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Planning is one of those quasi judicial duties of a councillor and one has to be careful not to pre judge any planning issue if one is to effectively represent one's area.

As a conurbation Harlow North merges with Harlow in terms of geographic affinity, yet would reside in East Herts Green Belt, the two areas are significantly separated by railway, river, and flood plain. There is little human infrastructure currently deployed in the area, and an already stressed supply and communications infrastructure. Additionally there are quality of life concerns for any new residents -- they cannot be expected to travel across the valley into Harlow for the community hubs which the Harlow new town team designed into the several areas of Harlow, the shopping centres, the green space, the schools, the health centres.

Harlow itself is less desirable destination to move to than when the plan was first proposed as it has recently lost much of the high tech industry that sustained it, and it is of course desirable that any commuting should be as short as possible, so there is concern as to the employment of any new population.

Focusing back on the proposed development I am concerned by the routine hosepipe bans we have seen in the past decade, the loss of Green Belt, the already congested minor roads in the area, the lack of a 'Harlow North' junction on the M11 and the already existing congestion in accessing the current southern junction. The Rail links to London are routinely standing room only in the morning.

In looking at a major development such as this one has to look at the wide scope - just as one should always remember that a town edge superstore employing x people will reduce the total employment in the town by that same x even when the those new jobs are included.