

Summary of key points in the Secretary of State's Proposed Changes to the Draft East of England Plan

1) Harlow as a major regional housing growth point with urban extensions

- Harlow is to be a Key Centre for Development and Change
- A stronger emphasis will be made on Harlow as a major growth location with a Green Belt review to its North
- Harlow's housing target is increased by 2,500 to 16,000 from the EiP Panel's figure
- Urban extensions are proposed to North and East, and on a smaller scale to the South and West
- Local Development Documents are to provide a total of 16,000 rather than 13,500 additional dwellings in 2001-2021, including urban extensions in Epping Forest District and East Hertfordshire. 16,000 is seen as an appropriately stretching figure, but an achievable scale of development given the Secretary of State's stronger emphasis on Harlow as a major regional growth point within the RSS
- There is potential to the North of Harlow for major development – this is seen as a rare opportunity so close to London – providing for the “eventual development of at least 10,000 dwellings and possibly significantly more”
- The growth of Harlow is to meet development needs of the London-Stansted-Cambridge-Peterborough growth area to 2021 and beyond, including employment activities relating to Stansted Airport
- The town centre, and employment land, is to be developed, helping to attract employment related to Stansted Airport growth
- Renewal and redevelopment of the existing town is proposed, including mixed use in the town centre
- Harlow's retail offer should be enhanced and its position within the hierarchy of town centres strengthened

2) Green Belt Review

- The Green Belt is to be reviewed to accommodate the proposed urban extensions
- New Green Belt boundaries should be drawn to maintain the integrity of the Gibberd Plan and the landscape setting of Harlow, and also the separation from smaller settlements to the West and North
- The review of land to the North of Harlow should provide for an eventual development of at least 10,000 dwellings, possibly significantly more. It should test the most sustainable scale of urban extension to 2031 and beyond, i.e. the scale of Green Belt releases should look to 2031, and to a continuing steady growth rate, without the need for a further review by 2031

- Local Development Documents are to provide for the creation of a network of multi-function greenspaces within and around Harlow
- Opportunities should be taken to maintain and use attractive environmental features within the green infrastructure provided in the urban extensions e.g. the Stort Valley
- The review should include a compensating strategic extension of the Green Belt to the North of Harlow, several miles wide

3) Deletion of the proposals for development at North Weald

- Compared with Harlow North, North Weald is seen as more distant, and thus less easily integrated with, the existing town, and would likely be dependent on an expensive public transport link to Harlow. It would also encourage more traffic onto the M25

4) Employment numbers proposed

- London Arc - Essex [Epping Forest / Brentwood] – 14,000 (an increase on the EiP Panel Report of 2,000)
- Central and North Essex [Harlow / Uttlesford / Chelmsford / Braintree / Maldon] – 42,000 (a substantial increase of 17,000 on the EiP Panel Report, for fewer districts)

5) Transport

- Access is to be enhanced between Harlow and London, Stansted and Cambridge
- Traffic congestion should be addressed without encouraging an increase in car use
- Access from key employment sites to the strategic highway network needs to be improved
- Options appraisal work should scope the transport issues and develop an implementation programme which complements the development strategy

6) A strong partnership approach

- Harlow, East Hertfordshire, EFDC, transport authorities, EERA, GO East and Harlow Renaissance (Local Delivery Vehicle) are to work together to undertake an appraisal of planning/transport options to inform the preparation of joint/co-ordinated Local Development Documents
- This work should establish a planning framework for Harlow and its future extensions
- Joint or co-ordinated Local Development Documents will determine the appropriate distribution between the urban extensions, the objective being to create a development strategy which promotes Harlow's

regeneration, which is as sustainable as possible, and which can be implemented at the required pace

- Key issues in the Local Development Documents should include ensuring that new areas have a strong orientation to Harlow and its town centre, supporting its regeneration, and planning to minimise the impact of noise from aircraft landing at Stansted Airport

Key sections / Policy in text of the Government's Proposed Changes	Part	Section	Page number(s)
R5.10: Stansted M11 Sub-Region – deletion of policies ST1-7 and replacement with a policy for Harlow as a Key Centre for Development and Change	1	--	24-30
Policy HA1: Harlow Key Centre for Development and Change	2	13	223-229
Policy E1: Job Growth 2001-2021 Employment numbers (London Arc and Central)	2	4	103
Meg Munn's letter to Sue Sida-Lockett (Chair of EERA)	--	--	8