LATTON PRIORY

HARLOW & GILSTON
GARDEN TOWN

Draft Report for Consultation

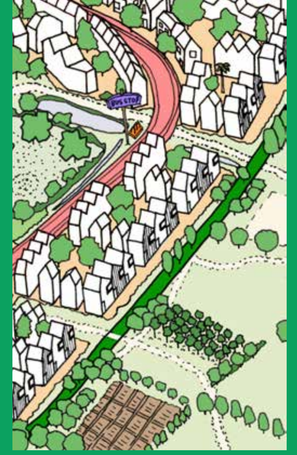
BroadwayMalyan BM

Strategic Masterplan Framework

November 2022

LATTON PRIORY

ceg | Hallam Land Management | BroadwayMalyan BM



Introduction and Vision

01

Draft Report for Consultation

LATTON PRIORY
HARLOW & GILSTON GARDEN TOWN

INTRODUCTION AND BACKGROUND

Introduction

The Latton Priory site is on the southern edge of Harlow and lies within the administrative area of Epping Forest District. It forms part of the Harlow and Gilston Garden Town and is one of four such proposed strategic development areas around Harlow with requirements set out in the Epping Forest District Council Local Plan (submission version 2017) with main modifications (July 2021). Harlow and Gilston was designated as a Garden Town by the government in January 2017 and will comprise new and existing communities in and around Harlow. These are to the east, west and south and include new villages to the north of Harlow.

The promoters of the site are CEG and Hallam Land Management Ltd.

This document presents the Strategic Masterplan Framework (SMF) for Latton Priory and lays the foundations for a high quality sustainable neighbourhood. The SMF has also been developed with reference to the suite of guidance documents prepared by the Harlow and Gilston Garden Town (described in more detail later in this report), the TCPA's Garden City Principles and having regard to the policies of the emerging Local Plan and its Vision for Epping.

It has been prepared in line with the process set out in the EFDC Strategic Masterplanning Briefing Note, 2018 and its purpose is to shape proposals that will come forward through future planning applications and it will be a material consideration in their determination.

It is also intended to work in conjunction with the Latton Priory Design Code prepared by Epping Forest District Council which sets out the key principles which the Design Code builds upon.

This document provides detailed information about the analysis undertaken to inform the framework masterplan. This includes the site location, background planning context, site features as well as the immediate and wider surroundings. This document also examines the other influences that have impacted the concept and design of the masterplan ranging from factors such as the legacy of the new towns to emerging lifestyle trends.

On the basis of this analysis, the document sets out the vision, objectives and framework to guide development of the Latton Priory Masterplan Area. It also sets out the key design drivers, overall concept and the SMF itself explaining principles for built form and key public streets and spaces.

The SMF has been developed in partnership between Epping Forest District Council (EFDC), Harlow District Council (HDC) and Essex County Council (ECC), developers/ landowners, relevant stakeholders and the local community. There have been numerous consultation events with these and other stakeholders since 2014.

Above - View of the Western Section of the Site

ROLE OF THE STRATEGIC MASTERPLAN FRAMEWORK

This document sets out the draft Strategic Masterplan Framework (SMF) for a proposed mixed use scheme at Latton Priory and provides further supplementary guidance to support the site allocations and policies in the Epping Forest Local Plan submission version (2017) and main modifications (July 2021)

The development of the Masterplan has been informed by a range of consultation activities with a range of stakeholders. The site opportunities and constraints have been fully examined and discussed with stakeholders. The framework, principles and parameters set out in this Masterplan have evolved from this work and are articulated through the Framework Masterplan presented within this document. Following endorsement of the document by the Council as local planning authority, it will form a material consideration in the determination of planning applications and therefore will have weight in the decision making process.

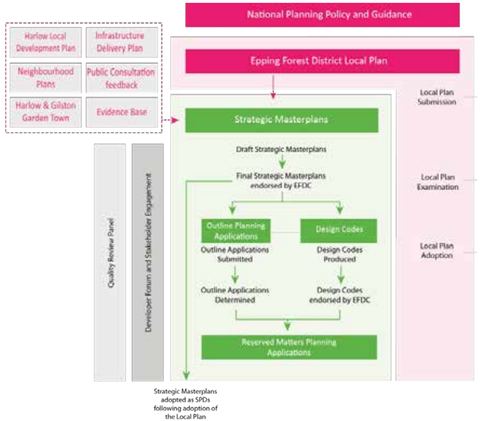
The preparation of the SMF will ensure that development of Latton Priory takes place in a coordinated way. This will ensure the timely delivery of new housing and infrastructure and measures such as sustainable transport links, streets and roads, drainage and schools, environmental protection measures and the creation of a high quality living environment which is well integrated with the wider urban area.

Further, more detailed, guidance for Latton Priory will be provided by a Design Code that is being produced by Epping Forest District Council.

The masterplan will:

- Establish principles for development and lay the foundations for a high quality, sustainable neighbourhood;
- Defi e key development principles and strategic concepts to enable a co-ordinated approach to delivering the proposed level of growth in a Garden Town context
- Provide guidance to inform planning applications
- Inform the development of the masterplan in later stages.

The diagram (right) shows how the SMF fits into a suite of wider policy documents as well as its role in informing the Design Code and future planning applications.



Above - Planning Process for Strategic Masterplans (Epping Forest District Local Plan - submission version 2017)

Contents of the document

The SMF provides specific guidance on how Latton Priory will be delivered. It addresses the spatial form and phasing of development and provides more general development and design guidance than is set out in the Local Plan.

The development of the Masterplan has been supported by a number of environmental and technical assessments and responds to comments made through the consultation and engagement activities undertaken at key stages of its development. The assessments have included work on design, transport, ecology, flood risk and drainage, noise, air quality, landscape, arboriculture, heritage and sustainability. The Masterplan sets out the potential quantum and form of development that could be achieved to best meet the site allocation requirements as set out in the emerging Local Plan. It also presents potential solutions to address environmental and technical matters so that any future applicant is clear as to what is required when preparing proposals for the site.

It is arranged in two parts, as shown in the table (right). Part one sets out the analysis and thinking behind the masterplan concept. Part two presents the SMF, its constituents parts and broad principles for the development.

SECTION	DESCRIPTION
PART ONE	
Section 1	**Introduction and Vision**
Section 2	**Planning Policy and Guidance** Sets out the planning policy context for the site.
Section 3	**Site and Surrounding Context** Sets out an analysis of the site in terms of its location, immediate and wider surroundings, key features, landscape characteristics and views, topography, ground conditions and flooding, access and movement, ecology and heritage.
Section 4	**Design Influences** Sets out other influences on the design of the masterplan including historic and present day spatial influences, urban design influences from surrounding areas and the influence of emerging future technological and lifestyle trends.
Section 5	**Design Drivers and Concept** Sets out the overall concept for the site and the key aspects and aims that have guided that concept.
PART TWO	
Section 6	**The Framework Masterplan** Sets out the illustrative SMF and its main constituents parts: Land use, green infrastructure, blue infrastructure and drainage, access and movement.
Section 7	**Built Form and Place-making** Sets out principles for building heights, especially in relation to key views, densities across the site, a street hierarchy strategy and a site-wide place-making strategy. It sets out broad principles for street and key route typologies.
Section 8	**Character Areas** Sets out broad development principles to achieve distinct character areas across the site, including principles for key routes and spaces within each character area.
Section 9	**Sustainability, Phasing and Stewardship** Sets out how, at masterplanning stage, the Harlow and Gilston Garden Town Sustainability Appraisal has been taken into consideration and sets out principles for the phasing of key infrastructure and stewardship of the development.

VISION FOR LATTON PRIORY

The emerging Local Plan for Epping Forest presents the Council's aspirations for Epping Forest and states that it will be a place where:

i. residents continue to enjoy a good quality of life;

ii. new homes of an appropriate mix of sizes, types and tenures to meet local needs have been provided and well integrated communities created;

iii. development respects the attributes of the different towns and villages;

iv. development needs will be met in the most sustainable locations;

v. Epping Forest will be conserved and enhanced;

vi. the recreational aims of Lee Valley Regional Park will be supported;

vii. a more sustainable local economy including tourism, aviation, research and development, and food production will be developed;

viii. a distinctive and attractive network of towns and village centres will have been maintained;

ix. access to places by public transport, walking and cycling will be promoted; and

x. signific nt residential development will be located around Harlow to support the regeneration of the town.

The Vision for the site builds on and aligns with the Vision for Epping and will help work towards achieving the overarching Vision of the Local Plan. Furthermore the analysis undertaken including reference to the HGGT Vision, coupled with stakeholder and public consultation and the design process, have led to an overall vision for Latton Priory.

The vision for Latton Priory is as follows:

"Celebrating its location between town and countryside, Latton Priory will be an ***uplifting*** *place where people feel proud to live, study, work and play. Key* ***site features*** *and* ***innovative, high-quality design****, alongside* ***sensitive integration*** *with the surrounding countryside and communities will inform a* ***locally distinctive character****. Interwoven with a* ***rich and multi-functional network of green infrastructure****, open spaces and streets will be* ***attractive*** *and support* ***active lifestyles, vibrant communities*** *and* ***abundant ecology.***

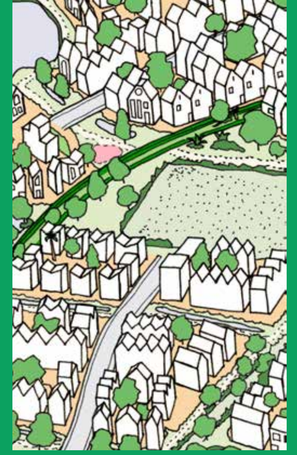
People will feel physically and digitally ***connected*** *both within Latton Priory and to* ***wider networks*** *and facilities.* ***Active and sustainable travel modes*** *will be encouraged at every scale of design including* ***cycling and walking links*** *to key destinations and* ***public transport*** *including a connection to a* ***Sustainable Transport Corridor*** *into Harlow.* ***Health, well-being and inclusivity*** *will be fostered through* ***people-focused public realm and facilities****. A new* ***local centre*** *will provide amenities that meet* ***day to day needs*** *of the new community whilst* ***anticipating future needs and technological advances.***

Latton Priory will be a ***resilient*** *place designed to* ***withstand a changing climate*** *and* ***mitigate its impact on the environment*** *through* ***minimising resources*** *used in the construction and use of buildings and infrastructure and encouraging and facilitating* ***sustainable lifestyles****. Buildings and the public realm will be designed for* ***longevity, flexibility and adaptability*** *and* ***stewardship*** *measures will help to create and maintain a* ***thriving community*** *and secure the* ***long-term enjoyment*** *of the open spaces and facilities."*

PART 1

LATTON PRIORY

HARLOW & GILSTON GARDEN TOWN



Planning Policy and Guidance

02

Draft Report for Consultation

LATTON PRIORY
HARLOW & GILSTON GARDEN TOWN

PLANNING POLICY AND GUIDANCE

HISTORY

Latton Priory was first promoted for development through the East of England Plan (the former Regional Spatial Strategy for the East of England, published in 2008). This Plan identified Harlow as a "Key Centre of Development and Change" and proposed 16,000 additional dwellings for the town up to 2021 through urban extensions to the north, east, south and west of the town.

Whilst the East of England Plan was revoked in January 2013, the strategic position of Harlow adjacent to the M11 motorway and between the city axis of London and Cambridge, means it is at the heart of the London Stansted Cambridge (LSC) Innovation Corridor, Britain's fastest growing region. Harlow, Epping Forest, East Hertfordshire, Uttlesford and Broxbourne form part of the 'Core Area' of the LSC Corridor which is set to continue to be a focus for substantial growth.

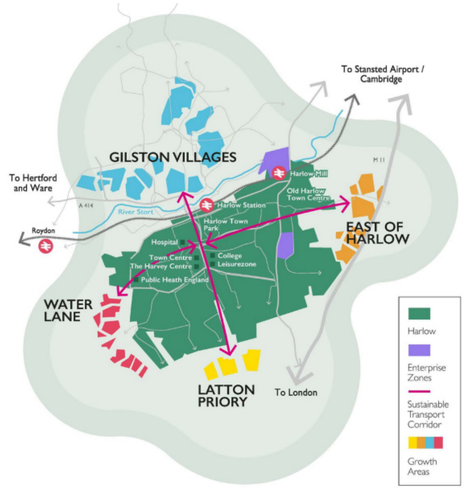
In January 2017, Harlow and Gilston was designated as a Garden Town by the Department for Homes, Communities and Local Government. Harlow and Gilston Garden Town (HGGT) is a growth and regeneration project and comprises new and existing communities in and around Harlow.

In total, 16,000 new homes will be delivered by 2033, with a further 7,000 planned for the Gilston area to be built from 2033 onwards. East Hertfordshire, Epping Forest and Harlow District Councils are working together with Hertfordshire and Essex County Councils as the Garden Town Board supported by a Delivery Team.

Therefore, the Local Plans for the respective district areas recognise and incorporate this designation, and form the statutory basis for decision making.

The Harlow and Gilston Garden Town comprises 4 new communities.

These are Latton Priory (to the south of Harlow); East of Harlow; Water Lane (to the west of Harlow) and 7 new villages to the north of Harlow in Gilston



Above - Harlow and Gilston Garden Town Vision, Nov 2018

Epping Forest District Local Plan Submission Version 2017

The statutory development plan for the District comprises the saved policies in the adopted Local Plan (adopted 1998) and Alterations (adopted 2006). Due weight should be given to these policies according to their degree of consistency with the NPPF.

The emerging Epping Forest District Local Plan Submission Version (LPSV) 2017 is currently at an advanced stage. Consultation on Main Modifications to the LPSV took place in July-September 2021 and following the appointment of a new Inspector to continue the examination of the Plan, a further schedule of main modification was suggested as being required to be prepared and consulted upon in order to meet the tests of soundness. It is expected that the Inspector will publish further modifications in October 2022, and for consultation to be carried out in the Autumn, followed by adoption of the Local Plan. Weight can be afforded to the LPSV as a material consideration and is dependent on the level of objections or issues existing to each policy but the SMF has been prepared having regard to the requirements of relevant Local Plan policies and guidance and in light of the most recent schedule of changes required.

The Epping Forest District Local Plan Submission version 2017 with main modifications (July 2021) includes the place shaping principles set out within Policy SP3 and Policy SP4 which provide the specific development and delivery principles of the Garden Communities in the Harlow and Gilston Garden Town.

Policy SP5 allocates the 3 new communities which fall within the Epping Forest District administrative boundary, which includes Latton Priory.

SP5.1 sets out the requirements for development at Latton Priory which are summarised in this section.

Key policies of particular relevance to Latton Priory are:

Policy SP3 Place Shaping

Policy SP3 sets out the principles that Strategic Masterplans and development proposals should reflect and demonstrate. The policy includes principles to provide mixed-tenure homes and range of housing types and sizes; provide high quality homes with gardens or access to usable and accessible amenity space; ensure generous, well-connected and bio-diverse green space provision, extend, enhance and reinforce strategic green infrastructure and public open space; ensure positive integration with adjacent rural and urban communities; provide for sustainable movement and access.

Policy SP3 also requires the production of a Strategic Masterplan to help guide the development and implementation of the garden communities.

Policy SP4 Development and Delivery of Garden Communities in the Harlow and Gilston Garden Town

Policy SP4 specifically deals with the 'Development & Delivery of Garden Communities in the Harlow and Gilston Garden Town'. This identifies Latton Priory as one of the three Garden Town Communities within Epping Forest District. This policy outlines principles which the design, development and phased delivery should accord with.

Policy SP5 Garden Town Communities

Policy SP5 allocates Latton Priory, the 'Water Lane Area' and land 'East of Harlow' as Garden Town Communities. The Latton Priory allocation provides capacity for a minimum of 1,050 homes, alongside community facilities, early years provision, a new primary school (including provision of land) and appropriate contributions towards a secondary school (including the provision of land) to serve the needs arising from new development. In addition, five traveller pitches is expected to be provided.

Approximately one hectare of B1a/b Use Class employment land is expected to be provided at Dorrington Farm (at site allocation RUR.E19A). Alongside the existing, one hectare of designated B Use Class employment land (site RUR.E19BB) will provide opportunities for comprehensive redevelopment and the provision of high quality employment uses to be incorporated within the Garden Town, helping to promote sustainability whilst also linking to Harlow town centre. The Council recognises that through the detailed masterplanning process at Latton Priory it may become apparent that the required B1a/b Use Class employment uses may be better located elsewhere in the masterplan area to deliver a comprehensively planned development.

Land is to be safeguarded for the Sustainable Transport Corridors and Strategic Masterplans will be required to safeguard land accordingly.

Policy SP5, as amended by the Inspector advises that planning applications in relation to the garden community allocations should be accompanied by and have regard to a strategic masterplan which will accommodate the development requirements set out in this policy.

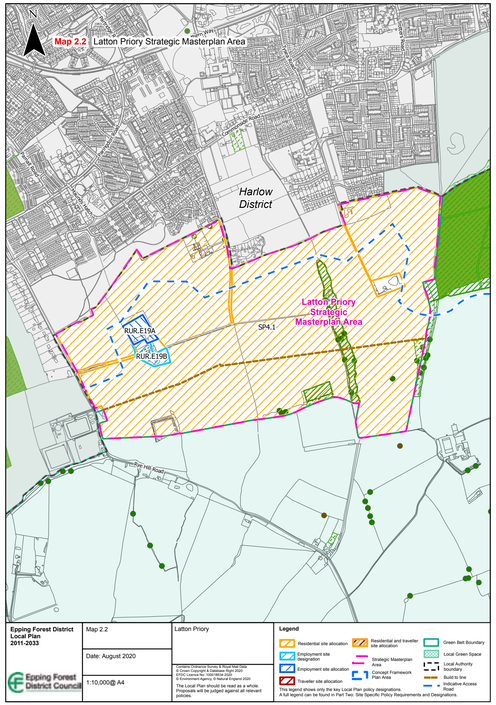
The Local Plan sets out the approach expected in relation to the mix and type of new homes to be provided on development sites including on traveller sites, the future plan for supporting economic growth and managing growth in car travel and its linked impacts on the local economy and on the environment and communities.

The plan also includes a number of Development Management Policies covering the Natural Environment and Green Infrastructure, Historic Environment, Design and Environmental Policies.

Of particular note are policies SP1 (Spatial Development Strategy), SP2 (Place Shaping), SP6 (The Natural Environment, Landscape Character and Green and Blue Infrastructure), T1 (Sustainable Transport Choices), DM2 (Epping Forest SAC and Lee Valley SPA) and DM22 (Air Quality).

Other relevant guidance which has informed the approach include:

- EFDC Air Pollution Mitigation Strategy
- EFDC Sustainability Guidance and Checklist/Major Developments - March 2021
- EFDC Green Infrastructure Strategy - April 2021.



Above - Epping Forest District Local Plan (Main Modifications July 2021)

Part F of policy SP5.1 as amended in Main Modifications 2021 sets out the expectations of what a comprehensive high quality development at Latton Priory will include :

i. A minimum of 1,050 homes up to 2033;

ii. One hectare of B1a/b Use Class employment land provided at site allocation RUR.E19A in addition to the one hectare of existing designated B Use Class employment land at Dorrington Farm (site RUR.E19B). The Council recognises that through the detailed masterplanning process it may become apparent that the required B Use Class uses may be better located elsewhere in the Masterplan Area to deliver a comprehensively planned development;

iii. Five traveller pitches;

iv. Strategic natural green space of a sufficient size and quality (as detailed in the relevant Mitigation Strategy for the Epping Forest Special Area of Conservation) to support biodiversity and to avoid placing pressure on existing sites of international and national importance. Such space should include opportunities for walking and cycling, fl od mitigation and a new Green Belt defensible boundary to the South of the site as indicated on the map. Proposals will also be required to incorporate avoidance and mitigation measures to address any impacts of development on the Harlow Woods Site of Special Scientifi Interest.

v. Land to the South of the 'build to' line within the Masterplan Area must be retained for public open space or for other appropriate uses as agreed through the masterplanning process;

vi. A sympathetic design which preserves and enhances the adjacent Ancient Woodland, Scheduled Monuments and listed buildings to the south of the site;

vii. A local centre;

viii. A new primary school with Early Years and Childcare provision on an education site of at least 2.1 hectares;

ix. At least 10ha of land to accommodate a secondary school in addition to any necessary contributions;

x. Early Years Facilities;

xi. The provision of appropriate community and health facilities;

xii. Highway and transport improvements including to the north-south sustainable transport corridor, works to Southern Way and Second Avenue corridor, and upgrades to Junction 7 of the M11;

xiii. Satisfactory utility infrastructure including water, waste water, solid waste, gas, electricity and telecommunications; and

xiv. Bus service and direct pedestrian and cycle links between housing and the facilities that serve them.

Harlow District Local Plan

Harlow District Council adopted its Local Plan in December 2020. Its Spatial Vision, based on its Corporate Plan, includes that by 2033, Harlow will have: secured its role as a key urban centre that has benefited from growth, regeneration and sustained investment in infrastructure, services and facilities; and provided sufficient new homes to meet local needs, providing opportunities to those unable to purchase open market housing, through a significant increase in the provision of affordable homes.

The Spatial Development Strategy outlined in the Local Plan recognises the strategic site of Latton Priory for development outside the administrative boundaries, along with the other sites making up the Harlow and Gilston Garden Communities. Policy HGT1 sets out the principles expected for the design, development and phased delivery of these sites.

The Strategy also includes an indicative new Sustainable Transport Corridor linking the Garden Communities into Harlow and which is safeguarded through policy SIR1 and which is aligned through an existing north-south green wedge. Of particular note, policy WE1 defines the Strategic Green Infrastructure to include the Green Belt, Green Wedges and Green Fingers which will be protected and enhanced and policy WE2 explains the roles and purposes of these designations. Policy HS4 of the Local Plan states that the 12 gypsy and traveller pitches at Fern Hill Lane, bordering the site will be restored.

Harlow & Gilston Garden Town documents

The 'Harlow and Gilston Garden Town - Spatial Vision' document sets out the vision for the Garden Town and principles to inform its growth and management. It will help support the delivery of the locally-led Garden Town. This vision is endorsed by the three local authorities of Epping Forest, Harlow and East Hertfordshire.

The 'Harlow and Gilston Garden Town - Design Charter' document sets out the design charter for the Garden Town, with settlement-wide thematic plans and guidance for each of the strategic development areas. The Design Charter is a companion document to the Garden Town Spatial Vision and should be read in parallel to this. The document takes the principles and objectives of the Spatial Vision as its starting point and provides a broad spatial framework to help deliver these principles. The characteristics and opportunities of the growth areas are explored and spatial guidance provided.

The 'Harlow and Gilston Garden Town Sustainability Guidance and Checklist' provides guidance to help applicants, through the masterplanning and planning process, to meet the Garden Town goals of becoming net zero-carbon by 2030. It provides practical and technical guidance for new major developments in the Garden Town on how to apply sustainability indicators and policies (environmental, social, and economic) which are in the HGGT Vision and partner authorities plans.The guidance is split into two sections focusing on environmental and socio-economic sustainability. The submission of a completed Sustainability Checklist forms part of the outline planning requirements for Strategic Masterplan areas. The Sustainability Guidance is to be used throughout the design and planning process, to enable a stronger and clearer focus on environmental, social and economic sustainability from the start.

Based upon the work undertaken as part of the HGGT Transport Strategy, the supporting text in the EFLP notes " The Councils aspire to see 60% of journeys to and from the Garden Town Communities to be made by non-car modes". In so doing the HGGT Transport Strategy accepts that this will only be achieved incrementally over time rather than on day one

National Planning Policy Framework

The national context is provided by the National Planning Policy Framework (NPPF) and Technical Guidance. The Framework, within which local and neighbourhood plans can be produced, is also a material consideration on planning decisions.

At a strategic level the relevant national policy includes: Achieving sustainable development, Delivering a sufficient supply of homes, Promoting healthy and safe communities, Promoting sustainable transport, Supporting high quality communications, Making effective use of land, Achieving well-designed places, Meeting the challenge of climate change, flooding and coastal change, Conserving and enhancing the natural environment, Protecting Green Belt land.

The NPPF states that 'the purpose of the planning system is to contribute to the achievement of sustainable development' which includes net gains across economic, social and environmental objectives. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

The most recent NPPF published in July 2021, responds to the findings of the Building Better, Building Beautiful Commission 'Living with Beauty' report, including the need for developments to be 'well-designed and beautiful'. Also in 2021, the National Design Guide was published and which sets out the characteristics of well-designed places and demonstrates what good design means in practice.

Also of relevance is the non statutory guidance and principles for Creating Successful New Garden Communities, published by the Town and Country Planning Association.

Site and Surrounding Context Context

03

Draft Report for Consultation

LATTON PRIORY
HARLOW & GILSTON GARDEN TOWN

SITE LOCATION AND WIDER CONTEXT

Introduction

This section examines aspects of the site including its location and its wider and immediate context. It sets out a summary of all the analysis undertaken of the site and establishes the key features which have been central to the design process and the development of the masterplan concept.

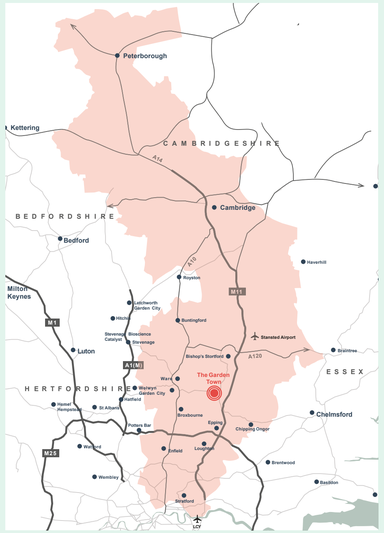
The Wider Context

Latton Priory is located to the south of Harlow, Essex. Within the wider region, the site is located within the UK Innovation Corridor, a new region created to deliver housing and economic growth running from London to Cambridgeshire.

The site is near junction 7 of the M11 and approximately 12km and 49km from the M25 and central London respectively. Epping is approximately 5km to the south and the village of North Weald Bassett is approximately 5km to the south east.

The most significant natural feature in the wider area is Epping Forest which is approximately 7km to the south.The site is approximately 17km from Stansted Airport.

Above - Latton Priory in its Wider Context



Above - The UK Innovation Corridor - shown in the Harlow and Gilston Garden Town Vision, Nov 2018

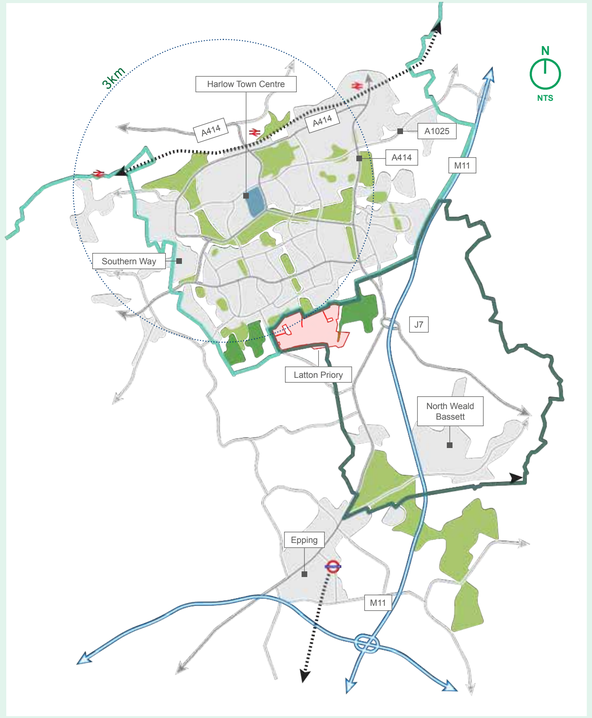
The Local Context

The site is located to the south of Harlow and its neighbourhoods of Latton Bush and Stewards. It is located approximately 3km from Harlow Town centre, as shown on the map (right).

The site is served by Harlow Town railway station, approximately 4km away and on the main West Anglia main line between London Liverpool Street and Cambridge. Journey times from Harlow to London Liverpool Street are approximately 30 minutes.

The town is also served by Harlow Mill Station, an intermediate station on the same line. This is a railhead for a number of construction materials into the area.

The A414 and Junction 7 of the M11 are to the east of the site. Immediately to the south of the site is open countryside.



Above - Latton Priory within its local context

LAND OWNERSHIP AND AREAS OF CONSIDERATION

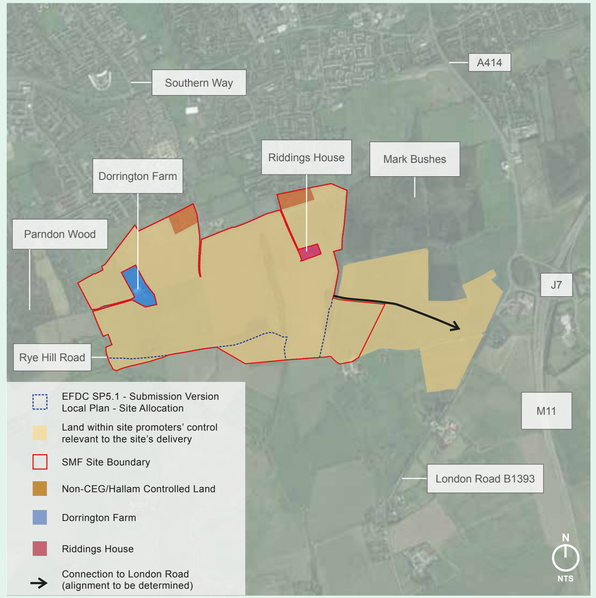
The plan (right) shows the relationship of the different boundaries under consideration in this report.

The Latton Priory Allocation Area (as defined in Policy SP5.1 of the EFDC Local Plan Submission Version 2017) is shown as a dotted blue line on the plan.

The solid red line boundary shows the area under consideration in this SMF document and from hereon will be referred to as the 'site boundary'. It includes areas that are controlled by the site promoters CEG and Hallam Land Management Ltd as well as areas which are allocated sites within Epping Forest District to the immediate north. It also includes areas beyond the site allocation in the south which are included as they are necessary for delivery of the site.

The beige shaded area is additional land which is not in the site allocation and is not considered in this document but will be required for access to London Road which is necessary for the delivery of the site. This land is in the control of CEG and Hallam Land Management Ltd.

The design principles established in the Strategic Masterplan will be expected to be followed by all landowners and developers bringing forward development at Latton Priory.



Above - Areas of Consideration

Aerial View of the Site

SITE FEATURES AND IMMEDIATE SURROUNDINGS

The site (shown left), is an undeveloped greenfield site, comprising largely arable farm land. The land within the SMF site boundary covers an area of 117ha.

One of Harlow's Green Wedges runs from the town centre to the northern edge of the site. Fern Hill Lane Gypsy and Traveller site is also immediately to the north of the site. A public open space is situated between the site and existing residential neighbourhoods to the north west.

To the west of the site lies Rye Hill Road which marks the western boundary. The A414 is located to the east of the site, as is Junction 7 of the M11. To the south of the site, the area largely comprises open fields. Latton Priory farm buildings are also to the south of the site adjoining the site boundary and containing a number of Grade II listed buildings including remnants of Latton Priory. Also in the south of the site is a cluster of trees set around an historic moat which is a scheduled ancient monument.

The site also benefits from significant existing green infrastructure including a number of hedgerows which serve as field boundaries and existing tree belts.

Dorrington Farm (which is outside of the SMF area) lies within the western half of the Latton Priory site and comprises employment uses. It is accessed from Rye Hill Road and contains a notable row of poplar trees which are visible feature when viewed from outside the site.

Riddings House (again, outside of the SMF area) is a private residential property in the eastern part of the site. It is accessed from Riddings Lane to the north of the site.

LATTON PRIORY FARM INCLUDES HERITAGE ASSETS

VIEW TOWARDS THE WESTERN SECTION OF THE SITE, DORRINGTON FARM AND WATER TOWER

VIEW NORTH ON RYE HILL ROAD ALONG WEST OF SITE

CENTRAL SECTION -TREE BELTS

DORRINGTON FARM

RECREATION GROUND TO THE NORTH-WEST OF THE SITE

ANCIENT MOAT - SCHEDULED ANCIENT MONUMENT

EASTERN SECTION OF SITE FACING NORTH-EAST

SURROUNDING LAND USE & FACILITIES

The site is located immediately south of the urban area of Harlow with surrounding land uses predominately comprising residential development and rural land uses.

Surrounding Land Uses

Residential

A range of different housing styles and densities can be found close to the Latton Priory site.

The residential development to the north of the site consists of the residential estates of Latton Bush and Stewards, which comprise a mix of modern and New Town dwellings. The architecture of the existing dwellings varies considerably but development is generally two storey in height and includes a mixture of terraced, detached and semi-detached properties. Contained within these developments are a number of community uses including Longwood Primary Academy and Nursery and Milwards Primary School and Nursery.

There is a strip of large detached residential properties along the western side of Rye Hill Road to the west of the site.

Appendix 1 gives more detail on the analysis carried out by the design team.

LATTON BUSH POST WAR HOUSING

LATTON BUSH LATE 20TH CENTURY HOUSING

NEW DEVELOPMENT IN STEWARDS

LATTON BUSH POST WAR NEW TOWN HOUSING

STEWARDS POST WAR NEW TOWN HOUSING

LARGE PROPERTIES ALONG RYE HILL ROAD

Green Infrastructure

Separating the two areas of existing residential development at Latton Bush and Stewards is one of Harlow's Strategic Green Wedges. This provides a direct green link between the Latton Priory site and Harlow town centre to the north and has been identified in the HGGT Vision as the potential location for a future sustainable transport corridor.

There is a public open space on the north west boundary between the site and existing residential neighbourhoods.

In addition, to the north east of the site lies an area of Ancient Woodland known as Mark Bushes. Additional Ancient Woodland is also situated to the west of the site at Parndon Wood, Risdens Wood and Hospital Wood although none of these abut the site boundary. These three woodlands are collectively known as Harlow Woods and are identified as a Site of Special Scientific Interest (SSSI). In between these areas of woodland lies the Parndon Wood Cemetery and Crematorium.

To the south of the site the land comprises predominately undeveloped agricultural fields with irregular development in the form of agricultural buildings and dwellings. Eventually the rural fields meet the urban edge of Epping to the south.

The existing green infrastructure is shown on the Surrounding land use and facilities plan overleaf.

Other land uses

Other notable features within the local area include the Rye Hill Water Tower, situated off Rye Hill Road to the west of the site, the Fern Hill Lane Gypsy and Traveller site which lies immediately north of the site , Dorrington Farm, an existing employment location which is a 1ha site designated for employment use in the emerging Local Plan (Submission Version 2017) for Epping Forest District and North Weald Airfield which lies to the south east of the site adjacent to the settlement of North Weald Bassett.

The existing gypsy and travellers' site at the end of Fern Hill Lane abuts the northern boundary of the site and sits on a lower lying level. The site is accessed from Fern Hill Lane.

There are a number of local centres, community services and facilities located in the residential neighbourhoods to the north of the site. These are described in surrounding facilities (below).

RECREATION GROUND ON NORTH-WEST BOUNDARY

FERN HILL LANE ALONG GREEN WEDGE

WATER TOWER

Above - Harlow Town Centre

Surrounding Facilities

Harlow has a wide range of facilities serving the town and the wider area.

Many of the existing surrounding facilities lie to the north of the site in the local centres near Tye Green and Bush Fair. These include places of worship, doctors surgeries and pharmacies, local convenience retail, food and beverage outlets (including fast food, restaurants and pubs), post offices and local community facilities such as libraries.

Several primary and secondary schools are close to the site, including Latton Green Primary Academy and Nursery, The Aspire Academy, St James C of E Primary School and Longwood Primary which are within walking distance of the site boundary.

Beyond the residential communities immediately to the north of the site lies Harlow Town Centre which includes a number of retail and leisure opportunities including the Water Gardens and the Harvey Centre and community facilities including the Princess Alexandra Hospital, Harlow College and Harlow Leisurezone.

The surrounding land uses and facilities plan opposite shows distances and walking times to a number of these facilities. See Appendix 4 for cycling isochrones

LOCAL 'HATCH' AT STAPLE TYE

LOCAL 'HATCH' AT BUSH FAIR

HEALTH FACILITY AT STAPLE TYE

LOCAL 'HATCH' AT THE STOW (EAST OF HARLOW CENTRE)

Key

- Site Boundary
- Restaurants / Cafés
- Employment Area
- Hotel
- Educational Facility
- Community Centre
- Health Facility
- Library
- Play Facility
- Shopping Facility
- Gypsy & Traveller Site
- Allotment
- Heritage Asset
- Open Green Space
- Woodland & Hedgerows
- Green Wedge
- 10 min walking distance
- 20 min walking distance
- Pedestrian access points

Surrounding Land Use & Facilities

TRANSPORT AND CONNECTIVITY

Public Transport

Nearby Site Connectivity

Public bus coverage across Harlow is considered good, with the routes generally radiating from the recently refurbished bus station, located within the town centre. As shown in the adjacent fi ure, bus services 2 / 3 / 3A, 4, 87, 418 / 418B and 575 currently pass nearby to the site. The frequency and destinations of these services are summarised in the table below.

The table below shows that the existing bus services nearby to the site provide regular weekday and Saturday services to key destinations such as Harlow Town Centre and Harlow Town Railway Station.

Connections to these bus services from Latton Priory will provide access to the wider public transport connectivity described below. In addition, the public transport strategy will investigate the extension of existing bus services into the site and the introduction of new services to ensure that the development is served by a good level of public transport.

As such, the Latton Priory development will implement measures to encourage the aspiration for 60% of trips to be undertaken by sustainable transport modes on completion of the neighbourhood.

Wider Connectivity

Harlow is served by two train stations, Harlow Town and Harlow Mill. These are located on the West Anglia Main line, providing services to London Liverpool Street, Stansted Airport and Cambridge.

Harlow Town is the main local train station, providing approximately six peak / four off peak services per hour to London Liverpool Street with a journey time of 35 minutes, circa two / three services per hour to Stansted Airport with journey time of 20 minutes and circa two services per hour to Cambridge with a journey time of 52 minutes.

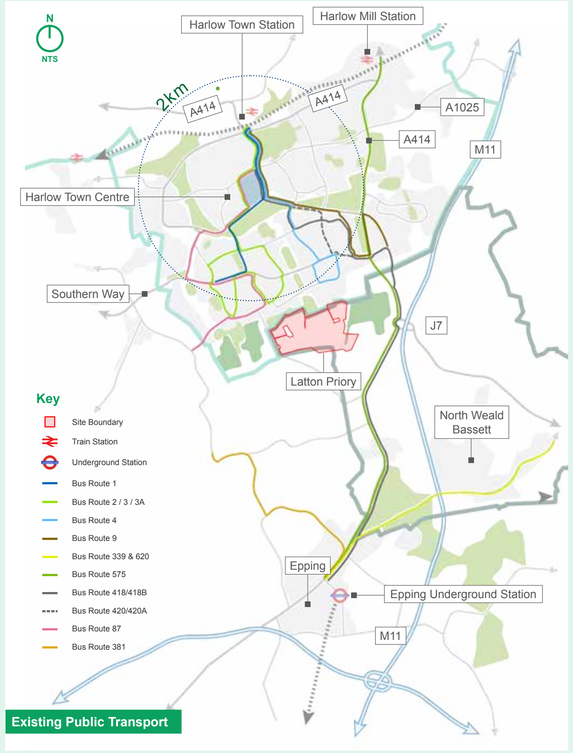
Pedestrian, cycle and vehicular links are provided to the station. The main entrance to the station for buses, taxis, park-&-ride and car parking is from the Burnt Mill Roundabout, with a second access to the car park via Edinburgh Gate.

Harlow Mill train station is an intermediate station and provides access to the employment areas on the eastern stretch of Edinburgh Way. The station has limited car parking with only 29 spaces and has no facilities for drop-off /pick up.

Further afield, access to London Underground Stations on the Central Line are provided to the south of Harlow, including a station within Epping.

Number	Journey	Frequency Weekday	Saturday	Sunday
2	Harlow Town Railway Station -	Every 20-24 mins	Every 26 mins	Every 2 hours
3	Harlow Town Railway Station -			N/A
4	Harlow - Latton Bush	15 mins	15-30 mins	Every 2 hours
87	Debden - Harlow	Every 2-3 hours	N/A	N/A
	Harlow - Debden	Every 2-3 hours		
418	Harlow Bus Station- Ongar Ongar- Harlow Bus Station	Every 40-60 mins	Every hour	Every 2 hours
418 B	Harlow Town Centre - Loughton	Northbound: 2 a day Southbound: 1 a day	Northbound: 2 a day Southbound: 1 a day	Every 2 Hours
575	Harlow - Epping - Romford Romford - Epping - Harlow	One service One service	One service One service	N/A

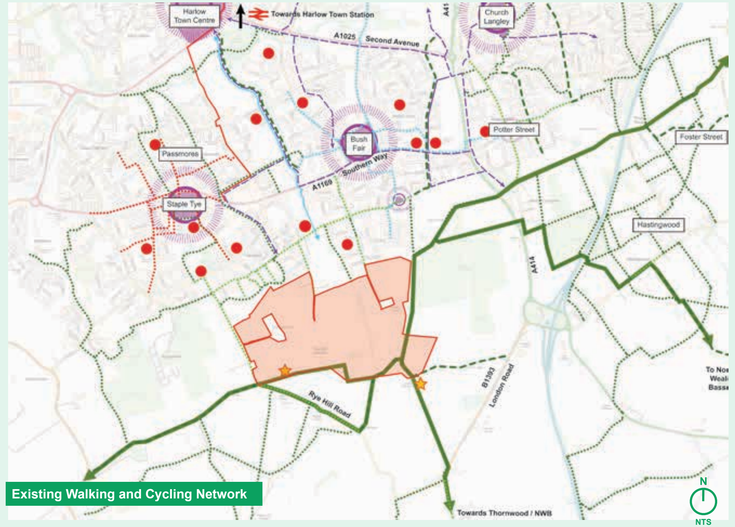
A summary of the bus services close to Latton Priory



Existing Public Transport

Walking and Cycling Network

- Harlow benefi s from an extensive network of segregated walk / cycle routes. However, there are several missing sections in the network, together with issues of personal security in using the existing network. It is important that Latton Priory delivers high quality links from its location into the existing walking and cycling networks nearby, which will again help to deliver the aspiration for 60% of trips to be undertaken via sustainable transport modes.
- There are numerous Public Rights of Way (PRoW), connecting to the Latton Priory site. A footpath bisects the site in a north-south alignment, running from Commonside Road to the north to a bridleway to the south, connecting to Rye Hill Road.
- A footway is also present on the western side of Rye Hill Road, prior to the access to S W Motor Factors Ltd and Woodbridge Commercial buildings.
- The HGGT Local Cycling and Walking Infrastructure Plan (LCWIP) designates nine routes to be developed further. Five of the proposed routes form part of the HGGT Sustainable Transport Corridors. Therefore, it is clear that there is ambition to improve walking, cycling facilities in and around Harlow.
- The plan on the previous page showed 10 minute (800m) and 20 minute (1,600m) walking catchments from the centre of the Latton Priory site (as the crow fl es). It shows that the local centres at Staple Tye and Bush Fair are walkable within 20 minutes of the site, as are a number of schools.
- Cycle distances / times from the site have also been assessed and a detailed cycle isochrone plan is provided in appendix 4. This plan shows that when cycling at a leisurely 15 km/ hour, Harlow town centre is just over a 15 minute cycle from the centre of the site. Almost the whole of the town is within a 30 minute cycling distance. To the south, following existing roads, the village of Thornwood Common, much of North Weald Basset and the town centre of Epping are all within a 30 minute cycle of Latton Priory.



Existing Walking and Cycling Network

Key

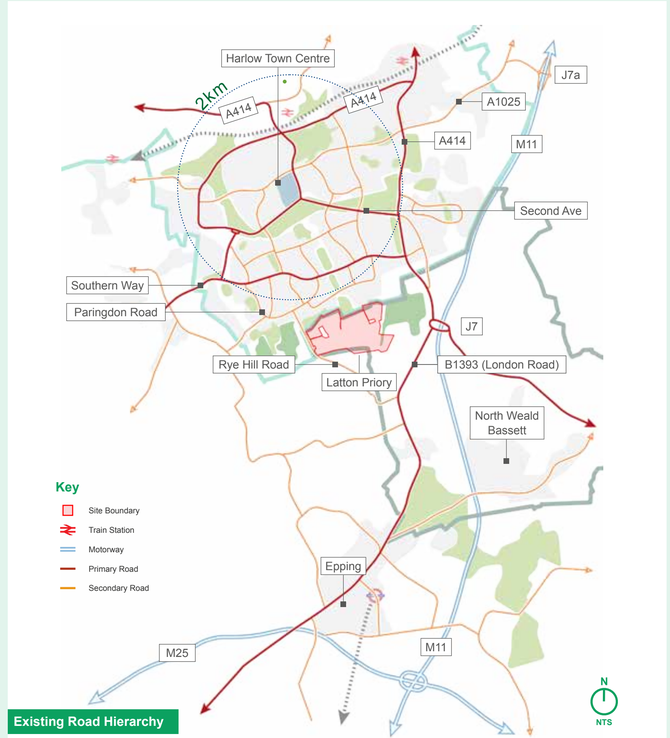
- PRoW (Footpaths)
- PRoW (Bridleways & Byways)
- Other Footpaths / On-Street Connections
- Harlow Cycle Network
- Key Long Distance Walking & Cycling Routes
- Existing Local Centres and Hatches
- Local Schools
- Heritage Assets
- Cycle Route 6 - Harlow: LCWIP
- Cycle Route 7 - Harlow: LCWIP
- Bush Fair CWZ Key Routes - Harlow: LCWIP
- Staple Tye CWZ Key Routes - Harlow: LCWIP

Existing Highway Network

- To the east of Harlow, the M11 motorway caters for north – south strategic trips, between Cambridge to the north and London to the south. Access to Harlow from the M11 is provided via Junction 7 and the newly opened Junction 7a, located to the south east and north east of the town respectively. Junction 6, which lies circa 7km to the south of Junction 7, provides access to the M25 motorway at Junction 27.
- Junction 26 of the M25 motorway, which is located circa 6km to the south west of Epping, delivers additional road connections into Epping District's main settlements.
- Junction 7a of the M11 is a new grade separated junction which was recently opened to traffic in June 2022. It provides an additional access to the strategic highway network from Harlow, helping to reduce congestion and enable opportunities for business and housing developments.
- Junction 7 of the M11 is a signalised grade separated interchange (Hastingwood Interchange), linking the A414 and the B1393 to the M11. The junction provides the primary point of access between Harlow and the Strategic Road network. As such, it experiences high volumes of traffic that can impact on its operation.
- The B1393 (London Road) provides a key strategic link to Epping, running from the Hassingwood Interchange to the south east of Harlow to the A121 / B172 / Epping New Road roundabout to the west of Theydon Bois, passing through Epping. From the Hastingwood Interchange, the road is subject to national speed limit, which reduces to a 50mph speed limit circa 200m north of the the junction with Rye Hill Road.
- The A414 provides an east – west strategic route between Hemel Hempstead to the west and Junction 8 of the M1 to the east. More locally, it connects Chelmsford to the east of Harlow and Welwyn Garden City to the west. The A414 is dual two-lane carriageway in part, with sections of single lane carriageway, such as the section that passes through Harlow. From a strategic perspective, the A414 generally runs in parallel to the M25 motorway, providing an alternative route.
- Through Harlow, the A414 experiences high traffic fl ws, which can experience localised capacity issues during peak times. Essex County Council (ECC), as Highway Authority, improved the A414 between junction 7 and the Southern Way junction to the north in 2011. The highway improvements included dualling of the A414 and junction improvements, which included the introduction of a 'hamburger' junction at Southern Way.
- Southern Way, together with Second Avenue, provides access from the A414 leading to the residential, employment and town centre areas of Harlow. Roads within Harlow are typically single lane two-way carriageways.
- Rye Hill Road bounds the Latton Priory site to the west and connects to Paringdon Road to the north. Rye Hill Road varies in width along its length, with a central line road marking from the junction with Paringdon Road to the north until the access to S W Motor Factors Ltd and Woodbridge Commercial buildings, after which the road narrows. The road provides direct frontage to the Latton Priory site in excess of 300m. Paringdon Road provides two connections into Southern Way and forms a junction with Commonside Road.
- Commonside Road is a residential road to the north of the Latton Priory site and forms a junction with Fern Hill Lane. Fern Hill Lane heads in a southerly direction towards Latton Priory. The highway corridor varies in width, between circa 8.5m wide at the north and just under 8m at the south. Of this, the existing carriageway is circa 6m, reducing to circa 5m at the southern end, beyond the existing residential development.
- Latton Priory also bounds the London Road, B1393, which commences at Junction 7 and runs generally parallel to the M11. Beyond the site, London Road forms a junction with Rye Hill Road before continuing in a southern direction to link with Epping. There is a continuous footway to the east of London Road.
- Latton Priory is located to the south of Harlow and benefi s from easy access to the local road network and the A414.

COMMONSIDE ROAD

RYE HILL ROAD



Existing Road Hierarchy

LANDSCAPE

Landscape Character Areas

National Character Area (NCA) 86 'South Suffolk and North Essex Clayland'

The most recent published landscape character assessment that encompasses the site is Natural England's National Character Area (NCA) 86 'South Suffolk and North Essex Clayland', published 20th January 2014. This NCA covers a very extensive landscape tract, nevertheless many of the key characteristics for this area are of relevance:

- "An undulating chalky boulder clay plateau is dissected by numerous river valleys…
- Lowland wood pasture and ancient woodlands support the dormouse and a rich diversity of fl wering plants on the clay plateau. Large, often ancient hedgerows link woods and copses, forming wooded skylines.
- The agricultural landscape is predominantly arable with a wooded appearance…
- Roman sites, medieval monasteries and castles and ancient woodlands contribute to a rich archaeology…
- There is a dispersed settlement pattern of scattered farmsteads, parishes and small settlements around 'tyes' (commons) or strip greens and isolated hamlets. The NCA features a concentration of isolated moated farmsteads and numerous well-preserved medieval towns and large villages.
- Larger 20th-century development has taken place to the south and east around Chelmsford, Ipswich and the new towns of Harlow and Stevenage.
- Winding, narrow and sometimes sunken lanes are bounded by deep ditches, wide verges and strong hedgerows. Transport infrastructure includes the A14, A12, M11 and Stansted Airport.
- A strong network of public rights of way provides access to the area's archetypal lowland English countryside".

Natural England identify a number of 'Opportunities' of relevance to the site. These include planting of new woodlands to link existing woodlands, managing and replanting hedgerows and hedgerow trees, using locally characteristic species, whilst ensuring that new planting doesn't block important views or overly enclose the landscape, conserving the historic environment, and creating new multi-functional landscapes and habitats through green infrastructure planning. Natural England also recommend "Conserving and appropriately managing the area's sense of place within the built environment and using this understanding, and the area's traditional settlement patterns, to plan for and inspire new development, particularly around Ipswich, Chelmsford, Harlow and Stevenage".

E1 Jack's Hatch to Church Langley

The description of Overall Character for LCA E1 is as follows:

"Encompassing varying-sized arable fields, this area is dominated by large woodland blocks. Patches of open common, used for horse and pony grazing, provide variation in landscape pattern. The gradually sloping topography, culminating in a ridge at Rye Hill, allows extensive views northwards towards Harlow Urban Area and southwards across gently undulating farmlands, which contribute to recognisable sense of place.
Harlow New Town was designed to sit within a bowl, which is formed at its southern edge by this Landscape

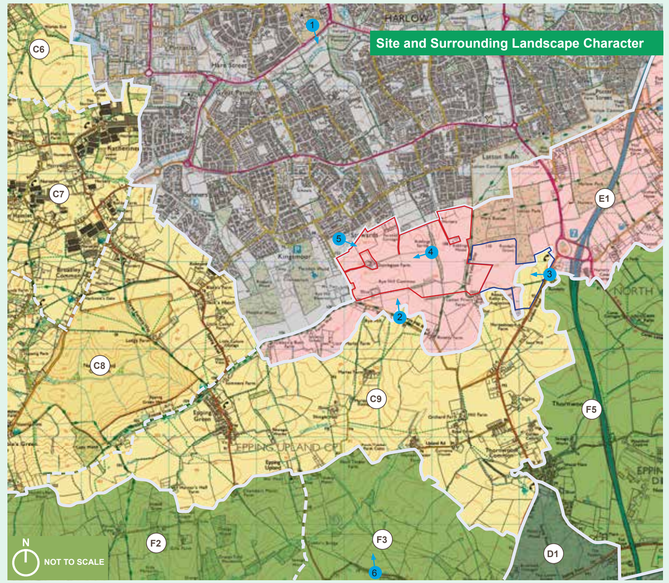
District Character

EFDC commissioned a Landscape Character Assessment of the District, published in January 2010. This subdivides the landscape into generic Landscape Types (LTs) and geographically unique Landscape Character Areas (LCAs). The majority of the site and other land adjoining the southern edge of Harlow lies within E: Farmland Ridges LT and E1 Jack's Hatch to Church Langley LCA. The south-eastern corner of the site and land to the south of the site falls within C: Farmland Plateau LT and C9 Epping Green LCA. The location and extents of these LCAs are shown on the map on the previous page.

This document states "overall this Landscape Character Area is considered to have moderate sensitivity to change". It suggests a number of landscape planning and land management guidelines including:

- **Conserve the landscape** setting of Harlow (to the north of the Study Area) and ensure that any potential new development at the settlement edges does not encroach onto the ridge which encloses Harlow (this Landscape Character Area);
- **Consider the visual impact** of any potential tall vertical developments within this area in relation to views from adjacent Landscape Character Areas;
- **Maintain characteristic** open views across surrounding gently undulating farmland.
- **Conserve and enhance** the existing hedgerow pattern, and strengthen through planting using local provenance species; and
- **Conserve and promote** the use of building materials which are in keeping with local vernacular/ landscape character.

This area also has a "moderate sensitivity to change". The suggested landscape planning and land management guidelines are as for E1 with the exception of "Conserve and enhance the landscape setting of Epping Upland" in place of "Harlow".



Key

- Site Boundary
- Additional Land Outside Site Allocation

Epping Forest Landscape Character Assessment (Jan 2010)

- (C) Farmland Plateau
- C6 Roydon
- C7 Roydon Hamlet
- C8 Bumble's Green
- C9 Epping Green
- (D) Wooded Ridges
- D1 Lower Forest to Beachet Wood Ridge
- (E) Farmland Ridges
- E1 Jack's Hatch to Church Langley
- (F) Ridges and Valleys
- F2 Upshire
- F3 Cobbin's Bridge
- F5 North Weald
- Urban

Photo Viewpoints (shown on following pages)

C9 Epping Green

The description of Overall Character for LCA C9 is as follows:

"This area of farmland is higher and fl tter than several adjacent areas and encompasses patchwork of predominantly arable fi lds which are lined with a network of mature hedgerows, which contain frequent mature hedgerow trees. The narrow stream corridor of Cobbin's Brook is also lined with mature trees, as is the line of Forest Way National Trail at the northern edge of the area. The small, linear settlement of Epping Green punctuates surrounding farmland, in addition to the small hamlet of Epping Upland to the south and other scattered farmsteads. This area is in close proximity to the towns of Harlow to the north and Epping to the south, which results in traffic on the corridor of the B181 road often disturbing the overall sense of tranquillity during rush hour. The corridor of the M11 is also situated in close proximity to the eastern edge of the area, further disturbing sense of tranquillity".

Visual

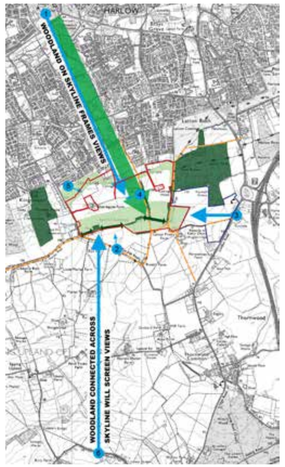
The site falls across part of an area of higher land that surrounds the southern edge of Harlow. The northern part of the site slopes down towards Harlow. South of the site boundary, the landform begins to tip south towards the broad valley between Epping and Harlow. The southern fringes of Harlow and the site are also contained and subdivided by extensive areas of woodland and substantial tree belts. This landform and woodland defines the visual character of the site.

Visibility

- **Harlow:** From within Harlow, public views out to the south from street level are generally limited by intervening settlement and buildings. Some views of the site are available from the elevated Water Gardens in the town centre (Viewpoint 1). A key principle of the Masterplan design will be to retain the landscape character of Harlow as noted by Gibberd, as a 'landscape bowl', with a related key objective being to extend the existing Green Wedge, which heads south from the town centre, through the site to the skyline.
- **Surrounding Roads:** It is difficult to view the site from the road network due to the plateau nature of the landform, which foreshortens views. There are fl eting views from Rye Hill Road alongside the western site boundary across the western part of the site. Views from Rye Hill Road south of the site are restricted by the nature of the landform to the site boundary hedgerows and tree belts at the southern edge of the plateau (Viewpoint 2). There are views from London Road alongside the eastern site boundary to the eastern part of the site only (Viewpoint 3).
  The Masterplan design will consider built development setback from the surrounding road network and landscape treatments, including opportunities for creation of new gateways.
- **Rights of Way:** There are a small number of public footpaths that pass through or alongside the site. These comprise PROW 201_52 which follows the Green Wedge out of Harlow alongside a substantial tree belt (Viewpoint 4). This crosses the plateau to join the Stort Valley Way (PROW 201_1) and a bridleway from London Road (PROW 201_2). The rights of way connect to a network of footpaths that pass through the valley to the south. There are direct views from the internal and adjoining footpaths across the site. However, views from the south are restricted by the nature of the landform and southern boundary vegetation. It will be important to ensure that existing rights of way through the site are retained within appropriate greenways as a key part of the green infrastructure proposals.
- **Surrounding Residential Properties:** Residents at the southern edge of Harlow (Viewpoint 5) within the vicinity of Stewards and scattered properties in and around the site peripheries will have a range of views across parts of the site. The extent of each view and appropriate mitigation proposals will be assessed and considered as part of the landscape and visual assessment and incorporated within the Masterplan design as part of the iterative design process.
- **Long Distance Views from the direction of Epping:** Epping is located on high ground, across the valley, over 2 miles from the site. There are long distance views from the northern edge of Epping (Viewpoint 6) and from high ground around Epping towards the site. The site is screened by the hedgerows and tree belts that defi e the site boundary at the southern edge of the plateau. Proposed development will be set back within the site, away from the southern edge with substantial areas of intervening green infrastructure that will include new woodland planting that will continue to visually contain Harlow.

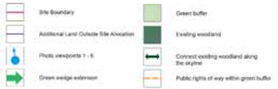
Above - Important Long Views out of the Site to the Water Tower and Latton Priory Church

- **Conclusions / Strategy:** In views from Harlow centre (VP1) a green backdrop will be retained including through extension of the green wedge to the skyline and tree planting to link existing woodland blocks on the skyline. The connected woodland blocks on the skyline will screen views from the south (VP6). The high ground on the southern edge of the site will remain free of built development and be retained as a green buffer to the rural edge, further protecting these long views and views from closer proximity (VPs 2 and 3). At the northern edge of the site, a green buffer will address views for existing residents on the southern edges of Harlow (VP5). The public right of way that passes through the site (VP4) will be retained within the green wedge extension to retain the openness of views out of the site for footpath users"

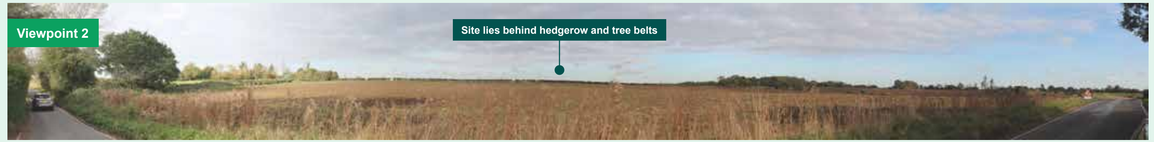


Viewpoints and Visual Strategy Plan

Key



View from the Water Gardens

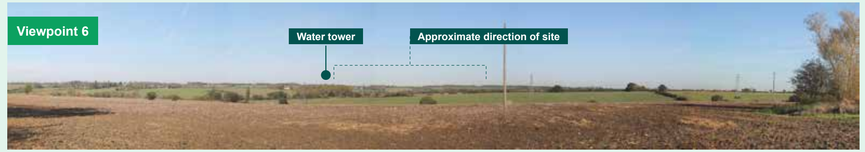


View towards southern site boundary from Rye Hill Road

View from London Road

View west across the site from public right of way

View from Stewards.
Site lies beyond public open space



Long distance views from Epping

Site Landscape Features

The site predominantly comprises large-scale arable fields and as such landscape features on the site are limited. The large-scale woodland blocks and belts dominate the landscape of the site, particularly along the higher ground where woodland blocks extend to the east and west of the site. Rye Hill Moat, a scheduled monument on the site, sits within trees along the skyline. Where present, hedgerows on the site provide a role in connecting the woodland blocks. The poplars at Dorrington Farm are recognised as being a key landscape feature. Rye Hill water tower, adjacent to the southwest corner of the site is also recognised as a prominent landmark.

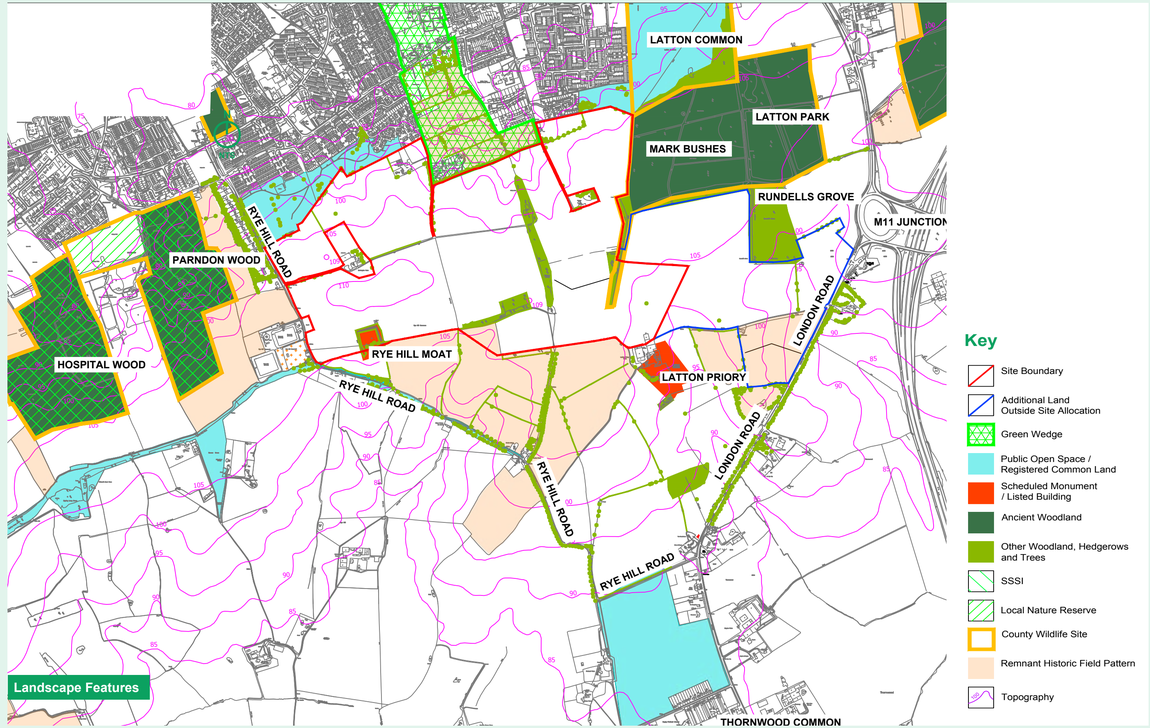
Other landscape features on the site include the public right of way (PRoW) 201_52 which follows the Green Wedge out of Harlow alongside a substantial tree belt. This crosses the plateau to join the Stort Valley Way (PROW 201_1), which follows the eastern site boundary just outside of the site, and a bridleway which extends east to meet London Road (PROW 201_2). The PRoW connect Harlow to a network of footpaths that pass through the valley to the south. South of the site, Stort Valley Way joins Forest Way on Rye Hill Road.

NOTABLE TREE BELT WITHIN THE SITE

POPLARS AT DORRINGTON FARM

RYE HILL MOAT. ANCIENT SCHEDULED MONUMENT

WATER TOWER TO THE WEST OF RYE HILL ROAD



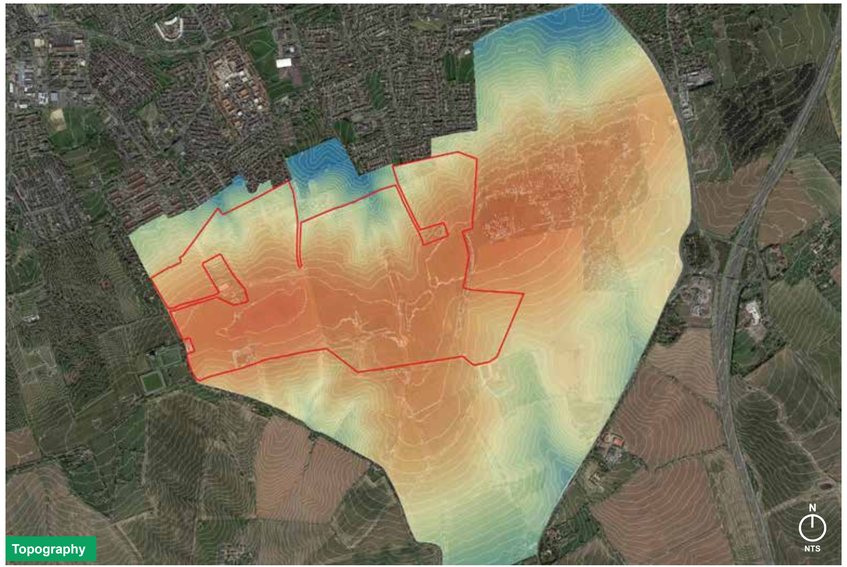
Landscape Features

Site Topography

Frederick Gibberd's original design for Harlow positioned the town within the landform of Rye Hill to the south and the River Stort to the north. The higher land within the town was to form the neighbourhoods with the intervening valleys providing Green Wedges and Fingers that drew the countryside through the town. The Harlow and Gilston Garden Town Vision (November 2018) sets out the principles for sensitive growth, including to the north and south across these landforms.

The site is positioned across Rye Hill and is divided into two distinct areas by its topography. The northern part of the site rises gradually from Harlow to an elevated plateau of land at around 105metres with a high point at 110 metres at Rye Hill. To the south of Rye Hill, the landform tips to the southwest into the Cobbin's Brook Valley before rising to around 100-105 metres at Epping. Higher ground between Thornwood Common and Epping provides a watershed between Cobbin's Brook Valley and the Cripsey Brook Valley to the southeast of the site.

The topography alongside the key views described above will need to be considered carefully in terms of establishing building heights across the new neighbourhood.



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FLOODING AND GROUND CONDITIONS

Flood Risk & Storm Drainage

Fluvial Flooding

A review of EA mapping identifies that the site lies wholly within Flood Zone 1: being an area of Low probability of fluvial flooding outside both the 1 in 100 (1% AEP) and 1 in 1,000 (0.1% AEP) year flood events.

Surface Water Flooding

EA mapping has identified a very low to high risk of surface water flooding across the development site. Initial investigations suggest that the risk of overland flow relates primarily to the topography of the site; low areas of the site naturally store water limiting the surface runoff in concentrated areas.

On Site Storm Water Management

The proposed development will incorporate sustainable drainage measures (SuDS) to reduce run-off to a rate approximately expected to be circa 60% below the present day conditions. These measures have the additional benefit of significantly improving water quality by the introduction of a water treatment train, being a conveyance of swales and detention basins.

By reducing the rate of run-off from the site, the development will have significant positive impacts on flood risk in the wider area by attenuating stormwater on-site, in a series strategic wetland features which will also be designed to enhance the biodiversity and landscape character of the site.

The site benefits from having existing watercourses within its land, which discharge and drain naturally to other watercourses downstream. The ditches within the site run:

- in the east of the site fl wing from the wooded area, north past Latton Green County Primary School,
- along the northern boundary and
- alongside Dorrington Farm access Road.

As such, all storm water generated by the development will be able to discharge to the watercourse and is not reliant on connection to Anglian Water storm sewer assets, thereby delivering a sustainable end treatment.

Foul Drainage

The incumbent foul water company for the area is Anglian Water, who, from reviewing their asset records for the region, highlight several foul water mains to the west and north of the site in the existing Harlow south settlements. A pre-development enquiry can be submitted to confirm the requirements for the development, however, from reviewing the existing asset records, there are potential connections to take the foul water from the site.

Ground Conditions

The site comprises a Principal Aquifer. Overlying the chalk is superficial deposits of clay, silt, sand and gravel. On site infiltration testing has confirmed that the ground is not suitable for soakaway drainage. Instead, attenuation drainage can be provided.

The site does not lie within any of the following designations; Surface Water Nitrate Vulnerable Zone, Area of Outstanding Natural Beauty, Local Nature Reserve, National Nature Reserve, Ramsar Site, Site of Special Scientific Interest or a Special Protection Area.

A review of Zetica's UXO Risk map has indicated that the site lies within a low risk Bomb rating. Reviewing the Coal Authority's Interactive map has indicated that the site does not lie within a Coal Mining Reporting Area.

Due the findings above the site is in principally considered to be of low risk to contamination.

ECOLOGY & BIODIVERSITY

The masterplan will be shaped by a wealth of data collected from ecological surveys. The process will enable the retention of key ecological features, maximising the gains to biodiversity.

Epping Forest Special Area of Conservation (SAC) and Lee Valley Special Protection Area (SPA)

Policy DM 2 (Epping Forest SAC and the Lee Valley SPA) of the Epping Forest District Council (EFDC) Local Plan (submission version 2017) states that **"the council will expect all relevant development proposals to assist in the conservation and enhancement of the biodiversity, character, appearance and landscape setting of the Epping Forest SAC and the Lee Valley SPA".**

The Epping Forest Interim Air Pollution Strategy (December 2020) has been developed to **"provide a strategic approach to mitigating the effects of development on the integrity of the Epping Forest SAC in relation to atmospheric pollution. It has been develop to support the implementation of policies contained within the emerging Local Plan and specifically policies DM2 and DM22".….This strategy will therefore….facilitate the determination of individual planning applications which have the potential to have an adverse effect on the integrity of the Epping Forest SAC in relation to atmospheric pollution without mitigation".**

The Epping Forest Interim Recreational Strategy concluded that recreational pressure effects were limited to a 6.2km buffer around the SAC based on the evidence of visitor surveys on Epping Forest SAC. The site lies within 10km of Epping Forest SAC (located 5.6km to the south-west) and Lee Valley SPA and Ramsar site (located approximately 6km to the north-west). The proposals will be subject to a Habitats Regulations Assessment however through the enhancement of existing green space on the site, provision of new natural green space and enhancement and creation of links to existing public rights of way across the site (providing Suitable Alternative Natural Greenspace – SANGS), in addition to the inclusion of appropriate mitigation in accordance with the Interim Air Pollution and Recreational Strategies, the integrity of nearby internationally and nationally designated sites will be protected. The provision of enhanced and new natural green space and public open space will ensure compliance with the Latton Priory site allocation whereby Policy SP5.1 states **"Land allocated at Latton Priory (SP5.1) will be brought forward ….to include: (iv) Strategic 'green infrastructure' comprising natural/ semi natural open space, walking and cycling routes, flood mitigation and wildlife space and a new Green Belt defensible boundary to the South of the site; (v) Land within the Green Belt and Masterplan area must be retained for public open space or for appropriate uses in the Green Belt."**

Protected and notable habitats and species

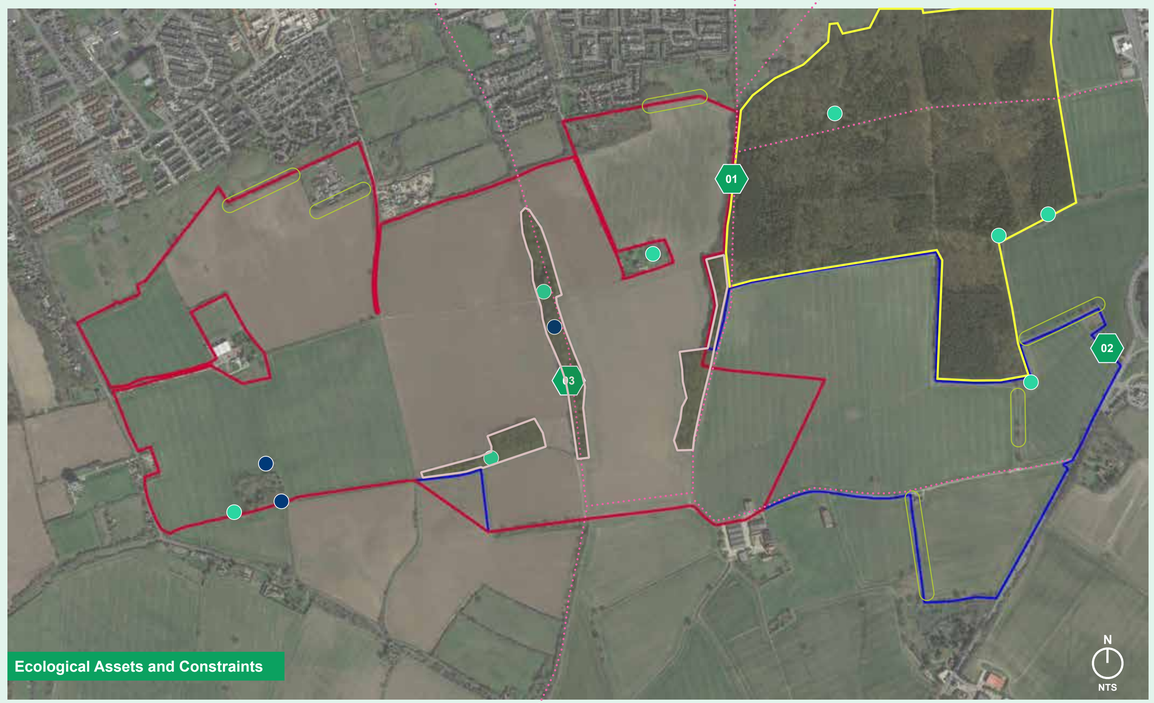
The site is dominated by arable land which is generally considered to be of low ecological value however boundary habitats (including woodland, hedgerows and ponds) are of higher biodiversity value and have the potential to support several protected and notable species.

Southern Ecological Solutions (SES) Ltd have undertaken a suite of ecological surveys, commencing in 2014 and continuing to date. During these surveys, the following species have been recorded on or adjacent to the site:

- Badgers;
- Roosting, foraging and commuting bats;
- Notable species of bird, including golden plover;
- Great crested newts;
- Commoner reptile species (grass snake), and;
- Notable invertebrate species (including rufous-shouldered longhorn beetle and cinnabar moth).

The site also encompasses some important hedgerows and has potential to support hedgehog and brown hare. Mitigation measures to protect the above species during construction and after completion of the development will be implemented to ensure existing site biodiversity is safeguarded.

An ecological constraints and opportunities plan has been provided which provides details on ecological survey data collected to date and opportunities for ecological enhancement across the site.



Ecological Assets and Constraints

Links to Surrounding Greenspace

There are a number of existing footpaths and bridleways through the site and these should be enhanced and promoted to provide links to off site green space such as Mark Bushes Local Wildlife
Site (LWS) to the north.

Inclusion and enhancement of existing public rights of way will encourage new residents to use local green space and should reduce the increase in recreational pressure on nearby internationally designated and nationally designated sites (e.g. Epping Forest SAC and the Lee Valley SPA/Ramsar site).

Ponds

There are a number of ponds throughout the site, some of which are known to support great crested newts (GCN).

Although all of the ponds will be retained, and only minimal amounts of terrestrial habitat suitable for GCN will be lost, mitigation will be provided to protect these species during and after development.

Existing ponds could be enhanced through clearance of over-shading vegetation and planting of native bankside vegetation where appropriate.

Natural Open Space

The majority of the southern half of the site will be allocated as open space.

Strategic green infrastructure should comprise natural/ semi-natural open space, with walking and cycling routes, flood mitigation and wildlife space. Inclusion of wildlife-friendly features such as wildflower meadows, rough grassland, habitat piles and bat/bird/bug boxes will provide a net gain for biodiversity.

Area 01: Habitat Buffer

Habitat will be created along the northern boundary to provide a buffer to the adjacent Mark Bushes LWS. Planting schemes should comprise native species whilst ensuring that biosecurity measures for non-native invasive species are included (where applicable). Landscaping and planting should be integrated into the development as a whole and will reflect the habitats surrounding the site.

Area 02: Green Corridors

At present, the green corridors around the site form ecological connectivity for biodiversity. The hedgerows and woodland edge provide corridors for a number of species including foraging and commuting bats and birds.

Ecological connectivity will need to be enhanced through the provision of green links throughout the site. Existing hedgerows will also need to be enhanced to provide greater species and structural diversity.

A low level lighting scheme will ensure green corridors remain dark, which will prevent fragmentation for species using these commuting/foraging corridors between woodlands and hedgerows on site and those to the north and south.

Area 03: Woodland

Existing woodland comprise semi-natural and plantation woodland, there is also an extension of the Mark Bushes LWS through the centre of the site.

The aim for the woodland areas is to increase the species diversity through native planting and ad hoc removal of any undesirable species (e.g. sycamore). The opening up of rides and walkways may also encourage shade-tolerant wildflower species to establish as well as increase structural diversity.

It will be important to retain this dark habitat to ensure fragmentation does not occur, and to maintain existing foraging and commuting routes for the local bat population.

HERITAGE

Heritage Assets

Latton Priory Buildings

Ancient Moat

Heritage

Designated Heritage Assets

There is one scheduled monument located within the site and one that is sited in close proximity to the site boundary. Within the site is a medieval moated site (B) located on the southern boundary at the west end of the site. The site of Latton Priory is located just outside of the boundary to the south east of the site (A). This is a scheduled monument and within this, the surviving element of the Priory is a Grade II* listed building. Latton Priory Farmhouse is a Grade II listed building. Webbs Cottage, which is located to the south west of the site is a Grade II listed building (C).

The scheduled and listed Latton Priory comprises the church and associated buildings, surrounded by a moat which acted as the inner precinct of the abbey, a series of enclosures to the south and east of the moat and a fishpond to the south. The northern and eastern arms of the moat have been filled in but survives as a substantial water-filled feature on the south and west. The existing adjacent farmhouse dates from the late 18th century (grade II) replaced an earlier house and stands on the site of the refectory. The area to the south of the farmhouse does not contain earthworks of former ancillary buildings although parch marks have been recorded in this area. The enclosure that extends to the south of the moat and lies within an area known as 'Grace Field' in the 18th century and therefore may have been the location of the lay cemetery.

The scheduled area of Latton Priory is occupied by the upstanding remains of the priory, Latton Priory Farm and its garden, a series of 19th-century single-storey farm outbuildings, a series of modern single storey farm buildings, concrete hardstanding and an area of pastureland to the east and south of the built-up area. Views to the west are very limited as the ground rises relatively sharply blocking out anything other than very limited vistas extending no more than 40m or so from the monument. To the north of Latton Priory views are across relatively flat arable fields as far as the block of woodland to the north of the study site. To the northeast, views extend as far as the roundabout at M11 Junction 7. The setting immediately to the east and south of Latton Priory is pastureland with arable fields on rising ground to the east with lines of trees and a number of properties topping the crest of the higher ground. There are no long distant views to the east and limited long distant views to the south directions.

The setting of these heritage assets is a relevant masterplanning consideration. The intention is to retain their current immediate setting in open space and this setting should complement the historic character of these assets.

Non-designated Heritage Assets

A desk based assessment of the site has been undertaken by Orion Heritage. This established that there is the potential to contain Roman remains associated with a suspected Roman road that crosses the site north-south in the vicinity of Latton Priory. The presence of both Latton Priory and the scheduled moated site indicate that further associated archaeological remains of medieval date could be located within the site. However, following the desk-based assessment, a geophysical survey of the whole of the site and the wider area to the east and the south east, was undertaken. While this survey recorded a few features of possible archaeological interest, the survey recorded no signals indicative of significant archaeological remains within the site. Further archaeological research will be undertaken to better understand and inform the design of the proposed development. Further mitigation archaeological investigations will be undertaken as the proposed development progresses.

The moated site is intended to be within open space in the south west of the site to ensure that there are no impacts on it. The development provides a unique opportunity to improve the condition of the monument and to provide interpretive material on the moated site and Latton Priory and help promote a greater sense of place and time depth for the residents of the new community.

SUMMARY OF KEY SITE FEATURES

POPLARS AT DORRINGTON FARM

HARLOW TO NORTH OF SITE IN LANDSCAPE 'BOWL'

POWER LINES AND SLOPES TOWARDS NORTHERN BOUNDARY

The site has a number of features and key assets that should be retained some of which are also constraints on development which must be addressed in masterplanning the new neighbourhood. The primary considerations including constraints and opportunities which need to be addressed are set out below.

Topography & Views

- The site is gently sloping from the northern boundary to a plateau close to the southern edge of the site and due to this, the HGSV notes the need to give consideration to long views both from Harlow town centre and from Epping.
- Landmarks identifi d in this document also include the Poplar trees at Dorrington Farm, the water tower to the west of the site and Latton Priory church. These views should be given due attention and consideration in the massing and orientation of built form.

Ecology, landscape & Heritage

- The site is dominated by arable land which is generally considered to be of low ecological value however boundary habitats (including woodland, hedgerows and ponds) are of higher biodiversity value and have the potential to support several protected and notable species.
- Adjacent to the northern boundary is one of the Green Wedges designed by Gibberd which provides the potential to extend this landscape feature through the Latton Priory site. There is also an existing recreation ground to the north west. There is an opportunity to integrate both these green spaces with the green infrastructure strategy for the masterplan
- The site also contains two scheduled monuments, namely the Grade II* listed Latton Priory church building and an ancient moat in the south west corner of the site.

Access and Movement

- Vehicular access to the site can be achieved via Rye Hill Road and London Road for E-W connections
- The site contains a number of existing pedestrian and cycling routes which should be incorporated into any new masterplan. There is an aspiration to reduce car borne vehicular movement by promoting modal shift. The Harlow Local Plan includes a Sustainable Transport Corridor (STC) along the green wedge on the site's northern boundary which links Latton Priory to Harlow town centre. The masterplan for the allocated site should consider how it safeguards this proposal as well as accommodate future expansion to the south (towards Epping) and to the east (to the M11).

Powerlines

- A 11kV overhead powerline runs across the site from the Latton Priory in the south east, to the Green Wedge to the north of the site. A further line runs from Dorrington Farm to the southern edge of the Green Wedge. Both powerlines can be undergrounded and worked into any masterplan proposals.

Build-to line

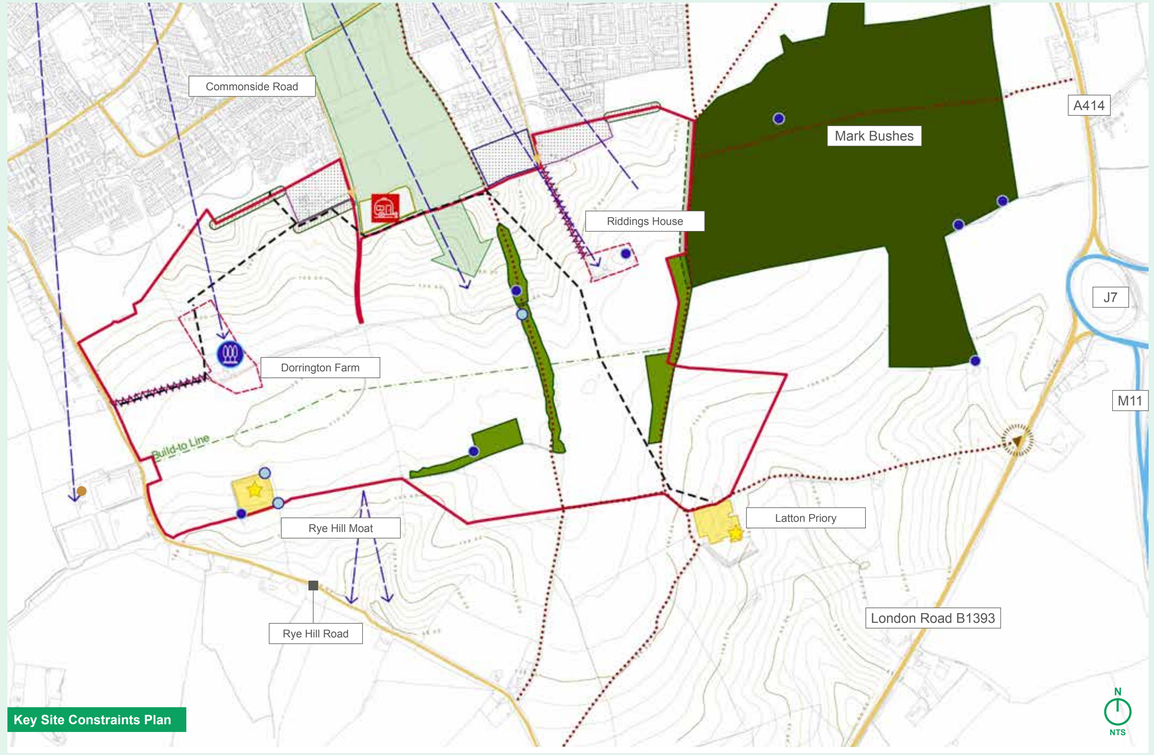
- The emerging Local Plan identifi s a "build to line". Originally identifi d as the Green Belt boundary in the Submission Local Plan in 2017, this was subsequently changed in the Proposed Modific tions to a "build to line". This largely aligns with the highest part of the site. Whilst land to the south can comprise recreational uses (including the playing pitches of any new schools), all built form should remain to the north of this line.

Surrounding Built Form

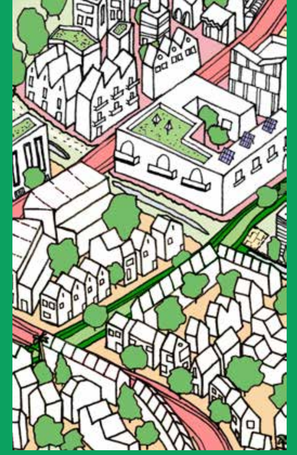
- The neighbourhoods to the north of the site are characterised by relatively formal street patterns, however there are some problematic elements to the urban design here too in places. The masterplan will need to respond to these existing features so that the new neighbourhood is well integrated into its surroundings and avoids the urban design problems present in some of the existing areas.
- In order to be well integrated with its surroundings, other surrounding built form and facilities will need to be carefully considered such as the large residential properties to the West of Rye Hill Road, Riddings House in the east of the site or the Gypsy and Traveller site at Fern Hill Lane.

Key

- Site Boundary
- SP5.1 Residential Allocation (EFDC)
- HS2-6 Housing Allocation (HDC)
- Ancient Woodland
- Ancient Woodland Buffer (15m)
- Woodland
- High Value / Protected Landscape
- Green Wedge
- Heritage Asset
- Key Long View
- Landmark (Poplar Trees)
- Contours
- Build-to Line
- M11
- Key Roads
- Existing Vehicular Access
- Existing Public Right of Way
- Barriers to movement
- Existing traveller site
- Pond (GCN present)
- Pond (GCN absent)
- 11kV Overhead Line (UK Power Networks)



Key Site Constraints Plan



Design Influences

04

Draft Report for Consultation

LATTON PRIORY
HARLOW & GILSTON GARDEN TOWN

DESIGN INFLUENCES

Introduction

The previous sections examined the site's constraints, opportunities and features, which are a key component in shaping the masterplan for the site. However, additional influences must also be taken into consideration when masterplanning the new community at Latton Priory. Key influences include:

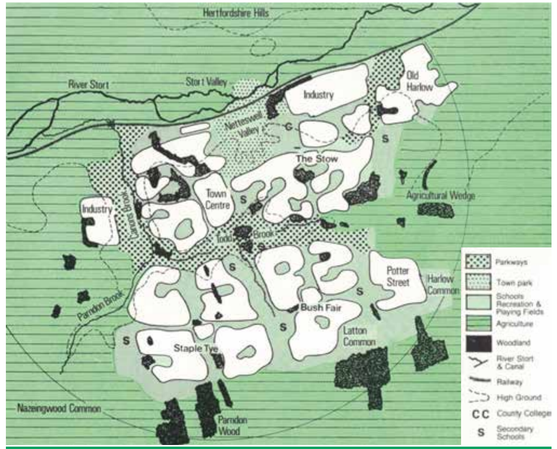
- **Spatial influences** (such as the original Gibberd plan for Harlow New Town, Harlow and Gilston Garden Town's aspirations for the site and key elements of the emerging local plan policy)
- **Urban design influences** (such as existing character and density of the surrounding area and the design of local centres)
- **Future trend influences** (such as the way that communities will live in the future)

This section examines all three and sets out how they will help to shape the masterplan at Latton Priory.

Spatial influences

Gibberd's Plan for Harlow

Harlow New Town was built after World War Two to ease overcrowding in London. The masterplan for the new town was drawn up by Sir Frederick Gibberd and was split into neighbourhoods, each self-supporting with their own shopping precincts, community facilities and pub. Each area was separated by a green wedge so that open space was never far away from home. Two large industrial estates were also included at the north and west of the town.



Extract from Frederick Gibberd's Plan for Harlow

Two key messages to take away from the original Harlow plan and to apply to Latton Priory are:

1. **The importance of the Green Wedges** – one of which extends from the Water Gardens in central Harlow to the edge of the Latton Priory site. Whilst this Green Wedge is not entirely open (containing sports facilities, schools and even some housing) it does provide a green lung through the south of the town with foot and cycle connections along its length.
2. **The importance of local hubs** – which in the case of Harlow are named "Hatches". These provide local day to day services and facilities for their surrounding communities. Although some have challenges relating to their urban design or architecture, they are popular and well located.

Latton Priory should take these two key principles and ensure that they are designed into the scheme through a local hub on the site and the extension of the Green Wedge through it.

Harlow and Gilston Garden Town Vision and Design Guide

The intention of the Harlow and Gilston Garden Town is to build upon Gibberd's legacy, as well as incorporating garden town principles. Epping Forest District Council, Harlow District Council and East Hertfordshire District Council are working in partnership together with Hertfordshire County Council, Essex County Council, Hertfordshire Local Enterprise Partnership, South East Local Enterprise Partnership, land owners and promoters to bring forward transformational growth in the form of the Harlow and Gilston Garden Town.

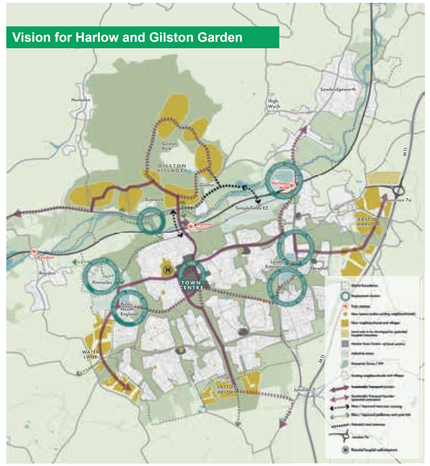
On 2nd January 2017, the Government announced its support for the Expression of Interest submitted to the locally–led Garden Towns prospectus on behalf of the Councils. The Councils have produced a shared vision and set of objectives, recognising that areas in and around Harlow present a number of opportunities to deliver growth of considerable scale and significance. Such growth is key not only to meet the growing pressures of housing and infrastructure need locally, but also in delivering broader regeneration and change for Harlow.

The Garden Town lies in the core area of the Innovation Corridor - one of the most important and fastest growing economic regions in the country. The Council indicates that the Garden Town represents a major opportunity to accommodate around 16,000 homes up to 2033 between the global centres of London and Cambridge.

The Garden Town will provide a mix of development, including employment, schools and community facilities. Harlow and Gilston Garden Town comprises four new Garden Town Communities which are: East of Harlow, Latton Priory, Water Lane Area and Gilston. Three of these Communities (East Harlow, Latton Priory and Water Lane Area) lie within or partially within Epping Forest District.

A vision has been set for the Harlow and Gilston Garden Town, which is shown on the adjacent image. The key principles for healthy growth in the HGGT Vision are Sustainable Movement, Economy & Regeneration, Landscape & Green Infrastructure, Placemaking & Homes and Stewardship.

Vision for Harlow and Gilston Garden

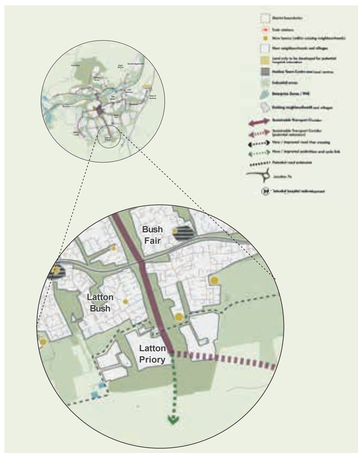


The HGGT Vision plan shows how Latton Priory fits into the wider vision Garden Town and illustrates a Sustainable Transport Corridor running from the town centre, to and through the site. The Vision Document also explores key topics including Place-making and Homes; Landscape and Green Infrastructure; Sustainable Movement; and Economy and Regeneration.

A further important document comprises the Design Guide for the Garden Town. This document builds on a number of the principles set out in the Vision Document, but begins to apply spatial thinking to the town and the new neighbourhoods. A key part of this Design Guide is the strategic site guidance which provides some spatial objectives for the site.

The strategic site guidance requires Latton Priory to deliver:

- A minimum of 1,050 homes
- 30ha of open space
- Densities to support place-making, modal shift and viability by quality design
- 1 primary school and 1 secondary school
- Early years facilities
- Up to 2 storeys (to be tested further to work with the topography, elevation and densities of the site)
- Health and community facilities
- Bus Rapid Transit connections
- A new local centre
- A micro-hub
- 5 travellers pitches
- 1HA of employment (though this has been amended in the Local Plan



Strategic Plan of Latton Priory

The guidance also states that access should be taken from Rye Hill Road and London Road. It also seeks that carefully considered building aspects should all step down from the plateau and that development should seek to avoid a "wall of development" on the horizon. Irregular street planting will help with this. It also recognises that the nearby listed buildings and scheduled ancient monuments are sensitive features and that new development must maintain sufficient distance from them to preserve their setting.

A number of place-specific guidance points are set out in the HGGT Design Guide, with the key points being:

Place-making and Design:

- Distance should be established between the new development and the Latton Priory historic site
- Development should be set back from the ridgeline. It states that the roofl ne of new homes should not go above the level of the horizon. However, given that the lowest point of the site is 95m AOD and the high point is 110m AOD , this 15m rise would only enable development on the lower parts of the site (and not beyond 100m AOD), something that the site cannot achieve if it is to deliver 1,050 new homes.
- Building should be 2 storeys in height to maintain the natural horizon –This will make it challenging to achieve the number of homes that the site can deliver with densities required for vibrant place-making and modal shift. Heights need to be further tested in relation to topography, views, elevation and densities.
- Densities can increase to 40dph close to the local centres and 25 on the northern edge – Again, these densities are guidance and need to be tested through masterplanning work with the aim of achieving vibrant place-making and modal shift.

Landscape and Green Infrastructure:

- Existing trees should be retained and new trees planted to provide a natural horizon.
- Views to the existing popular trees from the Water Gardens should be retained.
- Public rights of way should be upgraded and new footpaths provided.

Sustainable Movement:

- The neighbourhood should be well connected for cyclists, pedestrians and cars to Rye Hill Road and London Road.
- The community should integrate with existing neighbourhoods at Staple Tye and Latton Bush.
- The Rapid Transit should be accommodated with a micro-hub in the neighbourhood centre.
- Attractive cycle links should be provided into Epping.

Economy and Regeneration:

- A small local centre should be provided at the nexus of local routes.
- A primary school should be provided, along with a secondary school which should be co-located with the local centre.
- 1ha of employment should be provided at Dorrington Farm.

The HGGT Transport Strategy

The HGGT Transport Strategy provides a useful framework to be followed with the aim of achieving the mode split aspirations of 60% of trips by sustainable modes. A 'vision and validate' style response is advocated to bring about modal shift through design rather than continued provision of extra road capacity. This means adopting the HGGT Transport Strategy user hierarchy referred to elsewhere in this section and by promoting a culture where active and sustainable travel is valued, prioritised, and supported. In addition, infrastructure should be designed for everyone and with consideration of those with greatest need first.

Measures include enabling choice through the design of local communities that offer local facilities and active travel options, designing streets for people and cyclists, making appropriate provision for public transport, providing alternatives to private vehicles whilst ensuring the network effectively supports those that depend upon it for essential journeys and service, and maximising opportunities by exploring and introducing new and innovative transport technologies as they develop.

URBAN DESIGN INFLUENCES

The wider area, including Harlow and the surrounding villages, has been analysed in order to understand key urban design influences. Other case study examples from further afield have also been examined. The appendix to this report provides greater detail of this analysis, but the key findings of this in terms of what to do and what to avoid doing are set out over the next couple of pages.

The **"dos"** and **"don'ts"** based on the analysis cover:

- Streets
- Block frontages
- Character areas
- Green spaces
- Identity
- Block form
- Density
- Active local centres
- Local centre public spaces
- Local centre parking

Reference material for good design:

- National Model Design Guide
- Essex Design Guide
- HGGT Vision and Design Guide

STREETS

✓ Design around the pedestrian

New Hall offers a network of direct permeable streets linking to key destinations and public spaces within the development.

✗ Avoid car based environments

South Harlow neighbourhoods adjacent to Latton Priory: Built around the private car with a sea of surface car parking and poor pedestrian environment

BLOCK FRONTAGES

✓ Perimeter blocks with active frontage and private rear gardens

New Hall housing fronts onto streets/ key open spaces ensuring they are safe and overlooked at all times. Secure private rear gardens ensure security and privacy.

✗ Avoid dead street frontages e.g blanks walls and rears of houses

South Harlow has a number of row house blocks, with garages on the end. This creates a dead street frontage and a lack of surveillance.

CHARACTER AREAS

✓ Split character areas along the rear of blocks (e.g back fences)

New Hall (phase 2) achieves a consistent and strong street character, with a mirrored architectural style down both sides and a sense of enclosure.

✗ Avoid splitting character areas across streets as this often creates a disjointed street frontage

New Hall (phase1) : An awkward juxtaposition between more traditional styles of residential architecture (background) and the contemporary styles (foreground.)

GREEN SPACES

✓ Create meaningful, overlooked and multi-functional green spaces

Guilden Park in north Harlow achieves an open space that is active (children's play space) and overlooked by surrounding residential properties.

✗ Avoid 'space left over after planning' and 'dead' spaces

North Weald Bassett's green open spaces on the rural edge are relatively featureless, with no clear function. Houses are set back, so less opportunity for surveillance

IDENTITY

✓ Create a place with an identity in line with Harlow being a sculpture town

BLOCK FORM

Maintain more formal structure blocks - even on the edges of the development

This part of North Weald Bassett has a layout of structured blocks

Avoid trying to create curved, winding streets as these are generally out of character with the area

North Weald Bassett's settlement edge housing seeks to create a rural interface that is not in keeping with the rest of the village. This layout should only be used where topography dictates.

DENSITY

Provide the opportunity for more sustainable densities

New Hall achieves higher density housing, helping to create more compact and sustainable forms of development that also make more efficient use of land.

Avoid very low, less sustainable densities

Rye Hill Road contains older, rural dwellings that, whilst characterful, do not make the most efficient use of the land. Housing facing this liner row of housing should seek to respect but not replicate it.

ACTIVE LOCAL CENTRE

Local centre should have prominent street frontage with active edges

North Weald Bassett's local centre has prominent street frontage, active mixed uses and residential above to provide surveillance. Only downside is the parking dominated forecourt, which should not be replicated.

Ensure active uses at first floor and above - in local centre

Nansledan, an award winning urban extension in the west country, provides new local shops that directly address the street and have pavement space for spill out activities.

Avoid mono-use local centre with no active uses above

Staple Tye shopping centre sits behind a sea of car parking, creating an unfriendly environment for pedestrians. The lack of residential uses above the shops means that it lacks surveillance after the stores close. It should not be replicated.

LOCAL CENTRE PUBLIC SPACES

Create a public space / plaza within the local centre for events

Lightmoor Village (near Telford) has a new public plaza providing space for activities and events. It creates a focal point for the community.

Avoid inward looking retail and commercial units

Bush Fair has a central pedestrianised area, but is inward looking and not visible from passing trade.

LOCAL CENTRE PARKING

Avoid parking dominating public spaces and plazas in front of shops and community facilities

Broadbridge Heath, in West Sessex is a new local centre in a large new neighbourhood. However, it is car dominated and lacks a community space.

Fairford Leys in Aylesbury has more public spaces, but there is often a conflict between spaces for people and cars.

FUTURE TREND INFLUENCES

“The design of most towns and cities reflects centuries of change. Places continually adapt to meet the needs of their population at a given time, responding to modern trends, industries and predictions about future living.

In the 1950s, for instance, most people believed that future societies would be heavily reliant on vehicles... Today we're moving away from vehicle ownership, particularly in cities, towards more sustainable forms of transport.”

TCPA
Planning for Green and Prosperous Places

Mobility and Modal Shift

We are living in a time of unprecedented change in transportation and mobility. While the car will continue to have its place for the short term future, Latton Priory must allow for flexibility to accommodate alternative modes of transport. The general national trends most relevant for further consideration include:

- The role of new technologies such as automation and vehicle electrific tion which could have a major impact on the design of places in the future (e.g. electric charging points for every house, fewer parked cars and less need for car storage on plot and on the street).
- The sharing economy and the rise of on-demand mobility (e.g. on demand buses).
- Behavioural shifts away from a car oriented existence. People are making fewer car trips, the car driving mileage per adult is reducing and car ownership amongst younger people is decreasing.
- An increasing reliance on public transport and shared mobility within younger generations.

Modal Shift

An approach is required that prioritises a reduction in carbon emissions, healthy living and is led by masterplanning. In this way masterplanning addresses the key issues of modal shift and sustainable movement. The idea is to decide what we want to see and design accordingly so that the objective is achieved.

This means that planning transport provision is an integral part of the masterplanning process. The approach is to consider the movement of people and the journeys they need to undertake on a day-to-day basis. A hierarchy approach to movement, as set out in the HGGT Transport Strategy focuses on:

- Reducing the need to travel (especially at peak times);
- Containing trips within the masterplan area through a mix of uses;
- Walking and cycling;
- Public transport; and
- The private car.

Therefore, the accessibility vision can be thought of as follows:

- **Maximise local living** – Ensuring that the community provides the facilities that satisfy day to day living needs including schools, leisure facilities such as open spaces, jobs, other people, day to day shopping, means of receiving deliveries, means of working ‘from home’ but with other human interactions, otherwise known as ‘Third Places’.
- **Creating a place** – Here, local living is undertaken by a good choice of the means of accessibility, but in order of priority. So digital connectivity fi st, followed by active travel, shared travel and then single occupancy private vehicle travel. The primary movement network may well be the active travel network, alongside which there may be roads.
- **Connectivity** – By this we mean beyond the local area, through a good choice of means across the day, but in order of priority: active travel, then shared travel followed by single occupancy private vehicle travel. There may be a different priority for some business travel.

Key drivers for a new development are size and location, and creating a critical mass of homes and on site services that allow trip ‘internalisation’. Transport is not a subject in its own right when it comes to new neighbourhoods, it is instead a critical subset of masterplanning. This approach offers great potential for housing development by re-balancing investment in the infrastructure required to make housing happen, away from highways towards social, green and sustainable infrastructure supporting well designed places for the future.

Sustainable measures implemented in association with the development, such as high quality bus services and walking and cycling infrastructure can also help to encourage a mode shift for existing residents. This will help with the HGGT objective for 50% of existing trips in the area to be made by sustainable modes.

In summary, designing the new neighbourhood to encourage trips in line with the HGGT Transport Strategy Road User Hierarchy minimises where practicable the number of car trips on the network (and in turn the off-site vehicle capacity mitigation being provided). It also represents a significant benefit over piecemeal housing developments that are not combined with the associated infrastructure such as schools, high quality local centres, walking and cycle facilities and public transport network.

Walking and cycling

Key to creating a sustainable development is to ensure people of all ages have the environment and incentive to walk and cycle within the site (to/from the local centres, the schools, employment locations or nearby transit hubs and green space) with the benefits for health and well-being this also brings. This can be achieved through:

- The provision of high quality, safe and direct routes (known as Active Corridors) which should, where possible, be off road but overlooked.
- High quality pedestrian / cycle links to Harlow town centre and other destinations within Harlow.
- Cycle hire schemes (alongside electric bikes and scooters) could help encourage active movement within the site.

Mobility hub and community concierge

Mobility Hubs and community concierge services are now being planned for sites such as Latton Priory. These offer a focal point for the administration of the Travel Plan within the scheme, a place to pick up deliveries, book transport, charge your bike and provides information and help for those who are mobility impaired. This should be at the heart of the scheme and adjacent to public transport provision for instance the proposed Sustainable Transport Corridor (STC) and local centre.

The services which could be located here include:

- Car club;
- Cycle and electric cycle hire and maintenance;
- E-scooter hire;
- STC and bus interchange;
- Community Concierge and micro consolidation (handling of deliveries closer to end users) Going forward local deliveries within the site could be provided through ground drones – a concept that is being rolled out in Milton Keynes.

FUTURE TREND INFLUENCES

Changing Live / Work Patterns

The way we work is already changing and will continue to do so. Job agility is increasing. Many roles, not just freelancers and gig workers but salaried positions too, are less tied to a physical location. This has been exacerbated during and since the recent Covid 19 pandemic, with many people (in office based jobs) now working from home for at least part of the week.

Many workers may be home based, but others require / prefer affordable and flexible working environments with the possibility to interact with others and share knowledge. The necessary space / buildings need to be provided within the 21st century development to offer a wealth of opportunities for both now and the next generation of workers. Latton Priory should, therefore, include:

- Local co-work spaces and suitable shared business facilities which provide the opportunity for people to live and work within Latton Priory and reduce the need to travel as well as providing a sociable working environment.
- Flexible and adaptable buildings and workshops with “grow on” fl orspace for small start-ups to move to as they expand, helping to retain them within the neighbourhood.
- Dwellings designed fl xibly to accommodate home offices to cater from growing home working trend.
- High speed digital connectivity.

Retail and Community Facilities

A 21st century neighbourhood needs to respond to changes in the economy and consumer behaviour. The biggest changes influencing the retail market include:

- Growth of online shopping, which is a major factor behind the decline in traditional bricks and mortar retail. This has particularly been the case since the Covid 19 pandemic.
- A shift away from large store retail formats to online shopping.
- A shift from retail based high streets to a service based offer.
- Retail and community facilities traditionally associated with neighbourhoods have suffered decline (e.g. post offices and public houses). However, community owned shops are a growing trend and there is a nationwide boom in farm shops selling local produce and refl cting a societal shift towards eating sustainably, locally and organically.
- Co-location of community / retail facilities. The High Street of the future is likely to comprise multi-functional buildings with fl xible space and offer the opportunity for viable community and retail services and facilities to be provided
- The importance of "meanwhile" and temporary uses early on in the development's life. Meanwhile uses can comprise many things including pop up shops or reused shipping containers re-imagined into a temporary community centre or events space. These can create a cheap and easy to set up focus for the community in the early years - before the bricks and mortar retail and facilities are provided as the population grows. Early events can be set up and run form here allowing a sense of community from day one, as opposed to them having to travel (potentially by car) further afi ld for such facilities. The local centre at Latton Priory can provide meanwhile uses in the early phases.

Circular Economy

The circular economy approach aims to reduce waste and recycle materials to disconnect consumption of finite resources from economic activity. This can include reduction of waste and recycling of onsite materials during construction phases as well as waste reduction and lower energy use in built developments as varied as energy efficiency in buildings or local food production.

Food Production

We are seeing a growing societal preference for organic, local and sustainable food production. A productive landscape strategy should be embedded in proposals for Latton Priory. This could include provision of allotments and community orchards and gardens.

Provision of these facilities not only promotes healthier lifestyles, it also encourages community involvement, further physical activity, interaction with nature and provides opportunities for outdoor education. Local produce could be sold on site, increasing access to fresh fruit and vegetables.

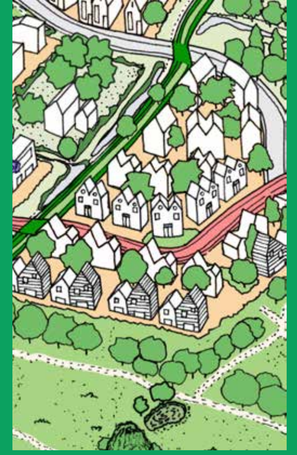
Energy Efficient/Low Carbon Living

With buildings accounting for 40% of emissions and the UK government now bound by law to reach net zero carbon by 2050, the developments of tomorrow will have to be designed and planned with climate resilience at front of mind in order to minimise their environmental impact and maximise their sustainability. Striving for low-carbon standards will be essential as we continue to move away from non-renewable energy sources to electricity and other greener premium sources . At masterplanning stage opportunities for low-carbon can be facilitated by measures such as prioritising sustainable modes and providing block sizes that allow for the careful orientation of buildings

Education

The emerging EFDC Local Plan requires a secondary school, and primary school with early years provision. The learning environments of the future are likely to change and learning across different environments is becoming more and more important.

- Active social learning is important. It is best practice now to ensure that the schools, should be located adjacent to green open spaces creating opportunity for outdoor learning which will have signific nt health and well-being benefi s related to this.
- Prioritising local appreniceship opportunities to pupils leaving the secondary school would also engender ownership.
- The schools will be easily accessible to their surrounding neighbourhoods through sustainable means of transport ensuring that children and young people remain active and get regular exercise. A key aim of Latton Priory should be to create car free environments around schools as much as possible and little or no drop off parking provision, refl cting current national trends..



Design Drivers and Concept

05

Draft Report for Consultation

LATTON PRIORY
HARLOW & GILSTON GARDEN TOWN

RESPONSE TO MASTERPLAN INFLUENCES
KEY AIMS

Introduction

This section sets out the response to the analysis of the previous four sections. A series of aims were developed as a result of this analysis based on:

- Best practice urban design principles for the creation of sustainable neighbourhoods as set out in best practice documents such as the National Model Design Guide, Essex Design Guide or Manual for Streets
- Physical site features and characteristics which must be addressed within the masterplan
- The expectations of planning policy as set out in the Epping Forest District Local Plan submission version (2017) with main modific tions (July 2021) and other material considerations including the Harlow Local Plan 2020 and national planning policy and guidance.
- The Harlow and Gilston Garden Town Vision and associated documents
- Other aspirations of the council and other stakeholders such as Essex County Council, Harlow District Council and North Weald Bassett Parish Council
- Other design infl ences including: spatial, character and future trends These aims have been translated into key strategic elements in the masterplan layout which are set out as the Design Drivers in this section. These have also been brought together to create the overall concept for the masterplan.

In response to the analysis in sections 1 to 4 a number of key aims have been identified.

The overriding aims are to create a neighbourhood which has sustainable principles embedded into all its aspects whether these are environmental, social or economic and which:

- **is a very high quality** sustainable environment including high quality built form, public routes and built and open spaces
- **is well integrated** with Harlow and responds to the original garden town principles
- **is a distinctive,** vibrant, sociable and inclusive place with a strong sense of community
- **encourages** sustainable lifestyle habits
- **is adaptable** to lifestyle and technological changes
- **encourages** healthy lifestyles.

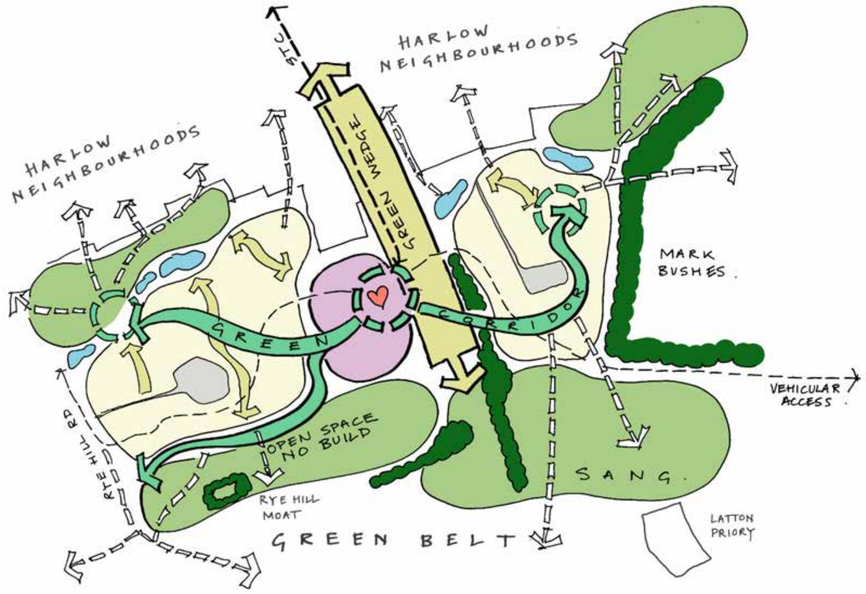
To achieve these main overarching aims and lay the foundations for a sustainable neighbourhood, the aims of the SMF are to create a neighbourhood which:

- provides a mix of housing types and tenures
- prioritises sustainable modes of transport and discourages car use for instance by safeguarding the accommodation of the anticipated STC within the site.
- provides a local centre and is capable of accommodating a hub for an STC terminal with opportunities for a mixed use 'heart' for the development, within walking distance of new residents and surrounding communities
- Builds on existing rights of way to create a network of routes that encourage walking and cycling and allows high levels of connectivity across the site and beyond into existing neighbourhoods.
- provides a network of green spaces across the site that also connects to existing green open spaces including the continuation of the green wedge into Harlow town centre retains key trees, tree belts and hedgerows of high ecological value wherever possible with the opportunity to incorporate these in the development and provide a mature setting
- lays the foundation for the use of sustainable technology including a sustainable drainage system
- is adaptable for future change and lifestyle trends and builds these changes as much as possible into the phasing of the development
- addresses heritage assets and their context in a sensitive manner with the opportunity to enhance the character of the development.
- Addresses the topography of the site so that routes are accessible to all.

There are also a number of very site-specific aims obtained from analysis which are to:

- provide a 10ha site for a secondary school and
- provide a 2.1ha site for a primary school with early years provision
- provide appropriate community and health facilities
- provide the appropriate quantity of SANG (suitable alternative natural greenspace)
- address key views in and out of the site
- integrate Dorrington Farm and Riddings House in a sensitive manner and in a way that prioritises connectivity around the site for future residents of the community
- provide 1 hectare of employment land in addition to 1 ha of existing employment uses at Dorrington Farm
- provide a minimum of 1,050 homes up to 2033
- provide 5 traveller pitches
- respect the area between the no build line and the new Green Belt boundary, avoiding any built form in this area and using it for recreational and leisure purposes

RESPONSE TO MASTERPLAN INFLUENCES
CONCEPT



The Concept

The concept (left) shows the key masterplanning principles which are a response to the aims set out above.

These are to:

- Work with the topography,
- Incorporate site features and assets such as tree belts and heritage assets
- Incorporate green infrastructure in a way that integrates the neighbourhood with its surroundings including an extension of the Green Wedge, SANG and the no build zone
- Incorporate a sustainable urban drainage system as an integral part of the green infrastructure strategy
- Provide a strong east-west green corridor providing a walking and cycling corridor across the site
- Provide vehicular access which is designed to be a less attractive or convenient route than the sustainable links
- Integrate the new neighbourhood into the surroundings and into the surrounding network of streets, cycle routes and PRoWs
- Provide an easily accessible local centre at the heart of the neighbourhood.

RESPONSE TO MASTERPLAN INFLUENCES
DESIGN DRIVERS

The following vignettes show in more detail how this concept has been translated into key elements of the masterplan.

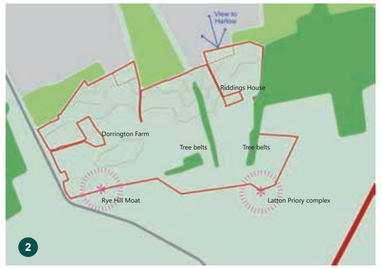
Key

- Site Boundary
- Heritage Assets
- Strategic Green Infrastructure
- Woodland and Tree Belts
- SuDS Basin
- Swale
- Existing Pedestrian/Cycling Routes
- STC
- Primary Vehicle Route
- Primary Sustainable green Corridor
- North-South Local Connections
- Local Centre
- Proposed Residential Areas

Topography

The topography is an important consideration in developing the design concept. The site generally slopes down towards Harlow in the north. There is a high point in the form of a plateau in the south western part of the site which means that vegetation on the brow of the hill is visible from some parts of Harlow town centre. It also means that the town centre is visible form key points in the eastern part of the site. The topography will need to be considered:

- to maintain key views to and from the site
- to ensure that gradients are appropriate for pedestrian and cycle ways and that these are accessible to all.



Existing Key Site Features

Key attributes of the site need to be considered and have played a significant role in determining the layout of the masterplan. These are:

- The tree belts within and around the site need to be carefully integrated into the layout whilst respecting necessary buffers.
- The heritage assets: the ancient moat on the southern boundary and Latton Priory to the south east of the site. Sensitive treatment of these assets and their context is needed.
- Dorrington Farm and Riddings House which are not part of the SMF need to be successfully integrated into the layout . Accessibility across the masterplan area and beyond for residents of the community is a particular focus.

New Strategic Green Infrastructure

The masterplan is a landscape-led strategy, in-line with the fundamental principles of Garden Town design. The placement of new and integration of existing elements of open space form key structural elements of the plan. These include:

- the extension of the existing Harlow Green Wedge through the site connecting through to open countryside
- establishing a no build zone along the southern boundary of site to reduce the impact of development on the horizon and protecting the setting of heritage assets
- providing a strategic SANG to help mitigate the impacts on Epping Forest

Blue Grid

Supporting the green spaces will be a network of blue infrastructure which will form a 'green & blue grid' across the masterplan.

The grid will play a fundamental role in the drainage and SuDs strategy for the masterplan as well as aiding ecology and biodiversity goals.

Strategic Connections

A strategic aim of the Harlow and Gilston Garden Town is to reduce the number of trips made by cars. The masterplan will include a network of sustainable pedestrian and cycle ways including a key sustainable green corridor which will be the main east-west route across the site. The masterplan will also be connected to Harlow town centre public transport and sustainable mobility connections.

The design of the road network also needs to be considered to prioritise more sustainable modes of transport. The primary vehicular access to the site will be from Rye Hill Road (west) and London Road (east). These will be connected to each other with a central avenue. This will be less direct than the main green corridor but will be designed to also be attractive for pedestrians and cyclists, as well as providing vehicular access (including buses) across the site.

RESPONSE TO MASTERPLAN INFLUENCES
DESIGN DRIVERS

Local Connections

The masterplan must create a network of routes for pedestrian and cycle movement across the site linking into surrounding streets, routes and Public Rights of Way. A key component in achieving this will be a series of north-south green fingers which will supplement the east-west green corridor, connect the site with Harlow to the north, and allow for water attenuation.

Special attention is needed around Dorrington Farm and Riddings House and their access roads, which cause some level of obstruction, to ensure there are high levels of connectivity for new residents in these areas to reach key facilities and primary routes.

Local Centre

Any new development of this size has the potential to impact on local communities unless an appropriate level of provision for new services and facilities are provided and designed successfully.

At Latton Priory we are proposing a comprehensive set of facilities (including community, employment and commercial uses) at the very heart of the scheme with a mixed use local centre which is located in the most accessible area of the masterplan so that it can be reached easily via walking and cycling and high quality public transport . This will bring benefits to the new residents as well as surrounding communities.

New Neighbourhood

The overall concept for the site is shown above and on the right. It brings together all of the design driver elements 1 to 7 to create a basic layout structure that can respond to site specific conditions, and be the basis for embedding the best practice aims of the Council, other stakeholders and the design team into the development.

PART 2

LATTON PRIORY

HARLOW & GILSTON GARDEN TOWN

The Framework Masterplan

06

Draft Report for Consultation

LATTON PRIORY
HARLOW & GILSTON
GARDEN TOWN

THE FRAMEWORK MASTERPLAN

A high quality, sustainable neighbourhood

An overriding aim has been to create a masterplan for a sustainable neighbourhood in the full sense of the term, demonstrating environmental, social and economic sustainability.

This section presents the spatial elements of the masterplan. It first presents the framework masterplan and land uses within before presenting strategies for movement and connectivity, green and blue infrastructure, ecology and heritage.

Section 6 sets out the Key Structuring Land Use Elements envisaged as part of the Latton Priory Development. These are shown in the Illustrative Framework Masterplan overleaf which demonstrates as any application should do, how the development requirements of the Epping Forest Local Plan have been accommodated in the Masterplan proposals for the site. This is consistent with the EFDC "Strategic Masterplanning Briefing Note" guidance which seeks the preparation of a "high level overarching framework" to ensure effective planning and delivery.

Therefore for example, the Illustrative Masterplan Framework demonstrates how and where the following elements of the proposals would be appropriately accommodated:

- Up to 1500 new homes
- The route of the STC within the site
- The location and general scale of the local centre and education facilities;
- The extension of the green wedge from the north
- Suitable Alternative Natural Greenspace
- The east west avenue and green corridor

Equally the Illustrative Masterplan Framework describes how proposals can respond to key issues identified in the SMF such as topography, external views, external linkages, drainage etc

Consistent with the Local Plan, as proposed to be modified, application proposals for development at Latton Priory must "take into account" the structuring elements and principles described within the SMF and the Illustrative Masterplan Framework. Detailed application proposals will also be prepared having regard to the detailed technical assessments that will, in due course, accompany application proposals.

To be clear it is not the purpose of the "high level" SMF or the Illustrative Masterplan Framework to "fix" matters that should properly be addressed through further technical assessment or more detailed design coding and testing work, or in the preparation of planning applications. Specifically the SMF and IMF does not fix the precise location of tertiary streets or matters such as car parking design.

To support a planning application or application it will be necessary for developers to:

- Prepare a parameter plan setting out a detailed land use budget and quantums of development – including for the local centre and hub;
- Set out detailed density and building height proposals consistent with the principles in the IFM
- Heads of terms of legal agreements to deliver key infrastructure
- A Design and Access statement should show a clear hierarchy of streets and how walking and cycling is to be accommodated in the site and further articulate how the detailed design process will be controlled
- Prepare or apply design codes that address and articulate the principles relating to the character areas;

Following consultation, further information may be included in the final SMF to set out specific additional clarification as to the mechanisms where elements of Latton Priory proposals will be set out and delivered.

THE FRAMEWORK MASTERPLAN
LAND USE

The Framework Masterplan responds to the analysis, influences, key design drivers and design concept established in the previous section.

Indicative development specification:

- Up to 1,500 homes of mixed size and tenure of which up to 40% will be affordable
- Provide land for 5 Gypsy and Travellers pitches
- Mixed use local centre inclusive of retail, mobility hub, community space, employment and other suitable uses.
- Provide a 10ha site for a secondary school
- Provide a 2.1ha site for a primary school with early years provision
- Approximately 6.3ha of green infrastructure inclusive of a SANG of approximately 28.8ha
- Approximately 3ha of outdoor sport facilities
- Transport infrastructure inclusive of a link road to London Road and the facilitation of a Sustainable Transport Corridor

Land Uses

The Illustrative framework masterplan for Latton Priory is set out on the plan (opposite). It is based on the key design drivers and design concept set out previously and includes a mixed use local centre at the heart of the scheme located adjacent to an extended Green Wedge which leads through to an onsite SANG and then open countryside. The southern edges create a transition between development and the countryside and will be used for recreation and local food production. Residential neighbourhoods are located either side of the local centre,

Further structural elements of the masterplan include: safeguarding of land within the site for a Sustainable Transport Corridor (STC) running into the site from the north, an East-West Green Corridor and an East West Avenue connecting the site to the surrounding road network.

Further detail on access and movement and green infrastructure is set out later in this section, but in terms of land uses, the key elements are as follows.

Residential

Latton Priory provides approximately 34ha of residential development in two main areas on either side of the local centre. This plus the local centre could provide up to 1,500 dwellings. The housing mix and tenure will be considered further at outline planning application stage, but it will seek to accord with the requirements of local plan policy.

Mixed-use local centre

Located centrally, the local centre is proposed for a mixture of uses. This will comprise food retail, non-food retail, cafe and community uses and a mobility hub adjacent to public transport services such as the anticipated STC connection with associated uses such as a delivery pick-up and business work spaces. A limited number of residential flats will also be provided on the upper floors of the local centre to provide natural surveillance and a vibrant setting. Care home and retirement living could also be provided. An illustrative plan of the local centre is provided in section 7.

Education

A 2 form entry primary school with an early years / childcare facility is proposed to the south of the local centre. The masterplan is designed to also provide a 10 hectare plot for a secondary school adjacent to the primary school, so that there is flexibility to combine both plots to create an all-through school facility should that be required. The Local Plan identifies that appropriate community health facilities should be accommodated and the masterplan provides sufficient capacity within the local centre for this, although more recent discussions with local health bodies suggests that current health service strategies will not require it in this location.

Employment

In order to prioritise the vibrancy of the local centre and the quality of the local centre environment, employment uses could form a constituent part of the mix of uses in the northern part of the local centre rather than a segregated area of employment land. Employment uses could include offices, workshops, some small-scale light industrial uses or professional services. An illustrative layout of the local centre and the distribution of employment uses is shown in section 7.

Open space and recreation

The masterplan provides a well-connected and integrated network of open space. This includes new parks, a large area reserved for Suitable Alternative Natural Greenspace (SANG), landscaped corridors for surface water storage, informal play areas, allotments, retained green infrastructure such as tree belts and hedgerows, nature reserve and areas of structural landscaping.

Dorrington Farm and Riddings House

Both Dorrington Farm and Riddings House remain in their current use.

Illustrative Framework Masterplan

CONNECTIVITY AND MOVEMENT
KEY STRATEGIC PRINCIPLES

The integration of Latton Priory with the rest of Harlow and the Epping countryside is an important objective in terms of ensuring that new residents have good access to surrounding facilities and open space.

Key Principles

One of the key principles of Latton Priory is to achieve a development that makes every attempt to promote social, economic and environmental sustainability and equality at each stage of the design and development. Central to achieving this objective will be the creation of "walkable neighbourhoods". As per the TCPA Guidelines "the creation of these 'complete, compact and connected' places is being given different names by different communities. In Paris, it's the 15-minute city. In Melbourne, it's the 20-minute neighbourhood. The description, or the number of minutes, doesn't matter: the idea is, in essence, the same. The benefits that this way of configuring places bring are multiple and include healthier communities, cleaner air, stronger local economies, and better resilience against climate change."

The access and movement principles set out over the following pages will guide the planning and design of Latton Priory. They are intended to create a sustainable approach to local and strategic movement and support a range of modal choices for those living within the Latton Priory neighbourhood.

The Latton Priory masterplan will support ,where possible, the overall Garden Town objectives and strategies to help achieve the goals set at this level. Working towards these objectives will require a phased approach with a series of interim objectives, measures and approaches.The Harlow and Gilston Garden Town Transport Strategy (endorsed 2022) sets out the following:

"MODE SHARE OBJECTIVE: 50% of all trips starting and/ or ending in the existing settlement area of Harlow Town should be by active and sustainable travel modes and 60% of all trips starting and/or ending in the new Garden Communities of Harlow & Gilston Garden Town should be by active and sustainable travel modes."

These Mode Share objectives will be achieved by applying the following principles:

1) User hierarchy: Reduce unnecessary travel > Walking and cycling > Public transport > Private vehicles

2) A culture of active and sustainable travel

3) Accessibility and inclusion"

The key movement principles for Latton Priory are therefore as follows:

1. Contain travel within the site: Contain trips within the development as far as possible, by providing local services and facilities in close proximity to homes, thus reducing the need to travel .Also facilitate interchange between transport modes and facilitate travel within the site by provision of mobility hubs"
2. Prioritise movement by walking, cycling and public transport over the car by creating a connected network of high quality, attractive and safe streets, which provide direct links from homes to local destinations such as schools and shops
3. Encourage the use of public transport including safeguarding the concept of a Sustainable Transport Corridor (STC) and mobility hub
4. Design a network of routes that provide legibility, so that way-finding is easy and the function of the different streets is easily understood by users
5. Create effective links into and from the existing footpath and highway network to provide improved accessibility between the existing communities and the facilities within the site.
6. Integrate existing Public Rights of Way into the movement network to ensure they provide an alternative form of access for leisure and recreation

Access and Movement Strategy

The access and movement strategy for Latton Priory comprises sustainable transport modes (such as walking, cycling and public transport) as well as the private motor vehicle and potential car sharing/ car clubs.

Strategic Connections

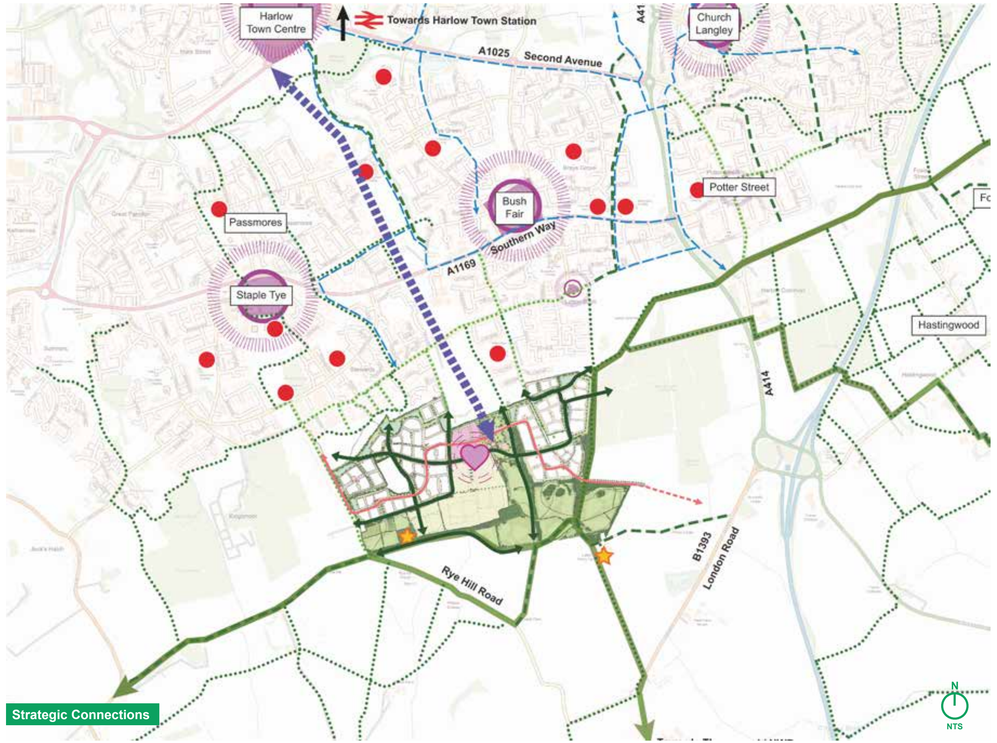
The plan (opposite) shows how the strategy for connectivity within the Latton Priory site has been considered as part of the wider network of routes and connections across the surrounding area.

The site provides the opportunity, also, to connect into key existing strategic long distance routes. This includes for instance facilitating the arrival into the site of the Sustainable Transport Corridor (STC) proposed in EFDC and Harlow Local Plans, HGGT Transport Strategy and Vision which is intended to run from the site to Harlow Town Centre, providing a rapid bus route as well as a direct pedestrian and cycle link to the town centre.

The pedestrian and cycle network within the site is also linked to existing walking and cycle routes to the south of the site which allow existing and new residents to have access through the site to the open countryside.

Pedestrian and cycle routes within the site have also been linked into the network of existing pedestrian and cycleways to the north and within Harlow, giving new residents access to existing local facilities (e.g. schools, local centres at Staple Tye and Bush Fair) and beyond (e.g. Harlow Town Centre).

Vehicle access is proposed to be provided via junctions with Rye Hill Road to the west and London Road to the southeast.



Strategic Connections

CONNECTIVITY AND MOVEMENT
SITE WIDE WALKING AND CYCLING

Movement Principle 2: Walking and Cycling

Walking and cycling have been given priority in the masterplan, with the structure providing legible and direct routes that follow desire lines. Key features of the strategy are:

- All existing Public Rights of Way (PROW) have been incorporated into the masterplan and new footpaths and cycle routes connected to them
- Routes within the masterplan connect with the wider network of PRoWs and other pedestrian/cycle ways providing access to the wider Harlow area and facilities to the north and to the Epping countryside to the south.
- The creation of attractive routes is critical and will be a key design feature of the proposed green routes and streets. This is to ensure residents and people living nearby are encouraged to utilise these routes and travel by sustainable modes
- Movement for pedestrians and cyclists is fully integrated into the masterplan with designated paths alongside the central East-West Avenue and traffic-free routes permeating into the site
- A key East-West Green Corridor runs across the site, connecting the public open space in the north west with the new neighbourhood at Latton Priory as well as the new local centre. This will be a key walking and cycling connection across the site.
- A historic Drovers' Route has been re-established to the south of the site, connecting the heritage assets on the southern edge.

Attractive cycle routes are a key part of a high quality environment

Cycle way through the site connect into the surroundings

Cycle ways as part of the primary access routes through the neighbourhood

Cycle routes encourage healthy lifestyles

Site Wide Pedestrian and Cycle Connections (Key Movement Principle 5)

Walking and Cycling Route Hierarchy

The table below shows the hierarchy of pedestrian and cycle routes within the Latton Priory neighbourhood. It provides guidance on primary users, widths and surface treatment and lighting.

Cycle Parking

Cycle parking will be provided in accordance with the minimum standards identified in the Essex Parking Standards.

- Where garages are provided, these will be of a size that facilities the storage of cycles. For houses without garages, suitable facilities within each dwelling, such as garden sheds will be provided.
- For flats / apartments, storage areas will be provided that are secure (lockable) and covered to provide a high quality facility for residents.
- Visitor cycle parking will be provided at key areas within residential areas. Where appropriate, these will be linked to Local Centre facilities.
- Local Centre cycle parking will be designed attractively in prominent areas and will be covered and secure where possible (e.g. at the mobility hub) .
- The provision of inclusive and accessible cycle parking within the site will be a key element of the strategy that will seek to encourage cycling and ensure that it is a clear, preferred choice of travel mode.

	ROUTE HIERARCHY & TYPE	PRIMARY USE / USERS	WIDTH	SURFACE TREATMENT & LIGHTING
1	**Primary E-W Green Corridor**	• Foot / cycle • Commuter	• 3-5m	• Machine laid sealed surface e.g. asphalt • Lighting: Yes
2	**N-S Green Fingers** **A. Urban** **B. Rural fringe** **C. Rural fringe (with bridle uses)**	• Foot / cycle (recreational) • Foot / cycle (recreational) • Foot / cycle / bridle (recreational)	• 3m • 3m • 4m	• Machine laid sealed surface, lit • Self-binding gravel, unlit • Unlit
3	**Central East-West Avenue Cycleway**	• Foot / cycle	• 3-5m	• Machine laid sealed surface e.g. asphalt • Lighting: Yes
4	**Drover's Route**	• Foot / cycle / bridle (recreational)	• 2m + 2m	• 2m self-binding gravel + 2m grass verge (within verge clay soil will require suitable drainage and aggregate incorporated to avoid poaching)
5	**Existing PRoW** **D. Footpath** **E. Bridleway**	• Foot • Foot / cycle / bridle	• Varies • Varies	• Varies • Varies

1. PRIMARY EAST-WEST GREEN CORRIDOR EXAMPLE

2. NORTH-SOUTH GREEN FINGERS EXAMPLE

3. CENTRAL EAST-WEST AVENUE EXAMPLE

4. DROVER'S ROUTE EXAMPLE

5. EXISTING PROW EXAMPLE

CONNECTIVITY AND MOVEMENT
PUBLIC TRANSPORT AND MOBILITY HUBS

Key Movement Principle 3: Public Transport and the Sustainable Transport Corridor (STC)

The masterplan makes provision for good quality public transport.

The masterplan has been designed to allow the extension of existing and provision of new bus routes through the development via the central East-West Avenue. A detailed bus strategy will be prepared and agreed through a planning application to ensure that the development is served by high quality bus services to help facilitate a mode shift from private car trips.

Opportunities to introduce bus priority along the East-West Avenue will be explored as the design of the scheme progresses. In addition, this could include bus priority at the Rye Hill Road and London Road vehicle connections, which could be provided in advance of any STC connection.

The plan (opposite) shows a potential bus route along the East-West Avenue as well as possible bus stop locations within 400m (5 minute walk) of the majority of the housing.

The HGGT Vision and Transport Strategy proposes a Sustainable Transport Corridor (STC) which comprises a direct route between the site and Harlow town centre, allowing for a rapid bus connection as well as pedestrian and cycle links.

The masterplan safeguards a STC route that enters the site from the north before terminating at the new mixed use local centre where there will be a range of services and facilities as well as employment. There is potential to expand this route towards Epping in the future.

Key Movement Principe 1: Contain travel within the site: Mobility Hubs

As described earlier in this report, mobility hubs are becoming key components in the planning and design of new neighbourhoods.

A central mobility hub is located adjacent to the local centre at the confluence of the East-West Avenue, the East-West Green Corridor and the potential location of the STC.

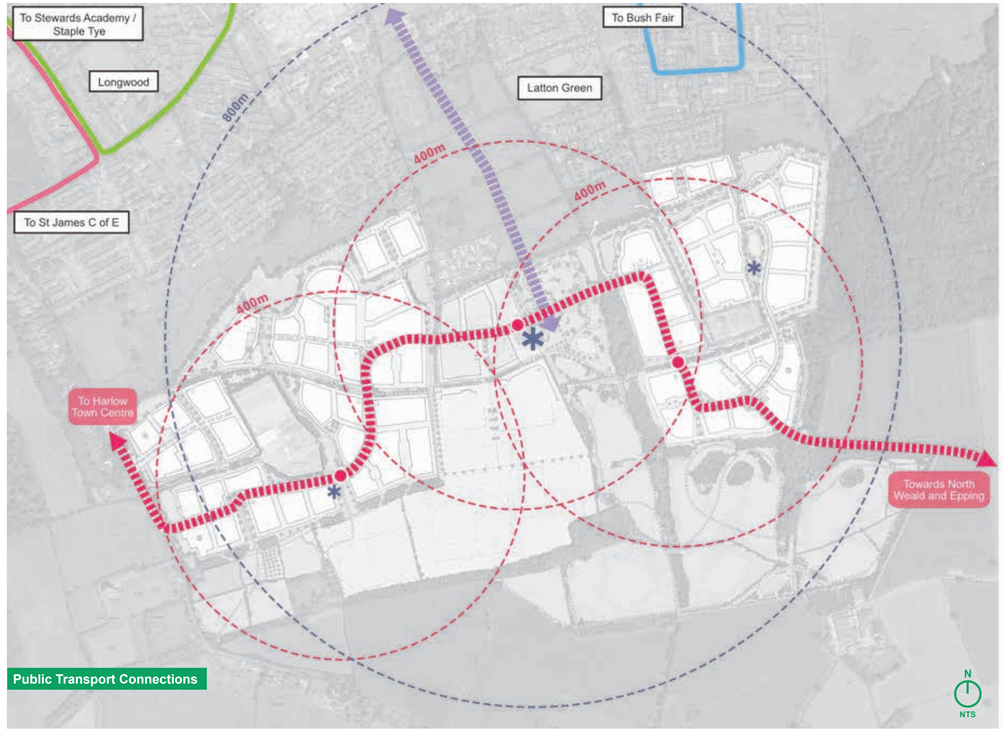
The provision of such a mobility hub within the masterplan can help to provide an interchange for public transport and be the hub for a range of sustainable travel options and shared mobility services including e-bikes, e-scooters, on-demand services and car clubs. The mobility hub can also help to respond to changing work/life patterns and habits by acting as a convenient location for collecting and delivering parcels.

The plan (opposite) also shows two smaller, localised mobility hubs in the east and west of the site. These are locations for bicycles, e-bikes and e-scooters to allow the surrounding residents the ability to use such modes in accessing local destinations (e.g. the schools, local shops).

SUSTAINABLE TRANSPORT CORRIDOR EXAMPLE

MAIN MOBILITY HUB

LOCAL MOBILITY HUB



Public Transport Connections

Key

- Existing Bus Route - 2 & 3
- Existing Bus Route - 4
- Existing Bus Route - 87
- Mobility Hub
- Proposed Bus Route
- Proposed Bus Stop
- Sustainable Transport Corridor (STC)
- Walking Distances (400m and 800m radii)

CONNECTIVITY AND MOVEMENT
STREETS

EXAMPLES OF SHARED SURFACE ACCESS LANES

East-West Avenue

Vehicular access to the site will be provided from London Road to the east and Rye Hill Road to the west. These points will be connected by the East-West Avenue which will be formal and tree lined. There is no private vehicular access from the north or the south of the site.

The route of the East-West Avenue from the edge of the development towards London Road has yet to be fully determined, but will need to balance the visual impact of the road on views in and out of the site as well as its impact on site heritage assets and traffic movement to and from nearby communities.

The East-West route will be designed to encourage low vehicle speeds and will include traffic calming and priority for sustainable modes where appropriate, such as crossing side roads.

Street Connections

As discussed earlier in this section, the network of green corridors and green fingers create routes that are direct, attractive and sustainable, encouraging walking and cycling for local journeys.

Vehicular movement will be actively discouraged and sustainable modes made more direct and attractive than vehicular routes for local journeys.
The plan (opposite) shows the hierarchy of streets within the site.

Even though the network of green corridors provides car-free walking and cycling, the streets will also be pedestrian and cycle friendly with different measures applied to different street typologies such as designated cycle routes, street layout or the use of surface materials to prioritise non-vehicular users.

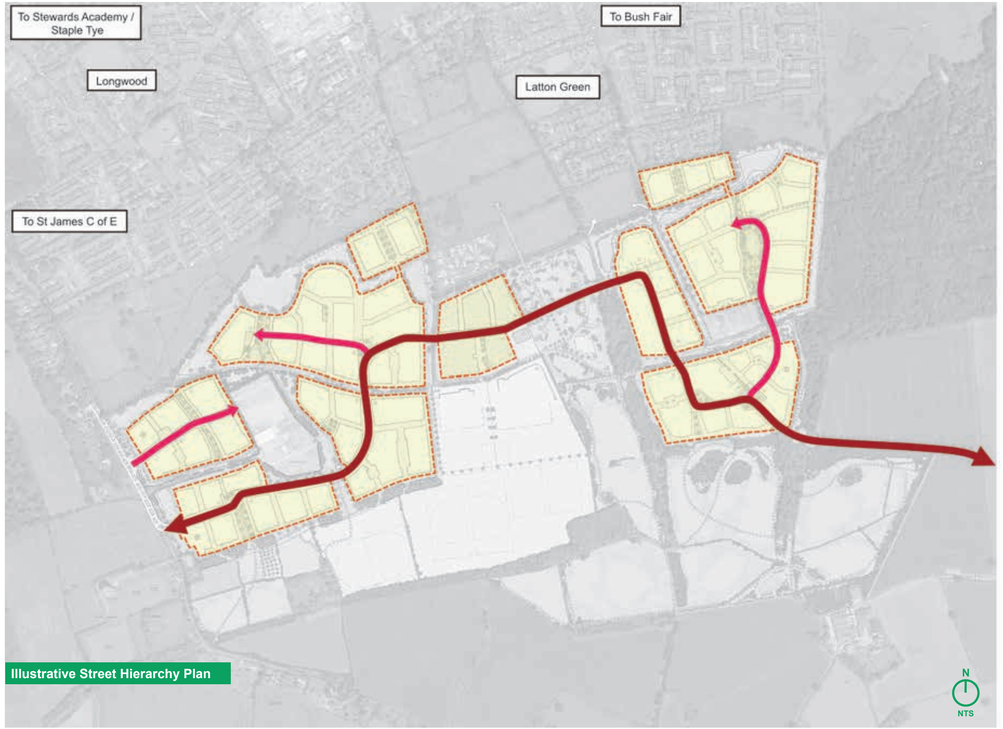
The plan should be read with the illustrative street sections in section 7 of this report

The street typologies are:

- **East-West Avenue:** The primary vehicular route within the site which also accommodates a high quality cycle/pedestrian route.
- **Secondary Streets:** These are the local vehicular access streets into the neighbourhoods.
- **Tertiary Streets:** These streets are quieter, branching off the primary and secondary streets and are more intimate in scale.
- **Access Lanes:** These are shared surface streets, either within blocks or along the development edges.

Parking

For more detail on parking strategy see Appendix 3.



Illustrative Street Hierarchy Plan

Key

- **Primary Street**
- **Secondary Street**
- **Residential Blocks: Tertiary Streets and Access Lanes within these blocks to be tested**

GREEN AND BLUE INFRASTRUCTURE
STRATEGIC PRINCIPLES

The Green Infrastructure proposals for the site utilise and expand upon its natural assets (landform, woodland, hedgerows and mature trees) to form a comprehensive green framework in which to locate the new neighbourhood.

The masterplan design approach adopts effective and well-considered urban design and landscape measures to ensure that the development is sympathetic to the surrounding built environment and its landscape setting and to deliver a range of benefits for landscape and biodiversity, water and sustainable drainage, sports and recreation, health and well-being and climate change.

Latton Priory will be set within an extensive network of multi-functional green open spaces that will serve all age groups of the existing and new communities. The submission Local Plan sets out draft policy on public open space typologies and quantity of provision. This policy requirement and more will be delivered within the development, which also makes provision for a substantial new area of Suitable Alternative Natural Greenspace (SANG). Open space provision will also have regard to the EFDC Green Infrastructure Strategy and HGGT guidance.

Using design principles, inspired by Ebenezer Howard (as outlined in New Garden Suburbs TCPA, 2012), the proposals for the open space and recreation work with the grain of the landscape to preserve as many natural site features as possible.The development includes the provision of a mix of formal and informal open spaces and provides generous and usable green open space, ranging from gardens to parkland and dedicated allotments for local food production.

Strategic Green Infrastructure

The green open spaces provided at Latton Priory have been designed to integrate into the wider open space network and countryside. This network includes:

- The Green Wedge, which runs from Harlow town centre to the northern edge of the site (designed as part of the original plan for Harlow by Sir Frederick Gibberd), has been extended into the site. It forms an extended green corridor to and setting for the local centre. The Green Wedge within the allocated site can also accommodate pedestrian and cycle and STC connections.
- The public park to the north west of the site between Latton Priory and the Stewards area of Harlow is connected to the rest of the neighbourhood by an East-West Green Corridor
- The adjacent woodlands of Mark Bushes forms a back drop to the eastern part of the neighbourhood. Existing routes into the woodland and to existing open spaces in the north east of the site have been linked into the green infrastructure network within the site.
- The southern edges within the site provide a transition between town and country, accommodating recreation, productive landscapes and the new SANG. This is known as Rye Hill Park.

The key green infrastructure design principles for Latton Priory are as follows:

1. Protection of the horizon (containment of Harlow, protect heritage assets and views)
2. Extension of the Harlow Green Wedge (extend to meet the plateau)
3. Woodland planting strategy (new linear woodland blocks to connect existing along the skyline)
4. Large new public parks (Latton Park, Rye Hill Park and the SANG)
5. Greenways/fingers/streets (a smaller network of green spaces and extensive tree planting integrate the built development within the landscape)
6. Green commuter and recreational routes (a hierarchy of direct connecting and circular routes for pedestrians, cyclists and bridle users throughout the green spaces)
7. Community recreation (delivery of LPA policy requirements on quantity and quality of public open space)
8. Integration and re-connection of heritage assets (Rye Hill Moat and Latton Priory)
9. Sustainable Drainage Systems (SuDS) (habitat, landscape and visual amenity benefits)
10. Biodiversity Net Gain (an extensive connected network of retained and new grassland, hedgerow, woodland and wetland habitats, including SANG provision)
11. Management and Monitoring Strategy (to be prepared in liaison with the LPA and key stakeholders)

EXISTING VIEW OF SITE FROM HARLOW TOWN CENTRE

EXISTING GREEN WEDGE : FERN HILL LANE

EXISTING TREE BELTS FROM PROW

RYE HILL MOAT HERITAGE ASSET

Strategic Green Infrastructure

GREEN AND BLUE INFRASTRUCTURE
SITE WIDE GREEN INFRASTRUCTURE

EXAMPLE OF SHARED SURFACE ACCESS LANE FRONTING ONTO OPEN SPACE

Site Wide Green Infrastructure

The new open spaces provided in the Latton Priory neighbourhood have been designed to integrate into the wider open space network. Key elements of the strategic Green Infrastructure are shown in the plans (opposite) and explained in more detail in section 8:

- **Latton Park :** (GI principles 2, 3, 4 ,6, 7, 9, 10, 11) This is incorporated within the extension of the Green Wedge and provides the setting for the local centre. It will be more formal in nature and be an area for rest and relaxation as well as outdoor neighbourhood activities.
- **Rye Hill Park:** (GI Principles1, 3, 4, 6 7, 8, 10, 11) This lies in the south west of the site, located around Rye Hill Moat , and in the area south of the 'build-to line' . It includes sports pitches and recreational space as well as allotments and community orchards. This forms a soft edge between the new neighbourhood and the surrounding Green Belt and open countryside. School pitches are also located to the south of the neighbourhood.
- **SANG** (Suitable Alternative Natural Green Space) in the south east of the site. (GI principles 4,6,7,8,10,11) This providing 28.8ha of natural green space as part of the mitigation measures for Epping Forest. Natural England were consulted and support the location and form of the SANG
- Within the built area are a number of key strategic green infrastructure elements, including:
- **The East-West Green Corridor** (GI Principles 5,6,7,9,10,11) which provides a direct off road green route for cycle and pedestrian connections across the neighbourhood and to the local centre.
- **North South Green Fingers (GI Principles 5, 6, 7, 8, 9, 10, 11)** which provide green linkages onto the East-West Green Corridor as well as towards the existing neighbourhoods of Harlow in the north and the open countryside to the south. Some of these also contain swales.
- **Key green space** (GI Principles 5 ,6 ,7 ,9 ,10 , 11) around SuDS features such as the attenuation basins. Attenuation basins and their associated green space are primarily located on the northern edge of the neighbourhood (due to this area being the lowest part of the site) creating a soft edge to the development along this boundary.

Site Wide Green Infrastructure

GREEN AND BLUE INFRASTRUCTURE
RECREATION AND PLAY

USABLE WELL OVERLOOKED OPEN SPACE WITH PLAY FACILITIES

OPPORTUNITY ESPECIALLY IN THE SANG TO ENHANCE BIODIVERSITY

Open Space, Recreation and Play

The SMF sets out the overarching strategy that addresses the approach to provision across the masterplan. The overall proposals comply with Open Space Standards (EFDC Local Plan Submission Version 2017 Draft Policy DM6 and the EFDC Infrastructure Delivery Plan 2017) and follow guidance set out by Fields in Trust, Play England and within the HGGT Vision, Gilston Area Charter SPD and the EFDC Green Infrastructure Strategy.

The table below details the quantity of open space provision included within the masterplan in accordance with, and in excess of the required standards.

The masterplan accommodates a hierarchy of accessible public spaces - from the 'destination' Latton Park, which extends into the SANG, to the Rye Hill Park 'neighbourhood' space, to local and door-step spaces which are accommodated at key nodal points within the masterplan.

Provision is made across the masterplan for a range of uses and experiences, from active to calm, and tranquil at the wooded or rural interfaces to the east and south. Semi natural greenspaces permeate the masterplan via the E-W Green Corridor and N-S green fingers and incorporate SuDS and tree planting. At key intersections, focal amenity areas comprise pocket parks with seating, play spaces and / or community gardens to provide moments of intensity along the greenways.

The detailed design will deliver safe and sensitively located sociable streets and spaces, with well-orientated buildings that provide for good natural surveillance and incorporate design for climate resilience; for example, disease resistant and climate adaptable tree species, planting for wildlife networks, careful placement of trees to create both sunny and shaded spaces / seating areas and provision of informal food growing spaces and orchards. The open space network will incorporate a range of way-marked fitness and walking /cycling routes of varying distances for a range of abilities.

Key locations and access standards for the proposed open space typology are mapped on the adjacent plan. Fields in Trust distances will be followed for formal play spaces and all new homes will be within 800m of existing or proposed allotments. A green infrastructure, open space and play strategy will be developed further based upon these established principles at the outline application stage to set a 'design code' for standards, design and delivery of open space and play provision at the reserved matters stage.

Typology	Standard Quantity per 1000 population	Access Standard	Amount Required for 1500 dwellings	Amount Proposed
Amenity Greenspace	0.6ha	480m	2.16ha	**6.75ha**
Parks and Gardens	0.8ha	710m	2.88ha	**5.20ha**
Natural / Semi Natural Greenspaces	1.8ha	720m		**7.33ha (excludes 28.80ha SANG)**
Provision for Children and Young People	0.25ha	LAP (equivalent) 100m LEAP 400m NEAP 1000m	0.9ha	**0.9ha**
Allotments	0.2ha	800m	0.72ha	**0.72ha**
Sports Pitches	Sport England 'Playing Pitch New Development Calculator'	1200m	4.82 No. pitches	**3.06ha** (5 pitches)

Above - Public Open Space Breakdown

Key

- Latton Park
- Rye Hill Park
- East West Green Corridor, Green Fingers and Blue Infrastructure
- SANG
- Designated Heritage Assets (Rye Hill Moat and Latton Priory)
- Other Distinctive Local Assets / Features (Dorrington Farm Poplars and Water Tower)
- Existing Woodland,Trees & Hedgerows
- Proposed Woodland,Trees & Hedgerows
- Existing Public Rights of Way
- Other Existing Key Routes
- Proposed Primary E-W Greenway
- Proposed Key N-S Green Routes
- Proposed Bridle Routes
- Other Proposed Recreational Routes
- Proposed Circular Walk within SANG *(minimum 2.5km long)*
- NEAP / LEAP *(with buffer & walking distance radii)*
- Doorstep Play *(c.20m2 individual play incidents, distributed as per recommended LAP distances, with buffer & walking distance radii)*
- Food Production *(Allotments,Community Orchards, Community Gardens)*
- Key Strategic HGGT Views
- Other Identified Key Views *(long distance or towards heritage features)*
- Existing contours @5m intervals
- Indicative SuDS Basins and Swales

Green Infrastructure, Recreation and Play Strategy

ACTIVE DESIGN PRINCIPLES

To create a truly sustainable, healthy and socially integrated community, Active Design Principles promoting physical activity and well-being have been embedded at the heart of our vision for Latton Priory.

Achieving Active Design - Essex Design Guide and Sport England

The Essex Design Guide 2018 places a strong emphasis on the importance of establishing Active Design Principles early on in the masterplanning process. These principles echo urban design best practice and these active principles have been a key component in establishing the masterplan
for Latton Priory

Cycling and Walking

Latton Priory will be a sustainability connected neighbourhood with safe, direct and attractive cycle and pedestrian routes integrated within the network of roads, green fingers and open space which link key facilities within the site and further afield, including Harlow town centre.Community facilities have been located within the Heart of Latton

Co-location of Community Facilities

The distribution of community facilities within the site is based on the co-location of retail, education and community facilities. This will ensure a synergy of uses and create active and well-populated public spaces to support an active and integrated community.

Appropriate Infrastructure

Buildings will be designed to ensure sustainability and energy efficiency are achieved. While this is an issue for later stages of detailed design it is envisaged that this could include achievable methods of green energy generation such as P.V. panels, passive heating and homes with smart technologies that reduce energy consumption.

Activity for All

The masterplan ensures a range of recreational needs are met with easily accessible facilities including sports pitches, play facilities for toddlers to teenagers (LAP, LEAP, NEAPS), outdoor gym facilities and high quality open spaces which will encourage healthy movement, community engagement, physical activity and by extension social, physical and mental well-being.

High-quality Streets and Spaces

Latton Priory will comprise permeable, inclusive neighbourhoods which prioritise sustainable transport and are connected through safe walking, cycling and public transport routes. Attractive and well maintained green streets that accommodate all users will facilitate leisure and active transport opportunity.

Network of Multi-functional Open Space

The masterplan includes an extensive network of multi-functional open spaces to support a wide array of users and uses including recreational space, sports facilities, enhanced woodland, SANG, drainage features and formal parkland.

Local Food Production

Allotments and community orchards within the new neighbourhood serve to encourage local food production and reinforce community through active engagement and encourage active lifestyles.

Management, maintenance and evaluation

A charitable Community Trust could be created and established. This could be responsible for the the day to day management and maintenance of the site facilities and open spaces to make the neighbourhood a safe, attractive and secure place to live and encourage active participation.

Technology

Technology will be used to aid sustainable transport use, neighbourhood management or community engagement in local groups. The mobility hub also provides services such as space for remote working and last mile delivery collection, allowing for residents to live and work in their neighbourhood.

Activity promotion and local champions

Local residents groups, clubs and forums will be established to promote opportunities for social engagement, active citizenship and interaction helping create a vibrant and integrated community.

Play and Sociable Space

"Children's well-being, safety, learning and social development, as well as their essential enjoyment of childhood, are affected by the extent and the quality of their opportunities to play"
Design for Play Guide, Play England 2008

The masterplan includes play provision at a variety of scales. The destination 'Latton Park' incorporates a neighbourhood equipped area of play (NEAP), and three local equipped areas of play (LEAPs) are proposed, evenly distributed across the proposed neighbourhoods. Locally, play provision will be more informal and comprise a range of doorstep and local play incidents close to and within easy walking distance of homes. These will form integral and incidental components of local nodal green spaces.

Play incidents will not be formally defined, rather they will comprise accessible components of the landscape, along with seating and street furniture, allowing a range of opportunities for inclusive, adventurous, sensory, imaginative and social play for children of all ages and teenagers to socialise in a safe environment.

GREEN AND BLUE INFRASTRUCTURE
BLUE INFRASTRUCTURE AND DRAINAGE

Surface Water Drainage Strategy

The surface water drainage strategy for the site uses SuDS, being a combination of swales and detention basins across the development, in order to control surface water run-off into the existing watercourse.

In accordance with The SuDS Manual C753 and national government guidance the SuDS across the site have been designed in order to store storm water for the 1 in 100 year + 40% climate change storm event. The inclusion of SuDS throughout the site removes the risk of surface water flooding throughout the new development catchments.

To complement the overarching site topography, the proposed development has been spilt into twenty catchments, with eighteen detention basins across the site. Surface water generated from the development footprint within these catchments will be collected and conveyed via a surface water pipe network under the adopted roads and/or within roadside and conveyance swales.

All undeveloped greenfield areas and open space in the south of the site will continue to flow naturally through the site.

Surface water that is stored within the basins has been designed to discharge at QBAR (in accordance with the SuDS Manual and national and local government guidance) into the existing drainage network that operates across the site. This therefore reduces the risk of flooding further downstream.

The basins have been located in the lowest lying areas of each catchment in order for surface water to drain naturally via gravity and into the existing features at the most convenient locations.

The site currently does not have a system in place that improves the quality of surface water before discharging into the watercourse. The use of SuDS across the site will provide two stages of treatment to surface water before it is discharged into the local drainage network.

Earthworks

The existing site sits atop a prominent ridge line which runs on a north east to south west alignment, with falls generally in a northerly and southerly direction towards the site boundary. Prevailing existing gradients range from flatter than 1 in 200 up to steeper than 1 in 10 in places near the northern boundary. It is therefore crucial to review the locations and impact that the development parcels will have on the existing topography to ensure that the proposed development is integrated into the landform and to minimise the need to export any earthworks material offsite.

We have undertaken an earthworks analysis involving an assessment on the spine infrastructure, residential parcels and other land uses to set levels that avoid raising ground near and around the ridge line, that minimise the need to export sub soil, that provide for sensible development gradients in the steeper areas of the site and avoid raising levels such that abnormal foundations are widespread.

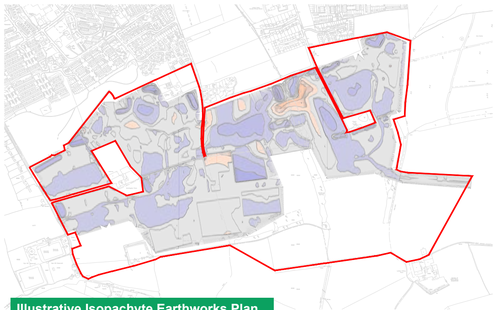
Key

Height Bands:
- Fill 4.0m -5.4m
- Fill 3.0m -4.0m
- Fill 2.0m-3.0m
- Fill 1.0m-2.0m
- Fill 0.1m-1.0m
- Fill 0m-0.1m
- Cut 0m-0.1m
- Cut 0.1m-1.0m
- Cut 1.0m-2.0m
- Cut 2.0m-3.0m
- Cut 3.0m-4.5m

Illustrative SuDS Strategy

Key
- Red Line Boundary
- Catchment Boundary
- Proposed SuDS Basin and Earthworks/ Maintenance Strip
- Convayence Swale
- Illustrative Outfall Locations

N
NTS

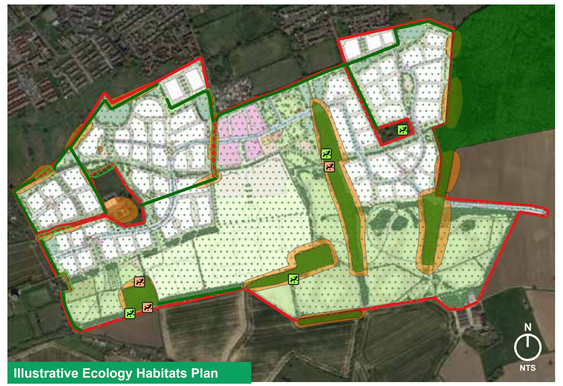


Illustrative Isopachyte Earthworks Plan

N
NTS

ECOLOGY

The proposed development will deliver a mosaic of new ecologically valuable habitats, enhancing and re-connecting existing nature conservation interests within the area. These 'green corridors' will be interlaced with the existing network of public paths to realise the vision of an integrated landscape that benefits wildlife and people alike.



Illustrative Ecology Habitats Plan

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NTS

Key
- Red Line Boundary
- Arable field
- Existing scrub
- Existing woodland to be retained
- Existing hedges
- Potential bat constraints
- GCN present
- GCN absent

Overview

The proposed development offers a unique opportunity to provide residential development in combination with delivering a minimum 10% Biodiversity Net Gain (BNG). There is ample scope for ecological features such as bat boxes, bird boxes, amphibian, reptile and mammal hibernacula, dead wood/log piles and invertebrate habitats such as bug hotels.

The proposed residential development can deliver a Biodiversity Net Gain (BNG) through the provision of enhanced and newly created habitats, including the delivery of a landscape-scale coherent ecological network. The establishment of a resilient ecological network of woodlands connected by a mosaic of habitats will provide significant cumulative enhancements for biodiversity within the wider area.

The development has the potential to indirectly effect local designated sites such as Lee Valley SPA, Epping Forest SAC and Harlow Woods Site of Special Scientific Interest (SSSI). The provision of Suitable Alternative Natural Greenspace (SANGS)in the southern part of the site will comprise semi-natural habitats and will provide recreational opportunities to reduce the impact of increased recreational pressure on nearby designated sites.

Broadleaved woodlands within the site are retained and the adjacent Mark Bushes Local Wildlife Site (LWS) will be protected from development by an adequate buffer of green space. Woodlands will be connected by retained/ enhanced and new species-rich hedges, new woodlands and scrub, with these improved over time by woodland management plans. Other improvements will include increasing the deadwood component within woodlands, creation of new mosaics of scrub and grasslands, and establishment of a Sustainable Urban Drainage System (SUDS) throughout the site. These will provide a range of habitats for amphibians, bats, birds and reptiles.

The development also offers a unique opportunity to contribute towards the Wildlife Trust's 'Living Landscapes' project and will deliver a 'jigsaw piece' of ecologically valuable habitat to establish a coherent network not only in the immediate area but also to the wider landscape. Green space through the site will help to connect local designated sites, including Harlow Woods SSSI and Mark Bushes LWS.

A minimum 10% BNG will be achieved through provision of high value habitats throughout the built realm and green space, enhancement of retained habitats and provision of species-specific features such as bat and bird boxes.

Amphibians

Although all of the ponds supporting GCN will be retained, and only minimal amounts of terrestrial habitat suitable for GCN will be lost, mitigation will be provided to protect these species during and after development. Where required, habitat suitable for GCN will be removed in accordance with a European Protected Species Mitigation (EPSM) licence from Natural England with existing ponds retained and enhanced through clearance of over-shading vegetation and planting of native bankside vegetation where appropriate. Replacement compensation habitat will be provided.

Newly created habitats within the open spaces will comprise a mosaic of terrestrial habitats that will provide optimal areas for amphibians. Rough grassland will provide foraging habitats and inclusion of log piles, dense scrub and hedgerows will provide suitable areas for shelter and hibernation. In addition, the SUDS network will be created and managed to provide suitable aquatic habitat for amphibians. These habitats will enhance connectivity through the site and to offsite populations to the east in the Marks Bushes LWS.

HERITAGE

Badgers

The main sett off site will be protected from direct impacts through demarcation of an adequate buffer and habitats within the open spaces will provide additional foraging opportunities. The site will be continually monitored for the presence of additional setts and if required, setts will be closed in accordance with a licence from Natural England. During construction, measures will be implemented to reduce the risk of impacts to badgers and during occupation, measures such as reduced speed limits and protection / creation of dark corridors will ensure nocturnal wildlife continue to move through the site.

Bats

It is possible that some trees with potential to support roosting bats will be removed to facilitate construction of the spine road, however surveys to detect the presence or likely absence of roosting bats will be undertaken prior to removal and a licence from Natural England obtained (where required). Bat boxes will be provided to compensate for the loss of any tree roosts.

Habitats with high value for foraging and commuting habitats (woodland, hedgerows, ponds) will be retained and protected and newly created habitats will provide a variety of additional resources for the local bat population (e.g. rough grassland, new hedgerows, SUDS). A sensitive lighting strategy will be implemented both during construction and occupation to allow bats (and other nocturnal wildlife) to continue to utilise the site undisturbed.

Birds

Although removal of nesting habitat will be kept to a minimum, where required habitat will be removed outside of the breeding season or after an ecologist has confirmed the absence of active nests.

Proposals have sought to retain woodland, hedgerows, mature trees and ponds. These habitats will continue to provide nesting, foraging and wintering habitat for birds throughout the construction and operation phases. Newly created habitats will be designed to benefit wildlife, including farmland birds, though the provision of wildflower-rich grasslands and targeted management. Bird boxes will be included throughout the site to provide additional nesting opportunities.

Invertebrates

The masterplan avoids development on the main areas of semi-natural habitat and as such direct impacts in invertebrates are unlikely to be significant. Indirect impacts will be mitigated through implementation of a sensitive lighting strategy and enhancement for invertebrates will be provided through creation of semi-natural habitats and inclusion of bug boxes throughout.

Reptiles

Although no reptiles were found in 2014 (and updated surveys undertaken in 2022 also found no reptiles), due to historical records and presence of suitable habitat on site, clearance will be undertaken in accordance with a detailed method statement. A suitable on site receptor area will be identified and enhanced, to act as a safe refuge if any reptiles are found.

Areas of rough grassland, scrub and wetland will be created throughout the open spaces to provide additional sheltering and foraging habitat for reptiles.

Other notable species

Habitats of value to other notable species such as hedgehogs, harvest mouse and polecat (i.e. hedgerows, scrub, woodland) will be retained and additional and enhanced habitat will be created throughout, for example the network of open space with green links, log piles, enhanced management of scrub etc.

Overview

Great places have heritage at their core. At Latton Priory, the importance of the area's heritage has formed a key aspect of the masterplan, even down to the name of the site with reflects the presence and importance of the medieval priory located just beyond the site boundary.

The site which is located in an area of archaeological potential has been the subject of extensive desk based research, field survey and consultation with Epping Forest District Council's archaeological advisers and Historic England. A geophysical survey has identified a number of features within the study area, most noticeably two possible Bronze Age ring ditches and a number of other features of potential archaeological interest, although none of these are design constraints.

As set out earlier in this report, there is a medieval moated site in the south western area of the site which is a scheduled ancient monument and the scheduled and grade II** listed Latton Priory lies immediately to the south east of the site. These designated heritage assets are all nationally important.

As the proposed development has the potential to affect the setting and heritage significance of these designated heritage assets, the masterplan has been designed to avoid or reduce potential impacts upon these assets. The proposed SANG is located between Latton Priory and the edge of the built up area of the site, thereby avoiding any adverse effects on the scheduled monument and associated listed building. The SANG will enable greater appreciation of Latton Priory through the increased access it allows and through opportunities to provide interpretative material at suitable locations within the SANG.

The scheduled moated site will also be retained within open space thereby ensuring that it is unencumbered by new development. The moated site is currently in poor condition and the proposed development presents opportunities to improve the management and presentation of the monument to the new community. The details of this will be discussed and agreed with Historic England.

A programme of archaeological evaluation of the site has been agreed with Epping Forest District Council's archaeological advisers which will be implemented in due course, with further mitigation investigations where necessary.

The Scheduled Moated Site

This scheduled ancient moated site will be protected and afforded open space around it through the new Rye Hill Park in the south west of the site, which will contain allotments, orchards, sports pitches and open green space. There is also the opportunity to educate local residents about the site through new interpretation boards. Currently the moated site is in a poor condition. The proposed development presents an opportunity to agree a long term management plan with Historic England to stabilise and improve the condition of the scheduled monument.

The Latton Priory Site

The Latton Priory site will be protected from any adverse impacts of development through the location of the SANG which provides a large area of natural open space to the north of the buildings.

GYPSY & TRAVELLER PITCH SITE

Selection of Potential Locations

There is a requirement for a gypsy and travellers site at Latton Priory - as set out in the emerging Local Plan.

Potential locations for such a site have been assessed using guidance including 'Gypsy, Traveller and Showpeople Guidance' from The Essex Design Guide and the government's 'Designing Gypsy and Traveller Sites - Good Practice Guide'.

The aforementioned guidance, along with a workshop with EFDC, has informed the production of a series of criteria (see below) for the selection of potential site locations.

The guidance states that there is no one-size-fits-all approach in terms of pitch size. However, for masterplanning purposes, we have assumed (based on examples elsewhere) a site size of 0.4ha.

Criteria for Site Selection:

- Preference for circular or horseshoe design rather than traditional linear layout
- Relatively flat land suitable for purpose
- Good access to the road network, appropriate for trailers/large vehicles
- Access to pedestrian and cycle routes, and public transport
- Access to local services (local centre facilities, health facilities, schools)
- Separation from existing G&T site to the north
- Some degree of separation from settled communities to provide acoustic and visual privacy
- Levels of natural surveillance on key walking routes adjacent to potential site due to screening often desired by gypsy and traveller community
- Balance between natural surveillance of the site and screening
- Consideration given to place-shaping
- Not located within 'no build zone'

Option 1:

Pros

- Particularly good access to road network (minimal disturbance to surrounding areas from any potential trailers)
- Very good access to the green corridor

Cons

- Opposite existing and proposed settled community with fewer opportunities for the screening, which is often desired by gypsy and traveller community
- May negatively impact sense of arrival from Rye Hill Road due to screening/ desire for separation often desired by gypsy and traveller community
- Potential impact on natural surveillance (due to screening often desired by gypsy and traveller community) on Rye Hill Road and surrounding walking routes

Option 2:

Pros

- Opportunity to use planting already provided in masterplan to provide screening on southern edge of pitch site
- No major existing settled communities nearby (although some homes on Rye Hill Road)
- Good access to road network
- Very good access to the green corridor (southern branch)

Cons

- May negatively impact sense of arrival from Rye Hill Road
- Potential disturbance from trailers affecting proposed settled communities along site's western edge
- Noise and other disturbance from site may negatively impact adjacent community open spaces and vice versa
- Potential impact on natural surveillance (due to screening often desired by gypsy and traveller community) on the East-west Avenue and Rye Hill Park

Option 3:

Pros

- No existing settled communities nearby
- Good access to road network (once built)
- Very good access to green corridor

Cons

- May bring traffic from trailers further into site and near SANG
- Not suited to accommodate preferred horseshoe shape of G&T site
- Potential impact on natural surveillance (due to screening often desired by gypsy and traveller community) on surrounding walking and cycling routes

Built Form and Place-making

07

Draft Report for Consultation

LATTON PRIORY

HARLOW & GILSTON GARDEN TOWN

BUILT FORM AND PLACE-MAKING

Creating Places

Having established some of the key spatial elements of the masterplan in the previous section, this section covers matters of built form and place-making.

Places with a clear identity generate a strong sense of place, which contributes to a sense of belonging to and connection with the place we live or work in.

Previous sections have laid the foundations for creating a strong sense of place through the basic structure and strategic elements of the masterplan. This section sets out how more detailed aspects of the neighbourhood (such as the quality of individual homes and spaces) are equally important in creating a strong sense of place.

This section sets out the next level of thinking in terms of place-making and provides general guidance for the design of these elements.
It sets out:

- General design principles
- A density approach for the site
- A building heights approach for the site and key views that these relate to
- Legibility and place-making across the site and illustrative work for key streets, spaces and the nature of the development edges

Further detail is also provided in Section 8 which looks at character areas and how each character has its distinctive identity. This will affect the design of built form, streets and spaces but does not alter the general principles set out in this section.

The Design Code (being produced by Epping Forest District Council) will also provide the next level of detail for these spaces based on the principles set out in this section.

Key principles that have informed the guidance in this section are:

- **A people-driven design:** Places should be built around activity. Spaces and streets, if well designed, are an opportunity for social interaction, active travel and a greater sense of community
- **A legible environment**: The hierarchy of spaces, routes and focal points create a neighbourhood that has a legible environment, contributing to a strong sense of place.
- **A harmonious environment:** The relationship between the built environment and the human scale is also key to creating a harmonious interaction between people, buildings, spaces and the natural environment which creates a strong sense of well-being. This section looks at the principles for key spaces and streets to establish successful scale and level of enclosure.

GENERAL DESIGN PRINCIPLES

CAR-FREE OR SHARED SURFACE SPACES WHICH ENCOURAGE SOCIALISING

General Design Principles

A number of design principles are set out here with the general aim to ensure that Latton Priory becomes a attractive, sociable, flexible and sustainable place. This page sets out general principles. Further testing of blocks, including detail provided in the Design Code, will be necessary to establish how these principles outlined can be achieved.

Attractive, well defined streets and spaces:

- Buildings should seek to follow a consistent building line although how continuous this is may vary depending on the street type and housing density.
- Further testing of blocks is required however key principles for front gardens are that

  -they should discourage on plot front garden parking (a depth of 1-2m would achieve this). Bigger front gardens may be appropriate in lower density areas, however, it is important that this does not encourage too much on plot parking.

  -Garages should generally be located to the side of dwellings where they are inconspicuous .
- On-street parking should be incorporated in an inconspicuous manner. The streetscape should not become car-dominated.
- Street trees and/or planting should be an integral part of principal streets and spaces and a key component of the structure of the street. Careful species selection will be a key part of enhancing local distinctiveness and reflect the scale and sense of enclosure.
- Buildings and landscape elements need to be considered together and as one to create a harmonious whole.
- Clear boundaries to front gardens are needed to clearly demarcate public and private areas.
- Materials for buildings, boundaries and landscape should be of high quality and carefully chosen to increase local distinctiveness, connect the place with the existing surroundings and to be attractive, durable and sustainable.

Safe and sociable spaces

- Houses should front onto streets and open spaces, (including areas of woodland) with their main front door and point of access on the street.
- Active frontage-should be created through frequent windows, doors (and balconies where appropriate) onto the street and spaces to achieve high levels of natural surveillance. Blank elevations should be avoided. This needs particular attention for buildings fronting larger open spaces and on corner buildings.
- In the local centre, non-residential ground floor uses should be visible from the street, wherever possible, to create active ground floor frontage..
- Streets should be pedestrian and cycle friendly. Layout, materials and detailing should be chosen to emphasise this.
- Buildings, streets and spaces should be designed to be accessible to all. This includes addressing design in streets with steeper gradients. (see Site wide pedestrian and cycle connections for gradients of key routes)
- Public spaces should be designed to facilitate and encourage social interaction (including children's play where appropriate) whilst, in larger spaces, also providing areas for quieter activities. Natural surveillance in these spaces is essential.
- Orientation and positioning of street furniture and trees in streets and public spaces also needs to be considered to provide sunny and shadier areas so that spaces can be used all year round and in different ways by different groups of people

Designing for flexibility

- Buildings should be designed to be adaptable. This could include adaptability wherever possible:
  - so that residents can personalise and modify their homes for changing working patterns and other future trend lifestyle changes
  - for all stages of life
  - for increased accessibility
  - for changes in technology,
  - to adapt to climate change .
- In the local centre, an appropriate proportion of buildings should also be designed for adaptability to cater for use change e.g. from residential to commercial or vice-versa. This may affect some ceiling heights, width and depth of buildings

Designing for sustainability

- Homes and other buildings should be designed to ensure energy waste is minimised .
- Homes and other buildings should be designed to encourage recycling and reduced household waste
- There will also be opportunities for homes to reduce energy demand through fabric first improvements and to use renewable technologies such as PVs ,air source heat pumps and wind and which is consistent with the implementation of the Future Homes standard. It is important that these or other technologies that may be employed are incorporated in a way that does not detract from the visual quality of buildings, streets and spaces.
- Buildings should be designed, where possible, to maximise orientation for solar gain. However, this must also be balanced with the need to create perimeter block structures and active streets throughout the site.
- Buildings and spaces will be designed with opportunities to increase biodiversity where appropriate

NATURAL SURVEILLANCE ONTO STREETS AND OPEN SPACES

RENEWABLE ENERGY TECHNOLOGY CAREFULLY CONSIDERED IN STREETSCAPE

DESIGN TO ENCOURAGE ENHANCED BIODIVERSITY

DENSITY

Residential Densities

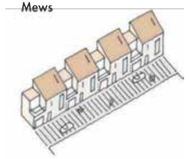
As stated in the HGGT Design Guide, the "Garden Town will need a range of housing densities and typologies to provide the right mix of homes for people at all stages of life and for all budgets, including affordable homes". The guidance for Latton Priory states that the density should "support place-making, modal shift and viability by quality design". The guidance also states that densities can increase to 40 dwellings per hectare (dph) close to local centres.

The analysis of density, set out in the appendix to this report, and briefly summarised in section 4, sought to look at densities in the surrounding area Densities in more rural locations within Epping Forest District, such as North Weald Bassett, are generally within the mid to high 20 dph range. In contrast, some of the more recent developments in Harlow reach densities of between 50-60 dph. This allows for more sustainable development and maximises the use of land. The Local Plan does not propose specific densities noting only the benefits of density in supporting sustainable development.

With the above in mind, the proposed densities set out on the plan (opposite) show density ranges that allow, at the higher end, densities that deliver significantly enhanced sustainability benefits. Lower densities of 20-30 dph are located around the rural/wooded edges and the properties on Rye Hill Road. Medium densities (of between 30-40 dph) are largely located in the central and northern parts of the site, to respond to the more urban context of south Harlow. Higher densities (of between 40-55 dph) are located around the local centre and the mobility hub to encourage more people to live close to the facilities and transport links on offer - thus ensuring a highly sustainable form of development.

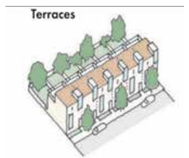
The images (immediate right), are taken from the HGGT Design Guide and provide suitable typologies for Latton Priory. The lower density areas are likely to comprise detached, semi detached and terraces, whilst the higher density areas contain terraces and apartments.

Mews



Intimate, low-rise style, with private front doors alternating with garage doors. Flexible options to cater to a variety of changing household sizes, needs and lifestyles. Smaller average plot sizes can therefore achieve intermediary to high densities.

Terraces

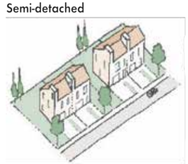


Typically one to four storeys terraces can be converted into flats or remain as individual houses, allowing for variation in unit types along any given street. All the while maintaining the desired street condition with well defined fronts and backs.

Terraced apartments

Terraced apartments can cater to many needs. Lower-levels can form maisonettes with private entrances or shops; whilst upper level apartments can have private terraces and balconies. Can achieve high densities and can vary in scale to suit local context.

Semi-detached



Paired dwellings of typically two to three storeys, set back from the street and suburban in character. Off-street parking with strong visual links to front, side and rear gardens. Adaptable to changing needs and lifestyles, particularly that of a family.

Large family homes

Typically two to three storeys on large plots with generous and safe outdoor private amenity space. Good connections to communal or doorstep play space. Private garage spaces can be appropriate but should be adaptable for conversion, as should loft spaces.

Local centres

Local centres provide opportunities for apartment perimeter blocks. High densities and a critical mass can be achieved with shops at ground levels to create active fronts. Suitable in urban contexts.

Above - Harlow and Gilston Garden Town Design Guide, Nov 2018

Illustrative Residential Densities

Around the local centre (40-55 dph)

- Buildings parallel with the street to create well enclosed streets and spaces
- Built form generally comprises terraces, townhouses and apartment buildings
- Streets should be formal with emphasis on hard landscape treatment and formal tree planting patterns

(note: design code will look at testing blocks specifically relating to modal shift)

Northern areas (30-40 dph)

- Buildings generally parallel with the street to create well lined but less constantly enclosed streets and spaces
- Built form comprises a range of terraced, semi-detached and detached houses and apartment buildings

(note: design code will look at testing blocks specifically relating to modal shift)

Rural Edge (20-30 dph)

- Buildings generally parallel with the street with some varied setbacks to create greener, more informal streets and spaces
- Built form generally comprises a range of semi-detached and detached houses
- Front gardens should reinforce the soft landscape street character

(note: design code will look at testing blocks specifically relating to modal shift)

BUILDING HEIGHTS

Building Heights

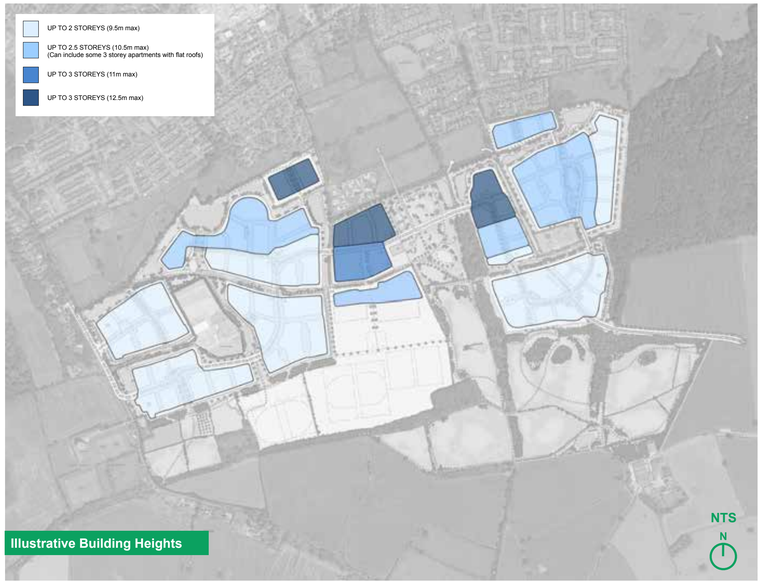
The plan (right) shows an approach to the spatial distribution of heights across the site. The distribution of illustrative building heights across the site has been determined by a combination of factors including: appropriate heights to achieve good place making; the visual impact of development on near and long distance views (see summary view plan opposite) and the residential densities set out previously.

Taller buildings of up to 3 storeys (approx 12.5m max) are located on the northern parts of the site, on lower lying land. This also facilitates higher densities in and around the local centre, ensuring that more people are in close proximity to the facilities and transport on offer there.

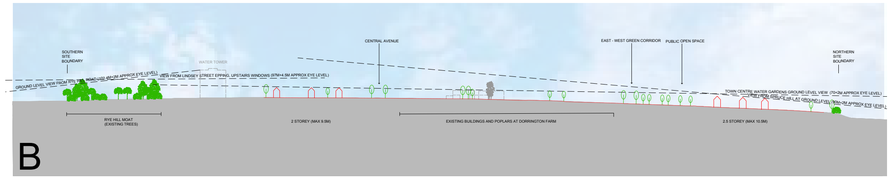
Within the southern half of the local centre (south of the East-West Avenue), any development with commercial uses at ground floor level (which require higher floor to ceiling heights) may need to be limited to 2 storeys (e.g. commercial with residential above) as the land begins to rise here. Development here may require flat roofs - in keeping with the vignettes set out in the HGGT Design Guide.

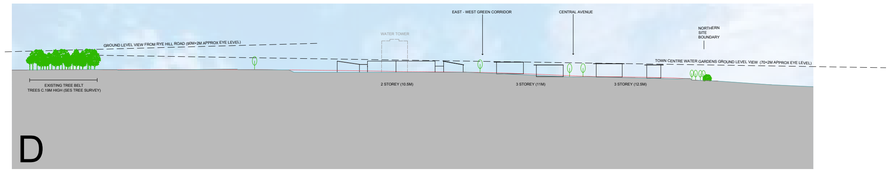
The remainder of the site is up to 2.5 stories (10.5m max) or 2 storeys (9.5m max). 3 storey buildings (such as apartments with flat roofs) could also be accommodated within the 2.5 storey areas.

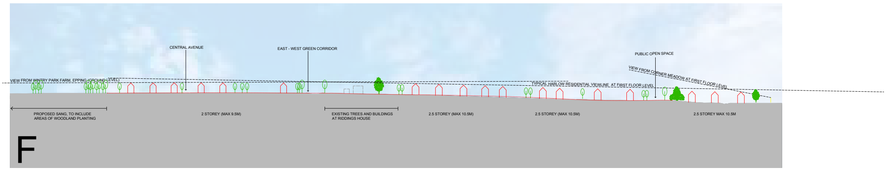
Development on the southern edges of the site should be limited to 2 storeys (9.5m) in height, having regard to the topography of the site.



Illustrative Building Heights





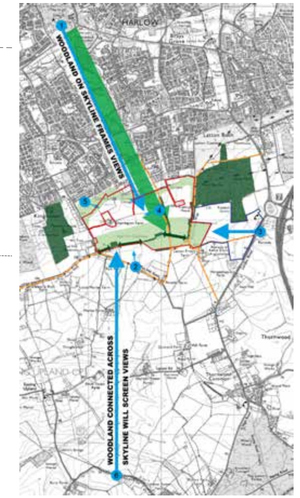


Illustrative Site Cross-sections with Illustrative Building Heights

Key Views and Site Sections

A key parameter to the building heights are the long distance views from various points to the north within Harlow, including the Water Gardens and to the south from Epping (see summary plan below)

Section 3 describes the detailed analysis that was undertaken with regard to key views towards the site. Cross-sections (left) were undertaken to inform building heights that would be contained by the existing and proposed structural landscaping in views from Epping to the south and which would retain a green backdrop in views from Harlow to the north.



Viewpoints locations and Visual Strategy Plan

VIEWS

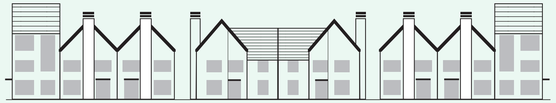
Protecting the Horizon

Latton Priory sits atop Rye Hill to the south of Harlow and marks the southern edge of Gibberd's original plan for the New Town. Because of this, the treatment of development on the higher areas of the site needs careful consideration so that new development does not have an adverse impact on long views from Harlow (and, to a lesser extent, from Epping.This has been addressed through the Epping Forest Local Plan and the establishment of a "build to" line. At a more detailed level there are several strategies which can be considered to help mitigate these issues:

- The typology and density of new buildings in this area needs consideration. Taller buildings will have a bigger impact as will typologies where the buildings are placed close together, such as terraced housing. These typologies should be avoided in these high level locations. Roof design also needs consideration as this may have an impact on views from Harlow.
- The aspect/orientation of the buildings also plays a part. Streets and buildings orientated east-west will have a bigger impact than those which are more aligned in a north-south direction as the streets and gardens help to break the massing of the buildings down.
- Landscaping can be used to further minimise the impact by providing a backdrop for the buildings to blend into. Several existing tree belts on the site will help to do this already but new planting can be used to extend these and create a natural horizon.
- Treatment of the horizon in regards to block structure and housing typology should be balanced against sustainable design considerations; including orientation for solar gain, achieving modal shift through design such as walkability of blocks and streets, and typologies relating to form.

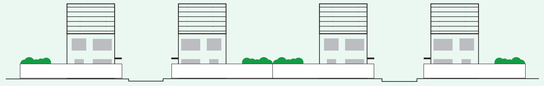
Housing oriented east to west (along horizon)

Taller buildings, like those on the end above, will have a bigger impact on views from Harlow. The orientation (east-west) and the typologies (terraced housing and semi-detached housing) risk exaggerating the issue.



Housing oriented north to south (perpendicular to horizon)

By orientating the streets in a north-south direction, the impact is minimised. The streets and gardens help to break the massing of the development down so that there are glimpses of the horizon in between the buildings. The section (right) shows an illustrative street width with further testing to be undertaken.



Housing oriented north to south (with planting)

Existing and enhanced tree planting will also help reduce the impact of development through creating a natural horizon and providing a backdrop to the development where the buildings blend in with the natural elements. The section (right) shows an illustrative street width with further testing to be undertaken.

LEGIBILITY AND PLACE-MAKING

The plan (right) shows the key legibility principles of the masterplan for Latton Priory. These are the key features that make the place memorable, legible for way-finding purposes and give it a sense of place. These are the areas that will benefit from a special design focus and are likely to be developed further through Design Coding.

A number of key frontages are shown. Frontages along the East-West Green Corridor will need particular attention to ensure a route which is harmonious in its scale, sense of enclosure and character with high levels of natural surveillance. Frontages along the East-West Avenue will also need similar attention so that the route has a unified quality and is an attractive and safe environment to move along.

Frontages across the local centre will need to provide a strong and harmonious sense of enclosure with active ground floor uses where ever possible and high levels of natural surveillance.

There are a number of nodal points along the East-West Green Corridor which should be clear, well designed and well over-looked spaces which will serve as markers for orientation and places where people can socialise or where play spaces are located. Section 8 provides an illustrative plan of a nodal point on the East-West Green Corridor.

The plaza within the local centre is also a key location and nodal point along the East-West Green Corridor, albeit more urban in character. This will be the key gathering space for the development and the proposed STC.

Illustrative sections are provided in the following pages giving general guidance on the elements of the key routes and spaces in the masterplan. More detail is given with regard to the character of these streets and spaces in Section 8.

Landmark buildings should be located in key locations, normally framing a key public space or on a key vista or line of sight, to further aid way-finding or create interest.

The Design Code will provide further detail on how to achieve these principles.

Legibility Principles

East-West Green Corridors

The East West Green Corridor is a green super link which runs across the site and provides an easily accessible route for walking and cycling. It is a highly attractive setting which

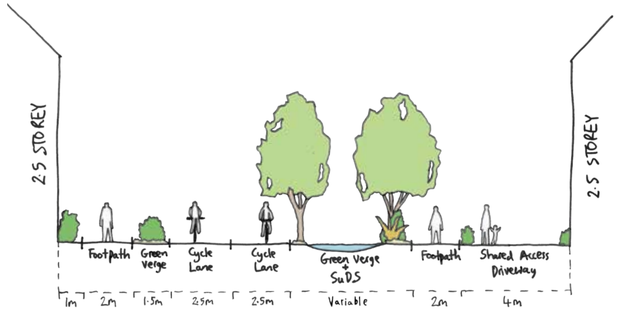
- encourages modal shift away from private vehicles.
- encourages healthy lifestyles
- provides a setting with potential to contribute to well-being including opportunities to socialise
- provides benefits for wildlife habitats and biodiversity

The East-West Green Corridor runs from the existing open space to the north west of the site, through the western area of housing to the local centre, through Latton Park and into the eastern section of housing and onto Mark Bushes.

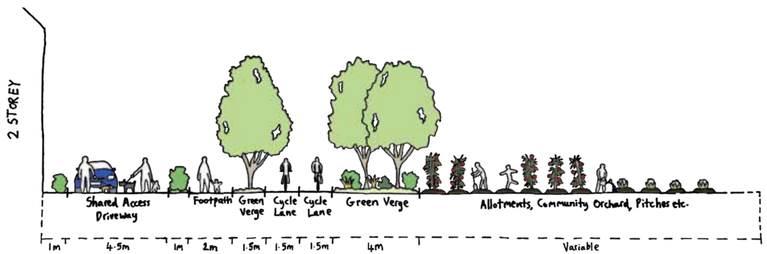
The southern branch of the East-West Green Corridor runs along the southern boundary of the south western area of housing and loops up alongside the school pitches to converge with the main East-West Green Corridor at the local centre.

See the Building Heights plan above for building heights along the Green Corridors.r

Note: Shared access driveways shown on the illustrative sections (right) are dependent on further testing of the secondary/ tertiary road strategy



ILLUSTRATIVE SECTION THROUGH MAIN GREEN CORRIDOR



ILLUSTRATIVE SECTION THROUGH SOUTHERN GREEN CORRIDOR

East-West Green Corridor

The drawings (left) show indicative cross sections through the main East-West Green Corridor and its southern branch.
Important design principles for the East-West Green Corridors are as follows:

- Consistency in terms of building heights and housing design along the length of the corridor to create a harmonious built backdrop
- High levels of natural surveillance from the houses that line the route will be important.
- The corridor may occasionally vary in width where it needs to accommodate front access drives or SuDS. However, the overall unity of the space and natural surveillance should not be compromised.
- Native tree planting and planting will be included to enhance biodiversity and habitat creation
- Play spaces and places to socialise/rest will be included, particularly at intersections with north-south green fingers (See Section 8 for illustrative plan).
- The corridors and spaces within them should be designed to consider climate change in terms of species selection and considering the impact of sunlight and shade at different times of the day and year for residents. This is particularly important at nodes and places where people will rest/socialise.

A HIGH QUALITY ENVIRONMENT FOR PEDESTRIAN AND CYCLE ROUTES

HIGH LEVELS OF NATURAL SURVEILLANCE ONTO GREEN CORRIDORS

GREEN CORRIDORS ENCOURAGE MODAL SHIFT AND HEALTHY LIFESTYLES

Streets for Place-making

The following cross-sections show the key role that the streets in the new neighbourhood will play in terms of place-making. The illustrative sections show overall dimensions for each street as identified on the street hierarchy plan in section 6. Building heights may vary in line with the Building heights plan (above)

Primary Street: East-West Avenue:

This is the main avenue and vehicular/bus access route through the neighbourhood. It also accommodates pedestrian and cycle routes. The design of this street should ensure that:

- Strong frontage and strong consistent building line is especially maintained to create a sense of enclosure.
- Street trees are provided within green verges either side of the route
- Footpaths are provided on both sides of the road.
- A two way cycle lane is provided on one side of the road.
- There is no on-street parking in this route

Building heights along this street will vary.

Secondary Streets:

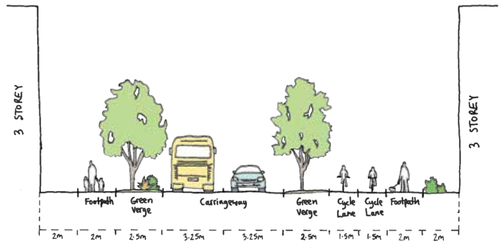
These are the main streets into the sub areas of the neighbourhood from the East-West Avenue. They should:

- Have strong frontage onto the streets, although there is more possibility for a more informal layout and variations in the building line and set-backs
- Have a green verge and tree planting on one side of the street with footpaths either side.

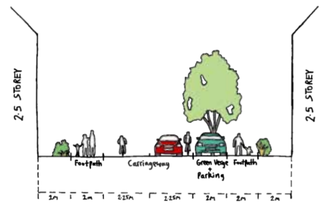
Building heights along these streets will vary.

PRIMARY STREET: TREE LINED AVENUE WITH STRONG CONTINUOUS FRONTAGE

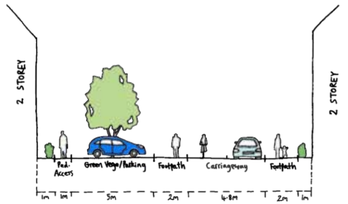
SECONDARY STREET: WELL STRUCTURED STREET-SPACE WITH ON STREET PARKING



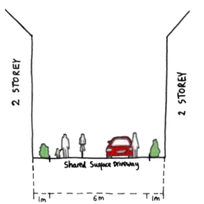
ILLUSTRATIVE PRIMARY STREET: EAST WEST AVENUE



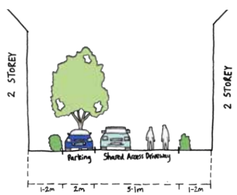
ILLUSTRATIVE SECONDARY STREET: MAIN ACCESS STREETS



ILLUSTRATIVE TERTIARY STREET: LOCAL ACCESS STREET



ILLUSTRATIVE SHARED SURFACE ACCESS STREET



ILLUSTRATIVE SHARED SURFACE ACCESS STREET

ILLUSTRATIVE SHARED SURFACE ACCESS DRIVEWAY EDGE OF DEVELOPMENT

TERTIARY STREETS: INCORPORATING ON STREET PARKING

SHARED ACCESS STREETS: PEDESTRIAN AD CYCLE FRIENDLY STREETS

EDGE OF DEVELOPMENT: HOUSES FRONTING ONTO GREEN SPACES

Tertiary Streets:

Tertiary streets will be similar in character to secondary streets but will have a narrower carriageway and may be more informal in character .

As with secondary streets, frontage onto the streets is important but the street can accommodate less formality and a generally consistent but less continuous building line with the possibility of set backs which may also accommodate on-street parking.

Access Driveways:

Access driveways are shared surface spaces within blocks or on the edge of the development. Pedestrians and cyclists have priority on these streets.

Within blocks:

- Frontage and overlooking are important but there may be more variation in the building line creating more informal layouts and spaces
- Street trees are important to place-making and may be used in a less formal way to define spaces within the street
- Choice of materials will be important to reinforce pedestrian and cycle priority

Around the edges of the development, these streets:

- Generally front onto open space or woodland.
- May have more variation in the building line especially in areas of lower density.
- Should comprise planting that is likely to be more naturalistic with strong opportunities for enhancing biodiversity alongside woodland or in open spaces

Note: Shared access driveways shown on the illustrative sections (right) are dependent on further testing of the secondary/ tertiary road strategy

Edge Conditions

The edges of the site are extremely important for place-making and interface with the surrounding environment. The following pages show illustrative cross-sections with broad guidelines for dealing successfully with the development edges.

Northern and western edges

The new neighbourhood will be well integrated into communities of Tye Green, Stewards and Latton Bush to the north and with the existing development to the west on Rye Hill Road. Previous sections have shown how the masterplan seeks to address this by retaining and integrating the existing public rights of way and routes which connect with the surrounding areas and by introducing new routes across the masterplan area. .This ensures new residents are able to use existing facilities nearby as well as allowing existing residents to have easy access to any new facilities being offered

Dwellings on the northern edge are part of the northern gateway to the neighbourhood and this aspect should be considered in their design.Section 8 provides a more detailed illustrative plan for this area

This also applies to dwellings on the western edge facing Rye Hill Road particularly near the start of the East-West Avenue although this gateway is not as prominent as the northern edge gateway.

The plans (right) show cross-sections of these areas.

Boundaries with Dorrington Farm and Riddings House

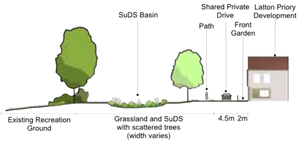
The boundary between the new neighbourhood and Dorrington Farm and Riddings House needs particular attention to ensure these existing properties are integrated in an inconspicuous way into the development.

Note: Shared access driveways shown on the illustrative sections (right) are dependent on further testing of the secondary/ tertiary road strategy

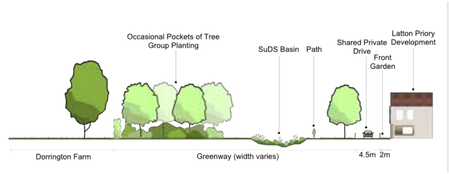
WESTERN DEVELOPMENT EDGE TO RYE HILL ROAD

ILLUSTRATIVE WESTERN DEVELOPMENT EDGE TO RYE HILL ROAD

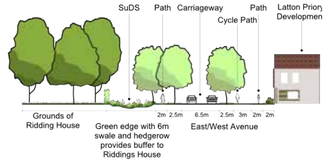
HOUSING FACING THE EXISTING RECREATION GROUND WILL BE IN A GATEWAY LOCATION



ILLUSTRATIVE NORTHERN BOUNDARY ONTO EXISTING RECREATION GROUND



ILLUSTRATIVE EASTERN BOUNDARY OF DORRINGTON FARM



ILLUSTRATIVE SOUTHERN BOUNDARY OF RIDDINGS HOUSE

THE EASTERN DORRINGTON FARM BOUNDARY WILL ACCOMMODATE A SWALE

WOODLAND EDGES PROVIDE OPPORTUNITIES FOR INFORMAL PLAY

Development edge onto Green Wedge

It is very important that there is a successful development edge around the strategic Green Wedge where residential or local centre uses are adjacent to it. Homes should front onto Latton Park or the SANG area with regular windows and balconies. It is particularly important that there is a lot of animation (frequency of windows/ balconies/doors and size of openings) on these elevations and that these elevations are very closely considered so that they successfully overlook and give a sense of natural surveillance onto the wider space of the park.

Apartments facing the park in the local centre also have an important function to provide a gateway to the neighbourhood for those arriving from the east or STC and this must also be considered in the design of these dwellings.Section 8 provides a more detailed illustrative plan for this area.

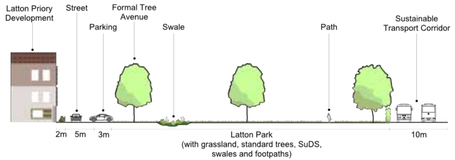
Commercial and community uses as well as uses in the mobility hub should have active frontages to provide natural surveillance into the park and also so that the park can be enjoyed by residents from these facilities

The plans (right) show cross-sections of these areas.

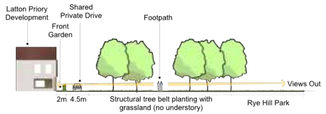
Note: Shared access driveways shown on the illustrative sections (right) are dependent on further testing of the secondary/ tertiary road strategy

AN ANIMATED ELEVATION ONTO LATTON PARK

LOCAL CENTRE USES OVERLOOK AND BENEFIT FROM PROXIMITY TO LATTON PARK

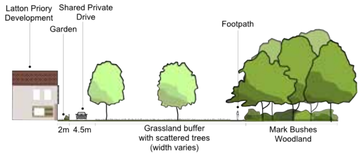


ILLUSTRATIVE DEVELOPMENT EDGE ONTO LATTON PARK



ILLUSTRATIVE SOUTHERN DEVELOPMENT EDGE TO RYE HILL PARK

ILLUSTRATIVE DEVELOPMENT EDGE FACING WOODLAND



ILLUSTRATIVE EASTERN DEVELOPMENT EDGE ONTO MARK BUSHES

OPEN SPACES ARE WELL OVERLOOKED

HOUSES SHOULD FACE WOODLAND

Southern edge onto Rye Hill Park

This will be a key edge of the neighbourhood and fronts out towards the countryside. It, therefore, needs careful attention. It is important that this is a strong defensible boundary. A strong frontage with a consistent building line will be important. Building heights will be determined by the need to retain keep views(see earlier in this section).

To the south of the development edge is the southern branch of the East-West Green Corridor and beyond this the open spaces of the allotments, community orchards and playing fields.It is important that these architectural, urban design and landscape components are considered together so that they create a pleasing well-coordinated setting.

Section 6 showed the network of routes and PRoWs that connect and integrate the new neighbourhood with the open countryside beyond it. Section 8 provides a more detailed illustrative plan for this area.

Cross sections are shown on the page (opposite).

Eastern edges:

An attractive edge must be created onto surrounding woodland and open spaces Housing should front onto open spaces and woodland around the site edges. This allows woodland and open space to form an attractive setting for homes, provide natural surveillance for residents and also protect trees and open spaces by keeping them in public space or visible from it.

Development in the north-eastern corner of the site is bounded by Mark Bushes. The design of roads and route networks in this area should provide future flexibility to connect through into this site

Section 8 provides a more detailed illustrative plan for the area adjacent the SANG.

Cross sections for these edges are shown (left).

Character Areas

08

Draft Report for Consultation

LATTON PRIORY
HARLOW & GILSTON
GARDEN TOWN

CHARACTER AREAS

Creating Distinctive Character

The guidance set out over the following pages provides an initial framework for the development of character within the site.

The size of development at Latton Priory will mean that a series of new local character areas will be created within it to create a neighbourhood that is varied, attractive and responsive to its unique context.

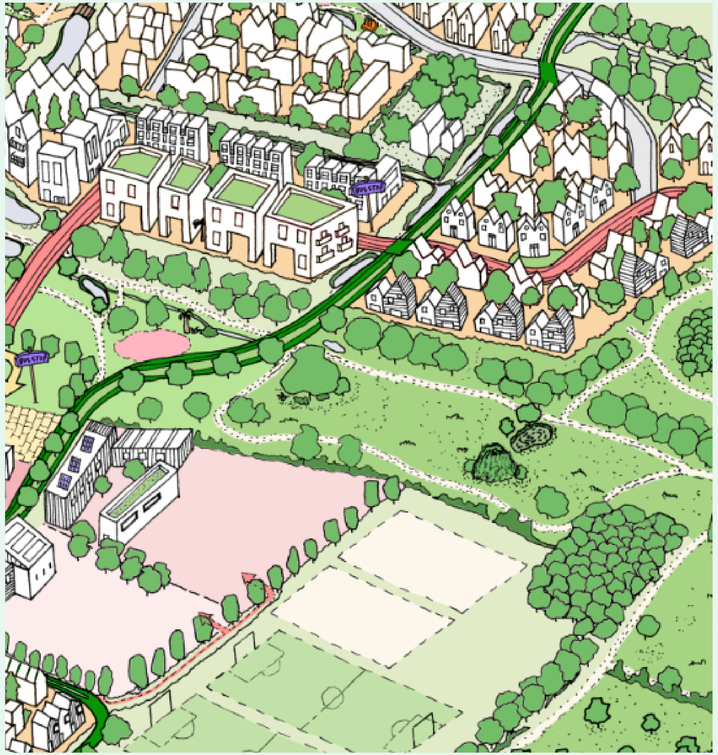
This section will form the basis of a more detailed design code for Latton Priory, being prepared by Epping Forest District Council, which will focus on active travel and the routes and spaces within the site.

Character Generators

Character can be defined by things like the typology and density of development, relationship with surrounding features, landscape and architectural approach and material selection.

The approach to the character areas at Latton Priory has been informed by:

- The context and site appraisal and using the assets of the existing site. These are often landscape aspects such as woodland or topography, which have inherent place-making potential to provide the key identity of a character area. Landscape, both through existing assets and new landscape elements, is a crucial component of reinforcing character.
- Understanding the wider existing context to ensure the character area is well integrated into the surroundings. This involves both landscape and urban context and drawing on the character of Harlow and nearby settlements where appropriate.



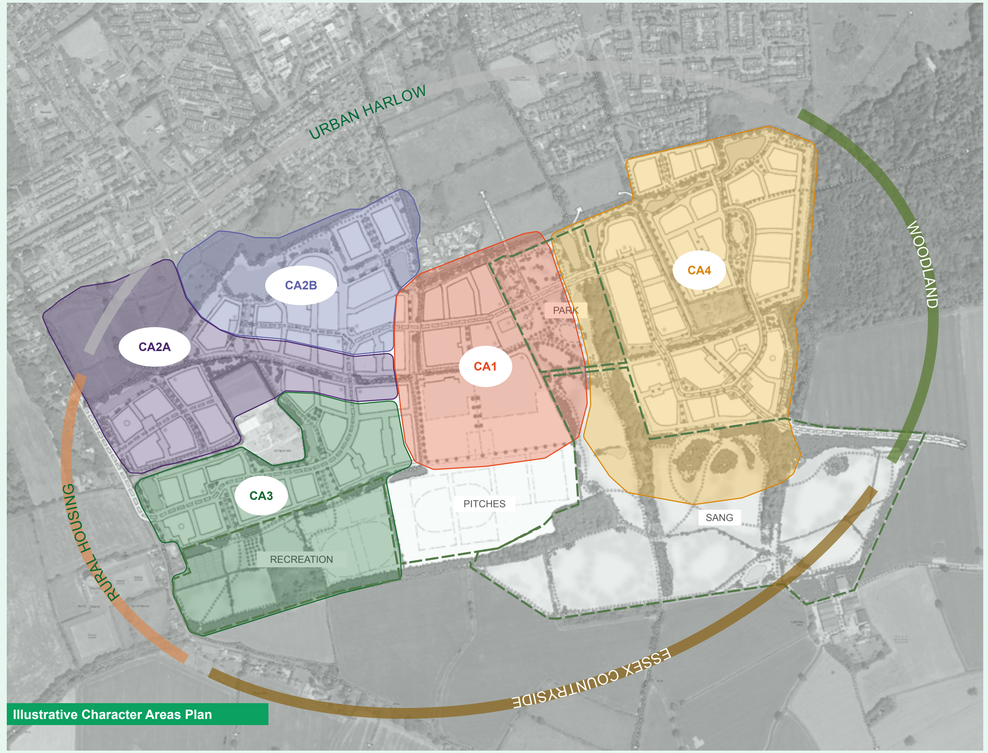
CHARACTER AREAS

The Character Areas

The plan (opposite) shows the **character areas** within the site.

Five distinct character areas have been identified, all influenced by their **location within Latton Priory** and their **surrounding characteristics**.

The section sets out **broad principles** to establish the character of each area and the key components and aspects of design that are important to consider. It sets outs how the **urban form** can reinforce the area's **unique identity** (for instance through urban grain, block structure, or house types) and the key role the **landscape approach** plays in achieving this.



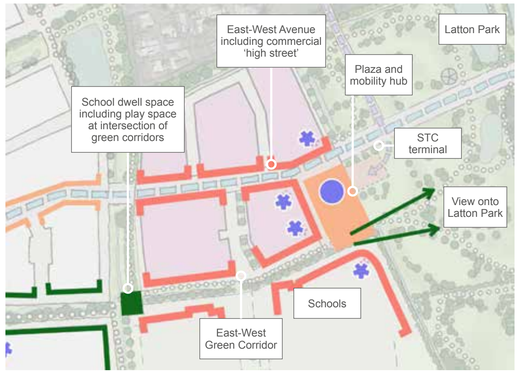
Illustrative Character Areas Plan

CHARACTER AREAS

- CA1 - Heart of Latton Priory
- CA2A - Lower Rye Hill South
- CA2B - Lower Rye Hill North
- CA3 - Upper Rye Hill
- CA4 - Latton Priory Woods

HEART OF LATTON PRIORY
CHARACTER AREA 1

The local centre is the heart of the new neighbourhood and within walking and cycling distance of all residents. It accommodates a vibrant mix of uses and the design of its environment will be a key part of its success as an attractive and vibrant place.



Key design principles for the character area

Key Principles & Features

- A vibrant centre with a mix of commercial, community, employment, education and residential uses (including care home and retirement living)
- The main East-West Green Corridor and the East-West Avenue pass through the local centre, ensuring that it is fully connected to the wider neighbourhood
- It has a main plaza which is a focus for community uses and activities. It is also adjacent to the Latton Park and the potential STC terminus
- The mobility hub is located in the main plaza near the safeguarded STC terminus.
- Commercial activity should be focused in a linear manner along the East-West Avenue
- The intersection of the two green corridors adjacent to the primary school will form a key space including a play space.
- The plaza will be fronted by key buildings including commercial uses, the mobility hub and the secondary school

View towards Harlow from Location of Latton Park

Illustrative Layout Options

Three local centre illustrative layout options have been undertaken. The options assessed two main characteristics of the local centre which were:

- **Where the employment should be located** and whether it should be located in one area in line with the Draft Local Plan or whether employment uses should be part of a mixed use centre. Options 1 and 2 show employment as part of a mixed use centre. Option 3 shows an area of pure employment land in line with the Draft Local Plan, in the northern area of the local centre. It was agreed at the HGGT Quality Review Panel that employment should be part of a mixed use centre to support its vibrancy and viability.
- **The best arrangement for commercial uses.** Option 1 and 3 presented the commercial uses focused around a plaza. Option 2 presented the commercial uses in a linear configuration along the East-West Avenue with community uses fronting the plaza . The linear arrangement (Option 2) was considered most suitable by both Epping Forest District Council and the HGGT Quality Review Panel.

Overall, option 2 (larger image, shown right) was considered the preferred option.

Option 1:
Illustrative plan with focus of commercial uses around plaza

Option 3:
Illustrative plan with employment north of East-West Avenue

The Preferred Option

Option 2:
Illustrative plan with linear focus of commercial uses around East-West Avenue

Architectural and design character

- Area comprises the mixed use local centre and Latton Park at the very centre of the development
- Takes inspiration from the role and function of the 'hatches' which are a key part of the Harlow New Town masterplan. However it does not seek to replicate their architecture or their design issues (as detailed in Section 4)
- Streets should have continuous building frontage and building line to create a sense of enclosure..
- Active frontages should be included wherever possible and natural surveillance over streets from balconies and windows above is important .
- Units within the local centre should be flexible and respond to future community needs.
- Architecture should be contemporary and landmark buildings (through design, rather than height) placed at key arrival points and key vistas. .
- Street parking can be provided on the East-West Avenue, but rear courtyard parking should be provided for the apartments and offices .
- Service rooms, such as plants rooms, need to be well concealed and not located on the main East-West Avenue or plaza to ensure a high quality public realm.

A modern interpretation of a traditional high street parade


Apartments in an urban setting, with street entrances


Building form in keeping with central location


High quality community facilities


Contemporary use of traditional materials

Landscape character

- Central, high quality public plaza at the heart of the local centre.
- The plaza could contain areas for shelter (trees) and space for social events and community gatherings with the potential for appropriate planting.
- The plaza should also contain seating areas that make the most of the south facing aspect..
- High quality surface materials should be used for the plaza.
- Latton Park will be a key destination for both the residents of Latton Priory and surrounding communities, offering play space, community gardens, quiet seating areas and a community pavilion. It also offers views back towards Harlow, establishing a sense of place
- Latton Park will be more formal in character including semi-ornamental parkland trees
- Provision is safeguarded within Latton Park for the arrival space for the STC into Latton Priory and this route needs to be carefully integrated into the landscape.
- An avenue of trees should help to define the East-West Green Corridor as it crosses Latton Park to create definition and legibility for the route.

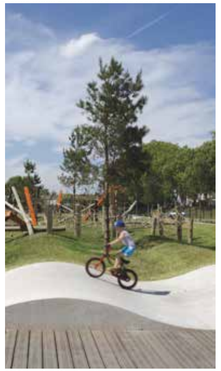

The plaza adjacent to Latton Park designed to be a sociable space with seating, shelter and active edges

Illustrative vignette of Latton Park


Topography offers opportunity for sculptured land forms within Latton Park and the route of the STC

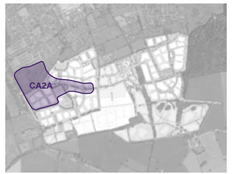
Key

1. Neighbourhood Equipped Area of Play (NEAP)
2. Amenity grass/Kick-about area
3. Sustainable Transport Station
4. Community Gardens
5. Quiet park area with seating for residents and workers
6. Informal parkland, tree planting follows contours
7. Cafe with views out to Harlow Town Centre
8. SUDs features form integral part of park
9. Primary East-West Avenue
10. Existing PRoW
11. Informal recreational routes
12. Sustainable Transport Corridor
13. Frontage onto Park for natural surveillance
14. SANG
15. East-West Green Link
16. Long views to Harlow Town Centre


Multi-use facilities for all ages

LOWER RYE HILL SOUTH
CHARACTER AREA 2A

Located in the north west of the site, this character area fronts Rye Hill Road and the existing public recreation ground to the north. The key characteristic within this area is the East-West Green Corridor and the SuDs features on the northern boundary



RYE HILL ROAD

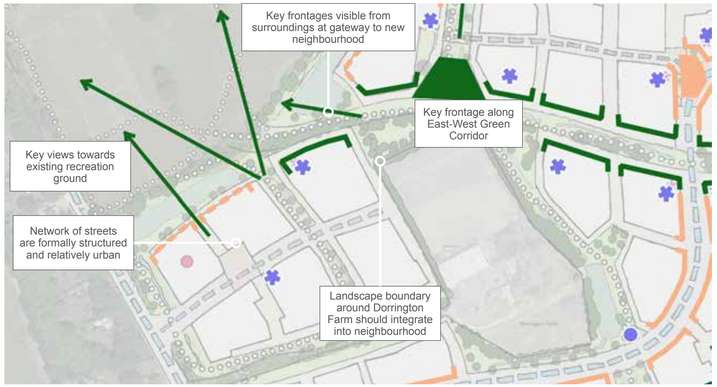
STEWARDS AND RECREATION GROUND TO NORTH WEST OF SITE

RECREATION GROUND TO NORTH WEST OF SITE

DORRINGTON FARM SEEN FROM THE WEST

Key Principles & Features

- Situated on Rye Hill Road and adjacent to the existing recreation ground to the north, this character area is the 'front door' to the new neighbourhood and it also marks the start of the East-West Green Corridor
- This will be a key gateway for pedestrians and cyclists arriving in the neighbourhood. It is also opposite the structured terraces of Stewards on the other side of the existing public open space
- Because this area is the main 'gateway' of the neighbourhood, the character of this area is structured and relatively formal with strong frontage onto the public open space and SuDS features to the north and onto the East-West Green Corridor to the south. Focal buildings along this frontage will be particularly important as they will be highly visible from the surroundings.
- Dorrington Farm is located within this character area. Addressing the boundaries of the farm is an important component of the landscape approach to screen it from the surrounding development.
- There are strategic views to be considered in this character area such as views from Harlow Town centre and views to the landmark poplars at Dorrington Farm.



Key design principles for the character area

Key

- Key Frontage
- Important Frontage - Green Corridor
- Important Frontage
- Key Nodes
- Key Green Nodes
- Mobility Hubs
- Focal Buildings
- Key Views onto Open Space

A network of formally structured streets

Green fingers incorporating SuDS features

Architectural and design character

- As the gateway character area and the area closest to Harlow, there should be an element of formality in the structure of the streets and planting.
- The East-West Green Corridor, that begins within this character area, must be successfully framed by consistent and strong frontage
- The character area also slopes down to proposed SuDS ponds on the northern boundary. It will, therefore, need to work closely with and address these landscape elements as well as the recreation ground to the north
- It has a strong physical and visual connection to the existing south Harlow neighbourhoods. The built form and character should be more modern and in keeping with the post-war, New Town context
- The proximity to South Harlow should also mean that the grain of this neighbourhood is more urban in character
- Likely to contain predominantly terraced and semi-detached dwellings with some detached homes.

Strong frontage needed along Green Corridor route

Urban form should reflect gateway characteristic of the area

New housing fronting onto strategic public open space

Housing overlooking attenuation ponds and landscaped green space

Housing at Newhall which references New Town architecture

Landscape character

- Tree lined East-West Green Corridor running through the character area.
- Formal planting should be as a key component of a strong structured network of streets
- Swales and SuDs basins should integrate into the landscape area and form a key setting for housing.
- Lined SUDs make an attractive waterside setting

Simple dry swale running along street

Tree-lined East-West Green Corridor

Planting as key component of strong formal street structure

High quality streets and outdoor spaces

Key

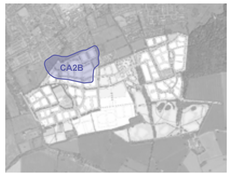
1. E-W Greenway
2. Native hedgerow and tree planting around Dorrington Farm
3. Orchard trees
4. Community gardens
5. Focal feature (doorstep play and/or public art)
6. LEAP
7. Sociable seating
8. Swales (formal)
9. Swales (informal)
10. Views along the Greenway

Illustrative vignette of nodal space on East-West Green Corridor

LOWER RYE HILL NORTH
CHARACTER AREA 2B

Located in the north of the site, this character area also fronts the existing public open space. The key characteristic within this area are the SuDs basins which give it its character.

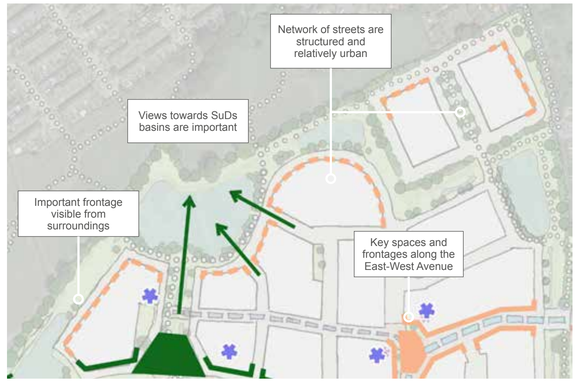
This character area plays an important role in facing towards Harlow to the north but also the Heart of Latton Priory to the east.



Key Principles & Features

- Situated within one of the lowest points of the site, this area contains many of the proposed SUDS ponds and it will have a distinctly wetland feel.
- Green fingers running north south are also important green corridors within this character area
- Views towards the existing open space and SuDs basin will be an important feature.
- Located in the north of the site and with a strong physical and visual connection to the existing south Harlow neighbourhoods, the urban grain in this part of the neighbourhood will be formally structured and relatively urban.
- The frontage onto the northern boundary will be especially important as it is highly visible from the existing recreation ground and the existing neighbourhoods.
- Part of the East-West Avenue runs through this character area

Existing context: the existing neighbourhood of Stewards and the existing recreation ground



Key design principles for the character area

Views towards SuDS basins are an important feature of this area

Landscape and housing working with the topography

Green fingers will be key spaces within the area

Architectural and design character

- A strong and fairly formal structure of streets across the area
- Dwellings front onto SuDs basins and the built form character will need to work closely with and address these landscape elements as well as the recreation ground to the north.
- The built form character area should be more modern and in keeping with the post-war, New Town context
- The proximity to south Harlow should also mean that the urban grain of this neighbourhood will be urban in character
- A mix of predominantly terraced, semi-detached dwellings with some detached dwellings
- Due to it being one of the lowest part of the site, there is potential here for taller buildings and higher density

Housing overlooking attenuation ponds and landscaped green space

Tight urban grain within this character area

Strong structure and enclosure to streets

Houses framing green fingers

Integration of swales and SUDS within housing area

Landscape character

- Overlooking wetland and existing recreation grounds to the north
- Network of north-south links accommodating swales, wildlife and existing vegetation
- Wetland / SuDS landscape along northern edge, designed to maximise wildlife bio-diversity
- Tree lined East-West Green Corridor running along southern edge

SuDS basin integrated into green corridor

Green corridor running through housing development at Beaulieu

Housing set around SuDS pond

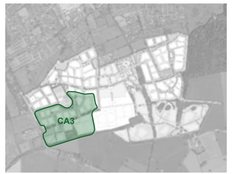
Illustrative vignette of open space around SuDS basins

Key

1. Sociable seating
2. Swales (informal)
3. Native wetland planting
4. SuDS/ wetlands
5. Informal seating
6. Focal feature (doorstep play and/or public art)
7. Link to recreation ground

UPPER RYE HILL
CHARACTER AREA 3

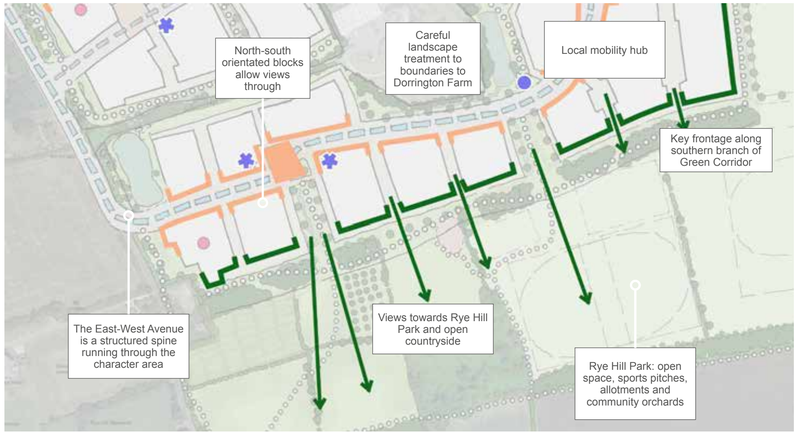
Bordering new public open space and open countryside to the south, this character area is the gateway area for the East-West Avenue.



Key Principles & Features

- Despite being on the edge of the development, the block structure here retains an element of formality, picking up on the urban form of the edges of the surrounding villages (such as North Weald Bassett, -as shown in section 4 and the Appendix). The intention here is to avoid curved and winding streets which are out of character with the surrounding area.
- The blocks within this character area are largely orientated in a north-south direction to enable breaks in the urban form when viewed from Harlow to the north. Care will also be needed to ensure that sufficient frontage will face onto the East-West Avenue.
- Within the relatively formal block structure, the urban grain can be broken down, allowing for lower density housing (e.g. semi-detached and detached).
- Rye Hill Rd runs along the western boundary of the site which is the main vehicular access point. This character area is therefore a gateway area to the new neighbourhood and the built form will need to reflect this, through landmark buildings and strong frontages.
- The southern branch of the East-West Green Corridor runs along the southern edge of the development and then along the western edge of the school pitches to meet the main East-West Green Corridor,
- To the south of the development is Rye Hill Park, with public open space, public playing fields, allotments and community orchards.
- Building heights within this area will be controlled to ensure that within views from Harlow Town Centre development will be back-clothed by structural planting
- The southern boundaries of Dorrington Farm in this area will need to be carefully addressed through landscape treatment so that it is fully integrated into the surrounding environment.

Existing context: Rye Hill Road , Dorrington Farm and the high point in the south western area of the site



Key design principles for the character area

Architectural and design character

- The urban form is formally structured in keeping with local settlements.
- To reduce the impact of development on long views from Harlow and from Epping, development close to the plateau will be generally limited to two storeys and with a lower density which will translate into housing typologies which are likely to be detached, semi-detached and bungalows.
- The built form character of this area can be flexible but it is most likely to take cue from traditional Essex vernacular but with a contemporary twist
- The East-West Avenue is a structured tree-lined spine running through the area.
- Housing here must overlook Rye Hill Park to the south and ensure passive surveillance of this space.

Clement's Park, Brentwood - showing tree lined avenue with housing fronting on to the road

Formally structured streets

Pockets of lower density housing within landscape

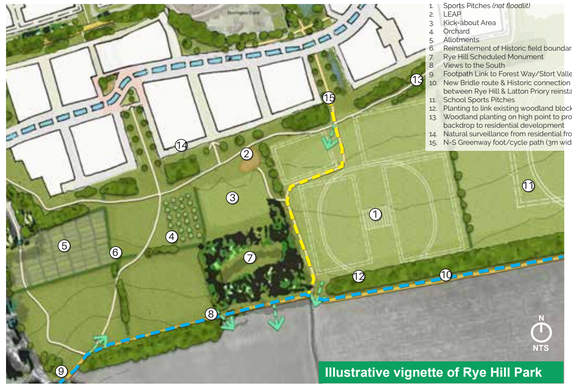
The East -West Avenue is a tree-lined avenue running through this character area

Larger properties which front on to open space with access lanes

Landscape character

- Southern edge overlooks wider countryside
- Network of north-south links accommodating wildlife and existing vegetation
- Tree lined southern branch of East-West Green Corridor running along the development edge
- Tree-lined East-West Avenue
- Landscape to form a key role as a buffer to the Scheduled Monument
- Formal and semi-formal open space including allotments, community orchards

Community orchards meeting spaces for residents



Illustrative vignette of Rye Hill Park

Interpretation boards provide a high quality visitor experience at Rye Hill Moat

Allotments : a community focus and encourage healthy lifestyles

Sports pitches are part of the public open space

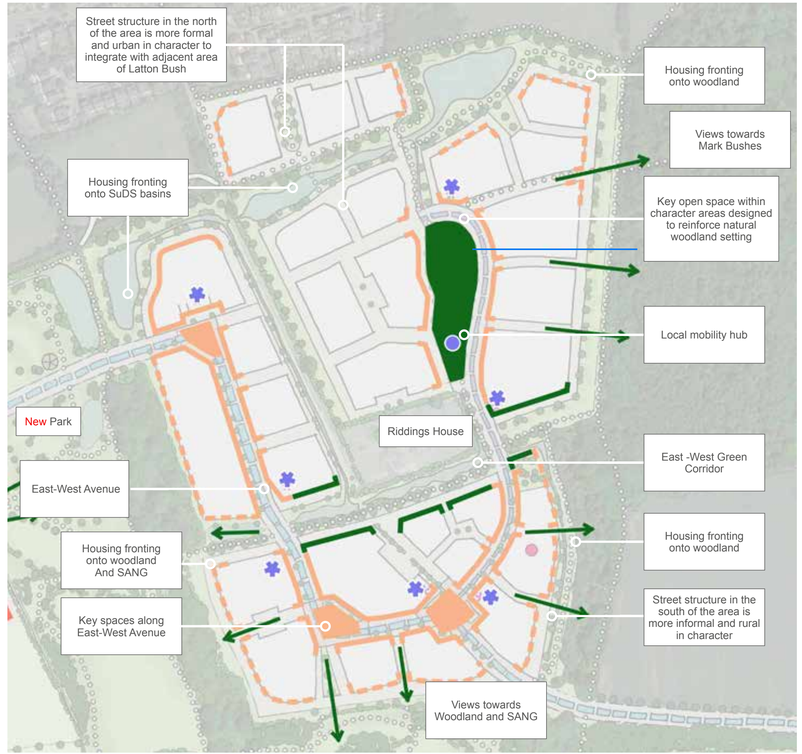
LATTON PRIORY WOODS
CHARACTER AREA 4

Surrounded by woodland, close to the SANG and Latton Park this character area takes its character from the unique natural settings in this part of Latton Priory.

Key Principles & Features

- This area is influenced by Marks Bushes to the east and the strong linear tree belt to the west. These features create a sense of enclosure.
- This character area also benefits from framed views north towards Harlow.
- Latton Park is also adjacent to this character area, albeit only the north western corner fronts onto it.
- The SANG is located to the south and is also another key landscape feature and influence in this area
- The northern part of the area is adjacent to the existing Harlow neighbourhood of Latton Bush and the building form will need to address this so that the neighbourhood is well integrated with its surroundings.
- Riddings House is located within the character area and its boundaries will need careful landscape treatment to screen it from the surrounding area or ensure an otherwise appropriate relationship.

Tree belts in the eastern part of the site and views towards Harlow town centre



Key design principles for the character area

Architectural and design character

- The housing here should address, respect and front onto its surrounding woodland setting with a built form character and use of materials reflecting this more natural setting.
- Opportunity for taller (3 storey buildings) in the north on lower lying land close to the urban edge with lower two storey buildings on the higher ground to the south.
- Potential for a more formal structure in the north, adjoining Harlow and a more informal layout in the south, adjacent to the SANG.

Housing set against the woodland with a material palette which compliments and embeds the setting

Use of timber shingles to blend architecture with landscape

Strategic hedgerow planting to screen housing

Housing facing on to woodland tree belt

Housing set within mature woodland landscape

Landscape character

- Southern edge overlooks SANG whilst northern edge overlooks wetlands.
- SANG comprises 28.8ha of more naturalistic landscape with new meadows, grassland, trees and scrub to support biodiversity and provide alternative accessible open space in order to avoid placing pressure on existing sites of international and national importance including Epping Forest.
- The SANG includes opportunities for walking and cycling,and a new defensible boundary to the Green belt along the southern boundary of the site
- Landscape to form a key role as a buffer to the Listed Priory
- Eastern and western edges overlook natural woodland belts
- Tree lined East-West Green Corridor running through the centre

Natural meadow with circular walking route

Protected and enhanced setting for Latton Priory

Housing fronting on to SANG

Key

1. Circular Walking route (2.9km)
2. Reinstatement of Historic eld boundaries
3. Views to Latton Priory
4. Wetland Creation
5. Reinstate former Drovers' route
6. Desire line connections to settlement edge
7. Native Woodland planting
8. Scrub planting includes food source for people
9. Views to Rye Hill Moat and rural area to south
10. Car Park
11. Latton Priory Scheduled Monument
12. Existing PRoW
13. Long View to Harlow Town Centre

Illustrative vignette: SANG Strategy

Sustainability, Phasing & Stewardship

09

Draft Report for Consultation

LATTON PRIORY
HARLOW & GILSTON GARDEN TOWN

INTRODUCTION

Introduction

This section of the report addresses sustainability, phasing and stewardship.

In terms of sustainability, it uses the Harlow and Gilston Garden Town Sustainability Guidance and Checklist Document as a basis to assess the scheme against. This covers first principles (e.g. landscape led design, sustainable movement etc) before addressing the individual quality checklists in more detail. It concludes with a section addressing the socio-economic checklist. It should be noted that many of the questions (particularly the topic based checklists) are very detailed and applicable to outline, detailed or reserved matters planning applications, rather than the framework masterplan which forms the basis of this document. Nevertheless, the responses in this section seek to provide as much information as is possible at this stage in the process.

The section then includes a phasing plan for Latton Priory, showing how the development and infrastructure could come forward over time and in a planned way.

The final section addresses stewardship and the potential approach that could be taken to ensure that arrangements are in place for the long term management of the site's assets.






DESIGN APPROACH:
HGGT FIRST PRINCIPLES

1. LANDSCAPE-LED DESIGN

Harlow and Gilston Garden Town is characterised by a number of different landscape characters areas and assets. Study of existing strategies, analysis, survey and mapping should be undertaken of existing green infrastructure and ecological value of features. These include; topography, trees, hedgerows, woodland, grasslands, wetlands, meadowlands, farmlands, hills and lowlands, scarps and valleys, flood plains, views and vistas. Drawings, surveys, site photographs, and precedent images should be utilised.

Design should be landscape led from the start and across all design stages. The best design and development outcomes will be delivered by engaging landscape and ecology consultants at an early stage. Additional spending on design fees will be very likely outweighed by the speed and ease of securing planning permission.

SMF Response

The masterplan for Latton Priory is landscape led. As described in the EFDC Green Infrastructure Strategy green infrastructure has been an integral element of he masterplan from the outset.

It is also based on a thorough understanding of the topography, trees, hedgerows, drainage, views and vistas. Having analysed the site and its context, the masterplan approach is green and blue infrastructure led, with key strategic open spaces provided (extension of the Green Wedge, a new neighbourhood park, a new SANG, multi-functional green space in Rye Hill Park in the south west and wetland in the north).

This is complemented by more intimate green spaces and pocket parks within the development which form spaces for gathering, doorstep play and place-making.

A number of green fingers permeate through the scheme, helping to form the basis of active travel corridors as well as sustainable drainage swales.

2. SUSTAINABLE MOVEMENT

The Garden Town has ambitious sustainable travel mode shift targets, as set out in the HGGT Transport Strategy. To achieve this, sustainable movement must be considered as a first principle in design, alongside landscape and ecology.

Key destinations and active travel desire lines for journeys to work, schools, shops and leisure should be mapped, to be direct, inclusive, attractive and safe. Opportunities to knit communities together with movement routes and green infrastructure should be maximised.

Follow the HGGT User Hierarchy on routes and access points; ensure walking and cycle networks connect to the Sustainable Transport Corridors and wider networks, and prioritise travelling to further destinations by public transport over private cars.

SMF Response

The proposed development is coming forward at a time of rapid change in many aspects of people's lives. Working patterns are becoming more flexible, the retail environment is adapting to the growth of on-line shopping and technology is providing many new opportunities. In the transport field, electric and automated vehicles are developing, and technology is allowing people to better plan and share journeys. It is no longer the norm for a teenager to automatically want to own a car and attitudes to the environment, health and wellbeing are changing.

Planning transport provision is an integral part of the scheme. The approach is to consider the movement of people and the journeys they need to undertake on a day-to-day basis. A hierarchy approach is being taken to movement, as set out in the HGGT Transport Strategy:

- Reducing the need to travel (especially at peak times);
- Containing trips within the masterplan area through a mix of uses;
- Walking and cycling;
- Public transport; and
- The private car.

With a mixed-use development such as this there are significant opportunities for people to undertake many of their day-to-day activities within the site, reducing external trips. This is likely to include a great majority of primary and secondary education trips and some trips to local retail, leisure, employment and community uses. A further way of reducing the need to travel is through home working. Encouragement for this will be given through high quality digital connections and the opportunity for co-working hubs.

Walking and cycling will be at the top of the transport hierarchy and in the design of infrastructure will be given priority over other modes. This will be through pro-active design (dedicated footways, cycle routes, safe crossings, shared streets) as well as education and encouragement.

For longer journeys public transport should be the next favoured option. A detailed bus strategy will be prepared to encourage the use of public transport. This is likely to focus on routes to key destinations such as Harlow Town Centre, Harlow Town rail station and Epping London Underground station.

Use of the private car will be at the bottom of the hierarchy. However, it must be remembered that people do need to use cars for daily business, often because of the location travelled to, the time of travel or because of the need for linked trips. Therefore, a balanced approach needs to be taken that encourages a switch to sustainable modes whilst recognising the role of the car.

Another key component of the Sustainable Transport and Movement Strategy will be the delivery of on-site mobility hubs. Mobility hubs serve an important role in the local transportation system as the origin, destination or transfer point for a significant proportion of trips and will be incorporated into the design of the development. It is likely that there will be one primary hub within the local centre, with smaller tertiary hubs at the east and west of the development.

The masterplan is being designed to facilitate the future delivery of the Sustainable Transport Corridor that forms part of the HGGT Transport Strategy.

3. ORIENTATION AND FORM

Solar orientation must inform the topography, scale and massing of development at early stages of masterplanning, with south-facing buildings, fenestration, and amenity being orientated to take advantage of passive solar gain – absorbing the sun's heat energy to warm buildings and spaces. Building axis' can be orientated in the east-west direction to take advantage of maximum daylight and heat from the sun which significantly reduces the energy consumption of a building, and can reduce a homes' heating and cooling costs by up to 85%.

To stay cool in the summer months and avoid overheating, external shading provisions should be made to the buildings and surrounding areas, including the use of green infrastructure.

SMF Response

The masterplan for Latton Priory seeks to get the right balance between orientation and good urban design. The urban blocks within the scheme allow for flexibility within them and the precise details of layout will come forward as part of future detailed or reserved matters applications.

It is acknowledged that south-facing buildings maximise passive solar gain and all of the blocks within the masterplan allow for an element this. However, basing the layout of a scheme entirely on south facing buildings has led to developments of poor urban design and place-making elsewhere in the UK as the basis of good urban design (perimeter block structures) are formed around buildings that address the streets around them, whether they are north, south, east of west.

The green infrastructure led approach, the existing vegetation on site and the new trees that will be planted will all help avoid overheating and provide shade.

4. FOLLOW ENERGY HIERARCHY

When determining energy strategies for new developments and masterplans, the Energy Hierarchy is to be followed:

1. BE LEAN:

Use less energy: minimising the energy demand of new buildings through fabric performance: This step requires design that reduces the energy demand of a development. Energy Strategies need to demonstrate how energy efficiency measures reduce the energy demand in line with performance targets highlighted in this document.

2. BE CLEAN & GREEN:

Supply energy efficiently: utilising energy efficiently in buildings including for space heating & cooling: Consideration must be given to how heat and energy will be provided to the- development using low-carbon heating networks.

3. BE SEEN:

Monitor & Report performance: for at least 5years post-completion to remove the performance gap: This requires all major developments to monitor and report their energy performance post-construction to ensure that the actual carbon performance of the development is aligned with the Garden Town ambitions of a net zero-carbon target.

SMF Response

The proposed development will look to reduce energy demand through fabric improvements across all individual dwellings in compliance with the energy hierarchy in order to achieve a 75% reduction in energy demand set out in the Future Homes Standards.

Initial work suggest that a significant proportion of the reduction can be achieved through fabric first improvements, solar masterplanning and installation of air source heat pumps to each dwelling. However, further initiatives will be explored, evaluated and integrated into the proposed development where feasible to ensure a robust sustainability strategy for the site.

Further carbon emissions will be mitigated with Sustainable Transport Initiatives and Carbon Sequestering. All proposals and initiatives set out in the emerging development material will reduce the greenhouse gas emissions through lowering demand while improving energy efficiency.

Ensuring compliance with current and emerging legislation (as implemented) will unlock a sustainable development that will result in tangible benefits to the environment and to occupiers of the development. Sustainable principles, underpinned by relevant national and local policy, will be embedded throughout all phases of development, inclusive of both the construction and operational phases.

5. ADAPTABLE & FUTURE PROOF DESIGN

Building strong communities is aided by giving people and families the opportunity to have accommodation that can adapt to respond to their changing needs and abilities.

This means looking at the macro-scale of large scale green and blue infrastructure and management for climate adaptation, futureproofing infrastructure for technological innovation, provision of a range of house types, adaptable facilities and meanwhile use spaces. And through to the micro-scale; for example the space and ease in ability to extend homes and facilities (physical and digital) to work from home.

While technologies will change, the homes built here will exist for decades - 60+ years, and it is important that strong communities are not broken due to the lack of adaptable design.

SMF Response

The masterplan for Latton Priory aims to be adaptable and future proofed.

Large scale green and blue infrastructure is abundant across the site - with large areas of green space across the neighbourhood, supported by sustainable drainage and SuDs.

Technological innovation has also been front and centre of the thinking, particularly in terms of transport, with the introduction of a mobility hub catering for all forms of transport including demand responsive travel and e-bikes/scooters.

The framework masterplan provides generous urban blocks to accommodate both housing now and also in the future (including modular). The units in the local centre can also be flexible to respond to changing circumstance in community requirements.

6. FABRIC-FIRST APPROACH

A fabric-first approach requires the building envelope to be a high-performance thermal envelope, reducing energy waste. This means the proposed buildings must have external walls, roofs, floors, windows & doors that are: super insulated, airtight, and windtight.

A fabric-first approach includes the windows and doors – which provide significant heat loss and heat gains – depending on solar orientation. Windows and doors must therefore incorporate high-performance glazing to provide comfortable internal temperatures. A high-performance thermal envelope delivers exceptional indoor comfort and building energy efficiency.

SMF Response

The masterplan is a high level guide setting out a framework for how the site should be developed in the future. Precise building method and materials are not for this document to address.

However, a fabric first approach will be encouraged in any future development, to ensure a high performance thermal envelope in buildings is achieved and energy waste is minimised.

7. VENTILATION & OVERHEATING

A mixed-mode (natural and mechanical) ventilation strategy is encouraged for excellent indoor air quality. This involves the incorporation of passive and/or whole-house mechanical ventilation with heat recovery system (MVHR) – which is key to delivering radically energy efficiency and exceptional comfort, through providing clean, filtered air into habitable spaces.

Early stage overheating analysis will be expected to be carried out at design stage to identify key factors contributing to overheating risk; where developments are at risk of overheating, additional detailed assessment and mitigation measures will be expected to be incorporated.

SMF Response

As with the fabric first approach (in 6), details of ventilation and addressing the issue of overheating are matters of detail, to be addressed in future detailed or reserved matters applications.

8. EMBODIED & OPERATIONAL ENERGY

Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site, and the construction of the development.

All design teams are expected to think about, and reduce the embodied energy required to develop their schemes. For example, depending on location, height, and site suitability, materials like timber could be favoured over less sustainable alternatives such as concrete.

Operational Energy is concerned with the amount of carbon emissions associated with the building's annual operation. Developments should be aiming for net zero carbon – where energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and powered from on-site and/or off-site renewable energy sources.

Developments should be designed using realistic predictions of operational energy to avoid performance gap in a building's energy use.

SMF Response

As with the fabric first approach (in 6) and ventilation and overheading (in 7), details of embodied and operational energy are matters of detail, to be addressed in future detailed or reserved matters applications.

9. RENEWABLE TECHNOLOGIES

Renewable energy uses natural resources such as sunlight, wind, tides and geothermal heat which are naturally replenished. Most forms of renewable energy are cheap to operate, but can be expensive to install.

Examples of technologies include; PV's, solar thermal, biomass, ground/air source heat pumps, wind, hydro. The choice of renewable technologies should be dependent on an assessment on site and development suitability.

SMF Response

The masterplan provides the framework for the development of the site and the buildings within. Although a matter for future detailed and reserved matters planning applications, it will be expected that, where necessary beyond fabric first measures, technologies such as PVs, ground and air source heat pumps and wind are likely to provide opportunities for renewable energy generation that would further support the creation of a sustainable development at Latton Priory.

10. AIR-TIGHT STRATEGY & THERMAL-BRIDGE FREE

An air-tight strategy focuses on the internal comfort of a building, and will be required to develop a draught-free building envelope. The draught-free building ensures high energy efficiency, internal user comfort, and protects the building envelope.

The airtight strategy must be continuous to ensure there are no unintended gaps in the building envelope that allow uncontrolled air to leak in and out of the building.

Internal comfort is affected by heat loss through the building fabric, and poor thermal bridging – any gaps or thinning of the insulation. Therefore, the design approach must be to design them out.

Post-occupancy evaluation enables air tightness and thermal bridging to be measured, to help close the known performance gap in these areas.

SMF Response

As with some of the previous responses, this topic is a matter of detail, to be addressed in future detailed or reserved matters applications.

RETROFITTING

Design Principles for Retrofitting of existing buildings has not been addressed in this guidance. This is in anticipation of the emerging HGGT Sustainability Guidance for Retrofit. This document will signpost to industry standards and guidance regarding retrofitting.

ENERGY EFFICIENCY & CARBON REDUCTION

HGGT Sustainability Questions

	QUALITY CHECKLIST	Minimum Requirement	Net Zero-Carbon by 2050	Net Zero-Carbon by 2030	
En.1	What Operational Energy target does the development aim to achieve (KWh/m2/y)	146	< 70	< 0 - 35	Outline Planning submission
En.2	What Embodied Carbon target does the development aim to achieve (kgCO2e/m2)	1000	< 450	< 300	
En.3	Space Heating Energy Demand (KWh/m2/y) of net living space	54.26	25	15	Reserved Matters / Full Planning Application
En.4	Airtightness (air changes/ hr @ n50)	5	3	≤ 0.6	
En.5	Ventilation Strategy (m3/hr/person)	Natural - extract fans	Mechanical - with extract fans	Mechanical Heat Recovery (30)	
En.7	What is the on-site reduction in CO2 emissions against Building Regulations Part L (2013)?	0-34%	35%-50%	≥ 50%	
En.8	For applications greater than 99no. units, what BREEAM Communities Level is met?	Very Good	Excellent	Outstanding	
En.9	Thermal Bridging y-value (W/m2K)	0.0051	0.0039	0	
En10	What Fabric U-Values has the proposal been designed to meet? W/(m2K)				
	External Walls	0.30 - 0.16	0.15 - 0.11	< 0.1	
	Floor	0.25 - 0.11	0.10 - 0.08	< 0.07	
	Roof	0.20 - 0.13	0.12 - 0.10	< 0.1	
	Windows (triple glazing) & Doors	2.00 - 1.4	1.3 - 1.00	< 0.9	
	Attach Whole Life Carbon Assessment Attach Overheating Design Assessment				
	Attach certification of the above chosen standards, and use 'Statement' page for additional information				

SMF Response

En.1-10

The site will adhere where possible to the principles of sustainability supporting low energy design.

Care will be taken to ensure that roof heights do not overshadow neighbouring buildings unnecessarily and the relationship between buildings and open spaces creates quality public realm and a comfortable microclimate for people using outdoor spaces.

Buildings will be well positioned and will create spaces that maximise natural light.

Well placed deciduous trees can increase the shading and natural cooling of buildings and spaces during the summer months and allow more natural light and heat to be received during the winter months after the leaves have fallen and when demand for heating and lighting is highest. Tree planting can also be used to shelter buildings from the wind and minimise unwanted cooling.

The developer will look to integrate the following building design measures within building to reduce energy demand including but not limited to:

- Energy-efficient highly insulated building fabric to all floors, walls and roofs.
- High-efficiency windows throughout.
- High quality build achieving good air-tightness results throughout.
- Efficient-building services including high-efficiency heating and ventilation systems.
- Low-energy lighting throughout the building.
- Bespoke psi values to limit thermal bridging

The specifications of these measures are to be provided at detailed application stage and are subject to change based on the housing stock and associated technologies deliverable by the selected house builder.

RENEWABLE ENERGY

HGGT Sustainability Questions

	QUALITY CHECKLIST	Minimum Requirement	Net Zero-Carbon by 2050	Net Zero-Carbon by 2030	
Rn.1	What on-site renewable energy technologies are planned to be included in the development?	PV's + EV charging / CHP's	Low-temperature District Heating	Electric Heat Pumps / Solar Thermal	Outline Planning submission
Rn.2	What percentage of CO2 emission reduction is planned to be provided from on-site renewable energy sources? (SAP 10 carbon emission factors to be used for calculation)	> 20%	> 50%	> 70%	
Rn.3	What percentage of regulated household electricity will on-site renewable technology provide? (net zero operational carbon does not burn fossil fuel and is 100% powered by renewables)	> 35%	> 50%	100%	Reserved Matters / Full Planning Application
Rn.4	Have any government incentivised schemes been taken advantage of? i.e. Non-Domestic Renewable Heat Incentive (RHI)	None	N/A	Non-Domestic RHI	
Rn.5	Photovoltaic Energy Demand (kWh/m2/yr)	-854	-2,563	-2,563	
Rn.6	Domestic hot water (kWh/m2/yr)	42	20	6	
	Please attach Energy Assessment				
	Please attach relevant certification of the above standards you have chosen				
	Please use 'Sustainability Summary' pages where you are adding any further information				

SMF Response

Rn.1-6

The sustainable heating & hot water strategy will look to be 'fossil fuel free' and produced by Low Carbon & Zero Carbon (LZC) or renewable technologies wherever possible. In particular, communal Air Source Heat Pumps, Wastewater Heat Recovery Systems and Photovoltaics (or similar) will look to be included within the energy strategy at the detailed application stage.

GREEN INFRASTRUCTURE

HGGT Sustainability Questions

QUALITY CHECKLIST		Low Quality	Medium Quality	Garden Town High Quality
Gr.1	Has a Landscape-led approach been demonstrated, as set out in the HGGT Vision / Gilston Area Charter SPD / EFDC Green Infrastructure Strategy?	No	Some landscape analysis undertaken	Ecology, topography, vistas, landscape character & features leading design
Gr.2	What % of Biodiversity Net Gain (BNG) will be delivered?	0-9% BNG	10-15% BNG	15%+ BNG
Gr.3	Does Ecology Report show process of mitigation and location hierarchy, with Stewardship and Maintenance strategy provided for green infrastructure and BNG?	No strategy	Yes - Outline strategy provided	Yes - hierarchies followed, and 30 year strategy with input from community
Gr.4	Have play, community amenity and food production opportunities been maximised? All new homes should be within 800m of allotments, and Fields in Trust distances should be followed for play spaces.	No	Yes - locations mapped with walking isochromes	Yes - locations mapped, character of spaces defined, strategies for play / food / active frontages
Gr.5	Have you used recognised tools to assess the value/ quality of green infrastructure? E.g. Natural Capital Tool/ Ecometric/ Building With Nature/ Green Flag Award/ Social Value Calculator	No	Yes - qualitative assessment undertaken	Yes - qualitative assessment/ value calculated with exemplary score
Gr.6	Has an overheating assessment or modelling been provided, as set out in UKGBC's Housing Standards Playbook, taking into account impact of green infrastructure?	No	Yes - some assessment	Yes - UKGBC Playbook followed
Gr.7	Has green infrastructure been proposed at different scales to reinforce the Garden Town Vision indicators, access and inclusive design principles?	Different scales not explored	Yes - Different scales shown, roles/ function undeveloped	Yes - Different scales designed, with qualities and roles defined, and inclusively designed
	Please attach your BNG Report / Biodiversity Impact Assessment with Stewardship & Maintenance Strategy Please use 'Sustainability Summary' pages where you are adding any further information			

Outline Planning & Reserved Masters / Full Planning Application Submissions

SMF Response

Gr.1

A landscape-led approach has been undertaken throughout the evolution and masterplan design process. This has been based on extensive desk and site-based study of landscape character and visual resources, along with extensive heritage and ecological assessment work and stakeholder consultation, over many years. The design approach follows the guidance set out in the HGGT Vision, Gilston Area Charter SPD and the EFDC Green Infrastructure Strategy. The masterplan design responds to the place, natural character and function, and focuses on expansion of the Harlow Green Wedge network, countryside connections, green belt enhancement, and provision of a positive relationship with & access to the green network. A diversity of high-quality recreational spaces and excellent walking and cycling routes is proposed to support healthy and active lifestyles. The masterplan design retains and incorporates landscape, heritage and biodiversity features within the green infrastructure and sensitively responds to topography, with the highest ground retained and subject to woodland planting and habitat creation to provide an extensive semi-natural greenspace asset and ecological corridor between Long Green Lane and Marks Wood, and a substantial SANG at the rural edge. Design for biodiversity, climate change and SuDS are integral components of the proposals.

Gr.2

We are not currently in a position to determine the actual BNG for the site as this will be based on the post-development habitats/landscape plans and details. We follow the current best practice guidance and all relevant policy requirements in respect of BNG and therefore would provide recommendations and input in response to those as a minimum.

Gr.3

Again, we are not yet in a position to determine the mitigation details, with ecological surveys still ongoing, however, as for Gr2 above, we would follow all relevant policies and guidance to ensure that all mitigation recommendations and strategies are compliant and meet all necessary requirements as a minimum. Our ecology report will demonstrate these processes.

For both of these elements, we will need the completed ecological survey data in addition to draft site layout plans, landscape designs and specifications, with the opportunity to provide input to these in order to address BNG requirements and mitigation measures.

Gr.4

The green infrastructure plan and strategy ensures quantitative provision of the traditional types of open space to meet the national standards (as required by Draft Policy DM6 EFDC Local Plan Submission Version 2017 and the EFDC Infrastructure Delivery Plan 2017). The proposals substantially exceed these standards. They include provision for public parks, semi-natural greenspace and amenity areas that incorporate multi-functional pocket parks, sociable streets and greenways, with play incidents and opportunities for food growing. Key locations are mapped on the proposed Green Infrastructure plan and the principles are set out within the SMF, providing the framework to be developed further at the reserved matters planning stage. All new homes will be within 800m of existing or proposed allotments. Fields in Trust distances will be followed for formal play spaces.

LATTON PRIORY

GREEN INFRASTRUCTURE

Gr.5

The masterplan proposals follow the 12 Building with Nature (BwN) standards and could seek accreditation for the 'Design' award component of the accreditation. The applicants aspire to the Green Flag Award. The developers will be required to take forward the green infrastructure proposals at the reserved matters stage and subsequently the completed scheme to gain the 'Full' BwN Award and the Green Flag Award.

Gr.6

The proportion of green infrastructure proposed within the Masterplan is substantial. Development blocks are divided by a network of green spaces and green ways planted with street trees, tree groups, and new and retained woodland. Green infrastructure will contribute substantially to address the heat island effect and to reduce the carbon footprint of the development through sequestration.

Gr.7

The masterplan provides green infrastructure at a range of scales to reinforce the Garden Town Vision indicators, access and inclusive design principles. Green streetscapes and amenity spaces comprising a variety of elements such as street trees, pocket parks, hedgerows, green roofs and swales are integrated with a green corridor, green fingers, Latton Park and SANG to provide placeshaping benefits and enhance climate resilience. This network of green and blue infrastructure responds to the distinctive landscape setting; expands and enhances Harlow's Green Wedge network; improves access to, and the quality of, the surrounding Green Belt; and supports a sustainable and biodiverse environment.

SUSTAINABLE MOVEMENT

HGGT Sustainability Questions

QUALITY CHECKLIST		Low Quality	Medium Quality	High Quality	
Tr.1	Have walkable low traffic neighbourhoods been designed as a first principle, based on the HGGT Transport User Hierarchy?	No - vehicle access design prioritised	Transport hierarchy considered	Yes - desire lines, permeability, topography, user hierarchy leading design	Outline Planning submission
Tr.2	Have safe and high quality connections to active travel networks beyond the development boundary been proposed with green infrastructure considered?	Ongoing connectivity not considered	Some connectivity - lacks GI consideration	Strong connections to networks, with clear relationship to GI/ ecology	
Tr.3	Have you followed the STC Placeshaping Principles when designing the STC and its transport interchanges?	Not shown	Some achieved	Yes - all achieved	
Tr.4	Are bus stops and hubs accessible and attractive for new and existing residents, offering appropriate shelter and including provision of a regular bus service?	Hubs and bus stops not meeting requirements	STC hubs within 800m, bus stops within 400m of all new homes	STC hubs co-located with facilities/sheltered bus stops within 800m/ 400m of all homes with regular service	Reserved Matters / Full Planning Application
Tr.5	Has cycle parking designed to be high quality, safe and with ease of access?	Cycle parking not provided	Suitable quantity of spaces provided	Quantity and quality of environment provided	
Tr.6	Have inclusive design principles / accessibility for all regarding sustainable movement routes been achieved?	Does not meet Equalities Act	Inclusive Design Statement provided	Exemplary inclusive design provided	
Tr.7	Has a Transport Assessment been provided that clearly demonstrates how the mode split target is being achieved, as defined by HGGT?	Yes - minimum TA provided	Yes - but multi modal modelling not included	Yes - multi-modal modelling, and roadmap for achieving HGGT targets	
Tr.8	Has a thorough Sustainable Travel Plan been provided? Has Modeshift Stars accreditation been explored?	No	Sustainable Travel Plan provided	Yes - including behaviour change programme, travel coordinator, monitoring	
	Please use 'Sustainability Summary' pages where you are adding any further information				

SMF Response

Tr.1

The masterplan has been designed to maximize the opportunities for walking as per the HGGT Transport User Hierarchy. For example, a green corridor will be provided in a broadly east-west alignment through the site to provide a traffic-free connection through the development. In addition, cycle lanes and footways will be provided along the spine road through the development.

Tr.2

The masterplan facilitates connections by active travel modes to wider destinations. Connections are provided to existing PROW's that abut and route through the site (such as PROW footpath 52 and footpath 1). In addition, new routes are being developed to provide active links from the development to Harlow Town Centre via the existing pedestrian and cycle route from Paringdon Road adjacent to St James' Church of England Primary School.

Tr.3

Within the allocated site the STC and transport interchange will be designed in accordance with the STC Placemaking principles where practicable.

Tr.4

The bus stops and mobility hubs will be designed in attractive locations with appropriate shelters for waiting that are modern and attractive. Encouraging the use of public transport will be a fundamental part of the sustainable transport strategy. The Transport Assessment will include a detailed Bus Strategy that will provide details of the level of service that will be provided to key destinations.

Tr.5

The provision of high quality, safe and secure cycle parking will form an integral part of the design. This will include mixture of long stay parking that is covered and secure but also short stay parking in convenient locations close to on-site facilities in the local centre.

Tr.6

Sustainable movement routes will be designed to accord with inclusive design principles / accessibility for all where practicable.

Tr.7

A detailed Transport Assessment will be submitted in support of the application for the development. The Transport Assessment will set out details of the measures being implemented to help achieve the mode split target.

Tr.8

A through Sustainable Travel Plan will be submitted in association with the planning application for the proposed development. The Travel Plan will include a package of measures and actions designed to encourage safe, healthy and sustainable travel options.

WATER MANAGEMENT

HGGT Sustainability Questions

QUALITY CHECKLIST		Minimum Requirement	Net Zero-Carbon by 2050	Net Zero-Carbon by 2030	
W.1	What water collection or recycling measures are likely to be used?	75% provision of water butts	100% provision of water butts	Rainwater harvesting systems	Outline Planning submission
W.2	How much of the hard surfaces within the development and conveyance systems will be permeable (i.e streams, swales)	50%	75%	100%	
W.3	Potable Water: What is the expected internal water use (litres/person/day)?	110	95	75	Reserved Matters / Full Planning Application
W.4	Will water saving devices be installed in the development? e.g. low flush toilets, smaller baths , taps and showers with flow regulators	N/A	N/A	Yes	
W.5	What additional Sustainable Urban Drainage (SUDs) measures have been proposed? (i.e. permeable surfaces, rain gardens, green roofs, ponds/wetlands, soakaways)				
	Please use 'Sustainability Summary' pages where you are adding any further information				

SMF Response

W.1-5

It is proposed that all new dwellings will meet the water efficiency standard of 110 litres per person per day.

The development will be designed to incorporate water efficiency into the scheme by the following measures, which are all subject to confirmation by the selected housebuilder:

- Low flow aerated kitchen Taps
- Low flow aerated basin taps
- Dual flush cisterns to WC's
- Low flow aerated shower heads
- Tapered baths

In addition to the measures above, the buildings will be specified with water meters on the mains water supply. This will facilitate water consumption management and monitoring to reduce the impacts of inefficiencies and leakage. Flow control devices that regulate the supply of water to each WC area/facility will be also considered as an installation across the Site in order to reduce water wastage.

It is proposed to target water use during construction through the following measures:

- Closed loop wheel washers,
- Waterless wheel washing using angled steel grids to remove debris,
- High pressure low volume power hoses,
- Recirculating water where possible,
- Limiting the water used for flushing building services by stopping it as soon as the flush water turns clear, and
- Employing a regime for monitoring water use and water waste.

The landscaping will specify drought resistant planting to ensure their longevity in spells of warmer weather and reduce demand for watering. Rainwater harvesting could be incorporated into the scheme using rainwater gardens within the public areas providing irrigation water for landscaping purposes and reducing surface water run-off from the site by collecting water run-off from hard surfaces.

Each of the homes will be designed with down pipes carefully placed so that water collection and use is convenient for residents. Rainwater collection vessels to collect surface water will be provided for residents to water and maintain their gardens and vegetable patches (via water butts).

The Masterplan will be designed to respond to potential flooding due to climate change. The site benefits from an interconnected Sustainable Urban Drainage System (SUDS). The SUDS will collect surface water and manage stormwater locally (as close its source as possible), to mimic natural drainage and encourage its infiltration, attenuation, and passive treatment. SUDS will be designed to both manage the flood and pollution risks resulting from urban runoff and to contribute wherever possible to environmental enhancement and place making. A Flood Risk Assessment will be carried out. The flood risk assessment takes consideration of climate change by catering for the 1 in 100 annual exceedance probability plus an increase of 40% due to climate change rainfall events in line with current Government advice. All built development is sited in Zone 1 outside allowing for climate change.

CIRCULAR ECONOMY

HGGT Sustainability Questions

	QUALITY CHECKLIST	Minimum Requirement	Net Zero-Carbon by 2050	Net Zero-Waste by 2030	
CE.1	How much of the materials used are expected to be 'reusable'	10%	50%	>80%	Outline Planning submission
CE.2	How much of the materials used are expected to be 'reused'	10%	30%	>50%	
CE.3	How much of the materials used on site are sourced from ethical and responsible supply chains?	80%	95%	100%	Reserved Matters / Full Planning Application
CE.4	How much of the materials used are non-toxic?			100%	
CE.5	How much of the materials used can be easily extracted, recycled, and manufactured?	80%	90%	95%	
CE.6	The new buildings are circular-by-design to what amount?	20%	40%	65%	
CE.7	How much biodegradable and recyclable waste will be diverted to landfill?			0	
	Please attach Circular Economy Statement (see guidance Here)				
	Please use 'Sustainability Summary' pages where you are adding any further information				

SMF Response

CE.1-7

Difficult to enforce during operation of site, targeted towards construction of it. However, Management Company (or other party responsible for ongoing facilities maintenance and operations) could have these KPIs within contract.

A Materials Management Plan (MMP) should be created for the entire site, to then be modified on a parcel basis to ensure all material arisings are minimized, planned for, and sustainably and legally reused.

Any existing buildings should be considered to extend their lifespan, whilst new buildings should be appropriately designed for efficient use, through

- Existing buildings demolition should be the last resort and reuse through retrofitting should be considered first.
- Increasing intensity of use to ensure that buildings are efficiently used with multipurpose areas.
- Materials and products chosen should be long-lasting. All new product requirements should ensure that due consideration is given to the design and manufacture of construction products to ensure that they aim to be more durable, repairable, recyclable, and easier to re-manufacture.
- All materials and products should be efficiently specified at appropriate lengths, volumes, and rates, as appropriate, to minimize wastage (see waste links).
- Materials content should be considered to maximise recycled content rather than relying on raw virgin materials, so long as safety and durability are not compromised.
- Material reuse from previous uses should be considered.
- Full consideration for MMC using prefabricated volumetric and modular components should be considered.

Unnecessary damage to soil should be minimized. This would include the creation of a Soil Strategy to avoid unnecessary loss, erosion, damage, compaction, or other deleterious effects.

CE.1

To accompany, full consideration of Modern Day Slavery, ethical producers, and quality marks (e.g. FSC timber), and the third sector should be considered.

CE.2

Full COSHH compliance should be mandatory to ensure that all hazardous materials are known about. However, their use should be minimized and suitable alternatives used where possible. Lead use should be minimized and all checks for asbestos (e.g. in crushed materials, imported materials, etc.) should be made to ensure non is present.

WASTE MANAGEMENT

HGGT Sustainability Questions

	QUALITY CHECKLIST	Minimum Requirement	Net Zero-Carbon by 2050	Net Zero-Waste by 2030	
W.1	Has early engagement been undertaken with LPA waste management teams to ensure due processes are taken into consideration?	No: LPA not engaged		Yes: demonstrated	Outline Planning submission
W.2	Have developments been designed to encourage ease in waste recycling?	No		Yes	
W.3	How much construction, demolition and excavation (CD&E) waste will be recycled? This is to be incorporated in your Construction Management Plan			≥ 95%	Reserved Matters / Full Planning Application
W.4	How much municipal waste (operational waste) will be recycled or composted vs sent to landfill or energy recovery?			65% : 35%	
	Please attach: - Construction, Demolition and Excavation Waste Strategy - Operational Waste Strategy				
	Please use 'Sustainability Summary' pages where you are adding any further information				

SMF Response

W.1-4

Appropriate targets and objectives will be set in relation to the minimisation and recycling of any waste materials. The developer will be responsible for setting and reviewing waste targets from the outset to ensure that high standards are maintained, with an emphasis being placed on waste minimisation and continual improvement.

It is proposed to:

- Recycle demolition material (crush and reuse aggregate in road bases and concrete production)
- Incorporate and use Site waste management plan (SWAMP)
- Implement waste segregation of specific building materials that can be reused i.e. Gypsum recycling partners
- Use pallet recovery service (and reuse and recycle delivery pallets)
- Connect with a network of approved waste partners
- Specify (where possible) from the BRE's Specifiers Green Guide
- Reduce plastic packaging from our component suppliers
- Carefully use the design & pre-fabrication stage to reduce material usage and offcuts
- Design in segregated household waste bins/compost
- Consider recycled insulation such as glass wool made from recycled glass bottles.

Where possible the developer will reuse recycle material. Appropriate materials will be segregated into waste streams to separate any hardcore, timber and metal products. The separated materials will be loaded as required for off-site recycling or disposal or on-site reuse. The demolition contractor will work closely with the Principal Contractor to ensure full compliance.

All demolition arisings are to be crushed on-site and then left in a central stock-pile for use in the construction process. Whilst our aim is to have a balanced cut and fill strategy. Any surplus would be removed by licensed waste carriers and sent for reuse at another development site or sent for disposal at appropriately licensed facilities.

Where possible unused mineral waste (i.e. brick cuts) will be recycled on site. The aim is to have a balanced on-site cut and fill material strategy. This reduces offsite construction traffic movements. Any clean excavated mineral waste material that cannot be reused on-site would be removed by licensed waste carriers and sent for reuse at another development site or sent for disposal at appropriately licensed facilities.

The site will benefit from a Site Waste Management Plan (SWMP). A SWMP will be created to enable managers on the construction project to plan and strategise how any waste from the site will be reused, recycled and managed or disposed of. The SWMP will be produced at the start of the project and monitored throughout it construction phases.

Non-mineral waste such as timber, brick, gypsum will be segregated into wastes streams and put into colour-coded skips or containers. This material will be recycled or reused.

Locally sourced materials will be used where possible.

AIR QUALITY

HGGT Sustainability Questions

QUALITY CHECK-LIST		Minimum Requirement	Best Practice	
A.1	Have mitigation measures as described in each relevant District's Air Pollution Mitigation Strategy been adhered to?	No: LPA not engaged	Yes: demon-strated	Outline Planning submission
A.2	Where the development has the potential to impact on air quality, has an air quality assessment been undertaken to ensure present and future occupants are not exposed to unacceptable levels of air pollution?	No: assess-ment not undertaken	Yes: demon-strated	
A.3	Have tree species been chosen based on their ability to reduce air pollution in line with requirements from the Woodland Trust Urban Air Quality Report?	No: tree species not identified	Yes: demon-strated	Reserved Matters / Full Planning Application
	Please attach relevant documentation, and use 'Sustainability Summary' pages where you are adding any further information			

Response

A.1-3

The Air Quality Assessment (AQA) has not yet been carried out, being subject to modelling against the developments traffic flows which are not yet calculated.

However, the AQA will be fully compliant with all applicable national and local policies.

The AQA will accompany an outline planning application.

ASSURING PERFORMANCE

Although both topics (assuring performance and digital sustainability) are matters of detail and not for this masterplan to address, it is acknowledged that both are key aspects of future buildings and the way we will live and interact and should be key considerations going forward. The principles set out in the Sustainability Appraisal are set out below.

HGGT OBJECTIVES & REQUIREMENTS

Post-construction energy and quality monitoring is required to bridge the 'performance gap' found in new developments and achieve net zero-carbon . Achieving this requires a true understanding of a buildings' operational energy .

The performance gap is the difference between predicted design and as-built performance of a building.

Addressing the performance gap in new homes and buildings is critical, as this affects both the 'happiness' of residents, as well as the performance quality of through; residents comfort in terms of poor thermal comfort, indoor air quality, health challenges such as respiratory issues. Furthermore, a poor performing building leads to higher energy bills due to poor building fabric, and exasperating challenging health conditions.

Findings from studies undertaken by Innovate UK and the Zero Carbon Hub consisting over 300 homes, results showed that none met their intended performance targets when tested, with the majority falling even short of Part L and Part F of the Building Regulations by a margin of over 50% post-completion.

The main challenges found in the studies are highlighted in the green box, and design teams and applicants are therefore required to undertake Post Occupancy Evaluation (PoE); assessing both performance standards and quality of life, to address these issues.

All major developments will therefore be required to monitor and report on residents' wellbeing, and the actual operational energy performance in order to close this performance gap and meet the net zero carbon by 2030 targets committed to by each partner authority. Applicants are expected to use the BUS Methodology or similar industry recognised monitoring templates for submission.

A template PoE form can be found in Appendix 4 and should be used to show compliance. Broadly; evaluation will be required at the following stages:

1. Planning: predicted performance assessment
2. As-built: performance assessment
3. In-use: quality of life / happiness assessment
   Further information can be found on the GLA website and the Zero Carbon Hub website.

PRIORITY ISSUES

1. Energy Literacy
2. Improving Quality Output
3. Demonstrating Performance
4. Evidence Gathering & Dissemination

QUALITY STANDARD

In line with the RIBA Post Occupancy Evaluation is expected for submission and should cover these key areas of Building in Quality:

1. **Build Quality:** performance of the completed buildings
2. **Functionality:** how useful the building and places is in achieving its purpose
3. **Impact:** how well these developments adds social, economic, cultural, and environmental value and improves human wellbeing

DIGITAL SUSTAINABILITY

HGGT OBJECTIVES & REQUIREMENTS

Sustainable and future digital infrastructure will be a key component to the success of Harlow and Gilston Garden Town.

Future-proof and wide-ranging digital infrastructure to enable HGGT to achieve its sustainability goals is crucial and an opportunity for HGGT to champion new delivery models and achieve the 60% modal shift goal. It will also enable HGGT to achieve the Garden Town principles of becoming net zero-carbon by 2030, with strong and connected communities. The opportunity to use sensor and 5G technology will make wireless internet possible everywhere, from smart cars to the Internet of Things (IoT).

The speed, capacity and connectivity of 5G will also provide many opportunities to enhance, protect and preserve the environment through increasing energy efficiency, reducing greenhouse gas emissions, minimising waste and enabling more use of renewable energy. It can also expand our understanding of, and hence improve, decision-making about weather, agriculture, pests, industry, waste reduction and much more.

COVID-19 pandemic has tested (and demonstrated) the importance of efficient, fast and reliable communications networks and other digital infrastructure. However, there is a clear challenge to ensure residents have the access and skills to enable them to take advantage and use new technologies. Focus must be given to ensure the reduction of the digital divide and ensure access by all residents.

HGGT also is part of the Essex & Hertfordshire Digital Innovation Zone (DIZ), which has one of its aims to ensure future digital infrastructure in new developments. A Digital Vision has been produced, setting out the opportunities and challenges including a set of principles to achieve the sustainability by ensuring future proof digital infrastructure.

Developers are invited to present their plans for the individual sites and are encouraged to sign up the Vision and its principles to be used in their procurement of telecom providers.

PRINCIPLES

Health and Wellbeing - Using digital technologies to provide excellent access to services to helping people helping themselves through self-testing and monitoring.

Sustainable Movement - Utilising appropriate digital technology to enable deployment of innovative technologies and public transport solutions in order to minimising greenhouse gas emissions and local traffic congestion. Also, to ensure the connectivity with Harlow town centre and the wider connectivity.

Promoting a Circular Economy - Developing a Circular economy aimed at eliminating waste and the continual use of resources.

Smart energy and utilities - Utilising appropriate digital technology to minimise the use of natural non-renewable resources and maximise the use of renewable resources, to protect the environment

Smart Public Realm - Utilising appropriate Smart technology to maximise the safe, inclusive and enjoyment use of the public realm; to make it safe and enrich people's lives, and to minimise energy use.

Economy - To ensure the latest digital technology is available in all new homes to facilitate working from home and in new flexible workplaces to maximise productivity. Also, to ensure ease of movement of goods through smart transport infrastructure and monitoring.

Community and Social Infrastructure - To digitally connect people across HGGT to create a strong sense of community, enrich people's lives, and empower residents and businesses to harness digital opportunities for social mobility and equality.

Smart Data Sharing - Utilising appropriate Smart technology to digitally collect/monitor data to manage and maintain the function and quality of the village for the users and protect the wider environment.

SOCIO-ECONOMIC CHECKLIST

QUALITY CHECKLIST

Answer each question within the sustainability statement and/or identify Details on submitted plans. (250no. Words per question max)

Se.1

Has an audit (social mapping) of existing local amenities (shops, parks, school, pubs, playspace) been undertaken? Demonstrate how the outcome informed the development of compact neighbourhoods including provision of a wide range of amenities (employment & retail spaces, community facilities and spaces) designed to be accessible by walking and cycling and encourage community interaction, cultural and civic life; and the variety of uses to be accommodated in a post Covid-19 society. Essex Map offers a good tool to assist with finding local services, groups, and activities available in the local area.

Response

Section 3 of this report provides mapping of the existing local amenities in the south of Harlow. The report also explores the "hatches" at Staple Tye and Bush Fair and their locations within the town. It shows that, whilst their execution in terms of architecture and urban design is poor, they do provide local walkable facilities for their surrounding communities. The same idea has been taken forward at Latton Priory with a local centre identified at the heart of the neighbourhood, linked by excellent east-west pedestrian and cycle routes. The local centre is walkable, with nearly all residents within a 10 minute walk (800m distance). Furthermore, the local centre is connected by public transport.
The local centre will contain local shops, cafes, community facilities and employment as well as a mobility hub. The local centre has been designed to be of a sufficient size to encourage a wide range of commercial and community facilities to serve Latton Priory and adjoining areas,, yet not of a scale to encourage longer distance or car bourne trips to it. It also lies adjacent to both a new primary and secondary school.

Se.2

Demonstrate how proposals have been informed by key stakeholders (including: youth, unemployed, ethnically diverse groups, local support organisations) to contribute to a more integrated Harlow community. (include in response: the stakeholders you have engaged with, the findings from these sessions, and how you have implemented stakeholder recommendations). Include community activation strategy (Ref: HGGT Engagement Strategy) produced as part of planning process to secure community engagement and cohesion.

Response

Through out the masterplanning process, engagement has been held with a full range of stakeholders. This has included stakeholder workshops, site visits, public exhibitions and meetings. Fuller details of how this process has shaped the masterplan are contained in the appendix to this report. A Statement of Community Involvement will accompany the planning application for Latton Priory.

Se.3

Demonstrate how your proposal has provided health and care assets or support the delivery of health and care priorities as set out in the local Health & Wellbeing Strategies. (include the ease of accessibility for existing Harlow communities to use new facilities and networks). Use of the Essex Map offers a good tool to assist with finding local services, groups, and activities available in the local area.

Response

Latton Priory has the potential to accommodate a health centre. However, discussions between Epping Forest District Council and the local health providers have indicated that there is no requirement for such a facility. The masterplan for Latton Priory seeks to create a healthy environment in which to live and work in. The development has been planned as a compact neighbourhood, with nearly all homes within a 10 minute walk to the local centre which is also the focal point for public transport. Bus stops are provided within a 5 minute walk of most homes too. Active travel corridors have been designed into the masterplan, with very strong east-west and north-south corridors across the site (many of which are off-road). This will encourage walking and cycling.

Se.4

What early wins / meanwhile uses are planned for existing Harlow residents during construction stage of strategic sites? And how are they to be implemented?

Response

Add text here

Se.5

Demonstrate how your proposal includes allotments and community gardens that are easily accessible from homes and spaces for fresh food markets; and how your development has connected with local Harlow food partnerships to agree strategies and actions to enable community accessibility to these assets.
Due to opportunity for anti-social behaviour, applicants are encouraged to engage with Essex / Hertfordshire Police Design out Crime Teams around allotment allocations across new developments.

Response

A large allotment / community orchard site is planned for Rye Hill Park, which is located in the south west of the site. This site is located on the rural edge and is overlooked by the adjoining houses.
Existing allotments are located to the north east of the site (off Riddings Lane). Both will provide opportunities to provide fresh food.
There will be the opportunity to connect through Harlow food partnerships as plans for Latton Priory evolve.

Se.6

Demonstrate how your proposal supports of deliver initiatives (physically and/or socially) which focus on integration between new and existing communities (including Harlow Town Centre, and network of existing local centres) - this to include your engagement with LPA Community Liaison Officers, and Community Representatives (i.e. Discover Harlow Ambassadors).

Response

Latton Priory integrates with the surrounding existing community to the north (in Harlow). Numerous foot and cycle links have been identified to connect the communities, ensuring that the existing residents gain access to the new facilities and open spaces at Latton Priory, whilst also ensuring that Latton Priory residents can access (and support) existing services in south Harlow. The anticipated STC will also facilitate access to the town centre and the events and services there. The provision for a secondary school within the site to serve a significantly wider catchment than Latton Priory will further serve to deliver enhanced education facilities in Harlow and to foster integration between existing and new communities.

Se.7

Demonstrate how the Harlow Economic Development Strategy have been incorporated in this scheme through; design stage, construction stage, and post-completion (identify what jobs have been created / will be created through this development)

Response

Latton Priory will provide new job opportunities. At this stage in the masterplanning process, it is not possible to identify exactly the types of jobs that will be on offer, but the proposals demonstrate that a mixture of office and workshops can be provided within the local centre. This is in addition to the jobs that will be available in the local centre in the shops, cafes, mobility hub and schools.
It is very important that the masterplan offers maximum flexibility at this stage. The recent pandemic has shown that global events can change the world of work and flexibility is a "must" to avoid creating employment facilities that become obsolete. Furthermore, the recent Covid 19 events have led to a rise in home working and co-work spaces. Homes within Latton Priory will need to be planned with this in mind. The mobility hub, within the local centre, offers the opportunity for local working, but in a shared environment which can also have benefits of creating a local network of entrepreneurs. The outline planning application for Latton priory will be accompanied by an Environmental Statement which will address the socio-economic effects and benefits of the proposals, including the potential number of jobs to be created.

Se.8

Demonstrate how the design enables business and workers to function? Is there good telecoms and digital infrastructure that support new business and work patterns.

Response

It is assumed that high quality digital communications technology will be provided at Latton Priory to facilitate 21st century working requirements. However, this is not something that the masterplan can address in detail at this stage.

Se.9

Demonstrate how spaces and buildings support the economic activity of businesses and workers.
What type of business space contributes to the local economy? Can homes support working and learning? Can community spaces support economic activity, social enterprises, individual entrepreneurs and skills provision? How will the needs of different business sectors, sizes and circumstances be met (including the need for grow-on space, taking into account current economic trends, moving towards higher value economic uses)? What measures will promote cooperation and collaboration between businesses in the development and with those in other areas?

Response

The response to this question is largely covered in the response to question Se. 7.
In terms of community spaces, the masterplan for Latton Priory can provide numerous spaces for economic activity, social enterprises and local entrepreneurs. These include the flexible employment premises on site, the co-work facility provided within the mobility hub and the community centre provided in the heart of the local centre. The plaza will also provide opportunities for outdoor working, as will areas within the numerous green spaces within the site – which will require shelter and high quality wi-fi.

Se.10

How will you work with the local authorities and local education providers to develop and deliver employment and skills plans that support local employment and skills activities through construction and where appropriate occupation phase? Provide an explanation of how on-site employment will be maximised taking into account strategic target of providing one job per home. For the construction phase, produce a high level strategy to raise construction skills (including for NVQ Levels 3+) and employability levels. Outline the proposed approach to supply chain engagement (during construction and in the lifetime of the development), and how use of local suppliers will be maximised.

Response

This is a detailed matter focussing on future employment and education strategies and not for this masterplan to address at this stage in the development process.

Se.11

Where applicable, what is the overall quantum and breakdown of proposed employment uses by accommodation type/economic sector, including any proposed sector focus? How will the layout, buildings and work spaces in the development provide the flexibility to adapt to changing circumstances? What is the approach to delivery to ensure timely provision of employment uses alongside residential and other uses?

Response

This report provides details of the local centre (which caters for offices, workshops and retail/ community facilities employment), but is illustrative only at this stage. As stated above, it will need to remain flexible to future changes in demand. Further details of quantum and breakdown of uses will be provided through future planning applications.

INDICATIVE PHASING STRATEGY

Indicative Phasing Plan

The plan (right) shows an indicative phasing plan for the site. The indicative phasing is broken down into three possible phases, as follows:

Phase 1

Movement:

- East-West Avenue from Rye Hill Road to the local centre
- Part of the East-West Green Corridor
- Minor mobility hub (west)

Green space:

- SuDs and swales for drainage
- Rye Hill Park
- First phase of the SANG (accessible from both a link along the western side of Latton Park and the existing Public Right of Way)

Housing:

- Circa 500 homes

Phase 2

Movement:

- East-West Avenue from the local centre to edge of site
- Part of the East-West Green Corridor

Green space:

- SuDs and swales for drainage
- Latton Park
- Second phase of the SANG

Housing:

- Circa 680 homes in the north and north-east parts of the site

Phase 3

Movement:

- Part of the East-West Green Corridor
- Minor mobility hub (east)

Green space:

- SuDs and swales for drainage

Housing:

- Circa 320 homes in the north-east parts of the site

Further Infrastructure

The local centre, primary school, secondary school, mobility hub, and other infrastructure, and the eastern half of the East-West Avenue between the eastern boundary of the site and London Road, and access to Rye Hill Road, will be provided for by certain population size triggers with the goal of early delivery where feasible and reasonable to support the sustainability and cohesion of the new community.

Construction and Logistics

The majority of the construction traffic will access the site from London Road, via the farm track or a haul road.

It is recognised that flexibility needs to be retained in setting out the proposed phasing and sequencing in order that the development can respond to changing circumstances over time, including changes to planning policy and market conditions. A coherent and coordinated approach to residential and infrastructure delivery, construction management and development phasing will be undertaken, to create a coherent place and to avoid the creation of parcels of land or pockets of development that are isolated from each other.

Phasing Concept Plan

INFRASTRUCTURE

Utilities

Utilities play a key role in the economic and social success of a place. Utilities provide critical infrastructure to enable day to day activities to take place and for the development to function properly. They will also play a key role in promoting environmental sustainability across Latton Priory ensuring that there is sufficient capacity to deliver the roll out of new technologies such as electric cars. A high-level utilities layout should be established through future outline planning applications, with more detailed / final layouts relating to specific development parcels being provided and secured through reserved matters planning applications.

It should be noted that energy efficiency and renewable energy initiatives continue to evolve alongside Government legislation and policy, as well as potential changes in how residents may use their homes in the future, and for these reasons, any energy strategy for Latton Priory will need to enable changes to be made in response to these external factors.

Electricity

National policy and standards evolution suggest the use of a high efficiency electrical network will ultimately eliminate the need for gas (which is now considered to be a high carbon technology) for heat and power. In this scenario, residential homes will not directly be connected to the gas transmission grid, whilst the reduction in the demand for gas in other buildings at Latton Priory will also be considered, ensuring that environmental impacts of non-reusable energy is minimised and the transition to a low carbon development is facilitated.

Through use of an Independent Distribution Network Operator (IDNO), the loads required for the residential dwellings charging and heating requirements will be substantially diversified, therefore, minimising the overall impact on the surrounding electrical network. Three-phase electricity supplies will be considered rather than single-phase, which will allow for a more stable connection as well as providing more load at peak times to facilitate the wide scale use of Electric Vehicle Charging Points (EVCP). The use of three-phase would also allow for smart grids to be considered or later retrofitted as technology and electrical usage changes, whilst also allowing for maximum exploitation of renewable energy sources on properties, if used.

High efficiency electric heating methods could include:

- Ground source heat pumps
- Air source heat pumps

To assist with the above, the placement of houses should, where possible from an urban design perspective, be orientated for solar gain with roof mounted solar panels maximised, whilst placements will try to minimise shadowing. This approach could result in there being no need for a gas network to be installed for residential homes, although it is noted that there will be some circumstances where land uses within Latton Priory may require the use of gas. However, this may be offset in the future as National Grid explores the conversion of the gas transmission grid to use hydrogen instead.

As we move towards a future with electric cars replacing those powered by petrol or diesel engines, it will be important that the site's electrical capacity supports a single 7kW EVCP at each residential dwelling (with dedicated parking) within Latton Priory, plus additional charging facilities within the mobility hub.

In addition to the need to provide for sustainable energy within Latton Priory developers should look to integrate the following building design measures within buildings to reduce energy demand, including but not limited to:

- Energy-efficient highly insulated building fabric to all floors, walls, and roofs.
- High-efficiency windows throughout.
- High quality build achieving good air-tightness results throughout.
- Efficient-building services including high-efficiency heating and ventilation systems.
- Low-energy lighting throughout the building.
- Bespoke psi values to limit thermal bridging.

Potable Water

It is proposed that all new dwellings at Latton Priory will meet the enhanced water efficiency standard of 110 litres per person per day. Furthermore, the development will be designed to incorporate water efficiency into the scheme by the following measures, which are all subject to confirmation by the selected housebuilder:

- Low flow aerated kitchen Taps
- Low flow aerated basin taps
- Dual flush cisterns to WC's
- Low flow aerated shower heads
- Tapered baths

In addition to the measures above, the buildings will be specified with water meters on the mains water supply. This will facilitate water consumption management and monitoring to reduce the impacts of inefficiencies and leakage.

Broadband

The instillation of broadband technology will be vital to the success of Latton Priory, particularly with more and more people working from home. Fibre to the Property (FFTP) should be delivered to ensure that all domestic and commercial uses are served, thus ensuring that business within the site can operate efficiently, working from home is enabled (also helping to ensure that the residents of Latton Priory have the opportunity for a work - life balance) and to ensure that smart homes can be enabled to support multiple devices within the home. It also helps with the reduction in the need to travel, thus helping to achieve modal transport shift.

Transport

The package of transport infrastructure to be delivered in association with Latton Priory will be determined as part of a Transport Assessment prepared in association with a planning application for the development.

There are also two relevant Infrastructure Delivery Plans (IDP) to consider as background, albeit not forming part of the development plan itself. These are the HGGT IDP (2019) and the Epping Forest District Council IDP (September 2020).

Table 20 (section 5.3.6) of the HGGT IDP summarises the infrastructure requirements identified for Latton Priory. It should be noted that Latton Priory has been identified to contribute only a proportion of the total cost of delivery of the majority of the items.

The Epping Forest District Council IDP provides an infrastructure schedule for District Wide measures (Table 4.1), combined strategic sites (Table 4.2) and those related to Latton Priory (Table 4.7).

In relation to transport infrastructure, there is a significant overlap between the measures included in each of the IDP's.

The transport related infrastructure as set out in the HGGT IDP is summarised below along with the proportion of the total cost sought from Latton Priory as a contribution:

- TR5: Minor upgrades the M11 Junction 7 (70%)
- TR6: Link Road and B1393 junction from Latton Priory to M11 Junction 7 (100%)
- TR9: Velizy / Second Avenue works (5.94%)
- TR20: Second Stort Crossing including realignment of Eastwick Road (6.11%)
- TR28: Sustainable Transport Corridors and Town Centre Transport hub (5.01%)
- TR33: Public and active transport support (5.92%)

In addition to the above, the Epping Forest IDP includes the following items relevant to Latton Priory:

- DW5: More Significant Improvements to Junction 7 of the M11
- DW6: Mitigation of Impacts on EFSAC
- DW8: Explore the potential and viability of new bus services and increased frequency of existing services
- DW9: Installation of Real Time Travel information and train stations and bus stops

The HGGT Latton Priory Access Strategy Assessment Report (July 2020) prepared by the HGGT partners identifies a number of suggested mitigation options, as follows:

- *"The eastern link road design will need to respond to the historic field patterns to south-east and setting of Latton Priory SM & listed buildings.*
- *Impacts on CWS tree belt and important hedgerows & Ancient Woodland will need careful consideration.*
- *Works to Rye Hill Road to downgrade the road to the south of the site, to prevent its use by through traffic, potentially through the use of modal filters.*
- *Provision of a parallel or adjacent walking and cycling link between Latton Priory and Paringdon Road on Rye Hill Road to the north of the site.*
- *Consideration to the implementation of a Low Traffic Neighbourhood to the existing residential areas accessed from Paringdon Road through implementing further traffic calming or modal filters.*
- *Significant attention paid to the landscaping and screening of the junction of the eastern link road and London Road with the opportunity to consider the longer-term introduction of an extention to the BRT service to Epping."*

These mitigation options will be considered in detail as part of the Transport Assessment prepared in support of the planning application. An appropriate package of transport infrastructure will be agreed and secured

DELIVERY AND NEXT STEPS

Development of the proposals at Latton Priory are expected to take place over a period of approximately 10 years, taking the build out just beyond the end of the life of the Epping Forest Local Plan which ends 2033. It will be supported by an early application for the principal part of the SMF proposals.

This Strategic Masterplan Framework, along with the Epping Forest Local Plan (once adopted), provides a strategic framework for future planning applications at Latton Priory and for delivering a high quality and sustainable place, including the provision of appropriate infrastructure at the right time. Co-ordination between the Council, landowners/developers and key stakeholders will be key to this.

Future Planning Applications will:

- Set out the development parameters and detailed description of development including the scale, heights and uses for which permission is sought;
- Provision of appropriate level of supporting information in accordance with national and local planning policy and relevant Regulations which is expected to comprise of:
  - A Design and Access Statement setting out the evolution of the design of the proposals and an explanation of the design decisions taken and made
  - An Environmental Statement (subject to any Screening Opinion to the contrary) addressing the issues advised in the EIA Regulations and refined and further articulated in any Scoping Opinion;
  - Information required in relation to the Habitat Regulations Assessment and the assessment of air pollution pathways to Epping Forest SAC and in accordance with the Councils HRA site specific review process or as may otherwise satisfactorily address the requirements of HRA
  - Such other information as is agreed to be reasonable and necessary to allow consideration of the proposals
- The securing of and timing of delivery of mitigation measures and/or infrastructure which is in compliance with the infrastructure tests set out in Section 122(2) of the Community Infrastructure Levy (CIL) regulations which state that requests must be:
  - Necessary to make the development acceptable in planning terms
  - Directly related to the development; and
  - Fair and reasonably related in scale and kind of development

STEWARDSHIP

A Stewardship Approach for Latton Priory

A key principle of Garden Communities is their legacy and stewardship arrangements with community ownership of land and long-term management of assets is encouraged and promoted. These arrangements should be in place for the care of community assets for the benefit of the whole community. At Latton Priory, these community assets include the green and blue infrastructure (such as Latton Park and the East-West Green Corridor), other areas of public realm (such as the plaza within the local centre) and community buildings (potentially the pavilion building in Latton Park).

For there to be effective stewardship arrangements to maintain the legacy for Latton Priory, including potentially community ownership of the community assets and land, then it may be appropriate for there to be a community management organisation. This organisation needs to be representative of the community and proactive in undertaking its stewardship role of preserving the legacy of Latton Priory, yet effective and efficient in managing assets and landscape (for instance).

To ensure that the community is at the very heart of the management of Latton Priory, a charitable Community Trust could be created and established. This could take ownership of the community assets and be responsible for their ongoing management and maintenance. These community assets will primarily benefit the future occupiers of Latton Priory but will also be available to others to use, including those residents in both Harlow and the surrounding settlements within Epping Forest District.

A simplified structure for the Community Trust is provided on the adjacent page.

The Members of the Trust would be the residents of Latton Priory with a membership category also for the commercial occupiers (such as the businesses within the local centre).

The Trust could have a Board comprising representatives of the community - predominantly the residents at Latton Priory, albeit this is likely to take a period of time for the full complement to be established as the community grows and evolves. Other Board members could include representatives from North Weald Bassett Parish, Epping Forest District Council, Harlow District Council, the Harlow and Gilston Garden Town Board and Essex County Council.

The Board's role would be to primarily ensure that the community at Latton Priory has stewardship and oversight of how the development is planned and managed going forward. The Board will ensure that the community is at the forefront of decision making.

In this model, the following roles are envisaged:

- **An Executive Director** – to manage the day-to-day activities and operations of the Trust.
- **A Community Manager** – responsible for the community activities undertaken at Latton Priory (including all engagement activities such as a co-design process) and for the day-to-day internal and external communications.
- **A Community Concierge Manager** - responsible for the day-to-day operations and management of the mobility hub within the local centre as well as the implementation of the wider travel and mobility planning initiatives. There could be oversight of the travel and mobility planning initiatives by an independent Transport Review Group whose role could be to monitor and review the operation of the mobility plan and advise the Trust how it is performing and what additional actions might be required or amendments to reflect new ideas.

Transferred to the Trust, there is an assumption that the day-to-day management of the green and blue infrastructure would be undertaken by a contractor rather than direct employees.

In this model, the land upon which the community assets are located would be owned by the Trust. The Trust's articles should include an 'asset lock' to ensure that the community assets continue for the common benefit of the occupiers of Latton Priory. In the event that a community asset is judged to be surplus to requirements, through the Trust, the community will have an input to its future use, including sale of the land or buildings. Other sources of income to the Trust will include a management covenant charge, rent from the community buildings, other fees/ charges such as parking and community growing space, grants and commission from other commercial activities.

It is envisaged that the Trust will be an important consultee for any planning applications at Latton Priory.

The Community Trust will have accommodation associated with the community building located in the local centre at Latton Priory. Initially, temporary offices may be used until the community space has been constructed.

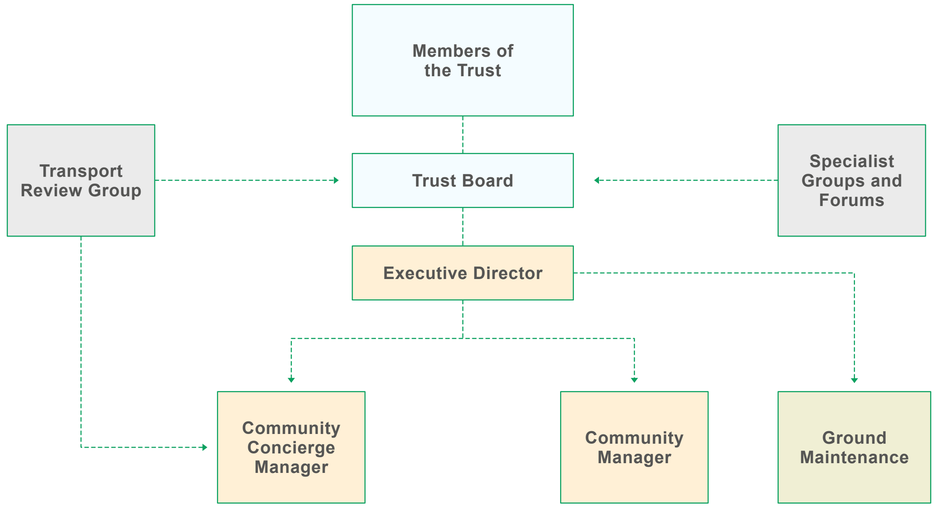
Possible Assets any New Trust could Manage

- Strategic and local open space
  - SANG
  - Latton Park
  - Rye Hill Park
  - Green Corridors
- Sports pitches (e.g. sports pitches within Rye Hill Park)
- The potential leisure centre aspect of the secondary school
- The community hall in the local centre
- The plaza in the local centre
- Other small squares and spaces (e.g. dwell space outside the primary school)
- Car parking

Overall Key Principles for Long Term Stewardship at Latton Priory

1. Long-term stewardship of open space, public realm and community buildings will be the responsibility of a new body that is community led (such as a Community Trust).
2. Its income is likely to come from a range of sources including income generating assets, endowment and service charges.
3. Any community-led Trust (as distinct from a privately-run management company) with technical input from experts, allow for future residents and businesses to shape the objectives and governance of the organisation, and to influence the design of new community facility spaces.
4. High quality management, maintenance and ongoing innovation at Latton Priory over the long-term is of fundamental importance when setting out the objectives of the management body.

LATTON PRIORY



One Possible Stewardship Model

APPENDICES

LATTON PRIORY

HARLOW & GILSTON GARDEN TOWN

Design Evolution

Appendix 1

Draft Report for Consultation

LATTON PRIORY
HARLOW & GILSTON GARDEN TOWN

HISTORY OF THE SITE'S DESIGN EVOLUTION

Latton Priory – Design Evolution Overview

Latton Priory has been the subject of extensive consultation by CEG and Hallam Land Management, dating back to 2014. Between 2014 and 2017, much of the engagement was through meetings with key stakeholders including: Epping Forest District Council (EFDC); Harlow District Council (HDC); North Weald Bassett Parish Council (and the Neighbourhood Plan Group) (NWBPC); Epping Town Council (ETC) Harlow Civic Trust (HCT) , residents groups and local schools. Site visits with officers and members were also undertaken during this period. Furthermore, engagement with technical statutory consultees also took place (e.g. Essex County Council).

However, the design work really began in earnest in 2018 and the key events are mapped out on the timeline (below). The rest of this section explores the key engagement events and the changes made / decisions taken on the masterplan design.

Pre-2019 Consultation

Meetings with:

- Local Authorities
- Parish and Town Councils
- Service providers
- Community, environment and business groups
- Series of public consultations
- **First QRP panel**

Spring/Summer 2019

Consultation:

- **Second QRP**
- Workshop with North Weald Bassett Neighbourhood Plan Steering Group
- Meetings with officers
- Engagement with statutory consultees

Autumn 2019

Consultation:

- Stakeholder workshops
- Public consultation events (Harlow & Epping)
- Engagement with statutory consultees, Parish Councils, NWBNP group and Councils

Winter 2019

Meetings:

- Presentations to Local Authority
- Presentation to North Weald Bassett Parish Council

June 2022

Consultation:

- Sustainable Mobility Workshop
- Gypsy & Traveller and Local Centre Workshops
- Health Centre & School Locations Workshop
- Character & Density and Sustainability Workshop

Spring/Summer 2021

Online Consultation:

- Overview and Landscape Workshop
- Transport Workshop
- Character, Density & Building Heights Workshop

Autumn/Winter 2022

Public Consultation:

- Cabinet approval for SMF public consultation
- 6 week public consultation
- Stakeholder meetings

Spring 2023

Finalise SMF:

- Review feedback and finalise SMF

QRP 1 October 2018

A Quality Review Panel (QRP) has been established to provide impartial advice to support the delivery of high quality new places to live and work. Built environment and design experts, from a wide range of backgrounds and sectors, have been appointed to the panel to provide independent feedback. The QRP is not a decision-making body, but has an advisory and transparent role.

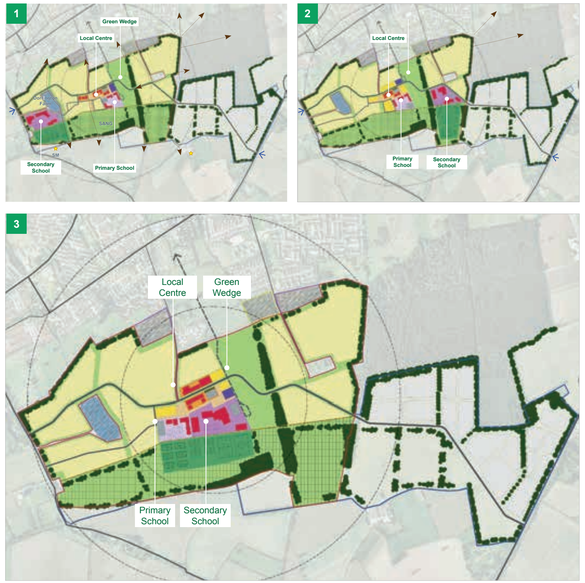
The first QRP session was held in October 2018. At this session, baseline site information was presented to the panel as well as a vision statement and a series of spatial diagrams. The presentation concluded with three initial masterplan options (as shown on the images, right). The main difference between the options was the location of the secondary school.

At the meeting, the QRP considered option 3 to be the best as it brought the local centre, primary school and secondary school into close proximity with each other, forming a central and well connected hub at the centre of the site.

A key point raised at the meeting was whether 1,050 homes was enough to support the amenities, services and transport infrastructure required.

Other matters discussed related to the alignment of the east-west link road, the need for it to link between Rye Hill Road and London Road and the vision for the site. The QRP also recommended that the local centre should embrace a range of uses to create a vibrant and viable local hub. The panel also requested that the masterplan remain flexible.

The panel welcomed the retention of the existing wooded corridors and noted that the green wedge should offer a genuine community benefit as a multi-functional and flexible space.



Quality Review Panel (QRP) 2: 5th April 2019

A second QRP was held in April 2019. This began with a response to the panel's previous comments before the presentation of the updated masterplan (see image, right).

Further detail was explored, including the landscape led approach to the masterplan and the character of the key spaces within the site. The local centre was also discussed in more detail as was density and character.

The QRP commended the work that had been undertaken and felt that good progress had been made. The panel suggested that landscape and the built environment should be brought more closely together.

The panel raised concern over the excessive car parking shown in the local centre sketches and sought for further clarification to be given on pedestrian and cycling routes. However, the panel supported the proposed mix of uses shown and their locations within the local centre. They also responded positively to how the schools were integrated into the masterplan.

The panel sought further work on how the topography will shape the site to create somewhere that is distinctive with a special character. Further comment was on the treatment of the edge conditions, particularly those to the north as well as a request to consider open spaces within the site.

The panel also considered that further thought should be given to the function of the link road (and suggested its name should change). They also suggested that the terminus of the Sustainable Transport Corridor should be integrated into the local centre as much as possible.

Latton Priory

Harlow and Gilston Garden Town

QRP Meeting 2

North Weald Bassett (NWP) Parish Council

The site promoters, design team and representatives from EFDC met with the NWB Parish Council neighbourhood plan steering group in July 2019 to discuss the emerging Latton Priory masterplan. The event was facilitated by Nigel McGurk as an independent facilitator and expert advisor on neighbourhood planning. The following topics and issues were discussed:

- It was highlighted that 60mph for Rye Hill Road is too fast and that Junction 7 is congested at peak hours. There was also concern that the proposals need to address the numbers of people who want to go to Epping station as it is a cheaper option for reaching London. There was also a concern that the collective transport effects from the other proposed developments also needed to be considered in a joined-up way.
- Sustainable transport linkages need to be included and the Steering Group would like to understand how and when these would be delivered. There are aspirations for several sustainable routes to Epping which are desirable but expensive, solutions would be welcomed.
- It was queried if there was adequate parking for the school and the design team confirmed there is parking within the local centre and a dedicated pick up/drop off zone for the schools.
- It was explained that the Parish Council is proactive, forward thinking and values every inch of the parish. There is a concern that there could be a future boundary change to move Latton Priory into Harlow. NWBPC is keen to retain it within the Parish and is likely to be very open to discussions about governance and stewardship.
- Improvements to bus services would be a priority as the current service is expensive and unreliable as well as infrequent. If a reliable, regular service was provided more of the villages would use this, reducing current transport issues.
- Facilities for children and teenagers would be welcomed as anti-social behaviour issues, while small in the village, are on the rise and one key complaint is that there is nothing for children to do. The design team highlighted that the secondary school can provide a raft of sports and leisure facilities which can be used by the community out of hours.
- It was raised that local police stations have closed and a new community policing centre on the site would be beneficial.
- Site capacity was discussed, referring to comments from the Quality Review Panel (QRP) process which highlighted that they think the development is too small to sustain the level of facilities and infrastructure proposed and that additional housing should be considered to ensure these facilities are viable. As 1,000 homes wouldn't cover the site identified for development, Hallam Land and CEG have submitted reps to suggest numbers should be increased to 1,500 homes so that this can be better planned strategically with infrastructure and mitigation measures rather than a piecemeal approach.
- It was discussed that there needs to be balance in terms of how funds are invested with the regeneration of Harlow being a priority as well as benefits to North Weald Bassett.

Stakeholder workshops (Early September 2019)

As part of the aim of ensuring that the masterplan for the Latton Priory development allocation has emerged through an engagement process that reflects as many views as possible, the site promoters sponsored four masterplan focused workshops and a site visit during September 2019.

The Workshops were facilitated by Erimax and each covered a specific themes of:

i. Sustainable movement and travel
ii. Nature, green and open spaces, landscape and water
iii. Community hub and stewardship
iv. New homes and living

The following is a summary of key conclusions and observations:

- A notable outcome of the four workshops was that each demonstrated the scope for a positive, collaborative, cross-working approach to achieving a common aim - designing a Latton Priory of which everyone can be proud.
- Despite the wide range of attendees, the general consensus reached in respect of each of the main topic areas was significant. The differing points of view that did arise tended to be around detailed provision and priorities, rather than around strategic questions.
- Interestingly, going into the workshops, there was some concern that the topics of housing numbers and the main access road could "overwhelm" other matters and become the focus of the two days. Not only did this not turn out to be the case, but neither issue turned out to be remotely contentious.
- The common themes that did emerge were focused upon a widely held view that Latton Priory has opportunities to comprise an exemplar development and that these opportunities must be seized if the development is to succeed.
- It was generally felt that Latton Priory's location, effectively at the edge of both Harlow and rural Essex, provides opportunities to provide the best of both urban and countryside living. High quality design, in respect of both buildings and landscaping/public space; and thoughtful integration between town and country were perceived as solutions.
- Within this, delivering practical sustainability, embracing "future-proofing" and providing for tangible ways for the community to take control of its own success, were identified by attendees as the main priorities for a Latton Priory.
- Ultimately, the clearest single message from the workshops is that ensuring people feel fully invested in where they live is essential to successful community-building.

Masterplan exhibition (September 2019)

Members of the CEG and Hallam Land Management Ltd teams attended two exhibition events, supported by masterplanning, transport, environment, landscape and planning consultants, in order to answer questions and discuss the proposals in more detail.

The key points raised during discussions focused on:

- Whether the homes were for Epping or Harlow
- Housing mix
- Transport and movement – including roads, public transport and green travel, bridleway access, motorbikes using footpaths, cost of train services in Harlow versus the Underground
- School provision
- Drainage

Epping Forest, Harlow, Essex and Parish Councillors were invited to a preview of the exhibition between 2.30 and 3.30pm on the 23rd and 24th September.

A total of 68 people attended the event at Thornwood Village Hall and 56 people attended the event at Harlow Leisurezone.

Following the two events, copies of exhibition boards were provided to both Epping Forest and Harlow Council for display at the Civic Centres until the 7th October 2019.

A questionnaire was provided for everyone who attended to either complete on the day or take away and post back or email. Hard copies of the questionnaire were provided to Epping Forest and Harlow Councils for display within the Civic Centre and copies of the questionnaire and the email address were also provided on the website. Some of the findings of the questionnaire (covering community hub, stewardship and green spaces) are shown (right).

All the exhibition boards were also made available on the website **www.lattonpriory.co.uk**

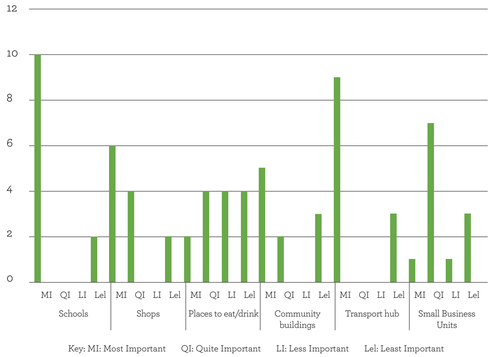
68
PEOPLE
ATTENDED THORNWOOD

56
PEOPLE
ATTENDED HARLOW LEISUREZONE

Community hub and stewardship

By providing a mix of facilities on the site we can create a vibrant community and reduce the need to travel. Strong governance is essential, and we often work with local Parish Councils or appoint charities such as the Land Trust to effectively manage and maintain green spaces and key assets with all income being reinvested into the site and on local events and education initiatives.

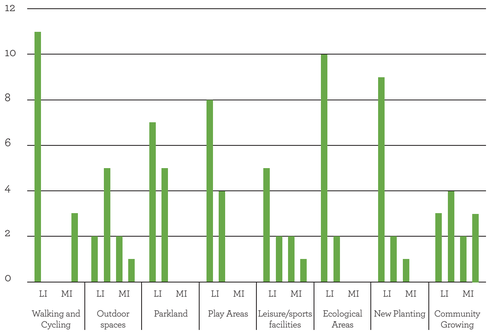
Respondents felt the following were the key priority:



Key: MI: Most Important QI: Quite Important LI: Less Important Lel: Least Important

Green Spaces

Well over 50% of the site will be new, accessible green, open spaces. Respondents were asked to highlight which green space/green infrastructure uses they felt were most or least important. The response was:



Key: MI: Most Important LI: Less Important

Revised illustrative masterplan response

Following the stakeholder workshops and masterplan public exhibition, a revised illustrative masterplan was drawn up. This sought to respond to a number of comments and provide more detail than the previous version. The revised illustrative masterplan is shown (right) and the main changes comprised:

1. Better foot and cycle connections into Harlow to the north and Epping to the south.
2. A new Super Greenway running east-west across the site and through the local centre, which will provide a route for pedestrians and cyclists only.
3. More and better defined north-south green fingers running through the site, acting as drainage and walking / cycling connections.
4. A more convoluted east-west avenue connecting Rye Hill Road in the west to London Road in the east, designed as such so as to slow vehicular speeds.
5. A further secondary street connecting to Rye Hill Road.
6. A revised local centre, containing local retail, cafés, co-workspace, healthcare and community facilities.
7. A mobility hub integrated into the local centre and set within a small plaza.
8. A more defined new “Town Park”.
9. A series of smaller “doorstep” green spaces.
10. The inclusion of the two development parcels outside of CEG and Hallam Land Management’s ownership (but within the EFDC administrative area).
11. Public sports pitches, allotments and orchards in the south west corner of the site
12. A revised series of SuDs on the northern boundary of the site.
13. A more detailed structure, better delineation of blocks and streets and a response to the landscape form.
14. The identification of key nodal points within the site – to aid legibility.

The revised masterplan and details of how the site will plug into the wider network of foot and cycle links was then presented to NWBPC in early December 2019.

Illustrative Framework Masterplan

Stakeholder Workshops: May, June and July 2021

Following a pause in the project in 2020, a series of stakeholder workshops were held in the spring and early summer of 2021. Due to the Covid 19 pandemic, these were held on line via Microsoft Teams. These were held largely to introduce a new team of people at EFDC and the Harlow and Gilston Garden Town (HGGT) to the project and to discuss certain topics. These included:

- Site overview and landscape
- Transport
- Character, density and building heights

These sessions largely comprised a presentation and then a series of questions and answers from the CEG and Hallam Land Management teams. Following these sessions, a working draft Strategic Masterplan Framework report was submitted to EFDC and HDC for initial comment.

Further stakeholder workshops: June and July 2022

Following the comments received from EFDC and HDC, the awarding of DLUC funding to EFDC to take forward a Design Code for the site, and further engagement and discussions between CEG, Hallam Land Management and EFDC, a further set of workshops were held in the summer of 2022. This time, they were held at EFDC's offices and covered the following topics:

- Gypsy and travellers sites
- Sustainable transport
- Schools and health centre
- Character, density and sustainability
- Local centre and employment

These workshops proved to be very helpful in concluding certain matters. The key changes to the masterplan (that came out of these workshops) are annotated on the plan (right). They include:

Sustainable Transport

1. The severance of the secondary street connecting to Rye Hill Road – to prevent vehicles short-cutting the east-west avenue.
2. The revised turning circle location of the STC, which now sits in the Green Wedge, freeing the plaza from vehicular traffic.
3. The establishments of two smaller mobility hubs in the east and west of the site – to aid mobility to the local centre. Such hubs could include bike hire, scooters etc. This would particularly help connectivity from the north east of the site.
4. The establishment of foot and cycle connections through the north eastern parcel of land (outside of the control of CEG and Hallam Land Management) to link the site to Harlow. This will also help to facilitate more direct links between the north east of the site and the local centre (avoiding the severance created by the driveway to Riddings House).
5. The establishment of foot and cycle connections through the parcel at the north of the site (outside of the control of CEG and Hallam Land Management) to better link the site to Harlow.
6. A hierarchy of streets is needed, but the design of these can be addressed in the Design Code. The STC route needs to follow LTN 120 with a 6.75m wide street (for buses) and a 5m pedestrian and cycleway.

Schools

7. The removal of the pedestrian and cycle link between the primary and secondary school. This will facilitate better access between the two sites, should it be required.
8. The preferred staff car parking (following options presented) should be taken from the road access point to the west of the primary school. The staff car parks should be located either side of the school dividing fence and at the southern edge of the sites. Filtered permeability will prevent the adjacent streets from becoming a hot-spot for pupil drop offs.
9. The emergency access will be taken from the local centre access road to the north.
10. A dwell space is now located in front of the primary school.
11. The north eastern corner of the secondary school should be the location for any sports centre / evening dual use facility. This will create a landmark building and also provide day and evening surveillance over the new Town Park.
12. Trees should be removed from the area immediately adjacent to the north east of the secondary school site to further aid surveillance of the new Town Park.

Character

13. A small pavilion building should be located within the new Town Park, near the east-west avenue to aid surveillance of this space.
14. Consideration needs to be given to key frontages – through the place-making plan and Design Code. The Super Greenway should be the key focus of key frontage buildings.

Local Centre

15. The local centre is mixed use in nature with residential / active uses above ground floor commercial. It does not have to achieve the 2ha employment use requirement as set out in the emerging local plan policy.

Gypsy and Travellers

Following the workshop a number of potential sites were put forward. These are set out earlier in this document.

Illustrative Framework Masterplan

Quality Review Panel (QRP) 3: 28th July 2022

In July 2022 there was a third presentation to the Harlow and Gilston Quality Review Panel.

Shortly before the QRP panel, it had emerged that Dorrington Farm and its access road from Rye Hill Road would no longer be part of the SMF and would be retained as an employment site. The main effect of this was on the alignment of the East-West Green Corridor and the East West Avenue. It also had implications for the SuDs strategy for the site.

Prior to the QRP, the team explored alternative options with EFDC to look at how the western end of the site could be reshaped to take into account this change, whilst still ensuring the key principles of the masterplan remained intact. These discussions with EFDC led to a preferred option which was subsequently presented to the QRP.

The preferred option brings the East-West Green Corridor to the north of Dorrington Farm and connects it with the existing public open space to the north west of the site. A southern branch of the green corridor is located along the southern edge of the development.

The QRP also focused on the local centre and the aim to create a high quality and vibrant place. The team presented two options to illustrate a mixed use centre and a further option which demonstrated 1ha of employment in line with the emerging local plan.

- Option 1: was a mixed use centre including commercial uses, community uses, residential, mobility hub and employment uses with commercial uses *focused around a plaza*
- Option 2: was a mixed use centre including commercial uses, community uses , residential, mobility hub and employment uses with commercial uses *focused around a linear high street*
- Option 3: was a mixed use centre but with 1ha of employment separate from other uses. This option, although strictly complaint with the Local Plan, had clear disadvantages in terms of quality of place.

The panel was generally supportive of the progression of the scheme. Key comments were as follows:

- Realigned East-West Green Corridor: The panel was supportive of the realigned East-West Green Corridor considering it to be an improvement.
- Local Centre: With regard to the local centre the panel fully supported the proposed mix of uses and their location within the local centre to underpin viability and vibrancy. It considered the high street option to be the preferred option.
- Access and Movement: The panel commended the approach to modal shift and reduced car parking but encouraged the team to go further with this and to consider alternative parking solutions. It also suggested that the scheme generally should be made more unattractive for the private car to further discourage its use. The panel also encouraged greater linkages to be shown with surrounding pedestrian and cycle routes so that the masterplan was more outward-looking
- Character: The development of character areas were considered successful. The panel encouraged the team to address the hierarchy of streets and spaces and to address scale, enclosure and character for these. Also to understand how spaces could support different uses and social functions

The panel wanted to see more detail on the sustainable aspirations of the development including social and economic sustainability, suggesting additional uses for the mobility hub. It also emphasised the need to consider how the character and use of public spaces could respond to climate change.

Illustrative Framework Masterplan

Design Influences

Appendix 2

Draft Report for Consultation

LATTON PRIORY

HARLOW & GILSTON GARDEN TOWN

URBAN DESIGN INFLUENCES

Harlow

The context of Latton Priory is fascinating. To the north is the New Town of Harlow, a first wave new town planned and built following the Second World War to ease overcrowding in London. Developed in housing groups each with a distinctive style and ranging between approximately 150-500 dwellings, the architectural style was innovative and aspirational. Architectural freedom was encouraged. However, much of the housing stock in Harlow has not stood the test of time and, like many new towns, has come to the end of its life cycle at a similar time, showing signs of deterioration and localised deprivation particularly in the southern areas. Housing in Harlow is examined in more detail below.

Furthermore, the urban structure was based around the motor car, with a number of distributor roads dominating the town. In the residential areas, large surface parking areas coupled with garage blocks and rear garden fences facing onto the street create a poor and unsafe environment. Examples of these are found in the housing areas immediately to the north of Latton Priory.

Harlow-Sculpture Town

Harlow has a reputation as a sculpture town and has a collection of over 100 public sculptures by significant sculptors such as Henry Moore and Barbara Hepworth as well as numerous contemporary sculptures, many of which are outdoors and make a positive contribution to the urban environment. A large number of these are within Harlow town centre however this very positive aspect of the urban environment also extends away from the centre with sculptures such as Echo by Antanas Brazdys near Staple Tye Shopping centre.

'TRIGON 'BY LYNN CHADWICK, HARLOW TOWN CENTRE

'ECHO BY ANTANAS BRAZDYS NEAR STAPLE TYE

Harlow's housing stock is, however, being improved both through regeneration and new green field developments. These are explored over the following pages.

The new Atelier development north of Commonside Road is an example of new build housing in the area. Whilst the street scene is still quite dominated by cars in places, the housing does at least address the street.

New Hall, located to the east of Harlow is a masterplanned new community. Structurally, New Hall works very well - built around a central green corridor, with key services and facilities (local shop, primary school) being at the heart of the scheme. Furthermore, the scheme is legible and laid out as a series of perimeter blocks with housing fronting the streets, squares and public spaces and secure rear back gardens. However, one of the criticisms of New Hall is the awkward relationship between the character areas. The experimental architecture here reflects the ambitions and spirit of the New Town of Harlow, but creates awkward juxtapositions in many places with one side of the street having a very different architectural style and feel from the other (see image D).

The later phases at New Hall are much more architecturally cohesive with architectural styles consistent on both sides of the street and character areas split around the back fences of properties to ensure this happens (see image E)

Epping and Surrounding Villages

Whilst the town of Harlow is located to the north of Latton Priory, the site itself sits within Epping Forest District and the parish of North Weald Bassett. Primary areas of settlement here include Thornwood and North Weald Bassett. These villages were dispersed in character until the 20th century. Prior to this the area supported an agricultural way of life with arable and livestock farming forming the basis for the area's economy. The construction of the North Weald Aerodrome in the early 20th century led to the villages becoming more consolidated and new housing was built.

Epping

The town of Epping is located to the south West of Latton Priory. It is located on a ridge and separated from the outer suburbs of London by Epping Forest, a large expanse of woodland. The town's origins can be traced back to the Doomsday Book. The town expanded rapidly in the 18th century as it became an important staging post for horse drawn coaches as well as an agricultural supplier to London. The town remained largely a linear settlement until the mid 1800s when the railway was extended to Epping and Ongar. The town then expanded south towards the railway station and by the early 20th century had expanded further with many new homes around the edges of the town. The heart of the town (around the High Street) is now a conservation area and a successful high street. The organic growth of Epping means that there is no clear planed structure to it, but in common with the villages of Thornwood and North Weald Bassett, much of the housing on the edges backs on to the open countryside and woodland.

North Weald Basset

The village of North Weald Bassett is a linear settlement along the B181. Much of its housing stock comprises two storey brick building with pitched roofs. Due to its organic growth it contains a number of architectural styles and is relatively high density compared to the surrounding rural areas. The village lacks meaningful green open spaces, relying largely on private front and back gardens for outdoor amenity. Despite this, the village has strong connections with the surrounding agricultural landscape which provides tree or hedge lined backdrops to views out of the village and a sense of openness to the edges of the settlement.

The housing fronting onto the B181 comprises a consistent roof line and material pallet as you move along this route. Streets off of this are varied, but due to the higher density nature of the village, the built form, combined with the narrower streets creates a sense of enclosure. Despite their location on the edge of the village, many of the streets are quite geometric and linear in their form. Recent additions to the village comprising larger detached properties with curved streets are generally out of keeping with the rest of North Weald Bassett.

Thornwood

Thornwood is a much smaller village comprising housing and a number of smaller industrial units. The core of the village is higher density, but this falls away towards the edges and houses here generally have larger front and back gardens which then border the agricultural fields.

Like North Weald Bassett, the housing around the edges of Thornwood largely back onto the open countryside and apart from Thornwood Common, there is also a lack of publicly accessible green space within the settlement.

Key Points from the Analysis:

- Do not repeat the mistakes of Harlow (developing around the private car)
- Ensure perimeter block structures are used with active frontage and private rear amenity space
- Ensure character areas are split along rear fences, not streets
- Ensure meaningful green spaces are designed within the scheme – not just around the edges
- Streets and blocks on the rural edges can still be quite formal and geometric – indeed, curved streets on the rural edges are quite out of character
- Opportunities for the new development to build on Harlow's reputation as a 'sculpture town'.

Density Analysis

The settlements analysed above accommodate various architecture styles of differing ages.

They also provide a range of residential densities, which will be a useful tool in understanding appropriate densities for the Latton Priory site. The following pages show a selection of residential densities from Harlow – both the original housing and some of the new build schemes, North Weald Bassett and Epping.

Queens Road

North Weald Bassett

Dwellings: 144
Block Area: 6.58 Ha
Density: 22 Dwellings / Ha

Fir Park

Great Parndon

Dwellings: 134
Block Area: 5.09 Ha
Density: 26 Dwellings / Ha

Thornhill

North Weald Bassett

Dwellings: 68
Block Area: 2.36 Ha
Density: 28 Dwellings / Ha

Brickfield Road

Epping

Dwellings: 138
Block Area: 4.0 Ha
Density: 34 Dwellings / Ha

Cala Domus

New Hall

Dwellings: 113
Block Area: 2.88 Ha
Density: Medium 39 Dwellings / Ha

Abode

New Hall

Dwellings: 113
Block Area: 2.2 Ha
Density: 52 Dwellings / Ha

Spruce Hill

Harlow

Dwellings: 108
Block Area: 2.79 Ha
Density: 38 Dwellings / Ha

Iceni Square

Harlow

Dwellings: 43
Block Area: 0.69 Ha
Density: 62 Dwellings / Ha

Rye Hill Road

Harlow

Dwellings: 20
Block Area: 3.40 Ha
Density: 5 Dwellings / Ha

Key Points from the Analysis

- The surrounding area contains lower densities, of between 22-26 dph. These are found in North Weald Bassett
- Much higher densities are found on the edges of Harlow in the new development at Newhall. Densities here range from 40 dph up to 52 dph. Densities of over 60 dph are found in Iceni Square, in close proximity to the north of the site
- This higher level of density helps to create more sustainable places and better quality streets and spaces and should be considered in the masterplan

Local centres
Harlow

Harlow New Town was planned around a series of neighbourhood local centres (known as “Hatches”).

These sit at the heart of the communities that they serve. Whilst the idea of centrally located local hubs was good, their execution (like with the housing) was poor and many of them are outdated, poor quality and at risk of long term decline.

Two of the Hatches to the north of Latton Priory are analysed right.

Staple Tye

Staple Tye is located to the north west of Latton Priory. It largely comprises a single north facing building with rear servicing. The area to the north comprises a large surface car park. The urban environment here is poor and car dominated with no good quality public realm or area for the local community to congregate.

As of July 2022, all the units here were occupied. However, apart from Lidl and Poundland, which anchor the development at each end, many of the units here comprise fast food takeaways, betting shops and charity stores and it would appear that Staple Tye is a destination that people drive to.

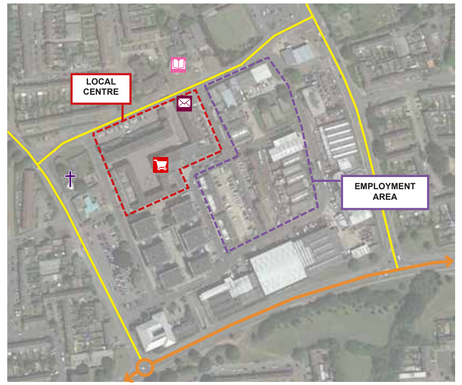
A further smaller run of units is located to the south of the centre. This again comprises fast food takeaway stores and a restaurant.

The centre is located in close proximity to an employment area comprising low quality industrial units.

Bush Fair

Bush Fair is located to the north east of Latton Priory. Its design contrasts with Staple Tye in that it is based around a pedestrianised area, framed on all sides by retail units with two to three storeys of commercial and residential above. Whilst this has the potential to create a better environment compared to Staple Tye, as of July 2022, there were a number of vacant units (around 25%). The design of Bush Fair also means that the outer edges of the local centre back onto the surrounding streets which are dominated by car parking and service bays for the commercial units.

The centre is located in close proximity to an employment area comprising low quality industrial/ trade counter style units.



Key Points from the Analysis:

- The principal of having central walkable local centres is sound
- However, the Hatches examined are almost perfect examples of what not to do in designing local centres and should not be a model for Latton Priory. The Hatches:
  - Have poor public realm that is dominated by cars or surrounded by uses that close at 5pm
  - Are difficult to access by foot
  - Tend to be dominated by fast food retailers, charity stores and betting shops

Modern local centre

Rather than seeking to replicate the Hatches, Latton Priory should look at more successful local centres elsewhere. Several case studies have been examined and they fall into three categories:

1. **Existing – Traditional linear / parades**
2. **New build – Street facing**
3. **New build – Focused around a plaza**

1. Existing - Traditional linear / parades

Case study 1

Location: North Weald Bassett

Number of units: 9

Parking: In a parking area immediately in front of the shops

Commentary

The local centre in North Weald Bassett is an example of an existing linear high street of shops fronting onto a main road. It is fully occupied and appears to be successful. Residential / commercial uses are on the upper floors providing a sense of security and overlooking.

However, it lacks a real sense of place and the public realm is poor with no space for the community to gather, apart from a bench and an area of planting.

The 9 shops here are serving a population of around 2,500 houses, thus serving a larger population than Latton Priory. It is also a free standing village with a captive market.

Case study 2

Location: Old Harlow

Parking: Located in a car park to the rear of the retail units and accessed from Wayre Street

Commentary

Old Harlow is the historic part of Harlow New Town and contains a number of historic and listed buildings. The retail and community uses are located along a linear route, but in contrast to North Weald Bassett, is pedestrianised. Indeed, cycling is prohibited along the high street. Residential / commercial accommodation is provided above the shops.

Whilst characterful, it, again, lacks a place for communities to gather. Furthermore, its street presence is limited to glimpses along the eastern and western ends.

There are numerous shops along the high street, but, as with North Weald Bassett, its catchment is large and serves the north eastern part of Harlow.

2. New build - Street Facing

Case study 3

Location: Beaulieu Park, Chelmsford

Number of units: 8

Parking: Is provided to the front of the shops

Commentary

This new build parade of shops is located on the edge of Beaulieu Park and faces out towards the A130 (White Hart Lane). It includes a Costa Coffee, Sainsbury's Local, takeaways, a vet and a dental practice. A community centre is also included around the side and a nursery in a block to the rear.

Residential accommodation is provided above the retail units enabling the area to have good passive surveillance.

However, due to its outward looking nature (fronting onto the road) and relatively large surface car parking areas, it has the impression of being somewhere that one may drive to, thus encouraging car use.

Case study 4

Location: Highwood Village, Broadbridge Heath

Number of units: 4

Parking: Is provided to the front of the shops

Commentary

The retail here includes a Co-op convenience store and a couple of other units. Residential is located above the units.

It has similarities to Beaulieu Park in that it faces out onto the street and has a relatively large surface car park in between, thus, again, making it feel like somewhere that local people may be encouraged to drive to.

3. New build - Focused around a plaza

Case study 5

Location: Fairford Leys, Aylesbury

Number of units: Approx 10

Parking: Partly located within the square and partly to the rear of the units

Commentary

The retail and community uses here are located either side of a street that runs through the centre. To the south of the street is a plaza, which is used for parking (and is somewhat dominated by cars). This plaza is fronted on all sides by retail with residential / commercial uses above.

To the north of the street is a pedestrianised street which is home to further retail, commercial and community uses with residential above.

The street running through this centre is shared surface, which is successful in slowing traffic down and creating a sense of place.

Example 6

Location: Lightmoor Village, Telford

Number of units: Approx 5

Parking: No parking on the street frontage

Commentary

This scheme is centred around a plaza, with the main street (with shared surface) running adjacent to it. The plaza is free of parking and the retail units front onto it and have residential uses above. The plaza is fronted on the south side by a primary school.

The arrangement here creates a pleasant pedestrian environment for gathering and has a strong sense of place and scale.

Summary

In summary, it is considered that the traditional linear parades of shops (such as North Weald Bassett) provide good commercial frontage for the retailers and community services. The pedestrianised linear street (as at Old Harlow) provides a safe, pedestrian friendly environment, but is closed off and lacks visibility. Both lack a central community space.

The modern examples of new build local centres facing onto streets, tend to work well commercially (due to passing trade) but appear to still be based around the car and again, lack a clear sense of place and good quality public realm.

The analysis has led to the conclusion that the best configuration for a local centre at Latton Priory would be a combination of a linear high street - maximising opportunities for passing trade and bringing about day to day activity - with a central plaza, set back, but adjacent to the main high street, thus providing a safe, car free and pleasant public square for community gatherings and events.

Parking

Appendix 3

Draft Report for Consultation

LATTON PRIORY
HARLOW & GILSTON
GARDEN TOWN

CONNECTIVITY AND MOVEMENT
PARKING

Parking

National Guidance

National Planning Policy Framework (NPPF) June 2021 sets out the planning policies for England, providing a framework within which locally prepared plans for development can be produced. The NPPF is a material consideration in planning decisions. NPPF states that if setting local parking standards, policies should take into account things such as the accessibility of the development, the type, mix and use of development as well as local car ownership levels and the need to provide adequate provision of spaces for charging.

Essex County Council Parking Standards (2009)

The purpose of this document is to set out the car parking standards which the council will apply when considering planning applications for new development. There is provision in the document for reduced parking but generally urban areas are referenced.

The document states that 'the onus will fall to the developer to demonstrate that the level of parking provided is appropriate and will not lead to problems of on street parking on the adjacent highway network. This will usually be demonstrated through a Transport Assessment'.

EFDC Draft Local Plan

The principle of car limited development is introduced in Policy T1: Sustainable Transport Choices. The policy states that a development will be permitted where it provides appropriate parking provision in accordance with adopted Parking Standards and which mitigates any impact on on-street parking provision within the locality. Reduced car parking, including car-free development in sustainable locations will be supported.

The policy further states that the provision of electric vehicle charging points will be required within all new developments which make provision for car parking for vehicles.

Harlow Local Plan

Policy IN3 states that vehicle parking must be provided in accordance with the adopted Essex Vehicle Parking Standards, unless otherwise indicated elsewhere in the Local Plan and/or supporting documents.

2011 Census revealed that 75 per cent of households in Harlow had access to at least one vehicle. There is a balance between reducing the reliance on the car and promoting more sustainable modes of travel whilst ensuring that on-street parking issues are not created, particularly around key destinations such as strategic employment sites, the town centre and railway stations.

Parking Strategy

Parking will be provided at the development with reference to the relevant (at that time) car parking standards for residential and non-residential uses.

Provision for car parking for private vehicles shall be considered in the context of supporting the modal shift towards sustainable travel across the Garden Town and the creation of walkable neighbourhoods and healthy streets that are safe, vibrant public spaces that connect people to the places where they live, work and play.

A parking strategy for each phase of the development will be prepared at the appropriate stage which will seek to address the above, establishing principles for how parking will be designed, located and managed to encourage trips that are easier, safer and more convenient by walking, cycling and public transport as opposed to private car journeys.

For residential use, current general car parking standards are minimums as follows:

Use	Vehicle	Cycle	PTW	Disabled
	Minimum	Minimum	Minimum	Minimum
1 bedroom	1 space per dwelling*	1 secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling	N/A	N/A if parking is in curtilage of dwelling, otherwise as Visitor/ unallocated
2+ bedroom	2 spaces per dwelling*			
Retirement developments (e.g. warden assisted independent living accommodation)	1 space per dwelling	1 space per 8 units (visitors)	2 PTW spaces and 1 space per 2 dwellings for mobility scooters	N/A if parking is in curtilage of dwelling, otherwise as Visitor/ unallocated
Visitor/ unallocated	0.25 spaces per dwelling (unallocated) (rounded up to nearest whole number)	If no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for residents plus 1 space per 8 dwellings for visitors	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 vehicle bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 vehicle bays** = 4 bays plus 4% of total capacity

Cycling Isochrones

Appendix 4

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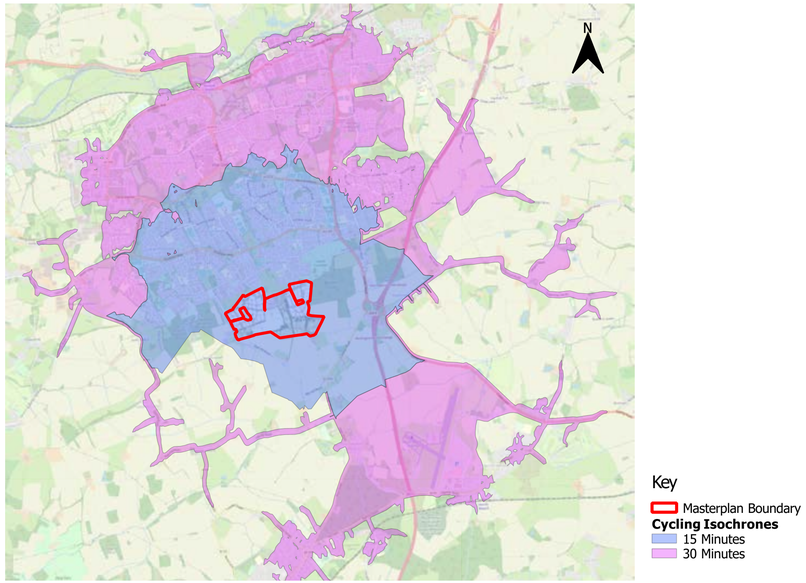
CONNECTIVITY AND MOVEMENT
CYCLING ISOCHRONES



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127	N/A	N/A	N/A	N/A
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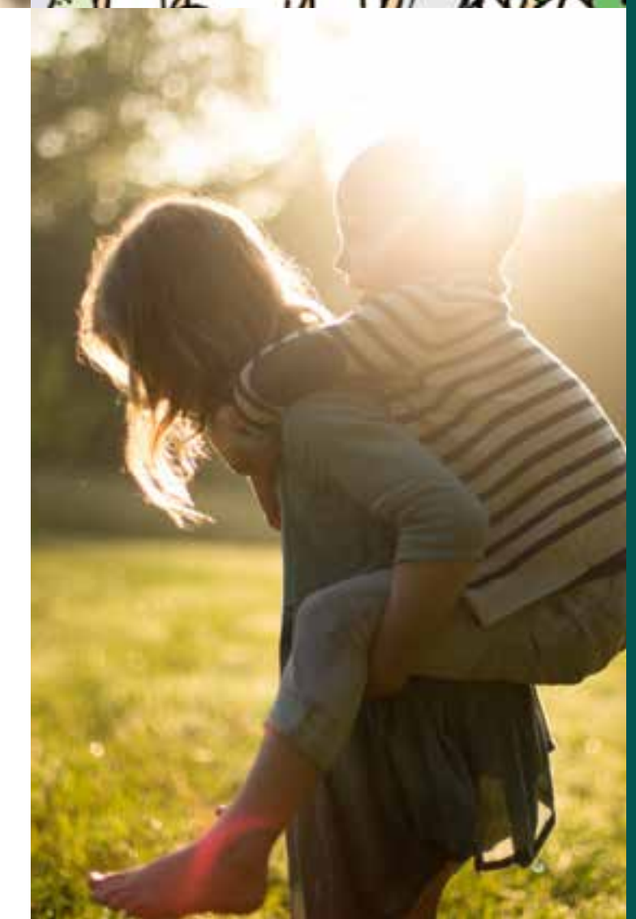

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