

If you have any general comments, queries or ideas, please state these below and use extra paper as required

# Latton Priory, part of the Harlow and Gilston Garden Town

The Latton Priory development will be planned as a high quality, vibrant and distinctive neighbourhood offering places to live, work, learn and shop, as well as a range of community facilities, sports and play provision.

A strategic masterplan will be progressed by the developers, CEG and Hallam Land, in collaboration with the Councils/Harlow and Gilston Garden Town Board, as well as local groups, organisations and the community. We welcome your input and feedback.

## Latton Priory can deliver:

- **A full mix of new homes** from starter homes and affordable housing to homes for growing families, retirees and the elderly, providing whole life living with a range of densities and tenures
- **Vibrant community facilities** – nursery, primary and secondary schools, shops, café, restaurant and community buildings within the local centre
- **Generous green spaces** – well over 50% of the development will be green open space offering a mix of parkland, play areas, sports and recreation facilities, well connected walking and cycling routes, opportunities for growing food and ecological features, such as native woodlands, wetlands and grasslands, designed to increase biodiversity across the site
- **Integrated and sustainable transport choices** The Councils are also proposing a Sustainable Transport Corridor (STC) This could include extending the Green Wedge to provide dedicated cycle, pedestrian and bus linkages to Harlow

- **Well-designed and distinctive architecture** – future-proofed over the life of the development
- **A wide variety of job opportunities** – within shops, schools and services and the new small business units, as well as opportunities for home working, so people can live and work within this neighbourhood



Following a series of workshops, public consultation and continued engagement with local groups and community representatives, a strategic masterplan framework is underway.

CEG and Hallam Land Management will prepare a planning application in accordance with the Council's policy for this site and this will seek to take on board the constructive comments provided during the workshops, Quality Review Panels (QRP), meetings and public consultation events.

Technical evidence to demonstrate that the proposals are acceptable in terms of highways, visual amenity, landscape, environment, green infrastructure and drainage will be included within the application's supporting documentation.

Please keep an eye on the website [www.lattonpriory.co.uk](http://www.lattonpriory.co.uk) for updates.

Your comments can be posted to CEG Latton Priory Consultation, Sloane Square House, 1 Holbein Place, Belgravia, London, SW1W 8NS or email comments to [Lattonpriory@ceg.co.uk](mailto:Lattonpriory@ceg.co.uk) or send via the website

Thank you. Please view the website for updates [www.lattonpriory.co.uk](http://www.lattonpriory.co.uk)

CEG and Hallam Land will only use the information you provide for the purposes of this consultation. Our privacy policy is available on the website.

In collaboration with Epping Forest District Council and Harlow and Gilston Garden Town



# Consultation and Masterplan Evolution

## 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/Winter 2019

### Consultation:

- Stakeholder workshops
- Public consultation events
- Engagement with statutory consultees, Parish Councils, NWBNP group and Councils
- Delivery of Strategic Masterplan Framework

## Workshops – September 2019

EFDC, Harlow, Essex Councils, Parish and Town Councils, local groups, schools, health and transport representatives and statutory consultees were invited to a series of workshops to explore the masterplan in more detail.

Following the workshops, many common themes were identified. Whilst not an exhaustive list, the bullet points below set out important factors to consider:



### Nature, Green and Open Spaces, Landscape and Water

- Consider surfacing that is accessible and aesthetic
- Ensure access and variety of uses by all ages and abilities, including for 16-18 year olds
- Well-signposted routes, multi-sensory trails, community growing spaces, sculptures, innovative uses, seating and water features welcomed
- Variety of locations for community allotments and 'food growing' right outside your door
- Maintenance and stewardship very important
- Adaptable and multi-functional places and spaces
- Connection to nature, health benefits
- Varied playing areas and sports pitches for all
- Innovation through play and wildlife, and promotion of sustainability is key

### Sustainable Movement and Access

- Journey planning and high-quality journey information to encourage sustainable travel
- Disincentivise car use and encourage a positive behaviour change - technology being important in this
- Safe, well-signed, convenient, visible (dedicated where possible) pedestrian and cycle routes
- Free e-bikes/bike hire/secure bike parking and vouchers for free bus/train travel
- Pedestrian rather than car priority
- Bus links to both Harlow and Epping stations. Desire for Harlow to be on oyster
- Efficient, high quality, cheap, fast, frequent and reliable bus services with smart timetabling
- Sustainable Transport Corridor to also link to Epping as well as Harlow
- Convenient, safe and prioritised access to schools by sustainable modes
- Travel by bus, bike and foot to be accessible to all, and safe/attractive at all times of the day



### Community Hub and Stewardship

- Local centre to meet needs of all ages should be the heart of the site
- To include mix of retail, education, employment and residential
- Community buildings to be flexible for multiple users
- Vibrant place with big screens, skate parks and play spaces
- School could perform a wider community function and include a public library and community use of sports pitches and halls out of school hours
- Ensure development integrates with existing community
- Local centre should complement rather than compete with nearby centres and hatches
- Consider how community and stewardship can be built in from the start

### New Homes and Living

- Houses shouldn't be uniform in design - needs to comprise a mix of character and densities
- Include different house sizes/ types to provide full mixed community of young to older residents
- Harlow has innovative housing, Latton Priory should look at this too
- Tenure blind housing so as to not distinguish between private and affordable homes
- Strong aesthetic - well-landscaped with homes set in green spaces
- Good parking strategy needed
- Sustainable energy efficient, well insulated homes with adequate storage
- Flexible layouts and futureproofing through design - families should be able to grow and change in their home



## Public Consultation 2019

The public consultation ran from 23rd September 2019 until 7th October 2019 on the website and at Epping Forest and Harlow District Council offices. Two public consultation events were held on the 23rd and 24th September at Thornwood Village Hall and Harlow Leisure Zone.

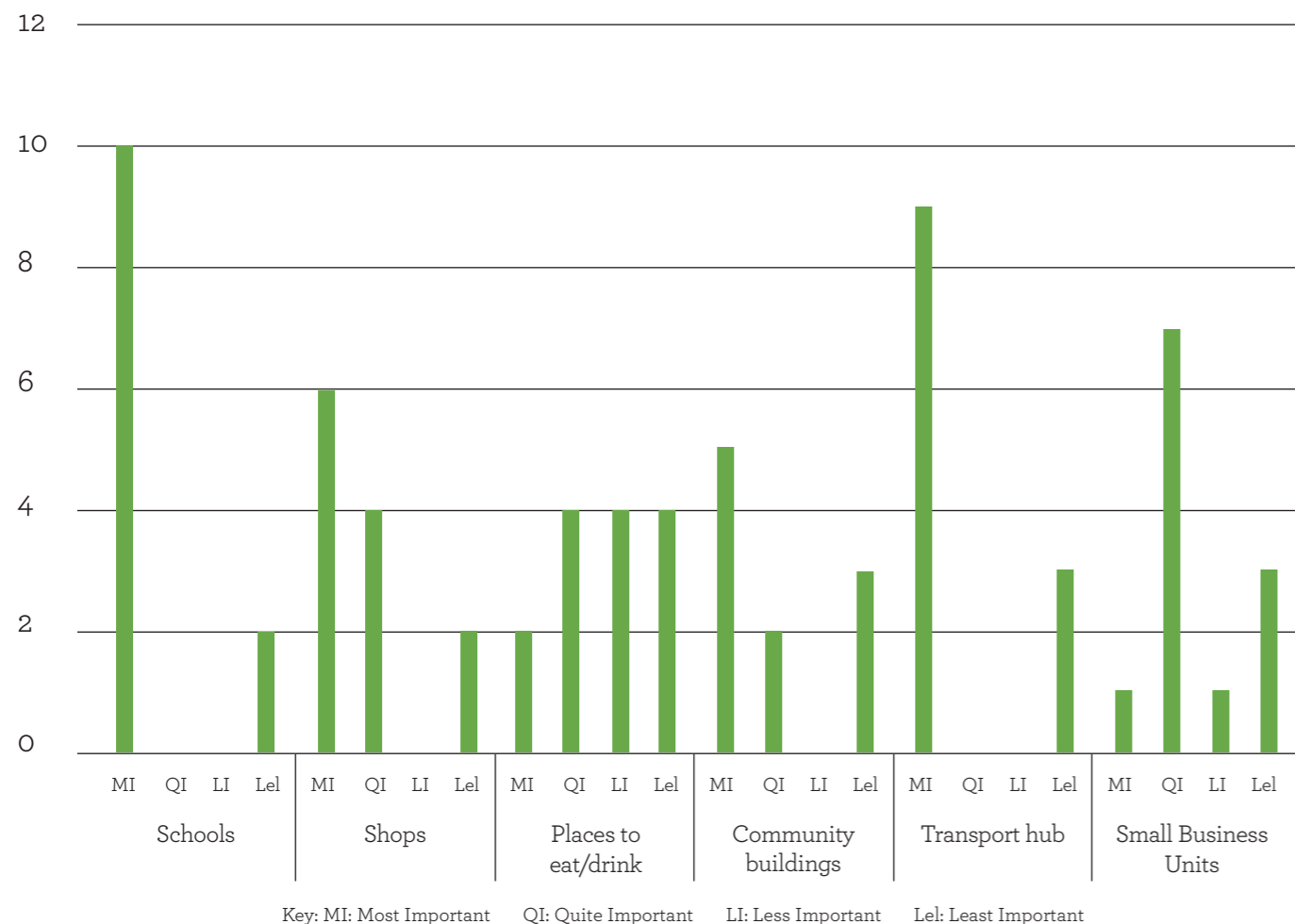
Leaflets advertising the consultation, website and events were sent to almost 4,000 homes via Royal Mail as well as to Parish Councils, local groups, shops, schools and services.

More than 120 people attended the events. Comment forms were provided at the exhibitions, Council's offices and on the website. This is what you said:

## 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:



Comments	Response
For this development to complement the existing town and for the whole community to integrate, the town centre needs urgent regeneration as well as improvements to the District General Hospital	<p>The Harlow and Gilston Garden Town Vision sets out how the developments will help to regenerate Harlow.</p> <p>It states that Harlow Town Centre will establish itself as the cultural and commercial core of the Garden Town, with a diverse offer that meets the needs of all current and future residents. It will become a vibrant, diverse and attractive destination at the heart of the Garden Town.</p> <p>High quality shopping, community, office, cultural and leisure facilities will meet the needs of residents, workers and visitors to the Garden Town. The physical environment of Harlow Town Centre will be enhanced through planting and public realm improvements.</p> <p>A programme of temporary uses and pop-up activities will be promoted in vacant shops and public spaces to kick-start regeneration and help change public perceptions of Harlow Town Centre.</p> <p>The type of retail on offer within Latton Priory will not compete with the town centre which offers larger format retail and comparison shopping and therefore it will continue to play an important role within the Garden Town.</p>
Community centres with space for activities for all ages, resource/information centre/library, shops, cafes, sports centres, doctors/healthcare. Opportunities for teens to take part in music/art/drama activities	<p>The masterplan / proposed layout of the local centre makes provision for a multi-functional community centre at its heart – this will provide new education, health and social facilities, local shopping, as well as providing opportunities for other amenities, recreation and cultural activities.</p> <p>We are engaging with service and facility providers to ascertain how this will be delivered.</p>
Consider sporting facilities in the wider development as well as community access to sporting (and other) school facilities so it is guaranteed in the future	<p>Opportunities to share facilities are being discussed and agreed with relevant stakeholders and bodies (such as Sport England)</p> <p>Once agreed, the masterplan design will be flexible enough to accommodate both shared facilities or separate areas. We have updated the masterplan to ensure this is possible through adjustments to the layout of the school building and access arrangements.</p>
Consideration needs to be given to the community hub and how this would include a mobility hub alongside the educational, employment and community facilities/uses	<p>The community hub will include the main transport hub it will be designed to include parking, cycle parking and electric vehicle charging (EVC) spaces to allow people to transfer onto public transport from other modes. The hub will be located at the district centre with excellent and desirable walking links from all the residential areas. As the masterplan evolves it is recommended that mini-hubs/stops (including EVC/car share space/cycle parking/Info) will be located conveniently across the site to ensure that all residents have easy access to public transport (within 400m).</p> <p>We have adjusted the layout of the local centre to accommodate comments from the Quality Review Panel and public consultation.</p>

## Design, new homes and living

In terms of the design, there were requests for privacy through design, a need to ensure density isn't too high and a need for smaller green areas within housing areas. The masterplan has been adjusted to reflect character influences across the site. Other ideas included:

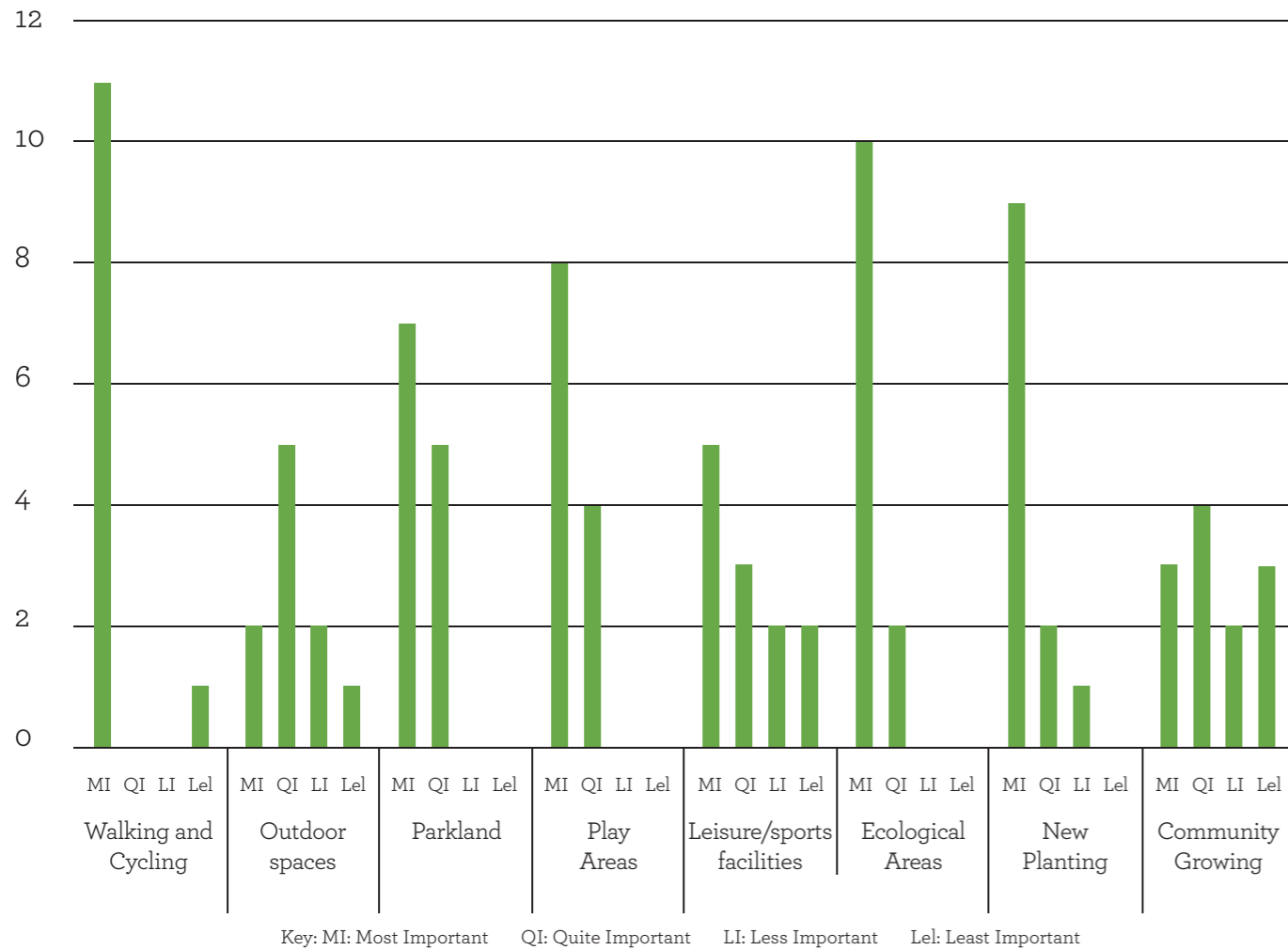
Comments	Response
Use traditional building design and layout. Ensure housing density is not too high. Ensure privacy of housing units through design. Reduce crime through design. Examples of new housing should have regard to some of the exemplar housing design found in the Harlow area, while ensuring that Latton Priory benefits from developing its own distinct character and identity	Latton Priory is in a unique position of being on the interface of rural Essex and Harlow New Town and therefore could reference several architectural styles.  Where appropriate, traditional design/layout will be considered, and overall site density will be in line with parameters outlined in the HGGT Design Guidelines.  Four character areas will respond to local context and settings such as Epping Forest villages, woodlands, Essex countryside and existing South Harlow communities.
Houses with space, gardens/a shed, green spaces amongst homes	Latton Priory already contains a high percentage of green and open spaces (reflecting its Garden Town status). Additional work is being undertaken to identify opportunities for smaller 'door-stop' green areas to complement larger green infrastructure. All green spaces will have a function and be useable. The housing layout will avoid the creation of 'leftover' public spaces.
Design opportunities to interact with neighbours and to develop relationships, provide a sense of belonging	Latton Priory will be designed as a walkable neighbourhood with streets and routes which encourage interaction. The local centre will also play an important role as the 'heart' of community engagement and activity, as will shared facilities such as community allotments. Ideas to create a sense of community will be included in the Strategic Masterplan Framework
Distinctive point of focus in each community such as sculptures to provide an identity	We are exploring different character areas so that neighbourhoods are distinctive as well as feeling like a unified development. Sculpture, public art and trees can all provide a point of focus and this will be considered within the Strategic Masterplan Framework (SMF) document.



Comments	Response
Avoid houses fronting directly onto the East to West route	If homes are not included on the east to west route, this would have the potential to create a 1980s style distributor road with no overlooking. It would also encourage higher traffic speeds. This approach would comprise poor highways and urban design.
The proposed development area is different to that proposed in the Submission Version of the Local Plan	The Local Plan Inspector has issued an Advice Note which sets out several recommendations for the Council to action. These include modifying the boundary of the Latton Priory allocation so that it aligns with clear and defensible boundaries.  The area identified for new development remains the same. The proposed amendment to the development area enables a Strategic Area Natural Green space (SANG) area to be included within the masterplan which helps protect the setting of the listed buildings at Latton Priory Farm and ties in with the extended Green Wedge area. It also ensures that the SANG is provided in one comprehensive area, rather than being split between the east and west of the secondary school playing pitches.  Para 141 of the NPPF (2019), states; "Once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land."  EFDC has confirmed it was comfortable with this approach at the Stakeholder Workshop event on 3rd September as it does not create any harm/ issues.
Welcome bungalows (not just low-level apartments) for older people. Affordable housing (especially for younger people to get on housing ladder)	There will be a full mix of homes across the site of a range of sizes and tenures. This will include affordable homes in accordance with planning policy.
Carbon neutral homes	The Government is currently consulting on 'Delivering the Future Homes Standard' and initiatives are likely to be adopted in the next year. The Government aims to cut carbon emissions in new homes by almost a third and this site would conform to the new national standards proposed.

## 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:



Comments	Response
Maintain existing ponds in the area as well as ensuring ongoing maintenance of green spaces	Existing ponds within the site will be maintained within green landscape buffers. Further assessment and mitigation, where required relating to ponds, will be covered within the ecological assessment reports that will be submitted with the planning application.  Long-term management arrangements, which make provision for community stewardship, are currently being explored and we are engaging with North Weald Parish Council to discuss.
The proposed extension of the Green Wedge from Harlow into Latton Priory is welcomed. It will help continue relatively undeveloped land into the wider countryside. Mixed views were expressed about the Sustainable Transport Corridor (STC) within the Green Wedge	The Green Wedge is a critical part of the green infrastructure strategy for Latton Priory both as a multi-functional amenity, as well as a providing a green link to the open countryside to the south.  The provision of the STC within the Green Wedge reflects their historical role of providing green movement corridors across Harlow, as set out in Gibberd's original masterplan for the town.  The STC is part of the Harlow and Gilston Garden Town (HGGT) Vision. Our understanding is that the route will be developed as a guided bus route and will be 'green' rather than a fully constructed carriageway. The options for this and other STC routes were tested and reviewed in developing the HGGT Sustainable Transport Corridors Strategy.
The proposed preservation of the site's natural assets to form the heart of the masterplan is welcomed. With regards to the natural environment specifically, significant consideration should be given to ensuring a net gain in biodiversity  How will you protect wildlife?	The masterplan follows a landscape-led approach with consideration of green infrastructure underpinning the masterplan proposals. A green infrastructure plan and supporting management plan is to be prepared to support the planning application.  The proposals will seek to provide a net gain for biodiversity as per the NPPF and local planning policy. This will be achieved through the provision of green space, retention, protection and enhancement of existing high value habitats such as ponds, hedgerows and woodland blocks. Features such as bat and bird boxes will also be included within the scheme.  A suite of ecological surveys and assessments have been undertaken to inform the proposals. We will implement measures to protect wildlife, including adequate habitat buffers around the offsite badger sett, to ensure wildlife is not significantly impacted by the proposals.  Open space will be designed to benefit wildlife as well as people, with semi-natural features incorporated throughout to provide foraging and dispersal habitat, as well as opportunities for breeding, shelter and hibernation.
I live adjacent to the site and would like to know what buffer screening is proposed  What is happening to the nursery land to the South of Corner Meadow?  Why is there more green space to the south than north?	The nursery is in separate ownership and we don't have any information about this. The landowner or local authority maybe able to provide further information.  The northern boundary of the site is defined by hedgerows and trees. In places the hedgerows are substantial and provide containment and screening. Where there are gaps it is proposed to provide infill hedgerow and tree planting with a view to providing a soft green edge to the development, while still integrating communities.  The Green Wedge would also be extended from Harlow centrally into the site, designed as a new park with foot and cycle connections from Harlow through the site into the extensive green spaces on the southern edge.

## Sustainable travel and connectivity

- There is an aspiration for 60% of journeys to be made by sustainable travel
- The site lies between two key rail/underground stations. Six bus routes link to these two stations, with other routes linking to Epping or Harlow Town Centre
- Improved walking and cycling connections will be delivered into the town centre
- There will be junction improvements and investment into infrastructure to provide for safe movement to, from and around Latton Priory
- The Council's proposed Sustainable Transport Corridor (STC) could include extending the Green Wedge to provide cycle, pedestrian and bus linkages into the heart of the development, as well as providing an on-site Mobility Hub. Proposals defining the nature and form of the Corridor and Hub are still emerging, and we are contributing into these measures.

Ideas raised regarding transport included:

Comments	Response
Cycle, public transport and road links needed to Epping (including links to the tube)	<p>Consideration will be given to pedestrian/cycle and public transport links from the site to the wider area to ensure that the site is both permeable and well connected. We are looking at improving existing links as well and a package of travel planning to ensure the development is sustainable.</p> <p>A comprehensive Transport Assessment (TA) will look in detail which will assess the impact of development trips on the network, including links to both Epping and Harlow. The TA will assess the ability to travel by all modes of transport to ensure that sustainable transport opportunities are maximised.</p> <p>The development proposals will be supported by a Framework Travel plan which will include a comprehensive range of measures to promote active travel encouraging walking, cycling and public transport trips.</p>
Walking routes and cycling routes to encourage people to walk	<p>Sustainable links will be more direct to encourage their use, whereas driving routes will not be direct and speed limits will be kept to an acceptable and agreed level across the site.</p> <p>Consideration will be given to pedestrian/cycle and public transport links from the site to the external environment to ensure that the site is both permeable and well connected. Internally, footpaths and cycle ways will link into the public open space offering a range of local and mid-distance circular walks.</p>



Comments	Response
In addition to M11 Jn 7 improvements and the delivery of Jn 7A, local road improvements are required (Rye Hill Road, A414 Commonsie Road, Paringdon Road, Southern Way were all mentioned)	<p>The development proposals will include a highway mitigation package of improvements for all junctions and links identified as requiring improvement to accommodate the proposed development.</p> <p>Where required, additional infrastructure enhancements for all modes of travel will be included and delivered through the agreed mechanism (S278, S38 or S106). In addition to the above, speed limits surrounding the site and traffic management will also be reviewed and adapted where necessary in the interest of highway safety.</p>
Where are the access roads proposed?	<p>The new site access on London Road would be at least 350m south of McDonalds, the exact location is yet to be determined. There would also be an access road onto Rye Hill Road. The location of any junction onto Rye Hill Road is not fixed and there would be several technical criteria to consider when assessing its location. The current position of the entrance to the site is the preference of ECC. The proximity of the junction to existing residential dwellings can be assessed to mitigate any impact on residential amenity.</p> <p>The treatment of Rye Hill Road and the surrounding environment will be subject to detailed assessment and highway mitigation options with the potential to restrict use as a vehicular through route thereby preserving the nature of the rural road and creating a more suitable environment for other road users and the wildlife that crosses the route.</p> <p>We will engage with Rye Hill Road residents to discuss their preference and there would need to be further consultation before this is finalised.</p> <p>There are no vehicular accesses proposed to the north.</p> <p>Discussions are in place to identify the potential for new connecting safe bridle routes</p>

Comments	Response
Improve public transport so it is viable, reliable, comfortable, regular, cost effective and runs all day. Consider extending the Oyster	We shall be liaising with public transport providers to ensure that the development is well connected and where possible, services are maintained and potentially improved along viable corridors. The service provision, timetabling and pricing is out of our control; however, we shall work with the provider to seek service enhancements where possible, potentially including incentives.
Consider car share and free bike schemes	A full range of travel plan measures will be implemented including car clubs, car share and bicycle initiatives to reduce the reliance on private motor cars.
Consider early delivery of STC to reach modal share targets. In this context it is welcomed that the masterplan indicates an east-west avenue as the main vehicular access, supplementing the STC and minimising traffic impacts on amenity of existing residential neighbourhoods. Providing the east-west avenue would ensure that long term resilience of the H&GGT can be ensured, through the provision of key infrastructure that could facilitate future developments beyond the current plan periods	<p>The development masterplan is evolving in full regard to the Harlow and Gilston Garden Town Vision and Local Planning Policies.</p> <p>It is informed by the traffic modelling undertaken to evidence and underpin the local transport plan and the Sustainable Transport Corridors Strategy and Delivery Plan.</p> <p>The development proposals will be supported by a Transport Assessment including a highway mitigation package to manage the impact on the network.</p> <p>Additionally, to ensure that mode shift can be achieved the development will be supported by a Framework Travel Plan including a range of measures aimed at achieving the mode shift target of 60:40 in accordance with the HGGT Vision.</p>
Footpath and cycle links directly into Harlow will ensure development is properly integrated. Same consideration needed for cycling. Give regard to the Local Cycling and Walking Infrastructure Plan (LCWIP) being developed. Provide links to new retail, education and community provision	<p>Consideration will be given to pedestrian/cycle and public transport links from the site to the external environment to ensure that the site is both permeable and well connected.</p> <p>As the masterplan evolves further detail will be included to better articulate the links.</p>
Consider the need for increased sustainable travel by bus to both the south of the development, and to and from North Weald. The consultation response sheet identified cycle and pedestrian links to the south as being important but is silent on how important bus links are to the south - these are possibly even more important than cycle and pedestrian links. This needs urgent consideration	<p>The development proposals are evolving and are by no means fixed.</p> <p>We are aiming to deliver a sustainable development and to ensure that mode shift can be achieved. The development will be supported by a Framework Travel Plan including a range of measures aimed at achieving the mode shift target of 60:40 in accordance with the HGGT Vision.</p> <p>Potentially, in addition to a main transport hub in the community centre, mini-hubs/ stops will be located conveniently across the site to ensure that all residents have convenient access to public transport (within 400m).</p> <p>We shall be liaising with public transport providers to ensure that the development is well connected and, where possible services are maintained and potentially improved along viable corridors.</p>
Additional transport movements should be mitigated	The highway network surrounding the development will be considered in detail as part of the development assessments including traffic surveys, traffic modelling and highway mitigation/management. In addition, noise and air quality will be assessed to ensure that impacts are mitigated, and the environment is protected from harm.

### Indicative Local Centre Layout



1. Buffer Screening    2. Care Home    3. Small Business Units    4. Café/Restaurant    5. Central Square



6. Local Bus Stop



7. Play Area



8. Sustainable Transport Corridor Bus Stop



9. Landscaped Pedestrian / Cycle Route



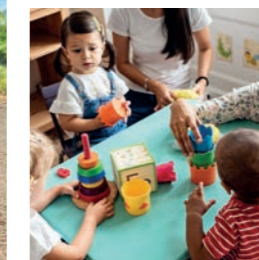
10. Primary School



11. SUDs Ponds



12. Retirement Apartments



13. Nursery



14. Secondary School



15. Transport Hub

