.  Many of the glasshouses, with their large oil fired asbestos lagged glasshouse heating systems, have been demolished during the past 50 years to enable gravel to be extracted and most of the resulting pits have been filled with waste. Small businesses such as car repairers, scrap yards, haulage depots and bus companies have set up on some of the redundant sites, whilst large housing developments have taken place on others. These type of small businesses have tended to follow the traditional rural waste disposal methods of burning, burial or soakage on site.	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
11	<b>Waste sites</b>	There are active and past landfill sites associated with the river lee corridor, a short distance to the west of the area boundary.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	Not applicable	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	Employment uses in and around Roydon are currently uncertain	
13	<b>Indices of Deprivation - Employment</b>	LSOA1 Score: 24,788 Ranking: 76%  LSOA2 Score: 21,046 Ranking: 64%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	LSOA1 Score: 20,066 Ranking: 61%  LSOA2 Score: 20,123	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

		Ranking: 61%	
15	<b>Tourism</b>		<a href="http://www.roydonmill-estate.co.uk/index2.html">http://www.roydonmill-estate.co.uk/index2.html</a>
<b>Green Belt</b>			
16	<b>Green Belt</b>	<p>There is clear potential for conflicts with the following Green Belt objectives (as set out in PPG2):</p> <ul style="list-style-type: none"> <li>-prevent neighbouring towns from merging into one another (assuming that there would be development to the east of Roydon)</li> <li>-preserve the setting and special character of historic towns;</li> <li>-sprawl</li> <li>-regeneration</li> </ul>	
<b>Heritage &amp; landscape</b>			
17	<b>Historic environment</b>	<p>The land surrounding Halls Green is a conservation area.</p> <p>There are two Scheduled Ancient Monuments to the North East of Halls Green (associated with the LWS), and one to the west of this area (ruins of Netherhall, which is the last remaining medieval manor house of Roydon Parish).</p> <p>A protected lane runs between Downe Hall and Didgemere Hall.</p>	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
19	<b>Landscape character</b>	<p><b>Landform:</b> Gently undulating plateau and ridge<sup>3</sup></p> <p><b>Settlement pattern / communication routes:</b> Dense nucleations supported by intricate communications network of narrow winding lanes.</p> <p><b>Tranquility:</b> Limited</p> <p><b>Rare features:</b> Historic fields</p> <p><b>Time-depth:</b> The LCA identifies the land to the north and south of Halls Green as sensitive historic landscape, although modern development dominates somewhat, particularly glasshouses. Particularly important are remnants of rare 'closed' pre-enclosure field pattern around Halls Green.</p> <p><b>Sensitivity to:</b>  Large-scale development – High  Substantial development – High  Small-scale development – Low</p>	Harlow Area Landscape and Environment Study (2004)
20	<b>Topography</b>	<p>From Roydon Hamlet and Halls Green the land falls away to the Lee Valley, located to the west. Between Roydon Hamlet and Halls Green is the highest point of the plateau, with strong views eastwards. Views from within the area across the Lee Valley are extensive.</p>	Harlow Area Landscape and Environment Study (2004)

<sup>3</sup> This area is part of an undulating plateau that stretches along the western edge of Harlow, between Roydon and Nazeing. Beyond this area, the plateau stretches eastwards, underlying the built development of Harlow itself.



Nature conservation			
21	<b>Geological sites</b>	No geological SSSIs	<a href="http://www.natureonthemap.org.uk">www.natureonthemap.org.uk</a>
22	<b>Green infrastructure</b>	<p>There are four significant woodland blocks, at least one of which is ancient woodland bounded by an area of plantation woodland.</p> <p>To the west is the Stort Navigation and River Stort.</p> <p>The Harcamlow Way (227km) runs through the area.</p>	<a href="http://www.ldwa.org.uk/">http://www.ldwa.org.uk/</a>
23	<b>Internationally designated sites</b>	Rye Meads SPA is located to the west.	Harlow Area Landscape and Environment Study (2004)
24	<b>Locally designated sites</b>	<p>There is a small patch of ancient woodland designated as a LWS, bounded by an area of plantation woodland.</p> <p>North east of Halls Green is a slightly larger LWS, which is associated with the two SAMs.</p>	Harlow Area Landscape and Environment Study (2004)
25	<b>Nationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
26	<b>Protected species and habitats</b>	The River Stort supports a healthy population of otters, which might be important for linking to the population strongholds in East Essex and Suffolk.	Harlow Area Landscape and Environment Study (2004)
27	<b>Woodlands</b>	There are four significant woodland blocks, at least one of which is ancient woodland bounded by an area of plantation woodland.	Harlow Area Landscape and Environment Study (2004)
Transport			
28	<b>Distance to Harlow Town Centre</b>	<p><b>Distance<sup>4</sup>:</b> 3.6 miles</p> <p><b>By car:</b> 8 - 10 mins</p> <p><b>Public transport:</b> 40 mins by bus (service 381 – 6 services / day Mon – Fri; 3 services / day Sat and change to service 505 at Tylers Cross -12 services / day Mon - Fri; 11 services / day Sat)</p>	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>
29	<b>Distance by road to nearest centres</b>	<p><b>Halls Green to Ware:</b> 6miles</p> <p><b>By car:</b> 13 mins by car</p> <p><b>Public transport:</b> 1hr 12 by bus (Service 381 – 6 services / day Mon – Fri; 3 services / day Sat) change at Harlow for service 724 (20 services / day Mon – Fri; 19 services / day Sat)</p> <p><b>Hoddesdon</b> 3.7 miles</p> <p><b>By car:</b> 8 – 10 mins</p> <p><b>Public transport:</b> 55 mins by bus (service 381 – 6 services / day Mon – Fri; 3 services / day Sat and change to service 392 at Tylers Cross – 13 services / day Mon-Sat)</p> <p><b>Epping</b> 6.4 miles</p>	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>  <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>

<sup>4</sup> For directions to Harlow postcode CM10 1WG was used

		<p><b>By car:</b> 12 mins</p> <p><b>Public transport:</b> 18 mins by bus (Service 381 – 6 services / day Mon – Fri; 3 services / day Sat)</p>	
30	<b>Public transport</b>	<p>Roydon and Harlow are the closest train stations. Roydon Station is on the London Liverpool Street to Cambridge line via Harlow Town and Bishops Stortford. Trains regularly stop at Roydon. The journey time to London Liverpool St. is about 30mins.</p> <p>Bus services:</p> <ul style="list-style-type: none"> <li>– 381/382 Harlow – Toot Hill (6 services / day Mon – Fri; 3 on Sat)</li> <li>– 391 Harlow – Bumbles Green (1 service / day)</li> <li>– 392 Harlow – Hoddesdon (13 services / day)</li> </ul>	<p><a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a></p> <p><a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a></p>
31	<b>Strategic road network</b>	<p>The junction with the A414 around 4km to the north, which involves going through Roydon. From here the junction with the A10 is less than 3.5km away and the junction with the M11 is 13km away, around the north and east of Harlow (although the southern route on more minor roads is shorter...)</p> <p>The B181 goes south from Roydon to Epping.</p> <p>Alternative access to either Harlow or Hoddesdon is by minor road.</p>	<p><a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a></p> <p><a href="http://www.magic.gov.uk">www.magic.gov.uk</a></p>
	<b>Cycling and Walking</b>	<p>There are no cycle routes within the area. The closest cycle routes are the Harlow Cycle Tracks-traffic free route-to the east (Katherines)</p> <p>The Three Forests Way passes through the area on a north-south axis. Several public footpaths and bridleways travel through the area on both north-south and east-west axes.</p>	<p><a href="http://www.sustrans.org">www.sustrans.org</a></p> <p><a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a></p>
<b>Water resources</b>			
32	<b>Flood risk</b>	None	<p><a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a></p>
33	<b>Groundwater Source Protection Zones</b>	None in the area <sup>5</sup>	<p><a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a></p>
34	<b>Water supply and wastewater treatment</b>	Roydon drains to Rye Meads, as does all of Nazeing, Epping Green, BroadleyCommon and Roydon Hamlet. Thames Water have stated that Development to the West of Harlow would be	Email from Thames Water

<sup>5</sup> N.B. The District lies over the upper chalk aquifer of the London Basin (EA Major Aquifer). Apart from a small area by the northern Hertfordshire border, the aquifer is confined by about 20-120 metres of London Clay and so is protected from pollution by surface and shallow subsurface contaminants within the district. The only pathways from the surface into this aquifer are from the unconfined chalk in Hertfordshire or via poorly maintained or redundant monitoring wells or extraction boreholes, some of which are now located within landfills. There are shallow gravel aquifers present along the Rivers Lea and Stort (EA Minor Aquifers). These aquifers, which are unprotected from surface and subsurface pollutants, supply water for both domestic use and for irrigation purposes. They are in hydraulic continuity with both the old unlined landfills and the lakes and rivers. There are also many smaller shallow aquifers in the gravel terraces left by the old course of the pre-Anglian River Thames and others in small pockets in the Boulder Clay (EA Minor Aquifers & Non Aquifers). These aquifers are also used for domestic water supplies and likewise are unprotected and susceptible to pollution.

		reliant upon a sewer extension to Rye Meads STW. As this is not now forecast for completion before 2018, this will impact on when these sites could commence.	
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<p><b>Additional observations</b></p> <p><b>Key constraints include:</b></p> <ul style="list-style-type: none"> <li>• Pylons run east / west to the north of Halls Green and north / south to the west of Roydon Hamlet</li> <li>• Glasshouses</li> <li>• Gypsy and Traveller sites</li> <li>• SAMs</li> <li>• Sensitive historic landscape (including designation as a conservation area)</li> <li>• Local wildlife value</li> <li>• Traffic going north through Roydon</li> </ul> <p><b>Key opportunities include:</b></p> <ul style="list-style-type: none"> <li>• Views of and access to Lee Valley</li> <li>• Drainage to Rye Meads</li> <li>• Good access to Harlow; OK access to Epping and Hoddesdon</li> <li>• Roydon Station</li> </ul>
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**Change log**

Row	Change	Origin	Date

**Map of the area**

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- NOTES
- Spatial Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries

Notes  
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Draft

Harlow Spatial Land Assessment

Area EF2  
 Developable and Undevelopable Land

Scale 1:10,000

Drawn	DH	Checked	JA
Map Issue	Map 2/04	Revised	

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## Area Profile

### ***EF3 – Roydon Hamlet South***



#### ***Area Description***

This 547 ha area is primarily rural in nature and includes the village of Nazeing. The majority of the settlement of Lower Nazeing is on the outer boundary of this area in the west with the eastern end of the town falling within the boundary; the north western boundary is high density glasshouses. To the north lies Roydon Hamlet and to the east Broadley Common and Nazeingwood Common. Nazeing Park is within the boundary and the area is characterised by open fields with some glasshouses in the east and west. Minor roads run though on a west-east axis.

#### **Adjoining areas:**

##### *Inner adjoining areas*

#### **Great Pandon**

With a population of 6,777 Great Pandon is predominantly white in its ethnic make-up with people classified as White British comprising 92% of the population. Collectively, people categorised as Asian, Asian British account for 31% of the non-white, ethnic minority population. Lone parent households account for over 9% of overall households. Great Pandon is above the national average for having no qualifications or unknown levels of qualifications consistently in all employment fields. Levels of qualifications within the employment field, however, are generally good in terms of Harlow as a whole. The largest type of occupation for residents is administrative and secretarial (17%) while managerial and senior official occupations account for 14%.

#### **Sumners and Kingsmoor**

Sumners and Kingsmoor area is situated to the southwest part of Harlow town and has a population of 7,445. The area is mainly urban with some of parts in the green wedge. Within the area there is a small patch of ancient woodland. The area also includes sports grounds and fields. The main occupation of its residents is administrative and secretarial work which accounts for 15% of the total employment, followed by elementary occupations. Unemployment rate in the ward has been higher than the average rate in Harlow as a whole. The ward covering Sumners and Kingsmoor falls into the bottom half of Harlow's rankings for education and qualification based attainment, for employed and unemployed people. 76.1% of the working age population are

economically active with 92% in work. 82% of employed people are in full-time jobs while the remaining 18% are in part-time.

## Outer adjoining areas

### Nazeing

Nazeing has a population of 4,675. Housing is dominated by detached and semi-detached types and the average household size is 2.58 and the average number of rooms per house is 6. The overwhelming majority of those travelling to work rely on private transport.

### Relevant local planning policy:

- **Policies HC6 – 9:** seek to prevent development that would have a detrimental impact on the conservation area, and to ensure that any development that does occur is designed in a sympathetic way.
- **Policy E13A:** states that planning permission will be granted for new and replacement horticultural glasshouses within areas identified for this purpose on the alterations proposals map.
- **Policy E13B:** states that the council will refuse any application that it considers is likely to undermine its policy approach of concentrating glasshouses in clusters to minimise damage to visual amenity and loss of the openness of the green belt; and/or harm the future vitality and/or viability of the lea valley glasshouse industry.
- **Policy E13C:** states that when granting planning permission for new, replacement, or extensions to, glasshouses or other buildings including packhouses, and any ancillary activities or uses, the council will require that these sites are fully returned to a condition appropriate for their previous use when or if the land is no longer used for glasshouse horticulture. Under-used or derelict glasshouses and other buildings including packhouses will not be considered suitable sites for the introduction of non- gricultural uses, at least until a future review of the plan.
- **Policy NC2:** states that development or land use change which could directly or indirectly destroy or have an adverse effect upon a county wildlife site will be refused unless it can be demonstrated that the reasons for the proposal clearly outweigh the need to safeguard the intrinsic nature conservation value of the site or feature.
- **Policy HC4:** states that the council will not grant planning permission for any development which would damage or be detrimental to the historic or landscape character of protected lanes. The main features which comprise the Lanes are banks, ditches, verges and hedgerows.
- **Policy U2b –** Within the flood risk assessment zones as shown on the alterations proposals map, flood risk assessments will be required for any development proposals which exceed 50m2.

Baseline information			
Topic		Comments	Source
Agricultural land			
1	<b>Agricultural Land Classification</b>	It appears that the majority of this area is underlain by a surface water gley soil that is associated with a provisional agricultural land classification grade of 3, whilst the eastern extent of the area is underlain by a pelosol associated with grade 2.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>  Harlow Area Landscape and Environment Study (2004)
Air quality			
2	<b>Air Quality</b>	None in the area	<a href="http://www.airquality.co.uk/archive">http://www.airquality.co.uk/archive</a>

	<b>Management Areas (AQMA)</b>	(Epping Forest DC has one designated AQMA, which is unrelated to this area. Harlow BC has not designated any AQMAs.)	<a href="/index.php">/index.php</a>
<b>Communities</b>			
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping:</b> There are 2 pharmacies within 2 miles (1 in Broadley Common and 1 in Lower Nazeing). Daily needs can be met at Nazeinbury Parade, 2.7 miles away.</li> <li>• <b>Primary schools:</b> There is 1 primary school within 2km (Lower Nazeing)</li> <li>• <b>Secondary schools:</b> The closest secondary school is located within about 4km (Harlow)</li> <li>• <b>GP surgery :</b> 2 within 2 miles</li> <li>• <b>Hospital:</b> Harlow (3.1 miles).</li> <li>• <b>Dentist:</b> 1 within 2 miles (Broadley Common)</li> <li>• <b>Recreation areas:</b> Bumbles Green Leisure Centre is less than 1 mile away and Nazeing Golf Club is 0.5 miles away</li> <li>• <b>Post office:</b> in Lower Nazeing, 1.4 miles away</li> </ul>	<a href="http://www.nhs.uk/servicedirectories/Pages/ServiceSearch.aspx">http://www.nhs.uk/servicedirectories/Pages/ServiceSearch.aspx</a>  <a href="http://schoolsfinder.direct.gov.uk/">http://schoolsfinder.direct.gov.uk/</a>  <a href="http://www.activeplaces.com/Index.asp?Authorise=true">http://www.activeplaces.com/Index.asp?Authorise=true</a>  <a href="http://www.postoffice.co.uk/portal/po/finder?catId=20700386">http://www.postoffice.co.uk/portal/po/finder?catId=20700386</a>  Distances measured from EN9 2RS
4	<b>Gypsy &amp; Travellers Sites</b>	<p>To the west of Bumbles Green, which is the southern extent of this area, are two sites.</p> <p>At Mamelons Farm there are 20 authorised pitches, plus 4 unauthorised.</p> <p>At Carter's Mead there is one authorised pitch and a proposal for an additional four, which is deemed unsuitable.</p> <p>South of Carter's Mead, another site has been put forward as being suitable for 11 pitches. At this site a proposal for 22 pitches was rejected in 2008.</p> <p>To the east of Nazeing is an authorised site that of six pitches on a site of 2 Ha. Despite the overall concentration of sites in Nazeing this is on balance a good site accessible to services in the village, strongly visually contained by other land uses. For these reasons permission was granted for expansion to 10 pitches in Feb 2008, by increasing the length of the row of pitches on the site's northern edge. Further expansion to 15 pitches has been proposed by the owner.</p> <p>There are four small sites close to each other near to the glass houses at the north-western extent of this area</p> <p>At Tomary there has recently been permission granted for expansion for 6 to 12 pitches.</p> <p>Adjacent to the east of this area is one authorised pitch at Richard's Farm</p> <p>A short distance to the east is Downshoppit, where there is one authorised site.</p> <p>Slightly to the west in Sedge Green is a single pitch at Moss Nursery but this is also in a designated flood risk area and in the Lee Valley Regional Park.</p>	EF Gypsy and Traveller DPD Issues and Options Document <a href="http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp">http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp</a>

There is also a single tolerated pitch at Hosanna, also on Sedge Green Lane.

At Hoe Lane, Nazeing is a single pitch

site, there is no localised concentration of sites in this part of Nazeing, and the site causes no problems. Though in a fairly prominent location the site is partially screened. On balance it might be considered for granting permission. There is also an unobtrusive single pitch site at Dales at Perry Hill Nazeing.

At Tylers Cross Nursery, adjacent to the north west of Broadley Common, is a site with 15 authorised pitches. This site has a complex history and has had problems of anti-social behaviour and unauthorised addition of pitches (currently 5). Because it is at the upper limit in terms of normally desirable site size and because of concentration of pitches in this area it is not recommended for expansion. Adjacent to the north is the contained single tolerated pitch on La Rosa Nursery.

There are eight caravans (on single caravan pitches) on the Holmsfield Nursery site (north of Lower Nazeing, to the west of Area EF3), now with temporary planning permission for five years granted on appeal in June 2008.

N.B. Because of the number of existing sites in the Nazeing and Southern Roydon areas the Council has not actively sought out additional ones. Several sites have been promoted for gypsy and traveller use in the 'Call for Sites' exercise however. These are not necessarily favoured by the district.

At Hoe Lane Nazeing there are four adjoining areas of 'nurseries', which have been put forward in the 'Call for Sites' exercise by the landowners for gypsy and travellers or other uses such as employment or housing. They are Spinney Nursery, Burleigh Nursery, Ridge House and Stoneyfield. In actuality the glass has been cleared on all of this area, apart from one glasshouse at Burleigh Nursery. This is an area removed from zoning for glasshouses under the Local Plan, and the industry has been in decline in this specific area. Much of the area of these sites is now firmly established as houses in large gardens, with lawful use of some dwellings granted consent many years ago for horticultural worker occupancy now as unrestricted residential. The cost of this land, together with the poor access on Hoe Lane, and the lack of dereliction means that there is a lack of a special case for significant development here. The most scope for gypsy and traveller development here may lie at Spinney Nursery, which has two uses granted employment permissions, and the remaining area of glass at Burleigh Nursery. Either of these could accommodate around four pitches. Access issues along Hoe Lane are important, although this did



		not prove insuperable at the recent Greenleaver planning consent.	
<b>Community wellbeing</b>			
5	<b>Index of Multiple Deprivation</b>	LSOA1 <sup>1</sup> Score: 18,602 Ranking: 57%  LSOA2 <sup>2</sup> Score: 16,156 Ranking: 49%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	LSOA1 Score: 11,998 Ranking: 36%  LSOA2 Score: 958 Ranking: 2%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living Environment</b>	LSOA1 Score: 29,009 Ranking: 89%  LSOA2 Score: 18,148 Ranking: 55%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	LSOA1 Score: 16,284 Ranking: 50%  LSOA2 Score: 9,754 Ranking: 30%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	LSOA1 Score: 8,592 Ranking: 26%  LSOA2 Score: 14,922 Ranking: 45%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	LSOA1 Score: 23,150 Ranking: 71%  LSOA2 Score: 27,730 Ranking: 85%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	Extensive sand and gravel extraction has taken place along the Lee and Stort floodplains over the last 50 years and most pits have been filled with wastes from domestic, industrial, commercial and building sources. Other pits have been left to form lakes, which are used for fishing, water sports or	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>

<sup>1</sup> Around half of this area is within E01021794, labelled as LSOA1

<sup>2</sup> Around half of this area is within E01021741, labelled as LSOA2

		<p>as wetland habitats.</p> <p>Many of the glasshouses, with their large oil fired asbestos lagged glasshouse heating systems, have been demolished during the past 50 years to enable gravel to be extracted and most of the resulting pits have been filled with waste. Small businesses such as car repairers, scrap yards, haulage depots and bus companies have set up on some of the redundant sites, whilst large housing developments have taken place on others. These type of small businesses have tended to follow the traditional rural waste disposal methods of burning, burial or soakage on site.</p>	
11	<b>Waste sites</b>	There are active and past landfill sites associated with the river lee corridor, a short distance to the west of the area boundary.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	Not applicable	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	Employment uses in and around Roydon are currently uncertain	
13	<b>Indices of Deprivation - Employment</b>	<p>LSOA1 Score: 25,203 Ranking: 77%</p> <p>LSOA2 Score: 24,788 Ranking: 76%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	<p>LSOA1 Score: 13,486 Ranking: 41%</p> <p>LSOA2 Score: 20,066 Ranking: 61%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>		
<b>Green Belt</b>			
16	<b>Green Belt</b>	<p>There is clear potential for conflicts with the following Green Belt objectives (as set out in PPG2):</p> <ul style="list-style-type: none"> <li>-prevent neighbouring towns from merging into one another (assuming that there would be development to the east of Roydon)</li> <li>-preserve the setting and special character of historic towns;</li> <li>-the check the unrestricted sprawl of large built-up areas</li> <li>-to assist in safeguarding the countryside from encroachment</li> <li>-to assist in urban regeneration, by encouraging</li> </ul>	

		the recycling of derelict and other urban land	
<b>Heritage &amp; landscape</b>			
17	<b>Historic environment</b>	<p>All of this area, with the exception of Stoneshot Common, to the north of Nazeing, is designated as a conservation area.</p> <p>There is a small protected land to the north of Nazeing.</p>	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
19	<b>Landscape character</b>	<p><b>Landform:</b> Gently undulating plateau and ridge <sup>3</sup></p> <p><b>Settlement pattern / communication routes:</b> Dense nucleations supported by intricate communications network</p> <p><b>Tranquility:</b> Limited</p> <p><b>Rare features:</b> Extensive historic fields. The Grade 1 listed 12C church has extensive views of surrounding fields. The lane between Broadley Common and Nazeing Gate is thought to be historic in origin.</p> <p><b>Time-depth:</b> Remnants of medieval field pattern around Nazeing and Roydon Hamlet give an indication of former land use. Stoneshot Common, to the west, shows an 18<sup>th</sup>/19<sup>th</sup> C enclosure field pattern. Nazeing Park Estate, which was developed with associated parkland in the 18<sup>th</sup> century, is now used as a school. The organic pattern of the road system indicates its gradual development over time.</p> <p><b>Sensitivity to:</b>  Large-scale development – high  Substantial development – high  Small-scale development – Low</p>	Harlow Area Landscape and Environment Study (2004)
20	<b>Topography</b>	Roydon Hamlet and Nazeing sit on the high plateau, with the land sloping westwards from here, towards the Lee Valley.	Harlow Area Landscape and Environment Study (2004)
<b>Nature conservation</b>			
21	<b>Geological sites</b>	No geological SSSIs	<a href="http://www.natureonthemap.org.uk">www.natureonthemap.org.uk</a>
22	<b>Green infrastructure</b>	<p>To the west is the Stort Navigation and River Stort.</p> <p>The Harcamlow Way (227km) runs through the area.</p> <p>The Forests Way (40km) runs through the area.</p>	<a href="http://www.ldwa.org.uk/">http://www.ldwa.org.uk/</a>
23	<b>Internationally designated sites</b>	Rye Meads SPA is located to the north west, separated by the railway line and the lake.	Harlow Area Landscape and Environment Study (2004)

<sup>3</sup> This area is part of an undulating plateau that stretches along the western edge of Harlow, between Roydon and Nazeing. Beyond this area, the plateau stretches eastwards, underlying the built development of Harlow itself.

24	<b>Locally designated sites</b>	There are two small Local Wildlife Sites to the east of Nazeing / to the north of Nazeing Park, one of which is designated a LNR.	Harlow Area Landscape and Environment Study (2004)
25	<b>Nationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
26	<b>Protected species and habitats</b>	Unknown	Harlow Area Landscape and Environment Study (2004)
27	<b>Woodlands</b>	Few, small patches of woodland	Harlow Area Landscape and Environment Study (2004)
<b>Transport</b>			
28	<b>Distance to Harlow Town Centre</b>	<b>Distance<sup>4</sup>:</b> 4.5 miles <b>By car:</b> 12-14 mins <b>Public transport:</b> 32 mins by bus (service 505 – 12 services / day Mon - Fri; 11 services / day Sat))	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>
29	<b>Distance by road to nearest centres</b>	<b>Ware:</b> 8 miles <b>By car:</b> 18 mins <b>Public transport:</b> 60 mins by bus (392 changing to 311 at Broxbourne). 392: 13 services Mon – Sat. 311: over 30 services / day Mon – Sat. <b>Hoddesdon</b> 5.1 miles <b>By car:</b> 12– 14 mins <b>Public transport:</b> 26 mins by bus (service 392 - 13 services / day) <b>Epping</b> 6.4 miles <b>By car:</b> 13 mins <b>Public transport:</b> 33-45 mins by bus (either 392 and change to 501 services OR 505 changing to 381) 392: 13 services / day Mon – Sat. 505: 20 services / day Mon – Sat. 501: over 20 services Mon-Sat 505: 12 services / day Mon – Fri; 11 services / day Sat. 381: 6 services / day Mon – Fri; 3 on Sat	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
30	<b>Public transport</b>	Roydon Station is on the London Liverpool Street to Cambridge line via Harlow Town and Bishops Stortford. Trains regularly stop at Roydon. The journey time to London Liverpool St. is about 30mins.	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
31	<b>Strategic road network</b>	The junction with the A414 around 5 miles to the north, which involves going through Roydon. From here the junction with the A10 is less than 3.5km away and the junction with the M11 is 13km away, around the north and east of Harlow (although the southern route on more minor roads is shorter...)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>

<sup>4</sup> For directions to Harlow postcode CM10 1WG was used

		The B181 goes south from Roydon to Epping.  Alternative access to either Harlow or Hoddesdon is by minor road.	
	<b>Cycling and Walking</b>	There are no cycle routes within the area. The closest cycle routes are in Harlow urban area to the east and the National Route 1-Lee Valley Park to the west.  The Three Forests Way crosses the area on the north-south axis. Within the area there is a well connected network of public footpaths which travel on both north-south and east-west axes.	<a href="http://www.sustrans.org">www.sustrans.org</a>  <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>
<b>Water resources</b>			
32	<b>Flood risk</b>		<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
33	<b>Groundwater Source Protection Zones</b>	Roughly the northern most two thirds of this area are within the outer zone of a SPZ, with the built up area of Roydon, and some surrounding land being sitting within an SPZ inner zone. <sup>5</sup>	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
34	<b>Water supply and wastewater treatment</b>	Thames Water have stated that Development to the West of Harlow would be reliant upon a sewer extension to Rye Meads STW. As this is not now forecast for completion before 2018, this will impact on when these sites could commence. They state that, from a drainage perspective development 'towards Broadley Common/Jacks Hatch' would be straight-forward but getting a bit expensive due to distance.	Email from Thames Water

<p><b>Additional observations</b></p> <p><b>Key constraints include:</b></p> <ul style="list-style-type: none"> <li>• Pylons run north / south to the west of Roydon Hamlet</li> <li>• Gypsy and Traveller sites</li> <li>• Rural conservation area</li> <li>• Local wildlife importance</li> </ul> <p><b>Key opportunities include:</b></p> <ul style="list-style-type: none"> <li>• Drainage to Rye Meads relatively easy</li> </ul>
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### Change log

<sup>5</sup> N.B. The District lies over the upper chalk aquifer of the London Basin (EA Major Aquifer). Apart from a small area by the northern Hertfordshire border, the aquifer is confined by about 20-120 metres of London Clay and so is protected from pollution by surface and shallow subsurface contaminants within the district. The only pathways from the surface into this aquifer are from the unconfined chalk in Hertfordshire or via poorly maintained or redundant monitoring wells or extraction boreholes, some of which are now located within landfills. There are shallow gravel aquifers present along the Rivers Lea and Stort (EA Minor Aquifers). These aquifers, which are unprotected from surface and subsurface pollutants, supply water for both domestic use and for irrigation purposes. They are in hydraulic continuity with both the old unlined landfills and the lakes and rivers. There are also many smaller shallow aquifers in the gravel terraces left by the old course of the pre-Anglian River Thames and others in small pockets in the Boulder Clay (EA Minor Aquifers & Non Aquifers). These aquifers are also used for domestic water supplies and likewise are unprotected and susceptible to pollution.

<i>Row</i>	<i>Change</i>	<i>Origin</i>	<i>Date</i>

***map of the area***



## Area Profile

### ***EF4 – Nazeingwood Common***



#### ***Area Description***

This area is approximately 471ha in size and is bounded by Kingsmoor to the north east which is at the south-western edge of Harlow's residential areas. To the north west is Roydon Hamlet and Lower Nazeing further west. The area is rural in nature and includes Nazeingwood Common and Broadley Common. To the east is Epping Green.

#### ***Adjoining Areas***

*Inner adjoining areas*

#### **Sumners and Kingsmoor**

Sumners and Kingsmoor area is situated to the southwest part of Harlow town and has a population of 7,445.



The area is mainly urban with some of parts in the green wedge. Within the area there is a small patch of ancient woodland. The area also includes sports grounds and fields.

The main occupation of its residents is administrative and secretarial work which accounts for 15% of the total employment, followed by elementary occupations. Unemployment rate in the ward has been higher than the average rate in Harlow as a whole. The ward covering Sumners and Kingsmoor falls into the bottom half of Harlow's rankings for education and qualification based attainment, for employed and unemployed people. 76.1% of the working age population are economically active with 92% in work. 82% of employed people are in full-time jobs while the remaining 18% are in part-time.

#### *Outer adjoining areas*

#### **Waltham Abbey North East**

The parish has a population of 20,390 people. Houses are predominantly terraced, semi-detached or flats and the average household size is 2.32 and the average number of rooms in a house is 4.93. The majority homes are owner occupied. The majority of people travel to work by private transport.

#### **Epping Upland**

Epping Upland Parish has a population of 790. Houses are predominatly detached or semi-detached or terraced. There are very few flats in the parish (3). The average household size is 2.53 and the average number of rooms in a house is 6.54. The majority of houses are owner occupied and most people travel to work by private transport.

#### **Relevant local planning policy:**

- **Policies HC6 – 9:** seek to prevent development that would have a detrimental impact on the conservation area, and to ensure that any development that does occur is designed in a sympathetic way.
- **Policy NC2:** states that development or land use change which could directly or indirectly destroy or have an adverse effect upon a county wildlife site will be refused unless it can be demonstrated that the reasons for the proposal clearly outweigh the need to safeguard the intrinsic nature conservation value of the site or feature.
- **Policy HC5 -** The council will not grant planning permission for any development or use which could prejudice the historic nature and wildlife value of Epping Forest. This refers to a green lane (also designated as CWS), which runs to the north of Epping Green.
- **Policy U2b –** Within the flood risk assessment zones as shown on the alterations proposals map, flood risk assessments will be required for any development proposals which exceed 50m2

Baseline information		
Topic	Comments	Source
<b>Agricultural land</b>		
1	<b>Agricultural Land Classification</b>	It appears that the majority of this area is underlain by a surface water gley soil that is associated with a provisional agricultural land classification grade of 3, whilst the northern extent of the area is underlain by a pelosol associated with grade 2.
		<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study (2004)
<b>Air quality</b>		
2	<b>Air Quality Management Areas (AQMA)</b>	None (Epping Forest DC has one designated AQMA, which is unrelated to this area. Harlow BC has
		<a href="http://www.airquality.co.uk/archive/index.php">http://www.airquality.co.uk/archive/index.php</a>

		not designated any AQMAs.)	
<b>Communities</b>			
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping:</b></li> <li>• <b>Primary schools:</b> There are 13 junior &amp; primary schools within 4km (Harlow, Roydon and Nazeing).</li> <li>• <b>Secondary schools:</b> There are 3 secondary schools within 4km (Harlow)</li> <li>• <b>Hospitals:</b> Harlow (2.8 miles).</li> <li>• <b>GPs:</b> 2 within 2 miles</li> <li>• <b>Dental practices:</b> 2 within 2 miles</li> <li>• <b>Pharmacies:</b> 3 within 2 miles</li> <li>• <b>Recreation areas:</b> Bumbles Green Leisure Centre (1 mile), Nazeing Golf Course (0.8 miles ) and Sumners Leisure Centre (1.2 miles)</li> <li>• <b>Post office:</b> Lower Nazeing (1.8 miles)</li> </ul>	<a href="http://www.nhs.uk/servicedirector/es/Pages/ServiceSearch.aspx">http://www.nhs.uk/servicedirector/es/Pages/ServiceSearch.aspx</a> <a href="http://schoolsfinder.direct.gov.uk/">http://schoolsfinder.direct.gov.uk/</a> <a href="http://www.activeplaces.com/Index.asp?Authorise=true">http://www.activeplaces.com/Index.asp?Authorise=true</a> <a href="http://www.postoffice.co.uk/portal/po/finder?catId=20700386">http://www.postoffice.co.uk/portal/po/finder?catId=20700386</a> Distances measured from EN9 2DE
4	<b>Gypsy &amp; Travellers Sites</b>	N.B. Because of the number of existing sites in the Nazeing and Southern Roydon areas the Council has not actively sought out additional ones. Several sites have been promoted for gypsy and traveller use in the 'Call for Sites' exercise however. These are not necessarily favoured by the district.	EF Gypsy and Traveller DPD Issues and Options Document <a href="http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp">http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp</a>
<b>Community wellbeing<sup>1</sup></b>			
5	<b>Index of Multiple Deprivation</b>	Score: 16,156 Ranking: 49%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Score: 958 Ranking: 2%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living Environment</b>	Score: 18,148 Ranking: 55%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	Score: 9,754 Ranking: 30%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score: 14,922 Ranking: 45%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Score: 27,730 Ranking: 85%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	Extensive sand and gravel extraction has taken place along the Lee and Stort floodplains over the last 50 years and most pits have been filled with wastes from domestic, industrial, commercial and building sources. Other pits have been left to form	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>

<sup>1</sup> Area EF4 is part of LSOA 01021741

		<p>lakes, which are used for fishing, water sports or as wetland habitats.</p> <p>Many of the glasshouses, with their large oil fired asbestos lagged glasshouse heating systems, have been demolished during the past 50 years to enable gravel to be extracted and most of the resulting pits have been filled with waste. Small businesses such as car repairers, scrap yards, haulage depots and bus companies have set up on some of the redundant sites, whilst large housing developments have taken place on others. These type of small businesses have tended to follow the traditional rural waste disposal methods of burning, burial or soakage on site.</p>	
11	<b>Waste sites</b>	There are active and past landfill sites associated with the river lee corridor, a short distance to the west of the area boundary.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	Not applicable	<a href="http://www.defra.gov.uk/environment/noise/mapping/transportation/roads/pdf/England_Major_Roads_Map_No_6_Lden_300_DPI_A3.pdf">http://www.defra.gov.uk/environment/noise/mapping/transportation/roads/pdf/England_Major_Roads_Map_No_6_Lden_300_DPI_A3.pdf</a>
<b>Economy</b>			
12	<b>Employment uses</b>	Employment uses in and around Roydon are currently uncertain	
13	<b>Indices of Deprivation - Employment</b>	Score: 24,788 Ranking: 76%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	Score: 20,066 Ranking: 61%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	Not applicable	<a href="http://www.roydonmill-estate.co.uk/index2.html">http://www.roydonmill-estate.co.uk/index2.html</a>
<b>Green Belt</b>			
16	<b>Green Belt</b>	<p>There is clear potential for conflicts with the following Green Belt objectives (as set out in PPG2):</p> <ul style="list-style-type: none"> <li>-the check the unrestricted sprawl of large built-up areas</li> <li>-to assist in safeguarding the countryside from encroachment</li> <li>-to assist in urban regeneration, by encouraging the recycling of derelict and other urban land</li> <li>-sprawl</li> </ul>	
<b>Heritage &amp; landscape</b>			

17	<b>Historic environment</b>	<p>The majority of this area comprises Nazeingwood Common, which is registered common land. To the east are several fields that were formally part of the common.</p> <p>There are two Scheduled Ancient Monuments towards the western edge of the common.</p>	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
19	<b>Landscape character</b>	<p><b>Landform:</b> Undulating plateau and ridge<sup>2</sup></p> <p><b>Settlement pattern / communication routes:</b> Sparsely settles, linear roadside nucleations</p> <p><b>Tranquility:</b> Moderate</p> <p><b>Rare features:</b> Extensive historic time depth with associated nature conservation value evident.</p> <p>The lane between Broadley Common and Nazeing Gate is thought to be historic in origin.</p> <p><b>Time-depth:</b> High. To the east of the common are fields showing 18<sup>th</sup>/19<sup>th</sup> C enclosure field pattern. The organic pattern of the road system indicates its gradual development over time.</p> <p><b>Sensitivity to:</b>  Large-scale development – High  Substantial development – High  Small-scale development – High</p>	Harlow Area Landscape and Environment Study (2004)
20	<b>Topography</b>	To the east of the area the land rises steeply to the ridge, which then runs along the south of Harlow.	Harlow Area Landscape and Environment Study (2004)
<b>Nature conservation</b>			
21	<b>Geological sites</b>	No geological SSSIs	<a href="http://www.natureonthemap.org.uk">www.natureonthemap.org.uk</a>
22	<b>Green infrastructure</b>	<p>The Harcamlow Way (227km) runs through the area, as does the Three Forests Way (96km) linking Epping Forest, Hainault Forest and Hatfield Forest).</p> <p>Epping Long Green is a strong linear habitat running along the ridge, linking to the woodland SSSI to the East. To the south is a high density of small woodland patches, green lanes and greens, and beyond that is the main body of Epping Forest.</p>	<a href="http://www.ldwa.org.uk/">http://www.ldwa.org.uk/</a>
23	<b>Internationally designated sites</b>	Rye Meads SPA is located near to the area.	Harlow Area Landscape and Environment Study (2004)
24	<b>Locally designated sites</b>	Epping Long Green, which runs along the southern extent of the Common, is designated a LWS.	Harlow Area Landscape and Environment Study (2004)

<sup>2</sup> This area forms part of an undulating plateau that stretches along the western edge of Harlow, between Roydon and Nazeing. Beyond this area, the plateau stretches eastwards, underlying the built development of Harlow itself.

25	<b>Nationally designated sites</b>	Harlow Woods, a short distance to the East, comprise three adjacent ancient semi-natural woods: Parndon Wood, Hospital Wood and Risden's Wood, situated to the south of Harlow. The Pedunculate Oak-Hornbeam woodland includes both the rare Birch-Hazel variant developed over London Clay, and the Ash- Maple variant developed over Chalky Boulder Clay in the southern part of Parndon Wood.	Harlow Area Landscape and Environment Study (2004)
26	<b>Protected species and habitats</b>	Unknown	Harlow Area Landscape and Environment Study (2004)
27	<b>Woodlands</b>	Few, small woodland patches.	Harlow Area Landscape and Environment Study (2004)
<b>Transport</b>			
28	<b>Distance to Harlow Town Centre</b>	<b>Distance<sup>3</sup>:</b> 3.8 miles <b>By car:</b> 12-14 mins <b>Public transport:</b> 22 mins by bus (service 505 – 12 services / day Mon – Fri; 11 services / day Sat)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>
29	<b>Distance by road to nearest centres</b>	<b>Hoddesdon</b> 4.7 miles <b>By car:</b> 12-14 mins <b>Public transport:</b> 24 mins by bus (service 392 - 13 services / day Mon – Sat) <b>Epping</b> 6 miles <b>By car:</b> 10 – 12 mins <b>Public transport:</b> 35-45 by bus (Service 505 (or walk 12 mins) and change to 381. 505: 12 services / day Mon – Fri; 11 services / day Sat 381: 6 services / day Mon – Fri; 3 on Sat	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
30	<b>Public transport</b>	Roydon Station is on the London Liverpool Street to Cambridge line via Harlow Town and Bishops Stortford. Trains regularly stop at Roydon. The journey time to London Liverpool St. is about 30mins.  Epping is on the Central Line into London with regular trains (35-40 minutes to Liverpool Street station).	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
31	<b>Strategic road network</b>	The A1169 is approximately 1 mile away through Great Parndon leading to the A414 (5 miles) and M11 (5.5 miles).	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
	<b>Cycling and Walking</b> <i>i.e. strategic cycle or footpath networks running through or adjacent to the area or could connect to them</i>	There are no cycle routes within the area. The closest cycle route are in Harlow urban area (Harlow Cycle Tracks-traffic free route in Kingsmoor). The Three Forests Way travels through the area on the northwest-southeast axis. Several footpaths go through the area particularly in the	<a href="http://www.sustrans.org">www.sustrans.org</a> <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>

<sup>3</sup> For directions to Harlow postcode CM10 1WG was used

		north.	
<b>Water resources</b>			
32	<b>Flood risk</b>	The are is not in flood risk	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
33	<b>Groundwater Source Protection Zones</b>	None in the area <sup>4</sup>	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
34	<b>Water supply and wastewater treatment</b>	Thames Water have stated that Development to the West of Harlow would be reliant upon a sewer extension to Rye Meads STW. As this is not now forecast for completion before 2018, this will impact on when these sites could commence. They state that, from a drainage perspective, between Harlow and Roydon would be simple, moving further South towards Broadley Common/Jacks Hatch would be straight-forward but getting a bit expensive due to distance, extreme South West of Harlow to Rye Hill could also be possible.	Communication from Thames Water

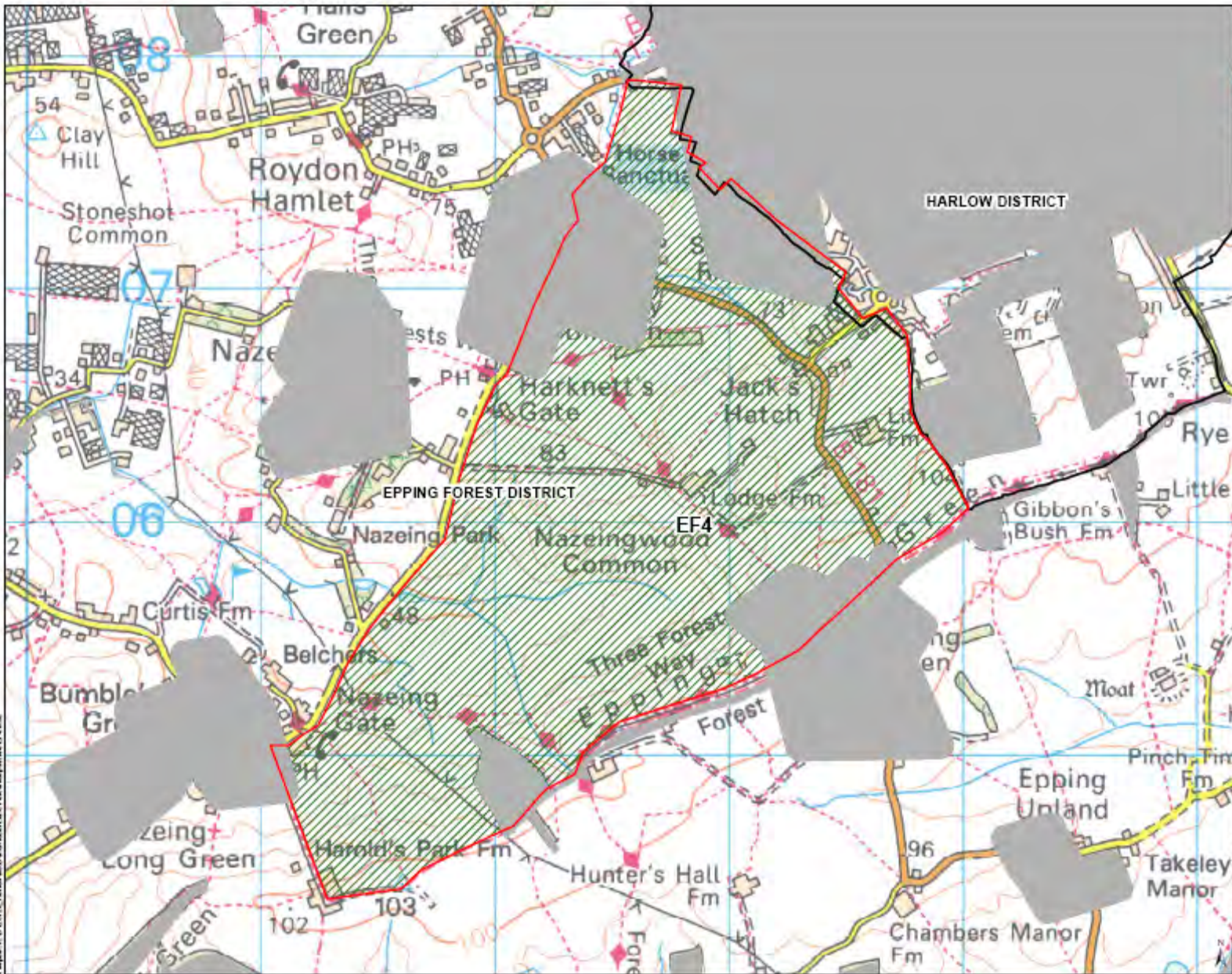
<p><b>Additional observations</b></p> <p><b>Key constraints include:</b></p> <ul style="list-style-type: none"> <li>Registered common land</li> <li>Sensitive historic landscape</li> </ul> <p><b>Key opportunities include:</b></p> <ul style="list-style-type: none"> <li>Proximity to green infrastructure</li> <li>Adjacent to ongoing neighbourhood regeneration projects in Harlow</li> </ul>
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### Change log

Row	Change	Origin	Date

<sup>4</sup> N.B. The District lies over the upper chalk aquifer of the London Basin (EA Major Aquifer). Apart from a small area by the northern Hertfordshire border, the aquifer is confined by about 20-120 metres of London Clay and so is protected from pollution by surface and shallow subsurface contaminants within the district. The only pathways from the surface into this aquifer are from the unconfined chalk in Hertfordshire or via poorly maintained or redundant monitoring wells or extraction boreholes, some of which are now located within landfills. There are shallow gravel aquifers present along the Rivers Lea and Stort (EA Minor Aquifers). These aquifers, which are unprotected from surface and subsurface pollutants, supply water for both domestic use and for irrigation purposes. They are in hydraulic continuity with both the old unlined landfills and the lakes and rivers. There are also many smaller shallow aquifers in the gravel terraces left by the old course of the pre-Anglian River Thames and others in small pockets in the Boulder Clay (EA Minor Aquifers & Non Aquifers). These aquifers are also used for domestic water supplies and likewise are unprotected and susceptible to pollution.

***Map of the area***



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- NOTES
- Special Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries

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Scott Wilson 0120251873 2008

Project Name	
Drawing Title	Draft
Area Title	Harlow Spatial Land Assessment
Drawing Title	Area EF4 Developable and Undevelopable Land
Scale 1:15,000	
Drawn	DK
Checked	JA
Stage 1	Stage 2
Approved	Not

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FIGURE NUMBER

Date: 14/04/2009  
 Author: S. E. 01202518730



## Area Profile

### EF5 – Latton Park

#### **Area Description**

This 243 ha area is situated directly adjacent to the south and south-eastern edges of Harlow residential areas. It includes Mark Bushes, Latton Park and Harlow Park in the central to eastern edges and is rural in nature. The eastern boundary is made up of the M11 and the A414 runs through the area in the east. To the south are a series of farms in a predominantly rural area.

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Staple Tye**

Staple Tye is situated towards the south of the Harlow town and has a population of 7,356. The area is predominantly urban with some parts in the green wedge and a small patch of ancient woodland. A high rate of its population has no qualifications or unknown qualifications. 17% of the ward's employed residents are in elementary occupations, followed by administrative and secretarial position at 14%. Only 10% of the employed residents in the ward have higher-level qualifications. 70.9% of the working age population are economically active of which 91% are presently in work. 78% of employed people work on full-time and the remaining 22% on part-time.

##### **Harlow Common**

Harlow Common area is situated to the south-east of the town centre. The area is mainly urban with a few historic settlements. Harlow Common has a population of 7,450. Official labour market statistics for the area suggest that there is a serious skills shortage within the area, with 47% of its applicable residents having either no qualifications or an unknown level of qualifications. This ranks Harlow Common as the area with the highest skills shortage within the town as a whole and over 10% above the national average. 69.3% of the working age population in Harlow Common ward (3,715 people) are economically active, with 3,466 people (93%) in work. Of those who are working, 77% are in full time employment and the remaining 23% are in part-time.

##### **Sumners and Kingsmoor**

Sumners and Kingsmoor area is situated to the southwest part of Harlow town and has a population of 7,445. The area is mainly urban with some of parts in the green wedge. Within the area there is a small patch of ancient woodland. The area also includes sports grounds and fields. The main occupation of its residents is administrative and secretarial work which accounts for 15% of the total employment, followed by elementary occupations. Unemployment rate in the ward has been higher than the average rate in Harlow as a whole. The ward covering Sumners and Kingsmoor falls into the bottom half of Harlow's rankings for education and qualification based attainment, for employed and unemployed people. 76.1% of the working age population are economically active with 92% in work. 82% of employed people are in full-time jobs while the remaining 18% are in part-time.

##### *Outer adjoining areas*

##### **Nazeing**

Nazeing has a population of 4,675. Housing is dominated by detached and semi-detached types and the average household size is 2.58 and the average number of rooms per house is 6. The overwhelming majority of those travelling to work rely on private transport.

##### **North Weald Basset**

The Parish has a population of 6,039 people. Most dwellings are semi-detached with a significant proportion also being detached or terraced. The average household size is 2.45 and the average number of rooms is 5.43. The majority of dwellings are owner occupied but there is also a significant proportion of social housing. The majority of people travelling to work rely on personal transport while slightly less than 20% use public transport.

### Epping Upland

Epping Upland Parish has a population of 790. Houses are predominately detached or semi-detached or terraced. There are very few flats in the parish (3). The average household size is 2.53 and the average number of rooms in a house is 6.54. The majority of houses are owner occupied and most people travel to work by private transport.

**Also see Spatial Land Areas EF6 and EF7**

### Relevant local planning policy:

- **Policy NC2:** states that development or land use change which could directly or indirectly destroy or have an adverse effect upon a county wildlife site will be refused unless it can be demonstrated that the reasons for the proposal clearly outweigh the need to safeguard the intrinsic nature conservation value of the site or feature.
- **Policy U2b:** Within the flood risk assessment zones as shown on the alterations proposals map, flood risk assessments will be required for any development proposals which exceed 50m2

Baseline information		
Topic	Comments	Source
<b>Agricultural land</b>		
1	<p><b>Agricultural Land Classification</b></p> <p>Although appearing to be classified as an 'urban' area, where the land is in fact not urban it is likely that it will be associated with provisional agricultural land classification 2 (going by the grade of surrounding land).</p> <p>This is supported by the fact that the soil profile suggests this area to be underlain by the pelosol soil, which then stretch up the eastern side of Harlow.</p>	<p><a href="http://www.magic.gov.uk">www.magic.gov.uk</a></p> <p>Harlow Area Landscape and Environment Study (2004)</p>
<b>Air quality</b>		
2	<p><b>Air Quality Management Areas (AQMA)</b></p> <p>None in the area</p> <p>(Epping Forest DC has one designated AQMA, which is unrelated to this area. Harlow BC has not designated any AQMAs.)</p>	<p><a href="http://www.airquality.co.uk/archive/index.php">http://www.airquality.co.uk/archive/index.php</a></p>
<b>Communities</b>		
3	<p><b>Community services and facilities</b></p> <ul style="list-style-type: none"> <li>• <b>Shopping area:</b></li> <li>• <b>Primary schools:</b> 25 junior and primary schools within 4km</li> <li>• <b>Secondary schools:</b> 5 secondary and 1 college within 4km</li> <li>• <b>Hospitals:</b> Harlow NHS walk-in centre (2.2 miles)</li> <li>• <b>GPs:</b> 4 in 2 miles</li> <li>• <b>Dental practices:</b> 3 in 2 miles</li> <li>• <b>Pharmacies:</b> 4 in 2 miles</li> <li>• <b>Recreation areas:</b> Paddock Mead grass</li> </ul>	<p><a href="http://www.nhs.uk/servicedirectories/Pages/ServiceSearch.aspx">http://www.nhs.uk/servicedirectories/Pages/ServiceSearch.aspx</a></p> <p><a href="http://schoolsfinder.direct.gov.uk/">http://schoolsfinder.direct.gov.uk/</a></p> <p><a href="http://www.activeplaces.com/Index.asp?Authorise=true">http://www.activeplaces.com/Index.asp?Authorise=true</a></p> <p><a href="http://www.postoffice.co.uk/portal/po/finder?catId=20700386">http://www.postoffice.co.uk/portal/po/finder?catId=20700386</a></p> <p>Distances measured from CM18</p>

		<p>pitches (0.4 miles), Stewards School (grass pitches and sports facilities) (0.7 miles), Kingsmoor Recreation Centre (1 mile) plus others.</p> <ul style="list-style-type: none"> <li>• <b>Post office:</b> Staple Tye (0.9 miles)</li> </ul>	7JF
4	<b>Gypsy &amp; Travellers Sites</b>	None in the area	<p>EF Gypsy and Traveller DPD Issues and Options Document</p> <p><a href="http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp">http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp</a></p>
<b>Community wellbeing<sup>1</sup></b>			
5	<b>Index of Multiple Deprivation</b>	Score: 17,853 Ranking: 54%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Score: 1,174 Ranking: 3%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living Environment</b>	Score: 17,077 Ranking: 52%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	Score: 14,745 Ranking: 45%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score: 21,037 Ranking: 64%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Score: 25,584 Ranking: 78%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	None	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
11	<b>Waste sites</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	Noise levels are significant to the east due to increased traffic levels in the M11 and the A414. Noise levels might be as high as 70 to 75dB (day, evening, night levels).	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	Employment uses in and around Roydon are currently uncertain	
13	<b>Indices of Deprivation - Employment</b>	Score: 25,104 Ranking: 77%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> The area is part of LSOA E01021768

14	<b>Indices of Deprivation - Income</b>	Score: 17,853 Ranking: 54%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	None	
<b>Green Belt</b>			
16	<b>Green Belt</b>	The area is entirely in the Green Belt and would cause harm against the following purposes: -check the unrestricted sprawl of large built-up areas -to assist in safeguarding the countryside from encroachment -to assist in urban regeneration, by encouraging the recycling of derelict and other urban land	
<b>Heritage &amp; landscape</b>			
17	<b>Historic environment</b>	Harlow Common is registered common land. <sup>2</sup>  There are a number of listed buildings around Harlow Common as well as the historic transport routes.  There are the remains of a moated medieval manor adjacent to Rye Hill. This is highly visible in the landscape. Moated sites are relatively common in the area.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
19	<b>Landscape character</b>	<b>Landform:</b> Gentle ridge <b>Settlement pattern / communication routes:</b> Sparse, focused on roadside and common edge. <b>Tranquility:</b> Limited <b>Rare features:</b> There is a dense concentration of historic and nature conservation features. <b>Time-depth:</b> Mixed. The land consists of woodland, common land and fields converted from common land in recently modern times.  The area was a key element of Gibberd's design, providing a distinctive green belt at the edge of the new town. <b>Sensitivity to:</b> Large-scale development – High Substantial development – High Small-scale development – Moderate	Harlow Area Landscape and Environment Study (2004)
20	<b>Topography</b>	Gradually sloping land culminating in a ridge at Rye Hill. Extensive views into Harlow.	Harlow Area Landscape and Environment Study (2004)
<b>Nature conservation</b>			
21	<b>Geological sites</b>	No geological SSSIs	<a href="http://www.natureonthemap.org.uk">www.natureonthemap.org.uk</a>
22	<b>Green infrastructure</b>	Both the woodland and the common are valued as publicly accessible open spaces. Harlow Common (to the south of Potter Street) and Latton Common (to the south of Latton) are currently	Harlow Area Landscape and Environment Study (2004)

<sup>2</sup> At the end of the 18<sup>th</sup> Century Harlow and Latton Commons were part of an extensive area of common land stretching to the west and south east. These two commons, and Nazeingwood common to the west, are the only surviving remnants.

		used for horse and pony grazing, whilst also functioning as publicly accessible open space. Two 'green corridors' to the centre of Harlow begin from this area.	
23	<b>Internationally designated sites</b>	Epping Forest SAC	Harlow Area Landscape and Environment Study (2004)
24	<b>Locally designated sites</b>	The two patches of ancient woodland, as well as Harlow and Latton Commons, are designated as LWS. Perhaps 50% of this area is Local Wildlife Site.	Harlow Area Landscape and Environment Study (2004)
25	<b>Nationally designated sites</b>	Harlow Woods, a short distance to the west, comprise three adjacent ancient semi-natural woods: Parndon Wood, Hospital Wood and Ridsen's Wood, situated to the south of Harlow. The Pedunculate Oak-Hornbeam woodland includes both the rare Birch-Hazel variant developed over London Clay, and the Ash- Maple variant developed over Chalky Boulder Clay in the southern part of Parndon Wood.  SSSI in unfavourable recovering condition.	Harlow Area Landscape and Environment Study (2004)
26	<b>Protected species and habitats</b>	Unknown	Harlow Area Landscape and Environment Study (2004)
27	<b>Woodlands</b>	There are two large patches of ancient woodland (one re-planted) to the west of the M40.	Harlow Area Landscape and Environment Study (2004)
<b>Transport</b>			
28	<b>Distance to Harlow Town Centre</b>	<b>Distance<sup>3</sup>:</b> 3.2 miles <b>By car:</b> 10 - 12 mins <b>Public transport:</b> 40 mins by walk (14 mins) and bus (service M1 (every 15-30 mins Mon – Sat)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>
29	<b>Distance by road to nearest centres</b>	<b>Hoddesdon:</b> 6.3 miles <b>By car:</b> 16 - 18 mins by car <b>Public transport:</b> 36 mins by bus (service 392 - 13 services Mon – Sat) <b>Epping:</b> 4.1 miles <b>By car:</b> 8 – 10 mins <b>Public transport:</b> 45 mins by bus (Service 392 changing to 501) 392: 13 services Mon – Sat 501: over 20 services Mon-Sat	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
30	<b>Public transport</b>	Harlow Town Station has trains direct to London Liverpool Street, Cambridge and Bishops Stortford. The journey time to London Liverpool St. is about 35mins.	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.nationalrail.co.uk">http://www.nationalrail.co.uk</a>
31	<b>Strategic road</b>	The A414 is 3.4 miles away with the M11 at a	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>

<sup>3</sup> For directions to Harlow postcode CM10 1WG was used

	<b>network</b>	distance of 8 miles. A number of minor roads run nearby (B1133, B1393 and B181).	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
	<b>Cycling and Walking</b>	There are no cycle routes within the area. The closest cycle routes are the Harlow Cycle Tracks-traffic free route-in Harlow. The Stort Valley Way travels through the area. Several public footpaths travel through the area primarily on a north-south axis.	<a href="http://www.sustrans.org">www.sustrans.org</a> <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>
<b>Water resources</b>			
32	<b>Flood risk</b>	The area is not in risk of flooding.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
33	<b>Groundwater Source Protection Zones</b>	None in the area <sup>4</sup>	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
34	<b>Water supply and wastewater treatment</b>	Developing along the Southern boundary is a problem for drainage. The existing sewers run generally from the South to the North to the Stort valley and then connect to the Trunk sewer which runs from East to West to Rye Meads. Draining SE or S Harlow sites would require upgrading through the existing developed areas of Harlow or taking a new line (by pumping) along the southern boundary of the town and then west towards Roydon to connect to the Trunk sewer there. It all depends on scale though. Unfortunately this area is one where our catchment models are not very detailed so we can't say for sure. We may be able to fit a few hundred in with a few local sewer upgrades but we would come to a point when a large scale upgrade would be required. Beyond that point it might take a few thousand houses to actually justify the level of expenditure then required.  Thames Water state that, from a drainage perspective, South of Potter Street would be worst of all.	Email from Thames Water

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<sup>4</sup> N.B. The District lies over the upper chalk aquifer of the London Basin (EA Major Aquifer). Apart from a small area by the northern Hertfordshire border, the aquifer is confined by about 20-120 metres of London Clay and so is protected from pollution by surface and shallow subsurface contaminants within the district. The only pathways from the surface into this aquifer are from the unconfined chalk in Hertfordshire or via poorly maintained or redundant monitoring wells or extraction boreholes, some of which are now located within landfills. There are shallow gravel aquifers present along the Rivers Lea and Stort (EA Minor Aquifers). These aquifers, which are unprotected from surface and subsurface pollutants, supply water for both domestic use and for irrigation purposes. They are in hydraulic continuity with both the old unlined landfills and the lakes and rivers. There are also many smaller shallow aquifers in the gravel terraces left by the old course of the pre-Anglian River Thames and others in small pockets in the Boulder Clay (EA Minor Aquifers & Non Aquifers). These aquifers are also used for domestic water supplies and likewise are unprotected and susceptible to pollution.

**Additional observations****Key constraints include:**

- Crematorium
- Drainage to Rye Meads expensive
- Local wildlife importance and proximity / relationship to SSSI
- Registered common land and associated historic settlement
- Part of Gibberd's masterplan / visual impact

**Key opportunities include:**

- Access to green infrastructure
- Adjacent to ongoing neighbourhood regeneration projects

***Change log***

<i>Row</i>	<i>Change</i>	<i>Origin</i>	<i>Date</i>

***map of the area***





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- NOTES
- Spatial Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries

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Scott Wilson 0100011873 2009

Project Code			
Drawing No			

Draft

Harlow Spatial Land Assessment

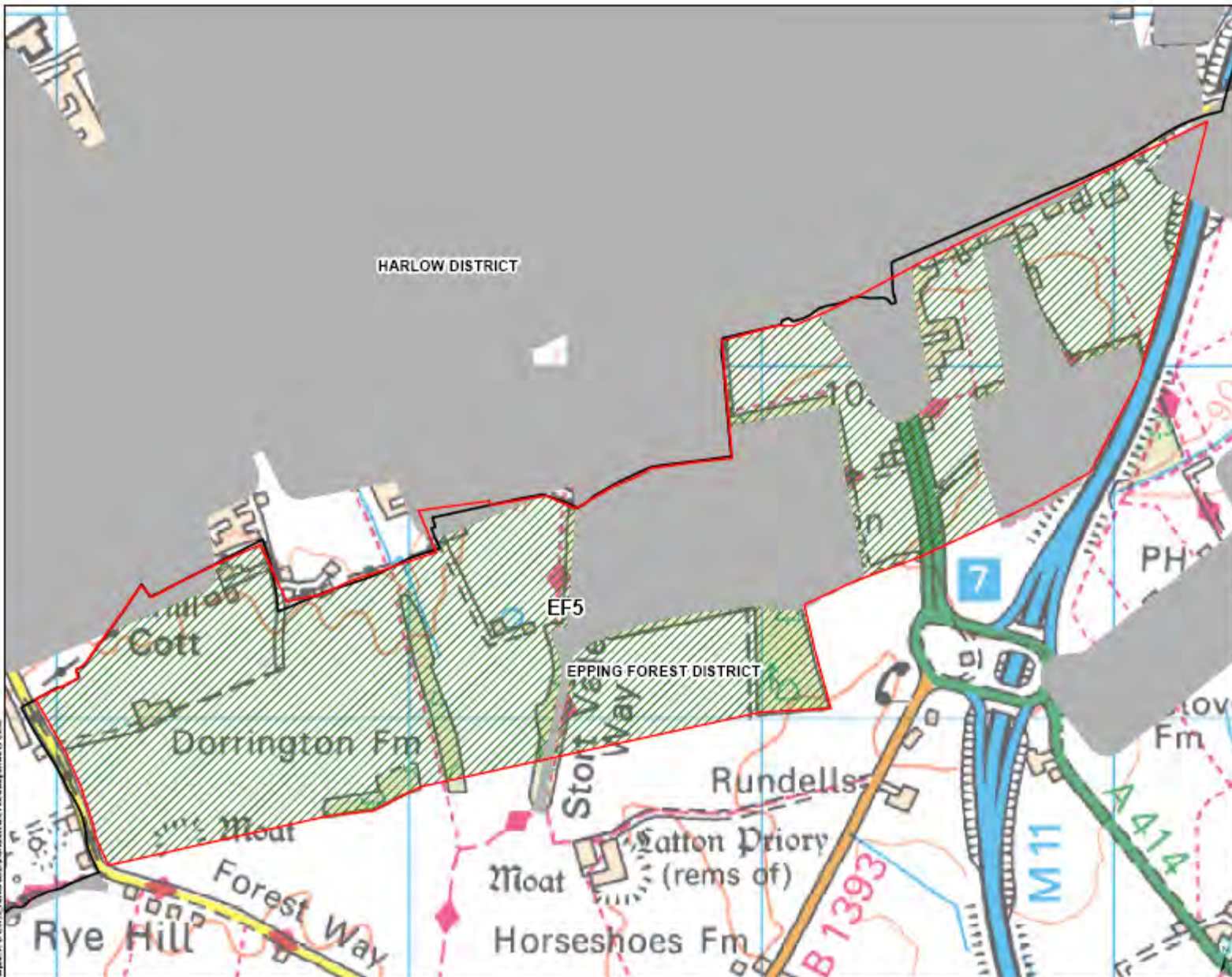
Area EF5 Developable and Undevelopable Land

Scale	1:10,000
Drawn	DH
Checked	JA
Appr'd	
Issue	

Scott Wilson  
ARCHITECTS, ENGINEERS  
PLANNERS, DESIGNERS  
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FIGURE NUMBER



Date: 10th Aug 2009  
 Project: E117175 - Harlow Spatial Land Assessment  
 File: 0100011873.dwg

## Area Profile

### EF6 – Epping Ridges and Valleys

#### **Area Description**

This 756ha area is predominantly rural and is bordered by the M11 to the east and Epping Green to the west. Largely rural in nature, it is characterised by farmland and fields as are the surrounding areas with the southern and eastern-most residential areas of Harlow a short distance away. To the north west of the area are Parndon Wood and Canon country parks.

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Sumners and Kingsmoor**

Sumners and Kingsmoor area is situated to the southwest part of Harlow town and has a population of 7,445. The area is mainly urban with some of parts in the green wedge. Within the area there is a small patch of ancient woodland. The area also includes sports grounds and fields. The main occupation of its residents is administrative and secretarial work which accounts for 15% of the total employment, followed by elementary occupations. Unemployment rate in the ward has been higher than the average rate in Harlow as a whole. The ward covering Sumners and Kingsmoor falls into the bottom half of Harlow's rankings for education and qualification based attainment, for employed and unemployed people. 76.1% of the working age population are economically active with 92% in work. 82% of employed people are in full-time jobs while the remaining 18% are in part-time.

##### *Outer adjoining areas*

##### **North Weald Basset**

There is no data available for this ward.

##### **Epping Upland**

Epping Upland Parish has a population of 790. Houses are predominatly detached or semi-detached or terraced. There are very few flats in the parish (3). The average household size is 2.53 and the average number of rooms in a house is 6.54. The majority of houses are owner occupied and most people travel to work by private transport.

#### **Relevant local planning policy:**

- **Policy NC2:** states that development or land use change which could directly or indirectly destroy or have an adverse effect upon a county wildlife site will be refused unless it can be demonstrated that the reasons for the proposal clearly outweigh the need to safeguard the intrinsic nature conservation value of the site or feature.
- **Policy HC5:** The council will not grant planning permission for any development or use which could prejudice the historic nature and wildlife value of Epping Forest. This refers to a green lane (also designated as CWS), which runs to the north of Epping Green.
- **Policy E1:** Within the existing employment areas subject to this policy (in this case, the North Weald Airfield Industrial Estate) the council will grant planning permission for the redevelopment or extension of existing premises for business, general industrial and warehouse uses. The redevelopment of existing sites or

premises or their change of use to uses other than business, general industry or warehousing will not be permitted.

- **Policy HC1:** On sites of known or potential archaeological interest, planning permission will only be granted for development which would not adversely affect nationally important remains, whether scheduled or not, or their settings. This refers to the SAM.
- **Policy U2b:** Within the flood risk assessment zones as shown on the alterations proposals map, flood risk assessments will be required for any development proposals which exceed 50m2.

Baseline information			
Topic	Comments		Source
<b>Agricultural land</b>			
1	<b>Agricultural Land Classification</b>	<p>Although appearing to be classified as an 'urban' area, where the land is in fact not urban it is likely that it will be associated with provisional agricultural land classification 2 (going by the grade of surrounding land).</p> <p>However, to the east of Epping Green, the soil profile shows there to be an area of surface water gley soil, which, elsewhere to the south-west of Harlow, is associated with agricultural land classification 3.</p>	<p><a href="http://www.magic.gov.uk">www.magic.gov.uk</a></p> <p>Harlow Area Landscape and Environment Study (2004)</p>
<b>Air quality</b>			
2	<b>Air Quality Management Areas (AQMA)</b>	<p>None in the area</p> <p>(Epping Forest DC has one designated AQMA, which is unrelated to this area. Harlow DC has not designated any AQMAs.)</p>	<p><a href="http://www.airquality.co.uk/archive/index.php">http://www.airquality.co.uk/archive/index.php</a></p>
<b>Communities</b>			
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b> Epping Green would be the closest shopping area.</li> <li>• <b>Primary schools:</b> 23 junior &amp; primary schools within 4km</li> <li>• <b>Secondary schools:</b> 4 secondary and 1 college within 4km</li> <li>• <b>Hospitals:</b> Harlow walk-in centre (2.8 miles)</li> <li>• <b>GPs:</b> 4 in 2 miles</li> <li>• <b>Dental practices:</b> 3 in 2 miles</li> <li>• <b>Pharmacies:</b> 4 in 2 miles</li> <li>• <b>Recreation areas:</b> Paddock Mead grass pitches (1 mile), Radburn Field playing fields (1 mile) and Stewards School fields and sports facilities (1.1 miles) plus others.</li> <li>• <b>Post office:</b> Staple Tye (1.6 miles)</li> </ul>	<p><a href="http://www.nhs.uk/servicedirectories/Pages/ServiceSearch.aspx">http://www.nhs.uk/servicedirectories/Pages/ServiceSearch.aspx</a></p> <p><a href="http://schoolsfinder.direct.gov.uk/">http://schoolsfinder.direct.gov.uk/</a></p> <p><a href="http://www.activeplaces.com/Index.asp?Authorise=true">http://www.activeplaces.com/Index.asp?Authorise=true</a></p> <p><a href="http://www.postoffice.co.uk/portal/po/finder?catId=20700386">http://www.postoffice.co.uk/portal/po/finder?catId=20700386</a></p> <p>Distances measured from CM18 7JQ</p>
4	<b>Gypsy &amp; Travellers Sites</b>	<p>A possible site is being considered through the GTDPD to the south west of Epping Green(15 pitches).</p> <p>Another possible site lies to the immediate east of Epping Green (2 pitches).</p> <p>To the east of Thornwood Common, on the southern extent of this area, there is a possible site directly to the north of Woodside industrial</p>	<p>EF Gypsy and Traveller DPD Issues and Options Document</p> <p><a href="http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp">http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp</a></p>

		<p>estate and facing Duck Lane (8 pitches).</p> <p>South of Thornwood Common, on Woodside Road is an area which could accommodate around 10 pitches.</p> <p>To the north of Thornwood Common there is a possible site comprising a paddock area directly to the rear of a petrol station at the Junction of Thornwood Road and Upland Road (8 pitches).</p> <p>To the North of Thornwood Common there is a possible site on directly to the rear of Neales Garage Thornwood Road (8 pitches).</p>	
<b>Community wellbeing</b>			
5	<b>Index of Multiple Deprivation</b>	<p>LSOA1<sup>1</sup> Score: 17,348 Ranking: 53%</p> <p>LSOA2<sup>2</sup> Score: 16,156 Ranking: 49%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	<p>LSOA1 Score: 1,174 Ranking: 3%</p> <p>LSOA2 Score: 958 Ranking: 2%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living Environment</b>	<p>LSOA1 Score: 17,077 Ranking: 52%</p> <p>LSOA2 Score: 18,148 Ranking: 55%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	<p>LSOA1 Score: 14,751 Ranking: 45%</p> <p>LSOA2 Score: 9,754 Ranking: 30%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	<p>LSOA1 Score: 21,037 Ranking: 64%</p> <p>LSOA2 Score: 14,922 Ranking: 45%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	<p>LSOA1 Score: 25,584 Ranking: 78%</p> <p>LSOA2 Score: 27,730 Ranking: 85%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> One third of this area falls within LSOA E01021768

<sup>2</sup> Two thirds of this area falls within LSOA E01021741

Contamination			
10	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
11	<b>Waste sites</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	Not applicable	<a href="http://www.defra.gov.uk/environment/noise/mapping">http://www.defra.gov.uk/environment/noise/mapping</a>
Economy			
12	<b>Employment uses</b>	Not clear	
13	<b>Indices of Deprivation - Employment</b>	LSOA1 Score: 25,104 Ranking: 77%  LSOA2 Score: 24,788 Ranking: 76%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	LSOA1 Score: 17,853 Ranking: 54%  LSOA2 Score: 20,066 Ranking: 61%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>		
Green Belt			
16	<b>Green Belt</b>	There is clear potential for conflicts with the following Green Belt objective (as set out in PPG2):  -the check the unrestricted sprawl of large built-up areas  -to assist in safeguarding the countryside from encroachment  -to assist in urban regeneration, by encouraging the recycling of derelict and other urban land	
Heritage & landscape			
17	<b>Historic environment</b>	Epping Upland mentioned in Domesday Book.  Isolated farmsteads are located in the small depressions of Epping Ridge, the majority of which are listed, and many are the locations of earlier settlement.  Latton priory Scheduled Ancient Monument- a pre-13 <sup>th</sup> Century monastic settlement.  Grade 1 listed church at Epping Upland.  The B1393 was the historic route from London to Cambridge.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>

		Thornwood Common was the centre for surrounding common edge settlement.	
19	<b>Landscape character</b>	<p><b>Landform:</b> Undulating plateau sloping south</p> <p><b>Settlement pattern / communication routes:</b> Dispersed farmsteads and villages with irregular road network including extensive winding lanes.</p> <p><b>Tranquility:</b> Moderate in areas (M11 is detractor to the east).</p> <p><b>Rare features:</b> Some historic fields, otherwise limited (arable fields common to surrounding area).</p> <p>The eastern third of the area, between the two roads that run north from Thornwood Common, is identified in the 2004 study as a 'sensitive historic landscape'</p> <p><b>Time-depth:</b> Generally low or mixed. Some patches of interest. Most of the land is modern field with field boundaries lost. A distinctive narrow band of common runs along the ridge / Three Forests Way. This is marked on the map as Epping Green. To the east of Rye hill is an area of early, pre-18<sup>th</sup> century enclosure.</p> <p><b>Sensitivity to:</b>  Large-scale development – High  Substantial development – High  Small-scale development – Moderate (west); Low (east)</p>	Harlow Area Landscape and Environment Study (2004)
20	<b>Topography</b>	None	Harlow Area Landscape and Environment Study (2004)
<b>Nature conservation</b>			
21	<b>Geological sites</b>	No geological SSSIs	<a href="http://www.natureonthemap.org.uk">www.natureonthemap.org.uk</a>
22	<b>Green infrastructure</b>	The Three Forests Way (96km linking Epping Forest, Hainault Forest and Hatfield Forest).	<a href="http://www.ldwa.org.uk/">http://www.ldwa.org.uk/</a>
23	<b>Internationally designated sites</b>	Epping Forest	Harlow Area Landscape and Environment Study (2004)
24	<b>Locally designated sites</b>	<p>The linear common is a Local Wildlife Site.</p> <p>There is a LWS at Epping Upland, comprising church grounds, grasslands, hedgerows and trees.</p>	Harlow Area Landscape and Environment Study (2004)
25	<b>Nationally designated sites</b>	Epping Forest SSSI begins at the southern edge of Thornwood Common.	Harlow Area Landscape and Environment Study (2004)
26	<b>Protected</b>	None known	Harlow Area Landscape and

	<b>species and habitats</b>		Environment Study (2004)
27	<b>Woodlands</b>	No significant woodland blocks, some linear patches	Harlow Area Landscape and Environment Study (2004)
<b>Transport</b>			
28	<b>Distance to Harlow Town Centre</b>	<b>Distance<sup>3</sup>:</b> 4 miles <b>By car:</b> 10 - 12 mins by car <b>Public transport:</b> 40 - 45 mins by walk (17 minutes) and bus (service SM19 every 15-30 minutes Mon – Fri)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>
29	<b>Distance by road to nearest centres</b>	<b>Hoddesdon:</b> 7.2 miles <b>By car:</b> 18 - 20 mins by car <b>Public transport:</b> 50-55 mins by walk (26 mins) and bus (service 392 - 13 services Mon – Sat) <b>Epping:</b> 3.3 miles <b>By car:</b> 8 – 10 mins <b>Public transport:</b> 45 mins by walk (16 mins) and bus service SM19 (every 15-30 minutes Mon – Fri)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
30	<b>Public transport</b>	Harlow Town Station has trains direct to London Liverpool Street, Cambridge and Bishops Stortford. The journey time to London Liverpool St. is about 35mins.  Epping is on the Central Line into London with regular trains (35-40 minutes to Liverpool Street station).	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
31	<b>Strategic road network</b>	The A414 is 1.8 miles away with the M11 at a distance of 2.5 miles. A number of minor roads run nearby (B1133, B1393 and B181).	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
	<b>Cycling and Walking</b>	There are no cycle routes within the area. The closest cycle routes are in urban Harlow. The Forest Way travels through the northern part of the area on the east-west axis. Several public footpaths go on the area primarily on a north-south axis.	<a href="http://www.sustrans.org">www.sustrans.org</a> <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>
<b>Water resources</b>			
32	<b>Flood risk</b>	The area is not in risk of flooding	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
33	<b>Groundwater Source Protection Zones</b>	None in the area	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
34	<b>Water supply and wastewater treatment</b>	Developing along the Southern boundary is a problem for drainage. The existing sewers run generally from the South to the North to the Stort valley and then connect to the Trunk sewer which	Email from Thames Water

<sup>3</sup> For directions to Harlow postcode CM10 1WG was used

	<p>runs from East to West to Rye Meads. Draining SE or S Harlow sites would require upgrading through the existing developed areas of Harlow or taking a new line (by pumping) along the southern boundary of the town and then west towards Roydon to connect to the Trunk sewer there. It all depends on scale though. Unfortunately this area is one where our catchment models are not very detailed so we can't say for sure. We may be able to fit a few hundred in with a few local sewer upgrades but we would come to a point when a large scale upgrade would be required. Beyond that point it might take a few thousand houses to actually justify the level of expenditure then required.</p> <p>Thames Water state that, from a drainage perspective, South of Potter Street would be worst of all.</p>	
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<p><b>Additional observations</b></p> <p><b>Key constraints include:</b></p> <ul style="list-style-type: none"> <li>• Area being considered for Gypsy and Traveller sites</li> <li>• Historic settlements and parts are historically sensitive landscape</li> <li>• Drainage to Rye Meads</li> </ul> <p><b>Key opportunities include:</b></p>
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**Change log**

<i>Row</i>	<i>Change</i>	<i>Origin</i>	<i>Date</i>

**Map of the area**



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- NOTES**
- Spatial Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries

Notes  
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 Scott Wilson 016031873 2008


Drawing Date: Draft

Harlow Spatial Land Assessment

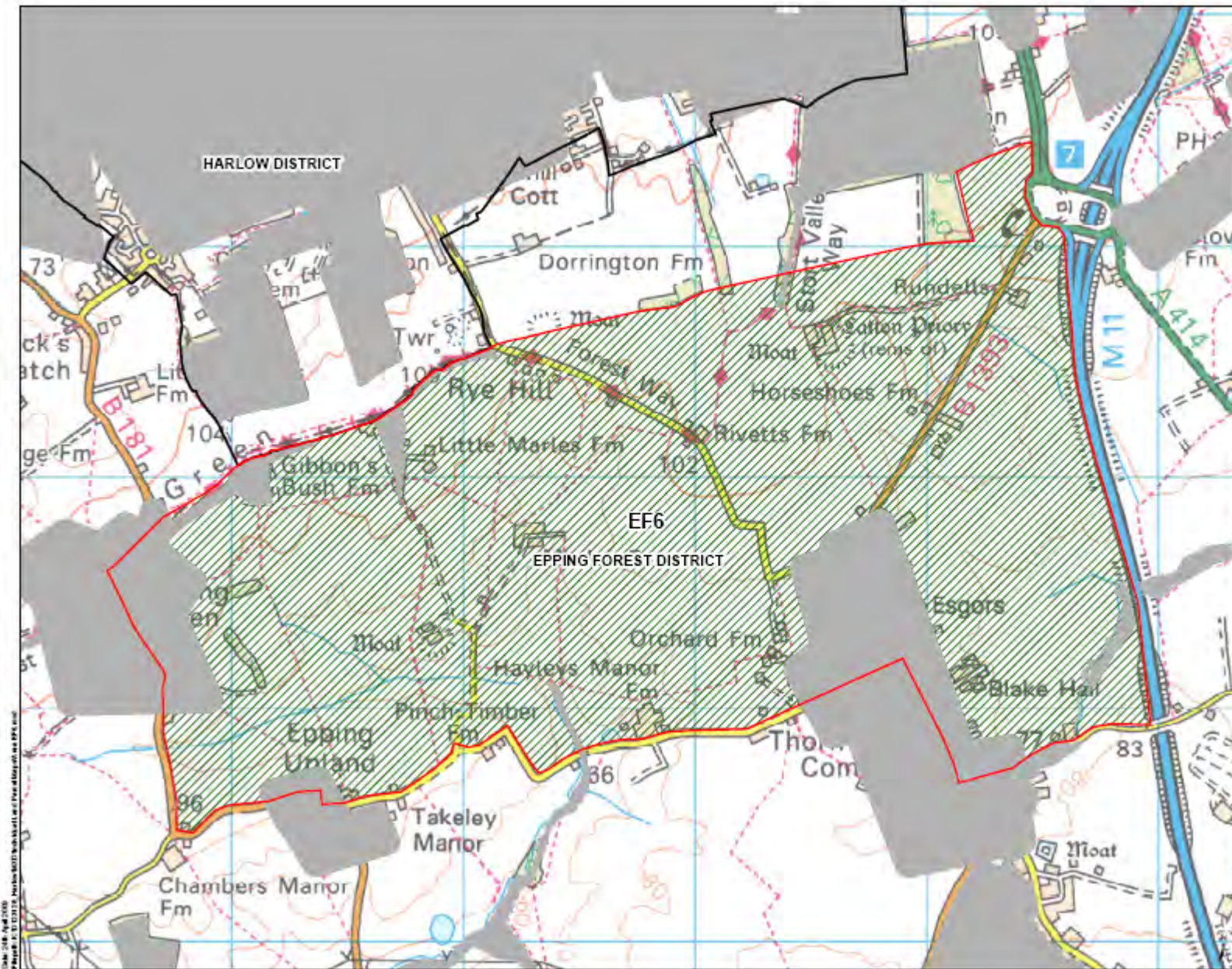
Area EF6  
 Developable and Undevelopable Land

Scale 1:15,000

Drawn	DH	Checked	JA
Design			

Scott Wilson  
 2008/09/08  
 2008/09/08

FIGURE NUMBER



Date: 08/09/08, April 2008  
 Project: H. 01/08/08, Harlow Spatial Land Assessment and Part of Map of the Harlow District

## Area Profile

### *EF7 – Hasting Wood*



#### **Area Description**

This area is approximately 870ha in size and is situated to the east of the south-eastern residential areas of Harlow. It includes the M11, A414 and a number of small settlements on the western side of the area. Predominantly rural in nature, it includes a number of farms and fields.

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Harlow Common**

Harlow Common area is situated to the south-east of the town centre. The area is mainly urban with a few historic settlements. Harlow Common has a population of 7,450. Official labour market statistics for the area suggest that there is a serious skills shortage within the area, with 47% of its applicable residents having either no qualifications or an unknown level of qualifications. This ranks Harlow Common as the area with the highest skills shortage within the town as a whole and over 10% above the national average. 69.3% of the working age population in Harlow Common ward (3,715 people) are economically active, with 3,466 people (93%) in work. Of those who are working, 77% are in full time employment and the remaining 23% are in part-time.

##### **Church Langley**

Church Langley is situated to the east of the Town Centre. It is one of the newest communities in Harlow, and also the most populated with a population of 7,650. The area is mainly urban. Within the area there are the Brenthal Wood and the Barnsley Wood ancient woodlands and the Perry Spring.

Church Langley falls within the top bracket for qualifications within the Harlow area. Church Langley has the largest number of managers and senior officials, professionals, and associate professional and technical employees in the whole of Harlow. These three categories account for 40% of Church Langley's employment

base. 83.2% of the working age population is economically active with 4,670 people (97%) in work. Of those employed 77% of people work full-time with the remaining 23% working part-time. The unemployment rate in the Church Langley area has consistently been the lowest in the whole of Harlow, with a margin of under 5% unemployment.

*Outer adjoining areas*

**Moreton**

The parish has a population of 366 people. The majority of homes are either detached or semi-detached with relatively few terraced houses and flats. The average household size is 2.39 and the average rooms in a house is 5.96. The majority of homes are owner occupied. Workers primarily commute using private transport while approximately 25% rely on public transport.

**North Weald Basset**

The Parish has a population of 6,039 people. Most dwellings are semi-detached with a significant proportion also being detached or terraced. The average household size is 2.45 and the average number of rooms is 5.43. The majority of dwellings are owner occupied but there is also a significant proportion of social housing. The majority of people travelling to work rely on personal transport while slightly less than 20% use public transport.

**Epping Upland**

Epping Upland Parish has a population of 790. Houses are predominately detached or semi-detached or terraced. There are very few flats in the parish (3). The average household size is 2.53 and the average number of rooms in a house is 6.54. The majority of houses are owner occupied and most people travel to work by private transport

**Relevant local planning policy:**

- **Policy NC2:** states that development or land use change which could directly or indirectly destroy or have an adverse effect upon a county wildlife site will be refused unless it can be demonstrated that the reasons for the proposal clearly outweigh the need to safeguard the intrinsic nature conservation value of the site or feature.
- **Policy RST27:** The council will: (i) continue to promote and enable the use and development of north weald airfield as a major multi-functional recreation and leisure centre and showground; and (ii) promote and enable the use of the western part of the airfield (identified on the proposals map) as a working airfield.
- **Policy RST28:** The council will protect the existing open character and historic interest of North Weald Airfield.

Baseline information			
Topic		Comments	Source
Agricultural land			
1	<b>Agricultural Land Classification</b>	It appears that the great majority of this area is associated with provisional agricultural land classification grade 2 (the map appears to show only one small strip of grade 3, near to Foster Street).  However, the soil profile shows that perhaps a quarter of this area is underlain by a surface water gley soil, which, to the south west of Harlow, tends to be associated with grade 3.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>  Harlow Area Landscape and Environment Study (2004)
Air quality			
2	<b>Air Quality Management</b>	None in the area	<a href="http://www.airquality.co.uk/archive/index.php">http://www.airquality.co.uk/archive/index.php</a>

	<b>Areas (AQMA)</b>	(Epping Forest DC has one designated AQMA, which is unrelated to this area. Harlow BC has not designated any AQMAs.)	
<b>Communities</b>			
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b></li> <li>• <b>Primary schools:</b> 9 junior &amp; primary schools within 4km</li> <li>• <b>Secondary schools:</b> 1 within 4km</li> <li>• <b>Hospitals:</b> Harlow walk-in centre (3.6 miles)</li> <li>• <b>GPs:</b> 2 within 2 miles</li> <li>• <b>Dental practices:</b> 1 within 2 miles</li> <li>• <b>Pharmacies:</b> 3 within 2 miles</li> <li>• <b>Recreation areas:</b> North Weald Golf Club &amp; recreation centre (1 mile), Harlow Common (1.4 miles), Inn Action Health &amp; Fitness (1.8 miles) plus others.</li> <li>• <b>Post office:</b> Potter Street (1.4 miles)</li> </ul>	<a href="http://www.nhs.uk/servicedirectories/Pages/ServiceSearch.aspx">http://www.nhs.uk/servicedirectories/Pages/ServiceSearch.aspx</a> <a href="http://schoolsfinder.direct.gov.uk/">http://schoolsfinder.direct.gov.uk/</a> <a href="http://www.activeplaces.com/Index.asp?Authorise=true">http://www.activeplaces.com/Index.asp?Authorise=true</a> <a href="http://www.postoffice.co.uk/portal/po/finder?catId=20700386">http://www.postoffice.co.uk/portal/po/finder?catId=20700386</a> Distances measured from CM17 9JN
4	<b>Gypsy &amp; Travellers Sites</b>	<p>To the south of this area, there is a single pitch on a site on Weald Hall Lane on the northern edge of North Weald Airfield, but physically it cannot expand.</p> <p>To the south east of the airfield, at Merlins Way, a site is being considered (through the Gypsy and Traveller DPD) for four pitches, as well as additional space for a transit / emergency stop-over site (25-30 pitches).</p> <p>There is also a paddock West of Tylers Green which is being considered for 8 pitches.</p>	EF Gypsy and Traveller DPD Issues and Options Document <a href="http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp">http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp</a>
<b>Community wellbeing<sup>1</sup></b>			
5	<b>Index of Multiple Deprivation</b>	Score: 17,853 Ranking: 54%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Score: 1,174 Ranking: 3%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living Environment</b>	Score: 17,077 Ranking: 52%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	Score: 14,751 Ranking: 45%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score: 21,037 Ranking: 64%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health</b>	Score: 25,584 Ranking: 785	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> The area is part of LSOA E01021768

	<b>deprivation</b>		
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
11	<b>Waste sites</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	Along the M11 noise levels are high ranging between 65 to 70dB or more (day, evening, night levels). To the east the impact from M11 is less significant with noise levels ranging between 55-65dB (day, evening, night levels).	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	Not clear	
13	<b>Indices of Deprivation - Employment</b>	Score: 25,104 Ranking: 77%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	Score: 17,853 Ranking: 54%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	<p>The Council purchased North Weald airfield in 1980 with the intention of developing it as a multi-use recreation facility serving a large catchment area. Since then a wide range of activities have been successfully promoted on the airfield. Over one million visitors per annum are attracted to the airfield. Business uses are also located on the site. The range of activities is currently being reviewed. The strategy which was adopted is as follows:-</p> <ul style="list-style-type: none"> <li>- continue a gradual progression of development towards a working airfield on its western side;</li> <li>- continue to actively promote the number and range of air shows, displays and other events;</li> <li>- continue the markets; permit more aircraft parking on selected sites;</li> <li>- promote and facilitate the use of the airfield as a venue for corporate hospitality and other related events;</li> <li>- consider the means of achieving the development of an indoor and outdoor bowls centre on the Siskin Way site;</li> <li>- consider business units on land near Siskin Way;and</li> <li>- investigate the possibility of a golf centre on Merlin Way.</li> </ul> <p>The Council is concerned that the airfield's intrinsic character and interest as a former RAF airfield should be protected as far as possible. As an important Second World War airfield it is clearly of considerable historic interest.</p>	<a href="http://www.roydonmill-estate.co.uk/index2.html">http://www.roydonmill-estate.co.uk/index2.html</a>
<b>Green Belt</b>			

16	<b>Green Belt</b>	<p>There is clear potential for conflicts with the following Green Belt objective (as set out in PPG2):</p> <ul style="list-style-type: none"> <li>-the check the unrestricted sprawl of large built-up areas</li> <li>-to assist in safeguarding the countryside from encroachment</li> <li>-to assist in urban regeneration, by encouraging the recycling of derelict and other urban land</li> </ul>	
<b>Heritage &amp; landscape</b>			
17	<b>Historic environment</b>	<p>Wynter's Farm SAM in the centre of the area (remains of medieval manor house). There are other sites of moated manor houses, but densities are not particularly high.</p> <p>Outside of the are, to the south of the area, there is extensive WWII features, including the air field.</p>	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
19	<b>Landscape character</b>	<p><b>Landform:</b> Gently rolling plateau</p> <p><b>Settlement pattern / communication routes:</b> North Weald is a nucleated historic settlement. Otherwise, linear roadside settlements (Hastingwood and Foster Street) associated with the edge of the former common; and scattered farmsteads.</p> <p><b>Tranquility:</b> Limited</p> <p><b>Rare features:</b> Few. The area is generally thought of as being undistinguished, compared to surrounding character areas.</p> <p><b>Time-depth:</b> Generally low, much recent change.</p> <p>Small areas where fields show a pre-18<sup>th</sup> Century enclosure pattern, particularly to the west of Wynter's Grange, but generally fields show heavy 20<sup>th</sup> Century modification.</p> <p>The area to the west of Hastingwood (and the fields immediately adjacent to the north east), where there is a concentration of fields showing pre-18<sup>th</sup> century enclosure pattern, are designated by the 2004 study as 'sensitive historic landscape'.</p> <p><b>Sensitivity to:</b>  Large-scale development – Moderate  Substantial development – Moderate  Small-scale development – Low</p>	Harlow Area Landscape and Environment Study (2004)
20	<b>Topography</b>	Gently rolling plateau, falling away to the south towards Cripsey Brook. Widely visible from neighbouring areas.	Harlow Area Landscape and Environment Study (2004)
<b>Nature conservation</b>			

21	<b>Geological sites</b>	No geological SSSIs	<a href="http://www.natureonthemap.org.uk">www.natureonthemap.org.uk</a>
22	<b>Green infrastructure</b>	The Three Forests Way (96km linking Epping Forest, Hainault Forest and Hatfield Forest).	<a href="http://www.ldwa.org.uk/">http://www.ldwa.org.uk/</a>
23	<b>Internationally designated sites</b>	Epping Forest...	Harlow Area Landscape and Environment Study (2004)
24	<b>Locally designated sites</b>	Small patch of ancient woodland to the west of Tilegate Green is a LWS.  Small LWS to the south of Foster Street.	Harlow Area Landscape and Environment Study (2004)
25	<b>Nationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
26	<b>Protected species and habitats</b>	Unknown	Harlow Area Landscape and Environment Study (2004)
27	<b>Woodlands</b>	Small patch of ancient woodland to the west of Tilegate Green is a LWS.	Harlow Area Landscape and Environment Study (2004)
<b>Transport</b>			
28	<b>Distance to Harlow Town Centre</b>	<b>Distance<sup>2</sup>:</b> 5.3 miles <b>By car:</b> 14 - 16 mins by car <b>Public transport:</b> 60 mins by walk (25 minutes) and bus service SM19 (services every 15-30 minutes Mon – Fri)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>
29	<b>Distance by road to nearest centres</b>	<b>North Weald Bassett<sup>3</sup>:</b> 4.2 miles <b>By car:</b> 8 - 10 mins <b>Public transport:</b> by bus via Epping <b>Epping:</b> 5 miles <b>By car:</b> 10 - 12 mins <b>Public transport:</b> 50 - 55 mins by walk (38 mins) and bus (service SM19 services every 15-30 minutes Mon – Fri)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>  <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
30	<b>Public transport</b>	Harlow Town Station has trains direct to London Liverpool Street, Cambridge and Bishops Stortford. The journey time to London Liverpool St. is about 35mins.  Epping is on the Central Line into London with regular trains (35-40 minutes to Liverpool Street station).	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> & <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
31	<b>Strategic road network</b>	The A414 is 1.2 miles away with the M11 at a distance of 2.3 miles. A number of minor roads run nearby.	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>  <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
	<b>Cycling and Walking</b>	There are no cycle routes within the area. The closest cycle routes are in urban Harlow. The Stort Valley Way travels through the area on the north-south axis. Public footpaths travel through the area primarily on the north-south axis. The area also includes public byway open to all	<a href="http://www.sustrans.org">www.sustrans.org</a>  <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>

<sup>2</sup> For directions to Harlow postcode CM10 1WG was used

<sup>3</sup> For directions to North Weald Bassett postcode CM16 6EJ was used

		traffic.	
<b>Water resources</b>			
32	<b>Flood risk</b>	There is a small section of EA flood zone 3 along Cripsey Brook in the southern part of the area.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
33	<b>Groundwater Source Protection Zones</b>		<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
34	<b>Water supply and wastewater treatment</b>	<p>Developing along the southern boundary is a problem for drainage. The existing sewers run generally from the South to the North to the Stort valley and then connect to the Trunk sewer which runs from East to West to Rye Meads. Draining SE or S Harlow sites would require upgrading through the existing developed areas of Harlow or taking a new line (by pumping) along the southern boundary of the town and then west towards Roydon to connect to the Trunk sewer there. It all depends on scale though. Unfortunately this area is one where our catchment models are not very detailed so we can't say for sure. We may be able to fit a few hundred in with a few local sewer upgrades but we would come to a point when a large scale upgrade would be required. Beyond that point it might take a few thousand houses to actually justify the level of expenditure then required.</p> <p>Thames Water state that, from a drainage perspective, South of Potter Street would be worst of all.</p>	Email from Thames Water

<p><b>Additional observations</b></p> <p><b>Key constraints include:</b></p> <ul style="list-style-type: none"> <li>• Area being considered for Gypsy and Traveller sites</li> </ul> <p><b>Key opportunities include:</b></p> <ul style="list-style-type: none"> <li>• North Weald Airfield</li> <li>• Relatively undistinguished landscape, although some more sensitive areas</li> <li>• Drainage to Rye Meads</li> </ul>
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**Change log**

Row	Change	Origin	Date



***Map of the area***



## Area Profile

### *EF8 – Hobbs Cross South*



#### ***Area Description***

This area is 108 ha in size. The western boundary is near the eastern residential areas of Harlow with the M11 forming a natural boundary between them. The area's eastern boundary runs down a minor road, taking in Hobbs Cross and Threshers Bush and running along Foster Street to the south. The area is almost wholly rural with the exception of Foster Street.

#### ***Adjoining Areas***

##### *Inner adjoining areas*

#### **Church Langley**

Church Langley is situated to the east of the Town Centre. It is one of the newest communities in Harlow, and also the most populated with a population of 7,650. The area is mainly urban. Within the area there are the

Brenthal Wood and the Barnsley Wood ancient woodlands and the Perry Spring.

Church Langley falls within the top bracket for qualifications within the Harlow area. Church Langley has the largest number of managers and senior officials, professionals, and associate professional and technical employees in the whole of Harlow. These three categories account for 40% of Church Langley's employment base. 83.2% of the working age population is economically active with 4,670 people (97%) in work. Of those employed 77% of people work full-time with the remaining 23% working part-time. The unemployment rate in the Church Langley area has consistently been the lowest in the whole of Harlow, with a margin of under 5% unemployment.

*Outer adjoining areas*

### **Hasting Wood**

This area is approximately 870ha in size and is situated to the east of the south-eastern residential areas of Harlow. It includes the M11, A414 and a number of small settlements on the western side of the area. Predominantly rural in nature, it includes a number of farms and fields.

### **Housham Tye**

The area falls within the Matching Plateau character area, which also stretches some way to the north and east. It is approximately 237 ha in size and is bounded to the west by the M11 and to the north by a minor road leading to Matching Park. The area is rural with some scattered houses to the north and west.

### **Relevant local planning policy:**

- **Policy NC2:** states that development or land use change which could directly or indirectly destroy or have an adverse effect upon a county wildlife site will be refused unless it can be demonstrated that the reasons for the proposal clearly outweigh the need to safeguard the intrinsic nature conservation value of the site or feature.
- **Policy U2b:** Within the flood risk assessment zones as shown on the alterations proposals map, flood risk assessments will be required for any development proposals which exceed 50m2.

Baseline information			
Topic	Comments		Source
<b>Agricultural land</b>			
1	<b>Agricultural Land Classification</b>	Provisional agricultural land classification grade 2, underlain by a pelosol.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study (2004)
<b>Air quality</b>			
2	<b>Air Quality Management Areas (AQMA)</b>	None in the area  (Epping Forest DC has one designated AQMA, which is unrelated to this area. Harlow BC has not designated any AQMAs.)	<a href="http://www.airquality.co.uk/archive/index.php">http://www.airquality.co.uk/archive/index.php</a>
<b>Communities</b>			
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b></li> <li>• <b>Primary schools:</b> 17 junior &amp; primary schools within 4km</li> <li>• <b>Secondary schools:</b> 5 within 4km</li> <li>• <b>Hospitals:</b> Harlow walk-in centre (3.1 miles)</li> <li>• <b>GPs:</b> 4 within 2 miles</li> <li>• <b>Dental practices:</b> 4 within 2 miles</li> <li>• <b>Pharmacies:</b> 5 within 2 miles</li> <li>• <b>Recreation areas:</b> Harlow Common (1.1</li> </ul>	<a href="http://www.nhs.uk/servicedirectories/Pages/ServiceSearch.aspx">http://www.nhs.uk/servicedirectories/Pages/ServiceSearch.aspx</a>  <a href="http://schoolsfinder.direct.gov.uk/">http://schoolsfinder.direct.gov.uk/</a>  <a href="http://www.activeplaces.com/Index.asp?Authorise=true">http://www.activeplaces.com/Index.asp?Authorise=true</a>  <a href="http://www.postoffice.co.uk/portal/">http://www.postoffice.co.uk/portal/</a>

		miles), St Nicholas School (grass pitches, pool, sports hall) (1.2 miles), Swallow Leisure (1.3 miles) plus others <ul style="list-style-type: none"> <li>• <b>Post office:</b> Potter Street ( 1.1 miles)</li> </ul>	<a href="http://po/finder?catId=20700386">po/finder?catId=20700386</a>  Distances measured from CM17 9HR
4	<b>Gypsy &amp; Travellers Sites</b>	None in the area	EF Gypsy and Traveller DPD Issues and Options Document <a href="http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp">http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp</a>
<b>Community wellbeing<sup>1</sup></b>			
5	<b>Index of Multiple Deprivation</b>	Score: 17,348 Ranking: 53%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Score: 1,174 Ranking: 3%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living Environment</b>	Score: 17,077 Ranking: 52%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	Score: 14,751 Ranking: 45%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score: 21,037 Ranking: 64%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Score: 25,584 Ranking: 78%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
11	<b>Waste sites</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	The area is adjacent to the M11. Noise levels range between 65 to 70dB or more (day, evening, night levels). To the east the impact from M11 is lower with noise levels ranging between 60 to 65dB (day, evening, night levels).	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	Not clear	
13	<b>Indices of</b>	Score: 25,104	<a href="http://www.imd.communities.gov">http://www.imd.communities.gov</a>

<sup>1</sup> The area is part of LSOA E01021768

	<b>Deprivation - Employment</b>	Ranking:77%	<a href="http://uk/InformationDisplay.aspx">uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	Score: 17,853 Ranking: 54%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	None	<a href="http://www.roydonmill-estate.co.uk/index2.html">http://www.roydonmill-estate.co.uk/index2.html</a>
<b>Green Belt</b>			
16	<b>Green Belt</b>	There is clear potential for conflicts with the following Green Belt objective (as set out in PPG2):  -the check the unrestricted sprawl of large built-up areas  -to assist in safeguarding the countryside from encroachment  -to assist in urban regeneration, by encouraging the recycling of derelict and other urban land	
<b>Heritage &amp; landscape</b>			
17	<b>Historic environment</b>	A narrow band of the Registered Common Land crosses over the M11, into Foster Street.  A protected lane is found just to the east of this area, linking Threshers Bush and Loyter's farm	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
19	<b>Landscape character</b>	<b>Landform:</b> Gently undulating plateau <b>Settlement pattern / communication routes:</b> Foster Street is a roadside settlement associated with the former edge of the common. <b>Tranquility:</b> Very limited <b>Rare features:</b> Limited <b>Time-depth:</b> Generally limited. Fields show heavy 20 <sup>th</sup> Century modification from their previous state, which was a pre-18 <sup>th</sup> Century enclosure pattern. <b>Sensitivity to:</b> Large-scale development – Low Substantial development – Low Small-scale development – Low	Harlow Area Landscape and Environment Study (2004)
20	<b>Topography</b>	Plateau, above Harlow, identified as a visually significant slope.	Harlow Area Landscape and Environment Study (2004)
<b>Nature conservation</b>			
21	<b>Geological sites</b>	No geological SSSIs	<a href="http://www.natureonthemap.org.uk">www.natureonthemap.org.uk</a>
22	<b>Green infrastructure</b>	Harlow Common stretches into Foster Street, but only a very narrow band.	<a href="http://www.ldwa.org.uk/">http://www.ldwa.org.uk/</a>

		The Forest Way (40km) goes through the area. The Way links two forests and several open spaces in south-west Essex. From the edge of Epping Forest it runs north over farmland, from where there are views over the Lea valley, and crosses Latton and Harlow Commons to Hatfield Heath, Woodside Green and Hatfield Forest.	
23	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
24	<b>Locally designated sites</b>	There is a small LWS at Foster Street.	Harlow Area Landscape and Environment Study (2004)
25	<b>Nationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
26	<b>Protected species and habitats</b>	Unknown	Harlow Area Landscape and Environment Study (2004)
27	<b>Woodlands</b>	Very small, narrow strip of woodland.	Harlow Area Landscape and Environment Study (2004)
<b>Transport</b>			
28	<b>Distance to Harlow Town Centre</b>	<b>Distance<sup>2</sup>:</b> 4.2 miles <b>By car:</b> 12 - 14 mins <b>Public transport:</b> 50 – 55 mins by walk (25 minutes) and bus (service SM19 SM19: every 15-30 minutes Mon – Fri)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>
29	<b>Distance by road to nearest centres</b>	<b>Foster Street to North Weald Bassett<sup>3</sup>:</b> 5 miles <b>By car:</b> 10 - 12 mins <b>Public transport:</b> 50 - 60 mins by walk (26 mins) and bus services SM19 changing to NWF SM19: every 15-30 minutes Mon – Fri NWF: 18 services Mon – Fri; 7 services Sat <b>Foster Street – Epping:</b> 5.8 miles <b>By car:</b> 10 - 12 mins <b>Public transport:</b> 40 – 45 mins by walk (26 mins) and bus SM19 (services every 15-30 minutes Mon – Fri)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
30	<b>Public transport</b>	Harlow Town Station has trains direct to London Liverpool Street, Cambridge and Bishops Stortford. The journey time to London Liverpool St. is about 35mins.  Epping is on the Central Line into London with regular trains (35-40 minutes to Liverpool Street station).	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> & <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
31	<b>Strategic road network</b>	The A414 is 1.4 miles away with the M11 at a distance of 1.8 miles. A number of minor roads run nearby.	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> & <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
	<b>Cycling and</b>	There are no cycle routes within the area. The	<a href="http://www.sustrans.org">www.sustrans.org</a>

<sup>2</sup> For directions to Harlow postcode CM10 1WG was used

<sup>3</sup> For directions to North Weald Bassett postcode CM16 6EJ was used

	<b>Walking</b>	closest cycle route is in urban Harlow. The Forest Way travels through the area. A few public footpaths travel through the area.	<a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>
<b>Water resources</b>			
32	<b>Flood risk</b>	The area is not at risk of flooding.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
33	<b>Groundwater Source Protection Zones</b>	None in the area	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
34	<b>Water supply and wastewater treatment</b>	<p>Thames Water state that:</p> <p>In the short term, development around Harlow is best steered towards the east where Thames Water are planning to provide additional capacity by constructing a new outfall sewer. The completion date is currently forecast for 2012.</p> <p>The purpose of this sewer is ultimately to drain all the new development sites to the East of Harlow to Rye Meads STW. However, in the short term it will serve the Newhall Farm and Gilden Way sites. By also connecting some existing flows from Old Harlow to the new sewer, some capacity in the existing trunk sewer could be made available for development to the North of the River Stort. The result being that the commencement of this development option would not be constrained by the completion of the extension of the new outfall sewer to Rye Meads STW.</p> <p>Further discussions with Thames Water would be required however, through controlled phasing, development to the North of the River Stort could commence in 2013.</p>	Email from Thames Water

#### Additional observations

##### Key constraints include:

- Small area of Registered Common Land at Foster Street, and adjacent to a protected lane
- Visually significant slope?

##### Key opportunities include:

- Landscape has a low sensitivity to development

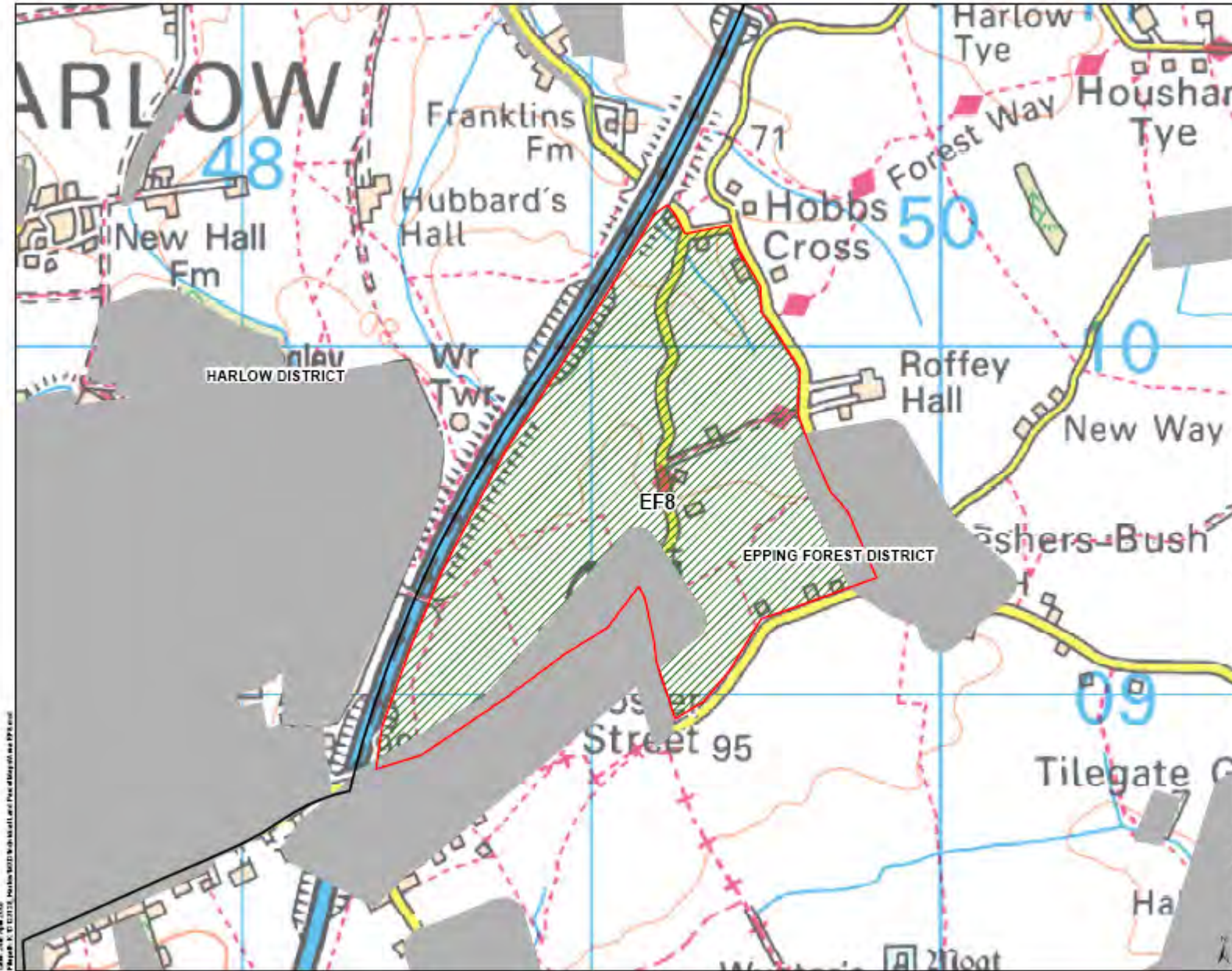
#### Change log

Row	Change	Origin	Date



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***Map of the area***



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- NOTES**
- Spatial Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries

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 Scott Wilson 000021975 2008

Scale	1:10,000
Drawn	DH
Checked	JA
Design	JA
Author	JA

Project Name	Harlow Spatial Land Assessment
Sheet Title	Area EF8 Developable and Undevelopable Land
Scale	1:10,000
Drawn	DH
Checked	JA
Design	JA
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FIGURE NUMBER



Date: 14th April 2009  
 Project: K. 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## Area Profile

### *EF9 – Housham Tye*



#### ***Area Description***

The area falls within the Matching Plateau character area, which also stretches some way to the north and east. It is approximately 237 ha in size and is bounded to the west by the M11 and to the north by a minor road leading to Matching Park. The area is rural with some scattered houses to the north and west.

#### ***Adjoining Areas***

*Inner adjoining areas*

#### **Church Langley North**

This area is bounded by the B183 to the north, Churchgate Street, Hobbs Cross Road and the M11 to the east,

the built up area of Church Langley to the south, and London Road to the west. The area is contained to the east by topography and by urban features to the west. It includes an area of Green Belt to the east of the site and Green Wedge in the south and north connected by a central north-south strip. The landscape of very gentle undulating valley head is dominated by varying-sized arable fields and large woodland blocks – Brenthall Wood/Barnsley Wood ancient woodland on the south boundary, and Gravelpit Spring and Newspond Spring woodland plantations to the west and centre. A small tributary of the River Stort cuts across the northeast corner of the area. Other than a small populated area along The Chase to the west of the area and along Sheering Road to the north-east, the area has limited settlement and has a predominantly rural feel, with footpaths crossing the publicly accessible open common and a bridleway to the southwest. Notable man-made features include: two primary schools and associated facilities, a large hotel, two churches and a burial ground, a public house, a farm, cottages, a nursery, a sports ground and tennis courts, and a superstore. Other significant features include a tumulus and a water tower. The area includes Hubbard's Hall Estate and a car park for Barnsley Lake (the lake is situated adjacent to the area).

### **Feltimores**

The area is bounded to the north by the Harlow district border and the Moor Hall Road; to the east it is bordered by the B183; to the west by the district border and the M11 and to the south by the M11 and the B183. The area has limited settlement and has a predominantly rural feel, with arable fields and footpaths crossing the area from the east to the west. Within the area there are the Feltimores Farm, the Franklin Farm and the Feltimores Lodge.

### **Hobbs Cross South**

This area is 108 ha in size. The western boundary is near the eastern residential areas of Harlow with the M11 forming a natural boundary between them. The area's eastern boundary runs down a minor road, taking in Hobbs Cross and Threshers Bush and running along Foster Street to the south. The area is almost wholly rural with the exception of Foster Street.

### **Old Harlow**

Old Harlow is situated to the east of the Town Centre with its northern edge bordering Hertfordshire. It has a population of 5,854. 71.8% of the working age population are economically active with 2,872 people (93%) in work. 78% of employed residents work full-time and the remaining 22% work part-time. The unemployment rate in the Old Harlow area has consistently been the second lowest in the whole of Harlow. The largest type of occupation for the ward's residents is managers and senior officials, which account for 17% of the employed residents. Administrative and secretarial positions account for the next highest category of employment accounting for approximately 15%.

### *Outer adjoining areas*

### **Matching**

Matching Parish has a population of 635 people. Housing is predominantly comprised by detached and semi-detached dwellings. Approximately 10% are terraced houses and there are no flats. Dwellings are predominantly owner occupied. Residents primarily use private transport to commute to work.

### **Sheering**

Sheering Parish has a population of 2,838 people. There is a broad housing mix and the average household size is 2.12 and the average number of rooms is 5.07. The majority of dwellings are owner occupied and approximately 25% are privately rented. The majority of commuting is by private transport.

### **Relevant local planning policy:**

- **Policy NC2:** states that development or land use change which could directly or indirectly destroy or have an adverse effect upon a county wildlife site will be refused unless it can be demonstrated that the reasons for the proposal clearly outweigh the need to safeguard the intrinsic nature conservation value of the site or feature.
- **Policy HC4:** states that the council will not grant planning permission for any development which would damage or be detrimental to the historic or landscape character of protected lanes. The main features which comprise the Lanes are banks, ditches, verges and hedgerows. A protected lane runs between Downe Hall and Didgemere Hall.
- **Policy U2b:** Within the flood risk assessment zones as shown on the alterations proposals map, flood risk

assessments will be required for any development proposals which exceed 50m2.

Baseline information		
Topic	Comments	Source
<b>Agricultural land</b>		
1	<b>Agricultural Land Classification</b> Provisional agricultural land classification grade 2, underlain by a pelosol.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study (2004)
<b>Air quality</b>		
2	<b>Air Quality Management Areas (AQMA)</b> None in the area (Epping Forest DC has one designated AQMA, which is unrelated to this area. Harlow BC has not designated any AQMAs.)	<a href="http://www.airquality.co.uk/archive/index.php">http://www.airquality.co.uk/archive/index.php</a>
<b>Communities</b>		
3	<b>Community services and facilities</b> <ul style="list-style-type: none"><li>Post Office</li></ul> <b>Shopping area:</b> <b>Primary school:</b> 8 within 4km <b>Secondary school:</b> 2 within 4km <b>Hospitals:</b> Harlow walk-in centre (3.9 miles) <b>GPs:</b> 5 within 3 miles <b>Dental practices:</b> 5 within 3 miles <b>Pharmacies:</b> 5 within 3 miles <b>Recreation areas:</b> St Nicholas School (grass pitches, pool, sports hall) (1.3 miles), Swallow Leisure (1.4 miles) plus others <b>Post office:</b> Sheering (2 miles)	<a href="http://www.nhs.uk/servicedirector/es/Pages/ServiceSearch.aspx">http://www.nhs.uk/servicedirector/es/Pages/ServiceSearch.aspx</a> <a href="http://schoolsfinder.direct.gov.uk/">http://schoolsfinder.direct.gov.uk/</a> <a href="http://www.activeplaces.com/Index.asp?Authorise=true">http://www.activeplaces.com/Index.asp?Authorise=true</a> <a href="http://www.postoffice.co.uk/portal/po/finder?catId=20700386">http://www.postoffice.co.uk/portal/po/finder?catId=20700386</a> Distances measured from CM17 0QL
4	<b>Gypsy &amp; Travellers Sites</b> None in the area	EF Gypsy and Traveller DPD Issues and Options Document <a href="http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp">http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp</a>
<b>Community wellbeing<sup>1</sup></b>		
5	<b>Index of Multiple Deprivation</b> Score: 17,348 Ranking: 53%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b> Score: 1,174 Ranking: 3%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation –</b> Score: 17,077 Ranking: 52%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> The area is part of LSOA E01021768

	<b>Living Environment</b>		
7	<b>Indices of Deprivation - Crime</b>	Score: 14,751 Ranking: 45%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score: 21,037 Ranking: 64%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Score: 25,584 Ranking: 78%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
11	<b>Waste sites</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	Noise levels range between 65 to 75dB or more (day, evening, night) along the M11. To the east, the impact from the M11 is less significant with noise levels ranging between 55 to 60dB (day, evening, night).	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	Not clear	
13	<b>Indices of Deprivation - Employment</b>	Score: 25,104 Ranking: 77%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	Score: 17,853 Ranking: 54%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	None	<a href="http://www.roydonmill-estate.co.uk/index2.html">http://www.roydonmill-estate.co.uk/index2.html</a>
<b>Green Belt</b>			
16	<b>Green Belt</b>	There is clear potential for conflicts with the following Green Belt objective (as set out in PPG2):  -the check the unrestricted sprawl of large built-up areas  -to assist in safeguarding the countryside from encroachment  -to assist in urban regeneration, by encouraging the recycling of derelict and other urban land	
<b>Heritage &amp; landscape</b>			

17	<b>Historic environment</b>	<p>There is a Scheduled Ancient Monument and a very small patch of Registered Common at Housham Tye.</p> <p>Matching Park contains the site of a medieval moated manor.</p> <p>There are two stretches of protected lane that run through or adjacent to the area.</p> <p>Matching Tye, on the edge of the area, includes a designated conservation area.</p>	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
19	<b>Landscape character</b>	<p><b>Landform:</b> Gently rolling plateau</p> <p><b>Settlement pattern / communication routes:</b> Dispersed historic settlement along the road network, or historic settlements nucleated around a common or green, connected by winding lanes (Housham Tye, Matching Tye and Carter's Green).</p> <p><b>Tranquility:</b> Limited</p> <p><b>Rare features:</b> Some historic fields and features. Housham Tye Common and Carter's Green woodland are distinctive features. The Tye settlements are distinctive.</p> <p><b>Time-depth:</b> Considerable. A significant area of the farmland still shows a pre-18<sup>th</sup> Century enclosure field pattern.</p> <p><b>Sensitivity to:</b>  Large-scale development – High  Substantial development – High  Small-scale development – Moderate</p>	Harlow Area Landscape and Environment Study (2004)
20	<b>Topography</b>	Plateau above Harlow with views to surrounding areas.	Harlow Area Landscape and Environment Study (2004)
<b>Nature conservation</b>			
21	<b>Geological sites</b>	No geological SSSIs	<a href="http://www.natureonthemap.org.uk">www.natureonthemap.org.uk</a>
22	<b>Green infrastructure</b>	The Stort Valley Way (45km); and Forest Way (40km) pass through the area.	<a href="http://www.ldwa.org.uk/">http://www.ldwa.org.uk/</a>
23	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
24	<b>Locally designated sites</b>	Matching Park, on the edge of the area, is a LWS. There is also a small LWS on the edge of the area, along the road between Loyter's Green and Thresher's Bush.	Harlow Area Landscape and Environment Study (2004)
25	<b>Nationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
26	<b>Protected species and habitats</b>	None known	Harlow Area Landscape and Environment Study (2004)
27	<b>Woodlands</b>	Matching Park, on the edge of the area, is a significantly large patch of ancient woodland.	Harlow Area Landscape and Environment Study (2004)
<b>Transport</b>			

28	<b>Distance to Harlow Town Centre</b>	<b>Distance<sup>2</sup>:</b> 5 miles <b>By car:</b> 15 mins <b>Public transport:</b> 50 – 55 mins by walk (25 minutes) and bus (service SM19 SM19: every 15-30 minutes Mon – Fri)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>
29	<b>Distance by road to nearest centres</b>	<b>North Weald Bassett<sup>3</sup>:</b> 5 miles <b>By car:</b> 10 - 12 mins <b>Public transport:</b> 40 - 45 mins by walk (12 mins) and bus 47 (1 service / day Mon – Sat) <b>Sawbridgeworth:</b> 3.9 miles <b>By car:</b> 10 – 12 mins <b>Public transport:</b> By bus via Harlow	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
30	<b>Public transport</b>	Sawbridgeworth and Harlow Town Stations have trains direct to London Liverpool Street, Cambridge and Bishops Stortford. The journey time to London Liverpool St. from Harlow is about 35mins and from Sawbridgeworth around 40 mins.	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> & <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
31	<b>Strategic road network</b>	The A414 is 4 miles away with the M11 at a distance of 5 miles. B183 is 1.5 miles away.	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> & <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
	<b>Cycling and Walking</b>	National Cycle Route 1 travels through the north boundary of the area along the Matching Road and towards Housham Tye to the south and Harlow urban area to the west. Several public footpaths travel through the area primarily on the north-south axis. Within the area there is also a short bridleway.	<a href="http://www.sustrans.org">www.sustrans.org</a> <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>
<b>Water resources</b>			
32	<b>Flood risk</b>	The area is not at risk of flooding	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
33	<b>Groundwater Source Protection Zones</b>	None in the area	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
34	<b>Water supply and wastewater treatment</b>	Thames Water have stated that, from a drainage perspective, development between Harlow and Roydon would be achievable because of the proximity to Rye Meads.	Email from Thames Water

<sup>2</sup> For directions to Harlow postcode CM10 1WG was used

<sup>3</sup> For directions to North Weald Bassett postcode CM16 6EJ was used



**Additional observations**

**Key constraints include:**

- Historic / distinctive settlements
- Protected lanes
- Distinctive areas of local wildlife importance

**Key opportunities include:**

***Change log***

<i>Row</i>	<i>Change</i>	<i>Origin</i>	<i>Date</i>

***Map of the area***

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- NOTES**
- Spatial Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries

George  
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Scott Wilson 010021973 2009

Scale	1:10,000
North	True
Projection	UTM

Draft

Harlow Spatial Land Assessment

Area EF9  
Developable and Undevelopable Land

Scale	1:10,000		
Drawn	DAH	Checked	JA
Step 1 Date	Step 2 Date	Original	Date

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FIGURE NUMBER



Date: 24th April 2009  
 Project: P. 010021973 - Harlow Spatial Land Assessment (Area EF9)

## Area Profile

### *EF10 –Sheering*



#### ***Area Description***

This area is approximately 361 ha in size and is to the northeast of Harlow and Sawbridgeworth. Bounded on the west by the M11, the area includes the settlement of Sheering. The area is very rural with only one farm and with the exception of Sheering and the hamlet around Housham Hall, there are a few single properties on the southern boundary of the area, along Harlow Road.

#### ***Adjoining Areas***

##### *Inner adjoining areas*

#### **Old Harlow**

Old Harlow is situated to the east of the Town Centre with its northern edge bordering Hertfordshire. It has a population of 5,854. 71.8% of the working age population are economically active with 2,872 people (93%) in

work. 78% of employed residents work full-time and the remaining 22% work part-time. The unemployment rate in the Old Harlow area has consistently been the second lowest in the whole of Harlow. The largest type of occupation for the ward's residents is managers and senior officials, which account for 17% of the employed residents. Administrative and secretarial positions account for the next highest category of employment accounting for approximately 15%.

#### *Outer adjoining areas*

#### **Matching**

Matching Parish has a population of 635 people. Housing is predominantly comprised by detached and semi-detached dwellings. Approximately 10% are terraced houses and there are no flats. Dwellings are predominantly owner occupied. Residents primarily use private transport to commute to work.

#### **Sheering**

Sheering Parish has a population of 2,838 people. There is a broad housing mix and the average household size is 2.12 and the average number of rooms is 5.07. The majority of dwellings are owner occupied and approximately 25% are privately rented. The majority of commuting is by private transport.

#### **Relevant local planning policy:**

- **Policies HC6 – 9:** seek to prevent development that would have a detrimental impact on the conservation area, and to ensure that any development that does occur is designed in a sympathetic way.
- **Policy NC2:** states that development or land use change which could directly or indirectly destroy or have an adverse effect upon a county wildlife site will be refused unless it can be demonstrated that the reasons for the proposal clearly outweigh the need to safeguard the intrinsic nature conservation value of the site or feature.
- **Policy HC4:** states that the council will not grant planning permission for any development which would damage or be detrimental to the historic or landscape character of protected lanes. The main features which comprise the Lanes are banks, ditches, verges and hedgerows.
- **Policy U2a:** Within the environment agency's currently designed flood risk zones will be determined in accordance with a sequential approach as set out in PPG25.
- **Policy U2b:** Within the flood risk assessment zones as shown on the alterations proposals map, flood risk assessments will be required for any development proposals which exceed 50m2.
- **Policy HC3:** The council will not grant planning permission for development which could adversely affect the areas of registered parkland.

Baseline information			
Topic		Comments	Source
<b>Agricultural land</b>			
1	<b>Agricultural Land Classification</b>	Provisional agricultural land classification grade 2, underlain by a pelosol.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study (2004)
<b>Air quality</b>			
2	<b>Air Quality Management Areas (AQMA)</b>	None in the area  (Epping Forest DC has one designated AQMA, which is unrelated to this area. Harlow BC has not designated any AQMAs.)	<a href="http://www.airquality.co.uk/archive/index.php">http://www.airquality.co.uk/archive/index.php</a>
<b>Communities</b>			

3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b></li> <li>• <b>Primary schools:</b> 9 within 4km</li> <li>• <b>Secondary schools:</b> 2 within 4km</li> <li>• <b>Hospitals:</b> Harlow walk-in centre (3.9 miles)</li> <li>• <b>GPs:</b> 1 within 2 miles</li> <li>• <b>Dental practices:</b> 2 within 2 miles</li> <li>• <b>Pharmacies:</b> 1 within 2 miles</li> <li>• <b>Recreation areas:</b> Swallow Leisure (1.4 miles), St Nichola's School (grass pitches, sports hall &amp; pool) (1.4 miles), Gilden Way (grass pitches) (1.6 miles) plus others.</li> <li>• <b>Post office:</b> Sheering (1.5 miles)</li> </ul>	<a href="http://www.nhs.uk/servicedirector/es/Pages/ServiceSearch.aspx">http://www.nhs.uk/servicedirector/es/Pages/ServiceSearch.aspx</a> <a href="http://schoolsfinder.direct.gov.uk/">http://schoolsfinder.direct.gov.uk/</a> <a href="http://www.activeplaces.com/Index.asp?Authorise=true">http://www.activeplaces.com/Index.asp?Authorise=true</a> <a href="http://www.postoffice.co.uk/portal/po/finder?catId=20700386">http://www.postoffice.co.uk/portal/po/finder?catId=20700386</a> Distances measured from CM17 0PB
4	<b>Gypsy &amp; Travellers Sites</b>	None in the area	EF Gypsy and Traveller DPD Issues and Options Document <a href="http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp">http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp</a>
<b>Community wellbeing<sup>1</sup></b>			
5	<b>Index of Multiple Deprivation</b>	Score: 17,348 Ranking: 53%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Score: 1,174 Ranking: 3%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living Environment</b>	Score: 17,077 Ranking: 52%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	Score: 14,751 Ranking: 45%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score: 21,037 Ranking: 64%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Score: 25,584 Ranking: 78%	
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
11	<b>Waste sites</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	Noise levels range between 65 to 75dB or more (day, evening, night) along the M11. To the east, the impact from the M11 is less significant with	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>

<sup>1</sup> The area is part of LSOA E01021768

		noise levels ranging between 55 to 60dB (day, evening, night).	
<b>Economy</b>			
12	<b>Employment uses</b>	Not clear	
13	<b>Indices of Deprivation - Employment</b>	Score: 25,104 Ranking: 77%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	Score: 17,853 Ranking: 54%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	None	<a href="http://www.roydonmill-estate.co.uk/index2.html">http://www.roydonmill-estate.co.uk/index2.html</a>
<b>Green Belt</b>			
16	<b>Green Belt</b>	<p>There is clear potential for conflicts with the following Green Belt objective (as set out in PPG2):</p> <ul style="list-style-type: none"> <li>-the check the unrestricted sprawl of large built-up areas</li> <li>-to assist in safeguarding the countryside from encroachment</li> <li>-to assist in urban regeneration, by encouraging the recycling of derelict and other urban land</li> </ul>	
<b>Heritage &amp; landscape</b>			
17	<b>Historic environment</b>	<p>Down Hall Historic Park and Garden is adjacent to the east.</p> <p>Matching Tye, on the edge of the area, includes a designated conservation area. 'Tye' settlements are post-Norman in date and are usually situated around a common or green.</p> <p>There is a stretch of protected land to the west of Newman's End.</p>	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
19	<b>Landscape character</b>	<p><b>Landform:</b> Plateau edge / valley side</p> <p><b>Settlement pattern / communication routes:</b> Historic settlements nucleated around a common or green, connected by winding lanes.</p> <p><b>Tranquility:</b> Limited</p> <p><b>Rare features:</b> Limited<sup>2</sup></p> <p><b>Time-depth:</b> Some areas of pre 18<sup>th</sup> Century enclosure, particularly around Pincey Brook, but the majority of the area shows 20<sup>th</sup> Century modification.</p> <p><b>Sensitivity to:</b> Large-scale development – High</p>	Harlow Area Landscape and Environment Study (2004)

<sup>2</sup> N.B. The LCA is contradictory, at one point stating that the medieval field pattern to the west of Harlow is of regional significance, and at another point stating that 'much of the farmland is common to character areas to the south.'

		Substantial development – High Small-scale development – Moderate	
20	<b>Topography</b>	High plateau to the south, otherwise, land sloping from the north and south down to Pincey Brook.	Harlow Area Landscape and Environment Study (2004)
<b>Nature conservation</b>			
21	<b>Geological sites</b>	No geological SSSIs	<a href="http://www.natureonthemap.org.uk">www.natureonthemap.org.uk</a>
22	<b>Green infrastructure</b>	Pincey Brook minor river valley, which connects to the parkland at Down Hall, represents an attractive, enclosed meadow or wooded landscape corridor.  Shaws (narrow strips of woodland) delineate some field boundaries.  The Stort Valley Way (45km);  The Three Forests Way (96km linking Epping Forest, Hainault Forest and Hatfield Forest).	<a href="http://www.ldwa.org.uk/">http://www.ldwa.org.uk/</a>
23	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
24	<b>Locally designated sites</b>	Two small patches of ancient woodland designated as LWS.	Harlow Area Landscape and Environment Study (2004)
25	<b>Nationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
26	<b>Protected species and habitats</b>	None known	Harlow Area Landscape and Environment Study (2004)
27	<b>Woodlands</b>	Two small patches of ancient woodland and some other, smaller patches of plantation woodland.	Harlow Area Landscape and Environment Study (2004)
<b>Transport</b>			
28	<b>Distance to Harlow Town Centre</b>	<b>Distance<sup>3</sup>:</b> 4.7 miles <b>By car:</b> 15 - 16 mins by car <b>Public transport:</b> 50 – 55 mins by walk (25 minutes) and 59 bus (14 services / day Mon – Sat)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>
29	<b>Distance by road to nearest centres</b>	<b>Sawbridgeworth:</b> 3.6 miles <b>By car:</b> 8 – 10 mins by car <b>Public transport:</b> 50 – 60 mins by walk (25 minutes) and bus 59, changing to 510 59: 14 services / day Mon – Sat 510: services every 20-30 minutes Mon – Sat (24hours)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>  <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>

<sup>3</sup> For directions to Harlow postcode CM10 1WG was used

30	<b>Public transport</b>	Sawbridgeworth and Harlow Town Stations have trains direct to London Liverpool Street, Cambridge and Bishops Stortford. The journey time to London Liverpool St. from Harlow is about 35mins and from Sawbridgeworth around 40 mins.	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
31	<b>Strategic road network</b>	The M11 (8.8 miles away) is accessed via the A414 (2.7 miles) with the B183 at a distance of 2 miles.	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
	<b>Cycling and Walking</b>	National Cycle Route 1 travels through the south boundary of the area towards Harlow to the west and Housham Tye to the south. A small part of the Stort Valley Way travels through the area. The area also includes a few public footpaths and a bridleway.	<a href="http://www.sustrans.org">www.sustrans.org</a> <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>
<b>Water resources</b>			
32	<b>Flood risk</b>	There are areas of flood risk 2 and 3 along a tributary of the Stort (Pincey Brook) which runs on an east-west axis through the area.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
33	<b>Groundwater Source Protection Zones</b>	None in the area	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
34	<b>Water supply and wastewater treatment</b>		Email from Thames Water

<p><b>Additional observations</b></p> <p><b>Key constraints include:</b></p> <ul style="list-style-type: none"> <li>• Pincey Brook (floodplain and valuable linear landscape linking to adjacent Down Hall)</li> <li>• Historic settlements</li> </ul> <p><b>Key opportunities include:</b></p>
---

**Change log**

Row	Change	Origin	Date

**Map of the area**





## Area Profile

### *EF11 – Champions*



#### **Area Description**

The area intersects with 3 character areas. The northern tip is within the Hatfield Heath Plateau character area; the central area is within the Little Hallingbury Ridges and Slopes character area; and the southern area is within the Matching Plateau character area. The area is approximately 157 ha in size with the M11 to the east, the B183 to the north west and the north-eastern residential areas of Harlow to the south and west. Some properties are found off the B183 to the southwest of the area.

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Old Harlow East**

The area is bounded to the north by the railway line; to the west by the Old Harlow build up area; to the west by the Harlow district border and to the south by the B183. The area is predominantly rural covered by fields and footpaths. Within the area there are the remainings of a Roman Villa (Scheduled Monument) and the Frederick

Gibbert House and Garden (Registered Garden). Several public footpaths cross the area towards all directions.

### Old Harlow

Old Harlow is situated to the east of the Town Centre with its northern edge bordering Hertfordshire. It has a population of 5,854. 71.8% of the working age population are economically active with 2,872 people (93%) in work. 78% of employed residents work full-time and the remaining 22% work part-time. The unemployment rate in the Old Harlow area has consistently been the second lowest in the whole of Harlow. The largest type of occupation for the ward's residents is managers and senior officials, which account for 17% of the employed residents. Administrative and secretarial positions account for the next highest category of employment accounting for approximately 15%.

#### Outer adjoining areas

### Sheering

This area is approximately 361 ha in size and is to the northeast of Harlow and Sawbridgeworth. Bounded on the west by the M11, the area includes the settlement of Sheering. The area is very rural with only one farm and with the exception of Sheering and the hamlet around Housham Hall, there are a few single properties on the southern boundary of the area, along Harlow Road.

### Relevant local planning policy:

- **Policy U2a:** Within the environment agency's currently designed flood risk zones will be determined in accordance with a sequential approach as set out in PPG25.
- **Policy NC2:** states that development or land use change which could directly or indirectly destroy or have an adverse effect upon a county wildlife site will be refused unless it can be demonstrated that the reasons for the proposal clearly outweigh the need to safeguard the intrinsic nature conservation value of the site or feature.

Baseline information			
Topic		Comments	Source
<b>Agricultural land</b>			
1	<b>Agricultural Land Classification</b>	It appears that the western / southern half of this area is underlain by a brown soil that is associated with a provisional agricultural land classification grade of 3, whilst the north / east of the area is underlain by a pelosol associated with grade 2.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study (2004)
<b>Air quality</b>			
2	<b>Air Quality Management Areas (AQMA)</b>	None in the area  (Epping Forest DC has one designated AQMA, which is unrelated to this area. Harlow BC has not designated any AQMAs.)	<a href="http://www.airquality.co.uk/archive/index.php">http://www.airquality.co.uk/archive/index.php</a>
<b>Communities</b>			
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b></li> <li>• <b>Primary schools:</b> 11 junior &amp; primary schools within 4km</li> <li>• <b>Secondary schools:</b> 3 within 4km</li> <li>• <b>Hospitals:</b> Harlow walk-in centre (3.7 miles)</li> <li>• <b>GPs:</b> 3 within 2 miles</li> <li>• <b>Dental practices:</b> 3 within 2 miles</li> <li>• <b>Pharmacies:</b> 3 within 2 miles</li> <li>• <b>Recreation areas:</b> Swallow Leisure (1.1</li> </ul>	<a href="http://www.nhs.uk/servicedirectories/Pages/ServiceSearch.aspx">http://www.nhs.uk/servicedirectories/Pages/ServiceSearch.aspx</a>  <a href="http://schoolsfinder.direct.gov.uk/">http://schoolsfinder.direct.gov.uk/</a>  <a href="http://www.activeplaces.com/Index.asp?Authorise=true">http://www.activeplaces.com/Index.asp?Authorise=true</a>  <a href="http://www.postoffice.co.uk/portal/po/finder?catId=20700386">http://www.postoffice.co.uk/portal/po/finder?catId=20700386</a>

		miles), St Nichola's School (grass pitches, sports hall & pool) (1.2 miles), Gilden Way (grass pitches) (1.2 miles) plus others. • <b>Post office:</b> Sheering (1.1 miles)	Distances measured from CM17 0NG
4	<b>Gypsy &amp; Travellers Sites</b>	None in the area	EF Gypsy and Traveller DPD Issues and Options Document <a href="http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp">http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp</a>
<b>Community wellbeing<sup>1</sup></b>			
5	<b>Index of Multiple Deprivation</b>	Score: 22,989 Ranking: 70%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Score: 778 Ranking: 2%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living Environment</b>	Score: 24,744 Ranking: 76%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	Score: 24,157 Ranking: 74%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score: 25,410 Ranking: 78%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Score: 29,360 Ranking: 90%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
11	<b>Waste sites</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Noise</b>	Noise levels range between 65 to 75dB or more (day, evening, night) to the east along the M11. To the west, the impact from the M11 is less significant with noise levels ranging between 55 to 60dB (day, evening, night).	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	Not clear	
13	<b>Indices of</b>	Score: 28,136	<a href="http://www.imd.communities.gov">http://www.imd.communities.gov</a>

<sup>1</sup> The area is part of LSOA E01021795

	<b>Deprivation - Employment</b>	Ranking: 86%	<a href="http://uk/InformationDisplay.aspx">uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	Score: 28,534 Ranking: 87%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	None	<a href="http://www.roydonmill-estate.co.uk/index2.html">http://www.roydonmill-estate.co.uk/index2.html</a>
<b>Green Belt</b>			
16	<b>Green Belt</b>	There is clear potential for conflicts with the following Green Belt objective (as set out in PPG2):  -the check the unrestricted sprawl of large built-up areas  -to assist in safeguarding the countryside from encroachment  -to assist in urban regeneration, by encouraging the recycling of derelict and other urban land	
<b>Heritage &amp; landscape</b>			
17	<b>Historic environment</b>	At Sheering Hall an earlier settlement survives as an earthwork moated site visible in the landscape.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
19	<b>Landscape character</b>	<b>Landform:</b> Valley and valley side <b>Settlement pattern / communication routes:</b> Small scale. <b>Tranquility:</b> Limited <b>Rare features:</b> The area adjacent to the west, between Durrington Hall and Sheering Hall, shows the remains of informal medieval parkland. <b>Time-depth:</b> All farmland shows 20 <sup>th</sup> Century modification. Around Sheering Hall the farmland was formerly pre 18 <sup>th</sup> Century enclosure, whilst in the south-east corner of the area, the land was formally parkland. Just to the west is a significant concentration of fields showing a historic pattern, associated with the Halls. <b>Sensitivity to:</b> Large-scale development – High Substantial development – Moderate Small-scale development – Low	Harlow Area Landscape and Environment Study (2004)
20	<b>Topography</b>	Valley and valley side	Harlow Area Landscape and Environment Study (2004)
<b>Nature conservation</b>			

21	<b>Geological sites</b>	No geological SSSIs	<a href="http://www.natureonthemap.org.uk">www.natureonthemap.org.uk</a>
22	<b>Green infrastructure</b>	The Stort Valley Way (45km);	<a href="http://www.ldwa.org.uk/">http://www.ldwa.org.uk/</a>
23	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
24	<b>Locally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
25	<b>Nationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
26	<b>Protected species and habitats</b>	None known	Harlow Area Landscape and Environment Study (2004)
27	<b>Woodlands</b>	Two small patches of woodland plantation.	Harlow Area Landscape and Environment Study (2004)
<b>Transport</b>			
28	<b>Distance to Harlow Town Centre</b>	<b>Distance<sup>2</sup>:</b> 4.4 miles <b>By car:</b> 12 - 14 mins by car <b>Public transport:</b> 50 – 55 mins by walk (25 minutes) and 7 bus (11 services / day Mon – Fri; 10 services / day Sat)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>
29	<b>Distance by road to nearest centres</b>	<b>Sawbridgeworth:</b> 2.3 miles <b>By car:</b> 5 – 7 mins by car <b>Public transport:</b> Option 1: 55 - 60 mins - Walk (25 mins) and bus 7 changing to 333 7: 11 services / day Mon – Fri; 10 services / day Sat 333: 16 services / day Mon – Fri; 9 services / day Sat Option 2: 40 – 45 mins – walk (35 mins) and bus SW1 (9 services / day Mon – Fri; 5 services / day Sat)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
30	<b>Public transport</b>	Sawbridgeworth and Harlow Town Stations have trains direct to London Liverpool Street, Cambridge and Bishops Stortford. The journey time to London Liverpool St. from Harlow is about 35mins and from Sawbridgeworth around 40 mins.	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
31	<b>Strategic road network</b>	Access to the M11 (5.2 miles away) is via the A414 (4.8 miles)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
	<b>Cycling and Walking</b>	National Cycle Route 1-on road route- travels through the south boundary of the area towards urban Harlow to the west and towards Housham Tye to the south. A footpath travels through the area on the east-west axis. Another footpath travels through Campions towards Churchgate Street to the	<a href="http://www.sustrans.org">www.sustrans.org</a> <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>

<sup>2</sup> For directions to Harlow postcode CM10 1WG was used

		south.	
<b>Water resources</b>			
32	<b>Flood risk</b>	There are areas of flood risk 2 and 3 along a tributary of the Stort (Pincey Brook) which runs on an east-west axis through the area.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
33	<b>Groundwater Source Protection Zones</b>	None in the area	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
34	<b>Water supply and wastewater treatment</b>		

**Additional observations**

**Key constraints include:**

- Adjacent to area of sensitive landscape / Registered Park and Garden

**Key opportunities include:**

**Change log**

<i>Row</i>	<i>Change</i>	<i>Origin</i>	<i>Date</i>

**Map of the area**

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- NOTES**
- Special Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries

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Revision:      By:      Date:      Status:

Drawing Name: **Draft**

Job No: **Harlow Spatial Land Assessment**

Drawing Title: **Area EF11 Developable and Undevelopable Land**

Scale: 1:10,000

Drawn: DJH      Checked: JJA

Map 1: main    Map 2: main    Original:    Date:

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Figure Number: **FIGURE NUMBER**



Date: 24th April 2009  
 Project: Harlow Spatial Land Assessment  
 Drawing: Area EF11 Developable and Undevelopable Land



## Area Profile

### *EF12 – Lower Sheering*



#### **Area Description**

This area is approximately 270ha in size with the M11 on the eastern and the railway line on the western boundary. The area also includes Lower Sheering, east of Sawbridgeworth which is on the northwestern edge. The area is rural, interspersed with properties and cross-cutting minor roads.

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Old Harlow**

Old Harlow is situated to the east of the Town Centre with its northern edge bordering Hertfordshire. It has a population of 5,854. 71.8% of the working age population are economically active with 2,872 people (93%) in

work. 78% of employed residents work full-time and the remaining 22% work part-time. The unemployment rate in the Old Harlow area has consistently been the second lowest in the whole of Harlow. The largest type of occupation for the ward's residents is managers and senior officials, which account for 17% of the employed residents. Administrative and secretarial positions account for the next highest category of employment accounting for approximately 15%.

*Outer adjoining areas*

**Matching**

Matching Parish has a population of 635 people. Housing is predominantly comprised by detached and semi-detached dwellings. Approximately 10% are terraced houses and there are no flats. Dwellings are predominantly owner occupied. Residents primarily use private transport to commute to work.

**Sheering**

Sheering Parish has a population of 2,838 people. There is a broad housing mix and the average household size is 2.12 and the average number of rooms is 5.07. The majority of dwellings are owner occupied and approximately 25% are privately rented. The majority of commuting is by private transport.

**Sawbridgeworth**

The ward has a population of 7,836 which represents 6% of the district's population and is the third largest, by population. The ward includes the village of Sawbridgeworth. Sawbridgeworth is located in the south eastern corner of the district on the A1184, between Bishop's Stortford to the north, and Harlow to the south. It is the fourth largest settlement in the district with a population of approximately 7,900. The town is sited on undulating rising ground to the west of the River Stort. The main aims of the local plan include for Sawbridgeworth: ameliorating the problems associated with traffic in the town and to prevent the further coalescence of the town with the surrounding settlements of Bishop's Stortford, Spellbrook, High Wych, Harlow and Lower Sheering. Green Belt alterations have been proposed for Land at Cambridge Road / Crofters and Land East of Millfields and Lawrence Avenue. Each proposal would see land being taken out of the Green Belt. Major problem for the area is traffic levels on the A1184 and associated roads. It is expected that this situation will be further aggravated with continuing development, particularly at Bishop's Stortford, Stansted Airport and Harlow.

**Relevant local planning policy:**

- **Policies HC6 – 9:** seek to prevent development that would have a detrimental impact on the conservation area, and to ensure that any development that does occur is designed in a sympathetic way.
- **Policy NC2:** states that development or land use change which could directly or indirectly destroy or have an adverse effect upon a county wildlife site will be refused unless it can be demonstrated that the reasons for the proposal clearly outweigh the need to safeguard the intrinsic nature conservation value of the site or feature.

Baseline information			
Topic		Comments	Source
<b>Agricultural land</b>			
1	<b>Agricultural Land Classification</b>	It appears that the majority of the area is underlain by a pelosol soil that is associated with a provisional agricultural land classification grade of 2, whilst the land to the west, closest to river valley is underlain by a brown earth associated with grade 2.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study (2004)
<b>Air quality</b>			
2	<b>Air Quality Management Areas (AQMA)</b>	None in the area  (Epping Forest DC has one designated AQMA, which is unrelated to this area. Harlow BC has	<a href="http://www.airquality.co.uk/archive/index.php">http://www.airquality.co.uk/archive/index.php</a>

		not designated any AQMAs.)	
<b>Communities</b>			
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b></li> <li>• <b>Primary school:</b> 13 junior &amp; primary schools within 4km</li> <li>• <b>Secondary school:</b> 3 within 4km</li> <li>• <b>Hospitals:</b> Harlow walk-in centre (3.4 miles)</li> <li>• <b>GPs:</b> 3 within 2 miles</li> <li>• <b>Dental practices:</b> 3 within 2 miles</li> <li>• <b>Pharmacies:</b> 3 within 2 miles</li> <li>• <b>Recreation areas:</b> Gilden Way (grass pitches) (1 mile), Norman Booth Leisure Centre (1.1 miles), Sawbridgeworth Sports Ground (grass pitches) (1.2 miles), Swallow Leisure (1.1 miles) plus others.</li> <li>• <b>Post office:</b> Sawbridgeworth (1.1 miles)</li> </ul>	<a href="http://www.nhs.uk/servicedirector/es/Pages/ServiceSearch.aspx">http://www.nhs.uk/servicedirector/es/Pages/ServiceSearch.aspx</a> <a href="http://schoolsfinder.direct.gov.uk/">http://schoolsfinder.direct.gov.uk/</a> <a href="http://www.activeplaces.com/Index.asp?Authorise=true">http://www.activeplaces.com/Index.asp?Authorise=true</a> <a href="http://www.postoffice.co.uk/portal/po/finder?catId=20700386">http://www.postoffice.co.uk/portal/po/finder?catId=20700386</a> Distances measured from CM17 ONE
4	<b>Gypsy &amp; Travellers Sites</b>	None in the area	EF Gypsy and Traveller DPD Issues and Options Document <a href="http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp">http://www.eppingforestdc.gov.uk/Council_Services/planning/forward_planning/GandT/consultation_documents.asp</a>
<b>Community wellbeing<sup>1</sup></b>			
5	<b>Index of Multiple Deprivation</b>	Score: 22,989 Ranking: 70%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Score: 778 Ranking: 2%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
	<b>Indices of Deprivation – Living Environment</b>	Score: 24,744 Ranking: 76%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	Score: 24,157 Ranking: 74%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score: 25,410 Ranking: 78%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Score: 29,360 Ranking: 90%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
<b>Contamination</b>			
10	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
11	<b>Waste sites</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyContro">http://maps.environment-agency.gov.uk/wiyby/wiybyContro</a>

<sup>1</sup> The area is part of LSOA E01021795

			<a href="#">ller</a>
12	<b>Noise</b>	Noise levels range between 65 to 75dB or more (day, evening, night) to the east along the M11. To the west, the impact from the M11 is less significant with noise levels ranging between 60 to 60dB (day, evening, night).	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
12	<b>Employment uses</b>	Not clear	
13	<b>Indices of Deprivation - Employment</b>	Score: 28,136 Ranking: 86%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
14	<b>Indices of Deprivation - Income</b>	Score: 28,534 Ranking: 87%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
15	<b>Tourism</b>	None	
<b>Green Belt</b>			
16	<b>Green Belt</b>	<p>There is clear potential for conflicts with the following Green Belt objectives (as set out in PPG2):</p> <ul style="list-style-type: none"> <li>-preserve the setting and special character of historic towns;</li> <li>-the check the unrestricted sprawl of large built-up areas</li> <li>-to prevent neighbouring towns from merging into one another</li> <li>-to assist in safeguarding the countryside from encroachment</li> <li>-to assist in urban regeneration, by encouraging the recycling of derelict and other urban land</li> </ul>	
<b>Heritage &amp; landscape</b>			
17	<b>Historic environment</b>	Registered Park and Garden at Dorrington Hall.	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
19	<b>Landscape character</b>	<p><b>Landform:</b> Valley side</p> <p><b>Settlement pattern / communication routes:</b> Nucleated roadside settlement</p> <p><b>Tranquility:</b> Limited</p> <p><b>Rare features:</b> Limited<sup>2</sup></p> <p><b>Time-depth:</b> The south of the area is designated as a sensitive historic landscape, showing a pre-18<sup>th</sup> Century enclosure pattern. Between Dorrington and Sheering Hal is parkland.</p> <p><b>Sensitivity to:</b> Large-scale development – High Substantial development – High</p>	Harlow Area Landscape and Environment Study (2004)

<sup>2</sup> N.B. The LCA is contradictory, at one point stating that the medieval field pattern to the west of Harlow is of regional significance, and at another point stating that 'much of the farmland is common to character areas to the south.'

		Small-scale development – Moderate	
20	<b>Topography</b>	Eastern slope of the Stort valley	Harlow Area Landscape and Environment Study (2004)
<b>Nature conservation</b>			
21	<b>Geological sites</b>	No geological SSSIs	<a href="http://www.natureonthemap.org.uk">www.natureonthemap.org.uk</a>
22	<b>Green infrastructure</b>	The Stort Valley Way (45km);	<a href="http://www.ldwa.org.uk/">http://www.ldwa.org.uk/</a>
23	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
24	<b>Locally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
25	<b>Nationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
26	<b>Protected species and habitats</b>	None known	Harlow Area Landscape and Environment Study (2004)
27	<b>Woodlands</b>	None in the area	Harlow Area Landscape and Environment Study (2004)
<b>Transport</b>			
28	<b>Distance to Harlow Town Centre</b>	<b>Distance<sup>3</sup>:</b> 3 miles <b>By car:</b> 8 – 10 mins by car <b>Public transport:</b> 25 - 30 mins by walk (16 minutes) and 59 bus (59: 14 services / day Mon – Sat)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a>
29	<b>Distance by road to nearest centres</b>	<b>Sawbridgeworth:</b> 1.7 miles <b>By car:</b> 4 – 6 mins <b>Public transport:</b> Option 1: 25 - 30 mins - Walk (22 mins) and bus SW1 (9 services / day Mon – Fri; 5 services / day Sat) Option 2: walk (35 minutes)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
30	<b>Public transport</b>	Sawbridgeworth and Harlow Town Stations have trains direct to London Liverpool Street, Cambridge and Bishops Stortford. The journey time to London Liverpool St. from Harlow is about 35mins and from Sawbridgeworth around 40 mins.	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> & <a href="http://www.traveline.org.uk/index.htm">http://www.traveline.org.uk/index.htm</a>
31	<b>Strategic road network</b>	Access to the M11 (5.2 miles away) is via the A414 (4.8 miles)	<a href="http://maps.google.co.uk/maps">http://maps.google.co.uk/maps</a> & <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
	<b>Cycling and Walking</b>	There are no cycle routes within the area. The closest routes are to the south National Cycle Route 1-on road route and to the north National Route 11-traffic free route- in Sawbridgeworth. The Stort Valley Way travels through the area on the east-west axis. The area also includes several	<a href="http://www.sustrans.org">www.sustrans.org</a> <a href="http://www.streetmap.co.uk">www.streetmap.co.uk</a>

<sup>3</sup> For directions to Harlow postcode CM10 1WG was used

		footpaths which travel on both north-south and east-west axes.	
<b>Water resources</b>			
32	<b>Flood risk</b>	There are areas of flood risk zone 2 and 3 along the western periphery of the area next to the River Stort and along the southern periphery along Pincey Brook.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
33	<b>Groundwater Source Protection Zones</b>	None in the area	<a href="http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp">http://www.eppingforestdc.gov.uk/Council_Services/environmental_health/ContaminatedLandStrategy.asp</a>
34	<b>Water supply and wastewater treatment</b>		

<p><b>Additional observations</b></p> <p><b>Key constraints include:</b></p> <ul style="list-style-type: none"> <li>Registered Park and Garden and other areas of sensitive landscape</li> </ul> <p><b>Key opportunities include:</b></p>
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**Change log**

Row	Change	Origin	Date

**Map of the area**

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- NOTES
- Spatial Laid Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries

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Drawn	DA	Checked	JA
Stage 1 Date	Stage 2 Date	Approved	Date

Drawn	DA	Checked	JA
Stage 1 Date	Stage 2 Date	Approved	Date

Draft

Harlow Spatial Land Assessment

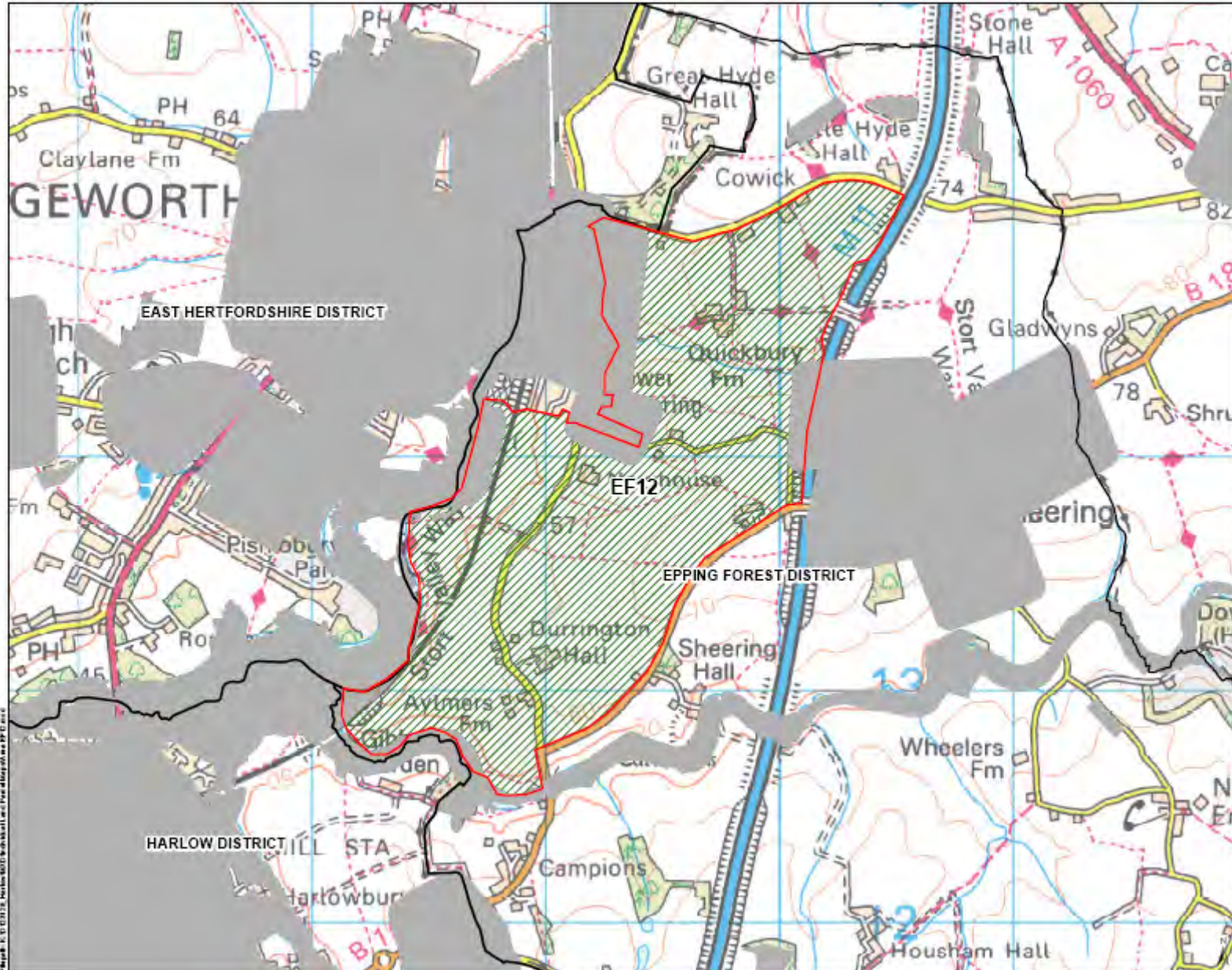
Area EF12 Developable and Undevelopable Land

Scale 1:15,000

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FIGURE NUMBER



Date: 21st April 2009  
 Project: 15101173 - Harlow Spatial Land Assessment  
 File: 15101173 - Harlow Spatial Land Assessment - Final - 21st April 2009

## Area Investigation

### *Pishiobury Park – EH1*



*Source: Pishiobury Park, James Allan, 17/03/09*

#### **Area Description**

The area is bounded to the north by the settlement of Sawbridgeworth, to the east by the district border with Epping Forest, to the south by the District border with Harlow, and to the west by the A1184 and LCA 13. There are settlements to the north (Sawbridgeworth), south (Harlow) and east (High Wych) while the rail line and the Stort Valley Way passes just to the east of the area.

The area itself contains the Harcamlow Way and a single road (Pishiobury Drive) with approximately 75 large detached houses and a red brick late Tudor mansion at the end. The area is situated on a broad band of the north bank of the Stort and is mostly parkland or arable fields.

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Old Harlow**

Old Harlow is situated to the east of the Town Centre with its northern edge bordering Hertfordshire. It has a population of 5,854. 71.8% of the working age population are economically active with 2,872 people (93%) in work. 78% of employed residents work full-time and the remaining 22% work part-time. The unemployment rate in the Old Harlow area has consistently been the second lowest in the whole of Harlow. The largest type of occupation for Old Harlow residents is managers and senior officials accounting for 17% of jobs for the ward's employed residents. Administrative and secretarial positions account for the next highest category of employment accounting for approximately 15%.

##### *Outer adjoining areas*

##### **Sawbridgeworth**

The ward has a population of 7,836 which represents 6% of the district's population and is the third largest, by population. The ward includes the village of Sawbridgeworth. Sawbridgeworth is located in the south eastern corner of the district on the A1184, between Bishop's Stortford to the north, and Harlow to the south. It is the fourth largest settlement in the district with a population of approximately 7,900. The town is sited on undulating rising ground to the west of the River Stort. The main aims of the local plan include for Sawbridgeworth: ameliorating the problems associated with traffic in the town and to prevent the further coalescence of the town with the surrounding settlements of Bishop's Stortford, Spellbrook, High Wych, Harlow and Lower Sheering.

Green Belt alterations have been proposed for Land at Cambridge Road / Crofters and Land East of Millfields and Lawrence Avenue. Each proposal would see land being taken out of the Green Belt. Major problem for the



area is traffic levels on the A1184 and associated roads. It is expected that this situation will be further aggravated with continuing development, particularly at Bishop's Stortford, Stansted Airport and Harlow.

### Key local plan policies

- **BH1 archaeology and new development** – Development will not be permitted where the Council considers that it will adversely affect archaeological sites of national importance, whether scheduled or unscheduled, and their setting.
- **BH2 archaeological evaluations and assessments** – On sites where it is demonstrated that there are remains of archaeological importance, whether of national or local significance, the applicant will be expected to provide the results of an archaeological evaluation and/or assessment prior to the determination of an application.
- **BH3 archaeological conditions and agreements** – i) where development is permitted on sites containing archaeological remains, any planning permission will be subject to conditions and/or formal agreements requiring appropriate excavation and recording in advance of development and the publication of the results. ii) The enhancement of archaeological remains and their setting will be sought by way of a planning obligation in circumstances where such works are necessary and relevant to the development proposed.
- **BH16 Historic parks and gardens** – i) On sites listed in English Heritage's 'Register of Historic Parks and Gardens' and other locally important sites, development proposals that significantly harm their special historic character, appearance or setting will not be permitted. ii) Where appropriate and well-researched, the District Council will encourage proposals for the repair, restoration and management of historic parks and gardens.
- **GBC1 appropriate development in the Green Belt** – Within the Metropolitan Green Belt, as defined on the Proposals Map, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm.
- **ENV14 local sites** – i) Development and land use change likely to have an adverse effect on a Local Nature Reserve or Wildlife Site, or a Regionally Important Geological/Geomorphological Site, will not be permitted unless it can be clearly demonstrated that there are reasons for the proposal, which outweigh the need to safeguard the substantive nature conservation value of the site or feature. ii) In all cases where development or land use change is permitted, which would damage the nature conservation value of the site or feature, such damage will be kept to a minimum. Where appropriate the District Council will consider the use of conditions and/or planning obligations (or as subsequently revised) to provide appropriate mitigatory and/or compensatory measures.

Baseline information		
Topic	Comments	Source
Agricultural land		
1	<b>Agricultural Land Classifications</b> Grade 3 Agricultural land Brown soils	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
Air quality		
2	<b>Air Quality Management Areas (AQMA)</b> None in the area	<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities		
3	<b>Community services and facilities</b> <ul style="list-style-type: none"> <li>• <b>Shopping area:</b> available in Harlow to the south and Sawbridgeworth to the north – none in area itself</li> <li>• <b>Primary schools:</b> none in area, closest are in Harlow and Sawbridgeworth and possibly High Wych</li> <li>• <b>Secondary schools:</b> none in area. Closest found are in Old Harlow (2.37km/1.47m); Sawbridgeworth (2.38km/1.48m); Harlow (2.46km/1.52m)</li> <li>• <b>Hospitals:</b> Harlow, Princess Alexandra (3.1m); Epping, St Margaret's (6.6m); Hertford, Hertford</li> </ul>	Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a>  Hospitals, GPs, dentists, pharmacies (as measured from SG12 8PT): <a href="http://www.nhs.uk/serviceDirectories/Pages/serviceSearch.aspx">http://www.nhs.uk/serviceDirectories/Pages/serviceSearch.aspx</a>

		<p>County (9.9m)</p> <ul style="list-style-type: none"> <li>• <b>GPs:</b> Sawbridgeworth (0.7m); Harlow (1.2m)</li> <li>• <b>Dental Practices:</b> Sawbridgeworth (1m); Old Harlow (1.2m); Harlow (1.2m)</li> <li>• <b>Pharmacies:</b> Sawbridgeworth (0.9m); Harlow (1.2m)</li> <li>• <b>Leisure &amp; cultural facilities:</b> Sports ground (0.9m); Leisure centre (1.17m); Gildea Way (1.19m); Cricket Club (1.24m); Playing field (1.28); Football facilities (1.3m); Swallow Leisure facility (1.37m); Pool and Gym (1.46m); Hotel and Health club (1.48)</li> <li>• <b>Recreation areas:</b> need to refer to open space strategy.</li> <li>• <b>Post Office:</b> Sawbridgeworth (0.9m); High Wych (1m); Harlow (1.3m)</li> </ul>	<p>Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authorize=true">http://www.activeplaces.com/Index.asp?Authorize=true</a></p> <p>Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a></p> <p>(Distances measured from CM21 0AF)</p>
4	<b>Gypsy &amp; Travellers Sites</b>	None in the area	
<b>Community wellbeing<sup>1</sup></b>			
5	<b>Index of Multiple Deprivation</b>	<p>Score: 29,459 Ranking: 90.69%</p> <p>Adjacent score: 13,624 Adjacent ranking: 41.94%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	<p>Score: 13,875 Ranking: 42.72%</p> <p>Adjacent score: 2,743 Adjacent ranking: 7.61%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	<p>Score: 30,956 Ranking: 95.30%</p> <p>Adjacent score: 27,771 Adjacent ranking: 85.50%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	<p>Score: 28,834 Ranking: 88.77%</p> <p>Adjacent score: 23,114 Adjacent ranking: 71.16%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	<p>Score: 24,416 Ranking: 75.17%</p> <p>Adjacent score: 18,300 Adjacent ranking: 56.34%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
10	<b>Indices of Deprivation – Living deprivation</b>	<p>Score: 31,898 Ranking: 98.20%</p>	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

	Topic	Comments	Source
<b>Contamination</b>			
11	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Waste sites</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>

<sup>1</sup> This spatial area is largely found in E01023500. Adjacent area is E01023496

13	<b>Noise</b>	Not applicable	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
14	<b>Employment uses</b>	The area is largely parkland and arable farmland	Employment land survey and use class maps.
15	<b>Indices of Deprivation - Employment</b>	Score: 22,590 Ranking: 69.55 %  Adjacent score: 8,135 Adjacent ranking: 25.04%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
16	<b>Indices of Deprivation - Income</b>	Score: 29,806 Ranking: 91.76%  Adjacent score: 16,621 Adjacent ranking: 51.17%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
17	<b>Tourism</b>	There is a red brick Tudor mansion in the area that is a tourist attraction. The Stort Valley Way and Harcamlow Way also pass through the area.	Harlow Area Landscape and Environment Study
<b>Green Belt</b>			
18	<b>Green Belt</b>	The area is entirely within the greenbelt and development would cause harm against the following principles:  -to check the unrestricted sprawl of large built-up areas  -to prevent neighbouring towns from merging into one another  -to assist in safeguarding the countryside from encroachment  -to assist in urban regeneration, by encouraging the derelict and other urban land	
<b>Heritage &amp; landscape</b>			
19	<b>Historic environment</b>	Includes large areas of Registered Parks and Gardens of Special Historic Interest relative to the size of the area itself. There is a Scheduled Ancient Monument in the northeast corner of the area.	Harlow Area Landscape and Environment Study
20	<b>Landscape character</b>	The area is situated on a broad band of the north bank of the Stort and is mostly parkland or arable fields.  Sensitivity to: Very large-scale urban development: High Substantial urban development: High Small-scale urban development :High	Harlow Area Landscape and Environment Study
21	<b>Topography</b>	None	Harlow Area Landscape and Environment Study

Topic		Comments	Source
Nature conservation			
22	<b>Geological sites</b>	None in the area	Harlow Area Landscape and Environment Study
23	<b>Green infrastructure</b>	The Harcamlow Way and the Stort Valley Way pass through the area. There are also parklands and woodlands which are easily accessible via several footpaths.	Harlow Area Landscape and Environment Study
24	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
25	<b>Locally designated sites</b>	Includes large areas of County Wildlife Sites relative to the size of the area itself.	Harlow Area Landscape and Environment Study
26	<b>Nationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
27	<b>Protected species and habitats</b>	None in the area	Harlow Area Landscape and Environment Study
28	<b>Woodlands</b>	Yes, several small woodland areas	Harlow Area Landscape and Environment Study
Transport <sup>2</sup>			
29	<b>Distance to Harlow Town Centre</b>	<b>Distance:</b> 4.4m <b>By bus:</b> 30 minutes with regular frequency	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
30	<b>Distance by road to nearest centres</b>	<b>Bishop's Stortford:</b> 5.5 miles <b>By public transport:</b> approximately 40 minutes by bus (every 20 minutes) <b>Chelmsford:</b> 18.3 miles <b>Public transport:</b> approximately 1 to 1.5 hours by public transport <b>Stevenage:</b> 21.2 miles <b>Public transport:</b> approximately 2 hours by public transport <b>London:</b> 31 miles <b>Public transport:</b> approximately 1.5 hours by public transport	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
31	<b>Public transport</b>	Harlow Mill rail station is 0.8 miles from the centre of the area and is found just to the south of the area border. Trains are not high frequency. Sawbridgeworth Rail station is 2 miles from the area and is on the same line as Harlow Mill. The 333 to Harlow Town and 510 to Stansted Airport pass through the area along Harlow Rd.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
32	<b>Strategic road network</b>	The A1184 is to the west of the area and provides access to Harlow and Junction 7 of the M11 (approx. 7 miles) and Sawbridgeworth to the north.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>

<sup>2</sup> Distances measured from CM21 0AF

		It also provides access to the A414 to the north west of Harlow.	
33	<b>Cycling and Walking</b>	The Harcamlow Way passes through the area along the Stort River navigational way. This is heavily used as a footpath network. There is a proposed National Cycle Route proposed for the area alongside the river.	<a href="http://www.sustrans.org">www.sustrans.org</a>

Topic	Comments	Source	
<b>Water resources</b>			
34	<b>Flood risk</b>	A large proportion of the area is within Flood Zones 2, 3a and 3b. This refers to the eastern part of the area which is adjacent the River Stort.	<a href="http://www.eastherts.gov.uk/index.jsp?articleid=7408">http://www.eastherts.gov.uk/index.jsp?articleid=7408</a>
35	<b>Groundwater Source Protection Zones</b>	A small part of the southwest section of the area is within an outer and inner GPZ.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
36	<b>Water supply and wastewater treatment</b>	Public water supply is provided by Three Valleys Water, northern region.  Rye Meads is the primary WwTW serving the area. The draft WCS finds that, In the short term, development around Harlow is best steered towards the east, where TWU have already begun to provide the necessary reinforcement to the existing sewer network... Development to the north of the River Stort [should be considered] past 2016]."	Draft Water Cycle Study  <a href="http://www.3valleys.co.uk/pdf/supply-map.pdf">http://www.3valleys.co.uk/pdf/supply-map.pdf</a>

<p><b>Additional observations e.g. regeneration opportunities, infrastructure issues, other specific area opportunities / constraints</b></p> <ul style="list-style-type: none"> <li>• There are many constraints to development in the area including flood risk and registered historical land. Any development would also remove the separation between Sawbridgeworth and Harlow. Additionally, to access the M11 travel must proceed through Harlow along an already congested route.</li> <li>• There are also opportunities for increased public transport given the close location of Harlow Mill and Sawbridgeworth Rail stations – additional development could provide the opportunity to increase the level of services at these stations.</li> <li>• Adjacent to ongoing neighbourhood regeneration projects</li> </ul>
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**Change log**

Row	Change	Origin	Date

**Map of the area**

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- NOTES**
- Spatial Land Area
  - Developable Land
  - Undevelopable Land
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Revision Dates: 

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Drawing Date: Draft

Job No:  
**Harlow Spatial Land Assessment**

Drawing No:  
**Area EH1 Developable and Undevelopable Land**

Scale: 1:10,000

Drawn:	DH	Checked:	JA
Stage 1 Date:	Stage 2 Date:	Original:	Date:

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FIGURE NUMBER



Date: 208 April 2008  
Project: 101012101\_HarlowSpatialLandAssessment\_EH1.rvt

## Area Investigation

### EH2 – High Wych



(a)



(b)

Source: (a) Redricks lane (b) High Wych Road, James Allan, 17/03/09

#### **Area Description**

The area is bordered to the north by the built up area of High Wych, to the east by the A1184 and LCA 10D, to the south by Redricks Lane and LCA 12, and to the west by High Wych Road and LCA 10C. The area is entirely in the Green Belt and includes several footpaths. It is largely open, arable farmland.

Key infrastructure includes the A1184 to the east of the area and the settlement of High Wych in the northeast corner of the area.

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Mark Hall**

Mark Hall has a population of 6,979 and it is predominantly white in its ethnic make-up, with people classified as White-British comprising 92% of the population. The largest ethnic minority group in Mark Hall is Asian or Asian British who account for approximately 2% of the population. 41% of households are one family households and pensioner households account for approximately 30% of the overall number of households. Qualification statistics suggest that the ward has a relatively low level of educational and qualification based attainment. In all fields Mark Hall is identifiable by its lack of higher-level qualifications, falling well below national averages. 68.4% of the 16-74 population are economically active while the largest type of occupation for residents is in elementary occupations (17%) and administrative and secretarial (15%). Unemployment remains one of the lowest in Harlow, ranking 9 out of the 11 wards.

Conservation Area - 4. Mark Hall North - policies 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), and BE10 (New development in Conservation Areas or development that affects the setting, surrounding area, or inward and outward views will be granted planning permission providing: 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) apply.

##### *Outer adjoining areas*

##### **Much Hadham**

Much Hadham has a population of 3,010 and makes up 2.3% of the district's population. Out of the 30 wards, Much Hadham is the 17th largest ward by population. Almost a quarter of people work in financial and business services, a fifth in public administration and 18.3% in distribution, hotels and catering. The ward includes the parishes of High Wych, Much Hadham and Thorley Rural parish ward. Approximately half of the lower part of the ward is within the Green Belt. Policy GBC2 The rural area beyond the Green Belt states that this area will be maintained in the central and northern part of the district, as defined on the proposals map, wherein inappropriate development will not be permitted. Land is largely agricultural and there are no large settlements.

### **Sawbridgeworth**

The ward has a population of 7,836 which represents 6% of the district's population and is the third largest, by population. The ward includes the village of Sawbridgeworth. Sawbridgeworth is located in the south eastern corner of the district on the A1184, between Bishop's Stortford to the north, and Harlow to the south. It is the fourth largest settlement in the district with a population of approximately 7,900. The town is sited on undulating rising ground to the west of the River Stort. The main aims of the local plan include for Sawbridgeworth: ameliorating the problems associated with traffic in the town and to prevent the further coalescence of the town with the surrounding settlements of Bishop's Stortford, Spellbrook, High Wych, Harlow and Lower Sheering. Green Belt alterations have been proposed for Land at Cambridge Road / Crofters and Land East of Millfields and Lawrence Avenue. Each proposal would see land being taken out of the Green Belt. Major problem for the area is traffic levels on the A1184 and associated roads. It is expected that this situation will be further aggravated with continuing development, particularly at Bishop's Stortford, Stansted Airport and Harlow.

### **Key local plan policies**

- **BH1 archaeology and new development** – Development will not be permitted where the Council considers that it will adversely affect archaeological sites of national importance, whether scheduled or unscheduled, and their setting.
- **BH2 archaeological evaluations and assessments** – On sites where it is demonstrated that there are remains of archaeological importance, whether of national or local significance, the applicant will be expected to provide the results of an archaeological evaluation and/or assessment prior to the determination of an application.
- **BH3 archaeological conditions and agreements** – i) where development is permitted on sites containing archaeological remains, any planning permission will be subject to conditions and/or formal agreements requiring appropriate excavation and recording in advance of development and the publication of the results. ii) The enhancement of archaeological remains and their setting will be sought by way of a planning obligation in circumstances where such works are necessary and relevant to the development proposed.
- **BH4 Demolition in Conservation Areas** – Proposals for the demolition of a structure in a Conservation Area will be permitted where: a) the structure to be demolished makes no positive contribution to the character, appearance or setting of a Conservation Area and the proposed replacement use or structure or enhances the Conservation Area; and b) where appropriate, detailed proposals for the site's use or redevelopment have been granted planning permission.
- **BH5 Extensions and alternations to unlisted buildings in conservation areas** – Proposals to extend or alter an unlisted building in a Conservation Area which require planning permission will be permitted where they are sympathetic in terms of scale, height, proportion, form, materials, and siting in relation to the building itself, adjacent buildings and the general character and appearance of the area.
- **BH6 New developments in conservation areas** – New developments in or adjacent to a Conservation Area will be permitted where: a) they are sympathetic in terms of scale, height, proportion, form, materials, and siting in relation to the general character and appearance of the area or are otherwise of such high quality as to be highly likely to enhance the character and appearance of the area; b) those open spaces, trees, and other landscape features materially contributing to the character or appearance of the area are not affected to the significant detriment of that area; c) historically significant development features such as a street pattern, boundary walls, and street furniture are wherever possible retained; and d) important views within, and out of the Conservation Area or its setting are respected.
- **GBC1 appropriate development in the Green Belt** – Within the Metropolitan Green Belt, as defined on the Proposals Map, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm.



Baseline information		
Topic	Comments	Source
Agricultural land		
1	<b>Agricultural Land Classifications</b> Grade 2 and 3 Soil: Lowestoft till	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
Air quality		
2	<b>Air Quality Management Areas (AQMA)</b> None	<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities		
3	<b>Community services and facilities</b> <ul style="list-style-type: none"> <li>• <b>Shopping area:</b> Day-to-day needs may be met in High Wych. Greater shopping needs must be met in either Sawbridgeworth or Harlow.</li> <li>• <b>Primary schools:</b> Perhaps in High Wych. Also can be found in Sawbridgeworth and Harlow.</li> <li>• <b>Secondary schools:</b> none in the area. Nearest are in Sawbridgeworth (2.41km/1.5m); Harlow (2.59km/1.6m); Old Harlow (2.96km/1.83m)</li> <li>• <b>Hospitals:</b> Harlow, Princess Alexandra Hospital (2.9m); Epping, St Margaret's (6.7m); Hertford, Hertford County (9.4m)</li> <li>• <b>GPs:</b> None in area. Nearest are in Sawbridgeworth (0.3m); Sawbridgeworth (1m); Harlow (1.2m)</li> <li>• <b>Dental Practices:</b> Sawbridgeworth (1.1m); Harlow (1.2m); Harlow (1.3m)</li> <li>• <b>Pharmacies:</b> Sawbridgeworth (1.1m); Sawbridgeworth (1.1m); Old Harlow (1.3m)</li> <li>• <b>Leisure &amp; cultural facilities:</b> Hotel and Health Club (0.97m); Sports ground (1.05); Football facilities (1.31m); Leisure centre (1.41m); Cricket club (1.41); Playing fields (1.48m); School (1.49m); Sports centre (1.64); Swallow Leisure (1.73m); School (1.88); Gym (1.95); Sports and social club (1.98). Church is adjacent to northwestern side of area.</li> <li>• <b>Recreation areas:</b> need to refer to open space strategy.</li> <li>• <b>Post Office:</b> High Wych (0.5m); Sawbridgeworth (1.1m); Harlow (1.4m)</li> </ul>	Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a>  Hospitals, GPs, dentists, pharmacies: <a href="http://www.nhs.uk/service directories/Pages/serviceSearch.aspx">http://www.nhs.uk/service directories/Pages/serviceSearch.aspx</a>  Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authorize=true">http://www.activeplaces.com/Index.asp?Authorize=true</a>  Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a>  (Distances measured from CM21 0AS )
4	<b>Gypsy &amp; Travellers Sites</b> None in area	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
Community wellbeing <sup>1</sup>		
5	<b>Index of Multiple Deprivation</b> Score: 29,459 Ranking: 90.69%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b> Score: 13,875 Ranking: 42.72%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b> Score: 30,956 Ranking: 95.30%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b> Score: 28,834 Ranking: 88.77%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b> Score: 24,416 Ranking: 75.17%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> This spatial area is largely found in E01023500.

			<a href="#">Display.aspx</a>
10	<b>Indices of Deprivation – Living deprivation</b>	Score: 31,898 Rank: 98.20%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

Topic		Comments	Source
<b>Contamination</b>			
11	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Waste sites</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
13	<b>Noise</b>	Base case forecasts for aircraft noise in 2030 show that this area would be subject to 57 LAeq approximately 30% of the time. The Development Case for predicted aircraft noise in 2030 shows that this area will be affected by 57 Dba LAeq for approximately 30% of the time.	Environmental Research and Consultancy Department (2009). <i>Stansted Generation 2 (Appendix 5)</i> . London: Civil Aviation Authority.
<b>Economy</b>			
14	<b>Employment uses</b>	Agriculture, small shops, potentially some light industry	Employment land survey and use class maps.
15	<b>Indices of Deprivation - Employment</b>	Score: 22,590 Ranking: 69.55%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
16	<b>Indices of Deprivation - Income</b>	Score: 29,806 Ranking: 91.76%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
17	<b>Tourism</b>	Wildlife sites	
<b>Green Belt</b>			
18	<b>Green Belt</b>	The area is within the Green Belt. Development would cause harm against the following purposes: <ul style="list-style-type: none"> <li>- to check the unrestricted sprawl of large built-up areas;</li> <li>- to prevent neighbouring towns from merging into one another;</li> <li>- to assist in safeguarding the countryside from encroachment;</li> <li>- to preserve the setting and special character of historic towns;</li> <li>- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</li> </ul>	
<b>Heritage &amp; landscape</b>			

19	<b>Historic environment</b>	There is a conservation area in north west part of the area.	Harlow Area Landscape and Environment Study
20	<b>Landscape character</b>	Rising slope with some undulation and a small-scale and intricate landscape pattern. The southern skyline is dominated by urban and the northern by rural. Sense of tranquillity/remoteness is decreasing due to urban influence.  <b>Sensitivity to:</b> Very large-scale urban development: Moderate Substantial urban development: Moderate Small-scale urban development: Low	Harlow Area Landscape and Environment Study
21	<b>Topography</b>	Rising slope offering views of Harlow skyline.	Harlow Area Landscape and Environment Study

Topic		Comments	Source
Nature conservation			
22	<b>Geological sites</b>	None in the area	Harlow Area Landscape and Environment Study
23	<b>Green infrastructure</b>	There are footpaths within the area.	Harlow Area Landscape and Environment Study
24	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
25	<b>Locally designated sites</b>	Contains one County Wildlife site	Harlow Area Landscape and Environment Study
26	<b>Nationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
27	<b>Protected species and habitats</b>	None known in the area	Harlow Area Landscape and Environment Study
28	<b>Woodlands</b>	None in the area	Harlow Area Landscape and Environment Study
Transport <sup>2</sup>			
29	<b>Distance to Harlow Town Centre</b>	<b>Distance:</b> 4 miles <b>Bus:</b> approximately 30 minutes and with regular frequency.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
30	<b>Distance by road to nearest centres</b>	<b>Bishop's Stortford:</b> 5.1 miles <b>Public transport:</b> approximately 25 minutes by bus (every 20 minutes)	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>

<sup>2</sup> Distances measured from CM21 0AS

		<p><b>Chelmsford:</b> 18.1 miles</p> <p><b>Public transport:</b> approximately 1.15 hours by public transport (infrequent)</p> <p><b>Stevenage:</b> 20.8 miles</p> <p><b>Public transport:</b> approximately 2 hours by public transport (infrequent)</p> <p><b>London:</b> 30.7 miles</p> <p><b>Public transport:</b> approximately 1.5 hours by public transport</p>	
31	<b>Public transport</b>	Harlow Mill rail station is 1.4 miles away however the service is not frequent. There are bus stops on Harlow Rd for the 333 (infrequent) to Harlow and the 510 (infrequent) to Stansted Airport. Bus 347 (infrequent) to Harlow travels along High Wych Rd.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
32	<b>Strategic road network</b>	It is approximately 5 miles to Junction 7 of the M11 which is accessed via the A414. There are congestion problems along this route at peak times.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
33	<b>Cycling and Walking</b>	There are a couple public footpaths in the area.	<a href="http://www.sustrans.org">www.sustrans.org</a>

	Topic	Comments	Source
<b>Water resources</b>			
34	<b>Flood risk</b>	Area not in flood risk	<a href="http://www.eastherts.gov.uk/index.jsp?articleid=7408">http://www.eastherts.gov.uk/index.jsp?articleid=7408</a>
35	<b>Groundwater Source Protection Zones</b>	The majority of the area falls within an inner protection zone. Some also falls within an outer zone.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
36	<b>Water supply and wastewater treatment</b>	<p>Public water supply is provided by Three Valleys Water, northern region.</p> <p>Rye Meads is the primary WwTW serving the area. The draft WCS finds that, In the short term, development around Harlow is best steered towards the east, where TWU have already begun to provide the necessary reinforcement to the existing sewer network... Development to the north of the River Stort [should be considered] past 2016]."</p>	<p>Draft Water Cycle Study</p> <p><a href="http://www.3valleys.co.uk/pdf/supply-map.pdf">http://www.3valleys.co.uk/pdf/supply-map.pdf</a></p>

<p><b>Additional observations</b></p> <ul style="list-style-type: none"> <li>The majority of the area lies within an inner Groundwater Source Protection Zone.</li> </ul>
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**Change log**

<i>Row</i>	<i>Change</i>	<i>Origin</i>	<i>Date</i>

***Map of the area***

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- NOTES**
- Spatial Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries

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Scott Wilson 0190531875 2008

Revision	Date	By

Drawing Date: **Draft**

Job No: **Harlow Spatial Land Assessment**

Drawing No: **Area EH2 Developable and Undevelopable Land**

Scale: **1:10,000**

Client:	DH	Project:	JA
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Stage 1 Date:	Stage 2 Date:	Original:	Date:

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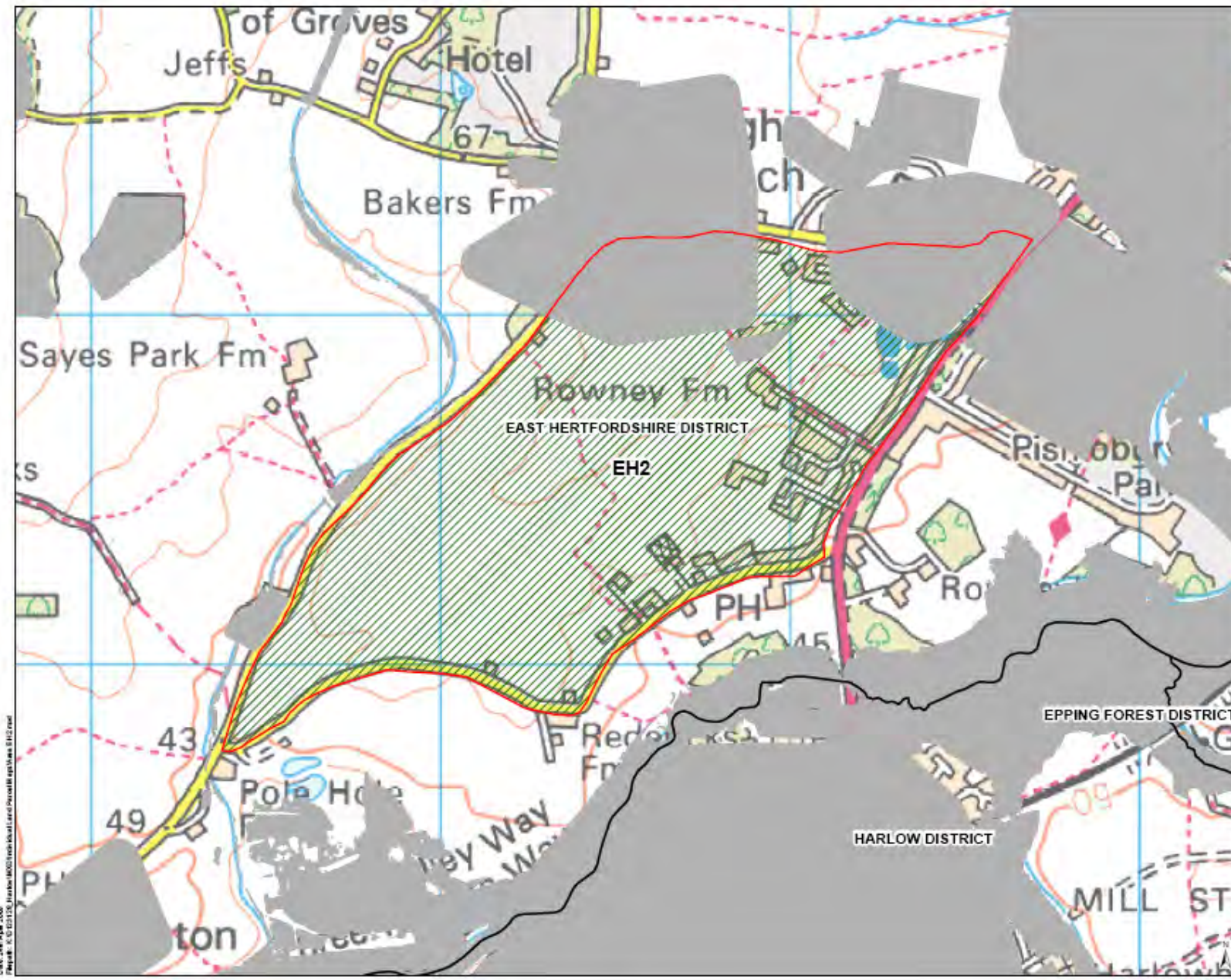


FIGURE NUMBER



Date: 24-1-2008  
 File: 248-1-24-2008  
 Project: C:\GIS\248-1-24-2008\248-1-24-2008\248-1-24-2008.dwg

## Area Investigation

### *EH3 – Gilston East*



(a)



(b)

Source: (a) Redricks Lane (b) Eastwick Road, James Allan, 17/03/09

#### **Area Description**

The area lies north of the River Stort and Harlow and runs along a north-south axis. The settlement of Gilston is to the east of the area and it also includes Terlings Park (6 ha) as an employment site. The area is entirely within the Green Belt and lies within the valley floor of the River Stort.

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Mark Hall**

Mark Hall has a population of 6,979 and it is predominantly white in its ethnic make-up, with people classified as White-British comprising 92% of the population. The largest ethnic minority group in Mark Hall is Asian or Asian British who account for approximately 2% of the population. 41% of households are one family households and pensioner households account for approximately 30% of the overall number of households. Qualification statistics suggest that the ward has a relatively low level of educational and qualification based attainment. In all fields Mark Hall is identifiable by its lack of higher-level qualifications, falling well below national averages. 68.4% of the 16-74 population are economically active while the largest type of occupation for residents is in elementary occupations (17%) and administrative and secretarial (15%). Unemployment remains one of the lowest in Harlow, ranking 9 out of the 11 wards.

Conservation Area - 4. *Mark Hall North* - policies 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), and BE10 (New development in Conservation Areas or development that affects the setting, surrounding area, or inward and outward views will be granted planning permission providing: 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) apply.

##### **Netteswell**

The ward of Netteswell is situated in close proximity to the Harlow Town Centre and stretches northwards towards Hertfordshire. Netteswell has a population of 7,036. The area is predominantly urban with some Green

Wedges. The area also contains one conservation area (Netteswellbury). The ward of Netteswell has the highest percentage of unemployed people with lower level qualifications in all of Harlow's wards (over 58%). In the fields, 'all people' and 'in employment', the ward of Netteswell is well above the national average for being characterised as having no qualifications or an unknown level of education. 69.1% of the working age population are economically active with 3,160 people (90%) in work. The largest type of occupation for the residents in this ward is in elementary occupations, followed by administrative and secretarial positions.

#### *Outer adjoining areas*

#### **Sawbridgeworth**

The ward has a population of 7,836 which represents 6% of the district's population and is the third largest, by population. The ward includes the village of Sawbridgeworth. Sawbridgeworth is located in the south eastern corner of the district on the A1184, between Bishop's Stortford to the north, and Harlow to the south. It is the fourth largest settlement in the district with a population of approximately 7,900. The town is sited on undulating rising ground to the west of the River Stort. The main aims of the local plan include for Sawbridgeworth: ameliorating the problems associated with traffic in the town and to prevent the further coalescence of the town with the surrounding settlements of Bishop's Stortford, Spellbrook, High Wych, Harlow and Lower Sheering. Green Belt alterations have been proposed for Land at Cambridge Road / Crofters and Land East of Millfields and Lawrence Avenue. Each proposal would see land being taken out of the Green Belt. Major problem for the area is traffic levels on the A1184 and associated roads. It is expected that this situation will be further aggravated with continuing development, particularly at Bishop's Stortford, Stansted Airport and Harlow.

#### **Much Hadham**

Much Hadham has a population of 3,010 and makes up 2.3% of the district's population. Out of the 30 wards, Much Hadham is the 17<sup>th</sup> largest ward by population. Almost a quarter of people work in financial and business services, a fifth in public administration and 18.3% in distribution, hotels and catering. The ward includes the parishes of High Wych, Much Hadham and Thorley Rural parish ward. Approximately half of the lower part of the ward is within the Green Belt. Policy GBC2 The rural area beyond the Green Belt states that this area will be maintained in the central and northern part of the district, as defined on the proposals map, wherein inappropriate development will not be permitted. Land is largely agricultural and there are no large settlements.

#### **Hunsdon**

Hunsdon has a population of 2,853 and makes up 2.2% of the district's population. The ward has the 19<sup>th</sup> largest population out of the 30 wards. 2.2% of people are unemployed - the third highest proportion in East Herts. The area includes the settlement of Hunsdon which is a Category 1 village. The lower half of the ward lies within the Green Belt. Policy GBC1 Appropriate Development in the Green Belt states that within the Metropolitan Green Belt, as defined by the proposals map, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm. Policy GBC2 The rural area beyond the Green Belt states that this area will be maintained in the central and northern part of the district, as defined on the proposals map, wherein inappropriate development will not be permitted. Land is largely agricultural

#### ***Key local plan policies***

- **ENV14 local sites** – i) Development and land use change likely to have an adverse effect on a Local Nature Reserve or Wildlife Site, or a Regionally Important Geological/Geomorphological Site, will not be permitted unless it can be clearly demonstrated that there are reasons for the proposal, which outweigh the need to safeguard the substantive nature conservation value of the site or feature. ii) In all cases where development or land use change is permitted, which would damage the nature conservation value of the site or feature, such damage will be kept to a minimum. Where appropriate the District Council will consider the use of conditions and/or planning obligations (or as subsequently revised) to provide appropriate mitigatory and/or compensatory measures.
- **GBC1 appropriate development in the Green Belt** – Within the Metropolitan Green Belt, as defined on the Proposals Map, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm.
- **BH1 archaeology and new development** – Development will not be permitted where the Council considers that it will adversely affect archaeological sites of national importance, whether scheduled or unscheduled, and their setting.



- **BH2 archaeological evaluations and assessments** – On sites where it is demonstrated that there are remains of archaeological importance, whether of national or local significance, the applicant will be expected to provide the results of an archaeological evaluation and/or assessment prior to the determination of an application.
- **BH3 archaeological conditions and agreements** – i) where development is permitted on sites containing archaeological remains, any planning permission will be subject to conditions and/or formal agreements requiring appropriate excavation and recording in advance of development and the publication of the results. ii) The enhancement of archaeological remains and their setting will be sought by way of a planning obligation in circumstances where such works are necessary and relevant to the development proposed.

Baseline information		
Topic	Comments	Source
Agricultural land		
1	<b>Agricultural Land Classifications</b> Grade 2 and 3 Lowestoft Till and River terrace deposits	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
Air quality		
2	<b>Air Quality Management Areas (AQMA)</b> None in the area	<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities		
3	<b>Community services and facilities</b> <ul style="list-style-type: none"> <li>• <b>Shopping area:</b> There is no shopping within the area. Daily needs and greater shopping needs can be met to the immediate south in Harlow.</li> <li>• <b>Primary schools:</b> None in area. Closest to be found in Sawbridgeworth and Harlow.</li> <li>• <b>Secondary schools:</b> Sawbridgeworth (2.31km/1.43m); Harlow (3.3km/2.05m); Much Hadham (3.39km/2.1m)</li> <li>• <b>Hospitals:</b> Harlow, Princess Alexandra (2.6m); Epping, St Margaret's (6.5m); Hertford County (9.2m)</li> <li>• <b>GPs:</b> Sawbridgeworth (0.6m); Harlow (1m); Sawbridgeworth (1.3m)</li> <li>• <b>Dental Practices:</b> Old Harlow (1m); Old Harlow (1.1m); Sawbridgeworth (1.4m)</li> <li>• <b>Pharmacies:</b> Old Harlow (1.1m); Sawbridgeworth (1.4m); Sawbridgeworth (1.4m)</li> <li>• <b>Leisure &amp; cultural facilities:</b> Hotel and health club (1.11m); Cricket club (1.28m); Leisure Centre (1.36m); Playing fields (1.36m); Sports centre (1.38m); Gym (1.43m); School (1.45m); Sports and social club (1.7m); Sports ground (1.74m); Swallow Leisure (1.78m); Sports centre (1.84m); Playing fields (1.87m); Sports and social club (1.88m); Sports club (1.88m); School (1.92m); Football facilities (1.96m). The Stort Valley Way also travels through the southern part of the area.</li> <li>• <b>Recreation areas:</b> need to refer to open space strategy.</li> <li>• <b>Post Office:</b> High Wych (0.6m); Harlow (1.2m); Sawbridgeworth (1.4m)</li> </ul>	Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a>  Hospitals, GPs, dentists, pharmacies (as measured from: <a href="http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx">http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx</a>  Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authorize=true">http://www.activeplaces.com/Index.asp?Authorize=true</a>  Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a>  (Distances measured from CM21 0RL)
4	<b>Gypsy &amp; Travellers Sites</b> None in the area	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
Community wellbeing <sup>1</sup>		
5	<b>Index of Multiple</b> LSOA1	<a href="http://www.imd.communities.gov.uk">http://www.imd.communities.gov.uk</a>

<sup>1</sup> The area is within LSOAs E01023500 (LSOA1) and E01023492 (LSOA2)

	<b>Deprivation</b>	Score: 29,459 Ranking: 90.69%  LSOA2 Score: 23,577 Ranking: 72.58%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">ities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	LSOA1 Score: 13,875 Ranking: 42.72%  LSOA2 Score: 5,306 Ranking: 16.34%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	LSOA1 Score: 30,956 Ranking: 95.30%  LSOA2 Score: 27,473 Ranking: 84.58%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	LSOA1 Score: 28,834 Ranking: 88.77%  LSOA2 Score: 20,581 Ranking: 63.36%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	LSOA1 Score: 24,416 Ranking: 75.17%  LSOA2 Score: 27,646 Ranking: 85.11%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
10	<b>Indices of Deprivation – Living deprivation</b>	LSOA1 Score: 31,898 Rank: 98.20%  LSOA2 Score: 16,206 Ranking: 49.89%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

Topic	Comments	Source	
<b>Contamination</b>			
11	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://maps.environmental-agency.gov.uk/wiyby/wiybyController">http://maps.environmental-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Waste sites</b>	None in the area	<a href="http://maps.environmental-agency.gov.uk/wiyby/wiybyController">http://maps.environmental-agency.gov.uk/wiyby/wiybyController</a>
13	<b>Noise</b>	The Development Case for predicted aircraft noise in 2030 shows that this area will be affected by 57 Dba LAeq for approximately 30% of the time.	Environmental Research and Consultancy Department (2009). <i>Stansted Generation 2 (Appendix 5)</i> . London: Civil Aviation Authority.
<b>Economy</b>			
14	<b>Employment uses</b>	Agriculture and tourism. Terlings Park (6 ha)	Employment land survey and use class

		employment site has been identified by the local plan for this area.	maps.
15	<b>Indices of Deprivation - Employment</b>	LSOA1 Score: 22,590 Ranking: 69.55%  LSOA2 Score: 28,402 Ranking: 87.44%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
16	<b>Indices of Deprivation - Income</b>	LSOA1 Score: 29,806 Ranking: 91.76%  LSOA2 Score: 21,678 Ranking: 66.74%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
17	<b>Tourism</b>	The Stort Valley Way passes through the southern part of the area. There are also wildlife sites.	

**Green Belt**

18	<b>Green Belt</b>	The area is within the Green Belt. Development would cause harm against the following purposes: - to check the unrestricted sprawl of large built-up areas; - to assist in safeguarding the countryside from encroachment; - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	
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**Heritage & landscape**

19	<b>Historic environment</b>	None in the area	Harlow Area Landscape and Environment Study
20	<b>Landscape character</b>	This is an intact and historic waterway landscape with a narrow, flat valley bottom and a small-scale landscape pattern which is generally discontinuous.  <b>Sensitivity to:</b> Very large-scale urban development: High Substantial urban development: High Small-scale urban development: Moderate	Harlow Area Landscape and Environment Study
21	<b>Topography</b>	Valley bottom	Harlow Area Landscape and Environment Study

Topic	Comments	Source
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<b>Nature conservation</b>			
22	<b>Geological sites</b>	None in the area	Harlow Area Landscape and Environment Study

23	<b>Green infrastructure</b>	The Stort Valley Way passes through the area. There are several footpaths, and small wooded areas.	Harlow Area Landscape and Environment Study
24	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
25	<b>Locally designated sites</b>	The area contains a Local Nature Reserve and County Wildlife Sites	Harlow Area Landscape and Environment Study
26	<b>Nationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
27	<b>Protected species and habitats</b>	None in the area	Harlow Area Landscape and Environment Study
28	<b>Woodlands</b>	Small woodland areas.	Harlow Area Landscape and Environment Study
<b>Transport<sup>2</sup></b>			
29	<b>Distance to Harlow Town Centre</b>	<b>Distance:</b> 3.7m <b>Bus:</b> Approximately 30 minutes by bus (medium frequency)	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
30	<b>Distance by road to nearest centres</b>	<b>Bishop's Stortford:</b> 5.4 miles <b>Public transport:</b> approximately 25 minutes by bus (every 20 minutes) <b>Chelmsford:</b> 18.4 miles <b>Public transport:</b> approximately 1:15 hours by public transport (infrequent) <b>Stevenage:</b> 20.3 miles <b>Public transport:</b> approximately 1:45 hours by public transport (infrequent) <b>London:</b> 30.6 miles <b>Public transport:</b> approximately 1.5 hours by public transport	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
31	<b>Public transport</b>	Harlow Rail station is adjacent the southwest corner of the area and Harlow Mill station is just to the south of the southeast corner of the area.  Bus 347 travels along Eastwick Rd which forms the northwest border of the area. Service is infrequent.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
32	<b>Strategic road network</b>	Junction 7 of the M11 is approximately 4.8 miles from this area and it is accessed via the A414. There are congestion problems along this route at peak times.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
33	<b>Cycling and Walking</b>	The Stort Valley Way and Three Forests Way pass through the southern part of the area. In addition there are smaller public footpaths running on a north south axis which connect northern footpath networks to the Stort Valley.	<a href="http://www.sustrans.org">www.sustrans.org</a>

<sup>2</sup> Distances measured from CM21 0RL

Topic	Comments	Source
<b>Water resources</b>		
34	<b>Flood risk</b>	Contains areas of flood risk zones 2b and 3 along the River Stort in the southern part of the area.
		<a href="http://www.eastherts.gov.uk/index.jsp?articleid=7408">http://www.eastherts.gov.uk/index.jsp?articleid=7408</a>
35	<b>Groundwater Source Protection Zones</b>	A small part of the northeast corner of the area lies within an inner protection zone and also includes some parts of an outer zone.
		<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
36	<b>Water supply and wastewater treatment</b>	Public water supply is provided by Three Valleys Water, northern region.  Rye Meads is the primary WwTW serving the area. The draft WCS finds that, In the short term, development around Harlow is best steered towards the east, where TWU have already begun to provide the necessary reinforcement to the existing sewer network... Development to the north of the River Stort [should be considered] past 2016]."
		Draft Water Cycle Study  <a href="http://www.3valleys.co.uk/pdf/supply-map.pdf">http://www.3valleys.co.uk/pdf/supply-map.pdf</a>

**Additional observations**

- located close to Harlow and Harlow Town rail station
- contains area of flood risk and inner protection zone
- high sensitivity to very large scale and substantial urban development

**Change log**

Row	Change	Origin	Date

**Map of the area**



## Area Investigation

### *EH4 – Gilston North*



(a)



(b)

Source: (a) High Wych Road (b) Jeff's Farm, James Allan, 17/03/09

#### **Area Description**

The area is entirely within the Green Belt and is bounded to the south and east by High Wych Road, and by Eastwick Road to the west. It is predominantly agricultural land with four small wooded areas. A tributary of the River Stort transects the area on a north-south axis in the northeast corner of the area. The settlement of Gilston is in the south section of the area and High Wych is immediately adjacent to the east of the area. It is on an area of elevated land with views to the south towards Harlow.

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Netteswell**

The ward of Netteswell is situated in close proximity to the Harlow Town Centre and stretches northwards towards Hertfordshire. Netteswell has a population of 7,036. The area is predominantly urban with some Green Wedges. The area also contains one conservation area (Netteswellbury)

The ward of Netteswell has the highest percentage of unemployed people with lower level qualifications in all of Harlow's wards (over 58%). In the fields, 'all people' and 'in employment', the ward of Netteswell is well above the national average for being characterised as having no qualifications or an unknown level of education. 69.1% of the working age population are economically active with 3,160 people (90%) in work. The largest type of occupation for the residents in this ward is in elementary occupations, followed by administrative and secretarial positions.

##### **Mark Hall**

Mark Hall has a population of 6,979 and it is predominantly white in its ethnic make-up, with people classified as White-British comprising 92% of the population. The largest ethnic minority group in Mark Hall is Asian or Asian British who account for approximately 2% of the population. 41% of households are one family households and pensioner households account for approximately 30% of the overall number of households. Qualification statistics suggest that the ward has a relatively low level of educational and qualification based attainment. In all fields Mark Hall is identifiable by its lack of higher-level qualifications, falling well below national averages. 68.4%

of the 16-74 population are economically active while the largest type of occupation for residents is in elementary occupations (17%) and administrative and secretarial (15%). Unemployment remains one of the lowest in Harlow, ranking 9 out of the 11 wards.

Conservation Area - 4. *Mark Hall North* - policies 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), and BE10 (New development in Conservation Areas or development that affects the setting, surrounding area, or inward and outward views will be granted planning permission providing: 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) apply.

#### *Outer adjoining areas*

#### **Much Hadham**

Much Hadham has a population of 3,010 and makes up 2.3% of the district's population. Out of the 30 wards, Much Hadham is the 17<sup>th</sup> largest ward by population. Almost a quarter of people work in financial and business services, a fifth in public administration and 18.3% in distribution, hotels and catering. The ward includes the parishes of High Wych, Much Hadham and Thorley Rural parish ward. Approximately half of the lower part of the ward is within the Green Belt. Policy **GBC2 The rural area beyond the Green Belt** states that this area will be maintained in the central and northern part of the district, as defined on the proposals map, wherein inappropriate development will not be permitted. Land is largely agricultural and there are no large settlements.

#### **Hunsdon**

Hunsdon has a population of 2,853 and makes up 2.2% of the district's population. The ward has the 19<sup>th</sup> largest population out of the 30 wards. 2.2% of people are unemployed - the third highest proportion in East Herts. The area includes the settlement of Hunsdon which is a Category 1 village. The lower half of the ward lies within the Green Belt. **Policy GBC1 Appropriate Development in the Green Belt** states that within the Metropolitan Green Belt, as defined by the proposals map, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm. Policy **GBC2 The rural area beyond the Green Belt** states that this area will be maintained in the central and northern part of the district, as defined on the proposals map, wherein inappropriate development will not be permitted. Land is largely agricultural

#### **Key local plan policies**

- **ENV14 local sites** – i) Development and land use change likely to have an adverse effect on a Local Nature Reserve or Wildlife Site, or a Regionally Important Geological/Geomorphological Site, will not be permitted unless it can be clearly demonstrated that there are reasons for the proposal, which outweigh the need to safeguard the substantive nature conservation value of the site or feature. ii) In all cases where development or land use change is permitted, which would damage the nature conservation value of the site or feature, such damage will be kept to a minimum. Where appropriate the District Council will consider the use of conditions and/or planning obligations (or as subsequently revised) to provide appropriate mitigatory and/or compensatory measures.
- **GBC1 appropriate development in the Green Belt** – Within the Metropolitan Green Belt, as defined on the Proposals Map, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm.

Baseline information			
Topic		Comments	Source
Agricultural land			
1	<b>Agricultural Land Classifications</b>	Grade 2 and 3 Lowestoft Till and Head	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
Air quality			
2	<b>Air Quality Management Areas (AQMA)</b>	None	<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities			



3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b> None in area. Daily and greater needs can be met in Sawbridgeworth and Harlow.</li> <li>• <b>Primary schools:</b> None in area. Closest may be found in Sawbridgeworth and Harlow.</li> <li>• <b>Secondary schools:</b> None in area. Closest found in: Harlow (2.98km/1.85m); Harlow (3.13km/1.94m); Much Hadham (3.29km/2.04m)</li> <li>• <b>Hospitals:</b> Harlow, Princess Alexandra (2.4m); Epping, St Margaret's (6.8m); Hertford County (8.5m)</li> <li>• <b>GPs:</b> Sawbridgeworth (0.9m); Harlow (1.7m); Sawbridgeworth (1.8m)</li> <li>• <b>Dental Practices:</b> Harlow (1.7m); Harlow (1.7m); Sawbridgeworth (1.8m)</li> <li>• <b>Pharmacies:</b> Old Harlow (1.7m); Sawbridgeworth (1.8m); Sawbridgeworth (1.8m)</li> <li>• <b>Leisure &amp; cultural facilities:</b> Hotel and health club (0.69m); Sports ground (1.9m); Gym (1.94m); Cricket club (1.95m); Football facilities (1.98m)</li> <li>• <b>Recreation areas:</b> need to refer to open space strategy.</li> <li>• <b>Post Office:</b> High Wych (0.6m); Harlow (1.8m); Sawbridgeworth (1.8m)</li> </ul>	<p>Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a></p> <p>Hospitals, GPs, dentists, pharmacies (as measured from: <a href="http://www.nhs.uk/serviceDirectories/Pages/serviceSearch.aspx">http://www.nhs.uk/serviceDirectories/Pages/serviceSearch.aspx</a>)</p> <p>Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authorize=true">http://www.activeplaces.com/Index.asp?Authorize=true</a></p> <p>Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a></p> <p>(Distances measured from CM21 0JE)</p>
4	<b>Gypsy &amp; Travellers Sites</b>	None in the area	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
<b>Community wellbeing<sup>1</sup></b>			
5	<b>Index of Multiple Deprivation</b>	LSOA1 Score: 13,624 Ranking: 41.94%  LSOA2 Score: 23,577 Ranking: 72.58%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	LSOA1 Score: 2,473 Ranking: 7.61%  LSOA2 Score: 5,306 Ranking: 16.34%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	LSOA1 Score: 27,771 Ranking: 85.50%  LSOA2 Score: 27,473 Ranking: 84.58%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	LSOA1 Score: 23,114 Ranking: 71.16%  LSOA2 Score: 20,581 Ranking: 63.36%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation -</b>	LSOA1	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> The area is within LSOAs E01023496 (LSOA1) and E01023492 (LSOA2)

	<b>Health deprivation</b>	Score: 18,300 Ranking: 56.34%  LSOA2 Score: 27,646 Ranking: 85.11%	<a href="http://www.communities.gov.uk/InformationDisplay.aspx">ities.gov.uk/InformationDisplay.aspx</a>
10	<b>Indices of Deprivation – Living deprivation</b>	LSOA1 Score: 14,573 Rank: 44.86%  LSOA2 Score: 16,206 Ranking: 49.89%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

Topic		Comments	Source
<b>Contamination</b>			
11	<b>Contamination and Pollution hazards</b>	None in the area	
12	<b>Waste sites</b>	None in the area	
13	<b>Noise</b>	Base case forecasts for aircraft noise in 2030 show that this area would be subject to 57 LAeq approximately 30% of the time. The Development Case for predicted aircraft noise in 2030 shows that this area will be affected by 57 Dba LAeq for approximately 30% of the time. <sup>2</sup>	Environmental Research and Consultancy Department (2009). <i>Stansted Generation 2 (Appendix 5)</i> . London: Civil Aviation Authority.
<b>Economy</b>			
14	<b>Employment uses</b>	Agriculture and possibly forestry	Employment land survey and use class maps.
15	<b>Indices of Deprivation - Employment</b>	LSOA1 Score: 8,135 Ranking: 25.04%  LSOA2 Score: 28,402 Ranking: 87.44%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
16	<b>Indices of Deprivation - Income</b>	LSOA1 Score: 16,621 Ranking: 51.17%  LSOA2 Score: 21,678 Ranking: 66.74%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
17	<b>Tourism</b>	Wildlife sites.	
<b>Green Belt</b>			
18	<b>Green Belt</b>	The area is within the Green Belt. Development would cause harm against the following purposes: - to check the unrestricted sprawl of large built-up areas; - to assist in safeguarding the countryside from encroachment; - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	

<sup>2</sup> Environmental Research and Consultancy Department (2009). *Stansted Generation 2 (Appendix 5)*. London: Civil Aviation Authority.

Heritage & landscape			
19	<b>Historic environment</b>	There is a conservation area in the north east corner of the area.	Harlow Area Landscape and Environment Study
20	<b>Landscape character</b>	Undulating valley landforms and large-scale, open form settlement pattern. Valleys create internal skylines while Harlow dominates to the south. There are large areas of historic parklands and some nature conservation elements. The sense of tranquillity is lowered by Stansted flight path.  <b>Sensitivity to:</b> Very large-scale urban development: High Substantial urban development: Moderate Small-scale urban development: Moderate	Harlow Area Landscape and Environment Study
21	<b>Topography</b>	None	Harlow Area Landscape and Environment Study

Topic	Comments		Source
Nature conservation			
22	<b>Geological sites</b>	None in the area	Harlow Area Landscape and Environment Study
23	<b>Green infrastructure</b>	There are several footpaths through the area, wooded areas and open spaces.	Harlow Area Landscape and Environment Study
24	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
25	<b>Locally designated sites</b>	The area contains several County Wildlife Sites	Harlow Area Landscape and Environment Study
26	<b>Nationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
27	<b>Protected species and habitats</b>	None in the area	Harlow Area Landscape and Environment Study
28	<b>Woodlands</b>	The area contains several woodland areas including two Ancient Woodland sites.	Harlow Area Landscape and Environment Study
Transport <sup>3</sup>			
29	<b>Distance to Harlow Town Centre</b>	<b>Distance:</b> 3.4 miles <b>Public transport:</b> 30-50 minutes by bus (good frequency)	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
30	<b>Distance by road to nearest centres</b>	<b>Bishop's Stortford:</b> 6.4 miles	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>

<sup>3</sup> Distances measured from CM21 0JE

		<p><b>Public transport:</b> approximately 1 hour by bus (infrequent)</p> <p><b>Chelmsford:</b> 19.2 miles</p> <p><b>Public transport:</b> approximately 2 hours by public transport (infrequent)</p> <p><b>Stevenage:</b> 19.9 miles</p> <p><b>Public transport:</b> approximately 2.5 hours by public transport (infrequent)</p> <p><b>London:</b> 32.4 miles</p> <p><b>Public transport:</b> approximately 1.5 hours by public transport</p>	
31	<b>Public transport</b>	<p>It is approximately 2.5 miles to Harlow Town Rail Station, 2.9 miles to Sawbridgeworth Rail Station and 3 miles to Harlow Mill Rail Station.</p> <p>Bus 347 travels along High Wych Road (infrequent) and there is no bus service in the northern part of the area.</p>	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
32	<b>Strategic road network</b>	<p>It is approximately 6.7 miles to Junction 7 of the M11 from the area. This is accessed via the A184 and A414. There are congestion problems along this route at peak times.</p>	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
33	<b>Cycling and Walking</b>	<p>There are several public footpaths transecting the area.</p>	<a href="http://www.sustrans.org">www.sustrans.org</a>

Topic	Comments	Source	
<b>Water resources</b>			
34	<b>Flood risk</b>	<p>Includes very small sections of flood risk zones 2 and 3a in the northwest part of the area alongside a small stream.</p>	<p><a href="http://www.eastherts.gov.uk/index.jsp?articleid=7408">http://www.eastherts.gov.uk/index.jsp?articleid=7408</a></p> <p><a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a></p>
35	<b>Groundwater Source Protection Zones</b>	<p>The area includes a small amount of outer protection zone in the northeast part of the site.</p>	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
36	<b>Water supply and wastewater treatment</b>	<p>Public water supply is provided by Three Valleys Water, northern region.</p> <p>Rye Meads is the primary WwTW serving the area. The draft WCS finds that, In the short term, development around Harlow is best steered towards the east, where TWU have already begun to provide the necessary reinforcement to the existing sewer network... Development to the north of the River Stort [should be considered] past 2016]."</p>	<p>Draft Water Cycle Study</p> <p><a href="http://www.3valleys.co.uk/pdf/supply-map.pdf">http://www.3valleys.co.uk/pdf/supply-map.pdf</a></p>

**Additional observations**

**Change log**

<i>Row</i>	<i>Change</i>	<i>Origin</i>	<i>Date</i>

**Map of the area**

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- NOTES**
- Spatial Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries

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Scott Wilson 0700211873 2004

Project Name	Harlow Spatial Land Assessment
Drawing Series	Draft
Drawing Title	Area EH4 Developable and Undevelopable Land
Scale 1:50,000	
Drawn	DHS
Checked	JA
Approved	
Date	

Scale 1:50,000

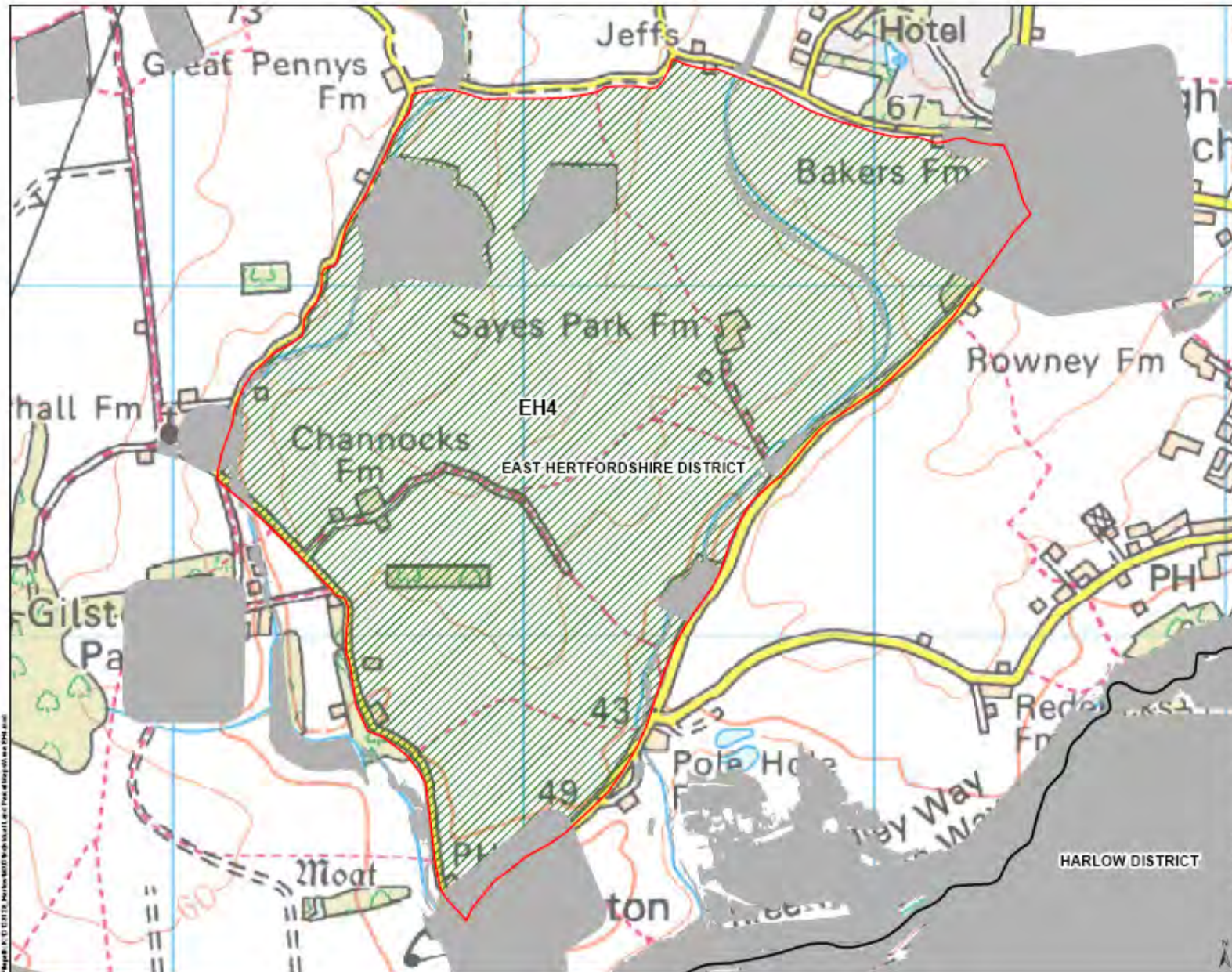
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FIGURE NUMBER



Date: 2004-04-08 10:00  
 Path: K:\E:\12135\_Harlow\_Spatial\_Land\_Assessment\Area\_EH4.mxd

## Area Profile

### H6 – Eastwick



(a)



(b)

Source: (a) Eastwick Hall Farm (b) Eastwick Road, James Allan, 17/03/09

#### Area Description

This area is bounded to the north by LCA 11, to the east by Eastwick Hall land, to the south by the A414, the District border and LCA 12 and to the west by Eastwick road. It is approx. X ha in size. It is largely parkland and arable farmland on gently undulating south-facing slope interrupted by valleys of the Stort's tributaries. The settlement of Hunsdonbury adjacent to the northwest and Eastwick to the southeast. Electricity lines go through the northern part of the area on an east-west axis. The area is entirely within the Green Belt.

#### Adjoining Areas

##### Inner adjoining areas

##### Little Parndon and Hare Street

The ward of Little Parndon and Hare Street is situated in close proximity to the Town Centre and has a population of 7,485. The area is urban, with a few parts in the green wedge. There are also a few historic settlements within the area.

In comparison to its neighbouring wards, Little Parndon and Hare Street has a high percentage of higher-level qualifications, ranking third in the 'all people' and 'in employment' categories, and second in the 'unemployed' category. 3,692 people in Little Parndon and Hare Street (83.5% of the working age population) are economically active with 3,435 people (93%) in work. Of those who are working, 71% work on full-time with and the remaining 29% on part-time. The largest occupation types for Little Parndon and Hare Street residents are in elementary occupations and associate professional and technical fields; jointly accounting for over 31% of jobs for the ward's employed residents.

##### Outer adjoining areas

##### Hunsdon

Hunsdon has a population of 2,853 and makes up 2.2% of the district's population. The ward has the 19<sup>th</sup> largest population out of the 30 wards. 2.2% of people are unemployed - the third highest proportion in East Herts. The area includes the settlement of Hunsdon which is a Category 1 village. The lower half of the ward lies within the Green Belt. Policy GBC1 Appropriate Development in the Green Belt states that within the Metropolitan Green Belt, as defined by the proposals map, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason

of inappropriateness or any other harm. Policy GBC2 The rural area beyond the Green Belt states that this area will be maintained in the central and northern part of the district, as defined on the proposals map, wherein inappropriate development will not be permitted. Land is largely agricultural

### Key local plan policies

- **GBC1 appropriate development in the Green Belt** – Within the Metropolitan Green Belt, as defined on the Proposals Map, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm.
- **BH1 archaeology and new development** – Development will not be permitted where the Council considers that it will adversely affect archaeological sites of national importance, whether scheduled or unscheduled, and their setting.
- **BH2 archaeological evaluations and assessments** – On sites where it is demonstrated that there are remains of archaeological importance, whether of national or local significance, the applicant will be expected to provide the results of an archaeological evaluation and/or assessment prior to the determination of an application.
- **BH3 archaeological conditions and agreements** – i) where development is permitted on sites containing archaeological remains, any planning permission will be subject to conditions and/or formal agreements requiring appropriate excavation and recording in advance of development and the publication of the results. ii) The enhancement of archaeological remains and their setting will be sought by way of a planning obligation in circumstances where such works are necessary and relevant to the development proposed.
- **ENV14 local sites** – i) Development and land use change likely to have an adverse effect on a Local Nature Reserve or Wildlife Site, or a Regionally Important Geological/Geomorphological Site, will not be permitted unless it can be clearly demonstrated that there are reasons for the proposal, which outweigh the need to safeguard the substantive nature conservation value of the site or feature. ii) In all cases where development or land use change is permitted, which would damage the nature conservation value of the site or feature, such damage will be kept to a minimum. Where appropriate the District Council will consider the use of conditions and/or planning obligations (or as subsequently revised) to provide appropriate mitigatory and/or compensatory measures.

Baseline information		
Topic	Comments	Source
Agricultural land		
1	<b>Agricultural Land Classifications</b>	Grade 2 and 3 Lowestoft Till, Head and Glaciofluvial deposits
Air quality		
2	<b>Air Quality Management Areas (AQMA)</b>	None in the area
Communities		
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b> small shops to meet day-to-day needs can be found in Hunsdonbury as well as Hunsdon to the north of the area; greater shopping found in Harlow (4 miles)</li> <li>• <b>Primary school:</b> None in area. Nearest found in Harlow.</li> <li>• <b>Secondary school:</b> none in area, closest found in Harlow (2.39km/1.48m); Harlow (2.97km/1.84m); Harlow (3.17km/1.96m)</li> <li>• <b>Hospitals:</b> Princess Alexandra, Harlow, (1.2 miles); St Margaret's Hospital, Epping (6 miles); Hertford County Hospital (7 miles);</li> <li>• <b>GPs:</b> Harlow (1.2m); Harlow (1.7m); Harlow (1.9m)</li> <li>• <b>Dental practices:</b> Harlow (1.2m); Harlow (1.3m); Harlow (1.7m)</li> <li>• <b>Pharmacies:</b> Harlow (1m); Harlow (1.2m); Harlow (1.2m)</li> <li>• <b>Leisure &amp; cultural facilities:</b> playing fields (0.77m);</li> </ul>
		Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a>  Hospitals, GPs, dentists, pharmacies: <a href="http://www.nhs.uk/serviceDirectories/Pages/serviceSearch.aspx">http://www.nhs.uk/serviceDirectories/Pages/serviceSearch.aspx</a>  Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authorise=true">http://www.activeplaces.com/Index.asp?Authorise=true</a>  Post Office: <a href="http://www.postoffice.co">http://www.postoffice.co</a>



		<p>Golf club (0.98m); Sport centre (1.21); Sports and social club (1.21); Northbrooks (1.61m); Health and fitness club (1.62m); playing fields (1.69m); Collins meadow (1.71m); playing fields (1.77); gym (1.94m);</p> <ul style="list-style-type: none"> <li>• <b>Recreation areas:</b> There does not appear to be any recreation areas within the area apart from playing fields and open land. need to refer to open space strategy.</li> <li>• <b>Post office:</b> Harlow (1.2m); Harlow (1.7m); Hunsdon (1.8m);</li> </ul>	<p><a href="http://uk.portal/po/finder?catId=7800129">uk/portal/po/finder?catId=7800129</a></p> <p>(Distances measured from CM20 2QY)</p>
4	<b>Gypsy &amp; Travellers</b>	None in the area	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
<b>Community wellbeing<sup>1</sup></b>			
5	<b>Index of Multiple Deprivation</b>	Score: 23,577 Ranking: 72.58%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Score: 5,306 Ranking: 16.34%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	Score: 27,473 Ranking: 84.58%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score: 20,581 Ranking: 63.36%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Score: 27,646 Ranking: 85.11%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
10	<b>Indices of Deprivation – Living deprivation</b>	Score: 16,206 Ranking: 49.89%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

Topic		Comments	Source
<b>Contamination</b>			
11	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Waste sites</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
13	<b>Noise</b>	None in the area	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
14	<b>Employment uses</b>	Agriculture	Employment land survey and use class maps.
15	<b>Indices of Deprivation - Employment</b>	Score: 28,402 Ranking: 87.44%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
16	<b>Indices of Deprivation - Income</b>	Score: 21,678 Ranking: 66.74%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
17	<b>Tourism</b>	There are two Scheduled Ancient Monuments, moated sites with associated earthworks and	Landscape Character Assessment

<sup>1</sup> LSOA E01023492

		Brickhouse Farm. There are also wildlife sites.	
<b>Green Belt</b>			
18	<b>Green Belt</b>	The area is within the Green Belt. Development would cause harm against the following purposes: - to check the unrestricted sprawl of large built-up areas; - to assist in safeguarding the countryside from encroachment; - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	
<b>Heritage &amp; landscape</b>			
19	<b>Historic environment</b>	There is one Scheduled Ancient Monument (moated site) which comprises part of the relics of a manor belonging to Edward III.  Eastwick church contains a 13th century chancel arch and stands outside the ancient hamlet.	Harlow Area Landscape and Environment Study
20	<b>Landscape character</b>	Parkland and arable farmland on gently undulating south-facing slope interrupted by valleys of the Stort's tributaries. Cultural pattern overrides topographical change. An area of ancient settlements.  Large-scale arable farmland with little woodland out of the valleys.  <b>Sensitivity to:</b> Very large-scale urban development: High Substantial urban development: High Small-scale urban development: Moderate	Harlow Area Landscape and Environment Study
21	<b>Topography</b>	Views of Harlow across river valley, change from floodplain to rounded slopes is apparent throughout.	Harlow Area Landscape and Environment Study

	Topic	Comments	Source
<b>Nature conservation</b>			
22	<b>Geological sites</b>	None in the area	Harlow Area Landscape and Environment Study
23	<b>Green infrastructure</b>	The area contains footpaths, several small wooded areas and open space	Harlow Area Landscape and Environment Study
24	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
25	<b>Locally designated sites</b>	There are several County Wildlife Sites within the area	Harlow Area Landscape and Environment Study
26	<b>Nationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
27	<b>Protected species and habitats</b>	None in the area	Harlow Area Landscape and Environment Study
28	<b>Woodlands</b>	There are some woodland areas along valley edges of Stort Tributaries	Harlow Area Landscape and Environment Study

Transport <sup>2</sup>			
29	<b>Distance to Harlow Town Centre</b>	<b>Distance:</b> 2 miles <b>Public transport:</b> approx 35 minutes by walking and bus.	<a href="http://www.google.maps.co.uk">www.google.maps.co.uk</a>
30	<b>Distance by road to nearest centres</b>	<b>Bishop's Stortford:</b> 8.3 miles <b>Public transport:</b> approx 1 hour and 1 hour 3 mins by bus (frequent service) <b>Chelmsford:</b> 23 miles <b>Public transport:</b> 1 hour 30 minutes by bus or train <b>Stevenage:</b> 18 miles <b>Public transport:</b> 1 hour 40 mins by bus <b>London:</b> 31.1 miles <b>Public transport:</b> approximately 1.5 hours by public transport.	<a href="http://www.google.maps.co.uk">www.google.maps.co.uk</a>
31	<b>Public transport</b>	There are no bus stops within the area. Harlow Town Rail Station is adjacent to the south eastern border of the area.	<a href="http://www.google.maps.co.uk">www.google.maps.co.uk</a>
32	<b>Strategic road network</b>	The A414 runs south of the area and the nearest motorway is the M11. Potential peak hour congestion on the A414. Approximately 7 miles to nearest motorway junction (jct. 7 of the M11) and must travel through Harlow to get there.	<a href="http://www.google.maps.co.uk">www.google.maps.co.uk</a>
33	<b>Cycling and Walking</b>	There is one public footpath in the area which runs from the north eastern corner down to the Eastwick.	

Topic	Comments	Source
Water resources		
34	<b>Flood risk</b>	Yes, a small part of the area is within the indicative floodplain in the southwest corner. This area also includes flood risk zone 3a.
		<a href="http://www.eastherts.gov.uk/index.jsp?articleid=7408">http://www.eastherts.gov.uk/index.jsp?articleid=7408</a> <a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
35	<b>Groundwater Source Protection Zones</b>	Most of the area is within an outer protection zone apart from a small patch in the southeast corner.
		<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
36	<b>Water supply and wastewater treatment</b>	Sewerage to Rye Meads Treatment facility. Public water supply in the Three Valleys Northern Water Resource Zone. TVW has large diameter strategic mains that can be utilised to supply potable water to all development areas in the supply area. However, the provision of water supplies to new homes will require the installation of new infrastructure to supply the new
		Draft Water Cycle Study <a href="http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598">http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598</a> <a href="http://www.3valleys.co">http://www.3valleys.co</a>

<sup>2</sup> Distances measured from CM20 2QY

	<p>development.</p> <p>Development to the north of the river Stort would be ideally located to allow simple connection into the existing trunk sewer.</p> <p>The draft WCS finds that, In the short term, development around Harlow is best steered towards the east, where TWU have already begun to provide the necessary reinforcement to the existing sewer network... Development to the north of the River Stort [should be considered] past 2016]."</p>	<p><a href="uk/pdf/supply-map.pdf">uk/pdf/supply-map.pdf</a></p>
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**Additional observations**

- Electricity lines run through the northern part of the area on an east-west axis.
- Located fairly close to Harlow train station although separated by the River Stort and the A414

**Change log**

Row	Change	Origin	Date

**Map of the area**

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- NOTES**
- Spatial Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries

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Job No  
 Harlow Spatial Land Assessment

Drawing Title  
 Area EH6 Developable and Undevelopable Land

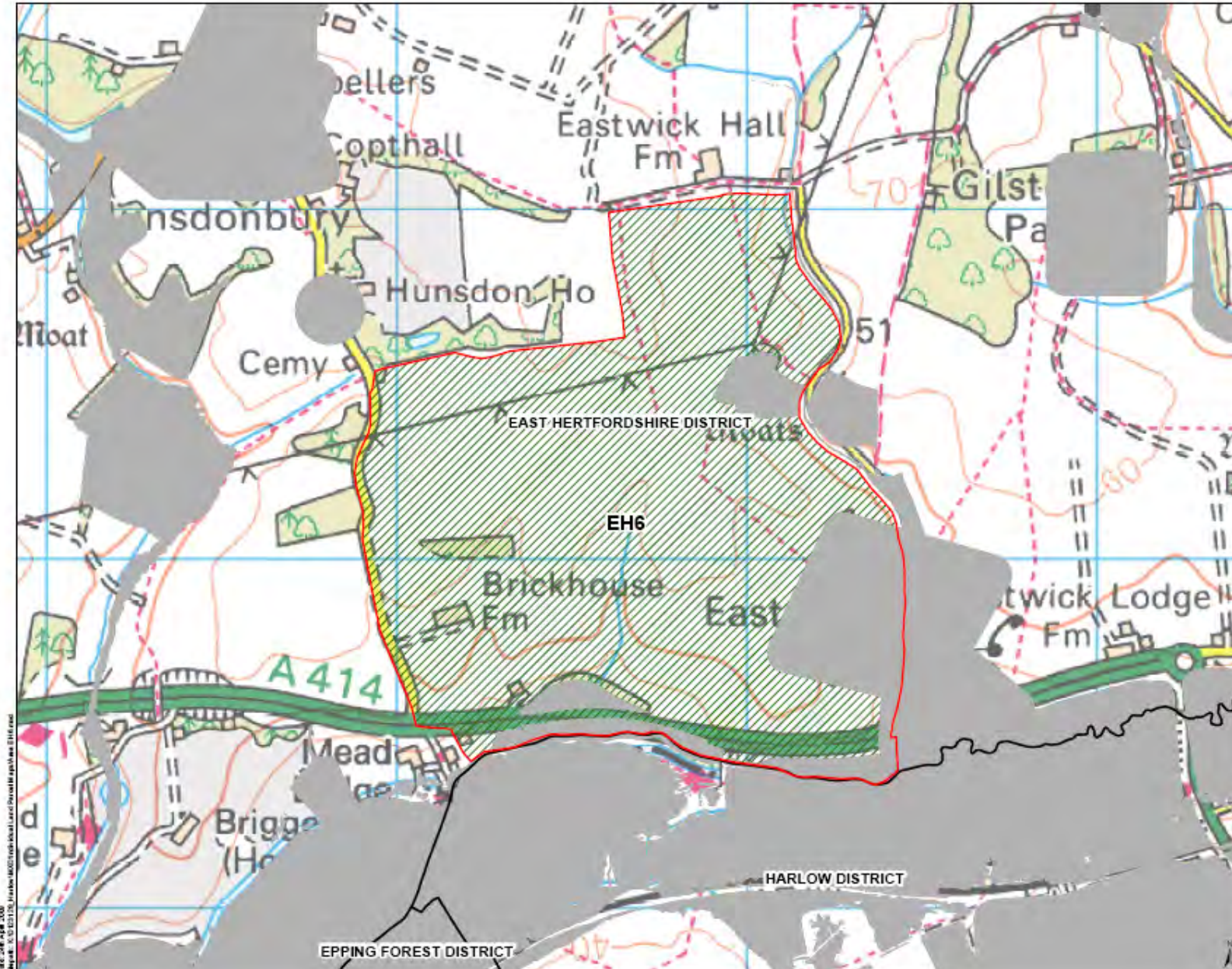
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Drawn	DH	Checked	JA
Stage 1 Date	Stage 2 Date	Original	Date

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Drawing Number  
**FIGURE NUMBER**



Date: 24th April 2008  
 Project: Harlow Spatial Land Assessment  
 Drawing: Harlow Spatial Land Assessment - Area EH6

## Area Investigation

### ***EH7 - Hunsdon***



(a)



(b)

Source: (a) Actons Farm (b) Hundsonbury Airfield, James Allan, 17/03/09

#### ***Area description***

The area lies to the north of the Green Belt and includes several small woodland areas and is located on an area of elevated land. Eastwick Road borders the area to the west and High Wych Road to the east. It is mostly agricultural land and the settlement of Hunsdonbury is in the south west section of the area. The settlement of Hunsdon is adjacent to the north west corner of the area. High voltage power lines transect the area on a north-south axis. There is also a large disused airfield forming a large part of the site.

#### ***Adjoining areas***

##### *Inner adjoining areas*

##### **Eastwick**

This area is bounded to the north by LCA 11, to the east by Eastwick Hall land, to the south by the A414, the District border and LCA 12 and to the west by Eastwick road. It is approx. X ha in size. It is largely parkland and arable farmland on gently undulating south-facing slope interrupted by valleys of the Stort's tributaries. The settlement of Hunsdonbury adjacent to the northwest and Eastwick to the southeast. Electricity lines go through the northern part of the area on an east-west axis. The area is entirely within the Green Belt.

##### *Outer adjoining areas*

##### **Much Hadham**

Much Hadham has a population of 3,010 and makes up 2.3% of the district's population. Out of the 30 wards, Much Hadham is the 17<sup>th</sup> largest ward by population. Almost a quarter of people work in financial and business services, a fifth in public administration and 18.3% in distribution, hotels and catering. The ward includes the parishes of High Wych, Much Hadham and Thorley Rural parish ward. Approximately half of the lower part of the ward is within the Green Belt. Policy GBC2 The rural area beyond the Green Belt states that this area will be maintained in the central and northern part of the district, as defined on the proposals map, wherein inappropriate development will not be permitted. Land is largely agricultural and there are no large settlements.

##### **Hunsdon**

Hunsdon has a population of 2,853 and makes up 2.2% of the district's population. The ward has the 19<sup>th</sup> largest population out of the 30 wards. 2.2% of people are unemployed - the third highest proportion in East Herts. The area includes the settlement of Hunsdon which is a Category 1 village. The lower half of the ward lies

within the Green Belt. Policy GBC1 Appropriate Development in the Green Belt states that within the Metropolitan Green Belt, as defined by the proposals map, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm. Policy GBC2 The rural area beyond the Green Belt states that this area will be maintained in the central and northern part of the district, as defined on the proposals map, wherein inappropriate development will not be permitted. Land is largely agricultural.

### Key local plan policies

- **GBC2 The Rural Area Beyond the Green Belt** – A Rural Area Beyond the Green Belt will be maintained in the central and northern part of the District, as defined on the Proposals Map, wherein inappropriate development will not be permitted.
- **ENV14 local sites** – i) Development and land use change likely to have an adverse effect on a Local Nature Reserve or Wildlife Site, or a Regionally Important Geological/Geomorphological Site, will not be permitted unless it can be clearly demonstrated that there are reasons for the proposal, which outweigh the need to safeguard the substantive nature conservation value of the site or feature. ii) In all cases where development or land use change is permitted, which would damage the nature conservation value of the site or feature, such damage will be kept to a minimum. Where appropriate the District Council will consider the use of conditions and/or planning obligations (or as subsequently revised) to provide appropriate mitigatory and/or compensatory measures.
- **BH1 archaeology and new development** – Development will not be permitted where the Council considers that it will adversely affect archaeological sites of national importance, whether scheduled or unscheduled, and their setting.
- **BH2 archaeological evaluations and assessments** – On sites where it is demonstrated that there are remains of archaeological importance, whether of national or local significance, the applicant will be expected to provide the results of an archaeological evaluation and/or assessment prior to the determination of an application.
- **BH3 archaeological conditions and agreements** – i) where development is permitted on sites containing archaeological remains, any planning permission will be subject to conditions and/or formal agreements requiring appropriate excavation and recording in advance of development and the publication of the results. ii) The enhancement of archaeological remains and their setting will be sought by way of a planning obligation in circumstances where such works are necessary and relevant to the development proposed.

Baseline information		
Topic	Comments	Source
Agricultural land		
1	<b>Agricultural Land Classifications</b>	Grade 2 and 3 Lowestoft Till
		<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
Air quality		
2	<b>Air Quality Management Areas (AQMA)</b>	None
		<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities		
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b> Daily needs can be met in adjacent settlement of Hunsdon. Greater shopping needs can be met in Harlow.</li> <li>• <b>Primary schools:</b> There is a primary school in Hunsdon (adjacent to the area) and there may possibly be one in Hunsdonbury.</li> <li>• <b>Secondary schools:</b> None in area. Closest found in: Ware (3km/1.87m); Ware (4.08km/2.53m); Much Hadham (4.22km/2.61m)</li> <li>• <b>Hospitals:</b> Harlow, Princess Alexandra (2.4m); Hertford County (6m); Epping, St Margaret's (7.3m)</li> <li>• <b>GPs:</b> Harlow (2m); Stanstead Abbots (2.1m); Harlow (2.6m)</li> </ul>
		Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a>  Hospitals, GPs, dentists, pharmacies (as measured from: <a href="http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx">http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx</a>  Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authenticate=true">http://www.activeplaces.com/Index.asp?Authenticate=true</a>

		<ul style="list-style-type: none"> <li>• <b>Dental Practices:</b> Stanstead Abbots (2.1m); Harlow (2.6m); Harlow (2.7m)</li> <li>• <b>Pharmacies:</b> Roydon (2m); Harlow (2m); Stanstead Abbots (2.2m)</li> <li>• <b>Leisure &amp; cultural facilities:</b> playing fields (1.9m); Hunsdon Lodge;</li> <li>• <b>Recreation areas:</b> need to refer to open space strategy.</li> <li>• <b>Post Office:</b> Hunsdon (0.5m); Roydon (2m); Stanstead Abbots (2.2m);</li> </ul>	Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a>  (Distances measured from SG12 8PL)
4	<b>Gypsy &amp; Travellers Sites</b>	None in the area	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
<b>Community wellbeing<sup>1</sup></b>			
5	<b>Index of Multiple Deprivation</b>	Score: 23,577 Ranking: 72.58%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Score: 5,306 Ranking: 16.34%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	Score: 27,473 Ranking: 84.58%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score: 20,581 Ranking: 63.36%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Score: 27,646 Ranking: 85.11%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
10	<b>Indices of Deprivation – Living deprivation</b>	Score: 16,206 Ranking: 49.89%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

Topic		Comments	Source
<b>Contamination</b>			
11	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Waste sites</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
13	<b>Noise</b>	Not applicable	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
14	<b>Employment uses</b>	Agriculture and perhaps some light manufacturing	Employment land survey and use class maps.
15	<b>Indices of Deprivation - Employment</b>	Score: 28,402 Ranking: 87.44%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
16	<b>Indices of Deprivation - Income</b>	Score: 21,678 Ranking: 66.74%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> LSOA E01023492



			<a href="#">nDisplay.aspx</a>
17	<b>Tourism</b>	Wildlife sites	
Green Belt			
18	<b>Green Belt</b>	The area is not within the Green Belt	
Heritage & landscape			
19	<b>Historic environment</b>	There are several Scheduled Ancient Monuments in the area. In the town of Hunsdon (which abuts the area) there is a conservation area.	Harlow Area Landscape and Environment Study
20	<b>Landscape character</b>	A high, slightly undulating plateau which is generally large-scale and open with wide open, generally rural views. There are some ancient woodlands and in intact, isolated historic pattern. Stansted can influence the sense of tranquillity.  <b>Sensitivity to:</b> Very large-scale urban development: High Substantial urban development: Moderate Small-scale urban development: Low	Harlow Area Landscape and Environment Study
21	<b>Topography</b>	Plateau	Harlow Area Landscape and Environment Study

Topic	Comments	Source	
Nature conservation			
22	<b>Geological sites</b>	None	Harlow Area Landscape and Environment Study
23	<b>Green infrastructure</b>	The area contains several footpaths, small wooded areas and streams.	Harlow Area Landscape and Environment Study
24	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
25	<b>Locally designated sites</b>	There are several CWS to the north of the area.	Harlow Area Landscape and Environment Study
26	<b>Nationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
27	<b>Protected species and habitats</b>	None in the area	Harlow Area Landscape and Environment Study
28	<b>Woodlands</b>	There are several wooded areas plus areas of Ancient Woodland immediately to the north of the area.	Harlow Area Landscape and Environment Study
Transport <sup>2</sup>			

<sup>2</sup> Distances measured from SG12 8PL

29	<b>Distance to Harlow Town Centre</b>	<b>Distance:</b> 4.2 miles <b>Public transport:</b> 34 minutes (infrequent)	<a href="http://www.google.maps.co.uk">www.google.maps.co.uk</a>
30	<b>Distance by road to nearest centres</b>	<b>Bishop's Stortford:</b> 10.2 miles <b>Public transport:</b> approximately 45 minutes by bus (infrequent) <b>Chelmsford:</b> 23.5 miles <b>Public transport:</b> approximately 1.75 hours by public transport (infrequent) <b>Stevenage:</b> 18 miles <b>Public transport:</b> approximately 1.5 hours by public transport (infrequent) <b>London:</b> 29.2 miles <b>Public transport:</b> approximately 1.75 hours by public transport	<a href="http://www.google.maps.co.uk">www.google.maps.co.uk</a>
31	<b>Public transport</b>	Harlow Town Rail Station is 2.2 miles from the area. Bus C3 runs down Eastwick Road (infrequent) and there are several buses running along the B180 around Hunsdon in the northwest part of the area.	<a href="http://www.google.maps.co.uk">www.google.maps.co.uk</a>
32	<b>Strategic road network</b>	It is approximately 7.5 miles to Junction 7 of the M11 along the A414 and through Harlow Town Centre. There is potential peak hour congestion on the A414.	<a href="http://www.google.maps.co.uk">www.google.maps.co.uk</a>
33	<b>Cycling and Walking</b>	There are several public footpaths travelling through the area on both north-south and east-west axes.	

	Topic	Comments	Source
Water resources			
34	<b>Flood risk</b>	Does not contain areas of flood risk.	<a href="http://www.eastherts.gov.uk/index.jsp?articleid=7408">http://www.eastherts.gov.uk/index.jsp?articleid=7408</a> <a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
35	<b>Groundwater Source Protection Zones</b>	Almost the entire area is located within an outer protection zone and includes small section of total catchment zone.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
36	<b>Water supply and wastewater treatment</b>	Public water supply is provided by Three Valleys Water, northern region.  Rye Meads is the primary WwTW serving the area. The draft WCS finds that, In the short term, development around Harlow is best steered towards the east, where TWU have already begun to provide the necessary reinforcement to the existing sewer network... Development to the north of the River Stort [should be considered] past 2016."	Draft Water Cycle Study  <a href="http://www.3valleys.co.uk/pdf/supply-map.pdf">http://www.3valleys.co.uk/pdf/supply-map.pdf</a>

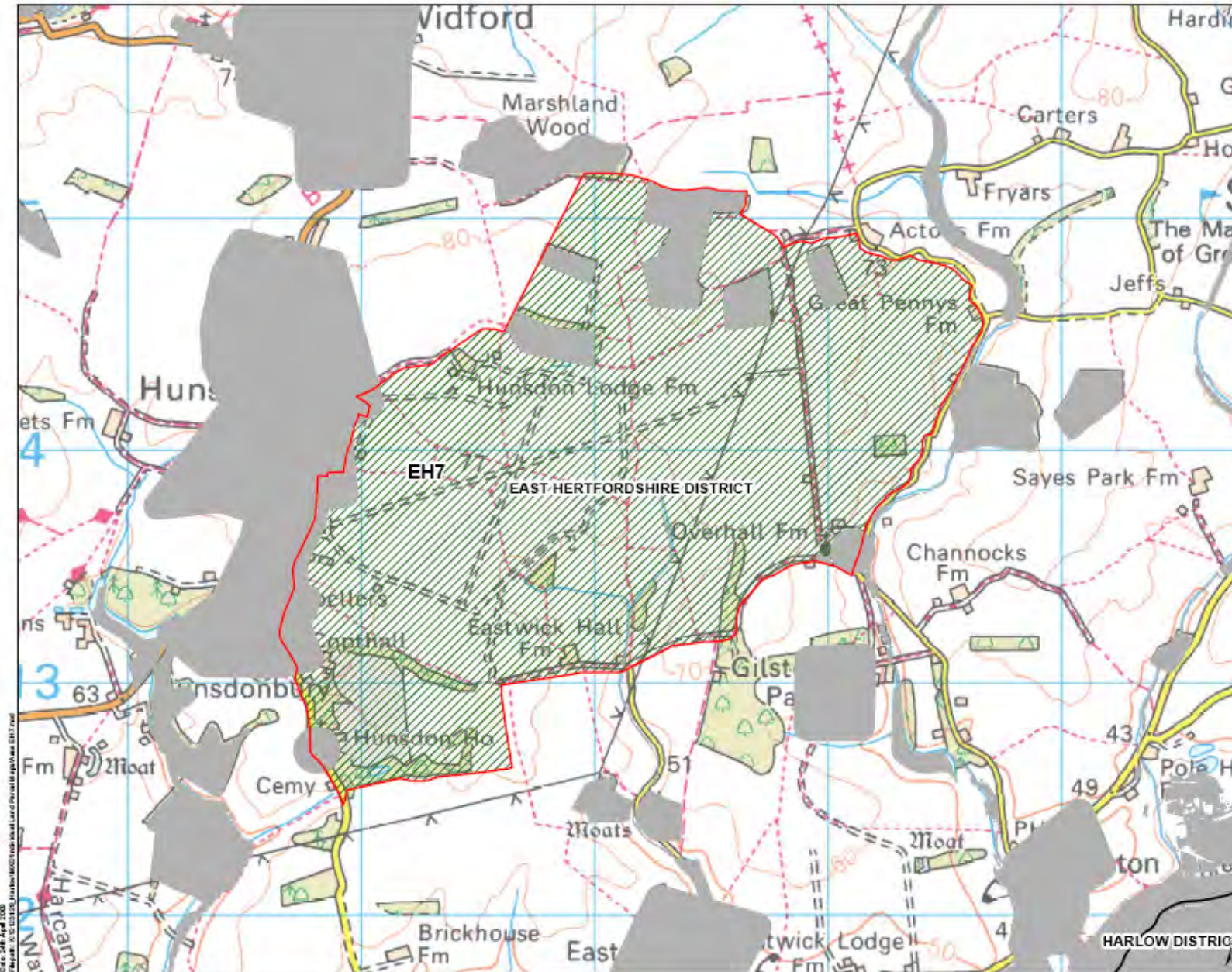
**Additional observations**

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**Change log**

<i>Row</i>	<i>Change</i>	<i>Origin</i>	<i>Date</i>

**Attach – map of the area**



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- NOTES**
- Spatial Land Area
  - Developable Land
  - Undevelopable Land
  - District Boundaries

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Revision Code	<input checked="" type="checkbox"/>	Date	Issue
00000000			
Draft			

Project Name

**Harlow Spatial Land Assessment**

Drawing Title

**Area EH7 Developable and Undevelopable Land**

Scale	1:15,000		
Drawn	DH	Checked	JA
Scale 1: date	Scale 2: date	Project	Date

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FIGURE NUMBER

Date: 24.04.2006  
 File: K:\121106\_Harlow\MOU\spatial\_land\_assessment\eh7.mxd

## Area Investigation

### *EH8 – Newgate Wood*



Source: Little Briggens, James Allan, 17/03/09

#### **Area description**

This area lies north of Stanstead Abbots and south of Ware. The village of Hunsdonbury is adjacent to the southeast corner of the area. There is a small section of Green Belt land in the south west part of the area and several sections of wooded area towards the eastern half. There are no significant settlements within the area. It is an elevated area above the Lea Valley.

#### **Adjoining Areas**

##### *Inner adjoining areas*

##### **Stanstead Abbots**

The ward has a relatively high proportion of 20-29 years olds (13.9%). There is a relatively high ethnic minority population at 8.7% and the largest ethnic minority groups are Other White (4.1%), Irish (1.2%), Indian (1%) and Chinese (0.6%). 75% of people describe their health as 'good' and 5.9% as 'not good'. 12.4% of people have a limiting long-term illness and 8.1% provide unpaid care. 68.1% of people (aged 16-74) are employed and 2.0% are unemployed (the fourth highest rate in East Herts). The ward has the highest proportion of students at 10.1%. A quarter of people work in financial and business services (24.5%) and a fifth work in public administration (20%). A further 18.4% of people work in distribution, hotels and catering. Stanstead Abbots has a relatively high proportion of people working in construction at 9%. Approximately a quarter of properties are detached (24.5%), semi-detached (25.2%) and terraced (27.8%), and a fifth are flats (19.5%). Just over 2% of all claims made in the district for Child Benefit are from the ward while 5.6% of people claimed Housing Benefit/Council Tax Benefit in 2005. The total weekly household income estimate for the period April 2001 to March 2002 was £770. This places the ward 24<sup>th</sup> out of 30<sup>th</sup> in the district.

Stanstead Abbots is identified as a 'main settlement' in the *Adopted East Herts Local Plan* and is a settlement where limited development may be appropriate to maintain the vitality of the area. The Hertfordshire Transportation Plan has been subsumed within the Lea Valley Area Plan which covers Stanstead Abbots. The overriding planning objective of defining settlement limits is the prevention of urban sprawl and the coalescence with nearby settlements and the protection of the settlement's special character.

##### *Outer adjoining areas*

### **Great Amwell**

Great Amwell has a population of 2,930 and makes up 2.2% of the district's population. It is the 18<sup>th</sup> largest ward, by population. A quarter of people (aged 16-74) work in financial and business services (25.6%) and almost a fifth work in distribution, hotels and catering (19.0%). Only 16.7% of people work in public administration, the lowest proportion in East Herts. Great Amwell has a relatively high proportion of people working in manufacturing (17.0%) and construction (9.8%). Van Hage's Garden Centre has been identified as a Major Developed Site within the Green Belt. The Lea Valley Area Plan includes policies which cover this area. An aim of the Local Plan for the settlement of Ware is that further coalescence of the town with the surrounding settlements of Hertford, Great Amwell, Stanstead Abbots, and Thundridge. For the settlement of Ware coalescence should be prevented with Great Amwell. Great Amwell is a category two village

### **Ware Chadwell**

Ware Chadwell has a population of 2,702 and makes up 2.1% of the district's population. Out of the 30 wards, Ware Chadwell is the 21<sup>st</sup> largest, by population. It is within the parish of Ware. Ware Chadwell consists primarily of people aged 30-59 (43.8%) and children under 16 (16.3%). The ward has a relatively high proportion of people aged 60-74 (14.0%) and 75+ (9.7%). The mean age of the ward is 40. More than a third of properties in Ware Chadwell are flats (39.3%). This is the highest proportion in East Herts. The remainder are detached (28.4%), semi-detached (17.8%) and terraced (14.6%).

### **Ware Christchurch**

Ware Christchurch has a population of 4,887 and makes up 3.7% of the district's population. It is the 13<sup>th</sup> largest by population. The ward consists primarily of people aged 30-59 (42.3%) and children under 16 (17.1%). The ward has a relatively high proportion of people aged 60-74 (13.0%) and 75+ (10.3%). The mean age of the ward is 38. A fifth of people (aged 16-74) work in financial and business services (22.9%) and public administration (20.1%). Ware Christchurch has a relatively high proportion of people working in manufacturing (19.7%). The total weekly household income estimate for the period April 2001 to March 2002 was £720. This places Ware Christchurch 28th out of the 30 wards.

### **Ware Trinity**

Ware Trinity has a population of 4,877 and makes up 3.7% of the district's population. It is the 14<sup>th</sup> largest ward, by population, in the district. The ward consists predominantly of people aged 30-59 (42.5%) and children (33.0%). Ware Trinity has a relatively high proportion of people aged 60-74 (14.8%). The mean age is 37. A fifth of people work in public administration (21.3%), distribution, hotels and catering (20.0%) and manufacturing (19.7%) - the second highest rate in East Herts. Ware Trinity has the lowest proportion of people working in financial and business services (16.7%). Almost a third (31.4%) of people aged 16-74 have no qualifications, 44.1% have level 1 to 3 and only 17.0% have a degree or higher. Ware Trinity is the least qualified ward in East Herts. The total weekly household income estimate for the period April 2001 to March 2002 was £690. This places Ware Trinity 29th out of the 30 wards.

### **Key local plan policies**

- **GBC1 appropriate development in the Green Belt** – Within the Metropolitan Green Belt, as defined on the Proposals Map, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm.
- **GBC2 The Rural Area Beyond the Green Belt** – A Rural Area Beyond the Green Belt will be maintained in the central and northern part of the District, as defined on the Proposals Map, wherein inappropriate development will not be permitted.
- **BH1 archaeology and new development** – Development will not be permitted where the Council considers that it will adversely affect archaeological sites of national importance, whether scheduled or unscheduled, and their setting.
- **BH2 archaeological evaluations and assessments** – On sites where it is demonstrated that there are remains of archaeological importance, whether of national or local significance, the applicant will be expected to provide the results of an archaeological evaluation and/or assessment prior to the determination of an application.
- **BH3 archaeological conditions and agreements** – i) where development is permitted on sites containing archaeological remains, any planning permission will be subject to conditions and/or formal agreements requiring appropriate excavation and recording in advance of development and the publication of the results. ii) The enhancement of archaeological remains and their setting will be sought by way of a planning

obligation in circumstances where such works are necessary and relevant to the development proposed.

Baseline information			
Topic		Comments	Source
Agricultural land			
1	<b>Agricultural Land Classifications</b>	Grade 2 and 3 Lowestoft Till, Head and Glaciofluvial Deposits	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
Air quality			
2	<b>Air Quality Management Areas (AQMA)</b>	None in the area	<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities			
3	<b>Community services and facilities</b>	<ul style="list-style-type: none"> <li>• <b>Shopping area:</b> None in area. Shopping needs may be met in adjacent settlement of Stanstead Abbots, or in Hunsdon or Harlow.</li> <li>• <b>Primary schools:</b> None in area. Closest found in Stanstead Abbots and Hunsdon.</li> <li>• <b>Secondary schools:</b> None in area. Closest found in: Ware (1.34km/0.83m); Ware (1.9km/1.18m); Ware (2.21km/1.37m)</li> <li>• <b>Hospitals:</b> Hertford, Hertford County Hospital (3.8m); Harlow, Princess Alexandra (4.3m); Welwyn Garden, Queen Elizabeth II (8.1m)</li> <li>• <b>GPs:</b> Stanstead Abbots (1m); Ware (1.4m); Ware (1.6m)</li> <li>• <b>Dental practices:</b> Stanstead Abbots (1m); Ware (1.3m); Ware (1.5m)</li> <li>• <b>Pharmacies:</b> Stanstead Abbots (1m); Ware (1.4m); Ware (1.4m)</li> <li>• <b>Leisure &amp; cultural facilities:</b> sports ground (1.18m); Sports and social club (1.18m); Ware drill hall (1.42m); Priory Lido (1.8m); Health club (1.81m); golf club (1.9m);</li> <li>• <b>Recreation areas:</b> need to refer to open space strategy.</li> <li>• <b>Post Office:</b> Stanstead Abbots (1m); Ware (1.4m); Kingshill (1.8m)</li> </ul>	Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a>  Hospitals, GPs, dentists, pharmacies (as measured from: <a href="http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx">http://www.nhs.uk/service-directories/Pages/serviceSearch.aspx</a>  Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authorize=true">http://www.activeplaces.com/Index.asp?Authorize=true</a>  Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a>  (Distances measured from SG12 8LX)
4	<b>Gypsy &amp; Travellers Sites</b>	None in the area	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
Community wellbeing <sup>1</sup>			
5	<b>Index of Multiple Deprivation</b>	Score: 17,136 Ranking: 52.76%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b>	Score: 20,322 Ranking: 62.56%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b>	Score: 6,776 Ranking: 20.86%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
8	<b>Indices of Deprivation - Education and training</b>	Score: 18,376 Ranking: 56.57%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	Score: 22,806 Ranking: 70.21%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
10	<b>Indices of Deprivation –</b>	Score: 15,492	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> LSOA E01023504

	<b>Living deprivation</b>	Ranking: 47.69%	<a href="http://www.defra.gov.uk/InformationDisplay.aspx">ities.gov.uk/InformationDisplay.aspx</a>
Contamination			
11	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Waste sites</b>	Landfill sites found in Stansted Abbots and Ware	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
13	<b>Noise</b>	None in the area	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
Economy			
14	<b>Employment uses</b>	Agriculture. Adjacent to area there is B1, B2 and B8 employment land.	Employment land survey and use class maps.
15	<b>Indices of Deprivation - Employment</b>	Score: 18,701 Ranking: 57.57%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
16	<b>Indices of Deprivation - Income</b>	Score: 12,797 Ranking: 39.40%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
17	<b>Tourism</b>	Several wooded areas, wildlife sites and footpaths	
Green Belt			
18	<b>Green Belt</b>	The area is partially within the Green Belt. Development would cause harm against the following purposes:  - to assist in safeguarding the countryside from encroachment;  - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	
Heritage & landscape			
19	<b>Historic environment</b>	In the town of Stanstead Abbots (which abuts the area) there is a conservation area.	Harlow Area Landscape and Environment Study
20	<b>Landscape character</b>	Area contains undulating valley sides and plateau with a generally large-scale and irregular settlement pattern. There are extensive views to the south/southwest and many historic parklands and early fields with some conservation elements.  <b>Sensitivity to:</b> Very large-scale urban development: High Substantial urban development: High Small-scale urban development: Moderate	Harlow Area Landscape and Environment Study



21	<b>Topography</b>	Plateau	Harlow Area Landscape and Environment Study
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Topic		Comments	Source
Nature conservation			
22	<b>Geological sites</b>	None in the area	Harlow Area Landscape and Environment Study
23	<b>Green infrastructure</b>	The area contains several footpaths, small wooded areas, streams and water sites.	Harlow Area Landscape and Environment Study
24	<b>Internationally designated sites</b>	There is a Ramsar site and an SPA adjacent to the western border of the area.	Harlow Area Landscape and Environment Study
25	<b>Locally designated sites</b>	There are several CWS within the area and adjacent to it.	Harlow Area Landscape and Environment Study
26	<b>Nationally designated sites</b>	There is a SSSI adjacent to the western border of the area.	Harlow Area Landscape and Environment Study
27	<b>Protected species and habitats</b>	None in the area	Harlow Area Landscape and Environment Study
28	<b>Woodlands</b>	There are several areas of woodland within the area and an area of Ancient Woodland adjacent to the northwest border of the area.	Harlow Area Landscape and Environment Study
Transport <sup>2</sup>			
29	<b>Distance to Harlow Town Centre</b>	<b>Distance:</b> 6.4 miles <b>Public transport:</b> 45 minutes (infrequent)	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
30	<b>Distance by road to nearest centres</b>	<b>Bishop's Stortford:</b> 11.9 miles <b>Public transport:</b> approximately 1 hour by bus (infrequent) <b>Chelmsford:</b> 25.6 miles <b>Public transport:</b> approximately 2 hours by public transport (infrequent) <b>Stevenage:</b> 13.3 miles <b>Public transport:</b> approximately 1.25 – 1.75 hours by public transport (frequent) <b>London:</b> 26.7 miles <b>Public transport:</b> approximately 1.5 hours by public transport	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
31	<b>Public transport</b>	The area is relatively close to Ware (2.4 miles), St Margarets (1.4 miles) and Harlow (5.4 miles) rail stations. Buses 351 (infrequent) and C3 (infrequent) run along the B180 to the south of the area.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
32	<b>Strategic road network</b>	It is approximately 9.6 miles to Junction 7 of the M11 via Cappell Land to the B181 then joining the A414 and through Harlow Town Centre. There is potential peak hour congestion on the A414. The	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>

<sup>2</sup> Distances measured from SG12 8LX

		A10 can be accessed through Ware.	
33	<b>Cycling and Walking</b>	There are a couple public footpaths which go through the area including a section of the Harcamlow Way which travels goes through the south eastern corner of the area.	

	Topic	Comments	Source
<b>Water resources</b>			
34	<b>Flood risk</b>	None (although there are flood risk zones 2, 3a and 3b to the west and north of the area)	<a href="http://www.eastherts.gov.uk/index.jsp?articleid=7408">http://www.eastherts.gov.uk/index.jsp?articleid=7408</a>
35	<b>Groundwater Source Protection Zones</b>	The entire area lies within either an outer or total catchment zones. Additionally, a very small part of the western side of the area is within an inner protection zone.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
36	<b>Water supply and wastewater treatment</b>	Public water supply is provided by Three Valleys Water, northern region.  Rye Meads is the primary WwTW serving the area. The draft WCS finds that, In the short term, development around Harlow is best steered towards the east, where TWU have already begun to provide the necessary reinforcement to the existing sewer network... Development to the north of the River Stort [should be considered] past 2016]."	Draft Water Cycle Study  <a href="http://www.3valleys.co.uk/pdf/supply-map.pdf">http://www.3valleys.co.uk/pdf/supply-map.pdf</a>

**Additional observations**

**Change log**

Row	Change	Origin	Date

**Map of the area**



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- NOTES**
- Spatial Land Area
  - Developable Land
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Revision	Number	Date	By

Drawing Status  
**Draft**

Job Title  
**Harlow Spatial Land Assessment**

Drawing Title  
**Area EH8 Developable and Undevelopable Land**

Scale 1:15,000

Drawn	CH	Checked	JA
Stage 1		Stage 2	

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FIGURE NUMBER

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## Area Profile

### ***EH9 – Olives Farm***



(a)



(b)

Source: (a) Hunsdon Road (b) Eastwick Road, James Allan, 17/03/09

### ***Area Description***

This area is bounded by the B180 to the north, Eastwick Road to the east, the A414 to the south and the B181 to the west. The village of Stanstead Abbots is to the western edge of the area and the village of Hunsdonbury is contained in the northeast corner. It is an area of ancient settlements dominated by many parklands and constant noise from cars and aircraft. It is mostly formed of large-scale arable farmland with little woodland out of the valleys. The area is transversed from north to south by a small tributary of the River Stort and the Harcamlow Way (rambling trail) and from east to west by electricity transmission lines. Views from the area are extensive across the floodplain to the industrial edge of Harlow. The area is entirely within the Green Belt except for a small patch in the north east corner south of Hunsdonbury.

### ***Adjoining Areas***

#### *Inner adjoining areas*

#### **Little Parndon and Hare Street**

The ward of Little Parndon and Hare Street is situated in close proximity to the Town Centre and has a population of 7,485. The area is urban, with a few parts in the green wedge. There are also a few historic settlements within the area.

In comparison to its neighbouring wards, Little Parndon and Hare Street has a high percentage of higher-level qualifications, ranking third in the 'all people' and 'in employment' categories, and second in the 'unemployed' category. 3,692 people in Little Parndon and Hare Street (83.5% of the working age population) are economically active with 3,435 people (93%) in work. Of those who are working, 71% work on full-time with and the remaining 29% on part-time. The largest occupation types for Little Parndon and Hare Street residents are in elementary occupations and associate professional and technical fields; jointly accounting for over 31% of jobs for the ward's employed residents.

#### *Outer adjoining areas*

#### **Stanstead Abbots**

The ward has a relatively high proportion of 20-29 years olds (13.9%). There is a relatively high ethnic minority population at 8.7% and the largest ethnic minority groups are Other White (4.1%), Irish (1.2%), Indian (1%) and Chinese (0.6%). 75% of people describe their health as 'good' and 5.9% as 'not good'. 12.4% of people have a

limiting long-term illness and 8.1% provide unpaid care. 68.1% of people (aged 16-74) are employed and 2.0% are unemployed (the fourth highest rate in East Herts). The ward has the highest proportion of students at 10.1%. A quarter of people work in financial and business services (24.5%) and a fifth work in public administration (20%). A further 18.4% of people work in distribution, hotels and catering. Stanstead Abbots has a relatively high proportion of people working in construction at 9%. Approximately a quarter of properties are detached (24.5%), semi-detached (25.2%) and terraced (27.8%), and a fifth are flats (19.5%). Just over 2% of all claims made in the district for Child Benefit are from the ward while 5.6% of people claimed Housing benefit/Council Tax Benefit in 2005. The total weekly household income estimate for the period April 2001 to March 2002 was £770. This places the ward 24<sup>th</sup> out of 30<sup>th</sup> in the district.

Stanstead Abbots is identified as a 'main settlement' in the *Adopted East Herts Local Plan* and is a settlement where limited development may be appropriate to maintain the vitality of the area. The Hertfordshire Transportation Plan has been subsumed within the Lea Valley Area Plan which covers Stanstead Abbots. The overriding planning objective of defining settlement limits is the prevention of urban sprawl and the coalescence with nearby settlements and the protection of the settlement's special character.

### **Hunsdon**

Hunsdon has a population of 2,853 and makes up 2.2% of the district's population. The ward has the 19<sup>th</sup> largest population out of the 30 wards. 2.2% of people are unemployed - the third highest proportion in East Herts. The area includes the settlement of Hunsdon which is a Category 1 village. The lower half of the ward lies within the Green Belt. Policy GBC1 Appropriate Development in the Green Belt states that within the Metropolitan Green Belt, as defined by the proposals map, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm. Policy GBC2 The rural area beyond the Green Belt states that this area will be maintained in the central and northern part of the district, as defined on the proposals map, wherein inappropriate development will not be permitted. Land is largely agricultural.

### **Key local plan policies**

- **GBC1 appropriate development in the Green Belt** – Within the Metropolitan Green Belt, as defined on the Proposals Map, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm.
- **BH1 archaeology and new development** – Development will not be permitted where the Council considers that it will adversely affect archaeological sites of national importance, whether scheduled or unscheduled, and their setting.
- **BH2 archaeological evaluations and assessments** – On sites where it is demonstrated that there are remains of archaeological importance, whether of national or local significance, the applicant will be expected to provide the results of an archaeological evaluation and/or assessment prior to the determination of an application.
- **BH3 archaeological conditions and agreements** – i) where development is permitted on sites containing archaeological remains, any planning permission will be subject to conditions and/or formal agreements requiring appropriate excavation and recording in advance of development and the publication of the results. ii) The enhancement of archaeological remains and their setting will be sought by way of a planning obligation in circumstances where such works are necessary and relevant to the development proposed.
- **ENV14 local sites** – i) Development and land use change likely to have an adverse effect on a Local Nature Reserve or Wildlife Site, or a Regionally Important Geological/Geomorphological Site, will not be permitted unless it can be clearly demonstrated that there are reasons for the proposal, which outweigh the need to safeguard the substantive nature conservation value of the site or feature. ii) In all cases where development or land use change is permitted, which would damage the nature conservation value of the site or feature, such damage will be kept to a minimum. Where appropriate the District Council will consider the use of conditions and/or planning obligations (or as subsequently revised) to provide appropriate mitigatory and/or compensatory measures.

Baseline information		
Topic	Comments	Source
Agricultural land		
1	<b>Agricultural Land Classifications</b> Grade 3 Lowestoft Till, Head and Glaciofluvial Deposits	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
Air quality		
2	<b>Air Quality Management Areas (AQMA)</b> None in the area	<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities		
3	<b>Community services and facilities</b> <ul style="list-style-type: none"> <li>• <b>Shopping area:</b> small shops to meet day-to-day needs found in adjacent Stanstead Abbots; greater shopping selection found in Harlow</li> <li>• <b>Primary school:</b> none in area, closest in Ware and Hoddesdon</li> <li>• <b>Secondary school:</b> none in area, closest found in Ware (2.01km/1.25m); Ware (3.03km/1.88m); Hoddesdon (3.56km/2.21m).</li> <li>• <b>Hospitals:</b> Harlow, Princess Alexandra (2.5 miles); Hertford, Hertford County (5.5m); Epping, St Margaret's (7.2m);</li> <li>• <b>GPs:</b> Stanstead Abbots (1.4m), Roydon (1.5m), Hoddesdon (2.7m)</li> <li>• <b>Dental practices:</b> Stanstead Abbots, Harlow</li> <li>• <b>Pharmacies:</b> Roydon (1.5m), Stanstead Abbots (1.6m), Harlow (1.9m)</li> <li>• <b>Leisure &amp; cultural facilities:</b> playing fields (1.63m); playing fields (1.73m); sports ground (1.85m); sports and social club (1.85m); churches just south and east of area; nearest leisure facilities found in Stanstead Abbots and Ware</li> <li>• <b>Post Office:</b> Hunsdon (1.1m); Stanstead Abbots (1.5m); Roydon (1.6m)</li> <li>• <b>Recreation areas:</b> Harcamlow Way passes through area north to south; several wooded areas. Need to refer to open space strategy.</li> </ul>	Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a>  Hospitals, GPs, dentists, pharmacies: <a href="http://www.nhs.uk/serviceDirectories/Pages/serviceSearch.aspx">http://www.nhs.uk/serviceDirectories/Pages/serviceSearch.aspx</a>  Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authenticate=true">http://www.activeplaces.com/Index.asp?Authenticate=true</a>  Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a>  (Distances measured from SG12 8PT)
4	<b>Gypsy &amp; Travellers</b> None in the area	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
Community wellbeing <sup>1</sup>		
5	<b>Index of Multiple Deprivation</b> LSOA1 Score: 17,136 Ranking: 52.76%  LSOA2 Score: 23,577 Ranking: 72.58%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
6	<b>Indices of Deprivation - Barriers to housing and services</b> LSOA1 Score: 20,322 Ranking: 62.56%  LSOA2 Score: 5,306 Ranking: 16.34%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
7	<b>Indices of Deprivation - Crime</b> LSOA1 Score: 6,776 Ranking: 20.86  LSOA2	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

<sup>1</sup> The area is within LSOAs E01023504 (LSOA1) and E01023492 (LSOA2)

		Score: 27,473 Ranking: 84.58%	
8	<b>Indices of Deprivation - Education and training</b>	LSOA1 Score: 18,376 Ranking: 56.57%  LSOA2 Score: 20,581 Ranking: 63.36%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
9	<b>Indices of Deprivation - Health deprivation</b>	LSOA1 Score: 22,806 Ranking: 70.21%  LSOA2 Score: 27,646 Ranking: 85.11%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
10	<b>Indices of Deprivation – Living deprivation</b>	LSOA1 Score: 15,492 Ranking: 47.69%  LSOA2 Score: 16,206 Ranking: 49.89%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>

Topic		Comments	Source
<b>Contamination</b>			
11	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Waste sites</b>	Landfill sites found in Stansted Abbots and Ware	Contaminated Land Strategy 2007
13	<b>Noise</b>	None in the area	<a href="http://www.defra.gov.uk/environment/noise/mapping/">http://www.defra.gov.uk/environment/noise/mapping/</a>
<b>Economy</b>			
14	<b>Employment uses</b>	- Predominantly agricultural in area - Area includes the Home Farm Industrial Estate - Adjacent to area there is B1, B2 and B8 employment land.	Employment land survey and use class maps.
15	<b>Indices of Deprivation - Employment</b>	LSOA1 Score: 18,701 Ranking: 57.57%  LSOA2 Score: 28,402 Ranking: 87.44%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
16	<b>Indices of Deprivation - Income</b>	LSOA1 Score: 12,797 Ranking: 39.40%  LSOA2 Score: 21,678 Ranking: 66.74%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
17	<b>Tourism</b>	The Harcamlow Way, moated sites, wooded areas and wildlife sites are found in the area.	
<b>Green Belt</b>			
18	<b>Green Belt</b>	The area is within the Green Belt. Development	

		would cause harm against the following purposes: - to check the unrestricted sprawl of large built-up areas; - to assist in safeguarding the countryside from encroachment; - to preserve the setting and special character of historic market towns (Stanstead Abbots) - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	
<b>Heritage &amp; landscape</b>			
19	<b>Historic environment</b>	There are several Scheduled Ancient Monuments to the north of the area and a conservation area within Stanstead Abbots which abuts the area.	Harlow Area Landscape and Environment Study
20	<b>Landscape character</b>	Area contains undulating valley sides and plateau with a generally large-scale and irregular settlement pattern. There are extensive views to the south/southwest and many historic parklands and early fields with some conservation elements.  <b>Sensitivity to:</b> Very large-scale urban development: High Substantial urban development: High Small-scale urban development: Moderate	Harlow Area Landscape & Environment Study
21	<b>Topography</b>	It is an area of higher elevation and commands views over the northern edge of Harlow	Harlow Area Landscape & Environment Study

	Topic	Comments	Source
<b>Nature conservation</b>			
22	<b>Geological sites</b>	None in the area	Harlow Area Landscape & Environment Study
23	<b>Green infrastructure</b>	The area contains several wooded areas and footpaths including Harcamlow Way which traverses the areas on a north-south access. Hunsdon Brook also passes through the area on the same axis.	Harlow Area Landscape & Environment Study
24	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape & Environment Study
25	<b>Locally designated sites</b>	There are several County Wildlife Sites	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>
26	<b>Nationally designated sites</b>	Adjacent to: - Amwell Quarry (SSSI) which is in a favourable condition - Hunsdon Mead (SSSI) which is in an unfavourable condition due to inappropriate water levels, water	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a>



		<p>pollution from agriculture/run off</p> <p>-A new trunk sewer parallel to the Stort has the potential to impact upon Hunsdon Mead unless carefully managed.</p>	
27	<b>Protected species and habitats</b>	None in the area	Harlow Area Landscape & Environment Study
28	<b>Woodlands</b>	Ancient Woodland site within area	Harlow Area Landscape & Environment Study
<b>Transport<sup>2</sup></b>			
29	<b>Distance to Harlow Town Centre</b>	<p><b>Distance:</b> 4.9 miles</p> <p><b>Public transport:</b> approx 35 mins by bus (infrequent)</p>	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
30	<b>Distance by road to nearest centres</b>	<p><b>Bishop's Stortford:</b> 9.8 miles</p> <p><b>Public transport:</b> approx 45 mins by bus (hourly service)</p> <p><b>Chelmsford:</b> 24.2 miles</p> <p><b>Public transport:</b> 1 hour 45 mins by bus (hourly service)</p> <p><b>Stevenage:</b> 16.4 miles</p> <p><b>Public transport:</b> 1.5 hours by bus (hourly service)</p> <p><b>London:</b> 27.5 miles</p> <p><b>Public transport:</b> 1.5 hours by bus</p>	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
31	<b>Public transport</b>	The nearest train stations are Roydon (3 miles), St. Margarets (2 miles), Ware (5 miles) and Harlow (4 miles). There are bus stops on Eastwick Road, by Hunsdon North Lodge, B180 and B181 (infrequent service from all).	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
32	<b>Strategic road network</b>	The A414 runs south of the area and the nearest motorway is the M11. Potential peak hour congestion on the A414. Approximately 8 / 9.5 miles to nearest motorway junction (jct. 7 of the M11) and must travel through Harlow for access.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
33	<b>Cycling and Walking</b>	There are a couple public footpaths which go through the area including a section of the Harcamlow Way.	

Topic	Comments	Source	
<b>Water resources</b>			
34	<b>Flood risk</b>	There is a small section of flood risk zone 3a along a Stort tributary which runs through the area. Also, there are flood risk zones 2, 3a and 3b to the south and west of the area.	<a href="http://www.eastherts.gov.uk/index.jsp?articleid=7408">http://www.eastherts.gov.uk/index.jsp?articleid=7408</a>
35	<b>Groundwater Source Protection Zones</b>	Area contains outer zone and total catchment zone. It is adjacent to several inner zone GPZs.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>

<sup>2</sup> Distances measured from SG12 8PT

36	<b>Water supply and wastewater treatment</b>	<p>Sewerage to Rye Meads Treatment facility.</p> <p>Public water supply in the Three Valleys Northern Water Resource Zone. TVW has large diameter strategic mains that can be utilised to supply potable water to all development areas in the supply area. However, the provision of water supplies to new homes will require the installation of new infrastructure to supply the new development.</p> <p>Development to the north of the River Stort would be ideally located to allow simple connection into the existing trunk sewer.</p> <p>Rye Meads is the primary WwTW serving the area. The draft WCS finds that, In the short term, development around Harlow is best steered towards the east, where TWU have already begun to provide the necessary reinforcement to the existing sewer network... Development to the north of the River Stort [should be considered] past 2016]."</p>	<p>Draft Water Cycle Study</p> <p><a href="http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598">http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598</a></p> <p><a href="http://www.3valleys.co.uk/pdf/supply-map.pdf">http://www.3valleys.co.uk/pdf/supply-map.pdf</a></p>
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<p><b>Additional observations</b></p> <ul style="list-style-type: none"> <li>• Transmission lines cutting through the area pose a significant obstacle to any develop.</li> <li>• Additional development could place more stress on the road network and increase traffic through Harlow to junction 7 of the M11. However, additional development could also provide an opportunity for the bypass north of Harlow, relieving pressure on the road network and on peak hour traffic through Harlow.</li> <li>• Final version of water cycle study will provide up-to-date information on sewerage capacity issues</li> </ul>
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**Change log**

Row	Change	Origin	Date

**Map of the area**



## Area Profile

### H10 – Briggens



(a)



(b)

Source: (a) B181 (b) Stanstead Lodge, James Allan, 17/03/09

#### Area Description

This area is bounded by the A414 to the north and partially the north east corner, to the east it is bounded by the Harlow District border, to the south is the rail line and the Epping Forest District border and to the west it is bounded by the B181. Additionally, to the south is LCA 12. The settlement of Roydon is just to the south of the area and the Rye Meads Sewage Treatment Works is approximately 1 mile to the west. Within the area there is the Hunsdon Mead SSSI, a County Wildlife Site and several streams. It is also within the River Stort LCA and the River Stort passes through the area from the southwest corner to the northeast.

#### Adjoining Areas

##### Inner adjoining areas

##### Little Parndon and Hare Street

The ward of Little Parndon and Hare Street is situated in close proximity to the Town Centre and has a population of 7,485. The area is urban, with a few parts in the green wedge. There are also a few historic settlements within the area.

In comparison to its neighbouring wards, Little Parndon and Hare Street has a high percentage of higher-level qualifications, ranking third in the 'all people' and 'in employment' categories, and second in the 'unemployed' category. 3,692 people in Little Parndon and Hare Street (83.5% of the working age population) are economically active with 3,435 people (93%) in work. Of those who are working, 71% work on full-time with and the remaining 29% on part-time. The largest occupation types for Little Parndon and Hare Street residents are in elementary occupations and associate professional and technical fields; jointly accounting for over 31% of jobs for the ward's employed residents.

##### Outer adjoining areas

##### Hunsdon

Hunsdon has a population of 2,853 and makes up 2.2% of the district's population. The ward has the 19<sup>th</sup> largest population out of the 30 wards. 2.2% of people are unemployed - the third highest proportion in East Herts. The area includes the settlement of Hunsdon which is a Category 1 village. The lower half of the ward lies within the Green Belt. Policy GBC1 Appropriate Development in the Green Belt states that within the

Metropolitan Green Belt, as defined by the proposals map, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm. Policy GBC2 The rural area beyond the Green Belt states that this area will be maintained in the central and northern part of the district, as defined on the proposals map, wherein inappropriate development will not be permitted. Land is largely agricultural.

### **Stanstead Abbots**

The ward has a relatively high proportion of 20-29 years olds (13.9%). There is a relatively high ethnic minority population at 8.7% and the largest ethnic minority groups are Other White (4.1%), Irish (1.2%), Indian (1%) and Chinese (0.6%). 75% of people describe their health as 'good' and 5.9% as 'not good'. 12.4% of people have a limiting long-term illness and 8.1% provide unpaid care. 68.1% of people (aged 16-74) are employed and 2.0% are unemployed (the fourth highest rate in East Herts). The ward has the highest proportion of students at 10.1%. A quarter of people work in financial and business services (24.5%) and a fifth work in public administration (20%). A further 18.4% of people work in distribution, hotels and catering. Stanstead Abbots has a relatively high proportion of people working in construction at 9%. Approximately a quarter of properties are detached (24.5%), semi-detached (25.2%) and terraced (27.8%), and a fifth are flats (19.5%). Just over 2% of all claims made in the district for Child Benefit are from the ward while 5.6% of people claimed Housing benefit/Council Tax Benefit in 2005. The total weekly household income estimate for the period April 2001 to March 2002 was £770. This places the ward 24<sup>th</sup> out of 30<sup>th</sup> in the district.

Stanstead Abbots is identified as a 'main settlement' in the *Adopted East Herts Local Plan* and is a settlement where limited development may be appropriate to maintain the vitality of the area. The Hertfordshire Transportation Plan has been subsumed within the Lea Valley Area Plan which covers Stanstead Abbots. The overriding planning objective of defining settlement limits is the prevention of urban sprawl and the coalescence with nearby settlements and the protection of the settlement's special character.

### **Key local plan policies**

- **GBC1 appropriate development in the Green Belt** – Within the Metropolitan Green Belt, as defined on the Proposals Map, permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm.
- **BH1 archaeology and new development** – Development will not be permitted where the Council considers that it will adversely affect archaeological sites of national importance, whether scheduled or unscheduled, and their setting.
- **BH2 archaeological evaluations and assessments** – On sites where it is demonstrated that there are remains of archaeological importance, whether of national or local significance, the applicant will be expected to provide the results of an archaeological evaluation and/or assessment prior to the determination of an application.
- **BH3 archaeological conditions and agreements** – i) where development is permitted on sites containing archaeological remains, any planning permission will be subject to conditions and/or formal agreements requiring appropriate excavation and recording in advance of development and the publication of the results. ii) The enhancement of archaeological remains and their setting will be sought by way of a planning obligation in circumstances where such works are necessary and relevant to the development proposed.
- **ENV14 local sites** – i) Development and land use change likely to have an adverse effect on a Local Nature Reserve or Wildlife Site, or a Regionally Important Geological/Geomorphological Site, will not be permitted unless it can be clearly demonstrated that there are reasons for the proposal, which outweigh the need to safeguard the substantive nature conservation value of the site or feature. ii) In all cases where development or land use change is permitted, which would damage the nature conservation value of the site or feature, such damage will be kept to a minimum. Where appropriate the District Council will consider the use of conditions and/or planning obligations (or as subsequently revised) to provide appropriate mitigatory and/or compensatory measures.
- **ENV13 Development and SSSIs** – i) Proposals for development in, or likely to affect, Sites of Special Scientific Interest will be subject to special scrutiny. Where such development may have an adverse effect, directly or indirectly, on the SSSI it will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy safeguard the national network of such sites. ii) Where the site concerned is a National Nature Reserve (NNR), or a site identified under the Nature Conservation Review (NCR) or Geological Conservation Review (GCR), particular regard will be paid to the individual site's national importance. iii) Where development is permitted the District Council will impose conditions or use planning obligations (or as subsequently revised), to ensure the

protection and enhancement of the site's nature conservation interest.

- **LRC8 Lee Valley Regional Park** – Proposals for leisure related developments within the Regional Park will be permitted provided that intensive land-use leisure activities and associated buildings are located near existing settlements.
- **BH16 Historic parks and gardens** – i) On sites listed in English Heritage's 'Register of Historic Parks and Gardens' and other locally important sites, development proposals that significantly harm their special historic character, appearance or setting will not be permitted. ii) Where appropriate and well-researched, the District Council will encourage proposals for the repair, restoration and management of historic parks and gardens.

Baseline information		
Topic	Comments	Source
Agricultural land		
1	<b>Agricultural Land Classifications</b> Grade 2 and 3 Alluvium, River Terrace Deposits, Glaciofluvial deposits, Head and Lowestoft Till	<a href="http://www.magic.gov.uk">www.magic.gov.uk</a> Harlow Area Landscape and Environment Study
Air quality		
2	<b>Air Quality Management Areas (AQMA)</b> None in the area	<a href="http://www.airquality.co.uk/archive/laqm/list.php">http://www.airquality.co.uk/archive/laqm/list.php</a>
Communities		
3	<b>Community services and facilities</b> <ul style="list-style-type: none"> <li>• <b>Shopping area:</b> small shops to meet day-to-day needs can be found in Rodyon adjacent to the south of the area; greater shopping found in Harlow (4 miles)</li> <li>• <b>Primary school:</b> none in area, closest in Roydon and Harlow</li> <li>• <b>Secondary school</b> none in area, closest found in Ware (1.6 miles) Hoddesdon (2.1 miles), Hertford (2.7 miles) and Harlow (2.7 miles).</li> <li>• <b>Hospitals:</b> Princess Alexandra, Harlow, (2 miles); Hertford County Hospital (5.7 miles); St Margaret's Hospital, Epping (6.3 miles)</li> <li>• <b>GPs:</b> Roydon (0.6 miles), Stanstead Abbots (1.6 miles), Harlow (2.1 miles)</li> <li>• <b>Dental practices:</b> Stanstead Abbots (1.6 miles), Harlow (2.1 miles), Harlow (2.3 miles)</li> <li>• <b>Pharmacies:</b> Ware (0.5m); Ware (0.5m); Ware (0.5)</li> <li>• <b>Leisure &amp; cultural facilities:</b> playing fields (.73m); playing fields (.86m); sports and social club (1.18m); golf club (1.38m); ash tree field 1.42m); There is also a church within the area. Stanstead Lodge, Mead Lodge, Briggens Hotel are all in the area</li> <li>• <b>Recreation areas:</b> There is the Hunsdon Mead SSSI, Stanstead Lodge and wooded areas within the area. Need to refer to open space strategy.</li> <li>• <b>Post office:</b> Roydon (0.7m); Stanstead Abbots (1.7m); Hunsdon (1.8m);</li> </ul>	Secondary schools: <a href="http://www.schoollocator.co.uk">http://www.schoollocator.co.uk</a>  Hospitals, GPs, dentists, pharmacies (as measured from: <a href="http://www.nhs.uk/service directories/Pages/serviceSearch.aspx">http://www.nhs.uk/service directories/Pages/serviceSearch.aspx</a>  Leisure Facilities: <a href="http://www.activeplaces.com/Index.asp?Authorise=true">http://www.activeplaces.com/Index.asp?Authorise=true</a>  Post Office: <a href="http://www.postoffice.co.uk/portal/po/finder?catId=7800129">http://www.postoffice.co.uk/portal/po/finder?catId=7800129</a>  (Distances measured from SG12 8LD)
4	<b>Gypsy &amp; Travellers</b> None in the area	<a href="http://www.communities.gov.uk/documents/housing/xls/table2.xls">http://www.communities.gov.uk/documents/housing/xls/table2.xls</a>
Community wellbeing <sup>1</sup>		
5	<b>Index of Multiple</b> LSOA1	<a href="http://www.imd.communities.gov.uk">http://www.imd.communities.gov.uk</a>

<sup>1</sup> Area H10 includes parts of two LSOAs - LSOA 1 is E01023504 and LSOA 2 is E01023492

	<b>Deprivation</b>	Score: 17,136 Ranking: 52.76%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">ities.gov.uk/InformationDisplay.aspx</a>
		LSOA2 Score: 23,577 Ranking: 72.58%	
6	<b>Indices of Deprivation - Barriers to housing and services</b>	LSOA1 Score: 20,322 Ranking: 62.56%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
		LSOA2 Score: 5,306 Ranking: 16.34%	
7	<b>Indices of Deprivation - Crime</b>	LSOA1 Score: 6,776 Ranking: 20.86%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
		LSOA2 Score: 27,473 Ranking: 84.58%	
8	<b>Indices of Deprivation - Education and training</b>	LSOA1 Score: 18,376 Ranking: 56.57%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
		LSOA2 Score: 20,581 Ranking: 63.36%	
9	<b>Indices of Deprivation - Health deprivation</b>	LSOA1 Score: 22,806 Ranking: 70.21%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
		LSOA2 Score: 27,646 Ranking: 85.11%	
10	<b>Indices of Deprivation – Living deprivation</b>	LSOA1 Score: 15,492 Ranking: 47.69%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
		LSOA2 Score: 16,206 Ranking: 49.89%	

Topic	Comments	Source	
<b>Contamination</b>			
11	<b>Contamination and Pollution hazards</b>	None in the area	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
12	<b>Waste sites</b>	Landfill sites found in Stansted Abbots and Ware	Local Plan
13	<b>Noise</b>	The Development Case for predicted aircraft noise in 2030 shows that this area will be affected by 57 DbA LAeq for approximately 30% of the time.	Environmental Research and Consultancy Department (2009). <i>Stansted Generation 2 (Appendix 5)</i> . London: Civil Aviation Authority.
<b>Economy</b>			
14	<b>Employment uses</b>	Largely agricultural, some tourism through hotels. Rye Meads Sewerage is adjacent to the west of the area.	Employment land survey and use class maps.

15	<b>Indices of Deprivation - Employment</b>	LSOA1 Score: 18,701 Ranking: 57.57%  LSOA2 Score: 28,402 Ranking: 87.44%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
16	<b>Indices of Deprivation - Income</b>	LSOA1 Score: 12,797 Ranking: 39.40%  LSOA2 Score: 21,678 Ranking: 66.74%	<a href="http://www.imd.communities.gov.uk/InformationDisplay.aspx">http://www.imd.communities.gov.uk/InformationDisplay.aspx</a>
17	<b>Tourism</b>	Yes, the area contains a few hotels, the River Stort, wildlife sites and Hunsdon Mead SSSI.	
<b>Green Belt</b>			
18	<b>Green Belt</b>	The area is entirely in the Green Belt and would cause harm against the following purposes: - the check the unrestricted sprawl of large built-up areas -to prevent neighbouring towns from merging into one another -to assist in safeguarding the countryside from encroachment -To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	Local Plan
<b>Heritage &amp; landscape</b>			
19	<b>Historic environment</b>	The area includes Registered Common Land and Registered Parks and Gardens of Special Historic Interest.	Harlow Area Landscape and Environment Study
20	<b>Landscape character</b>	An enclosed landscape, focused on the Stort Navigation with its locks and the more natural original river with its side loops. The landform is dominant, although the watercourses within it are relatively insignificant visually. The valley is predominantly rural with significant localised urban impact, varying with the degree to which industry is water related.  <b>Sensitivity to:</b> Very large-scale urban development: High Substantial urban development: High Small-scale urban development: Moderate	Harlow Area Landscape and Environment Study
21	<b>Topography</b>	Flat with gentle side slopes.	Harlow Area Landscape and Environment Study



Topic		Comments	Source (identify source and insert web link to information)
Nature conservation			
22	<b>Geological sites</b>	None in the area	Harlow Area Landscape and Environment Study
23	<b>Green infrastructure</b>	Several footpaths dissect the area as well as wooded areas and open space. The River Stort is an historical navigation channel.	Harlow Area Landscape and Environment Study
24	<b>Internationally designated sites</b>	None in the area	Harlow Area Landscape and Environment Study
25	<b>Locally designated sites</b>	There are several County Wildlife Sites within the area.	Harlow Area Landscape and Environment Study
26	<b>Nationally designated sites</b>	The Hunsdon Mead SSSI is within the site - it is in an unfavourable condition due to inappropriate water levels, water pollution from agriculture/run off	Harlow Area Landscape and Environment Study
27	<b>Protected species and habitats</b>	None in the area	Harlow Area Landscape and Environment Study
28	<b>Woodlands</b>	There is a small woodland area to the south of the River Stort in the northwestern part of the area.	Harlow Area Landscape and Environment Study
Transport <sup>2</sup>			
29	<b>Distance to Harlow Town Centre</b>	<b>Distance:</b> 4 miles <b>Public transport:</b> approximately 35 minutes by walking and train.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
30	<b>Distance by road to nearest centres</b>	<b>Bishop's Stortford:</b> 10 miles <b>Public transport:</b> approx 1 hour and 45 mins by bus <b>Chelmsford:</b> 23 miles <b>Public transport:</b> 2 hour 10 mins by bus (hourly service) <b>Stevenage:</b> 17 miles <b>Public transport:</b> 1 hour 30 mins by bus (hourly service) <b>London:</b> 27.9 miles <b>Public transport:</b> 1.5 hours	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
31	<b>Public transport</b>	There are no bus stops within the area. Roydon rail station is adjacent to the south western border of the area. It is approximately 2.8 miles to Harlow Town Rail Station.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>
32	<b>Strategic road network</b>	The A414 runs north of the area and the nearest motorway is the M11. Potential peak hour congestion on the A414. Approximately 8 / 9.5 miles to nearest motorway junction (jct. 7 of the M11) and must travel through Harlow to get there.	<a href="http://www.googlemaps.co.uk">www.googlemaps.co.uk</a>

<sup>2</sup> Distances measured from SG12 8LD

		The B181 forms the western boundary of the area and brings traffic through to Roydon and to the west of Harlow.	
33	<b>Cycling and Walking</b>	Several footpaths dissect the area as well as the River Stort which is an historical navigation channel.	

Topic		Comments	Source
<b>Water resources</b>			
34	<b>Flood risk</b>	Yes, the area is within the flood plain and includes flood zones 2, 3a and 3b in the southern half of the area along the River Stort.	<a href="http://www.eastherts.gov.uk/index.jsp?articleid=7408">http://www.eastherts.gov.uk/index.jsp?articleid=7408</a>
35	<b>Groundwater Source Protection Zones</b>	An outer zone covers the western half of the area while a smaller portion of the far western part of the area is included in an inner zone.	<a href="http://maps.environment-agency.gov.uk/wiyby/wiybyController">http://maps.environment-agency.gov.uk/wiyby/wiybyController</a>
36	<b>Water supply and wastewater treatment</b>	<p>Sewerage to Rye Meads Treatment facility.</p> <p>Public water supply in the Three Valleys Northern Water Resource Zone. TVW has large diameter strategic mains that can be utilised to supply potable water to all development areas in the supply area. However, the provision of water supplies to new homes will require the installation of new infrastructure to supply the new development.</p> <p>- development to the north of the river Stort would be ideally located to allow simple connection into the existing trunk sewer.</p>	<p>Draft Water Cycle Study</p> <p><a href="http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598">http://goe-consult.limehouse.co.uk/portal/rss/rss?pointId=chapter_5598#section-chapter_5598</a></p> <p><a href="http://www.3valleys.co.uk/pdf/supply-map.pdf">http://www.3valleys.co.uk/pdf/supply-map.pdf</a></p>

**Additional observations e.g. regeneration opportunities, infrastructure issues, other specific area opportunities / constraints**

**Change log**

Row	Change	Origin	Date

**Map of the area**





# Generating and Appraising Spatial Options for the Harlow Area **Sustainability Test**

Annex Two  
January 2010

**Prepared for Harlow, East Hertfordshire and Epping Forest  
District Councils**

## Revision Schedule

### Sustainability Test January 2010

Rev	Date	Details	Prepared by	Reviewed by	Approved by
01	November 2009	Draft Report	<b>James Allan</b> Assistant Environmental Consultant  <b>Liz Clarke</b> Assistant Environmental Consultant  <b>Evridiki Kaliakatsou</b> Environmental Economist	<b>Steve Smith</b> Associate  <b>Vanessa Barri</b> Senior Environmental Consultant	<b>Patricia Stevenson</b> Associate
02	December 2009	Draft Report	<b>James Allan</b> Assistant Environmental Consultant	<b>Vanessa Barri</b> Senior Environmental Consultant	<b>Steven Smith</b> Associate
03	January 2010	Final Report	<b>James Allan</b> Assistant Environmental Consultant	<b>Vanessa Barri</b> Senior Environmental Consultant	<b>Steven Smith</b> Associate

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## Non Technical Summary

This report provides an informal Sustainability Appraisal (SA) and examination of potential impacts on European Sites of the five different spatial options that were considered for delivering growth within the Harlow Area. It also includes an appraisal of the relative sustainability effects of the 'suggested spatial approach' produced as part of the *Generating and Appraising Spatial Options for the Harlow Area* (the 'Harlow Options Report').

Formal SA (i.e. strict application of Government guidelines and meeting legal requirements) is not a requirement of technical studies. However, these exercises have been undertaken to provide planning officers at Harlow, East Herts and Epping Forest District Councils with a richer evidence base upon which to progress their Local Development Frameworks. This study will also provide an early indication of the relative sustainability effects of the 'suggested spatial approach' so that appropriate planning policies can be developed by the councils and so that any key data gaps may be addressed.

The SA framework is based on 13 themes (e.g. water, air quality) and the different options have been individually assessed against these themes to determine the overall sustainability effects. Baseline evidence for each theme was drawn from a variety of sources including technical studies, regional-level datasets, and fieldwork undertaken by the consultants as part of the Harlow Options Report.

The five spatial options that were developed through the Harlow Options Report were assessed and key strengths and weaknesses identified. These spatial options are:

- Spatial Option A – RSS: Northern-led
- Spatial Option B – Policy-led 2
- Spatial Option C – Combined criteria-led
- Spatial Option D – Regeneration-led
- Spatial Option E – Sustainable transport-led

The examination on European Sites provided an assessment of the key effects of the above options and concluded that impacts on internationally designated wildlife sites are unlikely to be more affected by one of the five spatial options over any of the others.

A final spatial option - termed the 'suggested spatial approach' – was also assessed against each theme and key strengths and weaknesses were identified. In addition, this report also provides for the suggested spatial approach:

- Relevant observations on some of the key sustainability issues (e.g. trade-offs between landscape preservation and economic development);
- Key strengths (or opportunities);
- Key weaknesses (or negative sustainability effects) coupled with possible means to minimise or eliminate these weaknesses; and
- Suggested indicators that could be used to monitor the weaknesses/negative sustainability effects of the suggested areas for spatial growth

The results of the suggested spatial approach are included below:

## Observations

- There is a lack of overall constraints to development in this area once issues of supportive critical infrastructure are considered.
- There are also some data gaps that must be filled once more detailed plans for the development areas are progressed. These include more specific effects on the surrounding road network (including the M11) through modelling studies and European sites.
- Finally, in terms of sustainability effects there are significant tradeoffs that must be carefully weighed in considering development to the north of Harlow. These tradeoffs could include:
  - The promotion of regeneration and economic development against landscape impacts;
  - A desire to avoid the coalescence between Harlow and settlements such as Roydon and Sawbridgeworth with the risk that less sustainable travel patterns could be encouraged;
  - The need to ensure that the regeneration of Harlow is not jeopardised by the substantial development to the north. The worst case scenario in this regard is that Harlow North effectively becomes a separate town competing with Harlow;
  - The opportunity to strive for the highest environmental standards associated with housing, employment sites and land use in new developments could lead to increased house prices thereby increasing affordability issues.

## Strengths

- The development scenarios offer substantial opportunities in terms of economic development and these should be maximised. These opportunities include the development of substantial amounts of housing following the Government's ambition that all homes to be built after 2016 will be zero carbon. In addition to the substantial employment opportunities provided by the high levels of house building up to 2031 and beyond there are tremendous training and education opportunities associated with these developments and the potential for developing the Harlow Area as a green industry hub.
- It is also clear that Harlow's greater mass will provide and support a greater range of businesses and services.
- Opportunities to promote more sustainable travel patterns because of the scale of new development and the location of development to the west, east and north being close to existing employment areas
- There are significant green infrastructure opportunities, particularly to the north of Harlow, that should be incorporated into any development proposals
- There will be a significant amount of construction jobs created through the plan
- There are opportunities for the developers to explore the positive contribution that waste can make to energy production by introducing waste-to-energy technologies



- The development may help to remove some of the barriers to housing by improving affordability. The provision of affordable housing could also help reduce social exclusion and deprivation and should contribute towards more balanced communities

### Weaknesses

Weaknesses	Mitigation	Monitoring Suggestions
There are concerns that the high levels of development proposed by this growth may have a negative impact on efforts to regenerate the existing town, its centre and its relatively deprived neighbourhoods as investment may be attracted to the new extension to the north of the town. <sup>1</sup>	Ensure that development plans are coordinated and considered by a range of key stakeholders including public servants from the nearby districts and the two counties as well as key stakeholders from the private sector	Percentage of businesses that are innovation active  Inequality (earnings)
There are significant localised effects which would need to be considered. These include the effects of development at these scales on important landscape features such as Gilston Park, Scheduled Ancient Monuments, valuable hedgerows, and several smaller villages within the area. Clearly, as the scale of proposed development increases the magnitude of impact does as well.	Core Strategy policies must provide an adequate framework for the maintenance of landscape features. These policies should be developed in a coordinated manner between Harlow, East Herts and Epping Forest District Councils	Heritage at risk  Change to areas of Archaeological significance  Number of listed buildings that are damaged or demolished each year
Air quality along the M11 could be severely affected by higher levels of development within and around Harlow	Provision of adequate employment sites to provide opportunities to live and work in the same area  Ensure provision of sustainable modes of transport as part of the masterplan for any large-scale developments	Continued required air quality monitoring arrangements
There are risks that if transport infrastructure is not delivered in line with the sequencing of development then there will be significant negative impacts on the road network (including congestion and exceedences of air quality targets) which would have negative effects on the population and economy in and around Harlow.	Ensure that transport infrastructure (e.g. roads, bridges, etc) and sustainable transport infrastructure (bike paths, footpaths, bus stops and interchanges) are provided prior to residents moving into new dwellings. In other words transport provision must precede residential development.	NI 167 – average journey time per mile during the morning peak  NI 178 – Bus services running on time
The scale of proposed development to the south and the west could have negative impacts on Harlow Woods SSSI	Appropriate barriers to any harmful pathways must be considered prior to development. Selecting sites which are located further away from the	NI 197 – Improved local biodiversity – active management

<sup>1</sup> It is not possible to provide an exact figure on the size of development that would lead to these changes as it would depend on multiple factors such as amount and type of employment land. However, as proposals for development to the north of Harlow progress it is important that there is strong consideration for the relationship between this area and development within Harlow itself to ensure that both are complimentary.

Weaknesses	Mitigation	Monitoring Suggestions
	SSSI should be considered (alongside other factors)	of local sites Change in areas of biodiversity importance
Higher greenhouse gas emissions through transport and residential sources	<p>The LDFs for each LPA should include policies which provide for the highest energy rating standards for new development</p> <p>Higher densities of development should be promoted, particularly around transport nodes such as the rail stations in Harlow and any bus interchanges that are developed</p> <p>Policies which encourage more sustainable transport should be included in the LDFs, e.g. percentage of green infrastructure within new development</p> <p>Anti-car or traffic calming policies should also be adopted</p>	<p>Per capita energy consumption at the local authority level</p> <p>NI 186 – Per capita reduction in CO<sub>2</sub> emissions in the Local Authority area</p> <p>NI 188 – planning to adapt to climate change</p>
There could be immediate pressure placed on community infrastructure (such as schools, GPs, dentists, leisure facilities, etc) if development does not bring forward an appropriate quantum of new community infrastructure prior to and during construction (i.e. before people being moving into the new dwellings)	Ensure developer contributions provide for the required facilities and the development of these are then prioritised	Keep the Harlow Infrastructure Study up-to-date to provide information on community infrastructure
There will be significant landscape impacts, particularly to the north of Harlow	<p>Adopt a development framework which corresponds as close as possible to Gibberd's original masterplan and the Harlow Area Green Infrastructure Plan</p> <p>Ensure that policy mechanisms are in place which provide an appropriate buffer between new development and existing communities</p>	Population of wild birds (woodland and farmland) (ISF Indicator 20)
Smaller communities to the north of Harlow and in the east of the town will experience significant impacts (traffic, tranquillity, character, etc) from the scale of development	<p>Adopt a development framework which corresponds as close as possible to Gibberd's original masterplan and the Harlow Area Green Infrastructure Plan</p> <p>Ensure that policy mechanisms are in place which provide an appropriate buffer between new development and</p>	NI 5 – overall / general satisfaction with local area

Weaknesses	Mitigation	Monitoring Suggestions
	existing communities	
Rye Meads SSSI (as part of the Lee Valley SPA and Ramsar Site) is particularly sensitive to high levels of freshwater abstraction, eutrophication, and to a lesser extent, excessive recreational disturbance of wintering waterfowl	Water resource and quality issues should be resolved prior to development progressing, particularly the large-scale developments to the north and east of Harlow  Policies should be put in place to ensure that, where possible, water neutrality is achieved in new development	Per capita consumption of water by households  Biological and chemical status of waterbodies

The examination of European Sites found that the principle of delivering future post-2021 development to the north and north-east of Harlow will not adversely affect internationally designated wildlife sites and may have a slight positive benefit compared to expanding on the south site of Harlow, as northern expansions will place development further from recreation-sensitive internationally designated wildlife sites.

# 1 Introduction

## 1.1 This Report

1.1.1 This report has been published as a separate volume as part of the *Generating and Appraising Spatial Options for the Harlow Area Report* (The ‘Harlow Options Report’).

1.1.2 This report provides an informal Sustainability Appraisal (SA) of the Harlow Area Options Appraisal. It utilises a common assessment framework based on topics drawn from the Integrated Sustainability Framework (ISF) developed for the East of England<sup>2</sup>. Procedurally this assessment is largely consistent with formal SA undertaken for Local Development Documents (LDDs)<sup>3</sup> and will form part of the evidence base for the appraisal of the Councils’ emerging LDDs. The report principally informs the testing of the potential spatial options for delivering growth within the Harlow Area as well as the Plan-Monitor-Manage (PMM) framework. The ‘suggested spatial approach’ identified through analysis of a wider evidence base was then subsequently tested against the SA framework.

1.1.3 It is important to consider that sustainability is a relative concept and that it involves balancing environmental, social and economic factors. The spatial options that are assessed in this Addendum are predominantly located on green field land within the Metropolitan Green Belt. On this basis it would be easy to assume that all spatial options are inherently unsustainable. However, the supportive text of Policy HA1 of the East of England Plan states that ‘*[t]he expansion of Harlow provides a major opportunity to address the substantial need for economic and physical regeneration of the post war new town...*’ This makes it clear that the social and economic factors of Harlow must be strongly considered as part of any planning process.

## 1.2 Structure of this Report

1.2.1 This report is structured as follows:

- Section 1 provides the introduction including a description of the SA process and how it has been adapted to fit the requirements (and constraints) of the Sustainability Test
- Section 2 includes an overview of the thematic framework against which the impacts of the different spatial options are assessed as well as information regarding the current situation
- Sections 3 – 7 provide a qualitative summary of impacts of five spatial options for delivering growth for the Harlow Area including key strengths and weaknesses of each
- Section 8 provides an analysis of the impacts of the suggested spatial approach including strengths and weaknesses and general observations
- Section 9 is an assessment of the potential impacts of all spatial options against European sites

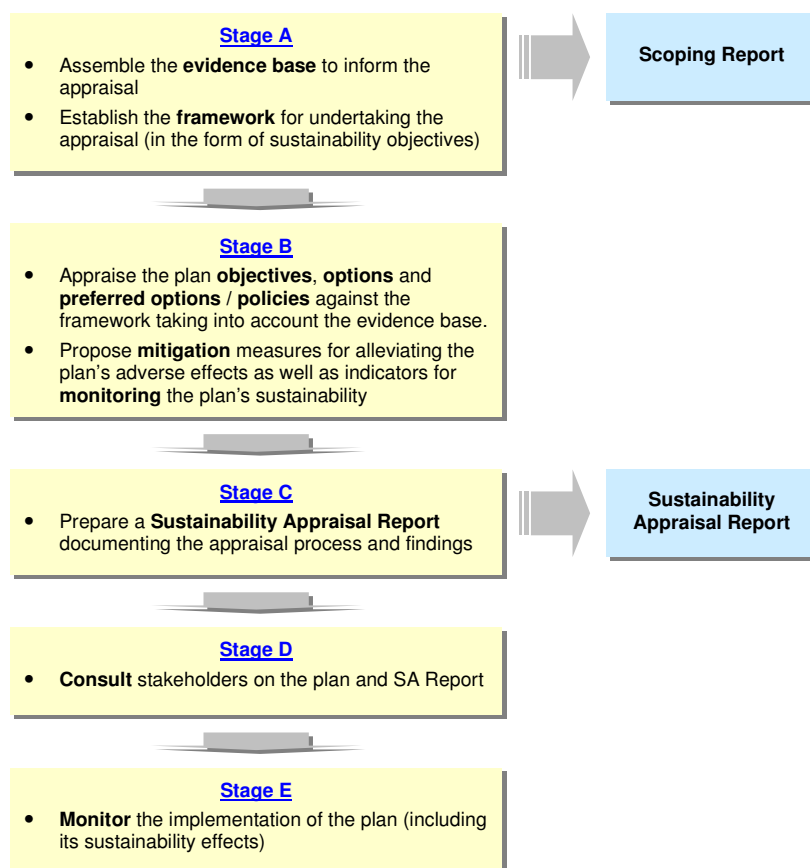
<sup>2</sup> EERA (2009). *Integrated Sustainability Framework* [online] available at: <http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/> (accessed 30/07/09).

<sup>3</sup> See: ODPM (2005). *Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents* [online] available at: <http://www.communities.gov.uk/publications/planningandbuilding/sustainabilityappraisal> (accessed 30/07/09).

## 1.3 SA Process

1.3.1 Formal SA is based on a five-stage approach as shown in Figure 1.

**Figure 1: Five stage approach to SA**



1.3.2 Elements which comprise **Stage A** of the formal SA process can be found in 1.2 and 1.3 of this report. The evidence base used to inform the appraisal is largely drawn from the evidence source that Scott Wilson collated to inform the generation of spatial options for the Harlow Area. The SA framework used to undertake the appraisal is based on the 13 sustainability topics that were used to appraise the most recent East of England Plan (2008). These are:

1. Air quality
2. Biodiversity
3. Climate change
4. Community and well-being
5. Economy and employment
6. Historic environment
7. Housing
8. Land

9. Landscape
10. Rural areas
11. Transport
12. Waste
13. Water

- 1.3.3 This Framework provides a systematic way of testing potential impacts of the spatial options. To inform the PMM framework key indicators have been drawn from the Integrated Sustainability Framework developed for the East of England and we have noted which (if any) of the Councils already monitor these.
- 1.3.4 **Stage B** of the SA process includes the appraisal of all five spatial options and the suggested spatial approach. Mitigation measures for eliminating, minimising or improving the significant impacts (both negative and positive) of the suggested spatial approach have been provided and will inform the subsequent SA of the Councils' separate emerging Core Strategy DPDs.
- 1.3.5 This report constitutes **Stage C** of the formal SA process. **Stage D** and **Stage E** have not been undertaken as this SA is not a legal requirement for technical studies.
- 1.3.6 It is important to note that although this report is thorough, it also highlights similar messages for each option. This is because SA is designed to be strategic in nature and in many instances there are relatively minor differences between some of the spatial options that are being appraised.

### The spatial options

- 1.3.7 Five spatial options were originally identified as possible alternatives for delivering growth within the Harlow Area. These are:
- Spatial Option A – RSS: Northern-led
  - Spatial Option B – Policy-led 2
  - Spatial Option C – Combined criteria-led
  - Spatial Option D – Regeneration-led
  - Spatial Option E – Sustainable transport-led
- 1.3.8 Following the appraisal of these five spatial options against the Reasonableness and Sustainability Tests as part of the generation of spatial options for the Harlow Area, options were refined and a suggested spatial approach was put forward for consideration by Harlow, East Hertfordshire and Epping Forest District Councils as part of the evidence base underpinning their LDF process. This is referred to as the **Suggested Spatial Approach**.

## 1.4 East of England Plan Policy HA1

- 1.4.1 Each thematic topic paper maintains a unique policy context that will be fully considered by the separate (but coordinated) scoping reports prepared by Scott Wilson to appraise the Harlow,

East Herts and Epping Forest LDFs. However, for this informal SA the policy context is largely provided by the East of England Plan Policy **HA1**. At this point, consistency and relevance to wider policy domains, e.g. Air Quality, is considered through relevant ISF and Local Area Agreement (LAA) indicators.

1.4.2 The East of England Plan<sup>6</sup> provides the overarching policy context through which the spatial options have been developed. The East of England identifies Harlow as:

- A Key Centre for Development and Change (KCDC) with the strategy for Harlow described by Policy HA1;
- A priority area for regeneration;
- An area in need of a strategic Green Belt review which provides to the north for an eventual development of at least 10,000 dwellings and possibly significantly more;
- A strategically important employment location;
- A town of strategic importance for retailing and other town centre functions;
- A major regional housing growth point with 16,000 additional dwellings provided between 2001 and 2021, including urban extensions into Epping Forest and East Herts districts<sup>7</sup>; and
- A regional transport node.

1.4.3 One of the reasons why Harlow was identified as a KCDC is because it lies within the London-Stansted-Cambridge-Peterborough Growth Area, and within that it is in the London-Harlow-Stansted Programme Area. The third round of Growth Area Funding (GAF) includes approximately £45m for the Programme Area to help deliver key objectives to facilitate longer-term regeneration and growth. The majority of this will be spent in or around Harlow<sup>8</sup> with investment including:

- £7m to unblock key infrastructure constraints;
- £16m to enable delivery;
- £4m for direct delivery;
- £12m to regenerate underperforming and deprived areas; and
- £5m for place shaping.

<sup>6</sup> East of England Regional Assembly (2008). *East of England Plan*.

<sup>7</sup> The policy also includes distributional and locational direction stating that the urban extensions “to the north, east, and on a smaller scale the south and west.”

<sup>8</sup> Atkins (2009). Harlow Infrastructure Study-Stage 2 Draft Final Report.

## 2 Thematic Framework and Current Situation

- 2.1.1 For each thematic topic area the current situation is described below. This is effectively the situation ‘without the plan’ and it includes information provided at the East of England level as well as within Harlow, East Herts and Epping Forest districts. As there is no data or existing compendiums of information specifically for the Harlow Area<sup>9</sup>, assumptions regarding the impact against this baseline will need to be interpolated and considered in light of this constraint.
- 2.1.2 Relevant ISF objectives have been included to provide an early indication of the potential contribution that the suggested areas for spatial growth can provide towards these ambitions. Connections to LAA indicators are included to:
- Provide an indication of the impact of spatial options towards the indicators; and
  - Identify existing consistency of monitoring arrangements across the three districts – this could have implications for the monitoring of any significant effects and will be used to inform monitoring recommendations and to identify any important data gaps.

Topic	Summary
Air Quality	<p>Air pollution can affect the health of people, animals and plants. On a local scale, concentrations of atmospheric pollutants and their deposition can have direct and indirect effects. Local authorities have statutory duties for local air quality management (LAQM) under the Environment Act 1995<sup>10</sup>. They are required to carry out regular reviews and assessments against 8 of the national objectives, but not for ozone as it is affected by pollutants from outside the UK. Where it is found that objectives are unlikely to be met, authorities must designate air quality management areas (AQMA) to tackle the problem.</p> <p>Modelling and monitoring of pollutants carried out in the Harlow District and surrounding areas, indicated that although exceedences of the national objectives were identified in some locations where public health would not be affected. Therefore it was not necessary to declare any AQMA for any pollutant.</p> <p>The previously declared AQMA for NO<sub>2</sub> and PM<sub>10</sub> in Sawbridgeworth (by the A118 Cambridge Road) was revoked in 2004 following air quality monitoring which indicated that all pollutants were below the objective levels<sup>11</sup>.</p> <p>No major changes in roads, traffic or other transport resources have occurred. There are no new landfills or quarrying or developments of significant scale in the area which could deteriorate the air quality. The main air quality issues are emissions of nitrogen dioxide (NO<sub>2</sub>) and particles (PM<sub>10</sub>) from vehicles on the A414 and M11<sup>12</sup>. The nearest major airport is Stansted Airport is several miles east of the area and consequently, any relevant exposure will be outside the area.</p> <p>The main indicator in the ISF related to air quality is the National Indicator NI 194 measuring the percentage reduction in NO<sub>x</sub> and primary PM<sub>10</sub> emissions through local authority’s estate and operations. Currently none of the Local Authorities have signed up to measure that indicator; however NO<sub>x</sub> and PM<sub>10</sub> are monitored in several monitoring stations in the area.</p>
Biodiversity	Biodiversity is under pressure from a significant range of threats such as the intensification of land

<sup>9</sup> This should be expected as the Harlow Area has never been officially defined with set delineated borders.

<sup>10</sup> DEFRA (2007). *The Air Quality Strategy for England, Scotland, Wales and Northern Ireland* [online] available at: <http://www.defra.gov.uk/environment/airquality/strategy/pdf/air-qualitystrategy-vol1.pdf> (accessed 10 July 2009).

<sup>11</sup> East Herts District Council (2008). *Air Quality Annual Progress Report* [online] available at: [http://80.168.51.108/media/pdf/2/a/Air\\_Quality\\_Annual\\_Progress\\_Report\\_2008.pdf](http://80.168.51.108/media/pdf/2/a/Air_Quality_Annual_Progress_Report_2008.pdf) (accessed 10/07/09).

<sup>12</sup> Essex Air Quality Consortium (no date) [online] available at: <http://www.essexair.org/> (accessed 10/07/09).



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	<p>for continuing growth. The LDFs must give consideration to the direct and indirect impacts from housing and infrastructure development on biodiversity. The focus should be on conservation and stabilisation of the existing diversity of habitats and species. Sustainable development can design in biodiversity so that is able to function and provide ecosystem services.</p> <p>The area is rich in wildlife resources with a number of nationally, regionally and locally important sites including two Sites of Special Scientific Interest (SSSIs), the Harlow Wood and the Hunsdon Mead, a few Local Natural Reserves (LNRs) and several County Wildlife Sites (CWS).</p> <p>Currently, there is one ISF indicator directly related to biodiversity, the National Indicator NI197, which measures biodiversity at the local authority level, specifically the proportion of local sites where positive conservation management has been or is being implemented<sup>13</sup>. The regional targets set in the RSS for the East of England with regards to biodiversity are to maintain, restore and create habitats by 2010 in accordance with the East of England priority habitats, to maintain the broad extent of the Green Belt in the East of England and to maintain and increase the region's network of green infrastructure.</p> <p>Essex County and Local Authorities have adopted the National Indicator NI197 for biodiversity and have set their targets. Harlow District has 16 County Wildlife Sites. The NI 197 target for 2008/2009 was set at 50%<sup>14</sup> (the proportion of the total number of Local Sites under positive conservation management). Currently there are 8 sites under positive conservation management (PCM) and there is a target to raise this to 13 by 2010/11<sup>15</sup>. The Epping Forest District has set a target of achieving 81 Local Wildlife Sites under PCM<sup>16</sup>.</p> <p>For Harlow District, a monitoring indicator exists in the Replacement Local Plan for the percentage of planning applications approved for development on the internal Open Spaces, wildlife sites and verges (target: None approved). This would go some way in establishing if a designated site had changed in status or value. Furthermore, Harlow has set up a database for Biodiversity to enable the monitoring of biodiversity in the town. A baseline will be established for five identified flagship species (Sky Lark, Bats, Great Crested Newt, Bee Orchid and Desmoulin's Whorl Snail); targets have been set and they will be regularly monitored<sup>17</sup>.</p> <p>For Epping Forest District, a biodiversity monitoring indicator exists for measuring the change in areas of biodiversity importance including SSSIs, LNR, CWS and so on. In the last monitoring year, 2008, no changes were made to the extent of the areas of biodiversity importance.</p> <p>Under the East Hertfordshire District Local Plan, there is one core indicator measuring the change in areas and population of biodiversity importance. The target for Local Wildlife Sites (LWSs) has been set to less than 10ha reduction. In 2006/07 monitoring year, the total LWSs area was 4593 and in 2007/08 (ha) 4531, indicating underperformance of the local indicator<sup>18</sup>. The Hertfordshire Biological Records Centre (HBRC) supplies the number and area of Wildlife Sites annually. HBRC and Hertfordshire County Council (HCC) are working to improve the monitoring of this Core Indicator for future years.</p>
Climate Change	<p>The LDF must contribute towards planning in a way that minimises the adverse effects of climate change. Therefore, it is important to incorporate the principles of sustainable design and construction, ensure appropriate land use and enable behavioural change. Increasing the market</p>

<sup>13</sup> East of England Regional Assembly (2009) Sustainable Futures: Integrated Sustainability Framework for the East of England [online] available at: <http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/> (accessed 10 July 2009).

<sup>14</sup> Harlow District Council (2008) Corporate Performance Indicator Targets 2008/09 [online] available at: <http://www.harlow.gov.uk/pdf/Corporate%20PI%20Targets%202008-9%20Appendix.pdf> (accessed 10 July 2009)

<sup>15</sup> Harlow District Council (2008) Annual Monitoring Report (AMR) [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 10 July 2009)

<sup>16</sup> Epping Forest District Council (2009). *Enhancing your Environment* [online] available at: <http://www.eppingforestdc.gov.uk/Library/files/planning/Countrycare/EYE%2014.pdf> (accessed 10/07/09).

<sup>17</sup> Harlow District Council (2008) Annual Monitoring Report (AMR) [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 10 July 2009)

<sup>18</sup> East Hertfordshire District Council (2008) Annual Monitoring Report (AMR) 2007/08 [online] available at: [http://80.168.51.108/media/pdf/b/o/AMR\\_07-08.pdf](http://80.168.51.108/media/pdf/b/o/AMR_07-08.pdf) (accessed 10 July 2009)

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	<p>share of renewable energy sources would contribute further in reducing the greenhouse gas (GHG) emissions and tackling the impacts of climate change.</p> <p>For the East of England, the regional target for renewable energy generation by installed capacity and type is set at 14% by 2010<sup>19</sup>. This target is set at 9% for Essex. Harlow and Epping Forest districts do not have large renewable sources and therefore they are not contributing towards the 9% renewables target for Essex County.</p> <p>During the monitoring period 2007-2008 there were no new applications for renewables in Harlow District<sup>20</sup>. Due to its location, Harlow is not considered to be an attractive area for wind power proposals. A district wide target for renewable energy has not been set. This would require further research and assessment of the districts' potential for renewable energy. Incorporation of renewable energy in new development is monitored where planning permission is required<sup>21</sup>.</p> <p>Epping Forest has set a local indicator for measuring renewable energy generation by installed capacity and type. During the 2008 monitoring, no renewable energy schemes were completed however two proposals commenced<sup>22</sup>.</p> <p>Planning applications for renewable energy installations in East Hertfordshire district indicate that renewable investments are coming forward. However, apart from the planning applications submitted, information on renewable energy is not currently monitored by the Council and therefore a target has not been set<sup>23</sup>. Currently East Hertfordshire district is working with Hertfordshire County to improve monitoring of renewables and to set their local target.</p> <p>The ISF for the East of England has set three indicators for Greenhouse Gas (GHG) and carbon dioxide (CO<sub>2</sub>) emission reductions: GHG emissions and CO<sub>2</sub> emissions, Carbon dioxide emissions associated with UK consumption and Per capita reduction in CO<sub>2</sub> emissions in the Local Authority area (NI 186)<sup>24</sup>. These indicators have been adopted by all the three districts. For 2006, the per capita CO<sub>2</sub> emissions (tonnes) for Harlow were 7.2t, for Epping Forest 6.3t and East Hertfordshire 7.3t<sup>25</sup>. For the East of England, a regional target has been set to reduce end-user attributed CO<sub>2</sub> emissions by a 60% reduction of the 1990 baseline by 2031<sup>26</sup>.</p> <p>Currently, there is one ISF indicator directly related to energy consumption, which shows the total final energy consumption by type (e.g. oil, gas, renewables) and consuming sector (commercial, domestic, transport) at Regional and Local Authority Level. The latest figures for energy consumption<sup>27</sup> show that total energy consumption for Harlow District is 1,984 GWh, for Epping Forest 4,521GWh and East Hertfordshire 3,461GWh (2006). For Harlow, almost half of this energy</p>

<sup>19</sup> Harlow District Council (2008) Annual Monitoring Report (AMR) [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 10 July 2009)

<sup>20</sup> ibid.

<sup>21</sup> ibid

<sup>22</sup> Epping Forest District Council (2008) Local Development Framework, Annual Monitoring Report (AMR) [online] available at: [http://www.eppingforestdc.gov.uk/Library/files/planning/Local\\_Development\\_Framework/AMR/EFDC%20AMR%202008%20final.pdf](http://www.eppingforestdc.gov.uk/Library/files/planning/Local_Development_Framework/AMR/EFDC%20AMR%202008%20final.pdf) (accessed 10 July 2009)

<sup>23</sup> East Hertfordshire District Council (2008) Annual Monitoring Report (AMR) 2007/08 [online] available at: [http://80.168.51.108/media/pdf/b/o/AMR\\_07-08.pdf](http://80.168.51.108/media/pdf/b/o/AMR_07-08.pdf) (accessed 10 July 2009)

<sup>24</sup> East of England Regional Assembly (2009) Sustainable Futures: Integrated Sustainability Framework for the East of England [online] available at: <http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/> (accessed 10 July 2009).

<sup>25</sup> DEFRA (2008) Local and Regional CO<sub>2</sub> Emissions Estimates for 2005-2006 [online] available at: <http://www.defra.gov.uk/environment/statistics/globalatmos/download/regionalrpt/local-regionalco2-ni186indicator.xls>

<sup>26</sup> East of England Regional Assembly (2009) Sustainable Futures: Integrated Sustainability Framework for the East of England [online] available at: <http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/> (accessed 10 July 2009).

<sup>27</sup> BERR (2009) Total final energy consumption at regional and local authority level 2005, 2006 (revised June 2009) [online] available at: <http://www.berr.gov.uk/files/file48643.xls> (accessed 10 July 2009)

<sup>28</sup> DEFRA (2008) Local and Regional CO<sub>2</sub> Emissions Estimates for 2005-2006 [online] available at: <http://www.defra.gov.uk/environment/statistics/globalatmos/download/regionalrpt/local-regionalco2-ni186indicator.xls>

<sup>29</sup> East of England Regional Assembly (2009) Sustainable Futures: Integrated Sustainability Framework for the East of England [online] available at: <http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/> (accessed 10 July 2009).

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	<p>was used for industrial and commercial use (915GWh), followed by domestic (389GWh) and transport (389GWh). Natural gas and petroleum products were the two major sources of energy generation. In all three districts, renewable energy and waste had the lowest share of energy consumption ranging between 2.8GWh in Epping Forest, to 5.8GWh and 6.0GWh in Harlow and East Hertfordshire respectively.</p> <p>Other ISF indicators related to CO<sub>2</sub> emissions include total road transport CO<sub>2</sub> emissions and distance travelled per person per year by transport mode.</p> <p>The East of England RSS targets for these indicators are to increase the share of sustainable transport modes for people and goods.</p> <p>The CO<sub>2</sub> emissions from transport in the three Districts are: Harlow 66kt; Epping Forest 175kt and East Hertfordshire 281kt (2006)<sup>28</sup>.</p> <p>There are two ISF indicators related to Climate Change: Planning to adapt to climate change (NI 188) and Flood and coastal erosion risk management (NI 189)<sup>29</sup>. NI188 is designed to measure progress in preparedness with regards to climate change. NI188 has been adopted by Essex County and therefore all Local Authorities in the County. The aim of the indicator is to reduce development in floodplains. Since there is no shoreline in the area, NI 189 is not applicable.</p>
Community and well-being	<p>Virtually all spatial planning actions can be seen to lead to impacts on community and well-being, i.e. effects are cross-cutting, and the LDF must take this into account. Of the 5.4 million people living in the East Of England, nearly a million are classified as living in poverty, and many others experience forms of inequality or social exclusion. Pockets of exclusion and poverty are evident across the region, particularly in coastal areas, the north of the region and some urban areas.</p> <p>The region has the fastest growing population in England, fuelled primarily by net in-migration, particularly from London. The region's population has grown by over 14% since 1981, the second highest level of growth of the English regions. Population density is greatest in the south of the region where Harlow is situated, in particular in south Essex and Hertfordshire. The region has a close functional relationship with London, and growth pressures are particularly evident around London and Cambridge.</p> <p>Male life expectancy is the second highest of any English region, marginally behind the South West, and female life expectancy is the third highest of the English regions.<sup>30</sup> Life expectancy for males and females is higher in East Herts (80 and 83 respectively), than Harlow (77.7 and 82.7 respectively) and Epping Forest (78.3 and 82.2 respectively). The districts all show a greater life expectancy for males and females than the England average. Epping Forest life expectancy does not, however, exceed the regional averages. East Herts is the only district that exceeds the regional life expectancy average for both males and females. Mapping the Health Deprivation and Disability Domain of the Index of Multiple Deprivation for the region highlights Harlow to be a small pocket of health deprivation within the region, although Harlow (indicative of the region generally) is not within the 20% least deprived nationally.</p> <p>The population breakdown by Ethnic Group from the 2001 Census shows that the region has a white population of 95.1% compared with 91.3% for England and Wales. The 'Non-White' population<sup>31</sup> is 4.9%, compared with 8.7% for England and Wales. The largest minority ethnic group is Indian (0.9%). The ethnic composition of Harlow in 2006 was predominantly white (91.90%) and Asian was the largest minority group (2.70%)<sup>32</sup>, whereas a greater proportion of the East Herts population in 2001 described itself as white (97.1%)<sup>33</sup>.</p> <p>The Indices of Multiple Deprivation (IMD) 2007 measures deprivation for seven sub-domains and</p>

<sup>30</sup> Defra (2008) Sustainable Development Unit: Sustainable Development Indicators [online] available at: <http://www.defra.gov.uk/sustainable/government/progress/regional/index.htm> (accessed 06/09)

<sup>31</sup> Includes all minority ethnic groups but not White Irish or Other White groups.

<sup>32</sup> Harlow District Council (2008) Annual Monitoring Report (AMR) [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 10 July 2009)

<sup>33</sup> East Hertfordshire District Council (2008) Annual Monitoring Report (AMR) 2007/08 [online] available at: [http://80.168.51.108/media/pdf/b/o/AMR\\_07-08.pdf](http://80.168.51.108/media/pdf/b/o/AMR_07-08.pdf) (accessed 10 July 2009)

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	<p>also calculates an overall index score. Overall, only 2% of the population of the East of England live in areas that are amongst the most deprived 10% in England. All of those areas that are amongst the most deprived 10% nationally are classified as 'urban' or 'town and fringe', with none classified as 'village' or 'hamlet'. Harlow, Epping Forest and East Herts are not within the 20% least deprived local authorities nationally; however, when compared to the region they contain noticeable areas of deprivation, particularly given their location within the generally less deprived south. According to IMD 2007 East Herts is the least deprived and Harlow the most deprived of the three districts.</p> <p>East Herts is generally more affluent than Harlow and Epping Forest in terms of income and employment (IMD 2007). Education, skills and training deprivation is more evident in Harlow and parts of Epping Forest, with areas within the 20% least deprived nationally, whereas East Herts compares favourably within the region<sup>34</sup>. East Herts also has one of the healthiest populations in the country, within the top 15 in England in Wales and top two within the region.</p> <p>The number of pupils achieving five or more GCSEs graded A* to C in East Herts (74.7%) favours very well when compared to the region (61.1%) and England (60.4%)<sup>35</sup>. The district performs better than the county in terms of education attainment<sup>36</sup>. Harlow also achieves above the regional and national averages (63.2%) but Epping Forest falls below (58.8%). The average Level 3 QCA point score per student aged 16-18 again, for East Herts, above the average for the region and nationally; but below these averages for Epping Forest and further still for Harlow<sup>37</sup>.</p> <p>The Living Environment Deprivation domain of the IMD focuses on deprivation with respect to characteristics of the living environment. It comprises two sub-domains: the 'indoors' living environment which measures the quality of housing and the 'outdoors' living environment which contains two measures about air quality and road traffic accidents. For the indicator, Harlow district is amongst the least deprived regionally and nationally, and compares well against Epping Forest and East Herts.</p> <p>Regionally, crime is a greater issue in the urban south compared to the rural north. Harlow district and parts of Epping Forest contain areas of deprivation, although not amongst the most deprived nationally, whereas East Herts generally compares more favourably.</p> <p>It is also important that all people in the East of England have access to basic services. Sometimes it can be difficult for those living in rural areas to have access to basic services without car. This can be a major source of social exclusion particularly for older people and disabled people in rural areas.</p> <p>Harlow has set a local indicator for measuring the percentage (%) of planning applications approved on major developments that provide and contribute to community facilities. The local target is set at 100%.</p> <p>Harlow, Epping Forest and East Hertfordshire District Councils have set local indicators measuring the amount of new residential development with 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major health centre.</p> <p>The local target for Harlow is set at 100% for this indicator. During the monitoring period 2007/08, 100% of all residential completions in Harlow met the local target. Due to the physical size of Harlow, and its cluster neighbourhood design, it is expected that most new residential development</p>

<sup>34</sup> ONS (no date). *Neighbourhood Statistics* [online] available at: <http://neighbourhood.statistics.gov.uk> (accessed 06/07/09)

<sup>35</sup> ONS. *Key Figures for Education, Skills and Training* – based on data for September 06-August 07 [online] available at: <http://neighbourhood.statistics.gov.uk> (accessed 06/09)

<sup>36</sup> East Hertfordshire District Council (2008) Annual Monitoring Report (AMR) 2007/08 [online] available at: [http://80.168.51.108/media/pdf/b/o/AMR\\_07-08.pdf](http://80.168.51.108/media/pdf/b/o/AMR_07-08.pdf) (accessed 10 July 2009)

<sup>37</sup> ONS. *Key Figures for Education, Skills and Training* – based on data for September 06-August 07 [online] available at: <http://neighbourhood.statistics.gov.uk> (accessed 06/07/09)

<sup>38</sup> Harlow District Council (2008) Annual Monitoring Report (AMR) [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 10 July 2009)

<sup>39</sup> East Hertfordshire District Council (2008) Annual Monitoring Report (AMR) 2007/08 [online] available at: [http://80.168.51.108/media/pdf/b/o/AMR\\_07-08.pdf](http://80.168.51.108/media/pdf/b/o/AMR_07-08.pdf) (accessed 10 July 2009)

<sup>40</sup> Epping Forest District Council (2008) Local Development Framework, Annual Monitoring Report (AMR) [online] available at: [http://www.eppingforestdc.gov.uk/Library/files/planning/Local\\_Development\\_Framework/AMR/EFDC%20AMR%202008%20final.pdf](http://www.eppingforestdc.gov.uk/Library/files/planning/Local_Development_Framework/AMR/EFDC%20AMR%202008%20final.pdf) (accessed 27/08/2009)

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	<p>would be located within 30 minutes or more of public transport needed to reach basic facilities<sup>38</sup>.</p> <p>In East Herts during the monitoring period 2007/08, 99% of new dwellings have been completed with 30 minutes public transport time of five of the six key services. However, only 94% of dwellings are within 30 minutes public transport time of a hospital. Furthermore two local Indicators are designed to monitor the primary and secondary shopping frontages in the main settlements in East Herts. This is to ensure that the frontages remain primarily in retail use and that the vitality and viability of town centres is maintained<sup>39</sup>.</p> <p>For Epping Forest, the majority of residential development (of the 123 total gross dwellings completed the past monitoring year) is within 30 minutes public transport of a GP's surgery, a primary school, and a major retail centre. However, significantly lower proportions are within 30 minutes public transport of a hospital, secondary school and an employment area. If only sites of more than 10 dwellings are considered (30 gross dwellings), all are within 30 minutes public transport of a GP's surgery, hospital, primary school, secondary school, an employment area and a major retail centre. A target for this measure is not set<sup>40</sup>.</p> <p>Many of the topics contribute to community well-being and therefore numerous regional targets are relevant and covered within the other topics within this table. One specific regional target relevant to inequalities is a reduction in income inequality for those in work, with a rise in lower quartile earnings to 60% of average earnings by 2031.</p> <p>Relevant ISF Indicators are:</p> <ol style="list-style-type: none"> <li>3) Health inequality: (a) Infant Mortality: difference between socio-economic groups and (b) Life expectancy: differences in average life expectancy between local authority areas – show the differences in health between different socioeconomic groups and different geographic areas.</li> <li>4) Inequality (Earnings) – The ratio of lower-quartile to average incomes</li> <li>5) Social Inclusion – The percentage of people who feel they can influence decisions in their locality</li> <li>25) Percentage of people who believe people from different backgrounds get on well together in their local area (demonstrating levels of social cohesion in the community)</li> <li>26) Fair treatment by local services</li> <li>27) Satisfaction of people over 65 with both home and neighbourhood</li> </ol> <p>Indicators from LAA Agreements in the East of England:</p> <ul style="list-style-type: none"> <li>• % of people who believe people from different backgrounds get on well together in their local area (CLG, NI 1) – indicator and targets agreed for Hertfordshire</li> <li>• % of people who feel that they belong to their neighbourhood (CLG, NI 2)</li> <li>• Civic participation in the local area (CLG, NI 3)</li> <li>• % of people who feel they can influence decisions in their locality (CLG, NI 4) – indicator and targets agreed for Hertfordshire, local indicator for Essex</li> <li>• Overall/general satisfaction with local area (CLG, NI 5) – local indicator for Essex</li> <li>• Access to services and facilities by public transport, walking and cycling (DfT NI 175) – indicator and targets agreed for Hertfordshire</li> <li>• Working age people with access to employment by public transport (and other specified modes) (DfT, NI176)</li> </ul>
Economy and employment	<p>The East of England is widely recognised as one of the most successful regions in the UK, and its economic performance is therefore central to the UK's current and future prosperity. It has experienced some of the fastest growth amongst UK regional economies. However, there are disparities within the region, with variations in economic performance and areas where people find</p>

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	<p>themselves excluded from the benefits of regional prosperity and unable to achieve their skills and employment aspirations. Also, there have been some recent indications of the regional labour market weakening and gross value added (GVA) growth per head dropping below the national average. It is important to acknowledge that the region is not a self-contained economy and the success of other regions as well as the wider national and international economy has a significant impact on the region and its constituent districts.</p> <p>Despite regional success over the past 20 years, the East of England's economic growth rate has lagged behind the national growth rate for the five years up to 2006<sup>41</sup>. More recently the effects of the recession have been felt in the region. There is considerable uncertainty about the future course and duration of the recession. Recent research for the Local Government Association (LGA) projects that the economic isolation from London of much of the region may actually lead to relatively few jobs losses in the region, compared to other regions more closely associated with major financial centres. The functional economic area of Cambridge and Harlow is classified as being at least risk<sup>42</sup>.</p> <p>In 2007, GVA generated in workplaces located within the East of England (i.e. 'workplace based' GVA) was £106.7 billion. This equates to a GVA per head of £18,857. In the East of England, there is the complication that many of the region's residents work (and therefore 'add value') outside its boundaries, particularly in London. The GVA produced by everyone who <i>lived</i> in the region in 2007 (i.e. the 'residence-based' GVA) was estimated at £116.2 billion. This corresponds to a GVA per head of £20,524<sup>43</sup>. On the basis of its workplaces, the East of England performs less well than the UK as a whole, whereas on the basis of the output of its residents (wherever they work), it performs somewhat better. With the exception of Thurrock, all county and unitary authorities have had a year-on-year increase in GVA per head in monetary terms, including Harlow, Epping Forest and East Herts.</p> <p>The region's total stock of businesses registered for value added tax (VAT) – a measure of entrepreneurship and the health of business in the region – grew between 2001 and 2008, equivalent to an annual increase of nearly 3,900. VAT stock has increased in each county and unitary area since 2001 with the exception of Southend, with Hertfordshire experiencing the third highest increase in stock per 10,000 adults (11%).</p> <p>The East of England records a 77% employment rate amongst residents of working age (aged 16 to 59 females / 64 males), fractionally behind the South East and South West<sup>44</sup>. This is up from 75.7% in 1992<sup>45</sup>. This compares to a UK rate of 74.4%<sup>46</sup>. In 2006-07, Harlow (84.1-88%) had the highest employment rate as a percentage of working age residents in the region with East Herts (72.1-76%) and Epping Forest (68-72%) comparing poorly to the rest of the region<sup>47</sup>.</p> <p>In 2007, median workplace employee earnings for the East of England were £19,470 compared to a GB average of £20,010. There is also significant inter-regional variation, with the median income for Harlow above £25,000 and amongst the best in the region. Epping Forest is also above the East of England median, whereas East Herts falls below the regional median. Household incomes in the East of England and for the three districts, measured on a per capita basis, are higher than employee workplace earnings. This reflects the impact of commuting and higher London wages<sup>48</sup>.</p> <p>According to the International Labour Organisations (ILO) definition of unemployment, the East of England's unemployment figure is below the national average at 4.6% (UK average is 5.3%).</p>

<sup>41</sup> EEDA (2008). *The Regional Economic Strategy for the East of England* [online] available at: <http://www.eastofengland.org.uk/res/> (accessed 06/09)

<sup>42</sup> LGA (2008) *From recession to recovery: the local dimension* [online] available at: <http://www.lga.gov.uk/lga/aio/1215871> (accessed 06/09)

<sup>43</sup> EERA (2009) *Annual Monitoring Report* [online] available at: <http://www.eera.gov.uk/publications-and-resources/annual-monitoring-reports/annual-monitoring-report-2007-08/> (accessed 06/09)

<sup>44</sup> EEDA (2008) *Facts and Figures* [online] available at: <http://www.eeda.org.uk/266.asp> (accessed 04/07/09)

<sup>45</sup> Defra (2008). *East of England Regional sustainable development indicators factsheet* [online] available at: [http://www.defra.gov.uk/sustainable/government/progress/regional/documents/east\\_england\\_factsheet.pdf](http://www.defra.gov.uk/sustainable/government/progress/regional/documents/east_england_factsheet.pdf) (accessed 04/09)

<sup>46</sup> EEDA (2008) *Facts and Figures* [online] available at: <http://www.eeda.org.uk/266.asp> (accessed 04/09)

<sup>47</sup> EEDA (2008). *East of England Regional Economic Strategy: Evidence Base* [online] available at: <http://www.eastofenglandobservatory.org.uk/> (accessed 06/09)

<sup>48</sup> *ibid*

Topic	Summary
	<p>Unemployment rates in Harlow and Epping Forest (4.1-5%) are comparable to the national average with East Herts (3.1-4.1%) performing well in comparison, to England and other districts in the region<sup>49</sup>.</p> <p>Harlow is also a Priority Area for Regeneration and growth under the Essex Strategy<sup>50</sup>. The main industry in Harlow is electronics and electrical engineering. Other important sectors include pharmaceuticals, food and drink, mechanical engineering, glass, chemicals and printing and publishing. Research and Development is a growing area especially in the pharmaceutical industry<sup>51</sup>.</p> <p>The region's skills base compares unfavourably to the national average. In January to December 2007 only 26% of the region's working age population were qualified to Level 4 and above, 43.4% percent were qualified to Level 3 and above and 62.2% were qualified to Level 2. For the UK, the figures were 28.5%, 46.3% and 64.5% respectively<sup>52</sup>.</p> <p>In January to December 2008, 26.4% of Harlow's working age population were qualified to Level 4 and above, 43% were qualified to Level 3 and above and 58% were qualified to Level 2. For Epping Forest, the figures were 23.8%, 41.2% and 62.1% respectively. Figures for East Herts were 33.1% of the working age population qualified to Level 4 and above, 55.9% qualified to Level 3 and above and 71% qualified to Level 2. In comparison East Herts was performing better than the other two districts, the region and the UK for qualified residents<sup>53</sup>.</p> <p>The region is also below the national average in the proportion of the workforce with transferable skills, such as management, leadership, team working and communication. A more highly skilled workforce will increase the region's productivity and competitiveness as well as improve the individual's career options and wages<sup>54</sup>.</p> <p>Regional targets include:</p> <ul style="list-style-type: none"> <li>• A regional employment rate of 70 per cent for residents aged 16-74 and 80% for working-age residents by 2031.</li> <li>• Increase in qualification attainment with:             <ul style="list-style-type: none"> <li>▪ Over 40% of adults qualified to at least level 4</li> <li>▪ 68% of adults qualified to at least level 2</li> <li>▪ Over 90% of adults qualified to at least level 2 consistent with Leitch targets</li> <li>▪ An increased share of businesses that are 'innovation active'.</li> <li>▪ A reduction in income inequality for those in work, with a rise in lower quartile earnings to 60% of average earnings by 2031.</li> <li>▪ 452,000 new jobs between 2001 and 2021</li> </ul> </li> </ul> <p>ISF Indicators include:</p> <p>4) Inequality (Earnings) – The ratio of lower-quartile to average incomes shows the relationship between the percentage of the lowest 25% income against the average income.</p>

<sup>49</sup> *ibid*

<sup>50</sup> Essex Partnership (2008) *The Essex Strategy 2008-2018* [online] available at: [http://www.essexpartnership.org/vip8/com/Community/content/binaries/documents/Essex\\_Strategy\\_August\\_2008.pdf](http://www.essexpartnership.org/vip8/com/Community/content/binaries/documents/Essex_Strategy_August_2008.pdf) (access 07/09)

<sup>51</sup> Harlow District Council (2008) Annual Monitoring Report (AMR) [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 10 July 2009)

<sup>52</sup> East of England Regional Assembly (2009) Sustainable Futures: Integrated Sustainability Framework for the East of England [online] available at: <http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/> (accessed 10 July 2009).

<sup>53</sup> ONS, Annual Population Survey (January – December 2008 figures) [online] available at <https://www.nomisweb.co.uk> (accessed 08/09)

<sup>54</sup> East of England Regional Assembly (2009) Sustainable Futures: Integrated Sustainability Framework for the East of England [online] available at: <http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/> (accessed 10 July 2009).

Topic	Summary
	<p>19) Employment rate of working age population and for 16-74 year olds – one of the key economic participation indicators utilised in the RES.</p> <p>20) Percentage of adults qualified to at least Levels 2, 3 and 4 – Skills for Productivity indicator. Improving skill levels is considered to be key to maximising economic prosperity, productivity and improving social justice.</p> <p>21) Percentage of businesses that are ‘innovation active’.</p> <p>Indicators from LAA Agreements in the East of England:</p> <ul style="list-style-type: none"> <li>• Young offenders engagement in suitable education, employment or training (MoJ, NI45) – indicator and targets agreed for Hertfordshire only</li> <li>• 16 to 18 year olds who are not in education, employment or training (NEET) (DCSF, NI117) – indicator and targets agreed for Essex</li> <li>• Offenders under probation supervision in employment at the end of their order or licence (CO, NI144)</li> <li>• Adults with learning disabilities in employment (CO, NI146)</li> <li>• Care leavers in employment, education or training (CO, NI148)</li> <li>• Adults in contact with secondary mental health services in employment (CO, NI150)</li> <li>• Overall employment rate (DWP, NI151) – Local Indicator for Essex</li> <li>• Working age people with access to employment by public transport (and other specified modes) (DfT, NI176)</li> </ul>
Historic environment	<p>The LDF should emphasise the need for protection and effective conservation of the cultural heritage and historic character within the area. New development should not threaten the historic environment and the individual features of the area, but should draw inspiration and harmonise with them.</p> <p>The Harlow area has a rich cultural heritage which includes listed buildings, Scheduled Ancient Monuments (SAMS), and Registered Parks and Gardens of Special Historic Interest. Historic features include the remains of prehistoric, roman and medieval settlements, churches, manors and farms. Moated sites are also relatively common in the area. Roydon is medieval in its origin; its historic centre is designated as a conservation area.</p> <p>At present the only ISF indicator related to the historic environment is heritage at risk which monitors the state of heritage assets<sup>55</sup>.</p> <p>Harlow District has the following two indicators for the historic environment: the number of listed buildings that are damaged or demolished each year and the percentage of sites that may contain archaeological remains and are proposed for development. The local target is that no listed buildings should be damaged or demolished through development and that all approved planning applications should meet the policy requirements regarding archaeological remains<sup>56</sup>.</p> <p>Epping Forest has produced a local list of unlisted buildings of local architectural or historic importance to encourage their conservation and their consideration in the planning process. The Local List contains approximately 300 entries and a full review and update will be undertaken every five years<sup>57</sup>. There are just over 1,300 Listed Buildings in the district<sup>58</sup>.</p>

<sup>55</sup> *ibid*

<sup>56</sup> Harlow District Council (2008) Annual Monitoring Report (AMR) [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 10 July 2009)

<sup>57</sup> Epping Forest District Council (2008) Local Development Framework, Annual Monitoring Report (AMR) [online] available at: [http://www.eppingforestdc.gov.uk/Library/files/planning/Local\\_Development\\_Framework/AMR/EFDC%20AMR%202008%20final.pdf](http://www.eppingforestdc.gov.uk/Library/files/planning/Local_Development_Framework/AMR/EFDC%20AMR%202008%20final.pdf) (accessed 10 July 2009)



Topic	Summary
	<p>East Herts has an extremely rich historic environment with many buildings and settlements of historic and architectural importance as well as historic landscapes. A local indicator will be developed to monitor the nature of the changes to Sites of Archaeological Significance in East Herts. There was no change to Areas of Archaeological Significance during 2007/08. Information regarding listed buildings in the District should be available in the following monitoring year 2008/09<sup>59</sup>.</p>
Housing	<p>The East of England ISF objective 10 aims to provide decent, affordable and safe homes for all. There is a growing challenge in the East of England to ensure that there is enough housing available in the region at a reasonable price. The long-term regional trend is one of increasing housing demand and unaffordability, and a significant increase in the amount and types of housing available is needed. The ISF reports that the number of new affordable homes completed in the region per year is expected to double from 4,000 in 2006 to 9,000 in 2011. Housing is also required so that predicted economic growth can be supported, and so that people are able to live in a location that reduces unsustainable travel patterns. The need for new housing differs greatly across the region.</p> <p>The cost of housing in the region has risen steeply in relation to people's earnings, with many individuals priced out of the market and increasing difficulty for first-time buyers. East Herts house prices increased by 11% between 2006 and 2007. In addition, the average house price in Epping Forest (£335,138) in 2007 was considerably higher than for East of England (£231,291).</p> <p>The East of England Plan sets a target for 508,000 additional dwellings between 2001 and 2021. 35% of these should be affordable although in some areas of high housing stress targets may need to be set higher.</p> <p>The minimum housing targets for the period 2001-2021 are 12,000 for East Herts, 3,500 for Epping Forest and 16,000 for Harlow, (including urban extensions).</p> <p>Harlow's total housing stock increased from 34,437 in 2004 to 35,125 in 2008. In the same period, however, total council housing decreased from 10,856 to 9,956. Between 2007 and 2008, 54% of dwelling completions in Harlow were affordable which is above the 33% target. East Herts also met its 30% affordable housing completions target. In addition, when applying the Local Adopted Plan thresholds, the percentage of affordable homes completed was 44% (between 2007 and 2008). In Epping Forest 11.38% of the gross number of completions for the year were affordable with future affordable housing completions projected to increase. The provision of affordable housing is a priority in Epping Forest, where past completions of relatively low numbers of affordable dwellings has been recognised with new policies in the Local Plan Alterations (2006) that sought higher percentages of affordable housing to be provided on suitable sites.</p> <p>Furthermore, new housing in the region must be developed in line with sustainable development principles, such as housing needs to be located close to employment areas and public services. The region is performing well in relation to environmental standards for new affordable housing. Between 2007 and 2008, 69% of new and converted dwellings were completed on Previously Developed Land in Harlow, 96% in East Herts, and 83% in Epping Forest</p> <p>The majority of the region's population is expected to be living in existing housing stock rather than new housing; this raises the need for improvements in quality and environmental sustainability of accommodation. The region is making good progress towards the Government's decent homes standard for public sector housing stock<sup>60</sup>. 18% of Harlow's housing stock did not meet the decent homes standard in April 2006, improving in March 2007 to 14%. In East Herts, the type and size of dwellings completed between 2007 and 2008 were broadly inline with the 2005 Housing Needs Survey which identified a need for one and two bedroom flats and larger family homes.</p>

<sup>58</sup> Epping Forest District Council (2006). *What is a Listed Building?* [online] available at: [http://www.eppingforestdc.gov.uk/Council\\_Services/planning/conservation/listed\\_buildings.asp](http://www.eppingforestdc.gov.uk/Council_Services/planning/conservation/listed_buildings.asp) (accessed 10 July 2009).

<sup>59</sup> East Hertfordshire District Council (2008) Annual Monitoring Report (AMR) 2007/08 [online] available at: [http://80.168.51.108/media/pdf/b/o/AMR\\_07-08.pdf](http://80.168.51.108/media/pdf/b/o/AMR_07-08.pdf) (accessed 10 July 2009)

<sup>60</sup> East of England Regional Assembly (2009) Sustainable Futures: Integrated Sustainability Framework for the East of England [online] available at: <http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/> (accessed 10 July 2009).

Topic	Summary
	<p>PPS3 suggests that until local density policies are adopted, a minimum density of 30 dwellings per hectare should apply to new housing development. In Harlow between 2007 and 2008 no housing developments completed were less than 30 dwellings per hectare. In East Herts and Epping Forest for the same period 11% and 38% of new dwellings were completed at a density of less than 30 per hectare respectively.</p> <p>ISF Indicators include:</p> <p>28) Housing affordability – ratio of lower-quartile house prices to lower quartile household earnings</p> <p>29) Net additional homes provided</p> <p>30) Dwellings below the Decent Homes Standard – proportion of vulnerable households living in decent homes in the private sector.</p> <p>Indicators from LAA Agreements in the East of England:</p> <ul style="list-style-type: none"> <li>• Net additional homes provided (CLG, NI154) – C3 indicator and targets agreed for Essex &amp; Hertfordshire</li> <li>• Number of households living in Temporary Accommodation (CLG, NI156) – C3 indicator and targets agreed for Essex only</li> <li>• Number of affordable homes delivered (gross) (CLG, NI155)</li> <li>• Processing of planning applications (CLG, NI157)</li> <li>• % non-decent council homes (CLG, NI158)</li> <li>• Supply of ready to develop housing sites (CLG, NI159)</li> <li>• Local Authority tenants’ satisfaction with landlord services (CLG, NI160)</li> <li>• Key messages:                         <ul style="list-style-type: none"> <li>▪ Need more homes built and a greater proportion of homes that are ‘affordable’</li> <li>▪ Need to improve standards of housing (quality, environment etc)</li> </ul> </li> </ul>
Land	<p>The LDFs must contribute towards the efficient use of resources and to protect existing resources from all forms of degradation. Much of the land resources are protected by specific designations but there has recently been an emphasis on preventing pressure on designated areas by maximising development on previously developed brownfield land. It is also important to consider the protection of land that is not designated, particularly high quality agricultural land. While the Harlow Options study must consider urban extensions into greenbelt land and the metropolitan Green Belt, care must still be taken to minimise the negative effects of this type of development. In addition, the quality of land might also act as a constraint to development where it is contaminated or could otherwise pose a danger to human health.</p> <p>Outside the urban areas, agricultural land within the Harlow Area is predominantly Grade 2<sup>61</sup>.</p> <p>The area to the north of Harlow is principally composed of freely draining, slightly acid but base-rich soils and lime-rich loamy and clayey soils with impeded drainage. The main land cover is arable and grassland. The latter soil type also characterises land to the south and west of Harlow in addition to slowly permeable seasonally wet slightly acid but base rich loamy and clayey soils. The main land cover to the south is also grassland and arable with some woodland.</p> <p>There are no ISF indicators directly linked to this topic and no relevant regional targets. However, the ISF does recognise that much of the landscape within the East of England has been shaped by traditional farming practices which have become degraded by more modern agricultural practices and subject to change caused by economic pressures on the farming industry. Local food security is also becoming an increasingly important subject of policy debates. These issues may be of</p>

<sup>61</sup> Magic (no date). *Interactive Map* [online] available at: [www.magic.gov.uk](http://www.magic.gov.uk) (accessed 07/07/09).

Topic	Summary
	concern for the rural areas around Harlow.
Landscape	<p>Landscape is more than just a visual backdrop; it is an invaluable natural and socio-economic resource, which allows us to better understand our locality and helps us to define our sense place and who we are. The ISF recognises the importance of landscape for quality of life, biodiversity and tourism. It also notes that the East of England landscape has been shaped by traditional farming practices, but has become degraded by more modern agricultural practices and economic pressures on farming e.g. food security, intensification etc.</p> <p>The East of England Plan contains a policy dedicated to landscape and many provisions for the consideration of landscape within separate policies. Policy ENV2: Landscape Conservation, emphasises that the highest levels of protection should be afforded to the Region's nationally designated landscapes. East of England ISF Objective 7 is to conserve, restore and enhance the region's natural and built environment.</p> <p>The ISF lists intense pressures on the region's landscapes to include new housing, mineral extraction and new sources of energy (bio-fuels and wind farms). It identifies the following key challenges for the region's landscapes:</p> <ul style="list-style-type: none"> <li>• Ensuring the protection and management of the region's nationally important landscapes;</li> <li>• Ensuring that all opportunities are taken to conserve and enhance the diversity and distinctiveness of the region's landscapes and the provision of facilities to enjoy them;</li> <li>• Adoption of the European Landscape Convention definition of landscape and commitment to implementing the UK Action Plan in the region when published.</li> </ul> <p>The Harlow Area is predominantly a low, gently undulating landscape dissected by a major river valley running northeast to southwest: the Stort. The diverse landscape character of the area evolved as a result of a complex interaction between its physical structure, vegetation and historic land use – all of which has been strongly influenced by the underlying geology. The landscape contains surviving historic and archaeological features from all periods of its history and prehistory, combining to constitute an important contribution to cultural heritage and local identity. Gibberd's original Master Plan for Harlow has a strong relationship with the existing landform and other pre-existing historic and landscape features. The original landscape pattern was based around a geometric pattern of four districts centred on the Town Park, separated by green wedges into the heart of the town, and surrounded by an encircling Green Belt.</p> <p>Green Infrastructure includes both new and established green spaces and corridors which connect the urban area to its wider rural hinterland and which are essential to both the environmental sustainability and the long-term social and economic success of the East of England region. Therefore, Green Infrastructure should be delivered at all spatial scales, needs to be of high quality and established permanently with financial support. Green Infrastructure Strategies (GIS), which provide partners with evidence and strategic guidance, have been prepared for a number of substantial growth localities within the region and are to be fully integrated into Local Development Documents<sup>62</sup>.</p> <p>Green Belts can assist in moving towards more sustainable patterns of urban development and their fundamental aim is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness and they can help to protect the countryside and landscapes. There are five purposes of including land in Green Belts listed in PPG2, these are<sup>63</sup>:</p> <ul style="list-style-type: none"> <li>• to check the unrestricted sprawl of large built-up areas;</li> <li>• to prevent neighbouring towns from merging into one another;</li> </ul>

<sup>62</sup> East of England Regional Assembly (2009) Sustainable Futures: Integrated Sustainability Framework for the East of England [online] available at: <http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/> (accessed 10 July 2009).

<sup>63</sup> ODPM (1995). *Planning Policy Guidance 2: Green belts* [online] available at: <http://www.communities.gov.uk/publications/planningandbuilding/ppg2> (accessed 10/07/09).

Topic	Summary
	<ul style="list-style-type: none"> <li>to assist in safeguarding the countryside from encroachment;</li> <li>to preserve the setting and special character of historic towns; and</li> <li>to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</li> </ul> <p>94% of the Epping Forest District falls within the Green Belt, giving it the largest proportion of Green Belt within the East of England<sup>64</sup>. The Metropolitan Green Belt in East Hertfordshire covers approximately the southern third of the District, and the remaining central and northern two-thirds of the District is located in the Rural Area Beyond the Green Belt, where the policy a similar strong restraint on development, and protection of the Countryside<sup>65</sup>.</p> <p>Two national character areas identified in the Character of England (prepared by Natural England) cover the Harlow area: South Suffolk and North Essex Clayland (86) and Northern Thames Basin (111). Three Landscape Character Regions are also identified by Hertfordshire County Council: Region 4: The East Hertfordshire Plateau; Region 5: The Central River Valleys; and Region 6: The South Hertfordshire Plateau. Five Landscape Character Types are identified by Essex County Council: C2 Stort Valley; C3 Lee Valley; B1 Central Essex Farmlands; D1 Epping Forest and Ridges; and G1 Harlow and Environs. The Harlow Area Landscape and Environment Study identified several Landscape Character Types that fall within the specific land area for this options appraisal.</p> <p>There are no ISF indicators directly linked to this topic or relevant regional targets. Indeed, it is acknowledged that “measuring the quality and condition of the natural environment at a regional scale is a difficult task”. Population of wild birds (woodland and farmland), however, is a useful indicator to assist in landscape monitoring (ISF indicator 20). Furthermore, landscape is closely linked to other topics considered in this sustainability test, such as biodiversity and the historic environment.</p> <p>Relevant regional target:</p> <ul style="list-style-type: none"> <li>To maintain the broad extent of the Green Belt in the East of England</li> </ul>
Rural areas	<p>The East of England is second only to the South West region in terms of the proportion of its population that lives in rural areas. Census 2001 population data showed that 42% of the population of the region lived in areas classified as rural, compared to 27% for England as a whole<sup>66</sup>. The region has a smaller proportion of people living in major urban areas (those with a population exceeding 750,000) and large urban areas (from 250,000 to 750,000), but a higher proportion in all the other settlement types. The difference is particularly marked in the villages which are nearly twice as significant as for England as a whole. The highest densities of population lie in the south and south west of the region (with the exceptions of Norwich, Great Yarmouth and Lowestoft). The most sparsely settled and rural areas lie in the north and east of the region. Rural areas are very diverse, ranging from wealthy commuter belt areas that are linked to London, to those more remote, more vulnerable to rural disadvantage areas in the north and east of the region.</p> <p>The Integrated Regional Strategy for the East of England (2005) highlighted rural issues as being one of the eight Crucial Regional Issues. Significant issues identified in the ISF include rural housing, wages and jobs. Further issues included:</p> <ul style="list-style-type: none"> <li>Spiralling house prices and the lack of affordable housing, local wages not keeping pace, labour shortages for rural businesses and the out-migration of young people. Second home ownership and in-migration of wealthy retirees are contributory factors.</li> <li>Reliance on cars for accessing basic services, the digital divide, the centralisation of services and the costs to the public and voluntary sectors of delivering competitive services in rural</li> </ul>

<sup>64</sup> East Hertfordshire District Council (2008) Annual Monitoring Report (AMR) 2007/08 [online] available at: [http://80.168.51.108/media/pdf/b/o/AMR\\_07-08.pdf](http://80.168.51.108/media/pdf/b/o/AMR_07-08.pdf) (accessed 10 July 2009)

<sup>65</sup> *ibid*

<sup>66</sup> Countryside Agency, DEFRA, ODPM, ONS and the Welsh Assembly Government (2004) *Rural and Urban Area Classification 2004* [online] available at: [http://www.defra.gov.uk/rural/ruralstats/rural-defn/Rural\\_Urban\\_Introductory\\_Guide.pdf](http://www.defra.gov.uk/rural/ruralstats/rural-defn/Rural_Urban_Introductory_Guide.pdf) (accessed 06/09)

Topic	Summary
	<p>areas.</p> <ul style="list-style-type: none"> <li>• Protection of, and economic value of rural landscapes, and the pressures on farming and landscape management affecting its character. In addition, modern agricultural practices, renewable energy opportunities and agricultural policy shifts, such as CAP reform, will have implications for agriculture and both negative and positive social, environmental and economic impacts.</li> <li>• The changing roles of market towns as providers and hubs of local employment, shopping and community facilities and their capacity to accommodate future growth.</li> <li>• Lack of access to private transport is a major contributor to social exclusion. Rural isolation is particularly an issue for older people and disabled people in rural areas across the region. A lack of learning opportunities can also be an issue.</li> </ul> <p>Harlow is situated in the south of the region and, although it is largely an urban area, it is situated within a rural setting including numerous villages. Gibberd's Master Plan set out to retain existing rural features and qualities and to conserve the character of surrounding villages so that their rural character was unspoilt. New development should similarly be designed to preserve as much of the rural character and associated qualities as possible.</p> <p>Analysis for the Countryside Agency in 2004 also suggested that the more accessible rural areas in the region tend to have a strong economic performance<sup>67</sup>. At 3%, rural unemployment in the East of England is 0.3% lower than the national average and is the second lowest of all regions.<sup>68</sup> Rural unemployment is lower than that in urban areas of the region, which stood at 4% in 2004<sup>69</sup>. In 2002 there were nearly as many VAT registered businesses in rural areas as in urban areas, and the number of businesses per capita does not vary significantly between rural and urban areas. However, rural-based businesses tend to be small, with 86% having less than 10 employees and only 3% more than 50<sup>70</sup>.</p> <p>The Regional Social Strategy highlights that rural households in the East of England have a poorer geographical availability of key services compared to the average for rural England. Also the region has the smallest proportion of households living within a set distance for 9 out of 11 key services. In particular:</p> <ul style="list-style-type: none"> <li>• Banks and building societies(65.1% rural households live within 4 km);</li> <li>• Dental surgeries (74.7% rural households live within 4km); and</li> <li>• Hospitals (only16.7% rural households live within 4 km).<sup>71</sup></li> </ul> <p>About a quarter of Epping Forest's population lives in rural areas. More residential, mainly affordable, units were delivered in Epping Forest rural areas between 2007 and 2008, but this has worsened public accessibility<sup>72</sup>. East Hertfordshire District is predominantly a rural, with over 100 small villages and hamlets, in addition to five historic market towns (including Sawbridgeworth neighbouring the Harlow area). A second runway at Stansted Airport could have an impact on the rural character of East Herts.<sup>73</sup></p> <p>There are no specific indicators relating to rural areas, however, ISF 28 Housing affordability,</p>

<sup>67</sup> Countryside Agency (2004) *Stepping Stones to Healthier Futures: The rural economies of the East of England* [online] available at: <http://www.ruralcommunities.gov.uk/publications/steppingstonestohealthierfuturesheruraleconomiesoftheeastofenglandfullreport> (06/09)

<sup>68</sup> Scott Wilson and CAG Consultants (2007) *East of England RES SA Scoping Report Topic Paper 5: Rural Areas in the East of England* [online] available at: <http://www.eastofengland.uk.com/res/60.asp> (accessed 03/09)

<sup>69</sup> The Countryside Agency (2004) *The State of the Countryside in the East of England* [online] available at: <http://www.ruralcommunities.gov.uk/publications/ca191stateofthecountrysideintheeastofengland2004> (accessed 03/09)

<sup>70</sup> *ibid*

<sup>71</sup> EERA (2004) *Regional Social Strategy*, EERA, Bury St Edmunds.

<sup>72</sup> Epping Forest District Council (2008) *Local Development Framework Annual Monitoring Report* [online] available at: [http://www.eppingforestdc.gov.uk/Library/files/planning/Local\\_Development\\_Framework/AMR/EFDC%20AMR%202008%20final.pdf](http://www.eppingforestdc.gov.uk/Library/files/planning/Local_Development_Framework/AMR/EFDC%20AMR%202008%20final.pdf) (accessed 07/09)

<sup>73</sup> East Herts District Council (2008) *East Herts Council Annual Monitoring Report 2007/2008* [online] available at: [http://80.168.51.108/media/pdf/b/o/AMR\\_07-08.pdf](http://80.168.51.108/media/pdf/b/o/AMR_07-08.pdf) (accessed 07/09)

Topic	Summary
	<p>provides a ratio of lower-quartile house prices to lower quartile household earnings.</p> <p>Indicators from LAA Agreements in the East of England:</p> <p>No specific indicators exist for rural areas, however, those relating to affordability and accessibility are most relevant:</p> <ul style="list-style-type: none"> <li>• Number of affordable homes delivered (gross) (CLG, NI155)</li> <li>• Access to services and facilities by public transport, walking and cycling (DfT, NI175) – indicator and targets agreed for Hertfordshire only</li> <li>• Working age people with access to employment by public transport (and other specified modes) (DfT, NI176)</li> <li>• Local bus and light rail passenger journeys originating in the authority area (DfT, NI177)</li> <li>• Bus services running on time (DfT, NI178) – indicator and targets agreed for Hertfordshire only</li> </ul>
Transport	<p>The East of England connects the Midlands, the North and Scotland with London. The region also contains some of the UK's most important international gateways (both ports and airports) and transport corridors, which include the M1, A11 / M11 and A14 (important for distributing freight from the ports on the east coast), as well as the East Coast, Midland and West Coast Main Lines. Between 1993 and 2006 the traffic on major roads in the East of England increased by 24%, the smallest increase outside of London. Nevertheless, this rapid expansion of road usage has resulted in congestion and reduced air quality at many sites across the region. An issue of particular importance in the East of England is the need to move a greater proportion of through freight traffic by rail. It is estimated in the EEDA Transport Economic Evidence Study (TEES) that regional traffic congestion could cost the UK economy £2 billion each year by 2021. Furthermore, it states that merely investing in improved road infrastructure is not enough, and that behavioural change, public transport investment and demand management are also necessary to reduce congestion<sup>74</sup>.</p> <p>The Highways Agency has modelled the impact of the housing growth targets in the East of England Plan and this forecasts about 45% more traffic on the strategic network by 2021 than in 2001. There is also significant overcrowding on the region's rail networks, particularly on radial rail routes into London. This is predicted to deteriorate further in the absence of further increases in capacity. The situation is not helped by the region's poor east-west rail connectivity, which means additional trips have to be made via already pressurised London connections<sup>75</sup>. The East of England has experienced a steady increase in car ownership since the mid-1990s, and the East of England has the highest CO<sub>2</sub> emissions for transport of any region (13% higher than the national per capita average)<sup>76</sup>.</p> <p>Harlow is located in the south of the region close to London and is therefore part of many of these key transport corridors. In particular, it is close to the major international airport of Stansted, the M11 and A414, and the local rail is on the London Liverpool Street line of the West Anglia Network to the north of Harlow town. This provides direct access to London, Stansted Airport and Cambridge (with onward connections to the East Coast Mainline, Norwich and Kings Lynn)<sup>77</sup>. Train stations in the area are located at Roydon, Harlow Town and Harlow Mill.</p> <p>The M11 and the A414 carry the greatest volumes of traffic and have a direct influence upon the daily traffic patterns and conditions in Harlow and on the immediately adjacent highway network. The most notable area of congestion is on the routes and links to Junction 7 of the M11 (Harlow's principal access to the strategic motorway network), but primarily on the A414 (a busy, major intra-regional highway route, serving both local traffic and longer distance through traffic connecting to the motorway network). The main highway links and junctions throughout Harlow regularly experience congestion and delay, and this is likely to get worse as car ownership continues to rise and the delivery of the planned major new housing and employment within and around the town.</p>

<sup>74</sup> East of England Development Agency (2009) *Consultation response*.

<sup>75</sup> East of England Development Agency (2009) *Consultation response*.

<sup>76</sup> WWF (2006) *Counting Consumption – CO<sub>2</sub> emissions, material flows and ecological footprint of the UK by region*

<sup>77</sup> Atkins (2009). Harlow Infrastructure Study-Stage 2 Draft Final Report.

Topic	Summary
	<p>Furthermore, the reliance on only one junction is unusual for a town of the size and character of Harlow<sup>78</sup>. Other major roads include: the A1184 - provides access to Harlow and Junction 7 of the M11 (via A414) and Sawbridgeworth to the north; the A1169 – links to the A414; the B181 – runs north-south from Roydon to Epping and provides access to the A414; the B1393 – runs north-south, and; the B180. The regional 'London Stansted Cambridge Study' has identified that the re-routing of the A414 is important as part of the regeneration of Harlow. It is unlikely that such a scheme will be programmed within the Harlow Local Plan period up to 2011<sup>79</sup>.</p> <p>The Harlow area also has several public footpaths and bridleways, to include Harcamlow Way, Stort Valley Way and Three Forests Way. National Cycle Route 1 runs through the area and there are proposals for future National Cycle Routes in Roydon and in the small village of Eastend.</p> <p>Census 2001 data showed that, although the average distance travelled to work is higher for the East of England (15.88km) than nationally (13.31km), comparatively it is lower in Harlow (11.78km). A notably smaller percentage of people worked from home in Harlow district (6.4%) than regionally (9.4%) and nationally (9.2%). Less people travel to work by train in the district (4.2%) than regionally (6.1%), but more travel to work by bus (5.0% to 4.0%), taxi (1.2% to 0.5%) and as a car or van passenger (8.1% to 5.8%)<sup>80</sup>.</p> <p>Regional targets include:</p> <p>To increase the number and proportion of journeys made by public transport, and walking, cycling and other non-motorised transport</p> <p>To increase the proportion of the region's freight carried by rail</p> <p>ISF Indicators include:</p> <p>15) Total Final Energy Consumption at Regional and Local Authority Level – shows the type of energy used (eg. oil, gas) and the consuming sector (Commercial, domestic or transport).</p> <p>23) Average distance travelled per person per year by mode of travel – how patterns of travel for personal journeys and the use of various modes of transport within the region have changed over time.</p> <p>24) Total road transport CO2 emissions.</p> <p>Indicators from LAA Agreements in the East of England:</p> <ul style="list-style-type: none"> <li>• Access to services and facilities by public transport, walking and cycling (DfT, NI175) – indicator and targets agreed for Hertfordshire only</li> <li>• Working age people with access to employment by public transport (and other specified modes) (DfT, NI176)</li> <li>• Local bus and light rail passenger journeys originating in the authority area (DfT, NI177)</li> <li>• Bus services running on time (DfT, NI178) – indicator and targets agreed for Hertfordshire only</li> </ul>
Waste	<p>Approximately 20 million tonnes of waste are produced in the East of England per year<sup>81</sup> although the amount arising per head of population has been relatively stable at about 0.54 tonnes per person. In 2006/7, the average rate of recycling and composting in the East of England was 38.3%, which was the highest of any English region, and accounts for almost all of the recovery of municipal waste ("recovery" includes not only recycling and composting but also energy recovery from waste). There is currently no energy from waste capacity for municipal waste in the East of England. The</p>

<sup>78</sup> Ibid.

<sup>79</sup> Harlow District Council (2006). *Harlow Local Plan* [online] available at: [http://www.cartoplus.co.uk/harlow/text/08\\_t\\_transport.htm#t8\\_1](http://www.cartoplus.co.uk/harlow/text/08_t_transport.htm#t8_1) (accessed 10/07/09).

<sup>80</sup> ONS. Harlow – KS51 Travel to Work (last updated 02 June 2006) [online] available at: <http://neighbourhood.statistics.gov.uk> (accessed 06/07/09)

<sup>81</sup> East of England Regional Assembly (2009) Sustainable Futures: Integrated Sustainability Framework for the East of England [online] available at: <http://www.eera.gov.uk/What-we-do/developing-regional-strategies/integrated-sustainability-framework/> (accessed 10 July 2009).

Topic	Summary
	<p>quantity of hazardous waste produced in the region is decreasing. Projected growth in households is likely to increase the amount of waste generated in both the municipal and commercial waste streams and waste generated from construction activity will also increase with the planned development in the region.</p> <p>The waste planning authority areas (WPAAs) are essentially the counties with their associated unitary authorities:</p> <p>Essex performs at about the regional average in terms of recycling and composting rates. An ERM study identified an uneven spread of landfill capacity for non hazardous waste with early shortfalls in Bedfordshire and Essex.</p> <p>The average Hertfordshire household produces more than a tonne of waste each year. The amount of waste produced in Hertfordshire is approximately 2.4 million tonnes per year, this includes 600,000 tonnes of household waste. Hertfordshire may have some considerable problems in terms of finding space to locate the new waste management facilities it will need to deal with future waste arisings. Waste to be managed is also expected to increase over time. Hertfordshire performs at about the regional average in terms of recycling and composting rates (the Hertfordshire Waste Partnership achieved a County recycling rate of 33% for the year ending March 2006, exceeding the Government-set target of 30%)<sup>82</sup>.</p> <p>The percentage of household waste recycled in Harlow District steadily increased between 2001/02 (7.8%) and 2005/06 (18.5%). The percentage of household waste composted has not demonstrated a consistent trend, although in 2005/06 it was at its peak for the period between 2000/01 and 2005/06 at 1.39%<sup>83</sup>.</p> <p>Regional targets include:</p> <ul style="list-style-type: none"> <li>• To achieve an overall regional target of 60% of development on previously developed land.</li> <li>• To eliminate the landfilling of untreated municipal and commercial waste by 2021 and secure at least the following minimum levels of recovery:             <ul style="list-style-type: none"> <li>▪ municipal waste – recovery of 50% at 2010 and 70% at 2015</li> <li>▪ commercial and industrial waste – recovery of 72% at 2010 and 75% at 2015</li> </ul> </li> </ul> <p>ISF Indicators:</p> <p>2) Ecological footprint – the ecological footprint measures the land and water area a human population requires to produce the resource it consumes and to absorb its waste.</p> <p>22) Estimated total annual waste arisings by sector – including household, commercial/industrial and demolition/construction.</p> <p>Indicators from LAA Agreements in the East of England:</p> <ul style="list-style-type: none"> <li>• Residual household waste per household (Defra, NI191) – indicator and targets agreed for Essex only</li> <li>• Percentage of household waste sent for reuse, recycling and composting (Defra, NI192) – indicator and targets agreed for Essex only</li> <li>• Percentage of municipal waste landfilled (Defra, 193) – indicator and targets agreed for Hertfordshire only</li> </ul>
Water	<p>The East of England is the driest region in England, and one of the fastest growing. Water resources are limited and there are already supply-demand issues in parts of the region. Abstraction from some catchments is not reliable during dry winters and, according to climate</p>

<sup>82</sup> Hertfordshire County Council (No date). *Building Futures – A Hertfordshire guide to promoting sustainability in development: Waste Facts* [online] available at: [www.hertslink.org/buildingfutures/waste/wastefact/](http://www.hertslink.org/buildingfutures/waste/wastefact/) (accessed 06/07/09)

<sup>83</sup> Audit Commission (2009) Audit Commission Area Profiles – Area Profile for Harlow [online] available at: [www.areaprofiles.audit-commission.gov.uk](http://www.areaprofiles.audit-commission.gov.uk) (accessed 06/07/09)



Topic	Summary
	<p>change prediction scenarios, more frequent drought conditions are expected, leading to increased pressures on resources. Ongoing drought has led to demand restrictions in past years. An increase in housing and population will place great demand on the region's water, and the absence of a national water grid limits opportunities to draw on surpluses elsewhere, thus building design and behavioural change need to be addressed. The quality of life in the region also depends to a large extent upon the high quality of its valuable water environment.</p> <p>The issue of water scarcity is a serious concern in the East of England, particularly in the south of the region where Harlow is situated. Harlow falls within the Thames River Basin District. The East of England also contains the Anglian River Basin District. Per capita consumption (pcc) in the region was similar in 2007/08 compared to 2006/07 and shows similar trends as reported for demand (distribution input). A general regional pattern is observed with higher pcc reported in the south of the region and lower pcc recorded towards the north. Recorded pcc in 2007/08 in the East of England was 156 litres per head per day (l/h/d), comparing to a national average in England of 150 l/h/d, and significantly higher than the regional target of 120 l/h/d by 2030<sup>84</sup>.</p> <p>Water supply and sewerage is provided in Epping Forest, Harlow and East Herts by Three Valleys Northern Water and Thames Water. Three Valleys Water's customers without meters reduced their water usage from 177 litres of water per person per day in 2007 to 175 litres in 2008<sup>85</sup>. This figure is above the National Upper Quartile and ranks amongst the highest in the East of England<sup>86</sup>. The Harlow area is designated as an area of serious water stress<sup>87</sup>.</p> <p>The percentage of river length assessed as good biological quality and good chemical quality is consistently ranked as 100% in Harlow District for the period between 2000 and 2005. Figures are also consistently high for East Herts: biological quality improved from 93.3% - 96.8% between 2000 and 2005 with chemical quality fluctuating between 2000 and 2005 from 91.2% to 82.6%. However, in comparison to the other districts biological quality is lower in Epping, decreasing from 72.9% in 2000 to 55.6% in 2005<sup>88</sup>.</p> <p>Of the 10 objectives set out in the ISF, the most relevant to water are:</p> <ol style="list-style-type: none"> <li>1. Promote sustainable growth within environmental limits – RES target of 120 litres per head per day (l/h/d) across all housing, East of England Plan calling for 105 l/h/d for metered new build houses. Incorporate high, water-efficient standards into future development, reduce leakage rates, and increase efficiency of existing buildings and behavioural change in water use. A balance between human water needs and those of natural habitats.</li> <li>4. Adapt to the impacts of climate change – impact of climate change on water services and the conservation of water supply (potentially exacerbated by drier summers). Impact on agriculture of reduced water availability. RES targets to reduce water consumption. Improving efficiency of water use will help address supply issues arising from drier summers and also save money.</li> <li>6. Increase resource efficiency and reduce resource use and waste or minimise damage from flooding – must be as self-sufficient as possible in water use. Need to achieve large reductions in the use of water and more effective and efficient use of water resources. Incorporate high water efficient standards in new development, reduce leakage rates, increase the efficiency of existing buildings and locate new developments to maximise the potential of the existing water supply and waste water treatment infrastructure.</li> <li>7. Conserve, restore and enhance the region's natural and built environment – maintaining clean water as part of a high quality environment for human use (drinking, bathing, community and</li> </ol>

<sup>84</sup> Environment Agency (2008) *East of England Plan Annual Monitoring Report 2007-2008 – Background Paper: The impact of housing growth and water efficiency measures on water supply in the East of England* [online] available at: <http://www.eera.gov.uk/GetAsset.aspx?id=fAAyADqAMqAyAHwAfABGAGEAbABzAGUAFAB8ADAAfAA1> (accessed 06/09)

<sup>85</sup> Hertfordshire County Council (2009). *Water* [online] available at: <http://enquire.hertscc.gov.uk/qol/2008/water08.cfm> (accessed 06/09).

<sup>86</sup> Audit Commission (2009) *Audit Commission Area Profiles – Area Profile for Harlow* [online] available at: [www.areaprofiles.audit-commission.gov.uk](http://www.areaprofiles.audit-commission.gov.uk) (accessed 06/09)

<sup>87</sup> Environment Agency (2007) *Areas of water stress: final classification* [online] available at: <http://publications.environment-agency.gov.uk/pdf/GEHO1207BNOC-e-e.pdf> (accessed 06/09)

<sup>88</sup> Audit Commission (2009) *Audit Commission Area Profiles – Area Profile for Harlow* [online] available at: [www.areaprofiles.audit-commission.gov.uk](http://www.areaprofiles.audit-commission.gov.uk) (accessed 06/09)

Topic	Summary
	<p>economic uses) and as part of wildlife habitats).</p> <p>Regional targets include:</p> <p>6. Per capita consumption of water by households in 2030 that is 20% below 2008 levels, or 120l/h/d.</p> <p>ISF Indicators include:</p> <p>2) Ecological footprint – the ecological footprint measures the land and water area a human population requires to produce the resource it consumes and to absorb its waste.</p> <p>16) Water Company Distribution Input – Distribution input (DI) accounts for the total volume of treated water the water companies put into their supply systems each year. It captures demand by both domestic and non-household customers and also means supply system leakage is taken into account.</p> <p>19) Water Framework Directive measurement of good ecological status within the region's waterbodies – Good ecological status in terms of the quality of the biological community, the hydrological characteristics and the chemical characteristics.</p> <p>Indicators from LAA Agreements in the East of England:</p> <ul style="list-style-type: none"> <li>• No specific indicators or targets agreed.</li> </ul>

### 3 Spatial Option A – RSS: Northern-led

#### 3.1 Introduction

3.1.1 Spatial Option A incorporates both directional<sup>89</sup> and distributional<sup>90</sup> elements of Policy HA1 as well as broad directional components suggested by the cumulative results of the SLA assessment against all criteria (as undertaken as part of the Harlow Options Report). To the north of Harlow potentially suitable land for an urban extension should be directed immediately to the north of the River Stort and towards the eastern half of this area. Capacity calculations undertaken by the consultants suggest that there is sufficient land to accommodate 10,000 dwellings at each density<sup>91,92</sup> however, obviously at higher dwelling per hectare (dph) less land will be required to deliver the required number of new dwellings. This also indicates substantial capacity to the East of Harlow where the momentum of development is currently in progress. Smaller amounts of land are potentially suitable to the south and the west however, given the large amount of new dwellings situated to the North according to this option, development in these directions will be fairly low. Additional capacity in all cardinal directions suggests that additional housing may be accommodated post 2021.

**Table 1: Indicative distributions for Spatial Option A - RSS: Northern-led**

RSS: Northern-led Spatial Option	
Direction	Indicative Value
North	10,000
East	800
South	100
West	100
TOTAL	11,000

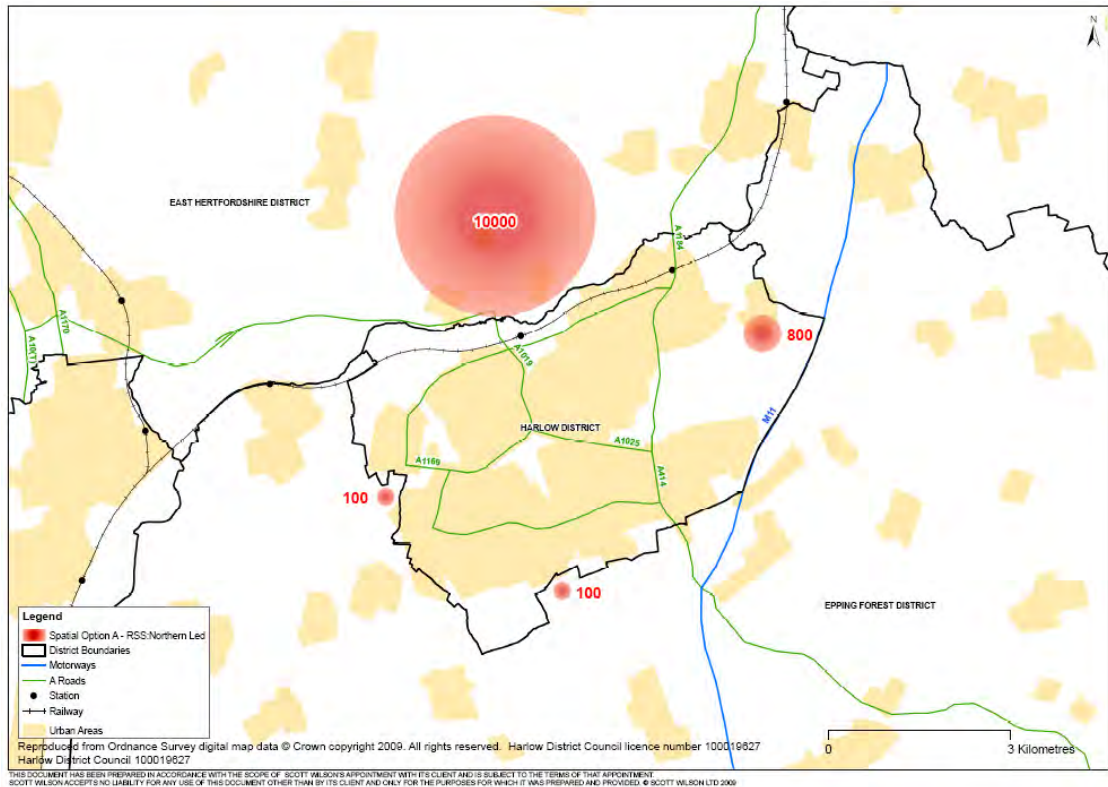
<sup>89</sup> i.e. through urban extensions in all cardinal directions

<sup>90</sup> Including 10,000 new dwellings to the north and urban extensions of a smaller scale to the south and west

<sup>91</sup> Although at 15 dph there is only enough land to provide 9,945 new dwellings however, these could be accommodated as there is some flexibility built into the boundaries of these spatial areas

<sup>92</sup> The reasonableness and sustainability tests will meet the requirement of the tender brief and will test the implications of larger scales of development at 5,000 dwelling increments up to 25,000.

Figure 2: Spatial Option A - RSS: Northern-led



## 3.2 What will be the situation with the spatial option?

### Air quality

- 3.2.1 Currently, no AQMAs have been declared in the proposed development area. However, in some of the proposed locations in Harlow under this option, it is possible that National objectives for air quality could be eventually exceeded as a result of the increased traffic movements from the new development.
- 3.2.2 The majority of the development under this option is proposed towards the north of Harlow. Despite the proximity of this area to the Harlow Town and Harlow Mill Rail stations and the relatively good access to walking and cycling facilities, the scale of the proposed development to the north under this option would require additional road infrastructure to serve the 10,000 new homes. This may lead to an increase in traffic levels and exceedences of NO<sub>2</sub> in locations in and around Harlow, including along the M11.
- 3.2.3 Under this option, development proposals should be excluded from close proximity to M11 corridor, as increased traffic at M11 will deteriorate air quality close to the motorway.
- 3.2.4 Improved accessibility to public transport and development of new cycling routes would promote more sustainable modes of transport. There are already several footpaths to the North and to the East in the proposed locations and these should be integrated in any future development to promote sustainable travel.

- 3.2.5 Some parts of the proposed development areas under this option are also in close proximity to the Pinnacles and Templefields industrial areas. Although industrial activity is limited, some pollution hazards have been identified within these industrial areas. Also a few air pollution incidents have been recorded, but without any significant releases<sup>93</sup>. It may be advisable to avoid certain types of development in close proximity to these areas.

### Biodiversity

- 3.2.6 Under this option, the most important habitats and species sites are located outside the central locations proposed for development. Therefore, no major constraints have so far been identified (see discussion of European Sites below for a more detailed assessment).
- 3.2.7 The majority of the development is proposed to the north and to the east. The proposed areas do not include any SNClS or SSSIs and therefore, it is expected to have the least significant effect upon biodiversity protection. However, the proposed areas do contain several CWS and ancient woodlands including Gilston Park. The River Stort, which adjoins the proposed development areas to the north, supports a healthy population of otters, which may be important for linking to the population strongholds in East Essex and Suffolk<sup>94</sup>. The area is also subject to occasional flooding and therefore, impacts from new development could be significant if necessary mitigation action is not considered.
- 3.2.8 Harlow Woods SSSI (and LNR) is the most important ecological site located within the proposed area to the south and this may be a potential constraint to the development. Harlow Woods comprises of three adjacent ancient semi-natural woods: Parndon Wood, Hospital Wood and Risdens Wood consisting of broadleaved, mixed and yew woodland – lowland. The site is in an “unfavourable” condition mainly due to human intervention but it has been “recovering”<sup>95</sup>. Although the size of the proposed development in the south is limited, it is anticipated that development in close proximity to the site may lead to additional stress. Prior to any development, it is essential to obtain a better understanding of the likely protection necessary for the site’s habitats. In addition to the Harlow Woods there are a number of CWSs across the area that have been designated for their woodland, grassland or wetland interest (located in the east part of the proposed area) and they must be considered by any development proposal.
- 3.2.9 Development to the west is in close proximity to Roydon Mead SSSI and Rye Meads SPA. Precaution should be taken by potential developments to avoid and / or minimise any impacts.

### Climate change

- 3.2.10 Given the scale of the proposed development and the associated increased energy use, embodied energy in construction materials and increased emissions from construction processes, an increase in the greenhouse gas (GHG) emissions production is inevitable. The new road infrastructure to support the development, particularly to the north, will increase traffic-related GHG emissions from both cars and the limited sustainable transport options currently available in the area.

<sup>93</sup> Environment Agency (2009). *What's in your backyard* [online] available at: <http://maps.environment-agency.gov.uk/wiyby/wiybyController> (accessed 06/07/09).

<sup>94</sup> Harlow District Council (2004). *Harlow Area Landscape and Environment Study* [online] available at: <http://www.harlow.gov.uk/default.aspx?page=10944> (accessed 06/07/09).

<sup>95</sup> Natural England (2009). *Nature on the map* [online] available at: <http://www.natureonthemap.org.uk/> (accessed 08/07/09).

3.2.11 Harlow area does not have significant potential for wind energy. However, encouraging the use of renewable energy and sustainable design and construction techniques will be key in addressing energy and climate change issues. The scale of new development in the north could enable consideration of a wide range of renewable energy options to meet current obligations in terms of onsite renewable generation, particularly waste to energy technologies. Also, reducing the distance travelled per person and switching to more sustainable modes of transport could limit GHG emissions production from the new development.

3.2.12 Some of the proposed development is in flood risk zone 2 and while still suitable for development in flood risk terms, considerable thought needs to be given to mitigation and to ensure that the new development would not increase flood risk (particularly from surface water flooding) or contribute to flood risk elsewhere.. The area along the River Stort is included in flood risk zone 3 and therefore should be excluded from development. It is important to ensure that suitable flood defence measures are adopted to help minimise river flooding.

### Community and well-being

3.2.13 The proximity of the proposed development to Harlow could alleviate immediate pressure for new community infrastructure as the existing community infrastructure could possibly provide some of the needs of the initial new homes. This is particularly relevant to the south and the west where the size of the proposed development under this option is limited. Local shopping facilities are limited in these areas and therefore, it may be necessary to provide some additional facilities.

3.2.14 Pressure on existing community infrastructure might be more important towards the north where 10,000 new homes are proposed. Although the proposed location is in close proximity to Harlow Town and to Sawbridgeworth towards the north, for this scale of development new community infrastructure such as schools, shopping centres and medical facilities would be necessary in order to make it self sustained.

3.2.15 The proposed area to the east includes the wards of Churchgate Street and Old Harlow that are in close proximity to Church Langley and Mark Hall wards of Harlow. Notable existing infrastructure includes two primary schools and associated facilities, a large hotel, two churches, a public house, a sports ground and tennis courts, a superstore and health centres. Expansion of the existing facilities could be the first approach taken to serve the additional population with potential for more provision where necessary.

3.2.16 The proposed areas for development include several parks, woodlands, footpath networks and other recreational amenities which should be preserved for recreation. River Stort Navigation Way/Towing Path is a significant recreation amenity in close proximity to the vast majority of the proposed development.

3.2.17 Within the proposed development areas to the south and to the west, there are two authorised Gypsy and Travellers sites which could potentially be affected by the new development. The site to the south of Harlow is located at the end of Fernhill Lane and consists of 15 pitches. The site to the west of Harlow is located in Elizabeth Way (A1169) and consists of 30 pitches<sup>96</sup>.

<sup>96</sup> CLG (2009). *Gypsy sites provided by Local Authority and Registered Social Landlords in England* [online] available at: <http://www.communities.gov.uk/documents/housing/xls/table2.xls> (accessed 08/07/09).

## Economy and employment

- 3.2.18 Currently, Harlow offers a range of good quality business accommodation across the town. The two main industrial areas comprise of the Pinnacles to the west and Templefields to the north, which incorporate industrial estates, business parks and retail parks.
- 3.2.19 The presence of the existing employment opportunities in the area, along with forthcoming community infrastructure, will increase jobs in the area. Additionally, during the construction phase of the new development, a diverse range of construction related jobs will be provided.
- 3.2.20 According to this option, the vast majority of the new development is proposed to the north and east of Harlow. In terms of employment, these locations offer several opportunities because of their proximity to the Templefields industrial estate as well as the opportunity for new residents to travel easily to nearby work hubs, the Stansted airport and London, because of the proximity of the area to Harlow Town and Harlow Mill train stations. The new infrastructure to support the size of new development, particularly to the north, should also bring more employment opportunities to the area.
- 3.2.21 Areas to the north and east of Harlow include some farming and agricultural activities. Therefore, it is important to ensure that new development in the area would not result in losses of these existing employment opportunities.
- 3.2.22 Employment opportunities at the proposed location for development to the west of Harlow potentially benefits from its proximity to the Pinnacles Harlow industrial centre, golf courses, the Harlow Stadium, the village of Roydon as well as agriculture (e.g. glass houses). A constraint could be the limited transport and road infrastructure in this area.
- 3.2.23 Similarly, the main employment opportunities to the south are related to agriculture. The area is close to Junction 7 of the M11 which could encourage outward commuting to nearby employment centres. Although there is limited availability of retail, education and health related facilities infrastructure, the size of the development in the area should not be expected to attract many new businesses other than local shopping facilities.

## Historic environment

- 3.2.24 There are several Scheduled Ancient Monuments (SAMs), listed buildings, Registered Parks and Gardens and Conservation Areas within the proposed areas for development or in their vicinity, which could possibly be affected by the new development.
- 3.2.25 Within the proposed area to the east of Harlow, there are many listed buildings and two notable Conservation Areas nearby, Churchgate Street and Old Harlow. These historic elements could possibly be affected by the new development depending on the design and location of the new buildings.
- 3.2.26 To the north of Harlow, where the majority of the development is proposed, there are several historic elements including SAMs such as moated sites. Special attention should be given to these particularly considering the size of the proposed development in the area.
- 3.2.27 The proposed development to the west of Harlow is limited; however the area is surrounded by conservation areas which might be affected indirectly by the development and therefore, careful siting and design may be necessary. To the north of the proposed area, the historic core of Roydon is designated as a conservation area as well as the land surrounding Halls

Green. There are also two SAMs to the north east of Halls Green (associated with the LWS), and one to the west of this area (ruins of Netherhall, which is the last remaining medieval manor house of Roydon Parish). Similarly, the area proposed for development to the south of Harlow includes some historical features and deposits. The level of proposed development is limited to 100 new homes and therefore, it is not expected to adversely affect these historic features.

## Housing

- 3.2.28 The scale of the proposed development is expected to offer adequate opportunities for meeting the affordable housing targets in the area. Some of the proposed development is within rural areas, some of which face significant barriers to housing and services (i.e. they belong to the 2%-10% most deprived in terms of barriers to housing and services provision). The provision of affordable housing in these areas would help reduce social exclusion and deprivation while contributing towards the creation of more accessible communities.
- 3.2.29 The region is already performing well in relation to environmental standards for new affordable housing. New development in the area should also meet the same, or greater, sustainability standards subject to a viability assessment.
- 3.2.30 However, meeting these sustainability standards might have short-term negative impacts on house prices (by increasing them) in the area. Furthermore, the proposal is limited in terms of development on previously developed land and availability of existing infrastructure. This may potentially have a negative impact on objectives such as sustainable commuting, climate change and landscape, particularly to the north, where the vast majority of development is proposed but there is no existing infrastructure to support the new housing.

## Land

- 3.2.31 The majority of the land proposed for development under this option comprises primarily undeveloped Grade 2 agricultural land currently in agricultural use, grazing land and grassland. This is in contrast to the emphasis given on promoting development on previously developed or brownfield land.
- 3.2.32 No major land contamination issues which could potentially affect human health have been identified within the areas proposed for development. However, some of the previous or present activities within the proposed areas may have increased the risk of land contamination. Extensive sand and gravel extraction has taken place along the Lee and Stort floodplains over the last 50 years and most pits have been filled with waste from domestic, industrial, commercial and building sources. There are several recorded contamination incidents in the area of Pinnacles and Templefields, mainly from industrial processes.
- 3.2.33 Agricultural activities are present both within the proposed locations and in the surrounding areas. Therefore, special care should be taken by development to minimise the potential contamination risk to these areas during the construction process. Furthermore, waste and fuel storage facilities within the new development should be provided under safety standards to avoid further contamination risk from potential leakages which could threaten agricultural land.

## Landscape

- 3.2.34 The Harlow Area has a diverse landscape character consisting mainly of agricultural land, interspersed with areas of woodland and surviving historic and archaeological features.



Landscape conservation is vital for quality of life, biodiversity, cultural heritage and local identity. New development should exploit sustainable design and construction techniques while seeking to preserve the local distinctiveness in siting and housing design.

- 3.2.35 The area proposed for development to the north of Harlow is gently undulating, rising up from the River Stort and is known in terms of landscape character classification as the 'Hunsdon Plateau'<sup>97</sup>. The area has a large scale arable field pattern shaped by traditional farming practices. Although this resource is not scarce in the landscape, the area has high sensitivity to very large scale development and is unlikely that it can accommodate the changes without causing degradation and loss of its landscape character<sup>98</sup>. Potential effects are likely to arise through views of the future development, new private vehicle trips and public transport routes, and lighting. Furthermore the proximity of such large scale development to Sawbridgeworth might also cause coalescence of the two distinct settlements.
- 3.2.36 The area proposed for development to the west of Harlow is in close proximity to Roydon and Roydon Hamlet. However, the level of the new housing in the area is limited and therefore, with careful allocation and design the area may be able to accommodate the additional development without significant if any degradation of the local character.
- 3.2.37 Development to the east of Harlow would lie along the M11 which provides a physical barrier preventing any coalescence of the new settlements with the neighbouring hamlets. The proposed area includes two designated Conservation Areas, namely Old Harlow and Churchgate Street and large blocks of woodland and ancient plantations which are identified as surviving 18th and 19th Century landscape features. The area has low to moderate sensitivity to substantial urban development and with appropriate mitigation measures it seems it would be able to accommodate new development.
- 3.2.38 Similarly to the south of Harlow, the proposed area is predominantly agricultural land with several farms sparsely located within it. The area slopes gradually upwards in a north to south direction, culminating in an elevated ridge to the south and is visible from local areas<sup>99</sup>. Therefore depending on the proposed building heights and landscaping, some views may be affected by the development. The area also includes several patches of ancient woodland such as the Harlow Woods, Mark Bushes and Harlow Park. The scale of the development though is rather limited in this area and so with appropriate mitigation measures, it seems it would be able to accommodate the new development without affecting landscape quality.

### Rural areas

- 3.2.39 The areas proposed for development are predominantly rural. Spreading new development towards these areas has the potential to create opportunities for better access to services, housing and employment and with possible regeneration opportunities.
- 3.2.40 The scale of the proposed development to the north would require new infrastructure such as roads and community facilities to support the new residents. This may lead to improved accessibility to services, less car reliance for accessing basic services and more employment opportunities. Similarly, the scale of new development proposed to the east of Harlow has some potential for generating new services, such as improved public transport accessibility and possibly some employment. The improved accessibility to services and facilities could

<sup>97</sup> Harlow District Council (2004). *Harlow Area Landscape and Environment Study* [online] available at: <http://www.harlow.gov.uk/default.aspx?page=10944> (accessed 06/07/09).

<sup>98</sup> Ibid.

<sup>99</sup> Ibid.

minimise rural isolation which is particularly an issue for older and disabled people. It may also help reduce any existing deprivation and help stem the migration of younger people.

- 3.2.41 The size of development to the south and to the west is limited and therefore, is not expected to trigger additional provision of services and increase accessibility. However, these locations are in close proximity to urban Harlow and could benefit from existing services and community facilities in the area. Existing public transport services could be improved to serve these areas and increase the accessibility of the new residents to basic services.
- 3.2.42 Gibberd's Master Plan aimed to retain existing rural features and qualities including to conserve the character of surrounding villages so that their rural character was unspoilt. New development should similarly be designed to preserve as much of the rural character and associated qualities as possible. Development should seek to support the redevelopment of rural buildings, use designs that are sympathetic to the rural features of the existing settlements and promote sustainable modes such as walking and cycling in order to minimise the impacts on tranquillity from increased traffic.

### Transport

- 3.2.43 Harlow is located close to the M11 and A414 routes which provide direct access to London, Cambridge and Stansted Airport. Furthermore, the area is served by three rail stations including Harlow Town, Harlow Mill and Roydon<sup>100</sup>.
- 3.2.44 The area proposed for development to the north of Harlow is in close proximity to the A414, Harlow Town and Harlow Mill Rail Stations. The area is separated from Harlow by the River Stort, the rail line and the A414. Therefore, in order to provide a high quality bus and cycle route to the Rail Stations and Town Centre, a new crossing over the River Stort may be required. The A414, which provides a link to the M11 through Junction 7, is already highly congested. Considering the scale of the proposed development to the north, new strategic road infrastructure would be required and a new M11 junction to the north of Harlow. The proximity of the proposed area to the Templefields industrial estate would also promote sustainable commuting.
- 3.2.45 The area proposed for development to the east of Harlow is in close proximity to Harlow Mill Rail station. Other than that, some parts of the area suffer from limited bus services and there is no public transport service extending to the eastern and southern parts. Junction 7 of the M11 is accessed via the A1019 and A1025 through Harlow Town Centre and then connects to the A414. There are severe congestion problems along this route at peak times. However, the scale of the new development proposed for this area may not require additional road infrastructure. The new development could benefit from additional and more frequent bus services and new cycling routes towards Harlow Mill Station and Harlow Town.
- 3.2.46 The size of development proposed to the south and to the west of Harlow is limited and therefore would not justify additional strategic road infrastructure. The area proposed to the south has very limited accessibility to rail stations, however it is currently served by public transport where services could be increased to serve the additional population. Cycling and walking facilities could be improved to offer better accessibility to Harlow Town. Furthermore, the area is in close proximity to Junction 7 of the M11 via the A414 to the east.

<sup>100</sup> Atkins (2009). Harlow Infrastructure Study-Stage 2 Draft Final Report.

3.2.47 The area proposed for development to the west of Harlow has limited accessibility to rail services, public transport and the M11. However, the limited size of development would not justify additional strategic road infrastructure. The area is adjacent to the Pinnacles employment area which will provide opportunities to reduce the need to travel. The existing bus routes could increase services particularly at peak hours and be re-routed with additional bus stops to serve this new development area. The closest cycle routes are the Harlow Cycle Tracks-traffic free route and the National Route 1-traffic free route near to Pinnacles. There are also proposals for future National Cycle Routes in Roydon and in the small village of Eastend<sup>101</sup>.

## Waste

3.2.48 The provision of 11,000 new homes in the area of Harlow will significantly increase Municipal Solid Waste (MSW). The additional MSW could potentially put pressure on the existing waste infrastructure and result in waste being transported over long distances<sup>102</sup>. Therefore new facilities such as transfer stations, civic amenities, bring sites, recycling sites and disposal sites would be required to serve the additional housing.

3.2.49 To the north of Harlow where 10,000 new homes are allocated the pressure for additional waste facilities is higher. The new development is large enough to include waste facilities such as municipal recycling centres, composting facilities, waste collection and treatment. Furthermore developers could explore the positive contribution waste can make to energy production by introducing waste to energy technologies within the new development area.

3.2.50 Development to the east of Harlow could possibly be served by the additional new infrastructure provided to the north. However, some additional facilities such as bring sites and recycling facilities would still be needed. To the south and to the west of Harlow, the size of the development proposed is relatively low and therefore, the new homes could be served by the existing waste facilities in Harlow Town. However, some additional infrastructure for example, in the east of Harlow would still be necessary.

3.2.51 Currently, the Pole Hole Farm is the one active landfill site to the north of Harlow near Gilston Park. The site currently receives inert waste (non-biodegradable non-construction waste)<sup>103</sup>. There are also three historic landfills within the same area. No risk of contamination from these facilities has currently been identified; however special care should be taken to ensure that the new development would not be affected by landfill activities in the terms of pollution or contamination.

3.2.52 There are active and past landfills associated with the River Lee corridor, where extensive sand and gravel extraction has taken place over the last 50 years and most pits have been filled with waste from domestic, industrial, commercial and building sources. However the size of the development proposed to the west of Harlow is limited and therefore suggests limited cause for concern with regards to new development in terms of previous landfill or contamination.

## Water

3.2.53 Wastewater services in the Harlow region are provided by Thames Water and Rye Meads Treatment facility is the main sewerage facility serving the area. Due to its proximity to Rye

<sup>101</sup> Sustrans (no date) *Map* [online] available at: [www.sustrans.org](http://www.sustrans.org) (accessed 10/07/09).

<sup>102</sup> Atkins (2009). Harlow Infrastructure Study-Stage 2 Draft Final Report.

<sup>103</sup> Environment Agency (2009). *What's in your backyard* [online] available at: <http://maps.environment-agency.gov.uk/wiyby/wiybyController> (accessed 06/07/09).

- Meads, the new development could be served by the facility. However the sewerage network serving the Rye Meads catchment is close to capacity at a number of locations such as in and around Stevenage and Harlow<sup>104</sup>. For that reason, in order to serve the additional development, improvement works are necessary to increase the capacity (see Reasonableness test).
- 3.2.54 Depending on the size and the location of the new development, there is a degree of challenge in expanding the sewerage network without harm to the environment.
- 3.2.55 In terms of sewerage services, development around Harlow is best steered towards the east, where some network upgrades have been completed with more planned to allow for further development to the north of Harlow<sup>105</sup>. Considering the scale of development proposed to the north of Harlow, there will be immediate pressure for increasing the capacity of the existing sewage network to serve the new homes. The upgrade works parallel to the River Stort have the potential to impact the Hunsdon Mead SSSI<sup>106</sup>. Therefore, the route of the new sewage network should be designed to avoid a direct impact on the SSSI without further harm to the environment.
- 3.2.56 From a drainage perspective, development to the west of Harlow would be easily achieved due to the proximity to Rye Meads with a sewer extension to Rye Meads STW. However according to Thames Water this is not forecasted for completion before 2018 and thus it would impact on when development to the west could commence<sup>107</sup>. Any development areas to the south of Harlow could be served by a new independent outfall connected direct to the new trunk outfall sewer<sup>108</sup>. However, the proposed development to the west and to the south of Harlow under this option is limited and therefore, this could be possibly served by the existing sewerage network.
- 3.2.57 Public water supply in Harlow region is provided by Three Valleys Water (TVW), northern region. TVW has large diameter strategic mains that can be utilised to supply potable water to all development areas in the supply area. However, the provision of water supplies to new homes will require the installation of new infrastructure to supply the new development, particularly to the north. Similar to upgrading the sewerage network, the environmental risk from the additional infrastructure has to be considered and mitigated during the feasibility and design stages.
- 3.2.58 Harlow District has a substantial aquifer capped by London clay that is part of the main chalk aquifer of the London Basin. The Environment Agency has implemented Aquifer Protection Zones of 50, 100 and 200 days around all boreholes in the Harlow District<sup>109</sup>. Sustainable Urban Drainage within Harlow should focus on the control of surface water run-off as close to the origin as possible, before it discharges to a watercourse or to the ground, in order to protect the underlying aquifer.

<sup>104</sup> Stevenage Borough Council (2008). Rye Meads Water Cycle Strategy – Detailed Strategy [draft for consultation].

<sup>105</sup> *ibid.*

<sup>106</sup> *ibid.*

<sup>107</sup> *ibid.*

<sup>108</sup> *ibid.*

<sup>109</sup> *Ibid.*

### 3.3 Summary of key impacts

3.3.1 In light of the above assessment the following key effects have been identified for Spatial Option A – RSS: Northern-led:

#### Positive

- Opportunities to link development to existing industrial areas to the north and to the west of Harlow
- Potential for support of a modal shift towards more sustainable travel
- Job creation through construction and increased size of the urban area
- Contribute positively to affordable housing provision

#### Negative

- Negative effects on CWS and ancient woodlands to the north of Harlow
- Flood risk to the potential development, primarily to the north and the east
- Negative effects on some farming and agricultural activities, particularly to the north of Harlow
- Negative effects on SAMS, listed buildings, Registered Parks and Gardens and Conservation Areas, in particular to the north and east of Harlow
- Significant landscape impacts, particularly to the north of Harlow
- Concern over the prospect of coalescence with Sawbridgeworth and the impacts on Conservation Areas within Harlow East
- Increased congestion and the need for new transport infrastructure such as a northern spine road and a new motorway junction northeast of Harlow.
- Increase levels of air pollution in different locations across the area
- Increased GHG emissions
- Additional pressure on sewerage network

## 4 Spatial Option B – Policy-led 2

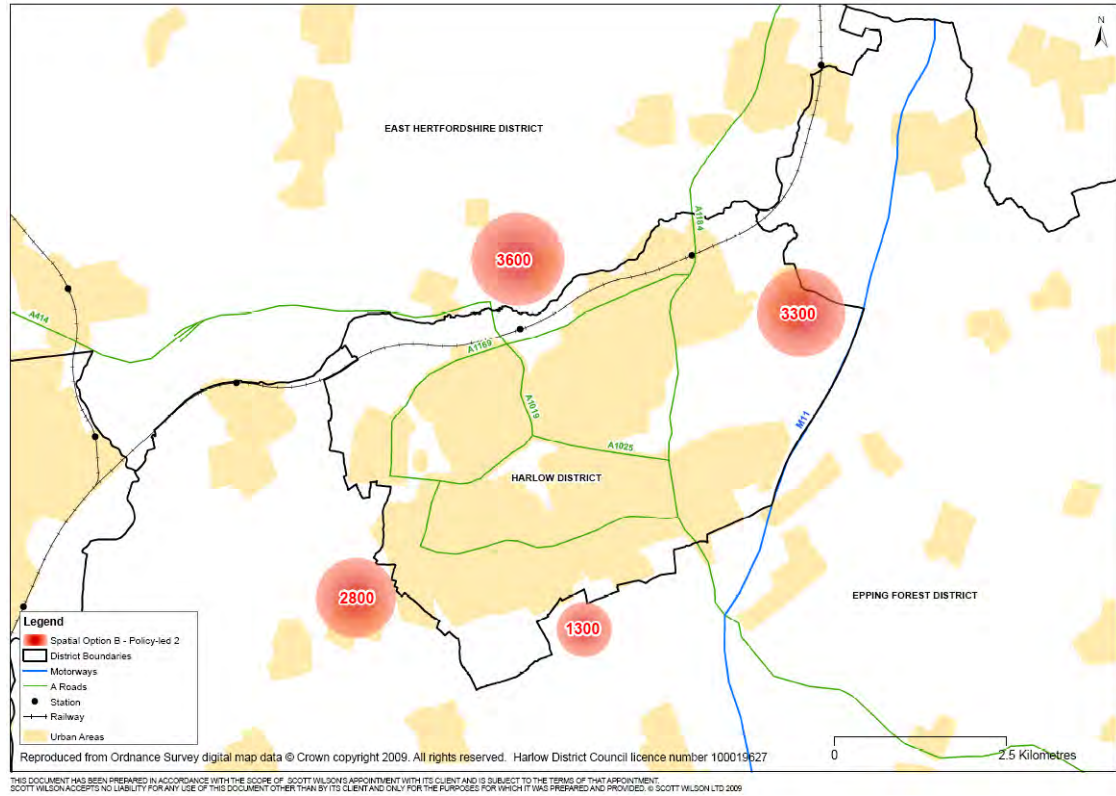
### 4.1 Introduction

- 4.1.1 Spatial Option B incorporates the directional elements of Policy HA1 but does not include distributional elements. It also builds on the broad directional components suggested by the cumulative results of the SLA assessment against all criteria as undertaken as part of the Harlow Options Report. Under this spatial option similar amounts of dwellings are allocated to the north (weighted towards the eastern half) and to the east of Harlow. The northern part of land to the west of Harlow (south of the River Stort and around Roydon and centrally located over the junction with the B1133) receives a smaller amount of new dwellings and an even smaller amount is allocated to the south (north of the main ridgeline). In light of these findings indicative distributions are graphically illustrated in Figure 3.

**Table 2: Indicative distributions for Spatial Option B - Policy-led 2**

Policy-led 2 Spatial Option	
Direction	Indicative Value
North	3,600
East	3,300
South	1,300
West	2,800
TOTAL	11,000

Figure 3: Spatial Option B - Policy-led 2



## 4.2 What will be the situation with the spatial option?

### Air quality

- 4.2.1 Air quality is not currently an issue for the proposed development areas under this option. Although no AQMAs have been declared in the proposed development areas, it is expected that the additional development could possibly have a negative impact on air quality as a result of increased traffic movements and associated vehicle emissions.
- 4.2.2 The proposed area for development to the north is located in close distance to Harlow Town Rail station. Harlow Mill Rail station is located within the area proposed for development to the east of Harlow. By providing additional walking and cycling facilities within the new development area could also promote more sustainable travel to these stations and to Harlow Town.
- 4.2.3 On the other hand, the proposed development areas to the south and west of Harlow do not have easy access to rail links. Walking and cycling facilities, as well as public transport services in some parts of these areas are limited too. Existing roads in the area are already congested particularly the A414 and at Junction 7 on the M11<sup>110</sup>. In order to support the new

<sup>110</sup> Essex County Council (2006). *LTP 2006 to 2011 Strategic Environmental Assessment* [online] available at: <http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&guideOid=70776> (accessed 10/07/09).

development new road infrastructure to the north and potentially to the south would be necessary.

- 4.2.4 The additional traffic may cause exceedences of air quality above the National Air Quality objectives along the proposed new and existing routes. The areas along the M11 could be severely affected too; therefore development in close proximity to the M11 might need to be avoided since the new development could also be affected by lower levels of air quality. Improved accessibility to public transport and cycling would promote more sustainable modes of transport. There are plenty of footpaths within the proposed areas and these should be maximised to promote more sustainable modes of travel.

### Biodiversity

- 4.2.5 Although the most important habitats and species are outside the areas proposed for development, a SSSI and several CWS and ancient woodlands exist within these areas which may constitute a constraint to the development. Any new development should be sympathetic to these sites in terms of protection and provide appropriate mitigation measures where necessary.
- 4.2.6 Harlow Woods SSSI (and LNR) to the south is the most important ecological site located within the proposed area and is a potential constraint to the development of the area. Harlow Woods comprises of three adjacent ancient semi-natural woods: Parndon Wood, Hospital Wood and Ridsen's Wood consisting of broadleaved, mixed and yew woodland – lowland. Currently, the site is in an “unfavourable” condition mainly due to human intervention but has been “recovering”<sup>111</sup>. The scale of the proposed development to the south is relatively high and might have significant negative impact upon the SSSIs habitats and species. Therefore, prior to any development it is essential to obtain a better understanding of the likely protection necessary for the site's habitats.
- 4.2.7 A large part of the development is also proposed along the River Stort. The River Stort supports a healthy population of otters, which may be important for linking to the population strongholds in East Essex and Suffolk<sup>112</sup>. Although direct impacts are not certain, development in immediate proximity to the river should be avoided to minimise any potential impacts.
- 4.2.8 Development to the north is close to Roydon Mead SSSI and Rye Meads SPA which contain areas of meadow, fen, and floodplain grazing marsh, all of which are UK BAP Priority Habitats. The area is one of the last remaining sites in Essex or Hertfordshire to still be managed on the ancient Lammas system of hay making followed by winter grazing. It forms a large area of unimproved grassland on alluvial soils subject to occasional winter flooding. This management, in combination with the unimproved nature of the grassland and occasional flooding has resulted in a valuable species assemblage. Hunsdon Mead SSSI is jointly owned and managed as a nature reserve by the Essex Wildlife Trust and the Hertfordshire and Middlesex Wildlife Trust and has good access<sup>113</sup>. Although direct impacts are not certain, development in proximity to the site should be avoided and a better understanding of the site and its habitats is necessary to protect and / or minimise any potential impacts.

<sup>111</sup> Natural England (2009). *Nature on the Map* [online] available at: <http://www.natureonthemap.org.uk/> (accessed 10/07/09).

<sup>112</sup> Harlow District Council (2004). *Harlow Area Landscape & Environment Study*.

<sup>113</sup> English Nature (no date). *Hunsdon Mead* [online] available at: [http://www.english-nature.org.uk/citation/citation\\_photo/1003531.pdf](http://www.english-nature.org.uk/citation/citation_photo/1003531.pdf) (accessed 10/07/09).



## Climate change and energy

- 4.2.9 Increase in population will inevitably increase GHG emissions. Higher energy demand, new infrastructure to support new development, embodied energy in construction materials and emissions from construction will all contribute towards an increase in GHGs. The current opportunities for sustainable transport in the proposed area are limited and would further increase traffic and vehicle emissions. Encouraging renewable energy (principally waste-to-energy technology as a wind resource is limited) and sustainable design and construction techniques as well as sustainable transport schemes within the developments is essential to reduce potential GHG emissions.
- 4.2.10 Given that the proposed development areas to the south lie in flood Zone 1, the risk of major flooding from rivers is low. However, the areas to the north and east of Harlow are surrounded by the River Stort and some parts that are close to the river are in flood risk zone 3. New development should take place outside flood risk zone 3 areas and necessary mitigation measures should be adopted to minimise the risk. Some of the proposed development areas to the north and to the east are also in flood risk zone 2 and mitigation may be necessary to ensure that new development will not increase flood risk in the area or contribute to flood risk elsewhere.

## Community and well-being

- 4.2.11 The proximity of the new development to Harlow Town could reduce immediate pressure for new community infrastructure. However, the scale of the new development is high and therefore additional community infrastructure would be necessary to support the new housing.
- 4.2.12 Some infrastructure already exists within the area proposed for development to the east of Harlow. The area includes Churchgate Street and Old Harlow and is in close proximity to the Church Langley and Mark Hall wards of Harlow. Existing infrastructure within the proposed area includes primary schools, a hotel, churches, a public house, sports grounds and tennis courts, shopping facilities including a superstore and a health centre. Extension and / or redevelopment of these facilities would lessen the pressure for additional new infrastructure. However the size of the proposed development is substantial and eventually, the demand for new community infrastructure would increase.
- 4.2.13 Currently within the area proposed for development to the north of Harlow, there is no community infrastructure and therefore, any new residents in this area would depend on Harlow Town and Sawbridgeworth facilities to serve their needs. The provision of local shopping facilities to the north would be essential. The provision of facilities such as schools, leisure centres and sports grounds to serve local residents would also be necessary in order to minimise the need to travel.
- 4.2.14 Similarly, towards the south and west of Harlow in order to make the new development more self contained it would be necessary to provide new community infrastructure, as currently there is no existing provision. Some facilities are available in Sumners and Kingsmoor such as primary schools, sport grounds and leisure facilities, however this infrastructure would not be adequate to serve the additional population. The provision of local shopping facilities, health care and education would be essential in order to minimise the need of the new residents to travel.
- 4.2.15 The proposed areas for development include several parks, woodlands, footpath networks and other recreational amenities which should be preserved for recreation. River Stort Navigation

Way / Towing Path is a significant recreation amenity in close proximity to the proposed development areas to the north and the east. The area proposed for development to the south includes Harlow Woods, Mark Bushes, Latton Park and Harlow Park; Forest Way and Stort Valley Way also cross the area. These amenities also offer significant opportunities for recreation. A number of sports grounds and other leisure facilities are also available in Sumners and Kingsmoor ward and these could also serve any new residents.

- 4.2.16 Within the proposed development area to the south, there is a Gypsy and Travellers' site which could potentially be affected by the new development. The site is located at the end of Fernhill Lane and consists of 15 pitches<sup>114</sup>.

### Economy and employment

- 4.2.17 Harlow offers a range of good quality business accommodation across the town including two main industrial areas namely the Pinnacles and Templefields, which incorporate industrial estates, business parks and retail parks. Under the Essex Strategy, Harlow is a Priority Area for Regeneration and Growth<sup>115</sup>, which would create prospects for new employment. Research and Development (R&D) is a growing sector especially within the pharmaceutical industry<sup>116</sup>, which could encourage a higher skilled workforce to move into the area, as well as providing opportunities for upskilling of lower skilled workers.
- 4.2.18 The proposed development to the north and to the east of Harlow will be well located in terms of access to the local Templefields industrial estate. The proximity of the proposed locations to Templefields would also support sustainable modes such as cycling and walking. Furthermore, the proximity of these locations to Harlow Town and Harlow Mill Rail stations would also facilitate outward commuting towards key employment hubs such as London, Cambridge and Stansted airport. Additional road infrastructure would improve accessibility to the M11 and would also facilitate those commuting further.
- 4.2.19 To the south and to the west, the proposed areas are predominantly agricultural land with no major developments. Currently, there is limited existing employment within their boundaries relating primarily to agriculture. It will be important to ensure that the development of these areas would not result in losses of this existing employment.
- 4.2.20 The development to the west is in close proximity to the Pinnacles industrial area where more employment opportunities exist. The proximity of the area to the Pinnacles would also support sustainable commuting.
- 4.2.21 The new development is substantial in all four proposed locations under this option. Therefore more employment opportunities would be provided through the additional community facilities including shopping facilities, community services and education which would be necessary to support new residents. Additionally, a significant amount of construction related jobs would be provided during the development phase.

<sup>114</sup> CLG (2009). *Gypsy sites by Local Authorities and Registered Social Landlords in England* [online] available at: <http://www.communities.gov.uk/documents/housing/xls/table2.xls> (accessed 07/09).

<sup>115</sup> Essex Partnership (2008) *The Essex Strategy 2008-2018* [online] available at: [http://www.essexpartnership.org/vip8/com/Community/content/binaries/documents/Essex\\_Strategy\\_August\\_2008.pdf](http://www.essexpartnership.org/vip8/com/Community/content/binaries/documents/Essex_Strategy_August_2008.pdf) (access 07/09)

<sup>116</sup> Harlow District Council Annual Monitoring Report (AMR) [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 10 July 2009)

## Historic environment

- 4.2.22 The areas proposed for development include several Scheduled Ancient Monuments, listed buildings, Registered Parks and Gardens and Conservation Areas. The scale of development is substantial in the proposed locations under this option and therefore some of these historic elements could be potentially affected directly or indirectly by the new development.
- 4.2.23 Within the area proposed for development to the north of Harlow there are a number of built cultural heritage features including two moated sites with associated earthworks - one comprising part of the relics of a manor belonging to Edward III, the Gilston Park and the Eastwick church. To the east, the area proposed for development also includes several listed buildings and two notable Conservation Areas nearby - Churchgate Street and Old Harlow. Similarly, the area proposed for development to the south of Harlow includes some historical features and deposits.
- 4.2.24 The scale of the development towards these directions as part of this spatial option is substantial and therefore some of these historic elements might be affected. Careful siting and design and allocation of new buildings is essential to mitigate any potential harm that might be caused from the new development.
- 4.2.25 The area surrounding Broadley Common is designated as a Conservation Area. Considering the scale of the development, the conservation area may be directly affected. New development should be sympathetic and make a positive contribution to the character of this area. Detailed guidance on how the new development would relate to this area should be required.

## Housing

- 4.2.26 Considering the scale of the proposed development for this option, there should be opportunities for affordable housing provision.
- 4.2.27 The proposed development is located towards rural areas, some of which face significant barriers to housing and services (belong to the 2%-10% most deprived in terms of barriers to housing and services provision). The provision of affordable housing in these areas would reduce social exclusion and deprivation and it would contribute towards more balanced communities. However, increasing development in rural areas is also opposed to the need to locate as much development in locations with existing infrastructure and this may potentially have negative impacts on the objectives for sustainable commuting, climate change and landscape.
- 4.2.28 The region is already performing well in relation to meeting environmental standards for new affordable housing and new development should also meet the same sustainability standards subject to appropriate viability assessments. However, meeting these sustainability standards may have a short-term negative impact on house prices in the area and therefore reduce the accessibility of housing to lower incomes.

## Land

- 4.2.29 The majority of the land proposed for development under this option comprises primarily undeveloped Grade 2 agricultural land. The main land cover is arable farmland and grassland with some woodland. This is in contrast to the emphasis given on promoting development on previously developed or brownfield land.

- 4.2.30 No major land contamination issues which could potentially affect human health have been identified within the areas proposed for development. However some of the present and past activities within the proposed areas may have increased the risk of land contamination and therefore development located in close proximity to these areas potentially might be affected. These land uses include the pits resulting from the extensive sand and gravel extraction along the Lee and Stort floodplains over the last 50 years and from the glasshouses to the west of Harlow, which have been demolished to enable gravel to be extracted. These pits have now been filled with waste from domestic, industrial, commercial and building sources. Contamination risks are also associated with the industrial activities in the Pinnacles and the Templefields areas. There is also an active landfill site which currently receives inert waste (non-biodegradable wastes) and three historic landfill sites within the area proposed for development to the north of Harlow.
- 4.2.31 Agricultural activities are present both within the proposed locations and in the surrounding areas. Therefore, special care should be taken in development to minimise any potential contamination risk of these areas during the construction process, mainly from construction waste. Furthermore, waste and fuel storage facilities within the new development should be provided under safety standards to avoid further contamination risk from potential leakages which could threaten agricultural land.

### Landscape

- 4.2.32 Harlow has a diverse landscape character consisting of agricultural land interspersed with areas of woodland and surviving historic and archaeological elements. A number of sensitive features are recognised within the landscape. New development should be sympathetic to these elements in order to preserve their setting and special character.
- 4.2.33 The area proposed for development to the north of Harlow consists mainly of countryside, primarily in agricultural use. The land form is gently undulating, rising up from the River Stort to what is known as in terms of landscape character classification as the 'Hunsdon Plateau'<sup>117</sup>. The area surrounding the River Stort has a high sensitivity to substantial development and it is unlikely that it can accommodate changes without causing degradation and loss of the landscape character<sup>118</sup>. Potential impacts from the new development are likely to arise through views of future development, new private vehicle trips and public transport routes and light pollution. Furthermore the proximity of the proposed development to Sawbridgeworth might also cause visual coalescence, in terms of the wider landscape of the two distinct settlements.
- 4.2.34 Potential new development to the east of Harlow would not lead to coalescence with a neighbouring town since the proposed area is separated by the M11 which provides a physical barrier and would prevent merging with existing settlements. The proposed area includes two designated Conservation Areas, Old Harlow and Churchgate Street and large blocks of woodland and ancient plantations which are identified as surviving 18th and 19th Century landscape features. The area has low to moderate sensitivity to substantial urban development and should be able to accommodate the new development with limited degradation to character. With appropriate mitigation measures, the area should be able to address any potential landscape issues.

<sup>117</sup> Harlow District Council (2004). *Harlow Area Landscape and Environment Study*.

<sup>118</sup> *Ibid.*

4.2.35 The areas proposed for development to the west and to the south of Harlow have extensive to moderate historic time depth with associated nature conservation value evident<sup>119</sup>. There is high sensitivity to substantial urban development, particularly in those areas surrounding Broadley Common, which is a Conservation Area, the Harlow Woods SSSI, Mark Bushes and Harlow Park ancient woodlands. To the south, the area slopes gradually upwards in a north to south direction, culminating in an elevated ridge to the south and is visible from local areas<sup>120</sup>. Therefore, depending on the proposed new building heights and landscaping, some views may be affected by the development. New development would be expected to impact negatively on the landscape quality of these areas. In order to minimise impacts, new development should exploit sustainable design and construction techniques whilst reflecting local distinctiveness in siting and housing design.

### Rural areas

4.2.36 The proposed areas for development are predominantly rural. The scale of the proposed development in these areas would require new infrastructure such as roads and community facilities to support the new residents. This would create opportunities to access better quality housing, for accessibility to key services and employment and could minimise rural isolation which leads to deprivation of rural areas and out-migration of young people.

4.2.37 According to Gibberd's Master Plan for Harlow, the aim was to retain the existing rural features of the area and to conserve the local character of the rural settlements. Considering the scale of the proposed development and the associated infrastructure, there may be limitations on how this could be achieved.

4.2.38 Development should seek to preserve the natural attributes which contribute to the rural character in the development areas, support the redevelopment of rural buildings and design new development and associated infrastructure in such a way to preserves the rural character of the proposed areas as much as possible. Promoting sustainable travel patterns through cycling and walking facilities and minimising the use of motor vehicles within new development areas, would help to preserve the sense of tranquillity and remoteness of these rural areas.

### Transport

4.2.39 Harlow is located close to the M11 and the A414 transport routes, which provide direct access to London, Cambridge and the Stansted Airport. Furthermore the area is served by three rail stations including Harlow Town, Harlow Mill and Roydon<sup>121</sup>.

4.2.40 The areas proposed for development to the north and east of Harlow are in close proximity to the Harlow Town and Harlow Mill rail stations which connect Harlow with London, Cambridge and Stansted Airport. However, the area to the north of Harlow is separated by the River Stort, the rail line and the A414 and therefore, in order to ease access to the rail stations, new river crossings may be required. The proximity of these areas to the Templefields industrial estate for employment opportunities could also enable sustainable commuting modes like cycling and walking.

4.2.41 The areas proposed for development in this option are also in close proximity to the M11. However, currently the only access to the M11 is through Junction 7 to the south. The A414 and Junction 7 of the M11 motorway are already working beyond their capacity and suffer

<sup>119</sup> Harlow District Council (2004). *Harlow Area Landscape and Environment Study*.

<sup>120</sup> Ibid.

<sup>121</sup> Atkins (2009). *Harlow Infrastructure Study-Stage 2 Draft Final Report*.

severe congestion<sup>122</sup>. Therefore in order to support the new development new road infrastructure would be necessary within these areas such as an additional new M11 junction to north of Harlow.

4.2.42 The areas proposed for development to the west and to the south of Harlow have very limited access to rail. The area proposed for development to the south has relatively good access to the M11 due to its proximity to Junction 7. The area to the west of Harlow suffers from poor accessibility to the M11 via the A1169 and the A414. The size of the development in these areas is substantial and considering the current limited access to rail and relatively limited access to the M11, additional road infrastructure would be necessary to serve these areas. The proximity of the area proposed for development to the west of Harlow to the Pinnacles industrial estate could possibly enable sustainable commuting.

4.2.43 The objective is to minimise traffic increases from new development. Therefore the new development should provide good accessibility to more sustainable modes of transport. Development should seek to improve accessibility to the rail stations by non-car modes and could also increase the number of parking spaces at stations. The National Cycle Network (NCN) which travels through Harlow should also be extended to serve the new development. New cycling routes are necessary to link the new development with existing cycling and public transport routes. Several public footpaths and bridleways travel through the proposed development areas in various directions; new development should be designed to maximise these elements. The existing bus routes should be increased particularly in peak hours and re-routed to serve the new development area with additional bus stops.

## Waste

4.2.44 The provision of 11,000 new homes in the Harlow area will significantly increase Municipal Solid Waste (MSW) and could put pressure on the existing waste infrastructure resulting in waste being transported over long distances<sup>123</sup>. New facilities such as transfer stations, civic amenities, bring sites, recycling sites and disposal sites would be required to serve the additional housing.

4.2.45 The size of the proposed development is substantial enough to include waste facilities and services such as municipal recycling centres, door to door collection, composting facilities, waste collection and treatment. The areas proposed for development to the north and to the east of Harlow due to their proximity could share some of the new facilities and similarly the areas to the south and to the west.

4.2.46 Furthermore, developers could explore the positive contribution waste can make to energy production by introducing waste to energy technologies within the new development areas.

4.2.47 Currently, the Pole Hole Farm is the one active landfill site to the north of Harlow near Gilston Park. The site currently receives inert waste (non-biodegradable non-construction waste)<sup>124</sup>. There are also three historic landfill sites within the same area. They are active or past landfill sites associated with the River Lee corridor, where extensive sand and gravel extraction has taken place over the last 50 years and most of the pits have been filled with waste from domestic, industrial, commercial and building sources. No risk of contamination associated with the landfill activities has been identified; however, in recognition of the risks and hazards

<sup>122</sup> LTP 2006 to 2011 Strategic Environmental Assessment [online] available at: <http://www.essexcc.gov.uk> (accessed 03/08/2009)

<sup>123</sup> Atkins (2009). Harlow Infrastructure Study-Stage 2 Draft Final Report.

<sup>124</sup> Environment Agency (2009). *What's in your backyard* [online] available at: <http://maps.environment-agency.gov.uk/wiyby/wiybyController> (accessed 03/08/2009).

associated with landfill sites, all potential development adjacent to these sites must consider a hazard assessment to ensure that the new development would not be affected.

## Water

- 4.2.48 Rye Meads is the primary Wastewater Treatment facility serving the area. Wastewater services in the Harlow area are provided by Thames Water. The sewerage network serving the Rye Meads catchment is close to capacity at a number of locations such as in around Stevenage and Harlow<sup>125</sup>. Therefore, additional improvement works are required to provide the necessary capacity to support the new development.
- 4.2.49 In terms of sewerage services, development around Harlow is best steered towards the east, where some network upgrades have been completed with more planned to allow for further development to the north of Harlow<sup>126</sup>.
- 4.2.50 From a drainage perspective, development to the west of Harlow would be easily achieved due to the proximity to Rye Meads and a sewer extension to Rye Meads STW. However, according to Thames Water this is not forecasted for completion before 2018 and thus, it would impact on when development to the west could commence<sup>127</sup>. Any development areas to the south of Harlow could be served by a new independent outfall connecting direct to the new trunk outfall sewer<sup>128</sup>.
- 4.2.51 The upgrade of the sewerage network along the Stort has the potential to impact Hunsdon Meads SSSI. However, it has been suggested that there is potential for the route of the new sewer to be designed to avoid a direct impact on the SSSI. Similarly, there is a risk that the new independent outfall to the south connecting direct to the new trunk outfall might be in close proximity to the Harlow Woods SSSI. Mitigation is possible during the feasibility and design stages with possible use of trenchless technologies, such as tunnelling, to install certain lengths of the proposed upgrades.
- 4.2.52 Public water supply in Harlow is provided by Three Valleys Water (TVW), northern region. TVW have made allowances in their Water Resources Plan for growth commensurate with the levels of growth outlined in the East of England Plan<sup>129</sup>. TVW has large diameter strategic mains that can be utilised to supply potable water to all development areas in the supply area. However, the provision of water supplies to new homes will require the installation of new infrastructure to supply the new developments. Similar to upgrading the sewerage network, the environmental risk from the additional infrastructure has to be considered and mitigated during the feasibility and design stages.
- 4.2.53 Harlow District has a substantial aquifer capped by London clay that is part of the main chalk aquifer of the London Basin. The Environment Agency has implemented Aquifer Protection Zones of 50, 100 and 200 days around all boreholes in Harlow District<sup>130</sup>. Sustainable Urban Drainage within Harlow should focus on the control of surface water run-off as close to the origin as possible, before it discharges to a watercourse or to the ground, in order to protect the underlying aquifer.

<sup>125</sup> Stevenage Borough Council (2008). Rye Meads Water Cycle Strategy – Detailed Strategy [draft for consultation].

<sup>126</sup> *ibid.*

<sup>127</sup> *ibid.*

<sup>128</sup> *ibid.*

<sup>129</sup> *ibid.*

<sup>130</sup> *ibid.*

## 4.3 Summary of key impacts

4.3.1 In light of the above assessment the following key effects have been identified for Spatial Option B – Policy-led 2:

### Positive

- Potential for support of a modal shift towards more sustainable travel
- Potential to utilise waste-to-energy technology
- Provide additional affordable housing
- Opportunities to link development to existing industrial areas to the north and to the west of Harlow

### Negative

- Potential negative effects on Harlow Woods SSSI / LNR to the south of Harlow and Hunsdon Meads SSSI to the north
- Increased traffic movements could lead to poorer air quality levels in some areas
- Increased GHG emissions
- Flood risks to the potential development, primarily to the north and the east
- Negative effects on some farming and agricultural activities, particularly to the north of Harlow
- Negative effects on SAMS, listed buildings, Registered Parks and Gardens and Conservation Areas, particularly as applied to the north and east of Harlow
- Significant landscape impacts, particularly to the north of Harlow
- Concern over the prospect of coalescence with Sawbridgeworth and the impacts on conservation areas within Harlow East
- Increased congestion and the potential need for new strategic transport infrastructure such as a northern spine road, a new motorway junction northeast of Harlow, and access roads linking the eastern area developments to the north.



## 5 Spatial Option C – Combined criteria-led

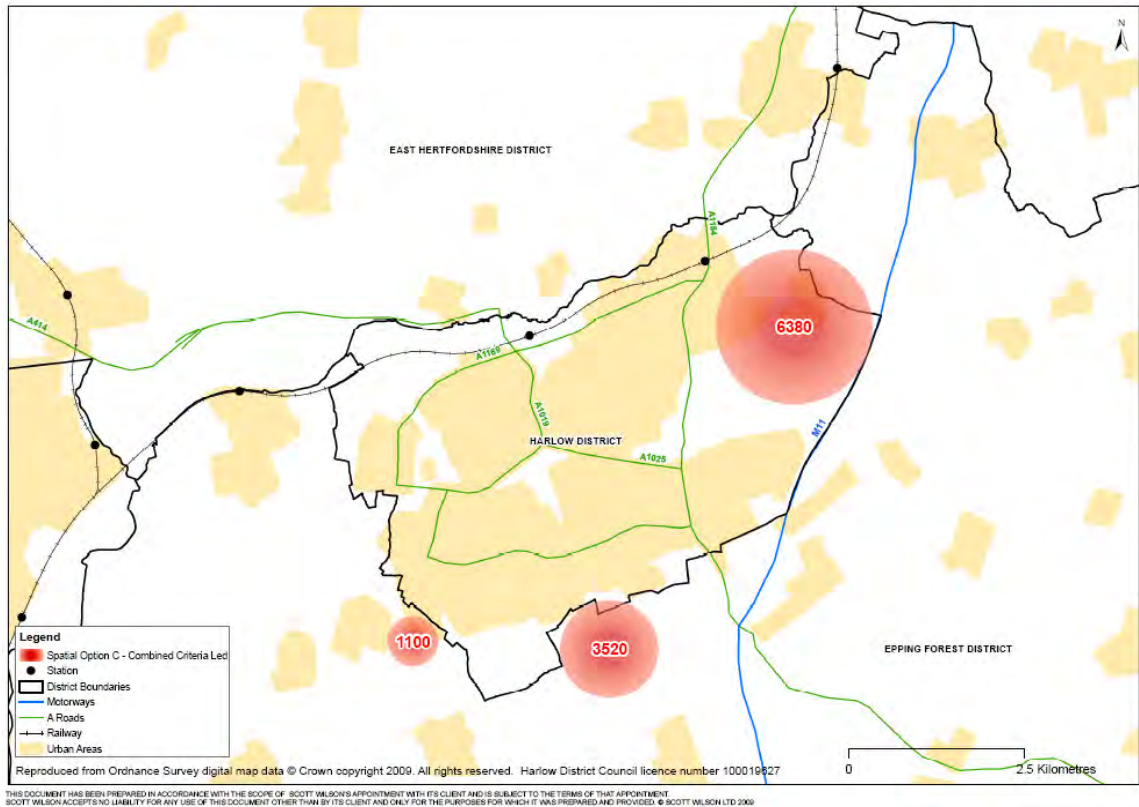
### 5.1 Introduction

- 5.1.1 A criteria-led option was identified through the assessment of SLAs against all three sieves as undertaken as part of the Harlow Options Report. The directions and distribution of development are shown below in Figure 4. The logic underpinning this option maintains that the areas of land which cumulatively perform the best against the criteria could lead to the most sustainable spatial option.
- 5.1.2 Reflecting greater emphasis for the situation on the ground (by removing the constraints provided by strategic policy objectives), this spatial option does not correspond to key elements within Policy HA1. Namely, the requirements for substantial development to the north of Harlow and the relative distributions of urban extensions to the north, east, south and west of Harlow. Under this spatial option the majority of new dwellings are allocated to the east of Harlow with a substantial proportion to the south and a smaller amount of development in the south west of Harlow.

**Table 3: Indicative distributions for Spatial Option C - criteria-led option**

Criteria-led Spatial Option	
Direction	Indicative Value
North	0
East	6,380
South	3,520
West	1,100
TOTAL	11,000

Figure 4: Spatial Option C - Criteria-led



## 5.2 What will be the situation with the spatial option?

### Air quality

- 5.2.1 Currently, no AQMAs have been declared in any of the proposed locations under this option. However, the National air quality objectives may be exceeded as a result of increased traffic movements from the additional development.
- 5.2.2 The majority of the development is proposed towards the east and the south of Harlow. Currently, there is only Junction 7 serving the M11 in Harlow. Harlow Mill Rail Station is within the proposed area and Harlow Town Rail station is also in close proximity to the development to the east of Harlow.. However, considering the scale of the proposed development in the area, additional traffic movements would be inevitable. This would cause additional traffic along the A414 and at Junction 7 of the M11. Development to the south and the west of Harlow has limited access to rail links and therefore reliance on the private car is likely to be higher. The new development would increase traffic volumes on the A414, at Junction 7 and along the A1169.
- 5.2.3 The additional traffic from the new developments may have a negative impact on local air quality and could potentially cause exceedences to NO<sub>2</sub> concentrations above the Air Quality Strategy Objectives. The impact is expected to be more significant along the A414, at Junction 7 and the M11. Therefore, development in close proximity or along these routes should be

avoided. A minimum buffer distance of development from the M11 would help to prevent air quality impacts to be experienced by nearby houses.

5.2.4 The negative impacts on air quality could possibly be mitigated with improved public transport access, provision of local services and the creation of new cycling routes which would enable more sustainable commuting. There are already several pathways crossing the proposed development areas in different directions and these should be maximised by development to promote more sustainable modes of travel.

5.2.5 Development to the east is also relatively close to the Templefields industrial area. Although industrial activity is of a relatively limited scale within this industrial area, some pollution hazards have been identified and a few air pollution incidents have also been recorded but without any significant releases<sup>131</sup>.

### Biodiversity

5.2.6 The most important habitats and species sites are located outside the central areas proposed for development under this option. Harlow Woods SSSI (and LNR) is the most important ecological site located within the proposed area to the south of Harlow and a potential constraint to the development. Other potential constraints include several CWS and ancient woodlands within the same area, with a few more to the east of Harlow.

5.2.7 Harlow Woods comprises of three adjacent ancient semi-natural woods: Parndon Wood, Hospital Wood and Ridsden's Wood consisting of broadleaved, mixed and yew woodland – lowland. Currently, the site is in an “unfavourable” condition mainly due to human intervention but has been “recovering”<sup>132</sup>. The scale of the proposed development to the south is substantial and may have significant impact upon the SSSIs habitats and species. Therefore prior to any development, it is essential to obtain a better understanding of the likely protective measures that may be necessary for the site’s habitats and potentially a minimum buffer distance between the site and the new development should be provided.

5.2.8 In addition to the Harlow Woods SSSI, there are a number of CWS across the area proposed for development to the south and a few smaller ones within the area proposed for development to the east. These sites have been designated for their woodland, grassland or wetland interest and they could potentially be negatively affected by the development. If development is to proceed near to these features then it should incorporate the recommendations from the Harlow Green Infrastructure study.

### Climate change and energy

5.2.9 An increase in GHG emissions is inevitable given the scale of the proposed development and the associated increased energy use, embodied energy in construction materials and increased emissions from construction. Furthermore, the additional traffic expected from the new development in combination with the limited options for sustainable transport - particularly to the south and to the west of Harlow - would also lead to additional GHG emissions.

<sup>131</sup> Environment Agency (2009). *What's in your backyard* [online] available at: <http://maps.environment-agency.gov.uk/wiyby/wiybyController> (accessed 06/09).

<sup>132</sup> Natural England (2009). *Nature on the Map* [online] available at: <http://www.natureonthemap.org.uk/> (accessed 06/09).

- 5.2.10 For the East of England, the regional target for renewable energy generation by installed capacity and type is set at 14% by 2010<sup>133</sup>. Encouraging the use of renewable energy and sustainable design and construction techniques will be key in addressing energy and climate change issues in new development. The Harlow area does not have significant potential for wind energy however the scale of the new development in all proposed areas is substantial to enable consideration of other renewable energy technologies, such as the implementation of waste to energy. Also reducing the distance travelled per person and switching to more sustainable modes of transport could limit the production of GHG emissions from the new development.
- 5.2.11 The area proposed for development to the east of Harlow is in flood risk zone 2 and therefore, it is suitable for development in flood risk terms. Considerable thought needs to be given to mitigation measures to ensure that the new development will not increase flood risk in the area or contribute to flood risk elsewhere. Flood defence measures could possibly be explored to minimise river flooding.

### Community and well-being

- 5.2.12 The proximity of the new development to Harlow Town could potentially reduce immediate pressure for provision of new community infrastructure. However, the scale of the new development is high and therefore additional community infrastructure would be necessary to support the new housing.
- 5.2.13 Some infrastructure already exists within the area proposed for development to the east of Harlow. The area includes the Conservation Areas of Churchgate Street and Old Harlow that are in close proximity to Church Langley and Mark Hall wards of Harlow. Existing infrastructure within the proposed area includes primary schools, a hotel, churches, a public house, sports grounds and tennis courts, shopping facilities including a superstore and a health centre. Extension and redevelopment of these facilities would lessen the pressure for additional new infrastructure. However, the size of the proposed development is substantial and additional provision of community infrastructure would be required.
- 5.2.14 The areas proposed for development to the south and west contain no existing infrastructure. Some community facilities are available in the adjoining wards of Harlow. These include primary schools, sport grounds and leisure facilities and some shopping facilities. However, this infrastructure would not be adequate to serve the additional population. The provision of local shopping facilities, education and possibly health care would be necessary in order to minimise the need for the new residents to travel.
- 5.2.15 The area proposed for development to the south includes several parks, woodlands, footpath networks and other recreational amenities which should be preserved for recreation. Similar amenities are also available to the east of Harlow with a few CWS and patches of woodland. These amenities also offer significant opportunities for recreation.
- 5.2.16 Within the proposed development area to the south, there is a Gypsy and Travellers' site which could potentially be affected by the new development. The site is located at the end of Fernhill Lane and consists of 15 pitches<sup>134</sup>.

<sup>133</sup> Harlow District Council Annual Monitoring Report (AMR) [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 07/09)

<sup>134</sup> CLG (2009). *Gypsy sites by Local Authorities and Registered Social Landlords in England* [online] available at: <http://www.communities.gov.uk/documents/housing/xls/table2.xls> (accessed 07/09).

## Economy and employment

- 5.2.17 Harlow offers a range of good quality business accommodation across the town including two main industrial areas namely the Pinnacles and Templefields, which incorporate industrial estates, business parks and retail parks. Under the Essex Strategy, Harlow is a Priority Area for Regeneration and Growth<sup>135</sup>, which would create new employment opportunities. Research and Development (R&D) is also a growing sector especially within the pharmaceutical industry<sup>136</sup> which could encourage a higher skilled workforce to move into the area as well as providing opportunities for upskilling of lower skilled workers.
- 5.2.18 The proposed development to the east of Harlow would be well located in terms of access to the local Templefields industrial estate. The proximity of the proposed location to Templefields could also support sustainable modes such as cycling and walking. Furthermore the easy access of this location to Harlow Mill and Harlow Town rail stations would facilitate outward commuting by rail towards key employment hubs such as London, Cambridge and Stansted airport. Improved accessibility to the M11 would also facilitate those commuting further.
- 5.2.19 To the south and to the west, the proposed areas are predominantly agricultural with no major developments. Due to the largely rural characteristics of these areas, there is limited existing employment within their boundaries relating primarily to agriculture. It will be important to ensure that the development of these areas would not result in losses of this existing employment. The development to the west is in relatively close proximity to the Pinnacles industrial area where more employment opportunities exist.
- 5.2.20 The new development is substantial in all four proposed locations under this option. Therefore, more employment opportunities would be provided through the additional community facilities including shopping facilities, community services and education which would be necessary to support the new residents. Additionally, a significant amount of construction related jobs would be provided during the development phases.

## Historic environment

- 5.2.21 Within the areas proposed for development under this option, there are a few historic settlements and Scheduled Ancient Monuments (SAMs) which could possibly be affected by the new development. The scale of the development in all three locations is substantial and therefore, some of the historic elements may be affected.
- 5.2.22 The area proposed for development to the east of Harlow includes many listed buildings and two notable Conservation Areas, Churchgate Street and Old Harlow. These historic elements could possibly be affected by the new development depending on the design and location of the new buildings. Similarly the area proposed for development to the south of Harlow includes a few SAMs (moated sites) which could also be potentially affected by the new development. The area surrounding Broadley Common is designated as a Conservation Area. Considering the scale of the development, this could potentially have a direct impact on the Conservation Area.

<sup>135</sup> Essex Partnership (2008) *The Essex Strategy 2008-2018* [online] available at: [http://www.essexpartnership.org/vip8/com/Community/content/binaries/documents/Essex\\_Strategy\\_August\\_2008.pdf](http://www.essexpartnership.org/vip8/com/Community/content/binaries/documents/Essex_Strategy_August_2008.pdf) (access 07/09)

<sup>136</sup> Harlow District Council Annual Monitoring Report (AMR) [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 07/09)

- 5.2.23 The new development should be sympathetic to the historic environment and make a positive contribution to the character of this area. Therefore, careful siting and design and allocation of new housing are essential to mitigate any potential harm that might be caused.

## Housing

- 5.2.24 Considering the scale of the proposed development, there should be opportunities for affordable housing provision.
- 5.2.25 Currently existing development within the proposed areas is primarily limited to agricultural-related development – mainly to the south – and glasshouses and other agricultural buildings – to the west. Within the area allocated for development to the east of Harlow some development already exists near Churchgate Street; other than that, development within this area is limited to a few agricultural settlements.
- 5.2.26 The proposed development is focussed towards rural areas, some of which face barriers to housing and services, including the provision of affordable housing would assist with reducing social exclusion and deprivation and would contribute towards more accessible communities. However, increasing development in rural areas is in contrast to the emphasis on promoting development on previously developed / brownfield land and may potentially have a negative impact on the objectives for sustainable commuting, climate change and landscape.
- 5.2.27 The Harlow Area is already performing well in relation to meeting environmental standards for new affordable housing and new development would also be expected to meet the same, or higher, sustainability standards. However, meeting these sustainability standards might have a short-term negative impact on house prices in the area.
- 5.2.28 PPS3 suggests that the density of new residential dwellings should be at least 30 dwellings per hectare to help ensure efficient use of land. While this is expected to be met within any new development land must be allocated for other land uses such as open space and roads. However, there might be some restrictions with regard to the master planning of new homes because of conservation areas, other historic elements and green infrastructure within the three proposed locations.

## Land

- 5.2.29 The majority of the land proposed for development comprises primarily undeveloped Grade 2 agricultural land. The main land cover is arable farmland and grassland with some small patches of woodland. Development of this land is in contrast to the emphasis given on promoting development on previously developed or brownfield land.
- 5.2.30 No major land contamination issues which could potentially affect human health have been identified within the areas proposed for development. The glasshouses to the west of Harlow have been demolished over the last 50 years to enable gravel extraction. The resulting pits have now been filled with waste from domestic, industrial, commercial and building sources, which may have increased the risk of land contamination. Development located in close proximity to these sites, could be potentially affected.
- 5.2.31 Agricultural activities are present both within the proposed locations and in the surrounding areas. Therefore, special care should be taken to minimise any potential contamination risk of these areas during the construction process, mainly from construction waste. Furthermore, waste and fuel storage facilities within the new development should be provided under safety

standards to avoid further contamination risk from potential leakages which could threaten agricultural land.

## Landscape

- 5.2.32 The area proposed for development to the south of Harlow is predominantly agricultural land with several sparsely located farms and a few patches of ancient woodland. The area slopes gradually upwards in a north to south direction, culminating in an elevated ridge to the south and is visible from local areas<sup>137</sup>. Therefore, depending on the proposed building heights and landscaping, some views may be affected by the development. The scale of the development is substantial and therefore, it is unlikely that the area will be able to accommodate new development without some degradation to its landscape character.
- 5.2.33 Similarly, the area proposed for development to the west of Harlow has extensive historic time depth, with associated nature conservation value evident<sup>138</sup>. There is high sensitivity to substantial urban development around Broadley Common - a designated Conservation Area. The new development would be expected to affect the local landscape quality.
- 5.2.34 Potential development to the east of Harlow would not lead to coalescence with a neighbouring town since the proposed area is separated by M11 which provides a physical barrier and would prevent merging with existing settlements. The proposed area includes two designated Conservation Areas, Old Harlow and Churchgate Street and large blocks of woodland and ancient plantations which are identified as surviving 18th and 19th Century landscape features. The area has low to moderate sensitivity to substantial urban development and should be able to accommodate the new development with limited degradation to character which could be minimised with appropriate mitigation.

## Rural areas

- 5.2.35 The proposed areas for development are predominantly rural. The scale of the proposed development in these areas would require new infrastructure including community facilities and additional roads in order to support the needs of the new residents. This would create opportunities to access better quality housing, for accessibility to key services and employment and could minimise rural isolation which leads to deprivation of rural areas and migration of young people.
- 5.2.36 According to Gibberd's Master Plan for Harlow, the aim is to retain the existing rural features of the area and conserve the local character of the rural settlements. Considering the scale of the proposed development and the associated infrastructure, there might be limitations on how this could be achieved.
- 5.2.37 New development should seek to preserve the natural attributes which contribute to the rural character of the development areas, support the redevelopment of rural buildings and design new development and associated infrastructure in such a way to preserve the rural character of the proposed areas as much as possible. Additional levels of green infrastructure within new development would also enhance the rural character of these areas. Promoting sustainable modes by providing additional cycling and walking within the new development areas, would also help to preserve the sense of tranquillity and remoteness of these rural areas.

<sup>137</sup> Harlow District Council (2004). *Harlow Area Landscape and Environment Study*.

<sup>138</sup> *Ibid.*

## Transport

- 5.2.38 The area proposed for development to the east of Harlow includes Harlow Mill rail station and is also in close proximity to the Harlow Town rail station. The two rail stations provide services to London, Cambridge and the Stansted Airport. The proposed development area also adjoins the M11 and the A414 transport routes, however currently the only access to the M11 is via Junction 7 to the south. The area is also in close proximity to the Templefields industrial estate which could enable sustainable commuting patterns. In terms of public transport bus services in the area are currently limited.
- 5.2.39 The A414 and Junction 7 of the M11 motorway already exceeds capacity and suffer severe congestion<sup>139</sup>. The size of the new development in this area is substantial and additional road infrastructure would be essential, including an additional new M11 junction towards the north of Harlow.
- 5.2.40 The area proposed for development to the south of Harlow has limited access to rail. However, the area is in close proximity to Junction 7 of the M11 which provides access to the nearby employment hubs. Public transport services could be extended and re-routed to serve the new development and new cycling routes could also be added. Several public footpaths and bridleways travel through the area in various directions; new development should be designed to maximise these features. However, without the introduction of sustainable travel options in this area, considering the scale of the proposed development, car reliance would be high.
- 5.2.41 The area proposed for development to the west of Harlow also has very limited access to rail services, public transport and the M11. However, the size of development is of a smaller scale and it would not justify provision of new major road infrastructure. The area is adjacent to the Pinnacles employment area which could enable sustainable commuting. The existing bus routes could be increased particularly at peak hours and re-routed to serve this new development area with additional bus stops within the development area. The closest cycle routes are the Harlow Cycle Tracks-traffic free route-in Katherines and the National Route 1-traffic free route-in Pinnacles, which could be extended towards the new development.
- 5.2.42 Measures should be developed to improve accessibility to the rail stations by non-car modes and increase the number of parking spaces at stations. The National Cycle Network which travels through Harlow should also be extended to serve the new development. New cycling routes are necessary to link the new development with existing cycling routes and public transport routes. As mentioned previously, the existing bus routes should be increased particularly at peak hours and re-routed to serve the new development area, with additional bus stops within the development areas.

## Waste

- 5.2.43 The additional 11,000 new homes in the Harlow area will significantly increase Municipal Solid Waste (MSW) and could put pressure on the existing waste infrastructure resulting in waste being transported over long distances<sup>140</sup>. New facilities such as transfer stations, civic amenities, bring sites, recycling sites and disposal sites may be required to serve the additional housing.

<sup>139</sup> Essex County Council (2006). *LTP 2006 to 2011 Strategic Environmental Assessment* [online] available at: <http://www.essexcc.gov.uk> (accessed 03/08/2009)

<sup>140</sup> Atkins (2009). Harlow Infrastructure Study-Stage 2 Draft Final Report.



- 5.2.44 The size of the proposed development is of sufficient scale to include waste facilities and services such as municipal recycling centres, door to door collection, composting facilities, waste collection and treatment. A new civic amenity site would relieve pressure from the existing facility and provide much needed capacity to the area improving landfill diversion; also bring sites could play an important role in recycling MSW<sup>141</sup>. Furthermore, developers could potentially explore the positive contribution waste can make to energy production by introducing waste to energy technologies within the new development.
- 5.2.45 There are no active or previous landfill sites within the areas proposed for development under this option. The glasshouses to the west of Harlow that have been demolished over the last 50 years to enable gravel to be extracted. The resulting pits have now been filled with waste from domestic, industrial, commercial and building sources which may have increased the risk of land contamination. In recognition of the hazards associated with waste, developments adjacent to such sites might potentially require a review of these risks.

## Water

- 5.2.46 Wastewater services in the Harlow area are provided by Thames Water and the Rye Meads Treatment Plant is the main sewerage facility serving the area. Due to its proximity to Rye Meads, the new development could be served by the facility. However, the sewerage network serving the Rye Meads catchment is close to capacity at a number of locations including Stevenage and Harlow<sup>142</sup>. Therefore, additional improvement works are required to provide the necessary capacity to support the new development.
- 5.2.47 In terms of sewerage services, development around Harlow is best steered towards the east, where some network upgrades have been completed<sup>143</sup>. Development to the west of Harlow could be easily served with a sewer extension to Rye Meads STW due to the proximity to Rye Meads. However, according to Thames Water, this is not forecasted for completion before 2018 and thus, it would impact on when development to the west could commence<sup>144</sup>. Any development areas to the south of Harlow could be served by a new independent outfall connecting direct to the new trunk outfall sewer<sup>145</sup>.
- 5.2.48 There is a risk that the new independent outfall to the south connecting direct to the new trunk outfall, may be in close proximity to the Harlow Woods SSSI. Mitigation is possible during the feasibility and design stages with possible use of trenchless technologies, such as tunnelling, to install certain lengths of the proposed upgrades
- 5.2.49 Public water supply in Harlow is provided by Three Valleys Water (TVW), northern region. TVW have made allowances in their Water Resources Plan for growth commensurate with the levels of growth outlined in the East of England Plan<sup>146</sup>. TVW has large diameter strategic mains that can be utilised to supply potable water to all development areas in the supply area. However, the provision of water supplies to new homes will require the installation of new infrastructure to supply the new developments. Similar to upgrading the sewerage network, the environmental risk from the additional infrastructure has to be considered and mitigated during the feasibility and design stages.

<sup>141</sup> Atkins (2009). Harlow Infrastructure Study-Stage 2 Draft Final Report.

<sup>142</sup> Stevenage Borough Council (2008). Rye Meads Water Cycle Strategy – Detailed Strategy [draft for consultation].

<sup>143</sup> Ibid.

<sup>144</sup> Ibid.

<sup>145</sup> Ibid.

<sup>146</sup> Ibid.

5.2.50 Harlow District has a substantial aquifer capped by London clay, and is part of the main chalk aquifer of the London Basin. The Environment Agency has implemented Aquifer Protection Zones of 50, 100 and 200 days around all boreholes in Harlow District<sup>147</sup>. Sustainable Urban Drainage within Harlow should focus on the control of surface water run-off as close to the origin as possible, before it discharges to a watercourse or to the ground, in order to protect the underlying aquifer.

## 5.3 Summary of key impacts

5.3.1 In light of the above assessment the following key effects have been identified for Spatial Option C – Criteria led:

### Positive

- Opportunities to link development to existing industrial areas to the north and west of Harlow
- Encourage employment opportunities e.g. during the construction process
- Provide additional levels of affordable housing
- Potential to utilise waste-to-energy projects

### Negative

- Negative effects on CWS and ancient woodlands to the south and the east of Harlow
- Negative effects on Harlow Woods SSSI / LNR to the south of Harlow
- Negative effects on some farming and agricultural activities, particularly to the south and possibly to the west of Harlow
- Negative effects on SAMS, listed buildings, Registered Parks and Gardens and Conservation Areas, particularly to the east and west of Harlow
- Significant impact on the landscape to the south of Harlow
- Increased GHG emissions
- Threats to conservation areas within Harlow East
- Increased congestion and need for new strategic infrastructure such as access roads to/from eastern area developments and a new motorway junction northeast of Harlow
- Potential negative affect on air quality in some locations
- Could facilitate greater use of private car use and congestion on the M11.

<sup>147</sup> Stevenage Borough Council (2008). Rye Meads Water Cycle Strategy – Detailed Strategy [draft for consultation].

## 6 Spatial Option D – Regeneration-led

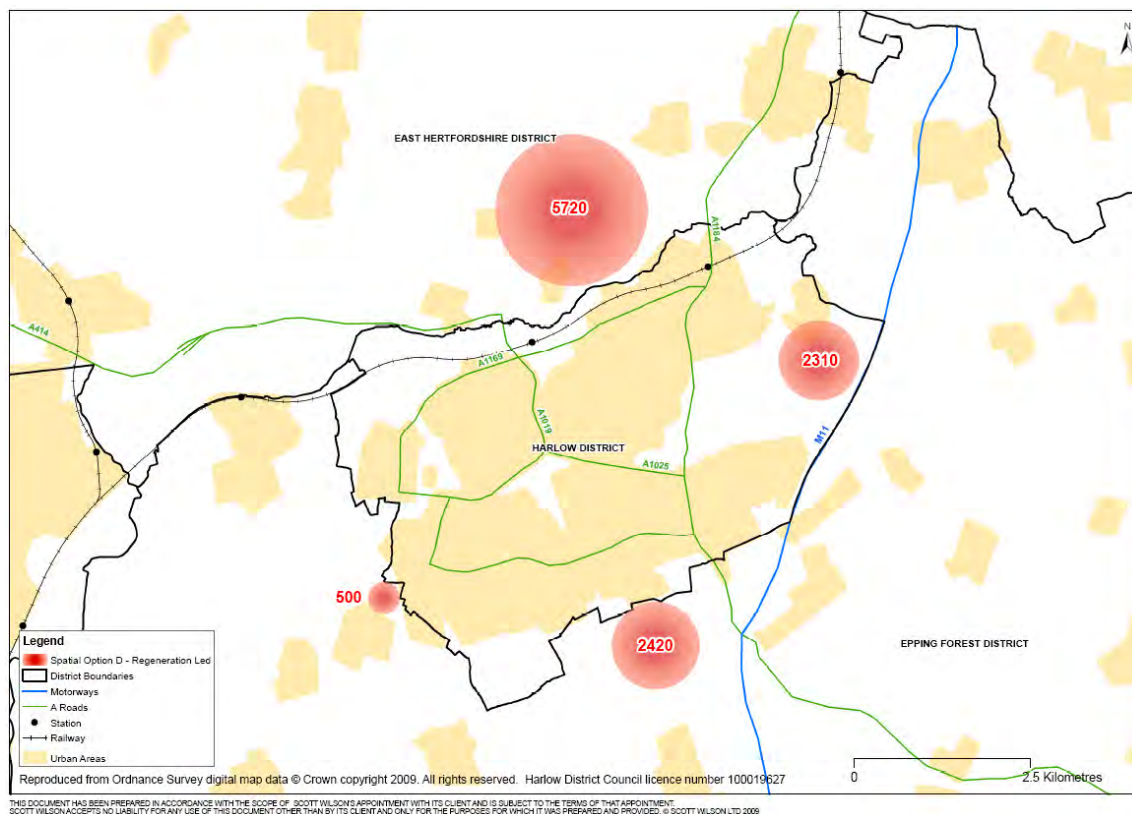
### 6.1 Introduction

6.1.1 The distribution of development for this spatial option would be focused to the north (centred around Eastwick) and south of Harlow (to the ridgeline) with additional capacity provided in the East and to a much smaller scale in the west. The logic underpinning the development of this spatial option is that the agglomeration benefits derived through the increasing mass of Harlow will be realised in the long-term while short-term benefits may also be realised by promoting development near to areas which are already the focus of neighbourhood renewal plans.

**Table 4: Regeneration-led Spatial Option D**

Regeneration-led Spatial Option	
Direction	Indicative Value
North	5,720
East	2,310
South	2,420
West	550
TOTAL	11,000

**Figure 5: Spatial Option D: Regeneration-led**



## 6.2 What will be the situation with the spatial option?

### Air quality

- 6.2.1 No AQMAs have been declared in any of the locations proposed for development under this option. However, the additional development and the associated increase in traffic movements would be expected to affect air quality, particularly along the A414, the M11 and at the Junction 7 on the M11. Development in close proximity to these routes could potentially suffer from lower levels of air quality. Development to the east of Harlow would be expected to suffer the most, since it is located between the A414 and M11 routes. A set-up of a minimum buffer distance from the M11 would help to prevent low air quality for residents nearby.
- 6.2.2 Development to the south and to the west has limited access to rail stations and therefore it is likely that car reliance would be higher. The new development in this location would increase traffic volumes on the A414, at Junction 7 on the M11 and possibly along the A1169.
- 6.2.3 The negative impacts from increased air pollution as a result of the additional traffic could be mitigated to some extent if the provision of sustainable transport modes is prioritised. The development to the north and to the east of Harlow is in close proximity to Harlow Town and Harlow Mill rail stations. Access to these rail links would be facilitated through additional cycling routes as well as more frequent and additional public transport services. There are existing pathways within these areas and development should maximise these in order to promote more sustainable modes of travel. The scale of the new development would justify

new road infrastructure to support the residents in the north. A new Junction on the M11 to the north of Harlow would reduce the need to travel along the A414 to the south.

- 6.2.4 The proposed development area to the north is in close proximity to the Templefields industrial area. Although industrial activity is of relatively limited scale, some pollution hazards have been identified within the industrial area and a few air pollution incidents have been recorded but without any significant releases<sup>148</sup>. Development to the north is separated by the River Stort and is not expected to be affected from potential air pollution from Templefields.

## Biodiversity

- 6.2.5 Most important, habitat and species sites are located outside the central areas proposed for development under this option, therefore no major constraints have so far been identified.
- 6.2.6 Harlow Woods SSSI (and LNR) is the most important ecological site located within the proposed area to the south (western part of the proposed area) and a potential constraint to the development of the site. Harlow Woods comprises of three adjacent ancient semi-natural woods: Parndon Wood, Hospital Wood and Ridsen's Wood consisting of broadleaved, mixed and yew woodland – lowland. Currently, the site is in an “unfavourable” condition mainly due to human intervention but has been “recovering”<sup>149</sup>. The size of the proposed development to the south is substantial and therefore, development in close proximity must first consider appropriate protective measures to avoid causing undue harm. Within the development, there is opportunity that the SSSI may function as an important component of the strategic green infrastructure for the area.
- 6.2.7 In addition to Harlow Woods, there are a number of County Wildlife Sites within the same area that have been designated for their woodland, grassland or wetland interest. They should also be considered otherwise they are likely to be negatively affected by the development.
- 6.2.8 The proposed areas to the north, the east and the west do not include any SNCIs or SSSIs and therefore, it is expected to have the least significant effect upon biodiversity protection. These areas though contain several CWS and ancient woodlands such as Gilston Park to the north and Church Langley to the east. Any development should be considerate to these sites and offer mitigation measures where necessary.
- 6.2.9 The River Stort, which adjoins the proposed development area to the north, supports a healthy population of otters and might be important for linking to the otter population strongholds in East Essex and Suffolk<sup>150</sup>. The area is also subject to occasional flooding therefore impacts from new development could be significant if necessary mitigation action is not considered.

## Climate change

- 6.2.10 An increase in the GHG emissions is inevitable given the scale of the proposed development and the associated increased energy use, embodied energy in construction materials and increased emissions from construction. Furthermore, the additional traffic volumes from the new development combined with the limited options for sustainable transport - particularly to the south and to the west - would also contribute to additional GHG emissions.

<sup>148</sup> Environment Agency (2009). *What's in your backyard* [online] available at: <http://maps.environment-agency.gov.uk/wiyby/wiybyController> (accessed 06/07/09).

<sup>149</sup> Natural England (2009). *Nature on the Map* [online] available at: <http://www.natureonthemap.org.uk/> (accessed 10/07/09).

<sup>150</sup> Harlow District Council (2004). *Harlow Area Landscape and Environment Study*.

- 6.2.11 For the East of England, the regional target for renewable energy generation by installed capacity and type is set at 14% by 2010<sup>151</sup>. Currently, there is limited use of large-scale renewable energy schemes within Harlow. Encouraging the use renewable energy and sustainable design and construction techniques would assist to address energy and climate change issues arising from new development. The Harlow area does not have significant potential for wind energy; however the scale of the new development in all proposed areas is substantial to enable consideration of other renewable energy technologies, such as the implementation of waste to energy.
- 6.2.12 Reducing the distance travelled per person and switching to more sustainable modes of transport could also limit additional GHG emissions from the new development. The areas proposed for development to the north and to the east of Harlow are located in close proximity to Harlow Town and Harlow Mill rail stations. Development should provide cycling and walking facilities to encourage travel towards the rail stations. More frequent public transport services could also reduce car reliance to the south and to the west of Harlow.
- 6.2.13 The area proposed for development to the north adjoins the River Stort and therefore, some parts are subject to occasional flooding. Some of the area to the north and the area to the east of Harlow are in Flood Risk Zone 2 and therefore may be suitable for development subject to appropriate mitigation. However, considerable attention needs to be given to mitigation to ensure that the new development would not increase flood risk in these areas or contribute to flood risk elsewhere. Flood defence measures could possibly be explored to minimise river flooding.

### Community and well-being

- 6.2.14 The proximity of the proposed development to Harlow Town could alleviate immediate pressure for new community infrastructure since existing community infrastructure could possibly meet the initial needs of the new development. This is particularly relevant to the west where the scale of the proposed development is rather low. However, the overall scale of the new development is high and therefore, additional community infrastructure would be necessary to support the new housing.
- 6.2.15 Pressure for new community infrastructure might be more immediate towards the north where the size of the development is substantial and currently there are no facilities. New community infrastructure such as shopping centres, schools and medical facilities would be necessary to serve the residents of the new homes and minimise their need for travelling.
- 6.2.16 This is also a similar situation in the area proposed for development to the south of Harlow where currently there are no community facilities. The scale of the development in this area is also substantial and it would be necessary to provide appropriate facilities to serve the new development.
- 6.2.17 The proposed area to the east has some notable existing infrastructure, including a primary school, a sports ground, health centre and a superstore. These facilities could initially serve the new development. However, the size of the development is substantial and therefore, additional community infrastructure would still be necessary. Expansion of the existing facilities could also be a possible way of satisfying additional needs.

<sup>151</sup> Harlow District Council Annual Monitoring Report (AMR) [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 10 July 2009)

- 6.2.18 The area proposed for development to the south includes Harlow Woods, Mark Bushes, Latton Park and Harlow Park. The Forest Way and Stort Valley Way also cross the area. These amenities also offer significant opportunities for recreation. The River Stort Navigation Way / Towing Path is a significant recreation amenity in close proximity to the proposed development location to the north of Harlow. The Stort Valley Way passes through the proposed area as well. To the east the proposed area also contains some woodland, which could also provide opportunities for recreation.
- 6.2.19 Within the proposed development area to the south, there is a Gypsy and Travellers' site which could potentially be affected by the new development. The site is located at the end of Fernhill Lane and consists of 15 pitches<sup>152</sup>.

### Economy and employment

- 6.2.20 Harlow offers a range of good quality business accommodation across the town. The two main industrial areas are the Pinnacles to the west and Templefields to the north. The presence of the existing employment opportunities in the area along with forthcoming community infrastructure should increase jobs in the area. Additionally, during the construction phase of the new development, a diverse range of construction related jobs will be provided.
- 6.2.21 Under the Essex Strategy, Harlow is a Priority Area for Regeneration and growth<sup>153</sup>, which would create prospects for new employment. Research and Development (R&D) is also a growing sector especially within the pharmaceutical industry<sup>154</sup> which could encourage higher skilled workforce to move into the area as well as providing opportunities for upskilling of lower skilled residents.
- 6.2.22 About half of the proposed new development is proposed to the north of Harlow. In terms of employment, this location offers several employment opportunities because of its proximity to Templefields industrial estate. There is also the opportunity for new residents to travel to nearby work hubs - Stansted Airport and London due to the proximity of the area to Harlow Town station. The new infrastructure to support the size of development would eventually bring more employment opportunities to the area.
- 6.2.23 Similarly, the area proposed for development to the east is well located for access to the Templefields industrial estate and also a short distance from Harlow Mill rail station which would enable commuting to nearby employment centres such as Bishop's Stortford.
- 6.2.24 Areas to the north and east of Harlow include some farming and agricultural activities. Therefore, it is important to ensure that new development in the area would not result in losses of this existing employment.
- 6.2.25 To the west, the proposed area is predominantly agricultural land with no major developments and dwellings, with the exception of a few agricultural buildings (glasshouses). Other potential employment opportunities exist in the Pinnacles industrial estate, which is in close proximity to this area.

<sup>152</sup> CLG (2009). *Gypsy sites by Local Authorities and Registered Social Landlords in England* [online] available at: <http://www.communities.gov.uk/documents/housing/xls/table2.xls> (accessed 07/09).

<sup>153</sup> Essex Partnership (2008) *The Essex Strategy 2008-2018* [online] available at: [http://www.essexpartnership.org/vip8/com/Community/content/binaries/documents/Essex\\_Strategy\\_August\\_2008.pdf](http://www.essexpartnership.org/vip8/com/Community/content/binaries/documents/Essex_Strategy_August_2008.pdf) (access 07/09)

<sup>154</sup> Harlow District Council (2008) *Annual Monitoring Report* [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 10 July 2009)

- 6.2.26 There are employment opportunities to the south which are agriculture related. The area is close to Junction 7 of the M11, which could encourage outward commuting to nearby employment centres. Since there is limited availability of retail, and other community infrastructure within the area, the size of the proposed development is substantial enough to attract new business opportunities which could provide additional employment.

### Historic environment

- 6.2.27 The areas proposed for development contain a few historic elements such as SAMS and Conservation Areas. The scale of the proposed development is substantial and therefore, the historic and cultural elements within the area could be at risk unless the necessary steps are taken to avoid or mitigate any adverse effects.
- 6.2.28 Within the area proposed for development to the north of Harlow, there are a number of built heritage features including two moated sites with associated earthworks, one comprising part of the relics of a manor belonging to Edward III, the Gilston Park and the Eastwick church. The area proposed for development to the east of Harlow is adjacent to Old Harlow and Churchgate Street which are Conservation Areas. The area contains a significant cluster of prehistoric Bronze Age Barrows and two SAMs. The area to the south of Harlow also includes a couple of SAMs – moated sites – and the area proposed for development to the west of Harlow is designated as a Conservation Area.
- 6.2.29 The level of proposed development within the three areas is substantial and therefore has the potential to lead to significant negative impacts on the historic environment. New development must be delivered in a way that preserves these historic elements.

### Housing

- 6.2.30 Considering the scale of the proposed development, there should be opportunities for affordable housing provision.
- 6.2.31 The proposed development is primarily located within rural areas. Some of these areas face significant barriers to housing and services and are within 2%-10% of the most deprived LSOAs in terms of barriers to housing and services provision). Currently, existing development within the proposed areas is limited to farmsteads – mainly to the north – and glasshouses and other agricultural buildings – to the west. Within the area allocated for development to the east of Harlow, some development already exists near Churchgate Street (the New Hall development).
- 6.2.32 The provision of affordable housing in these areas would reduce social exclusion and deprivation and it would contribute towards more balanced communities. However, increasing development in rural areas is in contrast to the emphasis given on promoting development on previously developed and brownfield land and might potentially have a negative impact on the objectives for sustainable commuting, climate change and landscape.
- 6.2.33 The districts within the Harlow Area are already performing well in relation to meeting environmental standards for new affordable housing and new development should also meet the same sustainability standards. However, meeting these sustainability standards might have short-term negative impacts on house prices (by increasing them) in the area.



## Land

- 6.2.34 The majority of the land proposed for development comprises primarily undeveloped Grade 2 agricultural land. The main land cover is arable farmland and grassland with some small patches of woodland. Development of this land is in contrast to the emphasis given on promoting development on previously developed or brownfield land.
- 6.2.35 No major land contamination issues which could potentially affect human health have been identified within the areas proposed for development. However, some of the present and past activities within the proposed areas might have increased the risk of land contamination, and may affect development in close proximity. The glasshouses to the west of Harlow have been demolished over the last 50 years to enable gravel extraction. The resulting pits have now been filled with waste from domestic, industrial, commercial and building sources, which may have increased the risk of land contamination. Contamination risks are also associated with the industrial activities in Templefields. There is also an active landfill which currently receives inert waste (non-biodegradable wastes) and three historic landfills within the area proposed for development to the north of Harlow.
- 6.2.36 Agricultural activities are present both within the proposed locations and in the surrounding areas. Therefore, special care should be taken to minimise any potential contamination risk of these areas during the construction process, mainly from construction waste. Furthermore, waste and fuel storage facilities within the new development should be provided under safety standards to avoid further contamination risk from potential leakages which could threaten agricultural land.

## Landscape

- 6.2.37 The Harlow area has a diverse landscape character consisting of agricultural land interspersed with areas of woodland and surviving historic and archaeological elements. A number of sensitive features<sup>155</sup> are recognised within the landscape. New development should be sympathetic to these elements in order to preserve the setting and the special character of the development areas.
- 6.2.38 The area proposed for development to the north of Harlow is mainly countryside, primarily in agricultural use. The land form is gently undulating, rising up from the River Stort to the landscape character classification as the 'Hunsdon Plateau'<sup>156</sup>. The area surrounding the River Stort has high sensitivity to substantial development and it is unlikely that it can accommodate the changes without causing degradation and loss of the landscape character<sup>157</sup>. Potential impacts from the new development are likely to arise through views of future development, new private vehicle trips and public transport routes and light pollution. Furthermore, the proximity of the proposed development to Sawbridgeworth might also cause visual coalescence, in terms of the wider landscape of the two distinct settlements.
- 6.2.39 Potential development to the east of Harlow would not lead to coalescence with a neighbouring town since the proposed area is separated by the M11, which provides a physical barrier and would prevent merging with existing settlements. The proposed area includes two designated Conservation Areas, Old Harlow and Churchgate Street and large blocks of woodland and ancient plantations which are identified as surviving 18th and 19th Century landscape features.

<sup>155</sup> See Harlow Area Landscape & Environment Study for further details: Harlow District Council (2004). *Harlow Area Landscape & Environment Study*.

<sup>156</sup> Harlow District Council (2004). *Harlow Area Landscape & Environment Study*.

<sup>157</sup> Ibid.

The area has low to moderate sensitivity to substantial urban development and should be able to accommodate the new development with limited degradation to character. With appropriate mitigation measures, the area should be able to address any potential landscape issues.

- 6.2.40 The area proposed for development to the south of Harlow is predominantly agricultural land with several sparsely located farms and with a few patches of ancient woodland. The area slopes gradually upwards in a north to south direction, culminating in an elevated ridge to the south and it visible from local areas<sup>158</sup>. Therefore, depending on the proposed building heights and landscaping, some views may be affected by the development. The scale of the development is substantial and therefore, it is unlikely that the area will be able to accommodate the new development without some degradation of its landscape character. Similarly, the area proposed for development to the west of Harlow has extensive historic time depth with associated nature conservation value evident<sup>159</sup>. There is high sensitivity to substantial urban development around Broadley Common - a designated Conservation Area. The new development would be expected to affect the local landscape quality.

### Rural areas

- 6.2.41 The areas proposed for development are predominantly rural. Spreading new development towards rural areas has the potential to create opportunities for better access to services, housing, employment and regeneration.
- 6.2.42 In order to support the new development – particularly to the north where approximately half of the new development is proposed and where existing infrastructure is very limited – additional infrastructure such as roads and community facilities to support the new residents would be necessary. This would mean improved accessibility to services, less car reliance for accessing basic services and access to more employment opportunities for the residents of the rural areas. The improved accessibility to services and facilities could minimise rural isolation which is a particular issue for old and disabled people.
- 6.2.43 Gibberd's Master Plan for Harlow aimed to retain existing rural features and qualities and to conserve the character of surrounding villages to ensure that their rural character was unspoilt. New development should similarly be designed to preserve as much of the rural character and associated qualities as possible. Development should seek to support the re-development of rural buildings, use designs that are sympathetic to rural features of existing settlements and promote sustainable travel modes such as walking and cycling in order to minimise the impacts on tranquillity from increased traffic.

### Transport

- 6.2.44 The areas proposed for development to the north and east of Harlow are in close proximity to the Harlow Town and Harlow Mill rail stations which connect Harlow with London, Cambridge and Stansted Airport. However, the area to the north of Harlow is separated by the River Stort, the rail line and the A414 and therefore, in order to ease access to the rail stations, new river crossings would be required. The proximity of these areas to the Templefields industrial estate could also enable sustainable modes like cycling and walking.
- 6.2.45 These areas proposed are also in close proximity to the M11. However, currently the only access to the M11 is through Junction 7 to the south. The A414 and Junction 7 of the M11

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<sup>158</sup> Ibid.

<sup>159</sup> Ibid.

motorway already exceed their capacity and suffer severe congestion<sup>160</sup>. Therefore, in order to support the new development, new road infrastructure would be necessary within these areas including an additional M11 junction to the north.

- 6.2.46 The areas proposed for development to the west and to the south of Harlow have very limited access to rail links. The area proposed for development to the south has relatively good road access due to its proximity to Junction 7. The area to the west of Harlow suffers from poor accessibility to the M11 via the A1169 and the A414. The scale of the development in these areas is substantial and considering the already limited access to rail and relatively limited access to the M11, additional road infrastructure would be necessary to serve these areas. The relative proximity of the area proposed for development to the west of Harlow to the Pinnacles industrial estate could possibly enable sustainable commuting.
- 6.2.47 The objective is to minimise traffic increases from new development. Therefore the new development should provide good accessibility to more sustainable modes of transport. Development should seek to improve accessibility to the rail stations by non-car modes and could increase the number of parking spaces at stations. The existing bus routes should be increased particularly at peak hours and re-routed to serve this new development area with additional bus stops. The National Cycle Network (NCN) which travels through Harlow should also be extended to serve the new development. Several public footpaths and bridleways travel through these areas in various directions; new development should be designed to make the most out of them.

## Waste

- 6.2.48 The provision of 11,000 new homes in the Harlow area will significantly increase Municipal Solid Waste (MSW) and could put pressure on the existing waste infrastructure and result in waste being transported over long distances<sup>161</sup>. New facilities such as transfer stations, civic amenities, bring sites, recycling sites and disposal sites would be required to serve the additional housing.
- 6.2.49 The size of the proposed development is substantial enough to include waste facilities and services such as municipal recycling centres, door to door collection, composting facilities, waste collection and treatment. A new civic amenity site would relieve pressure from the existing facility and provide much needed capacity to the area improving landfill diversion; also bring sites could play an important role in recycling MSW<sup>162</sup>. Furthermore, developers could explore the positive contribution waste can make to energy production by introducing waste to energy technologies within the new development.
- 6.2.50 Currently, the Pole Hole Farm is the only active landfill site within the proposed area to the north of Harlow near Gilston Park. The site currently receives inert waste (non-biodegradable non-construction waste)<sup>163</sup>. There are also three historic landfills within the same area. No risk of contamination from these facilities has been identified; however special care should be taken to ensure that the new development would not be affected by previous landfill activities in terms of pollution or contamination.

<sup>160</sup> Essex County Council (2006). *LTP 2006 to 2011 Strategic Environmental Assessment* [online] available at: <http://www.essexcc.gov.uk> (accessed 03/08/2009)

<sup>161</sup> Atkins (2009). Harlow Infrastructure Study-Stage 2 Draft Final Report.

<sup>162</sup> Ibid.

<sup>163</sup> English Nature (no date) *Hunsdon Mead SSSI citation* [online] available at: <http://maps.environment-agency.gov.uk/wyby/wybyController> (accessed 10/07/09).

- 6.2.51 The glasshouses to the west of Harlow have been demolished over the last 50 years to enable gravel extraction and the resulting pits have now been filled with waste from domestic, industrial, commercial and building sources, which may have increased the risk of land contamination. In recognition of the hazards associated with waste, developments adjacent to these pits might potentially require a review of any potential risks.

## Water

- 6.2.52 Rye Meads is the primary Wastewater Treatment facility serving the area. Wastewater services in the Harlow area are provided by Thames Water. The sewerage network serving the Rye Meads catchment is close to capacity at a number of locations including Stevenage and Harlow<sup>164</sup>. For this reason improvement works are necessary to increase the capacity in order to serve the additional development. Also depending on the size and the location of the new development, there is a degree of challenge in expanding the sewerage network without harm to the environment.
- 6.2.53 In terms of sewerage services, development around Harlow is best steered towards the east, where some network upgrades have been completed with more planned to allow for further development to the north of Harlow<sup>165</sup>. Considering that over half of the proposed development in this option is allocated to the north of Harlow, there would be pressure for increasing the capacity of the existing sewage network to serve new housing. The upgrade works, parallel to the River Stort, have the potential to impact negatively on the Hunsdon Mead SSSI. Mitigation is possible during the feasibility and design stages and with the use of suitable technologies for the installation of certain lengths of the proposed upgrades.
- 6.2.54 Any development to the south of Harlow could be served by a new independent outfall connecting direct to the new trunk outfall sewer<sup>166</sup>. There is a risk that the new independent outfall to the south connecting direct to the new trunk outfall, may be in close proximity to the Harlow Woods SSSI. Mitigation may be possible during the feasibility and design stages as in the case of Hunsdon Mead SSSI.
- 6.2.55 From a drainage perspective, development to the west of Harlow would be easily achieved due to the proximity to Rye Meads by a sewer extension to Rye Meads STW. However, according to Thames Water this is not forecasted for completion before 2018 and thus it would impact on when development to the west could commence<sup>167</sup>.
- 6.2.56 Public water supply in Harlow is provided by the Three Valleys Water (TVW), northern region. TVW have made allowances in their Water Resources Plan for growth commensurate with the levels of growth outlined in the East of England Plan<sup>168</sup>. TVW has large diameter strategic mains that can be utilised to supply potable water to all the development areas in the supply area. However, the provision of water supplies to new homes will require the installation of new infrastructure. Similar to upgrading the sewerage network, the environmental risk from the additional infrastructure has to be considered and mitigated during the feasibility and design stages.
- 6.2.57 Harlow District has a substantial aquifer capped by London clay, and is part of the main chalk aquifer of the London Basin. The Environment Agency has implemented Aquifer Protection

<sup>164</sup> Stevenage Borough Council (2008). Rye Meads Water Cycle Strategy – Detailed Strategy [draft for consultation].

<sup>165</sup> Ibid.

<sup>166</sup> Ibid.

<sup>167</sup> Ibid.

<sup>168</sup> Ibid.

Zones of 50, 100 and 200 days around all boreholes in the Harlow District<sup>169</sup>. Sustainable Urban Drainage within Harlow should focus on the control of surface water run-off as close to the origin as possible, before it discharges to a watercourse or to the ground, in order to protect the underlying aquifer.

## 6.3 Summary of key impacts

6.3.1 In light of the above assessment, the following key effects have been identified for Spatial Option D – Regeneration led:

### Positive

- Could possibly support modal shift towards more sustainable means of travel but may also facilitate increased car-based travel due to development to the south and its proximity to Junction 7 of the M11
- Opportunities to link development to existing industrial areas
- Encourage employment opportunities e.g. during the construction process
- Provide additional levels of affordable housing
- Potential to utilise waste-to-energy projects
- Opportunities to promote regeneration in neighbourhood renewal areas and areas that are experiencing relative deprivation

### Negative

- Negative impacts on CWS and ancient woodlands to the north, south and east of Harlow
- Negative effects on Harlow Woods SSSI / LNR to the south of Harlow
- Flood risks to the potential development, primarily to the north and the east
- Negative effects on some farming and agricultural activities, particularly to the north of Harlow
- Potential impact on SAMS, listed buildings and conservation areas, particularly to the east of Harlow
- Significant impact on the landscape, particularly to the north, west and south of Harlow
- Potential concern for coalescence with Sawbridgeworth
- Increased GHG emissions
- Increased congestion and the need for new strategic transport infrastructure such as a northern spine road and a new motorway junction northeast of Harlow

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<sup>169</sup> Ibid.

## 7 Spatial Option E – Sustainable Transport-led

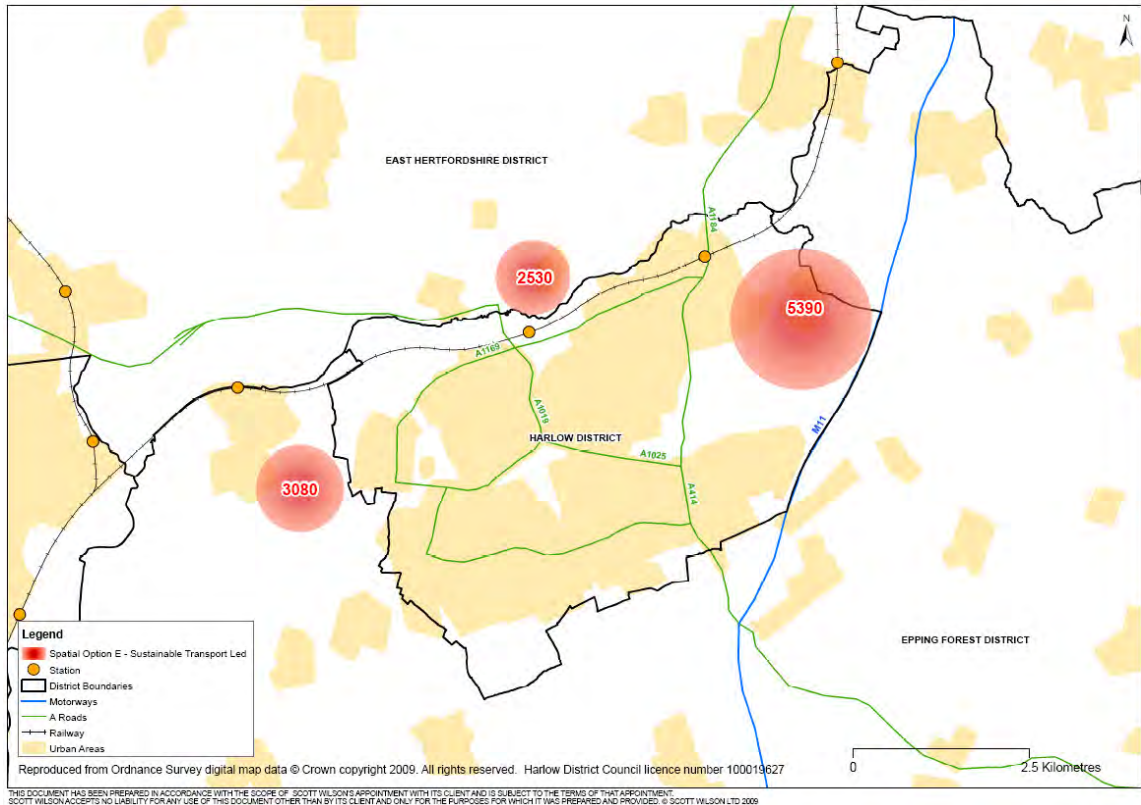
### 7.1 Introduction

7.1.1 The distribution of development for a sustainable transport-led spatial option would be focused in the northern half of the Harlow Area; to the North, East and West. The criteria testing undertaken as part of the Harlow Options Report suggests a higher proportion of housing to the east with similar amounts allocated to the north and west. Table 5 lists the indicative distributions prescribed by a sustainable transport-led spatial option. These are illustrated in Figure 6.

**Table 5: Sustainable transport-led Spatial Option E**

Sustainable transport-led Spatial Option	
Direction	Indicative Value
North	2,530
East	5,390
South	0
West	3,080
TOTAL	11,000

**Figure 6: Spatial Option E: Sustainable Transport-led**



## 7.2 What will be the situation with the spatial option?

### Air quality

- 7.2.1 No AQMAs have been declared in any of the locations proposed for development under this option. However, the additional development and the associated increase in vehicle movements would be expected to affect air quality, particularly along the M11 and at Junction 7 on the M11, the A414, the A1169 and possibly the A1025. Development in close proximity to these routes could potentially suffer from lower levels of air quality. Development to the east of Harlow would be expected to suffer the most since it is located between the A414 and the M11 routes.
- 7.2.2 The negative impacts from increased air pollution as a result of the additional traffic could be mitigated by prioritising sustainable transport modes. All three locations are located in close proximity to rail stations - Harlow Town to the north, Harlow Mill to the east and Roydon to the west. Access to the rail stations should be facilitated with additional cycling routes and more frequent public transport services.
- 7.2.3 The proposed development areas to the north and to the west are in close proximity to Templefields and Pinnacles industrial areas. Although industrial activities are of limited scale, there have been a few incidents of air pollution<sup>170</sup>. There is a possibility that development in

<sup>170</sup> Environment Agency (2009). *What's in your backyard* [online] available at: <http://maps.environment-agency.gov.uk/wiyby/wiybyController> (accessed 06/07/09).

close proximity to these industrial estates may suffer from lower levels of air quality in the future.

## Biodiversity

- 7.2.4 Key habitat and species sites are located outside the central areas proposed for development, therefore no major constraints have so far been identified although the investigation of European Sites should also be referred to.
- 7.2.5 Hunsdon Mead SSSI and Rye Meads SSSI (including SPA designation) are the most important ecological sites located in close proximity to the proposed area to the west of Harlow. These sites are also in close proximity to the area proposed for development to the north of Harlow. The sites contain areas of meadow, fen, and floodplain grazing marsh, all of which are UK BAP Priority Habitats and the area is one of the last remaining sites in Essex or Hertfordshire to still be managed on the ancient Lammas system of hay making followed by winter grazing<sup>171</sup>. This management, in combination with the unimproved nature of the grassland and occasional flooding has resulted in a valuable species assemblage. Hunsdon Mead is owned and managed by the Wildlife Trust and has good access<sup>172</sup>.
- 7.2.6 The proposed areas for development to the north and to the east do not include any SNCIs or SSSIs and therefore, it is expected to have a less relationship with biodiversity protection and / or enhancement. However, these areas contain several CWS and ancient woodlands such as Gilston Park and Church Langley and any development should be sympathetic to these sites and offer where necessary mitigation measures.
- 7.2.7 Harlow Woods SSSI (and LNR) is the most important ecological site located within the proposed area to the south (western part of the proposed area) and a potential constraint to the development of the site. Harlow Woods comprises of three adjacent ancient semi-natural woods: Parndon Wood, Hospital Wood and Ridsen's Wood consisting of broadleaved, mixed and yew woodland – lowland. Currently, the site is in an “unfavourable” condition mainly due to human intervention but has been “recovering”<sup>173</sup>. Although the scale of the proposed development in the south is generally limited, development in close proximity to the site may lead to additional pressure and must therefore be considered. Prior to any development it is essential to obtain a better understanding of the likely protection necessary for the site's habitats. In addition to Harlow Woods, there are a number of CWS across the area that have been designated for their woodland, grassland or wetland interest (located in the eastern part of the proposed area) and must also be considered.
- 7.2.8 The River Stort which adjoins the proposed development areas to the north and to the west of Harlow, supports a healthy population of otters and may be important for linking to the population strongholds in East Essex and Suffolk<sup>174</sup>.

## Climate change and energy

- 7.2.9 An increase in GHG emissions is inevitable in the short term given the scale of the proposed development and the associated increased energy use, embodied energy in construction materials and increased emissions from construction. Furthermore additional traffic which is

<sup>171</sup> English Nature (no date). *Hunsdon Mead* [online] available at: [http://www.english-nature.org.uk/citation/citation\\_photo/1003531.pdf](http://www.english-nature.org.uk/citation/citation_photo/1003531.pdf) (accessed 10/07/09).

<sup>172</sup> *Ibid.*

<sup>173</sup> Natural England (2009). *Nature on the Map* [online] available at: <http://www.natureonthemap.org.uk/> (accessed 10/07/09).

<sup>174</sup> Harlow District Council (2004). *Harlow Area Landscape and Environment Study*.



- likely to occur as a result of the additional development could potentially contribute to additional GHG emissions.
- 7.2.10 For the East of England, the regional target for renewable energy generation by installed capacity and type is set at 14% by 2010<sup>175</sup>. Currently, there is limited use of large-scale renewable energy schemes within the Harlow Area. The area does not have significant potential for wind energy, but the encouragement of other renewable energy options and sustainable design and construction techniques in development would help to address energy and climate change issues. The scale of the proposed development is substantial and could potentially enable other renewable energy technologies such as waste to energy.
- 7.2.11 Reducing the distance travelled per person and switching to more sustainable modes of transport could limit additional GHG emissions from the new development. The areas proposed for development are located in close proximity to rail stations and some parts to existing cycling routes. Furthermore, the existing public transport bus service could be improved with additional new routes particularly to the north – where public transport is very limited – with an increase to the frequency services and additional bus stops within the new development.
- 7.2.12 The majority of the areas proposed for development are included in flood risk zone 2 and therefore they may be suitable for development in flood risk terms. However, considerable attention needs to be given to mitigation to ensure that the new development would not increase flood risk in these areas or contribute to flood risk elsewhere. Suitable flood defence measures could also be explored to help minimise fluvial flooding. The area to the north of Harlow also includes some parts along the River Stort in flood risk zone 3 and therefore, they should be excluded from development.

### Community and well-being

- 7.2.13 Existing infrastructure within the areas proposed for development is very limited - particularly to the north - and therefore in order to support new housing, community facilities should be provided. The close proximity of the proposed areas to the Harlow town centre could potentially alleviate immediate pressure for new community infrastructure.
- 7.2.14 The area proposed for development to the north of Harlow currently has no existing infrastructure which could serve new housing. The size of the development is substantial and therefore, in order to support a new community, community infrastructure such as shopping facilities, schools, and medical facilities would be necessary.
- 7.2.15 The proposed area to the east includes Churchgate Street and Church Langley and Mark Hall. The area benefits from existing infrastructure including primary schools and associated facilities, churches, sports grounds and tennis courts, a superstore and healthcare centres. The expansion of these existing facilities could be a first approach to serve the additional population, however the scale of development in this area would warrant the additional provision of community infrastructure to support the community.
- 7.2.16 The proposed area to the west includes the village of Roydon and adjoins Harlow wards of Hare Street and Little Parndon, Great Parndon and Sumners and Kingsmoor. Existing facilities

<sup>175</sup> Harlow District Council (2008). *Annual Monitoring Report* [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 10 July 2009)

within the area are rather limited and in order to support the development of 3,080 new homes, additional facilities would be necessary.

- 7.2.17 The proposed areas for development include several parks, woodlands, footpath networks and other recreational amenities which should be preserved for recreation. River Stort Navigation Way / Towing Path is a significant recreation amenity in close proximity to the vast majority of the proposed development. Hudson Mead SSSI is also included within the development area to the west which could also provide opportunities for recreation. Cannons Brook Golf Club also adjoins the areas to the north and to the west.
- 7.2.18 Within the proposed development area to the south, there is a Gypsy and Travellers' site which could potentially be affected by the new development. The site is located at the end of Fernhill Lane and consists of 15 pitches<sup>176</sup>.

### Economy and employment

- 7.2.19 Harlow offers a range of good quality business accommodation across the town including the two main industrial areas - Pinnacles and Templefields that include industrial estates, business parks and retail parks. Under the Essex Strategy, Harlow is a Priority Area for Regeneration and growth<sup>177</sup>, which would create prospects for new employment. Research and Development (R&D) is also a growing sector especially within the pharmaceutical industry<sup>178</sup> which could encourage a higher skilled workforce to move into the area. Additionally, during the construction phase of any new development, a diverse range of construction related jobs will be provided.
- 7.2.20 The proposed development to the north and to the east of Harlow would be well located in terms of access to the Templefields industrial estate. The proximity of the proposed locations to Templefields could also support sustainable modes such as cycling and walking. Furthermore, the proximity of these locations to Harlow Town and Harlow Mill rail stations would also facilitate outward commuting towards key employment hubs such as London, Cambridge and Stansted Airport. Additional road infrastructure would improve accessibility to the M11 however, this could have a negative impact on congestion.
- 7.2.21 Similarly, the area proposed for development to the west would have good access to the Pinnacles industrial estate. Furthermore, the new development would benefit from its proximity to Roydon rail station which would enable commuting to nearby employment centres.
- 7.2.22 Furthermore, the scale of the development in all proposed locations is substantial and considering the limited community infrastructure within these areas, new employment opportunities would be expected as a result of the new community facilities to serve new housing.
- 7.2.23 All three proposed areas include existing farming and agricultural activities. Therefore it is important to ensure that new development in the area would not result in losses of this existing employment.

<sup>176</sup> CLG (2009). *Gypsy sites by Local Authorities and Registered Social Landlords in England* [online] available at: <http://www.communities.gov.uk/documents/housing/xls/table2.xls> (accessed 07/09).

<sup>177</sup> Essex Partnership (2008) *The Essex Strategy 2008-2018* [online] available at: [http://www.essexpartnership.org/vip8/com/Community/content/binaries/documents/Essex\\_Strategy\\_August\\_2008.pdf](http://www.essexpartnership.org/vip8/com/Community/content/binaries/documents/Essex_Strategy_August_2008.pdf) (access 07/09)

<sup>178</sup> Harlow District Council (2008). *Annual Monitoring Report* [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 10 July 2009)

## Historic environment

- 7.2.24 The areas proposed for development in this option include several historic and cultural elements which may be at risk from the new development if appropriate siting, design and mitigation measures are not considered.
- 7.2.25 Within the area proposed for development to the north of Harlow includes Scheduled Ancient Monuments (SAMs) such as two moated sites with associated earthworks, one comprising part of the relics of a manor belonging to Edward III, the Gilston Park and the Eastwick Church.
- 7.2.26 To the east of Harlow, there are a number of built heritage features including a significant cluster of prehistoric Bronze Age Barrows. The area also adjoins two conservation areas - Old Harlow and Churchgate Street.
- 7.2.27 The historic core of Roydon is designated as a Conservation Area as well as the land surrounding Halls Green. There are also two SAMs to the north east of Halls Green (associated with the LWS), and another to the west of this area (ruins of Netherhall, which is the last remaining medieval manor house of Roydon Parish).
- 7.2.28 The level of proposed development within the three areas is substantial and therefore has the potential to lead to significant negative impacts on the historic environment. New development must be delivered in a way that preserves these historic elements.

## Housing

- 7.2.29 Considering the scale of the proposed development there should be opportunities for affordable housing provision.
- 7.2.30 The proposed development is primarily located within rural areas. Some of these areas face significant barriers to housing and services and are within 2%-10% of the most deprived LSOAs in terms of barriers to housing and services provision). Currently, existing development within the proposed areas is limited to farmsteads – mainly to the north – and glasshouses and other agricultural buildings – to the west. Within the area allocated for development to the east of Harlow, some development already exists near Churchgate Street (the New Hall development).
- 7.2.31 The provision of affordable housing in these areas would help reduce social exclusion and deprivation. However, increasing development in rural areas opposes the need to locate as much development in locations with existing infrastructure. This might potentially have a negative impact on the objectives for sustainable commuting, climate change and landscape.
- 7.2.32 The region is already performing well in relation to meeting environmental standards for new affordable housing and new development would be expected to meet the same, or higher sustainability standards. However, meeting these sustainability standards might have a short-term negative impact on house prices in the area.
- 7.2.33 PPS3 suggests that the density of new residential dwellings should be at least 30 dwellings per hectare to help ensure efficient use of land. While this is expected to be met within any new development land must be allocated for other land uses such as open space and roads. Furthermore the proposed areas include several historic elements and designated Conservation Areas which might also pose some restriction to master planning exercises.

## Land

- 7.2.34 The majority of the land proposed for development comprises primarily undeveloped Grade 2 agricultural land. The main land cover is arable farmland and grassland with some small patches of woodland. Development of this land is in contrast to the emphasis given on promoting development on previously developed or brownfield land.
- 7.2.35 The majority of the proposed area for development is also within the metropolitan Green Belt.
- 7.2.36 No major land contamination issues which could potentially affect human health have been identified within the areas proposed for development. However some of the present and past activities within the proposed areas might have increased the risk of land contamination, and may affect development in close proximity. These include residual pits left from the extensive sand and gravel extraction along the Lee and Stort floodplains over the last 50 years and from the glasshouses to the west of Harlow, which were demolished to enable gravel extraction. These pits have now been filled with waste from domestic, industrial, commercial and building sources. Contamination risks are also associated with the industrial activities in Pinnacles and Templefields. There is also an active landfill which currently receives inert waste (non-biodegradable waste) and three historic landfill sites within the area proposed for development to the north of Harlow.
- 7.2.37 Agricultural activities are present both within the proposed locations and to the surrounding areas. Therefore, special care should be taken to minimise any potential contamination risk of these areas during the construction process, mainly from construction waste. Furthermore, waste and fuel storage facilities within the new development should be provided under safety standards to avoid further contamination risk from potential leakages which could threaten agricultural land.

## Landscape

- 7.2.38 Harlow has a diverse landscape character consisting of agricultural land interspersed with areas of woodland and surviving historic and archaeological elements. A number of sensitive features are recognised within the landscape. New development should be sympathetic to these elements in order to preserve the setting and the special character of the development areas.
- 7.2.39 The area proposed for development to the north of Harlow is mainly countryside, primarily in agricultural use. The land form is gently undulating, rising up from the River Stort to the 'Hunsdon Plateau' landscape character classification<sup>179</sup>. Some area surrounding the River Stort has high sensitivity to substantial development and is unlikely that large scale development would proceed without causing degradation and loss of the landscape character<sup>180</sup>. Potential effects from the new development are likely to arise based on the visibility of future development, new private vehicle trips and public transport routes and light pollution. Furthermore, the proximity of the proposed development to Sawbridgeworth might also cause visual coalescence, in terms of the wider landscape of the two distinct settlements.
- 7.2.40 The area proposed for development to the west of Harlow has extensive historic time depth with associated nature conservation value evident<sup>181</sup>. There is high sensitivity to substantial urban development around Broadley Common - a designated Conservation Area. Any new

<sup>179</sup> Harlow District Council (2004). *Harlow Area Landscape and Environment Study*.

<sup>180</sup> Ibid.

<sup>181</sup> Ibid.

development would be expected to affect the local landscape quality. Furthermore, the presence of the small village of Roydon within the proposed development area could possibly lead to coalescence of the two distinct settlements, particularly when considering the scale of the new development.

- 7.2.41 Any new development would be expected to affect the local landscape quality to the north and west of Harlow. In order to minimise the impact upon the landscape character of these areas, design issues and opportunities to exploit sustainable build techniques which could help to preserve the local landscape character through appropriate development should be identified and pursued.
- 7.2.42 Potential development to the east of Harlow would not lead to coalescence to nearby settlements since the proposed area is separated by the M11 which provides a physical barrier and would prevent merging with existing settlements. The proposed area includes two designated Conservation Areas, Old Harlow and Churchgate Street and large blocks of woodland and ancient plantations, which are identified as surviving 18th and 19th Century landscape features. The area has low to moderate sensitivity to substantial urban development and should be able to accommodate the new development with limited degradation of character. With appropriate mitigation measures, the area should be able to address any potential landscape issues.

### Rural areas

- 7.2.43 The areas proposed for development are predominantly rural. Spreading new development towards these areas has the potential to create opportunities for better access to services, housing, employment and regeneration.
- 7.2.44 The scale of the proposed development in these areas would require new infrastructure such as roads and community facilities to support new housing. This would create opportunities to access better quality housing, for accessibility to key services and employment and could minimise rural isolation which leads to deprivation of rural areas and migration of young people.
- 7.2.45 Gibberd's Master Plan for Harlow aimed to retain existing rural features and qualities and to conserve the character of surrounding villages so that their rural character was unspoilt. Considering the scale of the proposed development and the associated infrastructure, there may be limitations on how this could be achieved.
- 7.2.46 Development should seek to preserve the natural attributes which contribute to the rural character of the development areas, support the re-development of rural buildings and design the new development and associated infrastructure in such a way to preserve the rural character of the proposed areas. Promoting the sustainable modes like cycling and walking, and minimising the use of vehicles within the new development areas, would help to preserve the sense of tranquillity and remoteness of these rural areas.

### Transport

- 7.2.47 Harlow is located close to the M11 and A414 transport routes, which provide direct access to London, Cambridge and Stansted Airport. Furthermore, the area is served by three rail stations that include Harlow Town, Harlow Mill and Roydon<sup>182</sup>.

<sup>182</sup> Atkins (2009). Harlow Infrastructure Study-Stage 2 Draft Final Report.

- 7.2.48 The three areas proposed for development under this option are well served by rail via the Harlow Town rail station to the north, Harlow Mill to the east and Roydon to the west, which connect Harlow with London, Cambridge and Stansted Airport. Development should seek to further improve accessibility to the rail stations by non-car modes and possibly increase the number of parking spaces at stations.
- 7.2.49 The National Cycle Network which goes through Harlow, could be extended to serve the new development. New cycling routes are necessary to link the new development with existing cycling routes and public transport routes. Several public footpaths and bridleways travel through the proposed development areas in various directions; new development should be designed to maximise these features.
- 7.2.50 Bus services are rather limited in the proposed areas for development and it is suggested that the existing bus routes are extended and re-routed, with additional bus stops within the development areas to serve the new housing and increase services particularly on peak hours.
- 7.2.51 The proximity of the three proposed locations to the Templefields industrial estate to the north of Harlow and to the Pinnacles to the west could also enable sustainable commuting.
- 7.2.52 Existing road infrastructure within the three proposed locations under this option is rather limited and therefore, considering the scale of the new development there would be pressure for additional infrastructure. The A414 provides a link to the M11 through Junction 7, however this route is already congested<sup>183</sup>. New strategic road infrastructure would be required with an additional M11 junction to the north of Harlow, which would ease access to the motorway for the new housing.

## Waste

- 7.2.53 The provision of 11,000 new homes in the Harlow area will significantly increase Municipal Solid Waste (MSW). The additional MSW would put pressure on the existing waste infrastructure and result in waste being transported over long distances<sup>184</sup>. Therefore, new facilities such as transfer stations, civic amenities, bring sites, recycling sites and disposal sites may be required to serve the additional housing.
- 7.2.54 The new development is large enough to include substantial waste facilities and services such as municipal recycling centres, door to door collection, composting facilities, waste collection and treatment. A new civic amenity site would relieve pressure on the existing facility and provide much needed capacity to the area improving landfill diversion; also bring sites could play an important role in recycling MSW<sup>185</sup>. Furthermore, developers could explore the positive contribution waste can make to energy production by introducing waste to energy technologies within the new development
- 7.2.55 Currently, the Pole Hole Farm is the one active landfill site to the north of Harlow near Gilston Park. The site currently receives inert waste (non-biodegradable non-construction waste)<sup>186</sup>. There are also three historic landfill sites within the same area. No risk of contamination from these facilities has currently been identified; however special care should be taken to ensure

<sup>183</sup> Essex County Council (2006). *LTP 2006 to 2011 Strategic Environmental Assessment* [online] available at: <http://www.essexcc.gov.uk> (accessed 03/08/2009)

<sup>184</sup> Atkins (2009). Harlow Infrastructure Study-Stage 2 Draft Final Report.

<sup>185</sup> Ibid.

<sup>186</sup> Environment Agency (2009). *What's in your backyard* [online] available at: <http://maps.environment-agency.gov.uk/wiyby/wiybyController> (accessed 06/07/09).

that the new development would not be affected by previous landfill activities in terms of pollution or contamination.

- 7.2.56 There are active and past landfill sites associated with the River Lee corridor, where extensive sand and gravel extraction has taken place over the last 50 years and most pits have been filled with waste from domestic, industrial, commercial and building sources. No risk of contamination associated with the landfill activities has been identified; however, in recognition of the risks and hazards associated with landfill sites, all potential development adjacent to these sites should consider a hazard assessment to ensure that the new development would not be affected.

## Water

- 7.2.57 Wastewater services in the Harlow region are provided by Thames Water and Rye Meads is the main sewerage facility serving the area. Due to its proximity to the Rye Meads Treatment Plant new development would most likely be served by the facility. However, the sewerage network serving the Rye Meads catchment is close to capacity at a number of locations such as Stevenage and Harlow<sup>187</sup>. For this reason improvement works are necessary to increase the capacity in order to serve the additional development. Also depending on the size and the location of the new development, there is a degree of challenge in expanding the sewerage network without harm to the environment.
- 7.2.58 In terms of sewerage services, development around Harlow is best steered towards the east, where some network upgrades have been completed with more planned to allow for further development to the north of Harlow<sup>188</sup>. The upgrade works, parallel to the River Stort, have the potential to negatively impact on the Hunsdon Mead SSSI. Mitigation is possible during the feasibility and design stages and with possible use of suitable technologies, for the installation of certain lengths of the proposed upgrades, without further harm to the environment.
- 7.2.59 From a drainage perspective, development to the west of Harlow would be achieved relatively easily due to the proximity to Rye Meads by a sewer extension to Rye Meads STW. However, according to Thames Water this is not forecasted for completion before 2018 and thus it would impact on when development to the west could commence<sup>189</sup>.
- 7.2.60 Public water supply in Harlow is provided by the Three Valleys Water (TVW), northern region. TVW have made allowances in their Water Resources Plan for growth commensurate with the levels of growth outlined in the East of England Plan<sup>190</sup>. TVW has large diameter strategic mains that can be utilised to supply potable water to all the development areas in the supply area. However, the provision of water supplies to new homes will require the installation of new infrastructure. Similar to upgrading the sewerage network, the environmental risk from the additional infrastructure has to be considered and mitigated during the feasibility and design stages.
- 7.2.61 Harlow District has a substantial aquifer capped by London clay, and is part of the main chalk aquifer of the London Basin. The Environment Agency has implemented Aquifer Protection Zones of 50, 100 and 200 days around all boreholes in the Harlow District<sup>191</sup>. Sustainable Urban Drainage within Harlow should focus on the control of surface water run-off as close to

<sup>187</sup> Stevenage Borough Council (2008). *Rye Meads Water Cycle Strategy – Detailed Strategy [draft for consultation]*.

<sup>188</sup> Ibid.

<sup>189</sup> Ibid.

<sup>190</sup> Ibid.

<sup>191</sup> Ibid.

the origin as possible, before it discharges to a watercourse or to the ground, in order to protect the underlying aquifer.

## 7.3 Summary of key impacts

7.3.1 In light of the above assessment the following key effects have been identified for Spatial Option E – Sustainable Transport-led:

### Positive

- Strong potential for support of a modal shift towards more sustainable travel
- Opportunities to link development to existing industrial areas to the north and the west of Harlow
- Encourage employment opportunities e.g. during the construction process
- Provide additional levels of affordable housing
- Potential to utilise waste-to-energy projects

### Negative

- Negative impacts on CWS and ancient woodlands to the north and east of Harlow
- Flood risks to the potential development, primarily to the north and the east
- Negative effects on some farming and agricultural activities, particularly to the north of Harlow
- Potential impact on SAMS, listed buildings, Registered Parks and Gardens and Conservation Areas
- Negative impact on landscape, particularly north and west of Harlow
- Concern over coalescence with Sawbridgeworth and Roydon
- Potential impact on conservation areas within Harlow East
- Increased congestion and the need for new strategic transport infrastructure such as a northern spine road, a new motorway junction northeast of Harlow, and access roads linking the eastern area developments to the north



## 8 Suggested Spatial Approach

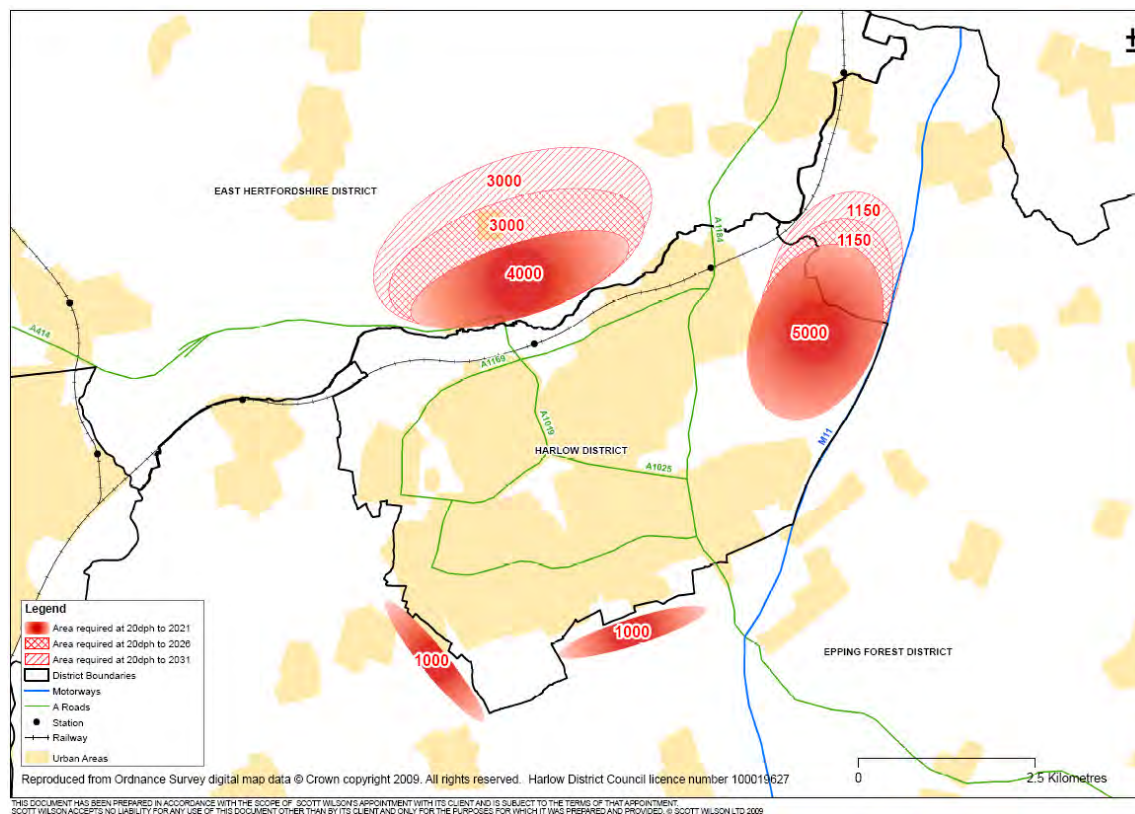
### 8.1 Introduction

8.1.1 The distribution of development for the suggested areas for spatial growth is in line with both directional and distributional elements contained within Policy HA1 of the East of England Plan. Table 6 lists the indicative distributions prescribed by the suggested areas for spatial growth during three periods: 2001 to 2021; 2021 to 2026; and 2026 to 2031. These are illustrated in Figure 7.

**Table 6: Indicative distribution for the suggested areas for spatial growth**

Direction	Phase 1	Phase 2	Phase 3	TOTAL
	2001 to 2021	To 2026	To 2031	
North	4000	3000	3000	<b>10,000</b>
East	5000	1,150	1,150	<b>7,500</b>
South	1000	0	0	<b>1,000</b>
West	1000	0	0	<b>1,000</b>

Figure 7: Suggested Spatial Approach



## 8.2 What will be the situation with the spatial option?

### Air quality

- 8.2.1 Air quality is not currently an issue for the proposed development areas under this option. Although no AQMAs have been declared in the proposed development areas it is expected that new development could possibly have a negative impact on air quality as a result of increased traffic movements and associated vehicle emissions.
- 8.2.2 The proposed area for development to the north is located in close proximity to Harlow Town rail station. Harlow Mill rail station is located within the area proposed for development to the east of Harlow. By providing additional walking and cycling facilities within the new development, these areas could also promote more sustainable travel to these stations and to Harlow town centre from these areas.
- 8.2.3 On the other hand, the proposed development areas to the south and west of Harlow do not have easy access to rail links. Walking and cycling facilities, as well as public transport services in some parts of these areas are also limited. Existing roads in the area are already congested particularly on the A414 and at Junction 7 on the M11<sup>192</sup>. In order to support the new development, new road infrastructure would be necessary in the north and east development areas.

<sup>192</sup> Essex County Council (2006). *LTP 2006 to 2011 Strategic Environmental Assessment* [online] available at: <http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&guideOid=70776> (accessed 10/07/09).

- 8.2.4 The additional vehicle traffic associated with new development may cause exceedences of air quality upper limits above national objectives along existing and proposed additional transport routes. Areas along the M11 could be negatively affected too and development in close proximity to the M11 may need to be avoided as the new development could also be affected by lower levels of air quality. Improved accessibility to public transport and cycling would promote more sustainable modes of transport. Footpaths can be found within the proposed areas and these should be maximised to promote more sustainable modes of travel.

### Biodiversity

- 8.2.5 Although the most important habitats and species are located outside the areas proposed for development, a SSSI, several County Wildlife Sites (CWSs) and ancient woodlands exist within these areas which may constitute as constraints to development. Any new development would need to consider protection of these sites and offer mitigation measures where necessary.
- 8.2.6 Harlow Woods SSSI (and LNR) to the south is the most important ecological site located within the proposed area and is a potential constraint to the development of the area. Harlow Woods comprises of three adjacent ancient semi-natural woods: Parndon Wood, Hospital Wood and Ridsen's Wood consisting of broadleaved, mixed and yew woodland – lowland. Currently the site is in an “unfavourable” condition mainly due to human intervention but has been “recovering”<sup>193</sup>. The scale of the proposed development to the south may impact upon the protection and enhancement of habitats and species. Prior to any development it is essential to obtain a better understanding of the likely protection necessary for the site.
- 8.2.7 A large proportion of development is also proposed along the River Stort. The River Stort supports a healthy population of otters, which may be important for linking to the population strongholds in East Essex and Suffolk<sup>194</sup>.
- 8.2.8 Development to the north and west is close to Roydon Mead SSSI and Rye Meads SPA which contain areas of meadow, fen, and floodplain grazing marsh - all of which are UK BAP Priority Habitats. This is one of the last remaining sites in Essex or Hertfordshire to still be managed on the ancient Lammas system of hay making followed by winter grazing. It forms a large area of unimproved grassland on alluvial soils subject to occasional winter flooding. This management, combined with the unimproved nature of the grassland and occasional flooding has resulted in a valuable species assemblage. Development to the north is also close to Hunsdon Mead SSSI which is jointly owned and managed as a nature reserve by the Essex Wildlife Trust and the Hertfordshire and Middlesex Wildlife Trust and has good access<sup>195</sup>.

### Climate change and energy

- 8.2.9 An increase in population will inevitably increase GHG emissions. Higher energy demand, new infrastructure to support development, embodied energy in construction materials and emissions from construction will all contribute towards an increase in GHG. The current limited opportunities for sustainable transport in the proposed area would be expected to further increase traffic and vehicle emissions. Encouraging renewable energy (principally waste-to-energy (wind resources are limited), sustainable design and construction techniques and sustainable transport schemes within the developments is essential to reduce potential GHG emissions.

<sup>193</sup> Natural England (2009). *Nature on the Map* [online] available at: <http://www.natureonthemap.org.uk/> (accessed 10/07/09).

<sup>194</sup> Harlow District Council (2004). *Harlow Area Landscape and Environment Study*.

<sup>195</sup> English Nature (no date). *Hunsdon Mead* [online] available at: [http://www.english-nature.org.uk/citation/citation\\_photo/1003531.pdf](http://www.english-nature.org.uk/citation/citation_photo/1003531.pdf) (accessed 10/07/09).

- 8.2.10 Given that the proposed development areas to the south lie in Flood Risk Zone 1, the risk of major flooding from rivers is low. However, the areas to the north and east of Harlow are surrounded by the River Stort and those close to the river are in Flood Risk Zone 3. New development should avoid these areas and necessary mitigation measures should be adopted to minimise any flood risk or contribute to flood risk elsewhere. Some of the proposed development areas to the north and to the east are also in Flood Risk Zone 2 and mitigation would still be necessary to ensure that new development would not increase flood risk or contribute to flood risk elsewhere.

### Community and well-being

- 8.2.11 The proximity of the new development to Harlow town centre could reduce immediate pressure for new community infrastructure. However, the large scale of development would require additional community infrastructure to support new housing.
- 8.2.12 Some community infrastructure already exists within the area proposed for development to the east of Harlow. Existing infrastructure within this proposed area includes primary schools, a hotel, churches, a public house, sports grounds and tennis courts, shopping facilities including a superstore and a health centre. Extension and redevelopment of these facilities would create less pressure for additional new infrastructure to be in place immediately. The scale of the development in this area is substantial and it would be necessary to provide appropriate facilities to serve the new development.
- 8.2.13 Within the area proposed for development to the north of Harlow currently there is no community infrastructure and new residents would depend on facilities in Harlow Town and Sawbridgeworth to meet their needs if new facilities are not developed. Additional community facilities such as schools, leisure centres and sports grounds to serve the local residents would be necessary in order to minimise the need of the new residents to travel and relieve pressure on existing facilities elsewhere.
- 8.2.14 Similarly, towards the south and west of Harlow, in order to make the new development more self-contained it would be necessary for provision of new community infrastructure as currently there is no existing infrastructure. Some facilities are available in Sumners and Kingsmoor and Staple Tye wards such as primary schools, sport grounds and leisure facilities. However, this infrastructure may not be adequate to serve the additional population in these areas.
- 8.2.15 The proposed areas for development include several parks, woodlands, footpath networks and other recreational amenities which should be preserved and enhanced where necessary for recreation. River Stort Navigation Way / Towing Path is a significant recreation amenity in close proximity to the proposed development areas to the north and the east. The area proposed for development to the south includes Harlow Woods, Mark Bushes, Latton Park and Harlow Park; Forest Way and Stort Valley Way also cross the area. These amenities also offer significant opportunities for recreation. A number of sports grounds and other leisure facilities are also available in Sumners and Kingsmoor and these could also serve any new residents.
- 8.2.16 Near to the proposed development area to the south, there is a Gypsy and Travellers' site which could potentially be affected by the new development. The site is located at the end of Fernhill Lane and consists of 15 pitches<sup>196</sup>.

<sup>196</sup> CLG (2009). *Gypsy sites by Local Authorities and Registered Social Landlords in England* [online] available at: <http://www.communities.gov.uk/documents/housing/xls/table2.xls> (accessed 07/09).

## Economy and employment

- 8.2.17 Harlow offers a range of good quality business accommodation across the town including two main industrial areas the Pinnacles and Templefields, which incorporate industrial estates, business parks and retail parks. Under the Essex Strategy, Harlow is a Priority Area for Regeneration and Growth<sup>197</sup>, which would create prospects for new employment. Research and Development (R&D) is also a growing sector. Especially within the pharmaceutical industry<sup>198</sup>, which could encourage a higher skilled workforce to move to the area as well as providing opportunities for upskilling of lower skilled workers.
- 8.2.18 The proposed development to the north and to the east of Harlow will be well located in terms of access to Templefields. The proximity of the proposed locations to Templefields would also support sustainable modes such as cycling and walking. Furthermore the proximity of these locations to Harlow Town and Harlow Mill rail stations would also facilitate outward commuting towards key employment hubs such as London, Cambridge and Stansted airport. Additional road infrastructure would improve accessibility to the M11 and would also facilitate those commuting further.
- 8.2.19 To the south and to the west, the proposed areas are predominantly agricultural land with no major development. Existing employment within these areas is primarily agriculture. It will be important to ensure that the development of these areas does not result in losses of this existing employment.
- 8.2.20 The development to the west is in close proximity to the Pinnacles industrial area where more employment opportunities exist. The proximity of the area to the Pinnacles would also support sustainable commuting.
- 8.2.21 The new development is of a substantial scale and therefore, more employment opportunities would be provided through the additional community facilities including shopping facilities, community services and education, which would be necessary to support new residents. Additionally, a significant amount of construction related jobs would be provided during the development phases.

## Historic environment

- 8.2.22 The areas proposed for development include several Scheduled Ancient Monuments (SAMs), listed buildings, Registered Parks and Gardens and Conservation Areas. The scale of development is substantial in the proposed locations under this option and therefore, some of these historic elements could potentially be directly or indirectly affected by the new development.
- 8.2.23 Within the area proposed for development to the north of Harlow, there are a number of built heritage features including two moated sites with associated earthworks, one comprising part of the relics of a manor belonging to Edward III, the Gilston Park and the Eastwick church. To the east, the area proposed for development also includes several listed buildings and two nearby Conservation Areas, Churchgate Street and Old Harlow. Similarly, the area proposed for development to the south of Harlow includes some historical features and deposits.

<sup>197</sup> Essex Partnership (2008) *The Essex Strategy 2008-2018* [online] available at: [http://www.essexpartnership.org/vip8/com/Community/content/binaries/documents/Essex\\_Strategy\\_August\\_2008.pdf](http://www.essexpartnership.org/vip8/com/Community/content/binaries/documents/Essex_Strategy_August_2008.pdf) (access 07/09)

<sup>198</sup> Harlow District Council (2008). *Annual Monitoring Report* [online] available at: <http://www.harlow.gov.uk/pdf/Annual%20Monitoring%20Report%202007-2008.pdf> (accessed 10 July 2009)

- 8.2.24 The scale of the development towards the north and east is substantial and therefore some of these historic elements might be affected. Careful master planning of any development are essential in order to mitigate any potential harm that might be caused by new development.
- 8.2.25 The area surrounding Broadley Common is designated as a Conservation Area. Considering the scale of the development, this could potentially have a direct impact on the Conservation Area.

### Housing

- 8.2.26 Considering the scale of the proposed development, there should be opportunities for affordable housing provision.
- 8.2.27 The proposed development is primarily located within rural areas. Some of these areas face significant barriers to housing and services and are within 2%-10% of the most deprived LSOAs in terms of barriers to housing and services provision). The provision of affordable housing in these areas could help reduce social exclusion and deprivation.
- 8.2.28 The region is already performing well in relation to meeting environmental standards for new affordable housing and new development would be expected to meet the same, or higher sustainability standards. However, meeting these sustainability standards might have a short-term negative impact on house prices in the area.

### Land

- 8.2.29 The majority of the land proposed for development under this option comprises primarily undeveloped Grade 2 agricultural land. The main land cover is arable farmland and grassland with some woodland. Development of this land is in contrast to the emphasis given on promoting development on previously developed or brownfield land.
- 8.2.30 No major land contamination issues which could potentially affect human health have so far been identified within the areas proposed for development. However, some of the present and past activities within the proposed areas might have increased the risk of land contamination, and may affect development in close proximity. The glasshouses to the west of Harlow have been demolished over the last 50 years to enable gravel extraction. The resulting pits have now been filled with waste from domestic, industrial, commercial and building sources, which may have increased the risk of land contamination. Contamination risks are also associated with the industrial activities in the areas of Pinnacles and Templefields. There is also an active landfill which currently receives inert waste (non-biodegradable wastes) and three historic landfills within the area proposed for development to the north of Harlow.
- 8.2.31 Agricultural activities are present both within the proposed locations and in the surrounding areas. Therefore, special care should be taken to minimise any potential contamination risk of these areas during the construction process, mainly from construction waste. Furthermore, waste and fuel storage facilities within the new development should be provided under safety standards to avoid further contamination risk from potential leakages which could threaten agricultural land.

### Landscape

- 8.2.32 The Harlow area has a diverse landscape character consisting of agricultural land interspersed with areas of woodland and surviving historic and archaeological elements. A number of

sensitive features are recognised within the landscape. New development should be sympathetic to these elements in order to preserve the setting and the special character of the development areas.

- 8.2.33 The area proposed for development to the north of Harlow is mainly countryside, primarily in agricultural use. The land form is gently undulating, rising up from the River Stort to the landscape character classification 'Hunsdon Plateau'<sup>199</sup>. Some area surrounding the River Stort has high sensitivity to substantial development and is unlikely that large scale development would proceed without causing degradation and loss of the landscape character<sup>200</sup>. Potential effects from the new development are likely to arise based on the visibility of future development, new private vehicle trips and public transport routes and light pollution. Furthermore, the proximity of the proposed development to Sawbridgeworth might also cause visual coalescence, in terms of the wider landscape of the two distinct settlements.
- 8.2.34 Potential development to the east of Harlow would not lead to coalescence with a neighbouring town since the proposed area is separated by the M11, which provides a physical barrier which would prevent merging with existing settlements. The proposed area includes two designated Conservation Areas, Old Harlow and Churchgate Street and large blocks of woodland and ancient plantations which are identified as surviving 18th and 19th Century landscape features. The area has low to moderate sensitivity to substantial urban development and should be able to accommodate the new development with limited degradation of character. With appropriate mitigation measures, the area should be able to address any potential landscape issues.
- 8.2.35 The areas proposed for development to the west and to the south of Harlow have extensive to moderate historic time depth with associated nature conservation value apparent<sup>201</sup>. To the south, the area slopes gradually upwards in a north to south direction, culminating in an elevated ridge to the south that is visible from local areas<sup>202</sup>. Therefore, depending on the proposed building heights and landscaping, some views may be affected by the development. The new development would be expected to affect the landscape quality of these areas. In order to minimise the impact upon the landscape character of these areas, the new development should exploit sustainable design and construction techniques whilst reflecting local distinctiveness.

### Rural areas

- 8.2.36 The proposed areas for development are predominantly rural. The scale of the proposed development in these areas would require new infrastructure such as roads and community facilities to support new residents. This would create opportunities to access better quality housing, for accessibility to key services and employment and could minimise rural isolation which leads to deprivation of rural areas and migration of young people.
- 8.2.37 According to Gibberd's Master Plan for the Harlow area, an aim is to retain the existing rural features of the area and conserve the local character of the rural settlements. Considering the scale of the proposed development and the associated infrastructure, there might be limitations to how this could be achieved.
- 8.2.38 Development should seek to preserve the natural attributes which contribute to the rural character of the development areas, support the re-development of rural buildings and design

<sup>199</sup> Harlow District Council (2004). *Harlow Area Landscape and Environment Study*.

<sup>200</sup> Ibid.

<sup>201</sup> Ibid.

<sup>202</sup> Ibid.

the new development and associated infrastructure in such a way to preserve the rural character of the proposed areas. Promoting the sustainable modes like cycling and walking, and minimising the use of vehicles within the new development areas, would help to preserve the sense of tranquillity and remoteness of these rural areas.

## Transport

- 8.2.39 Harlow is located in close proximity to the M11 and A414 routes, which provide direct access to London, Cambridge and the Stansted Airport. Furthermore the area is served by three rail stations that include Harlow Town, Harlow Mill and Roydon<sup>203</sup>.
- 8.2.40 The areas proposed for development to the north and east of Harlow are in close proximity to the Harlow Town and Harlow Mill rail stations which connect Harlow with London, Cambridge and Stansted Airport. However, the area to the north of Harlow is separated by the River Stort, the rail line and the A414 and therefore, in order to ease access to the rail stations, new river crossings would be required. The proximity of these areas to the Templefields industrial estate could also enable sustainable modes like cycling and walking.
- 8.2.41 These proposed areas are also located in close proximity to the M11. However, currently the only access to the M11 is through Junction 7 to the south. The A414 and Junction 7 of the M11 motorway are already exceeding their capacity and suffer severe congestion<sup>204</sup>. Therefore, in order to support the new development, new road infrastructure would be necessary within these areas including an additional M11 junction to the north.
- 8.2.42 The areas proposed for development to the west and to the south of Harlow have very limited access to rail links. The area proposed for development to the south has relatively good access to the M11 due to its proximity to Junction 7. The area to the west of Harlow suffers from poor accessibility to the M11 via the A1169 and the A414. The proximity of the development area proposed to the west of Harlow to the Pinnacles industrial estate could possibly enable sustainable commuting.
- 8.2.43 The objective is to minimise traffic increases from new development. Therefore, the new development should provide good accessibility to more sustainable modes of transport. Development should seek to improve accessibility to the rail stations by non-car modes and increase the number of parking spaces at stations. The National Cycle Network which goes through Harlow should also be extended to serve the new development. New cycling routes would be necessary to link the new development with existing cycling routes and public transport routes. Several public footpaths and bridleways travel through the proposed development areas in various directions; new development should be designed to maximise these.

## Waste

- 8.2.44 The provision of 11,000 new homes in the Harlow area will significantly increase Municipal Solid Waste (MSW) and could place pressure on the existing waste infrastructure and result in waste being transported over long distances<sup>205</sup>. New facilities such as transfer stations, civic amenities, bring sites, recycling sites and disposal sites would be required to serve the additional housing.

<sup>203</sup> Atkins (2009). Harlow Infrastructure Study-Stage 2 Draft Final Report.

<sup>204</sup> Essex County Council (2006). *LTP 2006 to 2011 Strategic Environmental Assessment* [online] available at: <http://www.essexcc.gov.uk> (accessed 03/08/2009)

<sup>205</sup> Atkins (2009). Harlow Infrastructure Study-Stage 2 Draft Final Report.



- 8.2.45 The size of the proposed development is substantial enough to bring forward additional waste facilities and services such as municipal recycling centres, composting facilities, waste collection and treatment.
- 8.2.46 Developers could explore the positive contribution waste can make to energy production by introducing waste to energy technologies in the new development areas.
- 8.2.47 Currently, the Pole Hole Farm is the one active landfill site to the north of Harlow near Gilston Park. The site currently receives inert waste (non-biodegradable non-construction waste)<sup>206</sup>. There are also three historic landfill sites within the same area. There are active and past landfill sites associated with the River Lee corridor, where extensive sand and gravel extraction has taken place over the last 50 years and most of the pits have been filled with waste from domestic, industrial, commercial and building sources. No risk of contamination associated with the landfill activities has currently been identified; however, in recognition of the risks associated with landfill, all potential developments adjacent to these sites may need to consider a hazard assessment to ensure that the new development would not be affected.

## Water

- 8.2.48 Rye Meads is the primary Wastewater Treatment facility serving the area. Wastewater services in the Harlow area are provided by Thames Water. The sewerage network serving the Rye Meads catchment is close to capacity at a number of locations including Stevenage and Harlow<sup>207</sup>. Therefore, additional improvement works are required to provide the necessary capacity to support the new development.
- 8.2.49 In terms of sewerage services, development around Harlow is best steered towards the east, where some network upgrades have been completed with more planned to allow for further development to the north of Harlow<sup>208</sup>.
- 8.2.50 The upgrade of the sewerage network along the Stort has the potential to impact Hunsdon Meads SSSI. However the route of the new sewer can be designed to avoid a direct impact on the SSSI. Similarly there is a risk that the new independent outfall to the south connecting direct to the new trunk outfall might be in close proximity to the Harlow Woods SSSI. Mitigation is possible during the feasibility and design stages, with possible use of trenchless technologies, such as tunnelling, to install certain lengths of the proposed upgrades.
- 8.2.51 Public water supply in the Harlow region is provided by Three Valleys Water (TVW), northern region. TVW have made allowances in their Water Resources Plan for growth commensurate with the levels of growth outlined in the East of England Plan<sup>209</sup>. TVW has large diameter strategic mains that can be utilised to supply potable water to all development areas in the supply area. However, the provision of water supplies to new homes will require the installation of new infrastructure. Similar to upgrading the sewerage network, the environmental risk from the additional infrastructure has to be considered and mitigated during the feasibility and design stages.
- 8.2.52 Harlow District has a substantial aquifer capped by London clay, and is part of the main chalk aquifer of the London Basin. The Environment Agency has implemented Aquifer Protection

<sup>206</sup> Environment Agency (2009). *What's in your backyard* [online] available at: <http://maps.environment-agency.gov.uk/wiyby/wiybyController> (accessed 06/07/09).

<sup>207</sup> Stevenage Borough Council (2008). Rye Meads Water Cycle Strategy – Detailed Strategy [draft for consultation].

<sup>208</sup> Ibid.

<sup>209</sup> Ibid.

Zones of 50, 100 and 200 days around all boreholes in the Harlow District<sup>210</sup>. Sustainable Urban Drainage systems within Harlow should focus on the control of surface water run-off as close to the origin as possible, before it discharges to a watercourse or to the ground, in order to protect the underlying aquifer.

## 8.3 Summary of key effects (including cumulative effects)

8.3.1 In light of the above assessment the following observations and key effects have been identified for the suggested spatial option.

### Observations

- There is a lack of overall constraints to development in this area once issues of supportive critical infrastructure are considered.
- There are also some data gaps that must be filled once more detailed plans for the development areas are progressed. These include more specific effects on the surrounding road network (included the M11) through modelling studies and European sites.
- Finally, in terms of sustainability effects there are significant tradeoffs that must be carefully weighed in considering development to the north of Harlow. These tradeoffs could include:
  - The promotion of regeneration and economic development against landscape impacts;
  - A desire to avoid the coalescence between Harlow and settlements such as Roydon and Sawbridgeworth with the risk that less sustainable travel patterns could be encouraged;
  - The need to ensure that the regeneration of Harlow is not jeopardised by the substantial development to the north. The worst case scenario in this regard is that Harlow North effectively becomes a separate town competing with Harlow;
  - The opportunity to strive for the highest environmental standards associated with housing, employment sites and land use in new developments could lead to increased house prices thereby increasing affordability issues.

### Strengths

- The development scenarios offer substantial opportunities in terms of economic development and these should be maximised. These opportunities include the development of substantial amounts of housing following the Government's ambition that all homes to be built after 2016 will be zero carbon. In addition to the substantial employment opportunities provided by the high levels of house building up to 2031 and beyond there are tremendous training and education opportunities associated with these developments and the potential for developing the Harlow Area as a green industry hub.
- It is also clear that Harlow's greater mass will provide and support a greater range of businesses and services.

<sup>210</sup> Stevenage Borough Council (2008). Rye Meads Water Cycle Strategy – Detailed Strategy [draft for consultation].

- Opportunities to promote more sustainable travel patterns because of the scale of new development and the location of development to the west, east and north being close to existing employment areas
- There are significant green infrastructure opportunities, particularly to the north of Harlow, that should be incorporated into any development proposals
- There will be a significant amount of construction jobs created through the plan
- There are opportunities for the developers to explore the positive contribution that waste can make to energy production by introducing waste-to-energy technologies
- The development may help to remove some of the barriers to housing by improving affordability. The provision of affordable housing could also help reduce social exclusion and deprivation and should contribute towards more balanced communities

### Weaknesses

Weaknesses	Mitigation	Monitoring Suggestions
There are concerns that the high levels of development proposed by this growth may have a negative impact on efforts to regenerate the existing town, its centre and its relatively deprived neighbourhoods as investment may be attracted to the new extension to the north of the town. <sup>211</sup>	Ensure that development plans are coordinated and considered by a range of key stakeholders including public servants from the nearby districts and the two counties as well as key stakeholders from the private sector	Percentage of businesses that are innovation active  Inequality (earnings)
There are significant localised effects which would need to be considered. These include the effects of development at these scales on important landscape features such as Gilston Park, Scheduled Ancient Monuments, valuable hedgerows, and several smaller villages within the area. Clearly, as the scale of proposed development increases the magnitude of impact does as well.	Core Strategy policies must provide an adequate framework for the maintenance of landscape features. These policies should be developed in a coordinated manner between Harlow, East Herts and Epping Forest District Councils	Heritage at risk  Change to areas of Archaeological significance  Number of listed buildings that are damaged or demolished each year
Air quality along the M11 could be severely affected by higher levels of development within and around Harlow	Provision of adequate employment sites to provide opportunities to live and work in the same area  Ensure provision of sustainable modes of transport as part of the masterplan for any large-scale developments	Continued required air quality monitoring arrangements
There are risks that if transport infrastructure is not delivered in line with the sequencing of development then there will be significant	Ensure that transport infrastructure (e.g. roads, bridges, etc) and sustainable transport infrastructure	NI 167 – average journey time per mile during the morning

<sup>211</sup> It is not possible to provide an exact figure on the size of development that would lead to these changes as it would depend on multiple factors such as amount and type of employment land. However, as proposals for development to the north of Harlow progress it is important that there is strong consideration for the relationship between this area and development within Harlow itself to ensure that both are complementary.

Weaknesses	Mitigation	Monitoring Suggestions
negative impacts on the road network (including congestion and exceedences of air quality targets) which would have negative effects on the population and economy in and around Harlow.	(bike paths, footpaths, bus stops and interchanges) are provided prior to residents moving into new dwellings. In other words transport provision must precede residential development.	peak NI 178 – Bus services running on time
The scale of proposed development to the south and the west could have negative impacts on Harlow Woods SSSI	Appropriate barriers to any harmful pathways must be considered prior to development. Selecting sites which are located further away from the SSSI should be considered (alongside other factors)	NI 197 – Improved local biodiversity – active management of local sites  Change in areas of biodiversity importance
Higher greenhouse gas emissions through transport and residential sources	The LDFs for each LPA should include policies which provide for the highest energy rating standards for new development  Higher densities of development should be promoted, particularly around transport nodes such as the rail stations in Harlow and any bus interchanges that are developed  Policies which encourage more sustainable transport should be included in the LDFs, e.g. percentage of green infrastructure within new development  Anti-car or traffic calming policies should also be adopted	Per capita energy consumption at the local authority level  NI 186 – Per capita reduction in CO <sub>2</sub> emissions in the Local Authority area  NI 188 – planning to adapt to climate change
There could be immediate pressure placed on community infrastructure (such as schools, GPs, dentists, leisure facilities, etc) if development does not bring forward an appropriate quantum of new community infrastructure prior to and during construction (i.e. before people being moving into the new dwellings)	Ensure developer contributions provide for the required facilities and the development of these are then prioritised	Keep the Harlow Infrastructure Study up-to-date to provide information on community infrastructure
There will be significant landscape impacts, particularly to the north of Harlow	Adopt a development framework which corresponds as close as possible to Gibberd's original masterplan and the Harlow Area Green Infrastructure Plan  Ensure that policy mechanisms are in place which provide an appropriate buffer between new development and	Population of wild birds (woodland and farmland) (ISF Indicator 20)

Weaknesses	Mitigation	Monitoring Suggestions
	existing communities	
Smaller communities to the north of Harlow and in the east of the town will experience significant impacts (traffic, tranquillity, character, etc) from the scale of development	Adopt a development framework which corresponds as close as possible to Gibberd’s original masterplan and the Harlow Area Green Infrastructure Plan  Ensure that policy mechanisms are in place which provide an appropriate buffer between new development and existing communities	NI 5 – overall / general satisfaction with local area
Rye Meads SSSI (as part of the Lee Valley SPA and Ramsar Site) is particularly sensitive to high levels of freshwater abstraction, eutrophication, and to a lesser extent, excessive recreational disturbance of wintering waterfowl	Water resource and quality issues should be resolved prior to development progressing, particularly the large-scale developments to the north and east of Harlow  Policies should be put in place to ensure that, where possible, water neutrality is achieved in new development	Per capita consumption of water by households  Biological and chemical status of waterbodies

## 9 European Sites

9.1.1 At this stage, three European sites have been identified as being connected to development in Harlow via a potential impact pathway. These are:

- **Lee Valley Special Protection Area and Ramsar site** – Rye Meads SSSI component of this site is situated 2.5km to the west of Harlow and is particularly sensitive to high levels of freshwater abstraction (resulting in a reduction in water levels within the SPA), eutrophication (nutrient enrichment) resulting from the discharge of treated sewage effluent from Rye Meads STW and, to a lesser extent, excessive recreational disturbance of wintering waterfowl.
- **Epping Forest Special Area of Conservation** – this site is situated approximately 5km to the south of Harlow. It is particularly sensitive to atmospheric nitrogen deposition leading to eutrophication (nutrient enrichment) and direct damage to beech trees. A significant proportion (approx 20%) of all atmospheric nitrogen deposited on this site is estimated to derive from road transport exhaust emissions. The site is known to have a very large recreational catchment and is very likely to draw a significant proportion of its visitors from the Harlow area – it is vulnerable to recreational trampling to an extent, although this is more of a problem with the acid grassland areas to the south of the SAC (such as Wanstead Flats in the London Borough of Redbridge) rather than the woodland areas themselves.
- **Wormley Hoddensdonpark Woods Special Area of Conservation** – this site is located approximately 5.5km to the west of Harlow on the opposite side of the Lee Valley and Broxbourne. While it does lie within the probable recreational catchment of Harlow, it is likely that visitors from Harlow will travel to Epping Forest for preference as it is a more direct route and a better known site.

## 9.2 Impacts on internationally designated wildlife sites from the Five Spatial Options

9.2.1 Impacts on these three European sites are unlikely to be more affected by one of the five spatial options over any of the others. Water quality and resource impacts on the Lee Valley SPA will not be related to the spatial distribution of housing but to whether treated effluent from the new dwellings discharges to Rye Meads STW or whether the water supply strategy involves abstraction from the River Lee and its associated reservoirs. It is likely that the answer to both these questions will be the same whichever of the five spatial options is chosen.

9.2.2 While recreational pressure impacts are dependent to an extent on the spatial distribution of housing the three internationally designated wildlife sites covered by the scope of this investigation are all sufficiently distant from Harlow, and the five spatial options sufficiently similar, that it is unlikely that any one option will result in a greater recreational impact than any other option.

### Conclusion

9.2.3 As such, it is considered at this stage that no spatial option is preferable to any other option with regard to impacts on internationally designated wildlife sites and that no spatial option, including the suggested spatial option to 2021 poses insurmountable problems regarding impacts on internationally designated wildlife sites provided that either water resource and

quality issues concerning Rye Meads STW and the Lee Valley SPA can be resolved or an alternative wastewater treatment solution is arrived at.

### 9.3 Impacts on internationally designated wildlife sites from the Recommended Areas for Spatial Growth

- 9.3.1 Following the consideration of five possible growth scenarios, as explained above, a 'suggested areas for spatial growth' plan has been produced. As previously stated, the distribution of housing options is not considered likely to materially influence the scale of impacts on internationally designated wildlife sites.
- 9.3.2 The level of housing to be delivered before 2021 has not changed in the suggested areas scenario, but there is provision for a near-doubling of new housing numbers between 2022 and 2031 which will generally spread north/northeast from Harlow.
- 9.3.3 In terms of likely significant impacts on the designated sites considered above, the additional residential dwellings to be delivered after 2022 would create a proportionately greater effect through the pathway of recreational pressure. The relationship between increased numbers and the possible impacts of reduced water quality or increased abstraction is less clear cut because infrastructure capacity could also change between 2022 and 2031; however, it is reasonable to assume that new water treatment and supply options may need to be delivered in parallel with this additional housing. These issues are likely to apply equally wherever housing is placed around Harlow.

#### Conclusion

- 9.3.4 At this stage the suggested areas for development do not alter the conclusions already reached from scoping the five spatial options previously. The principle of delivering future post-2021 development to the north and north-east of Harlow will not adversely affect internationally designated wildlife sites and may have a slight positive benefit compared to expanding on the south side of Harlow, as northern expansions will place development further from recreation sensitive internationally designated wildlife sites.