

APPENDIX A

STATEMENT OF REASONS

TOWN & COUNTRY PLANNING ACT 1990

ACQUISITION OF LAND ACT 1981

HARLOW DISTRICT COUNCIL

(LONDON ROAD NORTH)

COMPULSORY PURCHASE ORDER 2018

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1 Introduction

- 1.1 This document is the non-statutory Statement of Reasons prepared by Harlow District Council (the **Council**) to set out the background to, and reasons for, the making of the Harlow District Council (London Road North) Compulsory Purchase Order 2018 (the **Order**) which is to be submitted to the Secretary of State for Communities and Local Government for confirmation. The land included within the Order (the **Order Land**) is shown on the Order map (the **Order Map**) which is attached to this document.
- 1.2 The Council is the local planning authority for the Order Land and has made the Order pursuant to Section 226(1)(a) of the Town & Country Planning Act 1990 (the **TCPA 1990**).
- 1.3 If confirmed by the Secretary of State for Communities and Local Government, the Order will enable the Council to acquire the Order Land compulsorily in order to facilitate development on land known as London Road North of which the Order Land forms part.
- 1.4 This Statement of Reasons has been prepared in compliance with "Guidance on Compulsory Purchase and the Crichel Down Rules for the Disposal of Land acquired by, or under the threat of, Compulsion" published in October 2015 by the Department for Communities and Local Government (the **Guidance**).

2 The Order Land

- 2.1 The Order Land is surrounded by London Road to the East, the A414 and a commercial site known as Kao Park to the West, the Church Langley Primary School playing field to the South and further open land leading to Mark Hall Sports Centre to the North. There is a strip of land between the Order land and the London Road to the East and the Order Land directly abuts land already in the Ownership of the Council to the North. The Order Land is shown shaded red on the Order Map.
- 2.2 In March 1995 the Order Land formed part of a larger site that was sold to BNR Europe Limited by the Commission for the New Towns. The transaction was effected by means of a transfer and deed of covenant both dated 25 March 1995 (the **Transfer** and the **Deed of Covenant**).
- 2.3 Nortel Networks Corporation (**Nortel**) acquired a lease of the wider land which included the Order Land in around 2002 and continued to use the site for research and development in wireless telecommunications. The site was Nortel's main site in Europe and comprised state-of-the-art buildings and laboratories.
- 2.4 On 14 January 2009, Nortel filed for protection from creditors in the United States, Canada and the United Kingdom. In June 2009, the company announced it would cease operations and sell off all its business units.
- 2.5 The majority of the site was then sold by BNR Europe to Goldacre Ventures (and this now forms the area known as London Road South). In 2010, BNR Europe transferred the Order Land to Powerrapid Ltd. The Order Land only comprises the former social club and gym (now demolished) and the sports facilities previously used by Nortel staff.
- 2.6 Before Nortel filed for protection, the sports and social facilities had already ceased being used by their staff and were falling into disrepair. The Order Land has not been in use since the Nortel staff use ceased. A tennis court remains on the Order Land but this has

never been used by the general public and is in disrepair. The Order Land has never been accessible or used by the general public for recreational facilities or any other purposes. The Order Land remains vacant and unused.

- 2.7 The Order Land is registered under Land Registry title number EX532570. When Powerrapid acquired the Order Land, it entered into a Deed of Covenant with the Commission for New Towns (the **CNT**) the relevance of which is explained below.

3 **Background**

- 3.1 London Road North is one of three sites (London Road North, London Road South and Templefields North East), that together comprise the Harlow Enterprise Zone (**HEZ**).

- 3.2 The HEZ is one of a number of locations across the country which has been designated by the Government where incentives for investment are provided in order to encourage the establishment of new businesses and employment.

- 3.3 The Harlow enterprise zone is split across two separate locations, comprising a total of approximately 50 hectares of land on the eastern side of town. Twenty four hectares of enterprise zone land is located between the A414 and London Road. Two separate Local Development Orders operate at this location and comprise London Road North and London Road South.

- 3.4 The HEZ provides three specific opportunities those being:

3.4.1 London Road South (Kao Park) - 20,000 square metres of Grade A office space as well as a large data centre development;

3.4.2 London Road North (Harlow Science Park) - 14 hectares for design and build opportunities with a focus on medical technologies, life science and ICT sectors; and

3.4.3 Templefields - existing industrial estate offering SME manufacturing space and longer term re-development opportunities.

- 3.5 The HEZ has four key objectives:

3.5.1 the development of two sites to provide high quality, modern business space meeting the needs of business specifically in ICT, advanced manufacturing and life sciences;

3.5.2 the location for 100 businesses and the creation of a minimum of 2,500 jobs with the potential to create more than 5,000 jobs over a 25 year period;

3.5.3 the increase of the gross value added of the West Essex sub-region through inward investment and enabling the growth of existing companies through re-location, expansion and supply chain opportunities; and

3.5.4 the creation of employment opportunities for local residents of the Harlow District.

- 3.6 The former Nortel site, other than the Order Land, is now owned by Harlow Properties Ltd and Harlow Investments Ltd. It comprises London Road South and has now been named

“Kao Park” in honour of Sir Charles Kao, an electrical engineer and physicist who pioneered the development and use of fibre optics in telecommunications. The development on the Kao Park will comprise a 32,000 square metre data-centre complex and a 20,000 square metre business park. The development includes the refurbishment of two of the larger existing buildings on Kao Park and demolition of redundant laboratory space. Work commenced on Kao Park in December 2014. The business park completed in July 2017 and the first of four data centre buildings is planned to complete in January 2018.

- 3.7 The Local Development Order relating to London Road North (the **London Road North LDO**) was adopted by the Council in July 2013 pursuant to section 61A of the TCPA 1990. Amendments to the London Road North LDO were incorporated into a revised document which enabled a phased implementation and combined conditions relating to the relocation of sports provision. These were consulted on in June 2014 and adopted in July 2014. The London Road North LDO grants planning permission for specific categories of development subject to conditions.
- 3.8 The Council, for the reasons set out in this Statement of Reasons, needs to acquire the Order Land as soon as possible but is unlikely to be able to do so by private treaty.
- 3.9 On 22 June 2017, the Council resolved that it is willing to use its compulsory purchase powers if necessary to acquire the Order Land.

4 **Proposed development on London Road North**

- 4.1 London Road North comprises about 14 hectares of undeveloped land. It lies within the London-Stansted-Cambridge corridor and has been identified as employment land in Harlow’s Adopted Replacement Local Plan since 2006.
- 4.2 A master plan (the **Master Plan**) has been prepared to visualise the optimum development potential of London Road North and to demonstrate how development parcels could be developed through the LDO design codes.
- 4.3 The Master Plan is not a rigid blue print for development within London Road North. It simply fixes certain key, fundamental elements which are required of the redevelopment of London Road North but it does not dictate a particular development outcome.
- 4.4 The overriding aim of the Master Plan is to create a well-integrated and sustainable Science Park. The Science Park will have a focus on Life Sciences, Advanced Engineering and Information & Communications Technology. The London Road North LDO provides for a limited range of mixed (A-D class) uses, predominantly B1 and B2 with some ancillary uses. The design intention is to create a high quality environment that would suit science parks in established locations such as Cambridge or Oxford. The objective is to make the HEZ an attractive place to work and do business.
- 4.5 Three character areas are created in the Master Plan and these play a key role in shaping the urban form and the use of buildings within different locations in London Road North. This, together with the design code, creates a framework to enable and coordinate the Master Plan visions and ensure that development achieves high quality design.
- 4.6 It is proposed that a campus style of development will be provided in an attractive setting providing spaces for large, medium and small businesses. There will also be a necessity

for some secondary retail and restaurant/café provision, all to ensure the provision of a high quality science park which capitalises on a region which is rich in its heritage for the provision of life science and medical technology.

5 **Implementation of the Scheme**

- 5.1 The Council, through an OJEU process, has selected Vinci UK Developments Ltd (**Vinci**), in conjunction with Palmer Capital, as its preferred development partner for the development of London Road North. Palmer Capital successfully delivered the regeneration of Discovery Park Kent, with over 150 tenants and more than 2,500 people employed on site which is regarded as one of the UK's most successful science parks and also has Government Enterprise Zone status.
- 5.2 It is proposed that Vinci will oversee the redevelopment of London Road North and of the Order Land and they are working closely with the Council to create the new science park. The intention is that the science park will unite research, innovation and manufacturing. To this end the first building proposed to be constructed is a 30,000 square foot office building designed to provide 'move on' space for small and medium sized businesses. It will offer ancillary services to include a café and meeting spaces. This will be known as the Nexus building and will also accommodate 79 car parking spaces and 44 on-site cycle storage. It is aiming for a BREEAM (Building Research Establishment Environmental Assessment Method) Excellent rating.
- 5.3 It is also proposed that the Anglia Ruskin University will develop a 15,000 square foot Medical Technology Innovation Centre. The goal here is enable the potential for the ability to commercialise spin off projects from research programmes into medical technology. Construction of these first two buildings is scheduled to commence in March 2018 with completion planned for January 2019.
- 5.4 A further development is scheduled to commence in 2018, comprising approximately 50,000 square feet of 'mid-tech' space. This will see the development of five units each of around 10,000 square feet combining office, research and some assembly/manufacturing capability.
- 5.5 Public funding has been secured to enable the development of the necessary infrastructure as soon as possible, including new roads, power and water supplies and communications technology. A new road is being constructed by Jackson Civil Engineering Ltd which will run north-south through the site providing access. These works are due to be completed in early 2018. UK Power Solutions has been appointed to bring in power supplies and this work will be completed by spring 2018.
- 5.6 The purchase of the Order Land would be funded by the Council through borrowing which is to be repaid entirely from the business rates generated from the HEZ.
- 5.7 The Council, having taken professional advice, is satisfied that the development of the Order Land is viable and that Vinci has the financial resources to carry it out.

6 Planning Permission for the Proposed Development

6.1 Local Development Order

6.2 Local Development Orders grant planning permission for specific classes of development within a defined area subject to conditions. They simplify the planning process in order to provide more certainty for businesses, developers and investors. As set out above, there are three Local Development Orders in place for the HEZ: London Road North, London Road South and Templefields North East.

6.3 The London Road North LDO grants planning permission (subject to conditions) for specific classes of development and is valid for a period of 10 years from the date of adoption. The London Road North LDO and design code are supported by the Master Plan which sets out the Council's aspirations and vision for the physical development of the site. The master planning and site appraisal process fed into the preparation of the London Road North LDO and the design code.

6.4 The masterplan documents do not comprise part of the London Road North LDO and the development being permitted. However, they should be read in conjunction with the London Road North LDO as they provide background on the HEZ and highlight the development opportunity at the Order Land.

6.5 The specific classes of development for which the London Road North LDO grants planning permission include:

6.5.1 building development within the following three classes:

- i Class 1 – Office, research and development, light industrial and industrial development;
- ii Class 2 - Mixed use office and research and development within the Newhall Approach Character Area; and
- iii Class 3 - Primary Substation;

6.5.2 extensions and alterations of office, research and development and industrial buildings;

6.5.3 road infrastructure comprising eleven different classes ranging from a new junction and associated highways improvements on the A414 to a shared pedestrian and cycle link connecting the main employment avenue (Feeder Road) to London Road South LDO area;

6.5.4 changes of use; and

6.5.5 minor operations.

6.6 Section 4 of the Council's statement of reasons for making the London Road North LDO outlines the Council's reasons for it which include (amongst others):

6.6.1 providing a simplified approach to planning;

- 6.6.2 stimulating economic growth within the target sectors – health and allied industries, advanced manufacturing;
 - 6.6.3 increasing the provision of high skilled jobs in Harlow;
 - 6.6.4 stimulating investment development and regeneration; and
 - 6.6.5 providing critical infrastructure.
- 6.7 The London Road North LDO authorises the development proposed for the whole of London Road North which includes the Order Land.
- 6.8 Implementation of the proposed development will require compliance with the conditions attached to the London Road North LDO. It is not considered that compliance with these conditions will amount to an obstacle to the proposed development.
- 7 Planning Policy**
- 7.1 National Planning Policy**
- 7.2 In making the Order the Council has had regard to national policy, the development plan and other relevant local policy and guidance, together with any other material considerations as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the TCPA 1990. Other planning policy documents include:
- 7.2.1 The Adopted Replacement Harlow Local Development Plan (July 2006); and
 - 7.2.2 The emerging Harlow Local Development Plan that will be shortly published for public consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).
- 7.3 The National Planning Policy Framework (**NPPF**) was published and came into immediate effect on 27 March 2012. As national policy, the document aims for sustainable and accessible economic and retail development to meet the needs of local communities and that planning should proactively support and drive economic growth to meet objectively assessed development needs, to deliver thriving local places that the country needs (paragraph 17). Developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- 7.4 Paragraph 7 of the NPPF makes it clear that the purpose of the planning system is to contribute to the achievement of sustainable development and that there are three dimensions to sustainable development: economic, social and environmental and that planning authorities should seek opportunities to achieve the promotion of these dimensions.
- 7.5 Paragraph 9 of the NPPF defines the over-arching objectives of the planning system to deliver sustainable development. This involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):
- 7.5.1 making it easier for jobs to be created in cities, towns and villages;

- 7.5.2 replacing poor design with better design;
- 7.5.3 improving the conditions in which people live, work, travel and take leisure.
- 7.6 Paragraph 18 sets out that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth.
- 7.7 Paragraph 34 emphasises the need to locate developments where the need to travel can be minimised and where the use of sustainable modes of transport can be maximised.
- 7.8 The Council's proposals for London Road North are in accordance with the objectives of the NPPF:
 - 7.8.1 in terms of the emphasis on building a strong and competitive economy and in particular in terms of not over-burdening investment in business by the combined requirements of planning policy expectations. The purpose of the proposed development is to encourage new business in the fields of Life Sciences, Advanced Manufacturing and ICT to establish itself. This accords with the NPPF's aim (para 21) to ensure that "local planning authorities plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries";
 - 7.8.2 the proposed development is consistent with one of the NPPF's core planning principles, "to proactively drive and support sustainable economic development to deliver businesses...that the country needs"; and
 - 7.8.3 the proposed development is also consistent with the NPPF's focus on supporting advanced, high quality communications infrastructure which it says is crucial for sustainable economic growth. The proposed development is also consistent with one of the UK Sustainable Development Strategy's *Securing the Future* five 'guiding principles' of sustainable development: using sound science responsibly (as referred to in the NPPF).

8 **Development Plan**

- 8.1 The statutory development plan is the Adopted Replacement Harlow Local Plan (July 2006) (the **Local Plan**).
- 8.2 The Council has prepared and published for consultation a new Harlow Local development plan to replace the Adopted Replacement Harlow Local Plan. The emerging Harlow Local Development Plan will be shortly published for public consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The emerging Harlow Local Development Plan provides the overall spatial planning vision for the district and a framework to guide future development in the area for the period up to 2033.
- 8.3 Within the aforementioned development plans, the Order Land is located within land allocated for employment purposes that contributes to the promotion of economic development and regeneration in Harlow.
- 8.4 Economic Regeneration is one of the key aims of the Local Plan which seeks to facilitate sustainable economic growth and regeneration, broaden the base of employment

opportunities and mixed land uses, meet the needs of those who depend on the town for jobs and maintain a vibrant and dynamic local economy.

8.5 In addition, the Local Plan seeks to improve job opportunities for residents, especially for those who are disadvantaged in the labour market, so as to create a socially inclusive society which has access to good quality jobs and the opportunity to gain related skills and training.

8.6 The Local Plan further seeks to provide a range of sites and premises that are available for a diverse mix and balance of uses, with sites for large, medium and small businesses, both for growing local companies and inward investors and gives precedence to the re-use of previously developed land and the intensification of use on existing sites, over the release of new land for employment purposes.

8.7 Policy ER13 as supported by paragraph 7.13.3 of the Local Plan states that "*increased education, training...will all increase local access to employment. This will have positive implication for the quality of life for all Harlow residents.*" The development of the Order Land can have a direct influence on these objectives by assisting the Council in meeting its need for increased employment and education opportunities.

8.8 The redevelopment of the Order Land, as part of the HEZ seeks to capitalise on its strategic location, given that it is located close to significant road networks (including the M25 and the M11), in addition to having easy access to the WAGN rail line which provides fast access to both London and Cambridge and also Stansted Airport. With Harlow District having been made a Priority Area for Economic Regeneration, the Order Land is well placed to assist the Council in meeting its targets to improve the economic and social climate in the Harlow District in a manner consistent with Harlow District's strengths and history.

8.9 The development proposals benefit from strong policy support at national and local level. The development of the Order Land will ensure future employment provision can be achieved to meet the needs of residents and businesses, reflecting the key strategic location within the London Stansted Cambridge Corridor. The development proposals will help fulfil, and are in accordance with, the priorities, objectives and policies set out in the Local Plan and in the emerging Harlow Local Development Plan.

9 **Power to Acquire Land Compulsorily**

9.1 Section 226(1)(a) of the TCPA 1990 enables the Council to acquire land compulsorily in order to facilitate the carrying out of development, redevelopment or improvement on or in relation to land in its area.

9.2 Section 226(1)(a) is subject to sub-section (1A) which provides that the Council must not exercise the power unless it thinks that the proposed development, redevelopment or improvement is likely to contribute to the achievement of the promotion or improvement of the economic and/or social and/or environmental wellbeing of its area.

10 **Justification for the use of Compulsory Purchase Powers**

10.1 The Council is satisfied that the development which will be facilitated by the Order will contribute to the achievement of the objects specified in s226(1A) of the TCPA 1990.

- 10.2 The development of the London Road North provides the opportunity to create between 2,500 - 3,000 jobs of which approximately 1,000 or 30% would be attributable to development on the Order Land itself which highlights the significance of the Order Land to the development of the London Road North as a whole. These jobs will span many sectors, from research and development roles directly related to HEZ's core scientific purpose, through to ancillary retail and catering.
- 10.3 The London Road North LDO will expire 10 years from the date of adoption, on 31 July 2014, and so it is important to make the land available for development as soon as possible.
- 10.4 Acquisition of the Order Land will provide certainty for development of the whole of London Road North and will enable Vinci to market the site with confidence that the whole development can be delivered.
- 10.5 Acquisition of the Order Land is likely to result in cost savings on the construction of the site infrastructure because works can be commissioned across the whole area as part of the same contract.
- 10.6 The Council has endeavoured to purchase the Order Land by private treaty but, for the reasons explained in the next section, it has not been able to do so and is unlikely to be able to do so in the foreseeable future. In the circumstances, the Council considers that there is a compelling case in the public interest to make and confirm the Order.

11 **Negotiations to Acquire by Agreement**

- 11.1 The Council and Powerrapid have been in discussions in respect of the Order Land since at least 2014. Initially, discussions were concerned with proposals advanced by Powerrapid to bring forward development itself in line with the LDO. Powerrapid submitted a bid under the Council's OJEU procurement process in July 2015 although this did not progress as it was not compliant. Discussions also took place between the Council and Powerrapid as to whether Powerrapid would work alongside Vinci to deliver the Master Plan. However, Powerrapid subsequently decided not to pursue this possibility and in 2017 discussions have been concerned with the sale of the Order Land to the Council. Discussions concerning the sale price have been complicated by the covenants which bind Powerrapid's interest in the land as explained in the following paragraphs.
- 11.2 When the CNT sold an area of land which included the Order Land to BNR Europe Ltd, the transaction was carried out by means of two legal documents both dated 25 March 1995: (i) a Transfer document and (ii) a Deed of Covenant.
- 11.3 By clause 7 of the Transfer, BNR Europe Ltd covenanted not to use the land except as playing fields. Clause 8 entitled the CNT to re-enter the land in the event of the land being used for any purpose other than playing fields. By the Deed of Covenant, BNR Europe Ltd undertook to pay an "Additional Sum" in the event of a change of use or development. The "Additional Sum" was until 25 March 2015 100% of the difference between the open market value of the land with the benefit of planning permission and its value for its permitted use limited to sports fields. After 25 March 2015, the percentage decreases by 5% per year. The Transfer and the Deed of Covenant required BNR Europe Ltd to ensure that any subsequent purchaser from BNR Europe Ltd executed a Deed of Covenant directly with the CNT in the same terms.

- 11.4 The CNT was dissolved pursuant to section 50(1) of the Housing and Regeneration Act 2008. It is understood that the benefit of the covenants contained in the 1995 Transfer and the Deed of Covenant passed to the Homes and Communities Agency (the **HCA**).
- 11.5 Powerrapid acquired the Order Land on 3 February 2010 and executed a Deed of Covenant with the HCA by which it covenanted to abide by the terms of the 1995 Transfer and Deed. Consequently, Powerrapid is bound by the 1995 covenants. It is understood that negotiations have taken place between Powerrapid and the HCA with a view to releasing or modifying the covenants, but that these have been unsuccessful. It therefore has limited financial incentive to carry out or facilitate development of the Order Land.
- 11.6 If the Council acquires the Order Land compulsorily, sections 203 and 204 of the Housing and Planning Act 2016 authorise the Council to develop the Order Land notwithstanding the covenants (in so far as they would otherwise be enforceable). Powerrapid would then be entitled to compensation for the value of its freehold interest, and, if the HCA can establish that it holds an interest in land, it would be entitled to compensation for the acquisition of that interest. The covenants complicate the assessment of compensation and it is unlikely that Council will be able to reach agreement within a reasonable period for the voluntary purchase of Powerrapid's interest.
- 11.7 In these circumstances, the Council contends that it should be authorised to acquire the Order Land compulsorily so as to be able to proceed with the proposed development. The assessment of compensation, if not agreed, can be referred to the Upper Tribunal (Lands Chamber).

12 **Human Rights Considerations**

- 12.1 Section 6 of the Human Rights Act 1998 prohibits public authorities from acting in a way which is incompatible with the European Convention on Human Rights (the **ECHR**).
- 12.2 Article 1 of the First Protocol provides for the peaceful enjoyment of possessions and that no one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law.
- 12.3 Article 6 provides that everyone is entitled to a fair and public hearing in the determination of his civil rights and obligations. The statutory procedures applicable to compulsory purchase, which include the right to object and provide for judicial review, satisfy the requirements of this Article.
- 12.4 The reference in Article 1 of the First Protocol to "the public interest" means that, in deciding whether to make and confirm a compulsory purchase order, a fair balance must be struck between the public benefit sought and the interference with the rights in question.
- 12.5 If the Order is confirmed, any person who held an interest in the Order Land will be entitled to compensation which will be assessed in accordance with the relevant statutory provisions referred to for short as the Compulsory Purchase Compensation Code. Any dispute about compensation may be referred to the Upper Tribunal (Lands Chamber).
- 12.6 In making this Order, the Council considers that there is a compelling case in the public interest that the proposed development of the Order Land should proceed in order to secure the economic regeneration, environmental and public benefits which the

development will bring and that, bearing in mind that financial compensation will be available to those entitled to it, confirmation of the Order will strike a fair balance in the circumstances of this case.

12.7 The Council is of the view, therefore, that the Order is compatible with the ECHR.

13 **Public Sector Equality Duty**

13.1 The Council has had due regard to the considerations listed in section 149 of the Equality Act 2010 and has taken this into account in the assessment of the Order.

13.2 The Order by enabling implementation of the redevelopment of the Order Land will have a positive impact on equalities in general, assisting to regenerate an area which will assist ensuring the wards of Harlow are offered opportunities for employment and education within the technology and sciences sphere.

14 **Conclusion**

For the reasons set out in this statement, the Council considers that there is a compelling case in the public interest for the making and confirmation of the Order.

15 **Details of contacts at the Council**

15.1 All those owners and occupiers affected by the Order, who wish to speak to the Council's agents regarding the purchase of their interests are requested to contact:

Trowers and Hamblins LLP
3 Bunhill Row
London
EC1Y 8YZ
Tel: 020 7423 8206
Email: jratta@trowers.com
Reference: JKB.48574.16.JBR

15.2 If any person affected by the Order wish to discuss it with an officer of the Council, he/she is requested to contact:

Enterprise Zone Project Director
Harlow Council
Civic Centre
The Water Gardens
College Square
Harlow
CM20 1WG
Email: andrew.bramidge@harlow.gov.uk

16 **List of documents**

16.1 In the event that it becomes necessary to hold a public inquiry into the order, the Council may refer to the documents listed below. The list is not exhaustive and the Council may also refer to additional documents in order to address any objections made to the Order:

- The Order, Order Schedule and Order Map;
- Cabinet report and minutes authorising the making of the Order;
- National Planning Policy Framework 2012;
- The Local Development Order relating to London Road North July 2014;
- London Road North Master Plan, July 2013
- The Adopted Harlow Replacement Local Plan 2006.
- The emerging Harlow Local Development Plan
- Transfer dated 24 March 1995 CNT to BNR Europe
- Deed of Covenant 24 March 1995 CNT and BNR Europe Ltd
- Deed 23 February 2010 CNT and Powerrapid Ltd

16.2 Copies of the Order, Order Schedule, Order Map and this Statement can be inspected at the following locations:

Civic Centre
The Water Gardens
College Square
Harlow
CM20 1WG

16.3 Documents relating to the Order can also be downloaded from the Council's website at <http://www.harlow.gov.uk/>.

Abbreviations used in this Statement of Reasons

Council: Harlow District Council

CNT: Commission for New Towns

Deed of Covenant: The Deed of Covenant dated 25 March 1995

ECHR: The European Convention on Human Rights

Guidance: Guidance on Compulsory Purchase and the Crichel Down Rules for the Disposal of Land acquired by, or under the threat of, Compulsion published in October 2015 by the Department for Communities and Local Government

HCA: Homes and Communities Agency

HEZ: Harlow Enterprise Zone

Local Plan: The Adopted Replacement Harlow Local Plan (July 2006)

London Road North: The area outlined in red at Appendix A of the London Road North LDO

London Road North LDO: The London Road North Local Development Order adopted by the Council in July 2014

London Road South: The area outlined in red at Appendix A of the London Road South LDO

London Road South LDO: The London Road South Local Development Order adopted by the Council in July 2014

Master Plan: The Harlow Service Park Master Plan produced by Vinci Developments UK Ltd in 2017

NPPF: The National Planning Policy Framework

Nortel: Nortel Networks Corporation

Order: The Harlow District Council (London Road North) Compulsory Purchase Order 2018

Order Land: The land included within the Order which comprises part of the Application Site which is required to implement the Scheme and is shown on the Order Map appended to this Statement

Order Map: The map showing the Order Land edged red

Powerrapid: Powerrapid Limited

TCPA 1990: The Town and Country Planning Act 1990 (as amended)

Templefields North East: The area outlined in red at Appendix A of the Templefields North East LDO

Templefields LDO: The Templefields North East local development order adopted by the Council in July 2014

Transfer: The Transfer dated 25 March 1995

Vinci: Vinci UK Developments Limited