

CIPFA 2019 CONFERENCE

- **Regeneration**
- Wednesday 10th July 2019
- Workshop 4
- Britain's Infrastructure: A Catalyst for Change

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Past Member of CIPFA TiS Planning and Regeneration Board

CIPFA TIS online

Resources can be provided by or to the planning function to maximise the corporate contribution

Ways in which the planning service can contribute to the wider corporate management of an authority:

- alignment of other public budgets through the local plan process,
- prioritisation of public investment,
- assessment of risks in public sector expenditure,
- optimisation of government contributions
- provision of evidence for audit and budgeting.

Planning generates income and investment from growth through the wider place-shaping agenda and development management process

<https://www.cipfa.org/tisonline/streams/local-authority-services/planning>

Why is infrastructure so important for regeneration?

- **Definition:** hard and soft infrastructure
- **Purpose:** well planned and timely delivery of infrastructure supports sustainable growth and regeneration at a variety of scales.
- Infrastructure safeguards and enhances our environment: SUDs, flood defence, drainage, water management, protecting sensitive habitats and species, recreational space and facilities
- Infrastructure enhances our social and economic well-being by improving accessibility, enhancing equality of opportunity and connectivity, and contributing to the maintenance of socially inclusive and cohesive communities.

Harlow

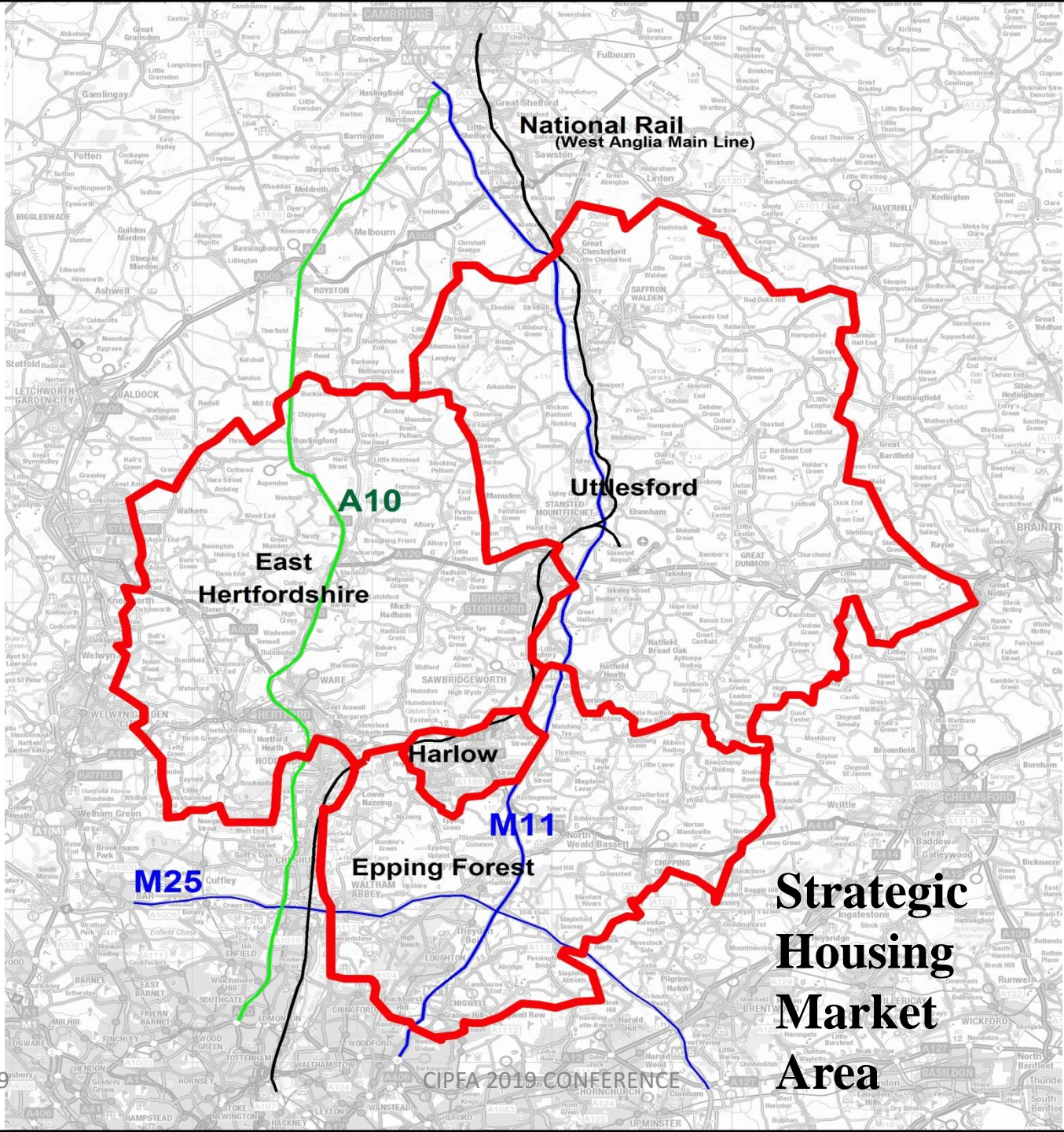
- The smallest district council in England
- A planned Mark One New Town 72 years in the making with some national firsts
- Designated as Harlow-Gilston Garden Town in 2017
- Key challenges in preparing a local plan and a town centre area action plan: an ageing infrastructure, safeguarding the legacy of Sir Frederick Gibberd's Master Plan, maintaining a balanced supply of good quality housing and employment land, enhancing the natural and historic environment, a tight administrative boundary, safeguarding and enhancing protected habitats and species and the transformation of the retail sector.





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National Rail
(West Anglia Main Line)

A10

Uttlesford

East Hertfordshire

Harlow

M11

Epping Forest

M25

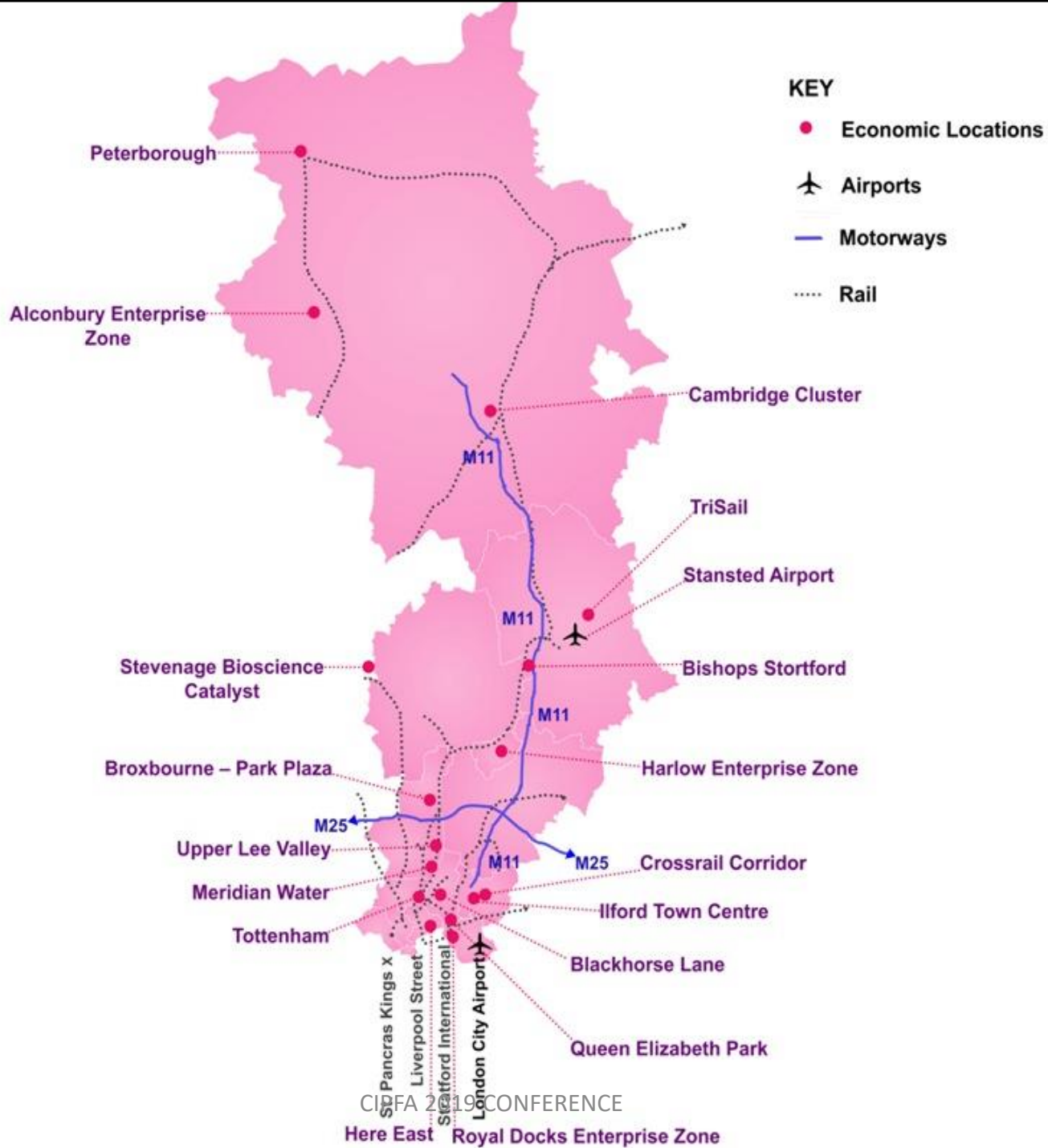
Strategic Housing Market Area

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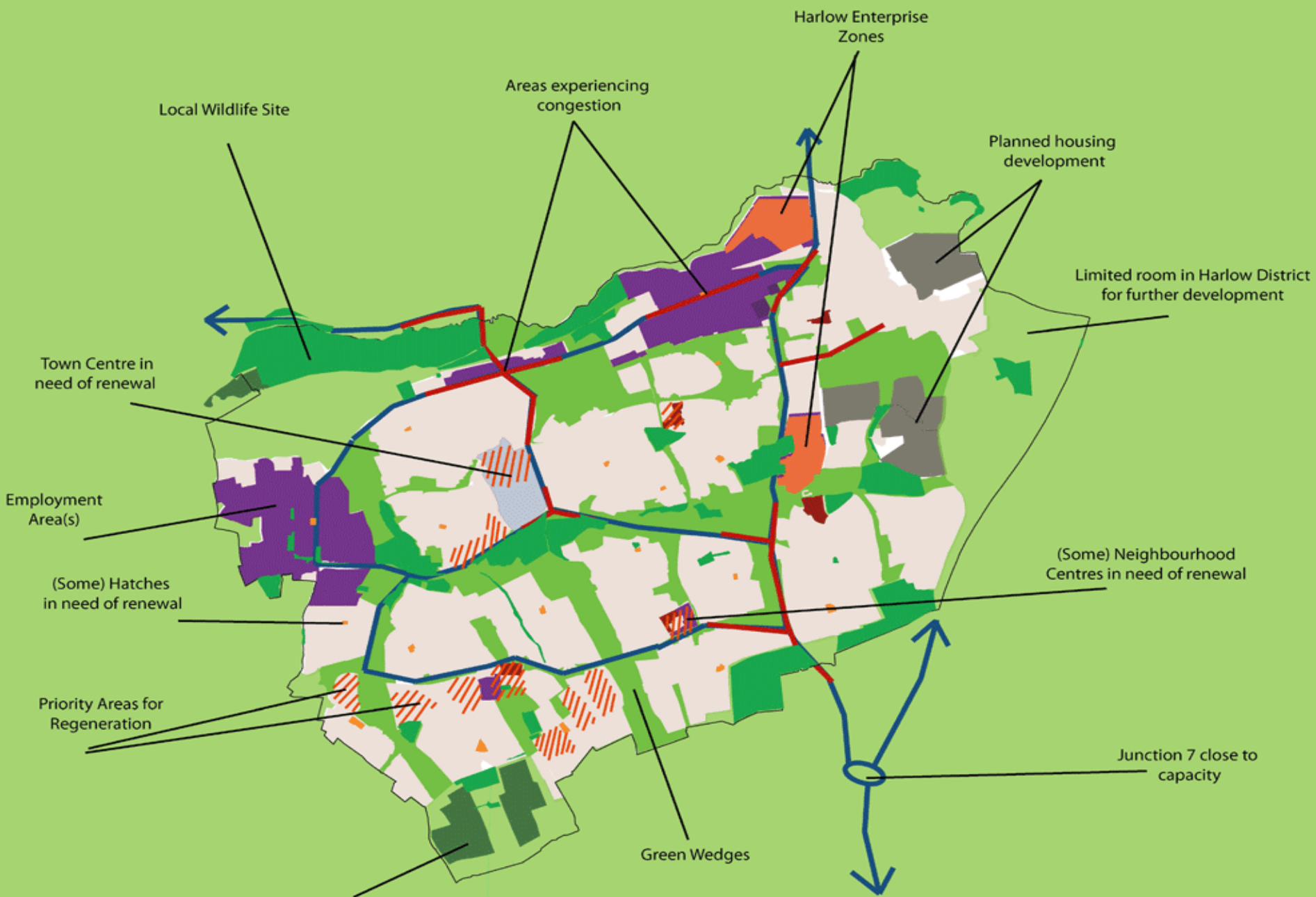
Sites and Specialist Accomodation





Role of infrastructure in delivering long term sustainable growth

Key challenges for Harlow



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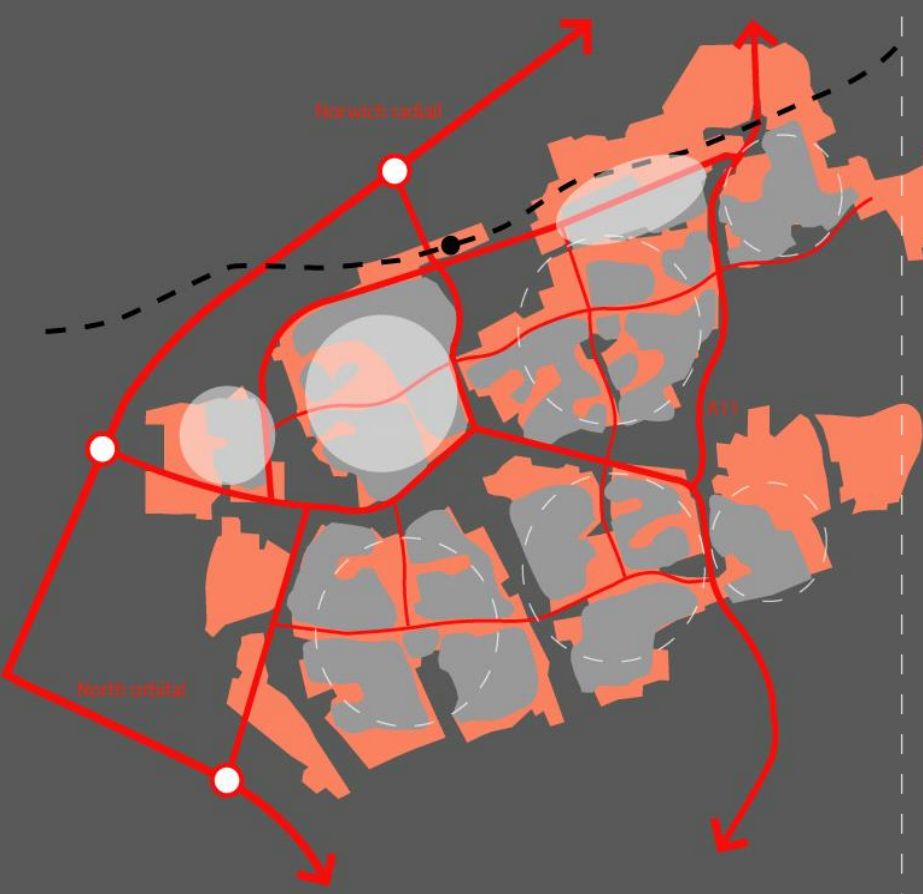
SSSI

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“..the infrastructure of one age cannot support the requirements of another..”

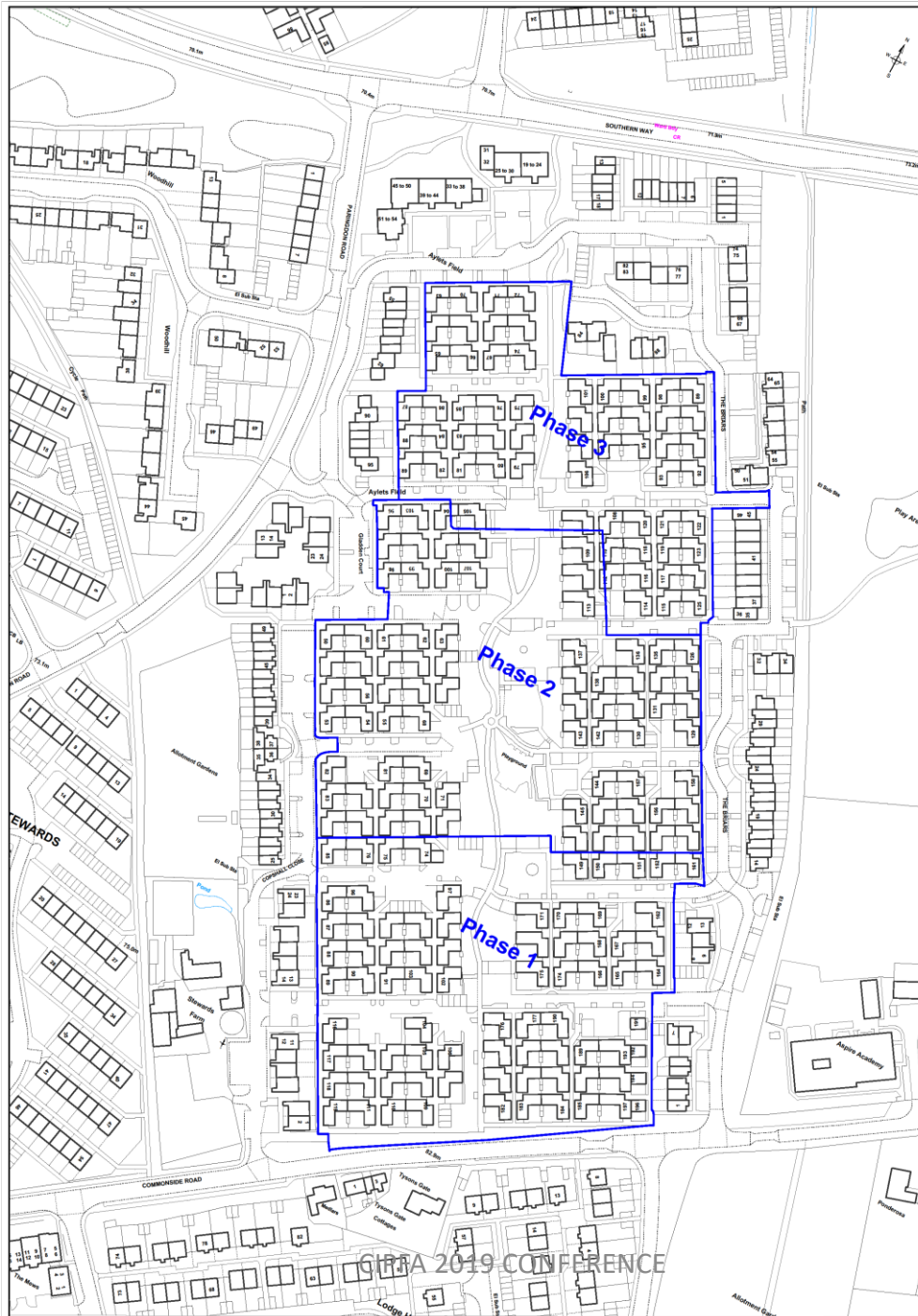


Network as intended by F. Gibberd



Network as existing 2004

The Briars, Copshall Close and Ayletts Field redevelopment phasing map



Parndon Wood SSSI



Pets' Corner - Harlow



Harlow - Sculpture trail

Spiritual
nourishment



Harlow Public Art



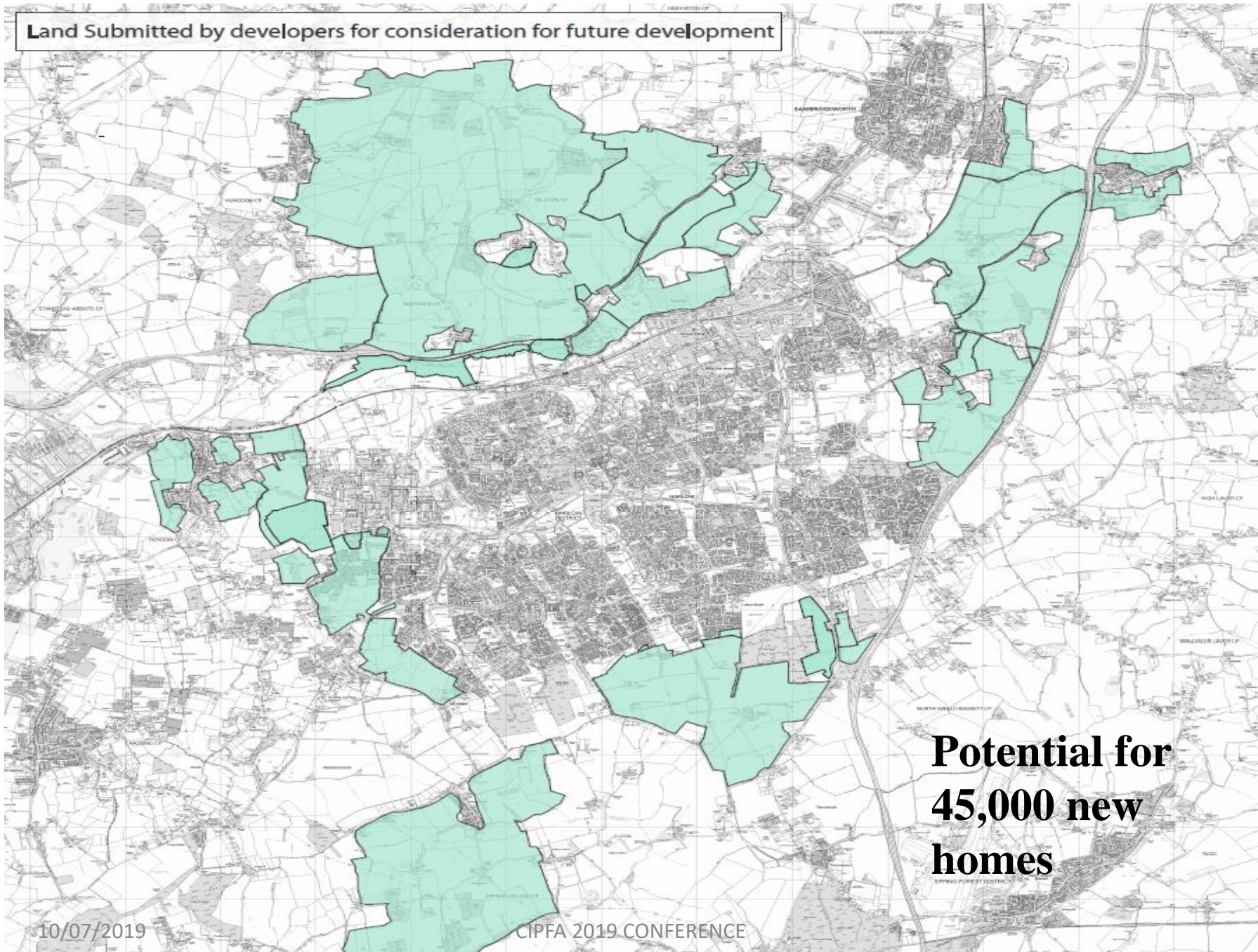
Harlow Museum



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Harlow Playhouse

Land Submitted by developers for consideration for future development



**Potential for
45,000 new
homes**

Local Plan Requirements

NPPF requirement is that Local Plan strategy is to:

- a) Meet the objectively assessed development needs (market and affordable housing)
- b) Be positive & aimed at delivering the regeneration of the town
- c) Be as sustainable as possible
- d) Be implemented at the required pace



Local Plan Requirements



- Local Plan is required to reflect the National Planning Policy Framework (NPPF) and be informed by evidence.
- To be found 'sound' Local Plans have to present and consider a range of options for housing growth, propose broad locations and demonstrate public involvement in the process.
- Local Plan preparation is an iterative process in identifying the level of development required over the plan period and testing its deliverability.
- Testing 'deliverability' is an on-going process and not finalised until the plan is ready to be submitted - viability and infrastructure requirements are considered later in plan preparation process.
- The different stages of the Local Plan process refines the level of growth and the options as more information becomes available.

Level of Development

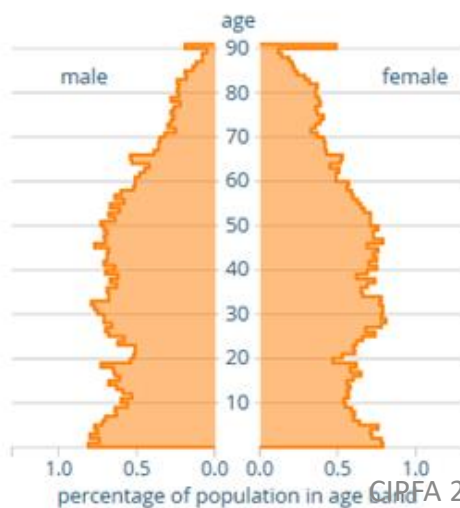
Harlow's future housing figure must be based on:

- a) Meeting household and population projections, taking into account of migration and demographic change.
- b) Meeting the need for affordable homes.
- c) Providing sufficient levels of housing to deliver wider regeneration objectives.

82,700 people in 2012

40,100 males
42,600 females

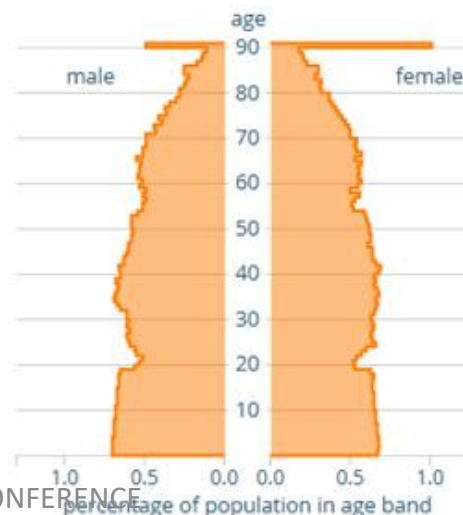
48.4%
51.6%



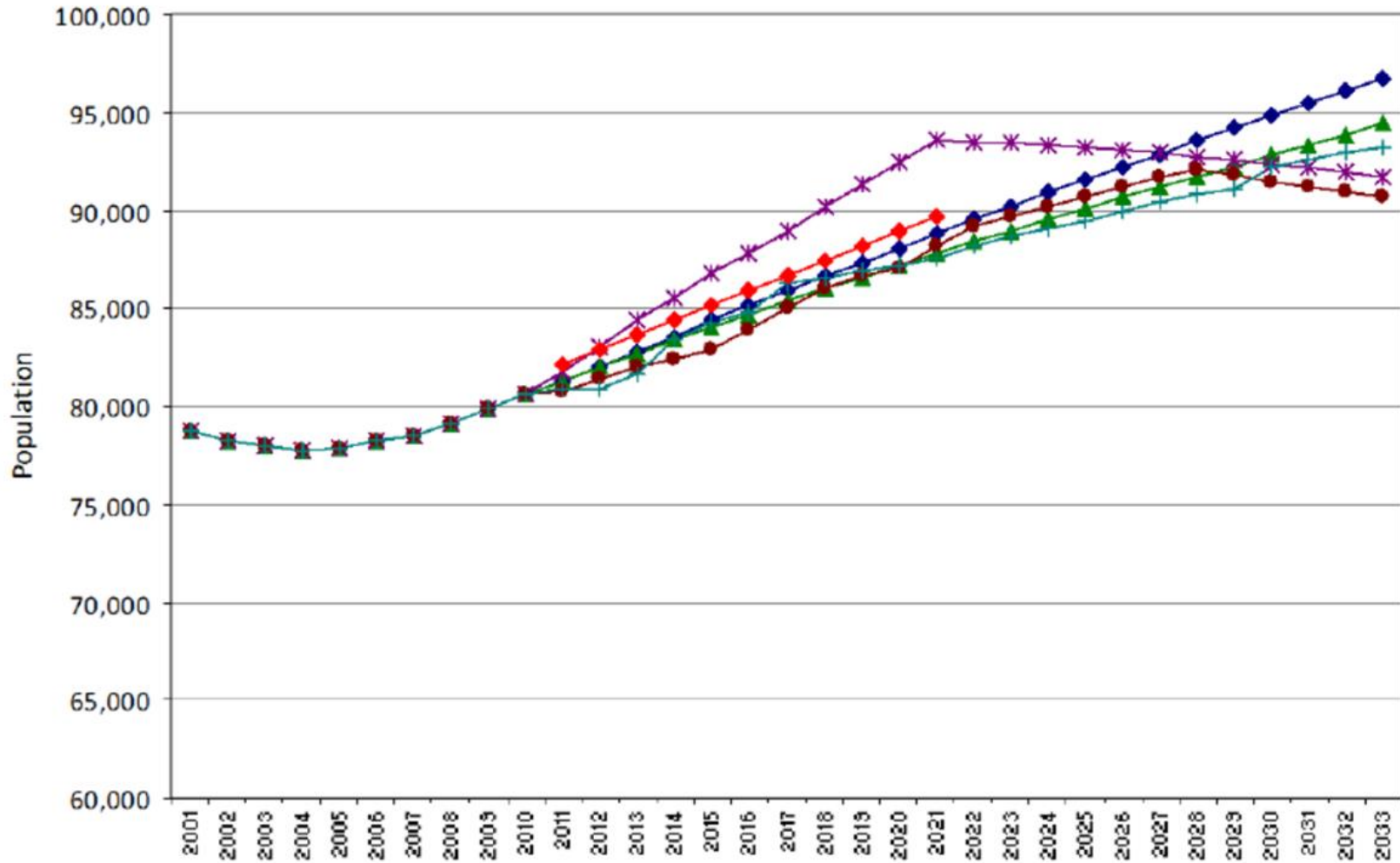
96,300 people in 2032

46,900 males
49,400 females

48.7%
51.3%



Population Forecasts



Revocation of Regional Plans

House of Commons Communities and Local Government Committee
“Abolition of Regional Spatial Strategies: a planning vacuum”
Second Report of Session 2010–11

Volume I:

Report, together with formal minutes, oral and written evidence
Additional written evidence is contained in Volume II, available on the
Committee website at www.parliament.uk/clg Ordered by the House
of Commons to be printed 28 February 2011

<https://publications.parliament.uk/pa/cm201011/cmselect/cmcomloc/517/517.pdf>

Delivering Affordable Homes

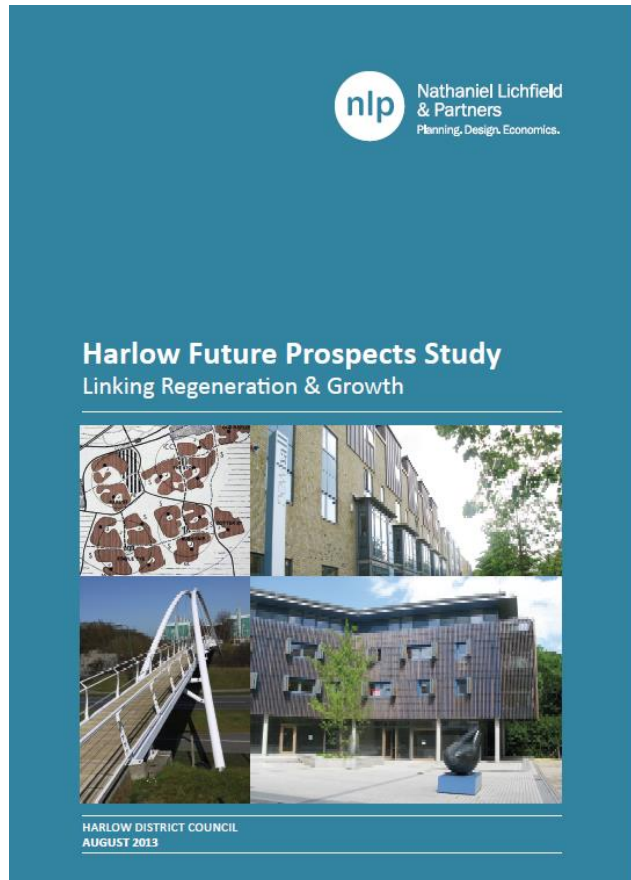
- To achieve 3,600 affordable dwellings need total of c. 12,000 dwellings at 30% on site.
- Further infrastructure and viability assessment will be required to assess whether 30% provision is achievable and this may result in a revision to the overall level of growth.

	Affordable Dwellings achieved at percentage of market			
Dwelling Requirement	10%	15%	30%	35%
7,500	750	1125	2250	2625
8,000	800	1200	2400	2800
10,500	1050	1575	3150	3675
12,000	1200	1800	3600	
15,000	1500	2250		
20,000	2000	3000		
25,000	2500	3750		

Delivering Regeneration

- In order to deliver regeneration in the town the Future Prospects Study developed the following five scenarios:

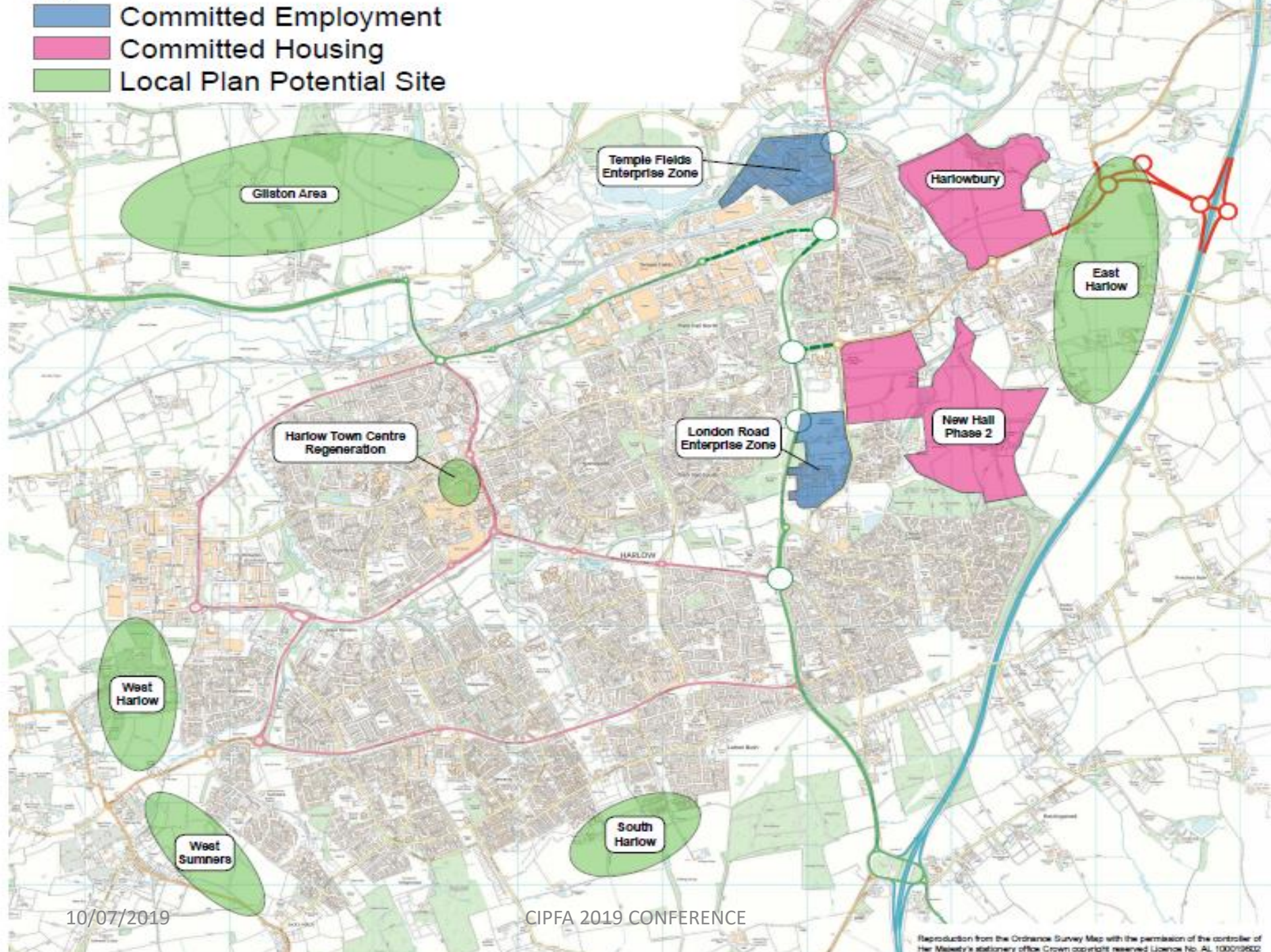
- **Scenario A: Do Nothing More** (3,913 dwellings, -1,207 jobs)
- **Scenario B: Meeting Development Needs** (7,485 dwellings, +3,057 jobs)
- **Scenario C: Jobs Led** (11,490 dwellings, 8,060 jobs)
- **Scenario D: Growing Centre** (15,000 dwellings, 12,099 jobs)
- **Scenario E: Transformed Centre** (20,000 dwellings, 18,121 jobs)



Duty to Cooperate

- Harlow cannot meet its growth requirements alone
- Recent evidence from PINS - makes clear the 'duty' is inescapable in the pursuit of a sound local plan. Three districts across two counties each of whom has maintained their own discretion for the preparation of a local plan
- Experience from active involvement – governance, transparency of decision making and joint procurement of evidence
- Mechanisms to deal with 'larger than local' issues- compliance with international legislation to safeguard the integrity of European Sites, meeting London's unmet housing needs
- Failure to consider the bigger picture and the wider opportunities, especially the implications for the viability of the local plans and infrastructure delivery plans

- Committed Employment
- Committed Housing
- Local Plan Potential Site



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1b. DEEP Strategic Locations: Harlow Area

OPTIMUM Transport Package

Legend

Existing

- Highway network
- M11
- Railway / station

Proposed

- Highway network
- Junction upgrade
- Key PT corridor (high quality + segregated)
- (on-street with priority)

P+R Park and Ride Site

- 25ha / 1100 units
- 25 ha / 1875 jobs

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The top commuter town to watch: Harlow, Essex outperforms London's top property spots

With average house prices of £220k and outstanding schools, families are finding their way to Harlow.

- House prices in Harlow, Essex, rose 17 per cent last year thanks to its cracking schools, good-value property, pretty old town and 34-minute commute to London.
- With average prices of £219,459, it is also seriously affordable, even when the £3,400 yearly cost of a season ticket is taken into account. “Harlow has performed spectacularly in the past eight months,” says Paul Brooker, managing director of estate agents Howick & Brooker.
- Harlow has an old town brimming with period houses and country pubs, and a history dating to the 11th century.
- New Harlow, by contrast, is an invention of the optimistic post-war era, with plentiful open spaces, a road system designed for universal car ownership, and an impressive cycle network.
- On the eastern side, Newhall is a modern development of about 3,000 strikingly modern houses. Linden Homes set the standard there when it hired Stirling Prize-winning architect Alison Brooks to design 85 timber-clad homes.
- Plentiful local schools include popular primaries, with senior options that include Burnt Mill Academy, rated “outstanding” by Ofsted.



Charming: riverside art gallery Parndon Mill



Shopping: the Saturday market in Harlow



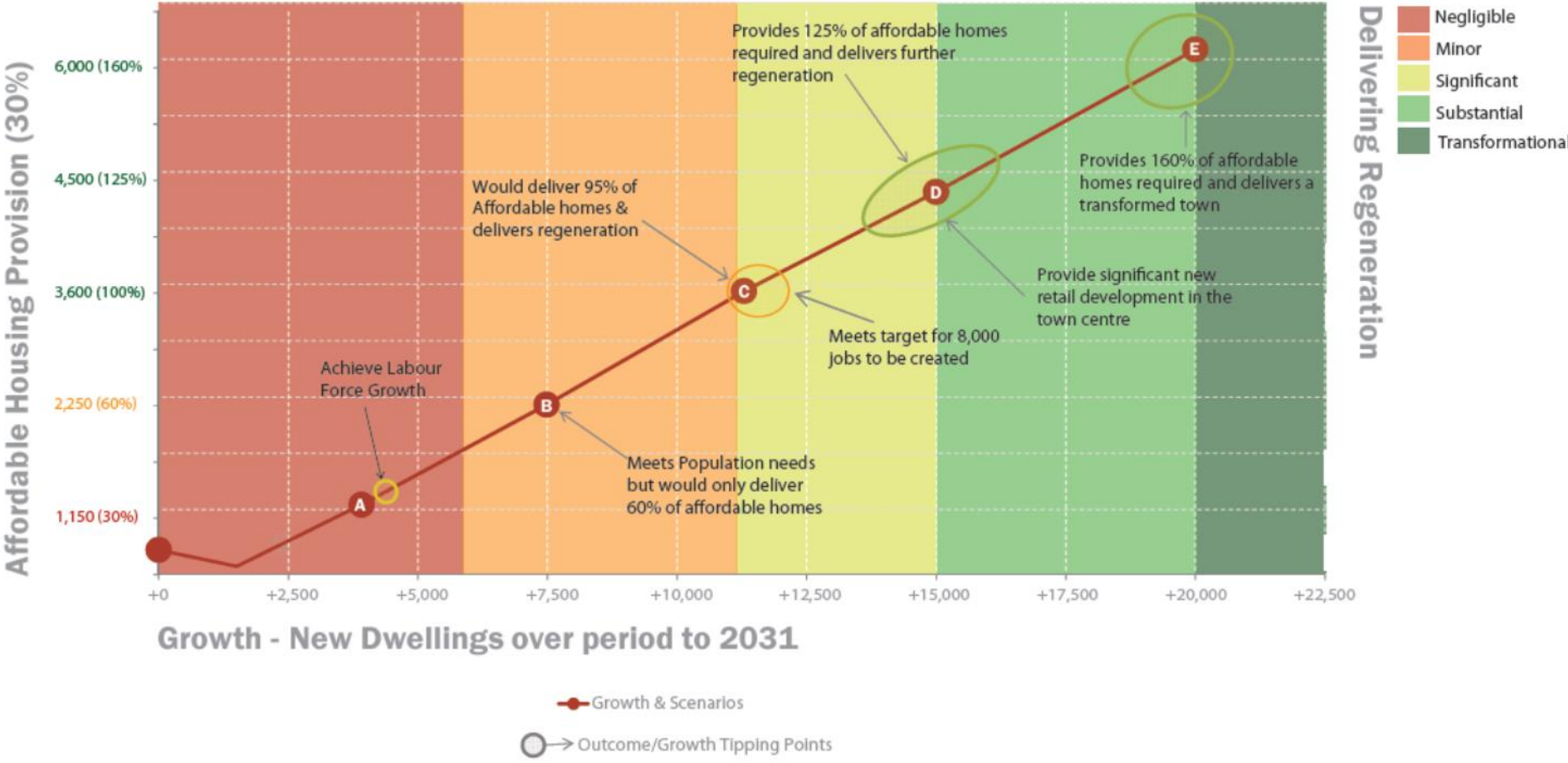
Modern hub: the Civic Centre in College Square, Harlow, is close to the heart of the action, with a shopping centre nearby



10/07/2019 HARLOW

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Selecting a Scenario



Vision

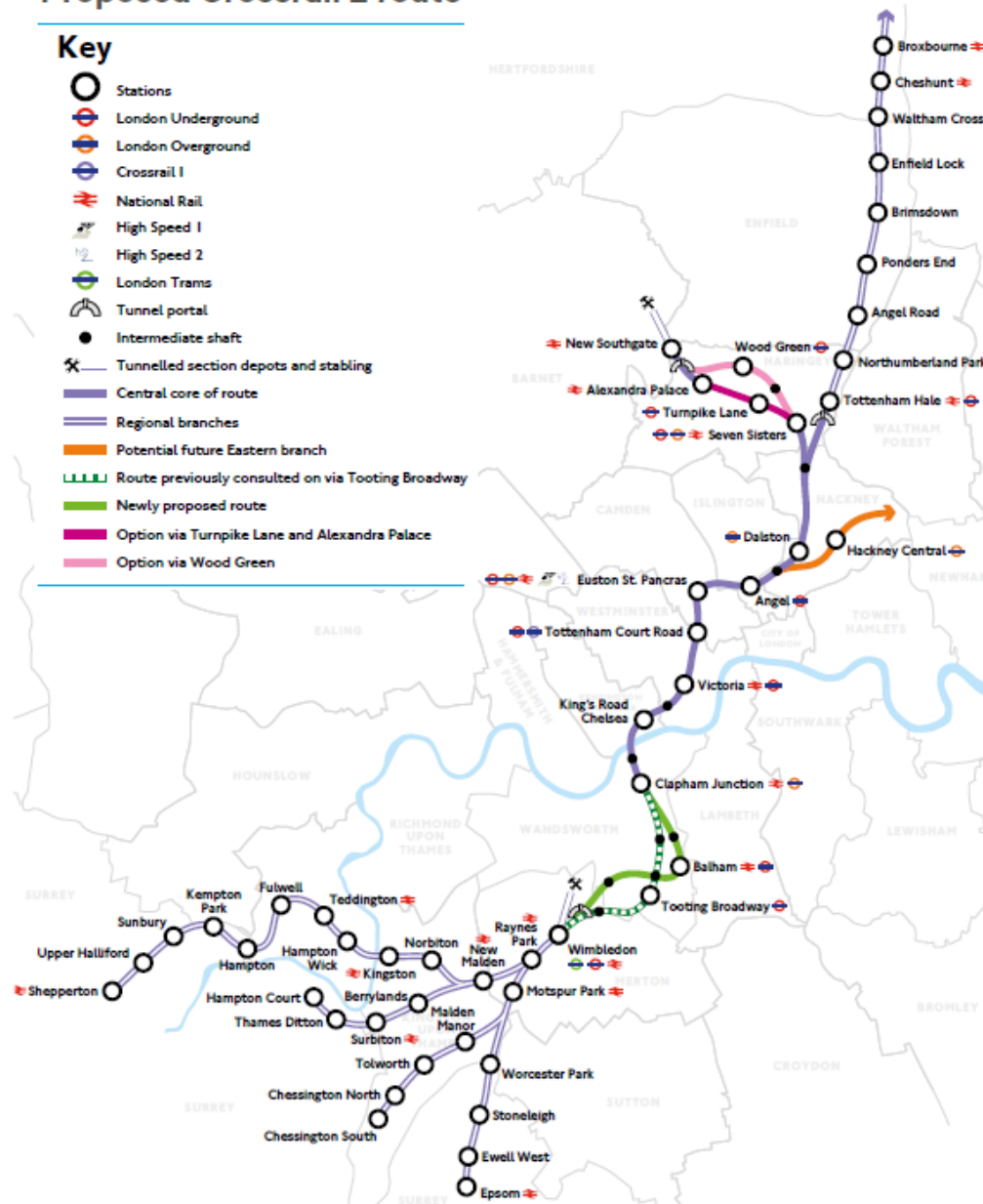
The proposed vision for Harlow is to achieve by 2031:

- 1. Regained its reputation as a place of aspiration, innovation and prosperity. The town will be growing and benefiting from regeneration and sustained investment in infrastructure, services and facilities town. The population of Harlow would have increased and the town's stagnation would have been reversed.*
- 2. The perceptions of the town as a declining economic centre would have been reversed through the success of the Enterprise Zone and economic ripples securing the status of the town as a prime business location and retail destination.*
- 3. The town would have provided enough new homes to meet needs, providing opportunities to those who would usually be unable to afford to buy their home.*
- 4. New development will be revitalising key areas within Harlow, stimulating regeneration of deprived areas. The town centre, neighbourhood centres and hatches will be thriving mixed used areas. A programme of urban renewal will have replaced the poorest housing stock with modern and sustainable buildings built to last.*
- 5. The town would have retained and reinforced network of green wedges across Harlow. The town's green spaces would have been enhanced as well as providing multifunctional opportunities for residents and wildlife that are better connected to residential areas.*
- 6. Major investment will also be underway to address a number of specific transport capacity issues across Harlow that are further unlocking blockages to investment and growth.*

Proposed Crossrail 2 route

Key

- Stations
- London Underground
- London Overground
- Crossrail 1
- National Rail
- High Speed 1
- High Speed 2
- London Trams
- Tunnel portal
- Intermediate shaft
- Tunnelled section depots and stabling
- Central core of route
- Regional branches
- Potential future Eastern branch
- Route previously consulted on via Tooting Broadway
- Newly proposed route
- Option via Turnpike Lane and Alexandra Palace
- Option via Wood Green



Draft New London Plan EiP



Revocation of Regional Plans

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<https://publications.parliament.uk/pa/cm201011/cmselect/cmcomloc/517/517.pdf>

The responses to the two environmental reports on the environmental impact of the proposed revocation of the Regional Strategy for the East of England identified the following (12) issues to be of strategic significance to revocation :

- Imbalance between water demand and supply
- Flooding and climate change, CO2 emissions and renewable energy
- Historical reductions in biodiversity and natural and semi-natural habitats Erosion of historic assets
- Air quality, especially on main transport routes
- High car dependency; strains on public transport infrastructure
- Increasing trend towards air travel
- Pressures on landscape character
- Waste and mineral management
- Poor rural service provision
- Issues associated with a rural population increase
- Strategic planning for the accommodation needs of Travelling Showpeople and Gypsy and Travellers communities
- Need to revoke regional strategies rapidly so to deliver the localism agenda
http://www.legislation.gov.uk/uksi/2012/3046/pdfs/uksiem_20123046_en.pdf

Questions