

REPORT TO DEVELOPMENT MANAGEMENT COMMITTEE
11th January 2022

REFERENCE: HW/OUT/22/00286

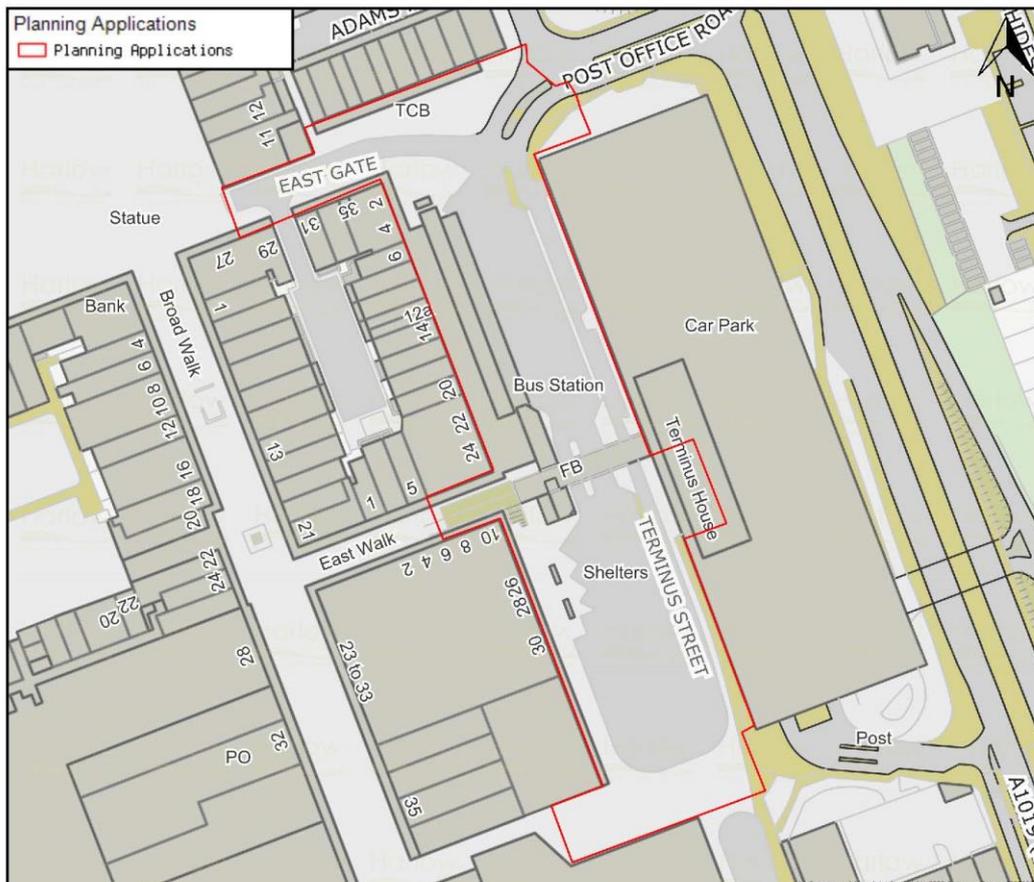
OFFICER: Gavin Cooper

APPLICANT: Harlow District Council

LOCATION: Redevelopment Of Harlow Bus Station And Adjacent Land
Terminus Street
Harlow
Essex
CM20 1XA

PROPOSAL: Outline planning permission with all matters reserved other than access for the redevelopment of Harlow Bus Station, including a Transport Hub and Interchange which will consist of a transport hub building incorporating flexible spaces and amenities for passengers and staff, a cycle hub, 16 bus stands (incl. 1 Community Transport Bay and 1 Coach Bay) along with public realm improvements and landscaping

LOCATION PLAN



This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Harlow District Council Licence No.100019627 (2015)

Reasons Brought to Committee

The application raises strategic issues for the future of the Town Centre.

Application Site and Surroundings

The site is located within the Town Centre of Harlow and comprises the existing bus station. The existing bus station comprises of 14 bus stands, a drop off area and a central block of toilets and the visitor information office. The bus station is bounded by Terminus House to the east and retail and commercial buildings to the west. To the north lies mixed-use units with commercial at ground floor level and residential above, while to the south lies a Holiday Inn hotel and commercial units.

The Site is within a highly accessible area with the A1019 running parallel adjacent to the site. Harlow Town Railway Station is located 1km to the north, with regular services running to London Liverpool Street, Stratford, Stanstead Airport and Bishops Stortford.

Vehicle access to the Bus Station is via Post Office Road from Velizy Avenue from the northern end of the site. The site provides 14 bus stands, layover areas, drop off area, bus waiting stands and an area to allow buses to turn around within the site.

There are currently 18 services accessing the bus station, providing a wide range of frequencies, serving destinations across the wider Harlow, Gilston and Essex area. Ten bus routes serve the urban area of Harlow with a frequency of 30 minutes or less throughout the day with an additional route in peak hours. Three routes serve Stansted Airport with buses every 30 minutes and one route serves Heathrow Airport with buses every 2 hours. There are also one bus an hour to Ongar, Chelmsford, Cheshunt and Hoddesdon.

The services are provided by a number of different providers including Arriva (the largest operators), UgoBus, TrustyBus, Go Ahead London and Epping Forest Community Transport.

Harlow Bus Station is configured of 10 stands to the north of the Terminus House footbridge with another 4 to the south. The bays to the north are serviced via a single storey passenger waiting area with gull wing shaped canopy, bays to the south have standard bus shelters.

All bays operate as DIRO (Drive In Reverse out) operating in a one way system.

In the central part of the site there is a bridge that is orientated east-west and links East Walk with Terminus House. Underneath the Terminus House footbridge is a central block of toilets and visitor information office.

The bus station is identified within the Town Centre Masterplan Framework SPD and the draft Town Centre Area Action Plan as an Opportunity Area 4 (Terminus Street), while the land to the north is included under Opportunity Area 3 (Town Centre North). The site also includes a Sustainable Transport Corridor route that runs east to west through the bus station which seeks to improve sustainable routes into the Town Centre.

According to the Environment Agency's Flood Map for Planning, the Site falls within Flood Zone 1, denoting the lowest risk of river flooding.

There are no locally or statutorily listed buildings within the Site or immediately adjacent to the Site and it is not within a Conservation Area. There is a Grade II sculpture 100m to the west, however this is not considered to impact on the consideration of the planning application.

Details of the Proposal

Outline planning permission with all matters reserved other than access for the redevelopment of Harlow Bus Station, including a Transport Hub and Interchange which will consist of a transport hub building incorporating flexible spaces and amenities for passengers and staff, a cycle hub, 16 bus stands (incl. 1 Community Transport Bay and 1 Coach Bay) along with public realm improvements and landscaping.

The works include but are not limited to:

1. New exit for buses via Terminus Street onto Crown Gate;
2. Removal of ramp access to Terminus House;
3. New entry area for Terminus House including a new lift to serve first and second floors; and
4. Works to the existing bin store at Terminus House.

The objective of the scheme is to create a new Sustainable Transport Hub and Interchange to support the Sustainable Transport Corridor and Harlow Town Centre regeneration.

The development would support public transport services including the proposed Sustainable Transport Corridor routes, walking and cycling routes and public highway infrastructure in the Town Centre.

The redevelopment of the Bus Station includes a new transport hub which would be located to the north of the interchange with green space and a canopy covering the waiting area. This would provide a safe and attractive space for passengers using the interchange when waiting for buses. A flexible event space and associated landscaping would provide both public and shared space to help forge a new character for the area.

The transport hub would comprise of a single storey (or equivalent height) transport hub with a canopy covering the interchange approximately two storey equivalent height. The canopy would cover the length of the interchange with the detailed design of this would be provided at the Reserved Matters stage. The canopy would be 170 metres by 13 metres and have a maximum height of 9.6 metres.

At the southern edge of the canopy a cycle hub is proposed. This will consist of cycle storage for up to 80 bicycles. No details have been provided of the design of this structure.

Access is the only detailed matter that is being sought here with access to the bus station being amended so that buses would leave via Terminus Street and Crown Gate.

The works to the access to Terminus House include the removal of the bridge that connect East Walk with the second floor of Terminus House and improvement of the current ground floor entrance that is next to the existing bin store. These works include amendment to the existing bin store as well as a new lift to the 2nd floor of Terminus House. The detail of these works will be subject to a further application.

Amendments

The original application submitted in June 2022 has been amended to remove the residential element of the scheme on Post Office road. The amendments also have addressed comments from feedback from Essex Place (the Council's specialist urban design advisor) and complemented by direct advice to the applicant from the Harlow and Gilston Garden Town Quality Review Panel (HGGT QRP).

The amendments to the original application were:

- a. Site Boundary to remove Block A and include refuse and entry/lift area for Terminus House
- b. Planning for access/egress for the Terminus Bin Store
- c. Minor modifications to the landscaping
- d. Addition of the East Gate area to connect the public realm
- e. Slight adjustment to pedestrian/cyclist crossing points to the north and south
- f. Additional terminus house cycle route information and boundary treatment information
- g. Additional information relating to servicing and access to Terminus House.

The Assessment section of this report refers only to the application as amended in October 2022.

RELEVANT PLANNING HISTORY:

HW/ST/99/00328	Redevelopment and construction of a new Bus Station at this location	Permitted	27/01/2000
<u>Land At Terminus House Car Park</u>			
HW/FUL/19/00290	Partial demolition of the existing car park and redevelopment of the site for a mixed-use development comprising a part 9, part 10 and part 11 storey building, providing 150 residential dwellings, 1,808.7 sqm of commercial floorspace in flexible A1/A3/A4/B1/D1 use, a re-configured car parking layout, cycle parking and storage and refuse stores. Plus public realm improvements and the creation of a new landscaped pedestrian and cyclist entrance to the Town Centre (Amended Description)	Permitted	27/08/2021

CONSULTATIONS

Internal and external Consultees

All the responses below are in verbatim with minor changes to improve readability.

Place Services

Current Scheme

The outline application is considered acceptable from an urban design perspective, and the proposed improvements are welcomed as a key part of Harlow Town Centre.

In terms of the detailed design aspects of the proposal, Place Services are pleased to see that justification has been provided for the inclusion of flexible space. Justification has also been provided for the reason that pedestrian connectivity has been designed out of the eastern side of the cycle hub and that movement studies are being undertaken to influence the detail design of the scheme. Thank you for referring to the boundary treatment detailing, the approach is considered positive, however, there is some concern about longevity and maintenance requirements for a timber material on the edge of a high movement area. It is welcomed that there will be further consideration of this at the detailed design stage. The increase in space between shops should be explored as part of the movement study. The opportunity for new public realm is positive and it is welcomed that materiality and design adjustments will be refined through the reserved matters stage.

Comments on Original Scheme

Background

The National Planning Policy Framework Section 12 requires that developments:

- Function well
- Are visually attractive as a result of good architecture, layout and appropriate landscaping.
- Are sympathetic to local character, including the historic built character, while not preventing increased densities.
- Create a strong sense of place through definition of streets and distinctive forms.
- Optimise the potential of the site to create an appropriate amount and mix of development.
- Create places that are safe, inclusive and accessible.
- Are consistent with the principles set out in the National Design Guide (NDG).

It is noted that the proposal has considered the local context in detail and a number of areas for improvement have been highlighted. These include embedding urban design and landscape principles to increase connectivity, accessible design, bus access and opportunities for development to contribute to the town centre improvements in Harlow.

Outline Application

The outline application is considered positive on urban design grounds. The proposal will create a new sustainable travel hub and interchange that creates a better use of space by removing the need for a large bus turning head (which increases the amount of bus movements and potential pedestrian conflict while also creating a barrier feature for access to the town centre). The removal of the access ramp and Terminus House bridge is considered to be a significant improvement and will increase the connectivity between the travel hub and town centre. This improves views through, reduces congestion, and creates a better environment for the businesses operating in this space. It is positive that there will

more space for public realm uses to reduce congestion and create a high-quality environment.

A significant aspect of the scheme is the replacement of the Hides underpass with an at-grade crossing. This has potential to improve pedestrian links in Harlow Town Centre and between Harlow Railway Station and the Town Centre. Whilst the new crossing at Velizy Avenue and the new pedestrian and cycle routes are considered positive, there is some concern regarding how the new connection will link into the existing urban grain and footpath network on the eastern side of Velizy Avenue. This appears to be included within the ownership boundary, and we would request that greater consideration is given to how the new footpath connects into The Hides. The footpath/cycle path has to divert around car parking spaces, and this does not respond to pedestrian desire lines and would result in legibility and safety concerns. We would welcome further design development to bring the proposals in line with the Movement Section of the NDG (M1, M2 and M3).

The general layout proposals are considered to be suitable at this stage of the design process and we are pleased that a number of layout options have been considered.

Detailed Design

As the design is progressed and developed in more detail, we would request that the following areas are considered to ensure that a high-quality development is created.

Layout and Massing

Relevant NDG Principles:

- P1 encourages well located, attractive and high- quality public spaces.
- P2 encourages proposals that produce safe and secure public spaces through the definition of spaces by buildings, active frontages, and natural surveillance.
- I3 encourages the siting of buildings within the landscape, the arrangement of layout and grain, landscape spaces, movement network, development blocks, scale, form, proportions, and materials to create distinct characters and a memorable sense of place.

The proposed layout is considered positive; however, further design refinement could explore the following:

- We would welcome opportunities to design in flexible space that could be used for a shared E-Bike and E-Scooter scheme. Retrofitting these spaces into the existing urban fabric is a challenge and this would be a great addition to a Sustainable Transport Hub should future demand arise.
- There appears to be a number of potential pinch points which could restrict movement within the public realm. This includes the space between the Transport Hub Interchange Hall and bus space 2, and the routes between the areas of soft landscaping. We would welcome consideration of pedestrian movement between these spaces.
- The Cycle Hub abuts an area of hard and soft landscaping, reducing pedestrian connectivity to the south for this part of the concourse. Legibility may be improved by adding in a pedestrian connection point between the Cycle Hub and Bus Stop 16.
- Further detail is required for the cycle path that runs along the northern side of Terminus Street to ensure that there is safe access to Terminus House and that pedestrians can also use this route rather than having to walk through the concourse. We would also welcome consideration of the boundary treatment and access arrangement between this path and Terminus House.
- There may be some potential to increase the amount of space between the shops and the soft landscaping features to improve pedestrian movement.

The inclusion of communal amenity space for the commercial/residential building is considered positive. Consideration should be given to design of the apartments to ensure that potential acoustic concerns are addressed due to the proximity of the bus station, particularly in regard to the balcony spaces which may benefit from having sliding glazed screens. We welcome the proposal to add green infrastructure, soft landscaping and trees into a hard landscaped environment, this will create a more pleasant environment.

The Multistorey car park is a barrier to the east. Whilst this is not part of the application, it is considered that more could be done to soften the eastern edge against the pedestrian cycle path and bus station. We would therefore encourage the applicant to consider adjusting the design to create a zone of tree planting or landscaping east of this route against the carpark.

Design and Materiality

Relevant NDG Principles:

- I1 encourages buildings which respond well to local character and identity through appreciation of existing built form, height scale, massing, and relationships between buildings. This includes the scale and proportions of proposals, façade design, patterns and proportions of fenestration and their details.
- I3 encourages the siting of buildings within the landscape, the arrangement of layout and grain, landscape spaces, movement network, development blocks, scale, form, proportions, and materials to create distinct characters and a memorable sense of place.

The architectural design concept is considered positive, and we feel that the interesting design helps create a focal point and gateway building to Harlow. Whilst we understand the concept of a floating canopy with a freer geometry, it is considered that the shape of a transport hub interchange hall may be creating a pinch point for routes to the buses and is reducing opportunities for landscaping against the multistorey carpark. An adjustment to the geometry would free up space elsewhere. In line with the Quality Review Planning comments, we would welcome further considerations of the building's functionality in response to the connectivity and movement demands of a travel hub and the design features that tie the building into the Harlow context. A context study should be conducted as there may be potential for architectural features from the new town vernacular to inform the design.

The potential to maximise the use of the Post Office Road Car Park with a part commercial part residential building is welcomed. The design of this building has the potential to celebrate the Harlow context and add a gateway building that defines the entrance space to the transport hub. We welcome the early design considerations and identification of features that contribute to the character of Harlow. However, we feel that the design approach should be related to the Harlow context with greater consideration of the architectural features present within Harlow. These include features like horizontal articulations, notches and vertical articulations, frames and horizontal canopies and we would welcome opportunities to integrate this into the design.

Sustainable Design

Relevant NDG Principles:

- R1 encourages the reduced need for energy through passive measures, energy efficient M&E systems and maximising opportunities for renewables.
- R2 encourages careful selection of materials and construction techniques to reduce their environmental impact.

A sustainability strategy should be developed for the site in response to Section R1 of the NDG. Which states: *"Well-designed places and buildings follow the energy hierarchy of: reducing the need for energy through passive measures including form, orientation and*

fabric; using energy efficient mechanical and electrical systems, including heat pumps, heat recovery and LED lights; and maximising renewable energy especially through decentralised sources, including on-site generation and community-led initiatives. (National Design Guide Section R1)”. We welcome the opportunity the proposal brings for sustainable transport and as the design proposals are developed in more detail sustainable design features should be included within the project.

We would encourage the applicant to consider not just energy in use but also embodied energy. It is considered that this design may offer opportunities for off-site construction, particularly if a rectilinear geometry is proposed. In any case the prefabrication of the repetitive columns could save construction time and therefore energy in construction. The proposals should also be considered from a microclimate perspective as there appears to be a lot of glass materials used, which could result in urban heating and reduce the climate adaptability of the space. We would encourage the applicant to introduce other materials to provide some solar shading and opportunities for more solid walls, such as sustainably sourced weatherboard cladding.

Summary

The design proposals are generally considered to be of an appropriate standard, however, as highlighted above the additional considerations relating to the pedestrian and cycle connectivity to The Hides and the functional movement aspects of the scheme to ensure that the proposals create a legible and welcoming environment. As the proposals are developed in more detail consideration should be given to the points highlighted above and the policies within the NDG. There is a great opportunity to relate the design of the sustainable transport hub and associated buildings to the Harlow context and create a well-connected gateway space to the town centre. We look forward to reviewing the detailed proposals and the design progresses.

Essex County Fire And Rescue Service

Identifies issues that should be considered when proposal is further detailed including relationship with Building Control issues.

HDC - Cleansing And Environment

No objection subject to a waste management plan to be submitted.

Essex County Council - Highways

The Highway Authority has considered the above planning application, visited the site and thoroughly assessed the submitted transport information and has concluded that the proposal is not contrary to current National/Local policy and safety criteria.

The applicant has submitted a Transport Statement that demonstrates, to the satisfaction of the Highway Authority, in terms of safety and capacity that the impact of the proposed development will be an acceptable level.

It is noted that the design will not interfere with the Terminus House proposals and can be co-ordinated in detail once the developer brings additional detail forward. ECC can confirm we will be progressing the final interface design with Navan Street once proposals move forward and will co-ordinate further when required.

Consequently, the Highway Authority has concluded that the proposal will not be detrimental to highway safety, capacity or efficiency at this location or on the wider highway network.

Consultant Arboriculturalist

The proposed development at Bus Station And Adjacent Land Terminus Street Harlow (the 'application site') is for Outline planning permission with all matters reserved other than access for the redevelopment of Harlow Bus Station, including a Transport Hub and Interchange, up to 2100m² of commercial space, up to 24 residential units, walking, cycling and public highways infrastructure, public realm and landscaping (the 'proposed development').

With regard to planning policy and statutory responsibility, Harlow Council (HC) must – in accordance with Section 197 of The Town and Country Planning Act 1990 – “ensure, whenever it is appropriate, that in granting planning permission for any development adequate provision is made, by the imposition of conditions, for the preservation or planting of trees”. In terms of policy, with regard to the National Planning Policy Framework 2019 (NPPF), paragraph 170 states that HC must recognise the “benefits from natural capital and ecosystem services - including the economic and other benefits of [...] trees and woodland” and more broadly ensure landscape resilience to the effects of climate change “through the planning of green infrastructure” (paragraph 150). Therefore, it is crucial that HC ensure that green infrastructure including trees is considered sufficiently within the planning and development process.

As stated then, it is evident that the proposed development has sufficiently considered the impacts to trees and green infrastructure, which is in accordance with policies PL1, PL7, PL8 and WE1 of the Local Development Plan.

The outline plans appear to not diminish the current tree stock, and mainly look to improve a very urban environment, with more green infrastructure. It is felt that benefit can be achieved with careful thought of its inclusion throughout the design process.

This is keeping in mind that planting trees around the new covered bus station is feasible, but species selection is important to ensure that conflicts do not arise due to them being placed in inappropriate locations too close to buildings or under building awnings for example.

The outline plans do not seem to indicate much on tree retention, which mainly relates to trees to the west side, where we have a magnolia and two sorbus trees in situ. There should be no reason why they cannot be retained at this stage. The same goes for the birch trees to the west of terminus house, which are partially implicated.

Retention should be the plan for trees in the first instance, and further planting will improve the lack of current green infrastructure.

The current proposals do not detail the impacts to current trees, which at outline is understandable. However, there will be an expectation and need to ensure that trees in situ and impacted by this development, are appropriately discussed within an arboricultural impact assessment and provide a method statement for construction and development, including any demolition.

The provided preliminary report provided unfortunately does not include the areas of interest for current trees, as the discussion in that report relates to a part of this wider scheme no

longer applied for. The areas of trees impacted here, are not included as part of that assessment.

It would therefore be requested that an arboricultural impact assessment is produced in regard to trees impacted by this area of development, and that in future subject to an approval a method statement would be provided detailing how the trees will be worked around.

Thames Water

No Comment.

Sustainable Drainage Team

Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we do not object to the granting of planning permission based on conditions.

Neighbours and Additional Publicity

Number of Letters Sent: 541

Total Number of Representations Received: 2

Date Site Notice Expired: 27 July 2022

Date Press Notice Expired: 4 August 2022

Summary of Representations Received

Two representations were received from a local resident and the Royal Mail. Both were made on the originally submitted scheme and have limited to no relevance to the determination of the application.

Local Resident

On the basis that, this proposal (HW/OUT/22/00286) recommends the closure of the underpass which currently runs to the North of Hugh's Tower, to be replaced with a level-crossing across Velizy Avenue, routed to the South of Hugh's Tower, the following comment is made - Not only would this delay the road traffic, but it would also inconvenience the pedestrians and cyclists who are currently unhindered in their use of the underpass. The cycle track currently connects with the cycle network, and its users would suffer a significant diversion. Removing the underpass would seem to be a retrograde step for the town

Cushman Wakefield on behalf of Royal Mail

Comments made on Original Scheme and principle of residential on Post Office Road.

The proposed development would introduce new residential neighbours immediately adjacent to the existing Delivery Office.

The proposed development will share a boundary with an operational Delivery Office. The proposal for Block A is proposed up to 2,100 sq.m of commercial spaces and 24 residential apartments. The outline nature of this planning application means that the layout of the Block A is unknown and no information is available which floors will be proposed to be residential units.

The proposed elevations submitted shows the proposed commercial residential tower to be about double in height compared to the existing Harlow Delivery Office, therefore it's likely that residential flats will be in the top floors and will be overlooking RMG operations.

Across its national estate, Royal Mail is concerned about noise complaints from residents who have moved into new developments adjoining their operational sites. These complaints largely result from the loading and unloading of mail, as well as vehicular movements from the site in the early hours of the morning.

It is essential for Royal Mail to monitor and respond to any planning application that could detrimentally impact on the effective operation of any of its operational sites and prejudice the ability to meet its statutory duty to collect and deliver letters six days a week to every address in the UK.

The nature of the use means Royal Mail Delivery Offices generate a significant amount of noise in the early hours of the morning, when the mail is delivered for 'last mile' sorting. Heavy Goods Vehicles (HGVs) arrive at the site, where metal cages unload the mail for sorting into routes before the mail is loaded into individual red vans before departing. This can be very noisy and disruptive to any neighbouring residential use. The hours of operation, volume of mail and traffic, naturally increase at various points in the year (e.g. Christmas), which coincides with holiday periods.

Harlow Delivery Office and the yard area is in use 7 days a week and often during the night and early morning hours to fit delivery schedules. Where there are noise-sensitive neighbours, this is likely to give rise to amenity issues.

Construction Management Plan

The importance of maintaining free access to the Delivery Office, particularly during peak times, should be referenced in the Construction Management Plan to ensure it is robust, manages risk, and that Royal Mail use is not adversely affected.

A Construction Management Plan should be submitted with the Reserved Matters application. We request Royal Mail are consulted.

Summary

The NPPF is clear the applicant should provide noise mitigation as the 'agent of change' and existing businesses should not be unduly affected by a new noise sensitive use. Noise from existing Royal Mail use is likely to affect residential amenity and these mitigation measures are essential.

As an existing operation Royal Mail could have a significant adverse effect on the proposed new development and is at risk of '*unreasonable restrictions as a result of development permitted after they were established*', contrary to NPPF Paragraph 187.

Bedrooms and windows are likely to be proposed immediately adjacent and overlooking an operational yard area. The impact of Royal Mail use on the proposed development has not been appropriately considered.

The noise survey should be submitted with the reserved Matters application to capture early morning movements to/from the Royal Mail site if the planning application is to be recommended to be approved. A detailed scheme of noise mitigation measures should be provided to secure appropriate mitigation.

The Construction Management Plan should be provided with Reserved Matters application to confirm no impact on Royal Mail.

Whilst Royal Mail acknowledge the need for residential development in Harlow, the proposed development will introduce a new residential use immediately adjacent to an established noise generating use and appropriate mitigation should be secured by condition.

PLANNING POLICY:

PLANNING STANDARDS

National Planning Policy Framework (NPPF)

The Development Plan is prepared taking account of the National Planning Policy Framework (NPPF) (as extant at the time - the NPPF is regularly updated; currently in its 2021 version) and the associated Planning Practice Guidance (PPG) (first published in March 2014 but also regularly updated with the NPPF).

Harlow and Gilston Garden Town (HGGT) is a designated 'Garden Community' under the Government's Garden Communities Programme.

NPPF Para.72 provides the national policy context for Harlow and Gilston Garden Town (HGGT) as a location for larger scale (housing) development. Of particular note is the emphasis on; existing or planned investment in infrastructure, the areas economic potential and the scope for net environmental gains..... plus; clear expectations for the quality of development and how this can be maintained (such as by following garden city principles). The HGGT (Local Authorities) Partnership has published a series of documents that set the standards expected for developments in the Garden Town and are therefore relevant to this application.

Development Plan

Planning law requires that proposals should be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the site consists of the Harlow District Council (HDC) Harlow Local Development Plan 2020 (HLDP), Essex County Council (ECC) Essex and Southend on-Sea Waste Local Plan 2017 and ECC Essex Minerals Local Plan 2014.

The part of the Development Plan applicable to the proposal is the HLDP. The HLDP is prepared in the context of the National Planning Policy Framework (NPPF) – see 'Planning Standards' below. It is important to note that this is recently adopted and therefore 'up to date' plan in terms of NPPF Para.12.

Policies of most relevance to the proposal are:

Harlow Local Development Plan 2020

- PL1 - Design Principles for Development
- PL2 - Amenity Principles for Development

Supplementary Planning Documents/Current Planning Guidance

- The Harlow Design Guide SPD (2011)
- The Harlow Design Guide Addendum SPD (2021)

HGGT Guidance

The HGGT Vision elaborates on the HGGT's interpretation of garden city principles and sets expectations for high quality development to accord with the principles.

The HGGT Design Guide requires consideration of design quality in a garden city principles sense and draws attention to specific local issues.

The HGGT Transport Strategy (Draft) explains the transport infrastructure investment and travel behaviour change (encouragement of bus, walking and cycling) being planned.

Summary of Main Issues

- Principle
- Impact on the Character and Appearance of the Area
- Impact on amenity of existing and future users of the interchange
- Impact on adjoining occupiers of Terminus Street and in Terminus House
- Impact on Highway and Pedestrian Safety
- Waste and Recycling
- Energy and Sustainability
- Equalities

Principle

The principle of redevelopment of the site to become a major transport hub is established in the HTCMP. The overall vision seeks to ensure that the town centre will be accessible to all, by public transport, cycle, on foot and by car whilst helping the District to minimise reliance on private cars in the future. Guidance Note 2D states:

“The Sustainable Transport Hub will be retained and developed to become a major transport hub for the town and form an important transport interchange for the Sustainable Transport Corridor. Legibility and links to the Sustainable Transport Hub will be protected and enhanced. The bus interchange will be protected in its current location with a view to enhancing the facility, embracing a flexible approach.

Sustainable Transport Corridors (STC) will support active travel in Harlow through a high-quality network of cycle and walking 'Super Greenways' that run along these. Bus Rapid Transit (BRT) will run on routes that connect key destinations including Harlow Town Railway Station, the HGGT settlements, key commercial locations and other locations including schools and local centres.

The east-west STC will connect from Velizy Avenue to Fourth Avenue via the Post Officeroad area, forming an interchange with the existing Sustainable Transport Hub to the north of Terminus Street.

Changes to bus routing across the town centre must demonstrate how bus movements are to be balanced with aspirations for place-making to facilitate wider pedestrian and cycling benefits.

The Council will work closely with Essex County Council to future-proof the potential routing of the BRT and local services through and around the town centre. Public transport routes could follow any one of the boulevard routes which define the four sides of the town centre. The detailed approach and management of movement should be considered holistically, with a balanced approach to establish the character and emphasis on walking / cycling, alongside the successful operation of current access arrangements in the immediate term.”

Specifically, the Site is located within the Terminus Street Opportunity Area (Policy OA4) which identifies the opportunity area as being suitable for mixed-use development in addition to facilitating cycle and pedestrian links via a Sustainable Transport Corridor.

The proposal would redevelop the existing bus station and provide a sustainable transport interchange which would enable greater usage of buses as well as an interchange between modes of transport such as bicycles and people on foot. The transport interchange has been designed to significantly improve the environment of the interchange with a longer canopy and greater separation to the existing commercial units on Terminus Street. The transport hub building would improve the waiting experience for users with improved waiting areas and green space/ landscaping with a mix of uses, the canopy and the removal of the ramp to Terminus House

At the southern end of the canopy a flexible space is proposed which would be new public realm space with opportunities for pop-up functions and new public art. The flexible space adjoins the “cycle hub” which has cycle parking for 80 bicycles. These two features will add activity and vibrancy to the southern end of the canopy as part of the wider aim of facilitating cycle and pedestrian links via the new Sustainable Transport Corridor.

Overall, the principle of development for both the redevelopment of the bus station and the works to Terminus House including the removal of the ramp above the bus station is consistent with HTCMP policy OA4 and Guidance Note 2D..

Impact on the Character and Appearance of the Area

Illustrative Design Details

Paragraph 126 of the NPPF states that “The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”. It goes on to state that “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

Paragraph 130 of the NPPF sets out a number of requirements for new development, including that development:

- will function well and add to the overall quality of an area;
- is visually attractive as a result of good architecture; layout and appropriate and effective landscaping;
- is sympathetic to local character and history;
- establishes or maintains a strong sense of place;
- optimises the potential of the site to accommodate and sustain an appropriate amount and mix of development;
- creates places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Paragraph 131 of the NPPF places great importance on the role of trees in helping to shape quality, well designed places “Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change”.

The HTC MF identifies the Terminus Street Interchange which includes the existing bus station as a key streetscape project. It states:

“The Interchange is the re-imagination of the Sustainable Transport Hub and its supporting public realm. Improvements around the Sustainable Transport Hub should improve the overall setting, visibility, security, and permeability for pedestrians.

Principles

- i) Redesign of Sustainable Transport Hub to improve the overall interchange experience. Significant pavement space should be provided along the future development of the car park to allow for ground floor active uses.
- ii) Connections through to Velizy Avenue should be encouraged and crossings introduced to the bus stand arrangement.
- iii) Consolidate the access and circulation around the interchange to favour pedestrian crossings, pavements, and signalised junctions on Velizy Avenue.
- iv) Improve junctions on Velizy Avenue to improve sustainable transport entry/exit points and strengthen walking and cycling links to and from Harlow College.”

As the scheme is Outline with only detailed permission being sought for access, the detailed design of the new interchange will be subject to further applications. The principle of a bus interchange with a large canopy would not harm the character of the area. Furthermore, the loss of the large ramp would have benefits with the removal of a large structure which dominates the existing bus station in terms of loss of light and overdominance. Advice from Place Services is that: “The opportunity for new public realm is positive and it is welcomed that materiality and design adjustments will be refined through the reserved matters stage.”

The proposed transport hub is a single storey building which provides a café, toilets and a waiting area which is located to the north of the interchange with the canopy covering the interchange extending over this building. The indicative plans show that the hub would be a primarily glazed building that would provide visibility of the activity taking place inside. The approach of a separate building which sits under the wider canopy is supported and would meet the aims of the HTC MF and HLDP.

Overall, the indicative details of the proposed canopy, hub and interchange are supported and would be in accordance with the HTC MF and HLDP policy PL1.

Impact on amenity of existing and future users of the interchange

The main thrust of the HTC MF is that there should be an improvement to the overall interchange experience for existing and future users of the interchange. The quality of the design in terms of sunlight, daylight, wind and landscaping are important aspects of this.

The indicative layout has been informed by a Desktop Wind Microclimate Study and a Sunlight Daylight Analysis.

The Wind and Microclimate study indicates that: “Within the transport hub and interchange, conditions are calmer at the northern end than they are at the southern end, and as such it is recommended that seating areas are more heavily situated in this location. Conditions for

seating areas across the southern end of the transport interchange concourse are still suitable, but in some places may be more suited for short term occasional sitting than long term frequent sitting.”

The sunlight and daylight analysis assess the concourse beneath the canopy as well as the eastern cycle lane and planting areas to the north. In calculating the amount of direct sun-on-ground received the analysis assumes that the glazed partitions separating the waiting areas of the concourse and the parking bays as if they are solid, although in actuality the diffused light coming through the glass would considerably increase the level of sunlight on ground measured.

The sunlight and daylight analysis concludes that the sunlight amenity received by the development can be considered acceptable

As demonstrated by the assessments of sunlight, daylight and wind, it can be concluded that the indicative details of a transport hub and interchange with a large canopy would ensure future users of the interchange would have an interchange which would not be adversely affected by a poor environment. Furthermore, the assessments would allow for sufficient sunlight and daylight which would allow for successful landscaping which would further enhance the proposed spaces.

The proposal would therefore be in accordance with policy PL1 of the HLDP and the HTC MF.

Impact on adjoining occupiers of Terminus Street and in Terminus House

HLDP policy PL2 states that development which preserves or enhances the level of amenity of existing and future occupants and neighbours in the local area will be supported.

Commercial properties North of East Gate (Terminus Street)

The existing commercial properties to the North of East Gate on Terminus Street are currently overshadowed by the existing canopy to the existing bus station. The new canopy and the transport hub would be set a minimum 6.0 metres from the existing commercial properties. The canopy would have a maximum height of 9.6 metres. It is considered that the distance between properties, the indicative details submitted and the size and location of the existing hub building and canopy, is sufficient that there would be no detrimental impact on the amenities of the commercial properties to the North of East Gate.

Commercial Properties South of East Gate (Terminus Street)

The flexible public realm would be located at the junction of East Gate and Terminus Street with the canopy being a minimum of 7.0 metres from the commercial properties to the South of East Gate.

It is accepted that the openness of the existing relationship overlooking the bus station would be lost. However, the introduction of a canopy, flexible public realm and cycle hub will add activity to this currently barren space. The enclosure will have benefits as indicated above as well as not harming the amenity of these commercial users as the canopy, flexible public realm and cycle hub are set back a significant distance. No condition controlling this area is proposed given the relationships to existing buildings.

Terminus House

The proposal involves significant changes to the access to Terminus House with the removal of the existing access ramp and a new ground floor access area including a new lift to 1st and 2nd floors.

As set out above the removal of the access ramp results in significant benefits to the design of the bus interchange. However, by removing the ramp there is a need to undergo works to the ground floor entrance to Terminus House which is currently poor and located next to a bin store. The current scheme provides an opportunity to improve the poor ground floor entrance area in terms and should be supported. Given that this scheme is only outline, the specific details of the new access area and lift should be subject to a separate consideration. A condition has been recommended that prior to works commencing, the detail of how access into Terminus House has been designed should be agreed.

On the basis that this application is only seeking permission for the principle of development and neighbour impact will be considered in detail with subsequent applications, the proposal is considered to be in accordance with policy PL2 of the HLDP.

Impact on Highway and Pedestrian Safety

Policy IN1 of the HLDP requires proposals to have regard to the modal hierarchy as set out in the policy. New developments including transport interchange improvements will be required to link to, or provide public transport services which link to, the existing cycleway, footway, public right of way and bridleway network and where appropriate: (a) provide direct cycleways, footways and bridleways within the development; (b) contribute to improving and developing cycleways, footways, public rights of ways and bridleways serving the development; (c) provide cycle storage/spaces in accordance with current parking standards; (d) provide other facilities for cyclists such as employee showers, lockers and information and maintenance points.

HLDP policy IN2 requires proposals to not cause a severe residual cumulative impact on highway congestion and movement, and not cause a detrimental impact on the safety of all highway users.

The existing bus station comprises of 13 bus stands with an additional drop-off area for approximately 3-4 buses and standing spaces for 12 further buses. The redevelopment of the bus station would provide 16 bays, including 14 bus stands, 1 community transport bay and 1 bay designed to accommodate a coach.

It is anticipated that the proposed development would accommodate 60 buses per hour in the AM and PM peak hours. However, the design would afford for a maximum capacity of up to 120 buses per hour, based on 6-8 buses per hour per stand within the station. This would ensure that there is sufficient capacity within the bus station and would not impact the wider transport network.

The proposal involves a transport hub as well as a cycle hub to improve the use of the facilities including the cycle path that will be retained along Terminus Street. The detail of these facilities will be subject to further applications. Specifically the cycle facilities are subject to a recommended condition.

The existing restrictions on access to buses and servicing vehicles would remain unchanged. There would be a need to amend the existing taxi rank which is on Terminus Street but would be subject to a separate application to the Highway Authority.

The Highway Authority have no concerns regarding the safety and capacity of the proposed development and would want to comment on the detailed design as these will need to co-ordinate with works to both Terminus House and Navan Street.

Pedestrian safety, access and permeability are important considerations for this application as the intention is improve the interchange with both cycles and pedestrians. The main pedestrian routes are currently along East Gate to the North, East Walk in the centre of the site and Cross St/ Navan Street to the South. The submitted Transport Assessment states the proposal will include:

“A comprehensive network of footways, cycleways and shared use paths surround the site, given the town centre location, providing a good level of connectivity for pedestrians and cyclists. This will help to integrate the development with the wider landscape by facilitating safe and attractive opportunities for pedestrian and cycle trips as part of an interconnecting journey to / from the proposed Transport Interchange.”

Given that the Highway Authority have no concerns regarding the proposals and the detailed layout will be subject to further consideration, it is considered that the scheme would not harm highway or pedestrian safety and would be in accordance with policies IN1 and IN2 of the HLDP.

Waste and Recycling

Part (c) of HLDP policy IN2 requires proposals to provide for adequate, safe and convenient loading and servicing arrangements, access points and drop-off areas and consideration to be given to the movement and turning of emergency vehicles and refuse vehicles.

At the moment, Terminus House and the commercial properties facing the bus station are serviced from the existing bus station. These arrangements will remain post development but will need to be detailed as part of the detailed design process. Given this a condition is recommended for a waste management plan to be submitted and agreed prior to works commencing.

The proposal is therefore acceptable with regards to waste and recycling collections in accordance with policy IN2 of the HLDP.

Energy and Sustainability

The NPPF requires the planning system to support the transition to a low carbon future in a changing climate. HLDP policy PL3 requires new development to deliver high standards of sustainable design and construction and efficient energy use, taking account of predicted changes to heating and cooling requirements as a result of climate change. The policy outlines that for development proposals, the Building Regulations minimum requirement for the conservation of fuel and power should be exceeded, preferably by at least 19%.

An Energy and Sustainability Statement by McBains has been submitted alongside the submission. The report outlines that the assessment has been undertaken in accordance with the Energy Hierarchy of the London Plan. Using the 'Be Lean' (building energy

efficiency, including insulation and lighting), 'Be Clean' (scope to link to an Area Wide Heat Network, other secondary source, or combined heat and power system) and 'Be Clean' (scope to use renewable energy technologies).

The report outlines that savings would be made through the building's construction and air permeability and an efficient lighting system. The report details that the Block B (Transport Hub) of the proposed development will achieve a 26% overall carbon emission improvement over Building Regulations Part L 2013.

As Block B has yet to be designed in detail, a condition has been recommended to ensure that the scheme achieves a target of 19% above Building Regulations Part L 2013. On this basis, the development is considered to meet the requirements of policy PL3 of the HLDP.

Equalities

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- “(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”

For the purposes of this obligation the term “protected characteristic” includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

The above duties require an authority to demonstrate that any decision it makes is reached “in a fair, transparent and accountable way, considering the needs and the rights of different members of the community and the duty applies to a local planning authority when determining a planning application.” Officers consider that the application does not give rise to any concerns in respect of the above.

In relation to this application, protected characteristic (age) have been identified by virtue of the nature of the Children's Home. Nevertheless, the officer has taken this in full into the consideration of this application.

CONCLUSIONS

The principle of development is clearly acceptable as it will significantly improve the existing interchange and would deliver the policy framework set out in the HTC MF.

The detailed design of the interchange and the improved public realm will be subject to further applications but the indicative details are welcomed and demonstrate that a quality scheme can be delivered. On this basis, the recommendation is to grant.

RECOMMENDATION

That Committee resolve to **GRANT OUTLINE PLANNING PERMISSION** subject to the following conditions:

1. **Reserved Matters submissions**

Approval of the details of appearance, landscaping, layout and scale (the statutory "Reserved Matters") shall be obtained from the Local Planning Authority in writing before the development commences. The development shall be carried out in accordance with the details so approved.

Reason: In accordance with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004

2. **Time limits of Reserved Matters**

Application for approval of Reserved Matters shall be made to the Local Planning Authority before the expiration of three years from the date of this outline permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To manage the process for Reserved Matters approval over a long period and in order to comply with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. **Phasing**

Prior to works commencing, a phasing plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with agreed phasing.

Reason: To ensure an orderly sequence of development that minimises environmental and commercial impacts on areas adjoining the development site.

4. **Drainage**

No works for each phase except demolition shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:

- Limiting discharge rates to 1:1 Greenfield runoff rates for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change or as near as possible (50% betterment is the minimum requirement).
- Consider rainwater re-use, if this is not possible, explain why it is not possible.
- Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.
- Final modelling and calculations for all areas of the drainage system.
- The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation. It should be noted that all outline applications are subject to the most up to date design criteria held by the LLFA.

Reason

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- To ensure the effective operation of SuDS features over the lifetime of the development.
- To provide mitigation of any environmental harm which may be caused to the local water environment

5. Drainage Management

Prior to occupation a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority.

Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

Reason

To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.

Failure to provide the above required information prior to occupation may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.

6. Drainage Maintenance

The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

Reason

To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

7. Construction Management Plan

No development of each phase, shall take place, including any ground works or demolition, until a Construction Management Plan (CMP) has been submitted to and approved in writing by the local planning authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for the following all clear of the highway:

- Safe access into the site
- The parking of vehicles of site operatives and visitors
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- Wheel and underbody washing facilities

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety.

8. Access Works

Prior to the first use of the development the access, vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The access, parking and turning areas shall be retained in perpetuity for their intended purpose.

Reason: To ensure that appropriate parking and turning is provided.

9. Cycle Works

The cycle parking facilities as shown on the approved plan are to be provided prior to the first use of the development and retained at all times. This should also include the upgrading or provision of appropriate cycling and walking wayfinder signage as considered necessary.

Reason: To ensure appropriate powered two-wheeler and bicycle parking is provided. The above measures are to ensure that this proposal is not contrary to the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, Policies IN1, IN2 & IN3 of the Harlow Local Development Plan 2020, and the NPPF 2021.

10. Sustainability

The development shall be carried out in accordance with the measures outlined within the Energy Statement Stage 2 report by McBains October 2022, to ensure that the development achieves the carbon reduction figures quoted within the report.

Reason: In the interests of ensuring a sustainable design, construction and efficient energy use, in accordance with policy PL3 of the Harlow Local Development Plan 2020.

11. Demolition Management

Prior to the demolition of the access bridge to Terminus House a Demolition Management Plan (DMP) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Local Highway Authority). The plan shall address, and provide for, the following:

- Demolition vehicle numbers, type and routing
- Management of traffic to minimise congestion
- Safe vehicular access to the site
- Control of dust and dirt in the public highway; including wheel and underbody washing facilities
- Cleaning of site entrances, site tracks and the adjacent public highway
- Loading and unloading of machinery materials
- Demolition travel planning to include site operatives and other on-site personnel, including any arrangements for parking or vehicles of operatives and visitors
- Details of hoarding
- Demolition and storage compounds (including areas designated for machinery, materials, parking, loading/unloading and turning areas)
- Working hours compatible with the limits set by condition
- Timing of any particularly noise or disruptive demolition activities (including delivery times and removal of waste) to avoid peak traffic where possible, particularly at school pick up /drop off times.
- Where demolition works cannot be contained wholly within the site, plans showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements
- Measures to be taken to seek approval from the highway authority that the highway extent has been marked out accurately prior to demolition
- Details of any temporary highway works necessary to enable demolition to take place
- Post demolition restoration/reinstatement of the working areas and any temporary access to the public highway;
- Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour.
- Measures to demonstrate how noise will be mitigated during the permitted working hours of the demolition and construction process
- Measures to demonstrate how dust production during the demolition and construction process is kept to a minimum

- Surface water management plan for control of run off during demolition
- Details of consultation and complaint management with neighbours (residents and businesses) including contact details

The approved DMP shall be adhered to throughout the demolition period.

Reason: To ensure that careful management of demolition activities, in accordance with Policies PL2, PL10 and IN2 of the Harlow Local Development Plan (2020) and the Local Highway Authority's Development Management Policies. The details are required to be approved before works commence to ensure the adverse impacts of the demolition are minimised, appropriately controlled and generally acceptable.

12. Hard and soft landscape works, earthworks and street furniture.

Prior to commencement of works for each phase, a fully detailed scheme of landscaping, which shall include details of both hard and soft landscape works, earthworks and street furniture must be submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be retained and maintained in the form approved.

Specifications and details and must include:

- hard landscaping materials
- planting
- tree species, with height, girth, stem, root system; shrubs species, with pot size, height/spread and tree pit designs; hedge formation noted; plant, seed or turf specifications; furniture and equipment
- planting establishment and longer-term aftercare plan
- street furniture and equipment including signage and cycle parking

The specifications and details should show how they will maximise biodiversity benefits.

Reason: To allow for practical, phased, preparation and approval of landscaping details, but secure satisfactory final landscape treatment of the site in the interests of visual amenity and biodiversity and in accordance with Policies PL1, PL2, PL7 and PL8 of the Harlow Local Development Plan (2020).

13. Landscape and street furniture installation, management and maintenance

All hard and soft landscape works, street furniture and street or external lighting, as specified through Condition 11. must be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant British Standards. The works shall be carried out prior to the occupation unless otherwise agreed in writing with the Local Planning Authority. Any parts of the approved scheme that in the opinion of the Local Planning Authority become damaged or defective within a period of five years after installation or planting, shall be replaced as soon as is reasonably practicable in the form originally approved, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape and in accordance with Policies PL1, PL2, PL7 and PL8 of the Harlow Local Development Plan (2020).

14. Waste Management

Prior to works commencing, a waste management plan for Terminus House and surrounding commercial properties shall be submitted to and approved in writing by the Local Planning Authority. The waste management plan should include details of how waste will be collected and managed. The development shall be carried out in accordance with approved details.

Reason: To allow the approval of relevant details and ensure adequate facilities and management are in place to protect the amenity of the general public, future occupiers and adjoining occupiers of Terminus House and adjoining commercial properties, in accordance with Policy PL1 and PL2 of the Harlow Local Development Plan.

15. Details of the new entrance and lift to Terminus House

Prior to works commencing details of the new entrance including the new lift for Terminus House shall be submitted to and approved in writing by the Local Planning Authority. The details should include the specific materials and arrangement for the new access including its relationship to the existing bin store. The development shall be carried out in accordance with approved details.

Reason: In the interests of ensuring a quality design and that the amenity of residents is not prejudiced in accordance with policies PL1 and PL2 of the Harlow Local Development Plan 2020.

16. Approved documents and plans

The development hereby permitted shall be carried out in accordance with the approved documents and plans listed below:

Plan Reference	Version No.	Plan Type	Date Received
HARTI MCB SI SI DR A 0100 S4	Rev P09	Site Location Plan	11.10.2022
HARTI MCB SI SI DR A 0101 S4	Rev P11	Existing Site Plan	11.10.2022
HARTI MCB SI SI DR A 0102 S4	Rev P15 Ground Level	Proposed Site Plan	11.10.2022
HARTI MCB SI SI DR A 0104 S4	Rev P10 Roof Level	Proposed Site Plan	11.10.2022
HARTI MCB SI SI DR A 0105 S4	Rev P06 Delivery	Proposed Site Plan	11.10.2022
HARTI MCB ZZ ZZ DR A 0120 S4	Rev P03 Sheet 1	Site Elevations	24.06.2022
HARTI MCB ZZ ZZ DR A 0121 S4	Rev P07 Sheet 2	Site Elevations	11.10.2022
HARTI MCB ZZ ZZ DR A 0130 S4	Rev P03 Sheet 1	Site Sections	24.06.2022
HARTI MCB ZZ ZZ DR A 0131 S4	Rev P03 Sheet 2	Site Sections	24.06.2022
HARTI-MCB-ZZ- ZZ-DR-A-0132- S4	Rev P02	Site Sections	11.10.2022

INFORMATIVE CLAUSES

1. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address these concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2. Essex County Council as Highway Authority:

- i. There shall be no discharge of surface water onto the Highway.
- ii. Any trees and non-standard materials/equipment proposed within the existing extent of the public highway or areas to be offered to the Highway Authority for adoption as public highway, will require a contribution (commuted sum) to cover the cost of future maintenance for a period of 15 years following construction.
- iii. The developer shall pay as necessary for the making of any new, or amendments to existing, Traffic Regulation Orders (TRO); together with provision of the associated signing and lining. Please be aware that TRO's are subject to a legal process/consultation outside of the planning process.
- iv. If any highway requires Stopping Up then the proposed use shall not be commenced and subject land shall not be enclosed from the Highway until such time as an order has been confirmed extinguishing all highway rights therefrom, to protect the public's right and ease of passage over the Highway. The applicant should establish title to the land.
Continued.
- v. All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to:
SMO3 - Essex Highways, Unit 36, Childerditch Industrial Park, Childerditch Hall Drive, Brentwood, Essex, CM13 3HD.
- vi. The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.
- vii. Mitigating and adapting to a changing climate is a national and Essex County Council priority. The Climate Change Act 2008 (amended in 2019) commits the UK to achieving net-zero by 2050. In Essex, the Essex Climate Action Commission proposed 160+ recommendations for climate action. Essex County Council is working with partners to achieve specific goals by 2030, including net zero carbon development. All those active in the development sector should have regard to these goals and applicants are invited to sign up to the Essex Developers' Group Climate Charter [2022] and to view the advice contained in the Essex Design Guide. Climate Action Advice guides for residents, businesses and schools are also available.