



# CONSULTATION STATEMENT

## Staple Tye

### Supplementary Planning Document

December 2022



# 1 Background

1.1.1 The Staple Tye Supplementary Planning Document (SPD) was produced to help guide future developments in the Staple Tye Neighbourhood Centre and surrounding area as well as provide further guidance in respect of Policy RS3 which seeks to protect and enhance existing retail centres, and Policy ED2 which seeks to protect existing employment areas.

1.1.2 The SPD focuses on four key areas:

- Redevelopment Opportunities
- Public Realm Improvement
- Connectivity Improvement
- Retention of Uses

# 2 Town and Country Planning Regulations

2.1.1 The draft SPD was produced in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. The relevant regulations relating to the consultation process are set out below.

- Regulation 12:
  - a) Requires the Council to produce a consultation statement before adoption of the SPD, this must set out who was consulted, a summary of the issues raised, and how these issues were incorporated into the SPD.
  - b) Requires the Council to publish the documents for a minimum 4 week consultation, specify the date when responses should be received and identify the address to which responses should be sent.
- Regulation 35:

Requires the council to make documents available by taking the following steps;

  - a) Make the document available at the principal office and other places within the area that the Council considers appropriate;
  - b) Publish the document on the Council's website.

# 3 Consultation and Responses Received

3.1.1 The consultation period commenced on the 10 August 2022 and closed at 5pm on 23 September 2022.

3.1.2 The Council complied with the legislative requirements for consulting on an SPD, as well as the requirements set out in the Council's adopted Statement of Community Involvement (SCI).

3.1.3 This included:

- Notifications being sent to residents, organisations and businesses who have either recorded an interest in SPDs or who are statutory consultees (see Appendix A);
- Notifications being sent to addresses within 80m of the SPD area boundary
- A notice being published in the local newspaper (see Appendix B);
- Posts about the consultation being made on the Council's social media channels;
- Hard copies of the SPD being available at the Civic Centre, Great Parndon Library and Harlow Central Library;

- An online version being available on the Council’s website
- Exhibition boards were set up for the duration of the consultation at the Civic Centre and in the Great Parndon Library (see Appendix C); and
- Posters were put up within units in the SPD area (see Appendix D)

3.1.4 In total, 12 residents, organisations or companies responded to the consultation. From these responses, 32 points were extracted which are detailed, along with a Council response to each, in Appendix E. A summary of the main issues raised during the consultation which require amendments to the draft SPD are set out in the table below.

Issue	Amendment
Reference the provision of a Mobility Hub and consider speed limit options	An additional paragraph has been added to the Connectivity Improvements section to reference that the provision of a Mobility Hub would be supported and that guidance set out by CoMoUK should be followed in providing a successful Mobility Hub. There is also reference to speed limit options that will also be considered.
Clarify that the Neighbourhood Service Area is known as Staple Tye Mews	Throughout the SPD amendments have been made to change ‘Neighbourhood Service Area’ to ‘Staple Tye Mews’. Clarification that the Neighbourhood Service Area is known as Staple Tye Mews has been added to paragraph 2.2.3
Ensure work towards the provision of electric charging points in the area is set out	An additional paragraph has been added to the Connectivity Improvements section to reference that the Council will work with landowners to provide electric charging points in the Staple Tye Area
Improvements needed on crossings and junctions across the area	An additional paragraph has been added to the Connectivity Improvements section to reference that the Council will work with Essex County Council to improve crossings and junctions that have not been included in the LCWIP

3.1.5 Separately and funded by the Department for Levelling Up, Housing and Communities, the Harlow & Gilston Garden Town team are running a Quality of Life project teamed with the independent charity, the Quality of Life Foundation. The online and face-to-face community engagement that took place over 13 weeks will influence how plans are taken forward by the Garden Town’s five council partners and underpin future work around engagement, stewardship and design, including community development and the long-term care of public assets. Feedback taken from the interactive map identified a number of comments relating to the Staple Tye area, and these are set out below:

Location	How do you feel about this place?	Why do you feel this way?	'I value this space'	Tell us a bit more
Shopping Centre	Unhappy	<ul style="list-style-type: none"> <li>• I don't feel safe here in the day</li> <li>• I don't feel safe here at night</li> <li>• This place needs improving</li> <li>• I come here to socialise</li> </ul>	Disagree	Anti-social behaviour, fast food (unhealthy food), too busy
Lidl	Satisfied	<ul style="list-style-type: none"> <li>• The facilities here are good</li> </ul>	Strongly agree	Great shop, great value – why is the new Lidle not open yet?
Shopping Centre	Dissatisfied	<ul style="list-style-type: none"> <li>• This place needs improving</li> </ul>	Neither agree nor disagree	
Staple Tye	Unhappy	<ul style="list-style-type: none"> <li>• I don't feel safe here at night</li> <li>• This place needs improving</li> <li>• I don't feel safe here in the day</li> </ul>	Strongly disagree	I feel like we live in a criminal world, too dirty and the environment needs to be improved however there's so many nasty people there, begging, stalking, harassment, abuses and loads of alcoholics. I came here and in the last 2 years I felt so safe until we had more new people come to Staple Tye.. it's unsafe, and I've experienced a lot of bad issues that I shouldn't having to been going through or no one really!

3.1.6 These matters raised will be addressed through the implementation of the SPD.

## 4 Appendix A Consultees

The following statutory organisations, groups and charities were notified about the consultation on the draft Staple Tye SPD. These are in addition to individuals and companies who were notified.

Affinity Water	Highways England
Anglian Water	Historic England
British Telecom/Openreach	Home Builders Federation
Canal and River Trust	Homes and Communities Agency
Chelmsford City Council	Hunsdon Parish Council
Department for Education	Later Life Matters
East Hertfordshire District Council	Lee Valley Water
East of England Ambulance Service	Little Hadham Parish Council
Eastwick and Gilston Parish Council	Matching Parish Council
Environment Agency	National Grid
Epping Forest District Council	Natural England
Epping Upland Parish Council	Nazeing Parish Council
Essex County Council	Network Rail
Essex County Fire and Rescue Service	NHS England
Essex Police	North Weald Parish Council
Fawbert & Barnard's Primary School	Pear Tree Mead Academy
Forestry England	Princess Alexandra Hospital NHS Trust
Greater Anglia	Robert Halfon MP
Harlow Alliance Party	Roydon Parish Council
Harlow and District Sports Trust	Sawbridgeworth Town Council
Harlow Area Access Group	Sheering Parish Council
Harlow College	Sport England
Harlow Council Officers and Councillors	Thames Water
Harlow Ethnic Minority Umbrella	Theatre Trust
Harlow Fields School and College	UK Power Networks
Hertfordshire County Council	West Essex CCG

## 5 Appendix B Press Notice

**DRAFT STAPLE TYE SUPPLEMENTARY PLANNING DOCUMENT (SPD)**

Harlow Council is consulting on the Draft Staple Tye Supplementary Planning Document (SPD). An SPD expands upon policy and provides further detailed advice or guidance on policies set out in the Harlow Local Development Plan.

The purpose of the Staple Tye SPD is to provide a clear, robust and deliverable development framework which can be used to regenerate the Staple Tye Neighbourhood Centre and surrounding area. The SPD has been developed around an outline strategy for four key areas which focuses on redevelopment opportunities, public realm improvements, connectivity improvements and retention of key uses. The SPD area will already benefit from investment from the Towns Fund in providing high quality business units and flexible workspace as well as improvements to the cycleway and underpasses.

The SPD, once adopted, will inform relevant pre-application discussions and will be a material consideration in the determination of planning applications in the Staple Tye SPD area.

**We are now seeking your views on the Draft Staple Tye SPD.**  
The most efficient way to provide comments is by emailing [myharlow@harlow.gov.uk](mailto:myharlow@harlow.gov.uk) but you can also write to us at Forward Planning, Harlow Council, The Water Gardens, Harlow, CM20 1WG.

The consultation starts on **10 August 2022 and closes at 5pm on 23 September 2022**. Comments received after this date may not be accepted.

The Draft Staple Tye SPD can also be viewed online at [www.harlow.gov.uk/spd/](http://www.harlow.gov.uk/spd/), or in the Great Parndon Library, Harlow Central Library or the Civic Centre during normal opening hours. If you are unable to access the document, please contact us and we can send you a hard copy.

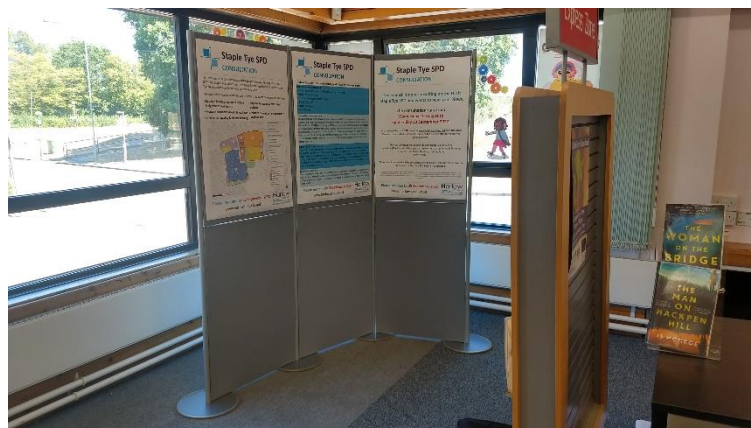
Additionally, exhibition boards will be located at the Great Parndon Library and the Civic Centre until the end of the consultation period.

By responding, you give consent to the Council to hold & process your personal data in accordance with the Data Protection Act and the General Data Protection Regulation. Your name, organisation & comments may be available for others to view at the Council offices & on the Council website.

The Design Guide Addendum has been prepared in accordance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).



## 6 Appendix C Exhibition Boards



Exhibition boards in the Civic Centre and Great Parndon Library



## 7 Appendix D Posters



Posters in St Elizabeth's Charity Shop, Costa and Midwest Kebab

## 8 Appendix E Consultation Responses

Name	Response	Council Response
<p>Madeline Stonehill – Jacobs Email – 11/08/2022 11:29</p>	<p>Staple Tye shopping centre has been principally designed for car access and its possible redevelopment offers huge potential to reverse that trend. Whilst bus routes do serve the site and there is bus stop provision within the vicinity of the site (which the SPD acknowledges), the existing bus stops are not conveniently located to provide pedestrian connectivity and ease of access to/from the area and they are not attractive to encourage a significant shift to public transport use. The bus stops on Southern Way are located some distance from the main shopping area and there is a lack of a formal pedestrian crossing facility across Southern Way to ensure safe and convenient access. The bus stops around the corner on Parnall Road provide no wayfinding towards the shopping centre and there is a lack a pedestrian crossing to prioritise pedestrian movements. Southern Way (A1169) itself currently acts as a barrier between the nearby residential areas and the shopping centre. However, with ECC looking to downgrade Southern Way to a B-road and reduce its speed limit to 30mph to discourage through traffic along it and improve it for walking and cycling, the redevelopment of Staple Tye as a whole offers a huge opportunity to better serve this location directly by bus and ensure that the area is not so car dominated.</p>	<p><b>The SPD will be updated to include the consideration of speed limit options throughout the district.</b></p>
<p>Madeline Stonehill – Jacobs Email – 11/08/2022 11:29</p>	<p>One proposed scheme, which we shall be putting forward within our forthcoming District Network Review as part of the Enhanced Partnership (EP) with bus operators, is to provide a Mobility Hub within the Staple Tye area which would be directly served by bus services. Mobility Hubs are 'highly visible, safe and accessible spaces where public, shared and active travel modes are co-located alongside improvements to public realm and where relevant enhanced community facilities' (see <a href="https://como.org.uk/shared-mobility/mobility-hubs/what/#:-:text=What%20are%20Mobility%20Hubs%3F,where%20relevant%20enhanced%20community%20facilities">https://como.org.uk/shared-mobility/mobility-hubs/what/#:-:text=What%20are%20Mobility%20Hubs%3F,where%20relevant%20enhanced%20community%20facilities</a>). The development of a Mobility Hub within Staple Tye could look to relocate some of the existing bus stops into the</p>	<p><b>The SPD will be updated to include the consideration of providing a Mobility Hub at Staple Tye and for any provision to follow guidance set out by CoMoUK.</b></p>



Name	Response	Council Response
	<p>retail centre itself (ideally by removing some of the vast amounts of existing car parking) thereby making bus use more attractive than travelling by car. In addition, by upgrading the provision of bus stop infrastructure to be high quality, safe, comfortable and attractive (such as through the provision of Real Time Passenger Information (RTPI), seating, digital travel information boards etc) this could help to further encourage more people to use buses and leave their cars at home.</p>	
<p>Madeline Stonehill – Jacobs Email – 11/08/2022 11:29</p>	<p>Overall, the redevelopment of the Staple Tye area is a really exciting prospect and seems to offer huge potential to prioritise public transport and get more people on buses as well as provide improved placemaking and pedestrian wayfinding to encourage active travel modes. I would therefore recommend that schemes such as the provision of a Mobility Hub within the central area which is directly served by buses, be considered when taking your SPD forward because the current level of bus provision and its connectivity with pedestrian routes could be radically improved over the existing situation.</p>	<p>Please refer to the response above.</p>
<p>Richard Adams 4 Millersdale, Harlow Email - 11/08/2022 12:03</p>	<p>1) I note that the plan does not rule out redeveloping Risdens to a higher density of housing. Currently Risdens includes a number of bungalows which are typically occupied by older or disabled residents. Any redevelopment should ensure that an equivalent number or more properties are built suitable for this type of occupancy would be provided, if the existing properties are removed.</p>	<p>Although the redevelopment of Risdens is not an immediate priority for the Council, any redevelopment of Risdens should look to provide a net gain in residential accommodation and provide an appropriate housing mix to reflect Harlow's housing needs and local character. This will take into account the needs of local residents at the Risdens.</p>
<p>Richard Adams 4 Millersdale, Harlow Email - 11/08/2022 12:03</p>	<p>2) Pedestrian and cycle access to Staple Tye along Southern Way. Figure 22 of the plan shows a number of small projects around the area to improve pedestrian access and experience. I would add to this plan improvements to the junction of Perry Road and Ployters Road with Southern Way. As a cyclist and pedestrian both of these junctions involve crossing the road close to the roundabouts with a small central island for shelter in the middle of road. In particular the Perry road junction is problematical as the reduced sight line from the junction means you have a restricted view of vehicles turning left into Perry Road from Southern Way. One several occasions I had had to stop suddenly or</p>	<p><b>The SPD will be updated to state that the Council will work with Essex County Council on junctions and crossing points that have not been included in the Harlow and Gilston Garden Town Local Cycling and Walking Infrastructure Plan (LCWIP) to improve connectivity throughout the area ensuring safe access for pedestrians and cyclists. This will</b></p>

Name	Response	Council Response
	<p>leap out of the way as vehicles turn left at speed often without indication. Figure 14 in the SPD shows the existing junction and how exposed pedestrians are crossing this road. The artists impression of the Lister House redevelopment from the same view view point still shows an open junction. Some minor works at these junctions to increase the width of the central islands and sight lines would improve safety for pedestrians and cyclists.</p>	<p><b>specifically highlight the junctions of Perry Road and Ployters Road with Southern Way</b></p>
<p>John Clarke Email – 11/08/2022 19:16</p>	<p>Housing</p> <p>As correctly pointed out this is an area with severe deprivation . No attempt has been made to quantify household type , residential occupancy status , employment and unemployment, and Benefit status of the local residents. By my own observations there is a glut of houses let in multiple occupation , very few owner occupied properties , the remainder being social housing . The vast number of HMOs leads to issues with antisocial behaviour , drug and alcohol abuse and issues that affect both the street scene - lack of personal responsibility for the environment , and the fear of crime.</p>	<p>The principles set out in the SPD aim to inform the future development of Staple Tye to improve the environment, safety and housing provision across the area and the Council will continue to monitor and action other issues regarding community safety and cleanliness. The SPD does not go into detail about the status of residents in the area as it aims to provide enhancements that will benefit all.</p> <p>The Council’s Environmental Health Team and environmental teams that work with HTS Group will continue to monitor HMO issues and maintenance issues and this information will be passed on to them. The SPD and the Council can only do so much to make private owners maintain their properties but it is hoped that the public realm actions in the SPD will encourage them to do so. There is a town-wide Article 4 Direction requiring full planning permission on all conversions to HMO which gives the Council more control on HMO conversions.</p>
<p>John Clarke Email – 11/08/2022 19:16</p>	<p>Crime and fear of crime.</p> <p>This has only been touched upon in the draft. Local residents have witnessed numerous crimes in the area. I would have thought that police statistics could be added . In addition the layout of the estate does little to enhance the fear of crime. There are numerous poorly lit back alley ways which are frequented by</p>	<p>The aim of the SPD is to improve the safety and environment of the Staple Tye area including through new development proposals which would also need to create safe and secure environments. The SPD already refers to improving lighting and natural surveillance for the area, which will help to reduce</p>

Name	Response	Council Response
	groups of youths at night casing disturbance and anti social behaviour. They are strewn with discarded rubbish and fly tipping which is not addressed by the council .	opportunities for crime and minimise the fear of crime. The Council's Community Safety Team will continue to work with the Police to monitor specific issues.
John Clarke Email – 11/08/2022 19:16	<p>Street Scene</p> <p>Little has been mentioned about the issues with litter , fly tipping and and discarded rubbish which gives the area the appearance of a ghetto. Street Lighting is poor . Rear gardens are overgrown and poorly maintained , hanging over and blocking alleyways and walkways which are strewn with weed growth. Little has been done to enhance the environment . You can see from the pictures on the front cover of the draft that refuse bins are left out on the street permanently and are often overflowing with rubbish , particularly those associated with the many HMOs in the area.</p> <p>Please visit Staple Tye shopping area on a Sunday morning and see the rubbish generated by the numerous take away food premises.</p> <p>The whole area is an eyesore and appears to be completely forgotten by the council.</p>	The SPD recognises the issues around the public realm and that it needs to be improved in certain areas. The SPD sets out a series of potential improvements to help create a safer, greener and healthier environment. The Council's Environmental Health Team and environmental teams that work with HTS Group will continue to monitor HMO issues and maintenance issues and this information will be passed on to them. The SPD and the Council can only do so much to make private owners maintain their properties but it is hoped that the public realm actions in the SPD will encourage them to do so.
Lin Merrell Email – 14/08/2022 13:40	I am writing in connection with the cycle tracks, now and in the future, and would request that dropped kerbs be installed at the entrance to Staple Tye shopping centre via the cycle track. At present there is a broken kerb which allows me and other mobility scooter users access to the shopping centre. This is awkward as the sloped incline is not user friendly and has to be taken with care.	The SPD highlights the Harlow and Gilston Garden Town Local Cycling and Walking Infrastructure Plan (LCWIP) which sets out a number of design recommendation for walking improvements in the Staple Tye area. This includes the introduction of an at-grade toucan crossing on Southern Way located at the entrance to the Staple Tye shopping centre.
Lin Merrell Email – 14/08/2022 13:40	The cycle/pedestrian path alongside Morris House leading to Southern Way and Staple Tye is too high and I have had to physically lift my scooter to get onto the path. This leads to the crossing on Southern Way to the shops.	That path is outside the SPD area, although the Council recognises that good standard of paths outside of the area help improve wider accessibility. This issue will be redirected to Essex County Council as highway authority.

Name	Response	Council Response
Lin Merrell Email – 14/08/2022 13:40	My other concern is the amount of traffic to and from the proposed new buildings onto Southern Way. At present there is a build up accessing the main road at busy times not helped by queues to enter the petrol station (BP) as the road is single lane at this point. Has this been taken into consideration during weekdays.	The impact on highways is assessed when new development comes forward.
Lin Merrell Email – 14/08/2022 13:40	I look forward to new and improved pedestrian and cycle tracks in the future.	Noted
Kimberley Porter Email – 17/08/2022 19:38	Firstly - We are very pleased to see protection of our library service and investment in our surrounding area. Staple Tye is crucially important to us as local residents with a young family for shopping, enrichment and personal care etc.	Noted
Kimberley Porter Email – 17/08/2022 19:38	<p>Secondly, we would appreciate more clarification on the below statement from Section 3.14.1 page 15:</p> <ul style="list-style-type: none"> <li>• Redevelop Risdens into a higher density and quality residential area</li> </ul> <p>What precisely does this mean please?</p> <p>My husband and I worry that it means, more people in the same space and impact to our privately owned home.</p> <p>Furthermore, may we please draw your attention to the number of HMOs in the Risdens area now, with approval to house 10+ people in each dwelling.</p> <p>We are already a high density housing area, what we are not is a high quality one, with the exception of those whom take care of their properties.</p>	<p>As set out in the SPD, there is a lot of existing space that can be repurposed through redevelopment to provide additional housing but also better public realm and landscaping. Any redevelopment of the Risdens would be subject to viability and is therefore considered a longer term possibility. New development would have to accord with new guidelines created by the Government and Harlow Council on design, space, layout and amenity as well as creating new homes for Harlow residents.</p> <p>The Council's Environmental Health Team and environmental teams that work with HTS Group will continue to monitor HMO issues and maintenance issues and this information will be passed on to them. The SPD and the Council can only do so much to make private owners maintain their properties but it is hoped that the public realm actions in the SPD will encourage them to do so.</p>

Name	Response	Council Response
	<p>We have fewer police than ever, we have poor lighting, we have derelict garages at the rear of our homes, we have poorly regulated houses of multiple occupancy which promote a breeding ground for crime (I have witnessed a drugs raid next door to my home for instance where arrests were made, these dwellings are not mentioned at all in the SPD) and we have industrial units converted in ways that are not fit for purpose (which I grant you is mentioned in the SPD).</p>	<p>There is a town-wide Article 4 Direction requiring full planning permission on all conversions to HMO which gives the Council more control on HMO conversions.</p>
<p>Kimberley Porter Email – 17/08/2022 19:38</p>	<p>Thirdly, please consider adding a shopping centre parking duration restriction to the SPD of no more than sufficient time to eat at McDonald's or complete a weekly shop at Lidl. Gatherings of people (especially in the late evening) on the site in multiple cars, doors open, smoking, vaping, playing loud music and drinking, make the space quite threatening to be in - ANPR systems to monitor this would be a helpful deterrent for this behaviour in the area and potentially make it a place people are happy to walk through again come a pleasant summer evening.</p>	<p>The shopping centre parking area is privately owned and therefore the Council is limited in what can be provided. The Community Safety team are available if there are any issues in the area.</p>
<p>Kimberley Porter Email – 17/08/2022 19:38</p>	<p>Please take into consideration that the issue with Staple Tye is not necessarily the space itself and it's "poorly designed frontages", as the SPD states it, it is how people treat the space and what they use the space for.</p>	<p>Noted</p>
<p>Natural England Email – 23/08/2022 13:08</p>	<p><b>Green Infrastructure</b></p> <p>This SPD could consider making provision for Green Infrastructure (GI) within development. This should be in line with any GI strategy covering your area.</p> <p>The National Planning Policy Framework states that local planning authorities should</p> <p>'take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure'. The Planning Practice Guidance on Green Infrastructure provides more detail on this.</p>	<p>The Green Infrastructure and Public Open Space Standards SPD was adopted March 2022 and is a material consideration in the determination of planning applications.</p> <p>The SPD provides further guidance in respect of Policies PL8 (Green Infrastructure and Landscaping), PL7 (Trees and Hedgerows), PL9 (Biodiversity and Geodiversity Assets) and L1 (Open Spaces, Play</p>

Name	Response	Council Response
	<p>Urban green space provides multi-functional benefits. It contributes to coherent and resilient ecological networks, allowing species to move around within, and between, towns and the countryside with even small patches of habitat benefitting movement. Urban GI is also recognised as one of the most effective tools available to us in managing environmental risks such as flooding and heat waves. Greener neighbourhoods and improved access to nature can also improve public health and quality of life and reduce environmental inequalities.</p> <p>There may be significant opportunities to retrofit green infrastructure in urban environments. These can be realised through:</p> <ul style="list-style-type: none"> <li>• green roof systems and roof gardens;</li> <li>• green walls to provide insulation or shading and cooling;</li> <li>• new tree planting or altering the management of land (e.g. management of verges to enhance biodiversity).</li> </ul> <p>You could also consider issues relating to the protection of natural resources, including air quality, ground and surface water and soils within urban design plans.</p> <p>Further information on GI is include within The Town and Country Planning Association's "Design Guide for Sustainable Communities" and their more recent "Good Practice Guidance for Green Infrastructure and Biodiversity".</p>	<p>Areas and Sporting Provision and Facilities in Major Development).</p> <p>The Staple Tye SPD has identified sites for redevelopment and what is expected on each site, the Green Infrastructure and Public Open Space Standards SPD will therefore be considered when determining planning applications that come forward on these sites.</p>
<p>Natural England Email – 23/08/2022 13:08</p>	<p><b>Biodiversity enhancement</b></p> <p>This SPD could consider incorporating features which are beneficial to wildlife within development, in line with paragraph 118 of the National Planning Policy Framework. You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment. An example of good practice includes the Exeter Residential Design Guide SPD, which advises (amongst other matters) a ratio of one nest/roost box per residential unit.</p>	<p>Please refer to the response above and the Green Infrastructure and Public Open Space Standards SPD which refers to Biodiversity and net-gain.</p>

Name	Response	Council Response
<p>Natural England Email – 23/08/2022 13:08</p>	<p><b>Landscape enhancement</b></p> <p>The SPD may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green infrastructure provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might makes a positive contribution to the character and functions of the landscape through sensitive siting and good design and avoid unacceptable impacts.</p> <p>For example, it may be appropriate to seek that, where viable, trees should be of a species capable of growth to exceed building height and managed so to do, and where mature trees are retained on site, provision is made for succession planting so that new trees will be well established by the time mature trees die.</p>	<p>Please refer to the response above Green Infrastructure and Public Open Space Standards SPD which refers to landscape and trees within new developments.</p>
<p>Natural England Email – 23/08/2022 13:08</p>	<p><b>Other design considerations</b></p> <p>The NPPF includes a number of design principles which could be considered, including the impacts of lighting on landscape and biodiversity (para 180).</p>	<p>Noted</p>
<p>Natural England Email – 23/08/2022 13:08</p>	<p><b>Strategic Environmental Assessment/Habitats Regulations Assessment</b></p> <p>A SPD requires a Strategic Environmental Assessment only in exceptional circumstances as set out in the Planning Practice Guidance here. While SPDs are unlikely to give rise to likely significant effects on European Sites, they should be considered as a plan under the Habitats Regulations in the same way as any other plan or project. If your SPD requires a Strategic Environmental Assessment or Habitats Regulation Assessment, you are required to consult us at certain stages as set out in the Planning Practice Guidance.</p> <p>Should the plan be amended in a way which significantly affects its impact on the natural environment, then, please consult Natural England again.</p>	<p>The Staple Tye does not require a Strategic Environmental Assessment or Habitats Regulation Assessment as it is considered that there are not likely to be significant environmental effects.</p>



Name	Response	Council Response
Rick Westall Email – 30/08/2022 16:20	Having read through the document, my major concern is that the library could be "repurposed". To my mind, the library absolutely must be kept - the best outcome would be that it is increased in size, so that the services it offers (and the number/variety of books on offer!) can be increased. It's an integral part of the community for so many people in the area, that to even countenance closing or reducing it in any way is absolutely intolerable!	The SPD identifies the Great Parndon Library as suitable for redevelopment or for a repurposed building. This would include the provision of residential units and/or additional library floorspace. The loss of community facilities would not be supported as set out in Policy L2 unless it meets one or more of the set out criteria.
Julie Nassau Email 31/08/2022 09:19	I note that there is no mention in your document that the residents of Roydon and Roydon Hamlet use this area to shop in as it is the nearest retail area to our homes. There is no provision of a bus service from our village there, nor any walking route or cycle routes, so car driving is the only means of getting there. As usual the rural communities needs are totally ignored. I find it amazing that you consider the unwanted EFDC developments but ignored the needs of our village that go back decades! Just because we are not in Harlow does not exclude our needs from being considered. As it is the document offers the typical silo perspective on planning that fails to acknowledge neighbouring areas effected by any change, or consider how to engage with those areas.	The SPD will improve walking and cycling routes within the area and those connecting the area. The Harlow and Gilston Garden Town Local Cycling and Walking Infrastructure Plan (LCWIP) considers walking and cycling improvements across the district. Sustainable Transport Corridors, as set out in the Harlow Local Development Plan and HGGT Transport Strategy will also improve connections through and beyond the Garden Town.
Julie Nassau Email 31/08/2022 09:19	I note that there is no mention of the provision of electric charging points made at these locations, something that is being ignored totally by Essex Council in our area, whilst the change to electric vehicles is relentless.	Developments must provide electric vehicle charging points in accordance with the latest Government guidance as set out in Policy IN1. <b>The SPD will be updated to include that the Council will work with landowners to provide electric vehicle charging points in the Staple Tye area.</b>
Julie Nassau Email 31/08/2022 09:19	There needs to be a better range of shops at the Tye, not poor quality charity shops, and fast food outlets that contribute to obesity, but good quality food outlets such as a butchers, greengrocers and fishmongers which would encourage better eating habits and would link to national obesity strategies. If people can afford a Costa Coffee then they can afford to buy better quality food. There should also be the provision of an NHS dentist at this location.	The SPD sets out improvements to the Staple Tye area with the intention that this will help attract shops and businesses to the area. Where appropriate and viable, new development will be asked to pay infrastructure contributions which may include healthcare/dentist space if this is specified as a

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	<p>The removal of the pharmacy from this location to the health centre opposite was ridiculous as it now means people just drive over to it's new location. The area should contain a community area that local groups can hire at an affordable rate.</p>	<p>requirement by the NHS. The proposed walking and cycling improvements aim to encourage more sustainable movement in the area including to the new health centre.</p>
<p>Julie Nassau Email 31/08/2022 09:19</p>	<p>The removal of fly tipping on a regular basis would help to enhance the appearance of this dilapidated area, the car park at the library being one area that is constantly blighted. As would the provision of flower beds that are maintained. The fast removal of graffiti also would enhance the area.</p>	<p>The Community Safety team will address fly-tipping and graffiti reports in Harlow.</p> <p>The Council will remove fly-tipping when it is reported to them as soon as possible and graffiti will be removed within 14 working hours (obscene and racist graffiti will be removed more quickly) once this has been reported.</p> <p>The car park and amenity space adjacent to the library have been identified in the SPD as an area for improvement to include a play space and landscaping as well as creating an extended cycle path as set out in the Harlow and Gilston Garden Town Local Cycling and Walking Infrastructure Plan (LCWIP).</p>
<p>Ian Lynch Email 18/09/2022 17:17</p>	<p><b>The repeated confusion throughout the document on what constitutes Staple Tye Mews</b></p> <p>In section 1.3.1 it is stated</p> <p>“The Staple Tye Employment Area provides local employment with a mix of office, industrial and warehouse uses whilst the Staple Tye Neighbourhood Service Area provides smaller start-up units. “ It should refer to Staple Tye Mews.</p>	<p><b>Add clarification in the SPD that Staple Tye Neighbourhood Service Area is known as Staple Tye Mews.</b></p> <p><b>Update 1.3.1 to Staple Tye Mews.</b></p>

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	<p>In section 2.2.2 it is stated</p> <p>“Allocated sites set out in Policy HS2 includes a site located within the Staple Tye SPD boundary with a potential capacity of 30 dwellings at Staple Tye Mews, Staple Tye Depot and The Gateway Nursery.” Correct name for Staple Tye Mews but the Gateway Nursery closed a while ago.</p> <p>In section 2.2.3 it is stated</p> <p>“The Neighbourhood Service Area at Staple Tye is also to be protected in accordance with Policy PR2 and the provision of smaller start-up units, shared spaces and workhubs in these areas will be encouraged”. Again the reference should be to Staple Tye Mews.</p> <p>However figure 4 in section 2.2.6 is ambiguous</p> <p>in that it shows what has been referred to up to that point as the Neighbourhood Service Area also being for housing allocation. So how does that make the Neighbourhood Service Area protected?</p> <p>In section 3.3.1, figure 5</p> <p>again there is further confusion over where Staple Tye Mews are. This is easily resolved by visiting what has been so far called “the Neighbourhood Service Area” in the Draft Staple Tye Supplementary Planning Document. On the wall the car park of that area is a sign:</p> <p>Thus what has been called so far “the Neighbourhood Service Area” in the Draft Staple Tye Supplementary Planning Document is actually Staple Tye Mews. Thus Staple Tye Mews are not part of area 5 in figure 5 of section 3.3.1.</p> <p>Thus there are errors in section 3.5.1 where it is stated “Although the Staple Tye Neighbourhood Service Area is included in the housing allocation within the</p>	<p><b>2.2.2 the allocation is named as Gateway Nursery in the Local Plan, however, to avoid confusion the SPD will be updated to refer to the Gateway.</b></p> <p><b>Update 2.2.3 to Staple Tye News.</b></p> <p>2.2.6 although Staple Tye Mews is included in the allocation and will be protected as employment land as per the Local Plan Policy PR2 and Policies Map, it is hoped that redevelopment of the sites would be done in a collective way.</p> <p>3.3.1 and figure 5 Staple Tye Mews is part of the allocation set out in the Local Plan and therefore is part of area 5.</p> <p><b>Update 3.5, 3.5.1 and 3.5.2 to Staple Tye Mews.</b></p> <p>3.8.4 and figure 5 Staple Tye Mews is part of the allocation set out in the Local Plan and therefore is part of area 5.</p> <p>3.13.1 although not part of the regeneration of the underpass, the CCTV was installed by the Council through the Community Safety team. Further</p>

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	<p>HLDP, the employment uses are to be protected. The units located here are all privately owned except the Depot which is owned by the Council.“ How are the employment uses to be protected, with housing to be built there?</p> <p>In section 3.8.4 it is stated “The housing allocation site includes Staple Tye Mews, Staple Tye Depot and The Gateway and is allocated in the HLDP for 30 residential units. “Again using figure 5, the location of Staple Tye Mews are incorrectly identified.</p> <p>In section 3.12.2 it is stated “The Neighbourhood Service Area covers a small area on Perry Road largely consisting of single storey buildings and a two-storey building. It is well connected to the walking and cycling routes and the shopping centre. The public realm is, however, poor and lacks landscaping. The layout is poorly designed with most units hidden behind the rows of buildings when viewed from Perry Road.“ With respect to the landscaping, the various shrubs and trees along the edge of the former Lister House site have not been pruned for a long time, these and the boarding around the former Lister House site also partially hide the buildings of what should be called Staple Tye Mews.</p> <p>In section 3.13.1 it is stated, “Pedestrian and cycle access through the area is served by the Green Finger walking and cycling route which runs from Ployters Road, south of the employment area, heading towards Stewards Academy and north towards the Great Parndon open space. The only access is then via the underpass under the road network with no other at-grade crossing facilities on Southern Way. The underpass is poorly maintained and is poorly overlooked and therefore lacks natural surveillance.“ The purpose of the underpass is to avoid an at-grade crossing thereby improving the safety of pedestrians. CCTV has recently been installed in the underpass.</p>	<p>improvements to the underpass will be undertaken next year through the Regeneration team.</p> <p>3.13.1 additional wayfinding features throughout the area to key facilities would be beneficial to those visiting the area.</p> <p>An at grade crossing at the Southern Way roundabout into the shopping centre would provide a safe and direct crossing to those visiting the centre and area. ECC as highway authority will ensure that any at-grade crossing is considered safe and in the right area.</p> <p><b>4.3.24 update to just Staple Tye Mews to avoid confusion.</b></p>

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	<p>It then further states in section 3.13.1 that “Access to the shopping centre from this walking route is directed to those travelling north but it lacks easy access to those travelling from the underpass which has caused an unsatisfactory short cut to be created up a steep hill. The main walking route also facilitates access to the Service Area. However, there are no wayfinding/legibility features provided on these paths as to how these connect with the wider network. A pedestrian route from Southern Way to the shopping centre is provided across the car park but it doesn't marry up to a crossing point on Southern Way “ There are wayfinding features outside St. James Church as you approach what is called so far the Neighbourhood Service Area (but is actually Staple Tye Mews) and at the junction of Perry Road and Southern Way.</p> <p>If an at grade crossing is put in at or near the roundabout on Southern Way to link up with the pedestrian route across the car park to the shopping centre that will have a severe impact on traffic flow on Southern Way, including the bus services given in section 3.13.2. It may also actually raise the risk of a road traffic accident there due to vehicle drivers having to suddenly and unexpectedly stop.</p> <p>In section 4.3.24 there is finally the correct naming of the area “The Neighbourhood Service Area (Staple Tye Mews) on Perry Road ...”</p>	
<p>Ian Lynch Email 18/09/2022 17:17</p>	<p><b>The expectation that a 20 minute walk to Staple Tye will make it the centre of peoples employment, shopping and social life without using a car</b></p> <p>In section 3.12.1 it is stated “The public realm is dominated by the car park and leaves only a walkway in front of the shops which has little landscaping and limited areas for cycle parking. “ If people have a supermarket trolley load of shopping from Lidl how else are they supposed to get it home without using a car? Then there are the various fast food takeaway establishments, is the</p>	<p>3.12.1 although there has not been a survey undertaken, the shopping area would still provide car parking spaces.</p>

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	<p>expectation that people will walk home with their takeaways? Has a survey actually been performed at peak car park occupancy to ask drivers why they drive to Staple Tye shopping centre?</p> <p>In section 3.13.3 it is stated “The car park at the shopping centre is well used by passing trade and those travelling to the centre via car.” Thus any reduction in the car parking spaces at the shopping centre (as suggested in section 4.3.62) could either deter the use of the shopping centre and/or lead to parking in adjacent streets or on adjacent pavements.</p> <p>In section 3.14.1 Weaknesses, it is stated “Vehicles parked on the pavements and roads around the employment area “. Has it been considered that travelling by car may be the only practicable way of getting to that employment area, especially if someone has a variable employment shift pattern? Most people no longer live within walking/cycling distance of their place of work. I would suggest that based on the road traffic and pedestrian traffic going in and out of Harlow during the morning and evening “rush hour” at the roundabout near Harlow Town Railway station at the junction of Fifth Avenue and Elizabeth and Edinburgh Ways that nowadays most people do not even live and work in the same town.</p> <p>In section 3.14.1 Opportunities, there are a number of points that lack a reality check:</p> <p>“Work with employers, landowners and developers to reduce the need for and availability of car parking spaces. “</p> <p>yet the following point is</p>	<p>3.13.3 improvements to the bus stops as well as the walking and cycling routes should reduce the need to use a car particularly for local short journeys.</p> <p>3.14.1 vehicles parked on the pavements and roads causes safety and access issues for those travelling on the pavement and will be enforced.</p> <p>3.14.1 the Local Plan sets out an employment strategy for Harlow Staple Tye is a part of this strategy as it includes an Employment Area with its on provision of employment which, with improvements, will increase access to local jobs. The Council has prepared a note which supports the provision of local jobs for employees and local construction jobs when new developments are being created (residential and commercial). Policies in the Local Plan also aim to make businesses support more sustainable travel choices including the provision of showers for cyclists, car sharing etc.</p> <p>4.1.1 the SPD's aim is to ensure improvements to the public realm and connectivity promotes the facilities at the Neighbourhood Centre for socialising</p> <p>4.3.54 any relocation of the bus stop will be safely integrated into the network to ensure the continued safety of passengers as well as road users.</p>

Name	Response	Council Response
	<p>“Investigate opportunities to discourage parking on pavements” which could be a consequence of the above point.</p> <p>Then the points</p> <p>“Provide new local workspace to work in locally”</p> <p>and</p> <p>“Reduce congestion by encouraging residents to shop and work locally”</p> <p>Work locally? That all depends on what your job is, for anyone who works for a medium, large or multinational company you have to travel to your place of work. Just as you do for any scientific R&amp;D, engineering production, teaching, NHS, transportation, construction, service engineer, infrastructure maintenance job and many other jobs. It would be interesting to know what proportion of Harlow Council employees and HTS employees live in Harlow.</p> <p>In section 3.14.1 Enterprise Outcomes it is stated “Increased number of enterprises utilising high quality, affordable and sustainable commercial spaces” and “Increased number of start-ups and/or scale ups utilising business incubation, acceleration and co-working spaces”. Just how are all these enterprises and start ups going to be created?</p> <p>In section 3.14.1 Town Fund wider project outcomes it is stated among other items “New local space to hire to work in locally” , “New jobs”, “Increasing skills in local people”, “Increase in local businesses”, “More people working locally in their neighbourhoods”, “Increase in business rates”, “Reduce congestion as fewer people travel – supporting the modal shift”and “Improved and increased digital connectivity”. What will all these jobs be? Where are the highly skilled (graduate) scientific and engineering jobs going to come from? It is those jobs that generate the real wealth where all other jobs simply move that wealth around.</p>	<p>4.3.55 the SPD aims to provide safe access for the walking and cycling routes, promoting sustainable transport.</p>



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	<p>In section 4.1.1 it is stated “Staple Tye will continue to provide a healthy, vibrant and active Neighbourhood Centre where residents, visitors and employees will want to work, shop, relax, eat and socialise within a 20-minute walk of homes.” Relax, eat and socialise? Where are the entertainment facilities, restaurants and sports facilities at Staple Tye?</p> <p>In section 4.3.54 it is stated “The bus stop lay by along the eastern side of Parnall Road could be filled in to create a new cycle track, with a cycle crossing tying in to the new link created to the north of Risdens. The Bus stop could then be relocated north, closer to the Zebra Crossing which currently connects into the Staple Tye Shopping Centre (7G on Figure 15)”. The relocated bus stop needs to include a lay by to avoid traffic congestion and needs not to be that close to the Zebra crossing such that pedestrians lose their field of view for safe use of that Zebra crossing.</p> <p>In section 4.3.55 items “Introduce at-grade toucan crossings on Southern Way (301)” and “Install controlled pedestrian/cycle crossings at roundabout (344)” will cause traffic congestion on Southern Way and may cause motorists to use Parringdon Road as a diversionary route.</p>	
<p>Ian Lynch Email 18/09/2022 17:17</p>	<p><b>Insufficient consideration to the impact on the businesses in Staple Tye shopping centre and Staple Tye Mews and those living in Risdens estate during and following any redevelopment</b></p> <p>In section 3.14.1 Opportunities it is stated “Redevelop Risdens into a higher density and quality residential area”. What will happen to those residents of Risdens whose homes are to be demolished as part of the redevelopment? Will there be compensation to those residents who remain but have to live through all</p>	<p>3.14.1 any redevelopment would consider the right mix of housing for Risdens and the viability of relocating existing residents and re-homing them. New development would have to accord with new guidelines created by the Government and Harlow Council on design, space, layout and amenity as well as creating new homes for Harlow residents.</p>

Name	Response	Council Response
	<p>the disruption of the redevelopment? How will a higher density residential area be higher quality?</p> <p>In section 3.14.1 Threats it is stated “ Major re-development of the shopping centre or neighbourhood service area would require the relocation of many well used shops during development” Where would the shops be relocated to? How far would that be from the current location? Would their customers return after any re-development?</p> <p>In section 3.14.1 Threats it is also stated “Ownership issues of the neighbourhood service area and the need to protect them for employment use” How would that protection be put in place? It should of course refer to Staple Tye Mews.</p> <p>Section 4.3.12 refers to the development potential of the Great Parndon Library site. How would the library facility be provided during any redevelopment?</p> <p>In section 4.3.28 it is stated “A long-term redevelopment of the site would require the existing Neighbourhood Service Area uses to be re-sited during construction or permanently relocated where they are considered not appropriate.” Again it should refer to Staple Tye Mews. Where will the existing uses be relocated to during construction and who pays for it? If the relocation is permanent and as a consequence the businesses fail, will there be compensation for the owners of those businesses and if so who pays?</p> <p>In sections 4.3.32 to 4.3.39 concerning the Staple Tye depot. There is no mention of to where its function would be transferred and the transfer of staff</p>	<p>3.14.1 the relocation of shops will form a major part of the development of proposals for this area and whether options for relocation are viable and palatable to existing businesses. This will inform the viability and design considerations of any scheme and will be done in consultation with businesses and landowners at the time of any redevelopment coming forward.</p> <p>3.14.1 Staple Tye Mews would be protected for employment use as per Local Plan policy.</p> <p>4.3.12 the provision of the library during redevelopment would be considered as part of any redevelopment proposal and could include relocation within another Council building or Essex County Council building or relocation within the area if suitable. The Council will work closely with Essex County Council on options.</p> <p><b>4.3.28 update to Staple Tye Mews.</b> The provision of the businesses during redevelopment would be considered at the time of any redevelopment coming forward including the viability of relocation for that business. This will be done in consultation with landowners and businesses and carefully considered in the design and delivery of the site.</p>

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	<p>employed at that depot and the travelling of those staff to their new work location.</p> <p>In section 4.3.65 it is stated “Existing employment areas continue to make a significant contribution towards employment needs in Harlow and will be maintained and enhanced. The Employment Area and Neighbourhood Service Area of Staple Tye are both protected for employment use as set out in the HLDP.” Please see my comments on section 4.3.28 given above.</p>	<p>4.3.32 to 4.3.39 the provision of the depot would be considered at the time of any redevelopment coming forward. This is currently being considered by the Council.</p> <p><b>4.3.65 update to Staple Tye Mews</b></p>
Canal & River Trust	The area covered by the SPD is not within close proximity to our network and therefore the Canal & River Trust have no comments to make.	Noted
Historic England	We welcome the preparation of this Supplementary Planning Document (SPD) and consider that the guidance it contains establishes a clear and consistent approach which will ensure that development comes forward in a manner that retains the ethos and responds positively to the key principles of Sir Frederick Gibberd’s Masterplan. While we do not have any specific comments to make at this stage, we will be interested in receiving subsequent consultation on this and related documents.	Noted
<p>Essex County Fire and Rescue Service</p> <p>Email – 07/10/2022 15:05</p>	<p>Having reviewed the consultation document, at this time Essex County Fire and Rescue Service would ask that the following are considered during the continued development of the Staple Tye Development:</p> <ul style="list-style-type: none"> <li>• Use of community spaces as a hub for our Prevention teams to deliver Fire Safety and Education visits, with the shared use of an electric charging point.</li> <li>• Adherence to the requirements of the Fire Safety Order and relevant building regulations, especially approved document B.</li> <li>• Installation of smoke alarms and/or sprinkler systems at suitably spaced locations throughout each building.</li> <li>• Implementation of vision zero principles where there are introductions of or changes to the road network.</li> </ul>	The principles set out in the SPD aim to inform the future development of Staple Tye to improve the environment, safety and housing provision across the area. Any development in the Staple Tye area will need to consider how to reduce risk and improve access for emergency services.

Name	Response	Council Response
	<ul style="list-style-type: none"> <li>• Appropriate planning and mitigations to reduce risks around outdoor water sources.</li> <li>• Suitable principles in design to avoid deliberate fire setting.</li> <li>• Consideration for road widths to be accessible whilst not impeding emergency service vehicle response through safe access routes for fire appliances including room to manoeuvre (such as turning circles).</li> <li>• Implementation of a transport strategy to minimise the impact of construction and prevent an increase in the number of road traffic collisions. Any development should not negatively impact on the Service's ability to respond to an incident in the local area.</li> <li>• A risk reduction strategy to cover the construction and completion phases of the project.</li> <li>• Implementation of a land management strategy to minimise the potential spread of fire either from or towards the development site.</li> </ul>	