

Latton Priory, part of the Harlow and Gilston Garden Town

Epping Forest District Council's (EFDC's) Local Plan sets out how the district's housing and employment needs will be accommodated in the period up to 2033 and includes proposals for development at Latton Priory, south of Harlow.

Latton Priory is part of the Harlow and Gilston Garden Town (HGGT), which was designated by Central Government in January 2017.

The development will include places to live, work, learn and socialise, with a range of community facilities, sports and play provision on land around Latton Priory Farm to the south of Harlow and west of London Road and the M11.

The Latton Priory community will be planned as a high quality, vibrant and distinctive neighbourhood which is well integrated with surrounding communities, with investment into infrastructure such as education, healthcare and transport improvements.

To ensure high standards of design, a Strategic Masterplan Framework (SMF) has been progressed by the developers, CEG and Hallam Land Management, working together with EFDC and HGGT team.

The SMF sets out the design principles for future proposals for the new neighbourhood at Latton Priory and includes an illustrative masterplan which shows one example of how the new neighbourhood could be laid out.



Following extensive consultation in 2019, a further public consultation ran from the 17th November 2022 until the 23rd January 2023. The SMF and consultation materials can still be viewed at www.lattonpriory.co.uk

This brochure explains the engagement process, public consultation feedback and how this has been taken into account as the SMF has evolved. Following formal consultation and extensive review and scrutiny by the council, professional team and HGGT partners, the SMF has been endorsed by EFDC, and can be taken into account as an important material consideration in the determination of future planning applications.

You can download a copy of the SMF here: <https://www.eppingforestdc.gov.uk/planning-and-building/planning-policy/strategic-masterplanning/latton-priory-strategic-masterplan/>

In due course, CEG and Hallam Land Management will prepare a planning application in accordance with the Council's policy for this site and this would be designed using the principles set out within the SMF. There would be further consultation regarding the planning application.

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 for updates.

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



Latton Priory, part of the Harlow and Gilston Garden Town

Pre-2019 Consultation

Meetings with:

- Local Authorities
- Parish and Town Councils
- Service providers
- Community, environment and business groups
- Series of public consultations
- First Quality Review Panel (QRP)

Spring/Summer 2019

Consultation:

- Second QRP
- Workshop with North Weald Bassett (NWBNP) Neighbourhood Plan Steering Group
- Meetings with officers
- Engagement with statutory consultees

Autumn/Winter 2019

Consultation:

- Stakeholder workshops
- Public consultation events were held in North Weald and Harlow
- 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.

November 2022 – January 2023

The developers, in conjunction with EFDC and the HGTT team shared the draft Strategic Masterplan Framework document and invited comments as part of the next phase of consultation.

It was advertised by way of a personal letter to almost 4,000 local homes (in Thornwood, North Weald and Harlow), with the flyer being sent to Harlow and Epping Forest Councillors, Parish Councils, local stakeholders and groups and statutory consultees. It was also widely promoted on social media, including local community sites and the Harlow and Gilston Garden Town channels and articles appeared in Epping Forest Guardian and www.thisislondon.co.uk. This publicised where information was available, via the website, as well as exhibition boards and comment forms being available at Epping and Harlow Council offices. A community Q&A event was held online, which more than 50 people dialled into.

Spring 2020

A brochure was produced outlining the feedback following the 2019 public consultation events were held in Thornwood, North Weald, Epping and Harlow.

This document set out the responses, how the feedback was taken into account and explained the updates that had been delivered to the masterplan.

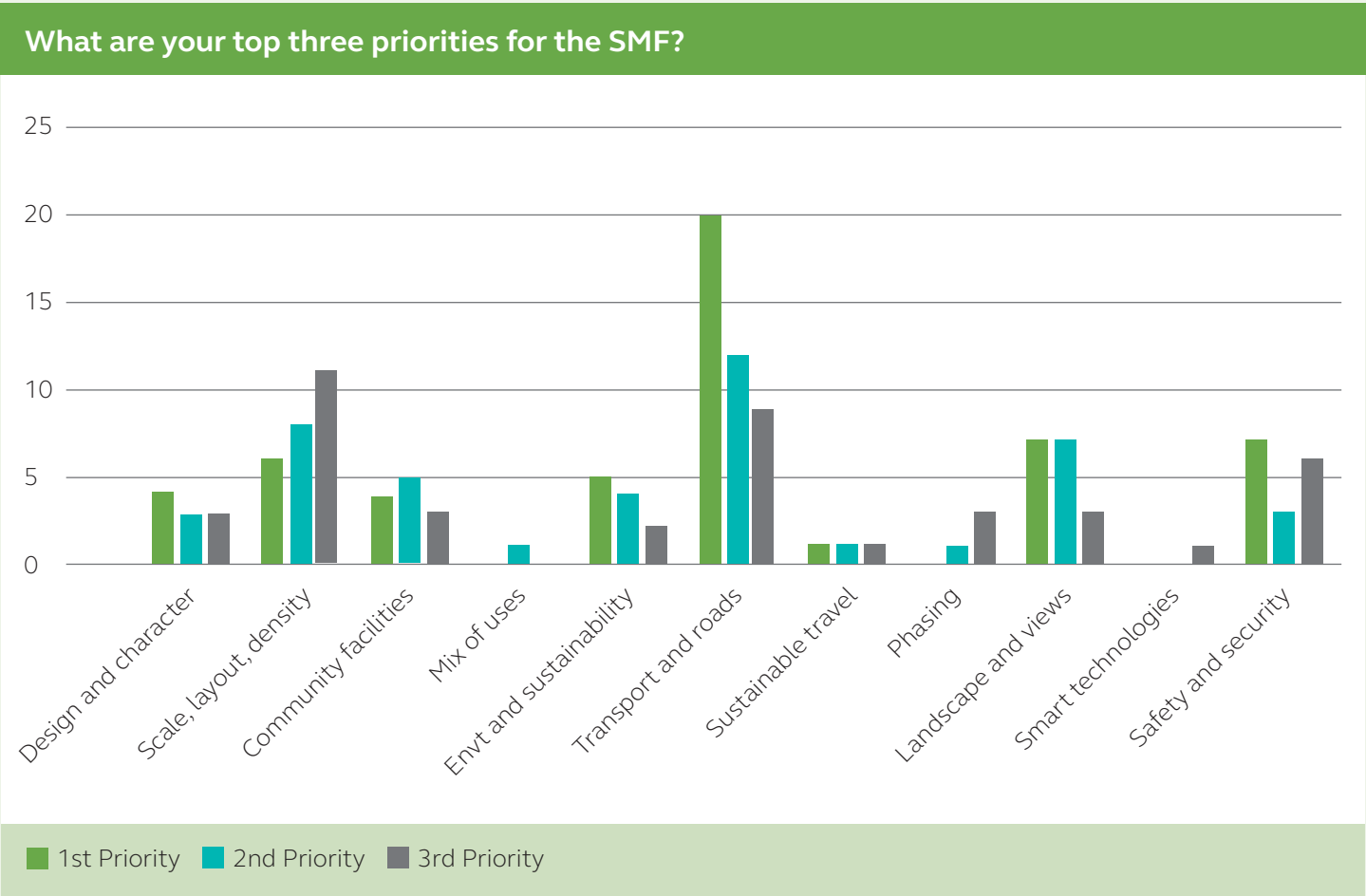
Consultation Feedback

Following engagement with communities across Epping and Harlow, sharing the concept masterplan, vision and approach to travel and sustainable transport, green spaces and connectivity, land uses, community and place, more than 350 people logged on to review the website and we received 128 responses from residents in Epping and Harlow, as well as local organisations and statutory consultees.

Concerns were raised about congestion, access, the principle of development in this location and the need for and location of, gypsy and traveller pitches. Comments were made on the facilities proposed, including the need for, education, healthcare and community buildings. It was raised that shops should be within walking distance and for local use rather than attracting people in to shop, this way Harlow and Epping can also benefit from new resident spend.

Green spaces were welcomed and design, maintenance and stewardship of these was noted as vital. Importance of the environment was highlighted with a preference for biodiversity areas, planting, woodland, wetland and grassland. Opportunities to cycle, walk and the need for paths suited to a variety of uses, including horse riding were highlighted.

The feedback is summarised below.

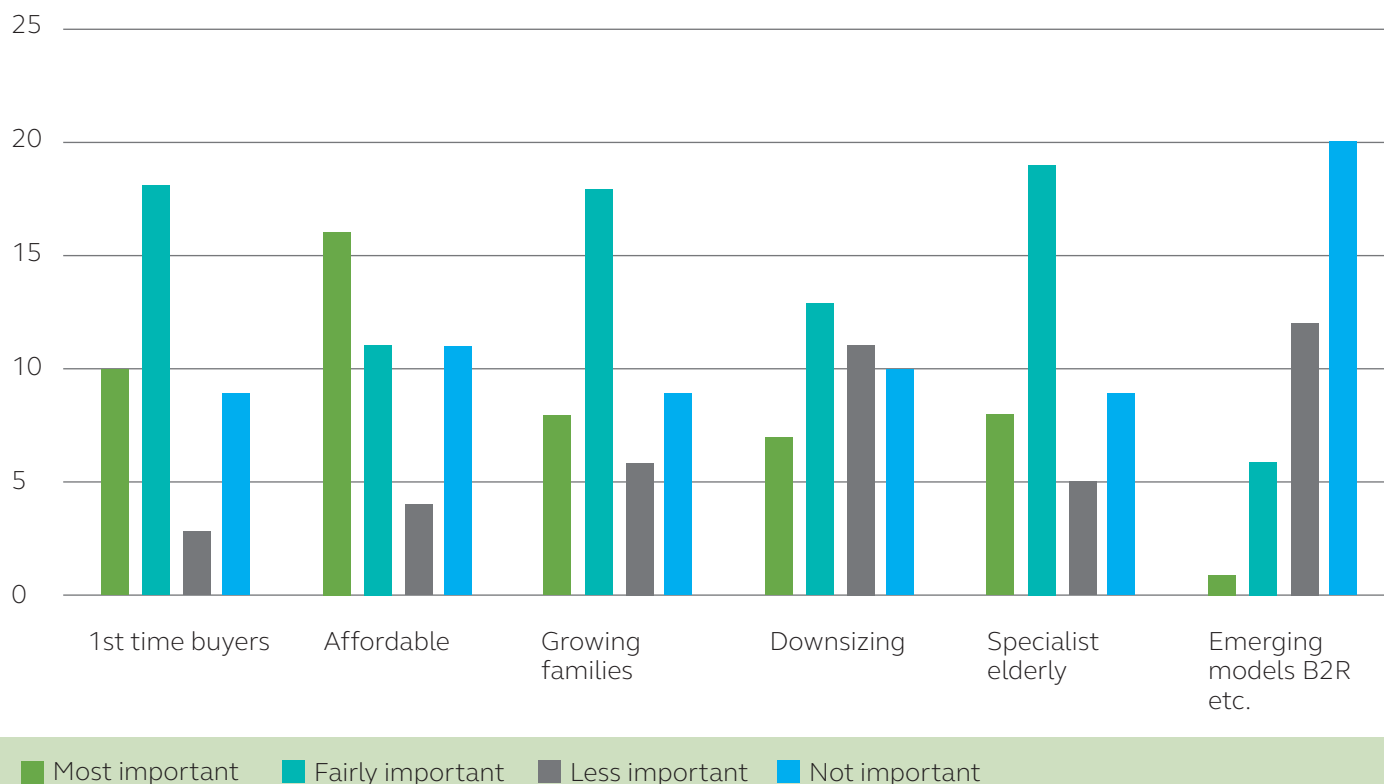


While many of the queries raised during the consultation process refer to detailed matters which would be considered in due course as part of the future planning application, the feedback has been carefully reviewed.

The SMF sets out the principles for the development and the forthcoming planning application would consider the above in more detail, especially transport and roads, landscape and views, safety and security, design and scale.

Housing and living

What homes are most needed in the area?



Key themes included:

- Provide a mix of housing for all with different characters and densities
- Respondents were less keen on emerging models such as build to rent
- Not too congested, some with spacious gardens
- High quality, future proofed and sustainable homes are needed
- A good parking strategy is required
- Streets, and homes, to be designed to encourage walking and cycling
- Mix of views expressed in terms of gypsy and traveller site
- Clarification requested regarding numbers and heights of homes



| Comment | Masterplan response |
|---|---|
| The location of the social/affordable housing was queried | No location is specified for affordable housing in the SMF, this would be determined as part of future planning applications. Policy requires 40% affordable homes unless evidenced to not be economically viable. |
| The number of bedrooms and parking spaces with each home was queried | This would be agreed at the subsequent planning application stage, rather than within the SMF. |
| Will bungalows and specialist elderly homes be provided? | Yes, there is potential for the local centre to incorporate specialist elderly accommodation. This would be determined at the subsequent application stage. |
| <p>How many homes will be delivered?</p> <p>1,500 homes would have implications for several infrastructure and development mitigation requirements so further clarification regarding quantum is welcomed</p> | EFDC's Local Plan requires a minimum of 1,050 homes. However, initial site feasibility capacity studies indicate this could increase up to 1,500 homes (subject to further assessments) of mixed size and tenure. Subsequent planning applications would provide details regarding the infrastructure and appropriate development mitigation. |
| Clarification sought on the additional three parcels outside of the Local Plan boundary | <p>The solid red line boundary shows the area under consideration in this SMF document. It includes areas that are controlled by the site promoters CEG and Hallam Land Management Ltd (HLM), 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.</p> <p>There is one site which is not in the SMF boundary, which is north of the site, to the west of Riddings Lane and is a Harlow site allocation (HS2-4).</p> |
| <p>The approach to the heights of the homes was queried. It was requested that development not be visible from Harlow.</p> <p>Page 49 states under Place-making and Design that one of the guidance points from the HGGT Design Guide is that buildings should be 2-storeys in height to maintain the natural horizon, further wording suggests that the site promoters feel this is too restrictive to achieve the number of homes required along with the densities and modal shift. There needs to be a clear understanding as to what takes priority – good design or housing numbers.</p> <p>Are 2-3 storey homes overlooking Corner Meadow proposed with no green barrier - loss of privacy, safety and environment and reduction in value of Corner Meadow Properties - there is a TPO in place?</p> | <p>The Local Plan provides a minimum housing requirement for the site. However, keeping within two-storeys across the site and below the natural horizon, prevents this number from being achieved.</p> <p>The Design Review Panel (who have reviewed the scheme on three occasions) have encouraged a higher number of homes to help support the community facilities, such as primary schools, secondary school, shops etc...</p> <p>A mix of building heights and densities helps with character, place-making and the creation of a sustainable community, as well as providing a variety of housing, including affordable.</p> <p>Section lines drafted show that whilst development on the higher ground will be restricted to generally two-storeys, there is scope for development within lower parts of the site to be increased in height to 2.5 or three-storeys. It should be noted that the building heights plan shows maximum heights – i.e. not all buildings will be 2.5 or three-storeys in the areas shown.</p> <p>The development will be set back beyond landscaped green space, this will soften the northern built edge and provide direct access for existing residents into the public open space network that the development will provide</p> <p>Development adjacent to Corner Meadow is up to 10.5m. This can include either buildings up to 2.5 storey or three-storeys if this is within the 10.5m limit.</p> <p>There is existing tree screening between the site and Corner Meadow. The illustrative masterplan has been amended to show increased tree screening along this section of the boundary between Corner Meadow and the site.</p> |

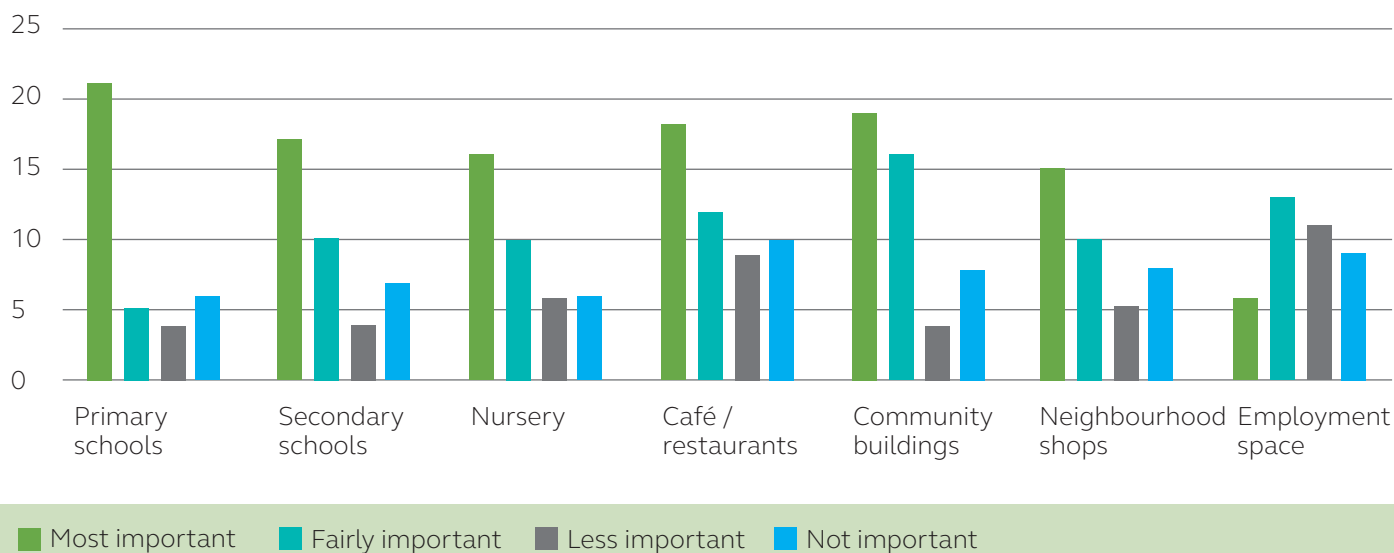
| Comment | Masterplan response |
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| <p>Clarify the 'build to' line in terms of the ridge and building heights in this area.</p> | <p>The adopted Local Plan identifies a "build to line". Originally identified as the Green Belt boundary in the Submission Local Plan in 2017, this was subsequently changed in the Proposed Modifications and adopted Local Plan (March 2023) 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. Building heights within the site are not assessed against this plateau and are not required to fall below it. Instead, they are assessed against the wooded backdrop on the plateau (part of which exists and part of which will be planted).</p> <p>Policy SP4.1 of the Local Plan states 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. These principles have been followed in the Masterplan Framework. The parameters plan will include maximum building heights.</p> |
| <p>How will it be designed to deter crime in housing and public realm areas? Can there be consideration for the orientation and positioning of dwellings; increasing the opportunity for natural surveillance, community interaction, engagement, and environmental control?</p> <p>Essex Police welcome the implementation of a Design Code for the development, as the use of codes ensures a level of consistency, quality and sustainability across the whole development. They welcome working alongside the developer/Council to design out crime.</p> | <p>The SMF sets out principles which lay the foundations for a safe environment such as the design of streets and public spaces with strong street frontage, dwellings facing streets and public spaces and high levels of natural surveillance. This includes frontages facing open spaces.</p> <p>Detailed design of these spaces following on from the principles set out in the SMF will be a matter for the Design Code and subsequent planning applications. We would engage with statutory consultees, such as Essex Police, pre-application</p> |
| <p>Part of the development is a former nursery site on Riddings Lane, Harlow (north of Riddings House)</p> <p>1) What number of properties is envisaged for that area?</p> | <p>If this is referring to the north-east parcel which is within the SMF boundary (adjacent to Corner Meadow) this area could accommodate between 45 and 60 homes, subject to further testing and design development. There would be further opportunities to comment on more detail at the planning stage.</p> <p>It should be noted that the final number of dwellings within each parcel has yet to be determined and will ultimately be determined through reserved matters applications.</p> |
| <p>Curving streets are in character with the area. Huge neighbourhoods of Harlow were deliberately and carefully designed like that. Some (e.g., Bishopsfield) won national design awards</p> | <p>References here are taken from the work done on the North Weald Basset Heritage and Character Assessment and Design Guides.</p> |
| <p>The HGGT guidance and the TCPA Garden City principles were welcomed as it would result in a higher quality place than some other recent developments.</p> | <p>This response is noted.</p> |
| <p>Traditional, rural design of properties on the southern border facing Rye Hill Road was welcomed.</p> | <p>This response is noted.</p> |

| Comment | Masterplan response |
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| <p>Concerns were raised regarding the inclusion of and number of Gypsy & Traveller (G&T) sites. Issues raised included effect on house values, effect on vibrant community, crime, safety & anti-social behaviour, fly tipping, if there is a need for G&T site, access, screening, visual amenity</p> <p>Queries were also raised as to whether the Fern Hill La site would remain.</p> <p>Mixed views expressed in terms of location of the proposed G&T site. Location two was least liked. A number of comments were made regarding either no site being included or any site being as far away from existing residents as possible.</p> <p>Issues with existing site were raised</p> <p>Gypsy and traveller site:</p> <p>Cons as acknowledged in the SMP</p> <ul style="list-style-type: none"> • May negatively impact sense of arrival from Rye Hill Road • Potential disturbance from trailers affecting proposed settled communities along the sites western edge (Rye Hill Road) • 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 If HGGT are determined to action one new Latton Priory site then it should be option 3/C on the East side of the site which offers direct access to the London Road / M11. This East side location 3/C offers the Gypsy and Traveller community the majority of the criteria that they have expressed as being desirable. (As listed below) We wish to state our strongest opposition and objection to this proposed new gypsy and traveller site. Based on all of Harlow's report evidence we do not see HGGT's case for needing even one new site. <p>Essex Police - G&T site: Essex Police would request at the appropriate stage within the planning process early consultation with the DOCO regarding the location, proximity, and accessibility of the proposed site. This is to ensure that the relevant consultations within Essex Police are made to enable an integrated coexistence between the site and the local community.</p> <p>Size of pitches was queried</p> | <p>There is a requirement for a gypsy and travellers site at Latton Priory – as set out in the emerging Local Plan. Three pitches are required.</p> <p>This does not affect the existing site at Fern Hill Lane. 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'.</p> <p>This, along with a workshop with EFDC, has informed the production of a series of criteria (see below) for the selection of potential site locations.</p> <p>The guidance states that there is no one-size-fits-all approach in terms of pitch size. However, for master planning purposes, we have assumed (based on examples elsewhere) a site size of 0.4ha. Criteria for Site Selection:</p> <ul style="list-style-type: none"> • 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' <p>The inclusion of a site is based on the requirements of the Local Plan. The options shown within the SMF are based on the general requirements of G&T sites and were presented for public consultation to help establish the most suitable location.</p> <p>Essex Police has requested that they are consulted with regard to the location of the G&T site. This and other consultation responses will inform further assessment of the most suitable location.</p> <p>In terms of queries raised regarding the possible location of a G& T site near Rye Hill Road, there is a band of existing and proposed trees and linear open space along Rye Hill Road in order to create a set back to new development and retain the green character of Rye Hill Road. This has been further clarified in the updated SMF.</p> |
| <p>In principle objections to any development, particularly from residential properties closest to the site – effects on house prices, G&T site, privacy and security were mentioned. Loss of green belt/ farmland. Site is too close to Harlow and housing should be nearer to Epping. Requirement for the development queried.</p> | <p>The site is allocated for development in the adopted Local Plan, in order to meet housing needs and provide associated infrastructure. An SMF has been prepared to guide future planning applications for the Latton Priory allocation area.</p> <p>There is a requirement for one G&T site comprising of five pitches at Latton Priory - as set out in the Local Plan based on evidenced need</p> |

The Community Hub and Local Centre

By providing a comprehensive mix of facilities on the site, we can create a vibrant community and reduce the need to travel. Respondents felt the following were the key priority:

What types of facilities are most important?



Key themes included:

- Local centre to meet the needs of all ages and to act as a community hub
- Flexible community buildings can be used for a variety of activities
- It should be a vibrant place with areas for events and play
- The school could perform a wider community function and include facilities for the public from library to sports and activity space
- The local centre should complement rather than compete with nearby centres and hatches
- Consider how community and stewardship can be built in from the outset
- Healthcare and educational provision welcomed at the site

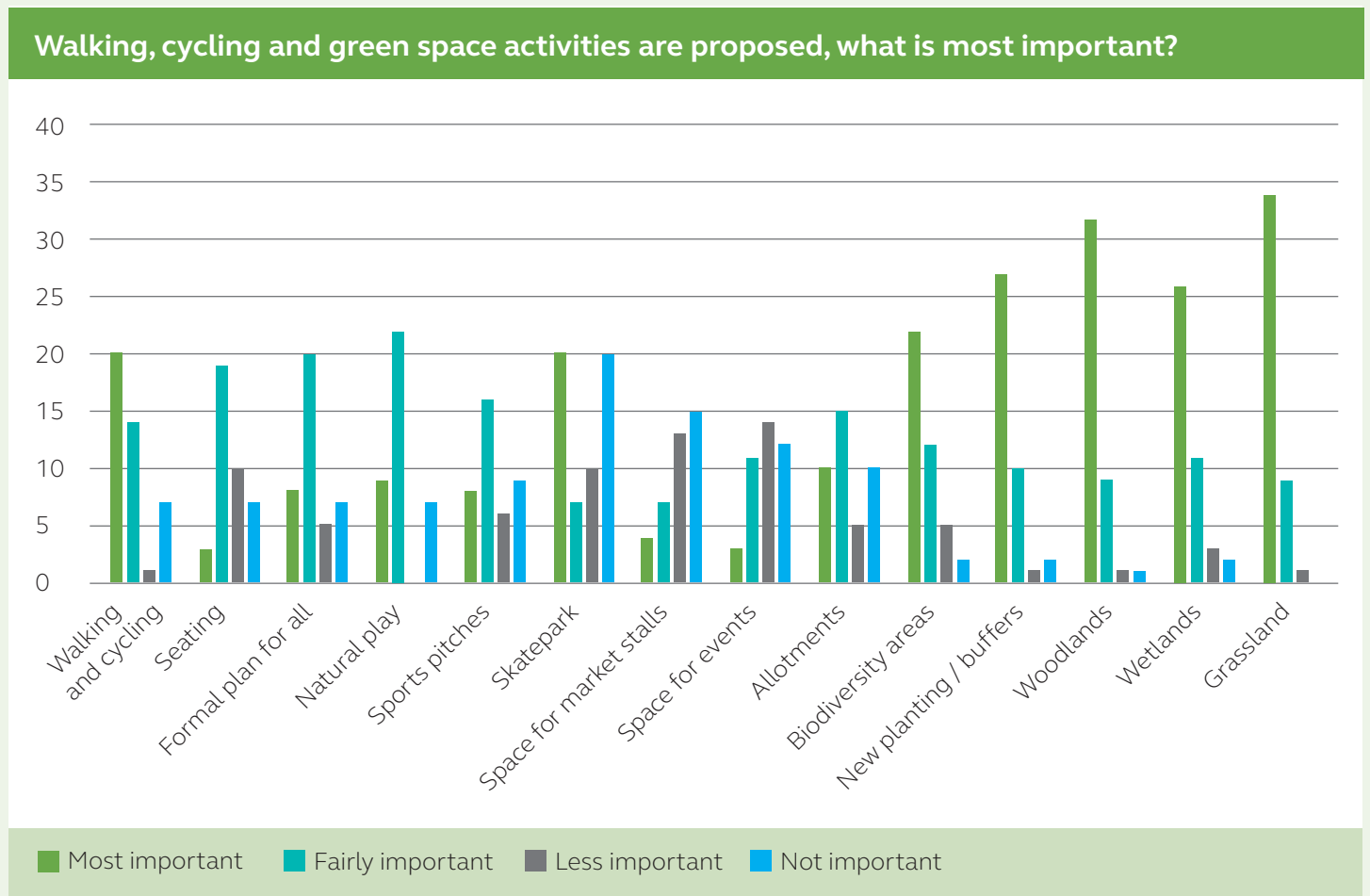


| Comment | FAQ response |
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| Healthcare provision - Doctors, hospitals, dentist provision all need to be considered | <p>The neighbourhood will include a primary school, secondary school and other community and commercial uses in the local centre.</p> <p>The SMF has been amended to make provision for a health facility within the local centre. The nature and size of this facility is to be agreed with the local Integrated Care Board (ICB).</p> |
| How would the delivery of new infrastructure be phased? | <p>Infrastructure would be delivered alongside the housing.</p> <p>The local centre, primary school, secondary school, the main Mobility hub, East-West Avenue between Rye Hill Road and London Road will be provided for by certain population size triggers in accordance with evidence submitted as part of the planning application with the goal of early delivery where feasible and reasonable to support the sustainability and cohesion of the new community.</p> <p>There is the opportunity to provide temporary meanwhile uses in the local centre in the interim period whilst the neighbourhood population increases but before the construction of retail and community facilities.</p> |
| Concerned about the strain on schools. How will the delivery of the schools be guaranteed? Is the development large enough to support a secondary school? | <p>A new primary school and a secondary school will be delivered on site. There will also be developer contributions through the S106 legal agreement into additional education provision, as required, to manage the increase in local residents due to the development. We continue to engage with the education authorities.</p> |
| Which catchment area will this fall into in terms of healthcare, education, Council Tax and other services? | <p>Education and highways investment would be managed by Essex County Council and healthcare by the Integrated Care Board/NHS for this part of Essex. In terms of Council Tax, this would be collected by EFDC and used to fund services, such as waste, with contributions made to the relevant emergency services for the area.</p> |
| What guarantees will there be regarding the delivery of the proposed infrastructure | <p>The infrastructure provision is a policy requirement and would be a legal requirement through the S106 agreement.</p> <p>It is in everyone's interest to deliver the infrastructure according to the agreed phasing plan as this creates the community and place and makes housing more attractive.</p> |
| The site is too far from local amenities | <p>A new walkable local centre is proposed which would deliver shops and services, such as healthcare and community facilities, alongside new education provision. This will provide day to day provision to reduce the need to travel. However, the new residents will also provide an economic boost to leisure and retail facilities within Harlow and Epping, to which there will be public transport connectivity.</p> |
| More retail will mean more traffic, why not have retirement and passive uses that don't generate traffic | <p>The retail provision would be local neighbourhood shops to meet the day to day needs of residents on the development, designed to reduce the need to travel not to be destination retail which attracts people from a wider area.</p> <p>Homes and facilities for those in retirement are proposed as part of the mix.</p> <p>The local centre could accommodate a retirement/care home/extra care as shown in the local centre preliminary sketches.</p> |
| I am excited by the possibility that the centre of Latton Priors might provide services and facilities not currently available to Harlow residents. Leisure facilities, local pubs and restaurants for example. | <p>A mix of facilities would be provided. The local centre could include food retail such as a pub or restaurant. A variety of uses would be applied for at the planning application stage.</p> |

| Comment | FAQ response |
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| Consider adoption and accreditation to the relevant 'Secured by Design – Commercial and School Design Guide' for the development of any neighbourhood centre, school provision and or commercial enterprise. Maximise opportunities to design out crime and the fear of crime during the pre-application stage. | Noted. This would be considered as part of the planning application. Employment use will form part of a mixed-use local centre and therefore will not be a separate single use area of employment uses. It will form part of an area which includes residential which would provide natural surveillance. We would engage with Essex Police to discuss further at pre-submission stage. |
| Can a police station be included, how will the policing system cope? | A police station is not envisaged to be included. Engagement has taken place in respect of the Local Plan and the Infrastructure Delivery Plan, and no requirement has been identified. However, the police will be a statutory consultee to the planning application and will make representations. |
| Looks like a good layout with a central commercial centre and easy access to other facilities from the zoned housing. | This response is noted. |
| Harlow has crumbling and inadequate infrastructure which has been underfunded and poorly maintained for many years. | New residents will help to boost local shops and services. There will be good public transport links into Harlow so that Harlow can benefit from the new residents' spend. |
| Easy access to schools through sustainable transport with car free environments, little or no drop off parking provision, reflecting current national trends might be good for Latton Priory residents but not good for Thornwood, Hastingwood and North Weald which will use the school. How will they be able to access the school via sustainable transport methods? | If pupils attend the new school from other areas then the expectation would be they would travel by sustainable means including school bus. This is a matter ultimately for Essex County Council (ECC) which will be responsible for delivery of the school. |
| ECC as the Education authority has identified the education requirements. The site and surrounding area will need to accommodate the design requirements set out in the relevant ECC guidance e.g. the ECC Developer's Guide and the School Organisation Service's document 'Garden Communities and Planning School Places'. The focus should be on providing a traffic free environment around the school as well as promoting active travel. A Land Compliance Study must be submitted alongside any planning application. Going forward, more detailed discussions will be required to ascertain how education provision will be secured through the planning application and S106 process. This will require further engagement with the wider education team within Essex including Early Years, Special Education Needs (SEN) and Adult education etc. | Noted. There has been extensive engagement with ECC about the masterplan framework and regard has been had to the ECC guidance. It is understood that ECC is satisfied about the location of the schools. |
| Latton Priory should provide sufficient employment provision with the site so that the development is balanced and sustainable. Proximity to employment opportunities is key to encouraging sustainable travel. The emerging EFDC Local Plan acknowledge this need and allocated approximately 1ha of employment as part of the Latton Priory allocation ¹ , will is supported. It is not clear from the LPSMF, how and when the additional 1ha of employment land will be delivered, when it will be serviced by the developer for use. | <p>The Local Plan allocates an additional 1ha of employment land at Dorrington Farm (RUR.E19A). Dorrington Farm is not part of the SMF area.</p> <p>In order to prioritise the vibrancy of the local centre and the quality of the local centre environment, small scale employment uses could form a constituent part of the mix of uses in the northern part of the local centre.</p> <p>Employment uses could include offices, workshops, some small-scale light industrial uses, professional services or live/work units if the demand arises. An illustrative layout of the local centre and the distribution of employment uses is shown in section 8.</p> |

Walking, cycling and green space activities

Well over 50% of the site will be new, accessible green, open spaces. We asked respondents what they felt was important. The response was:



Key themes included:

- Green spaces between new and proposed homes
- Design, maintenance and stewardship is important
- Adaptable and multi-functional places and spaces, accessible and usable by all ages and abilities
- Connection to nature, health benefits noted
- Importance of the environment was highlighted with a preference for biodiversity areas, planting, woodland, wetland and grassland
- Varied playing areas and sports pitches for all
- Opportunities to cycle, walk and the need for paths suited to a variety of uses, including horse riding were highlighted
- Protection of existing woodland was noted
- Skatepark and space for market events was deemed least important



| Comment | FAQ response |
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| Sports England has identified that 4.82 pitches would be broadly appropriate for supporting a population generated by 1,500 dwellings. It would be helpful to clarify estimated population. A 3.06 ha site to accommodate up to 5 pitches could be acceptable depending on pitch type and space. | Noted. The calculations are based on development of 1500 dwellings at an average of 2.4 persons per dwelling. |
| Sport England and the sports governing bodies advise new sports grounds in major developments to be designed so that they can accommodate at least two senior football pitches and a nine pitch cricket square and associated outfield (the football pitches would be located outside of the square in the outfield area. | In accordance with Sport England advice and guidance from the sports governing bodies, the sports grounds provision will be designed flexibly but will be capable of accommodating at least two senior football pitches and a nine-pitch cricket square. |
| New greenway routes should run around the perimeter of the sports ground rather than through the centre of it. | The greenway route that passes between the pitches on the masterplan / Green Infrastructure (GI) plan has been removed. A route is already provided along the western edge of the pitches which connects with an east west route to the south. |
| Can the amenity grass proposed to the west of the sports pitches be designed so that it could be used in the future for additional sports pitches as well as informal recreation (as the principal use) if required by the community? The space would need to be sufficiently level and free of footpaths, trees and other constraints to facilitate potential sports pitch use; | The adjacent field to the west is proposed as an amenity grass kickabout area and will be suitably level by virtue of its position on the plateau landform. It can therefore easily be marked out as a mini football pitch if required. |
| The sports ground will need to be supported by a pavilion, parking and access, to provide essential ancillary facilities such as changing rooms, toilets, refreshment, social and storage facilities. | The sports ground will be supported by a pavilion to provide essential ancillary facilities and also associated car parking provision if necessary. This will be part of future design. |
| The boundary between Rye Hill Park and the proposed secondary school to the east should be designed to facilitate pedestrian access without compromising security. | The boundary around the school is not detailed at this stage, but it is likely to be palisade fencing with a hedgerow or similar. At the appropriate stage in the planning process, if required, it can be designed to include pedestrian and / or vehicle gates. |
| The proposed phasing of the development set out on page 154 of the document which proposes that Rye Hill Park will be provided in the first phase of the development is welcomed | This response is noted. |
| In addition to sports pitches provision for other types of outdoor sports facilities such as tennis and netball courts should be considered, this can be within public parks. An alternative for tennis and netball provision would be dual use of a multi-use games area (MUGA) provided on the secondary school site with an uplift to meet community needs. | Latton Park and Rye Hill Parks are both parks of informal / rural edge character, and Latton Park will be on a sloping site. Both parks would be unsuitable for this hard, urban type of provision. This could be explored as part of the future development of the school proposals. |
| The development would also generate demand for additional 3G artificial grass pitch (AGP) provision, potentially at the secondary school. A 3G AGP could also meet some of the demand for natural turf football pitches if the Rye Hill Park site cannot accommodate the full range of football pitches. | A shared facility located at the school which provides for a 3G artificial grass pitch (AGP) will be explored. This complies with policy D4 of the Local Plan which encourages a more flexible use of community space and maximises opportunities to co-locate activities and services where possible. |

| Comment | FAQ response |
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| Indoor facilities: No specific reference appears to be made in the masterplan to how the additional indoor sports facility generated by the development could be met although reference is made in the 'Stewardship' section to a potential leisure centre on the secondary school site. Consideration should be given to how this can be delivered. | Policy D4 supports dual use of school sports facilities by the community and provision for facilities onsite will be made where possible, or where a financial contribution towards off-site provision will be made in accordance with the standards in the Infrastructure Delivery Plan and ECC "Developers Guide to Infrastructure Contributions" and further details will be provided as proposals develop in future planning applications and in discussion with EFDC and ECC. |
| Active Design: the specific reference on page 86 of the document to the Active Design principles being a key component in establishing the masterplan is welcomed. | This is noted. |
| More facilities for recreational cycling. A running track was requested | A variety of pedestrian and cycle paths will be provided across the neighbourhood. There will be a circular walking route in the SANG, which could be used for running. A formal running track is not a requirement of the development. |
| I would strongly suggest considering locating the sports pitches, recreational spaces, allotments and community orchards to the north-west of the Latton Priory development. They might well serve to create a 'commons', where residents of Latton Priory and Harlow Common might intermingle, especially younger residents. | The green fingers, parks and SANG within the neighbourhood would be integrated into the surrounding routes and links so that all the green space within the new neighbourhood is easily accessible to existing residents in the surrounding area. |
| <p>Green space: Skatepark. I would encourage the developer to look to contribute towards the enhancement of such a facility at Berecroft, what plans does HGGT have on integrating Latton Priory with these facilities, given that they would be nearby.</p> <p>There is a brief mention of a skate park, ideally this should be located away from a residential area as noise can be an issue.</p> <p>Are you doing anything to the existing recreational ground behind Berecroft and Spruce Hill?</p> | A skatepark is not envisaged to be included. Discussions regarding the funding of off-site recreation facilities would be discussed as part of the planning application process. |
| Allotments, sports provision, street furniture, play areas - we welcome further engagement as design progresses | For later stage of development process as acknowledged by stakeholder. The SMF lays foundations for natural surveillance through principles outlined. |
| What vision does HGGT have for the provision of leisure activities appropriate for young families in Latton Priory? I ask as there is a deficit of these facilities in south Harlow | The Garden Town initiative is looking at wider needs for all sections of the community. Latton Priory is delivering appropriate play space and extensive green infrastructure. The SMF follows the general principles set out in HGGT Vision for new communities. The SMF makes provision for schools, early years provision and open space in line with the requirements of the Local Plan. The SMF sets out the principles of creating walkable neighbourhoods and also sets out a play strategy for play spaces in the neighbourhood. |
| Are there any plans to incorporate a Man Shed into the area, perhaps near the proposed allotment? | Latton Priory is designed to be an inclusive space for all. No man shed for the wider development is currently envisaged. |
| Green Infrastructure and recreational spaces: I hope that there are discussions underway with various local organisations which are involved in encourage more active engagement in sports and other outdoor activities The route of the long-distance footpath – the Stort Valley Way should be protected and signposted within the proposed development. | It is the intention to protect and signpost the route of the Stort Valley Way. |

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| <p>Essex Bridleways Association ('EBA') welcomes the creation of a new bridleway, creating a link between the existing Bridleway 49 North Weald Bassett and Byway 12 Epping Upland.</p> <ul style="list-style-type: none"> • This is important as it would allow equestrians to ride a route avoiding the busy Rye Hill road, and provide an enhanced and safe route allowing passage westwards and north of Epping Green. • There is a section of existing farm track which would exist to the east within this bridleway link, and providing the surface is well drained and maintained properly, then EBA would be happy for the surface to remain in its natural state, which would be preferable from an aesthetic point of view. • The existing bridleway to Rivetts farm, ie Epping Upland 27 will stay in place and will be unaffected by the new proposed link described above. • We would like to see the upgrade of the footpath North Weald Bassett 1 (drover's road) that leads southwards from Latton Common to join with existing bridleway 49. This would then provide potential access to the bridleway network to the north, particularly if possibly footpath 47 could also be upgraded. • In terms of appropriate surfaces for the new bridleway (s), from an equestrian perspective a bound rubber crumb surface would be optimal, (far better than gravel which can be slippery and can cause infection in hooves if stones become lodged). • Increasingly this type of rubber crumb surface is being used for multi-user routes, given that it is also pedestrian, wheelchair and cyclist friendly. EBA will be happy to provide more information as to appropriate surfaces as required. <p>Need options for horse riding (keep bridleways/include horse riders/provide multiuser paths/ brings education, business opportunities and recreation and will keep historical routes alive.</p> | <p>Engagement has taken place with Essex Bridleways Association ('EBA') and regard will be had to British Horse Society Advice for Access and Rights of Way.</p> <p>This is noted.</p> <p>This is noted.</p> <p>This is being explored and will require further discussions with HDC as footpath 47 falls outside of the site boundary.</p> <p>Bound rubber crumb now referenced in the report.</p> |
| <p>Prefer a country park, but if housing has to happen there is much in this plan which is positive. Main concern is that woodlands and buffer areas should be secured, not surrounded on all sides.</p> <p>New SANG required to reduce pressure on Epping Forest. This should be delivered in first phase. Whilst this design and approach are observed by the Conservators as being correct and positive steps in creating a meaningful SANG that will achieve reduction in uplift of recreational pressure upon the EFSAC.</p> <p>Green Infrastructure and recreational spaces: It is pleasing to that 28.8ha are to be designated as a SANG, but the design of this requires further input from those who are able to do so. Whilst there is a small wetland proposed at the southern extent of the SANG a larger waterbody would enhance it as walking beside such tranquil areas enhances the experience.</p> <p>Proposed SANG is insufficiently well designed and planned to genuinely act as a SANG with insufficient provision, for example, for leisure cycling</p> | <p>Green Infrastructure is a key part of the development. In total there is 28.80ha of SANG, plus 32.48ha of greenspace within the Latton Priory development. Appropriate buffers are proposed around any woodland.</p> <p>Extensive engagement has taken place with Natural England over a number of years, which welcome the vision for the Latton Priory SANG. The SANG provision based on the development of 1500 residential units is currently in accordance with Natural England (NE) SANG Guidelines; the detailed layout and design of the SANG will be developed in detail and the recommendations for greater recreational walking and cycling provision is noted" with "comments in relation to greater recreational walking and cycling provision is noted" given that we have also been advised to focus on providing an alternative to the Epping Forest for dog-walkers rather than cycling as set out later in this response.</p> <p>The proposals meet the NE Site Quality checklist for a SANG.</p> <p><i>Continued over</i></p> |

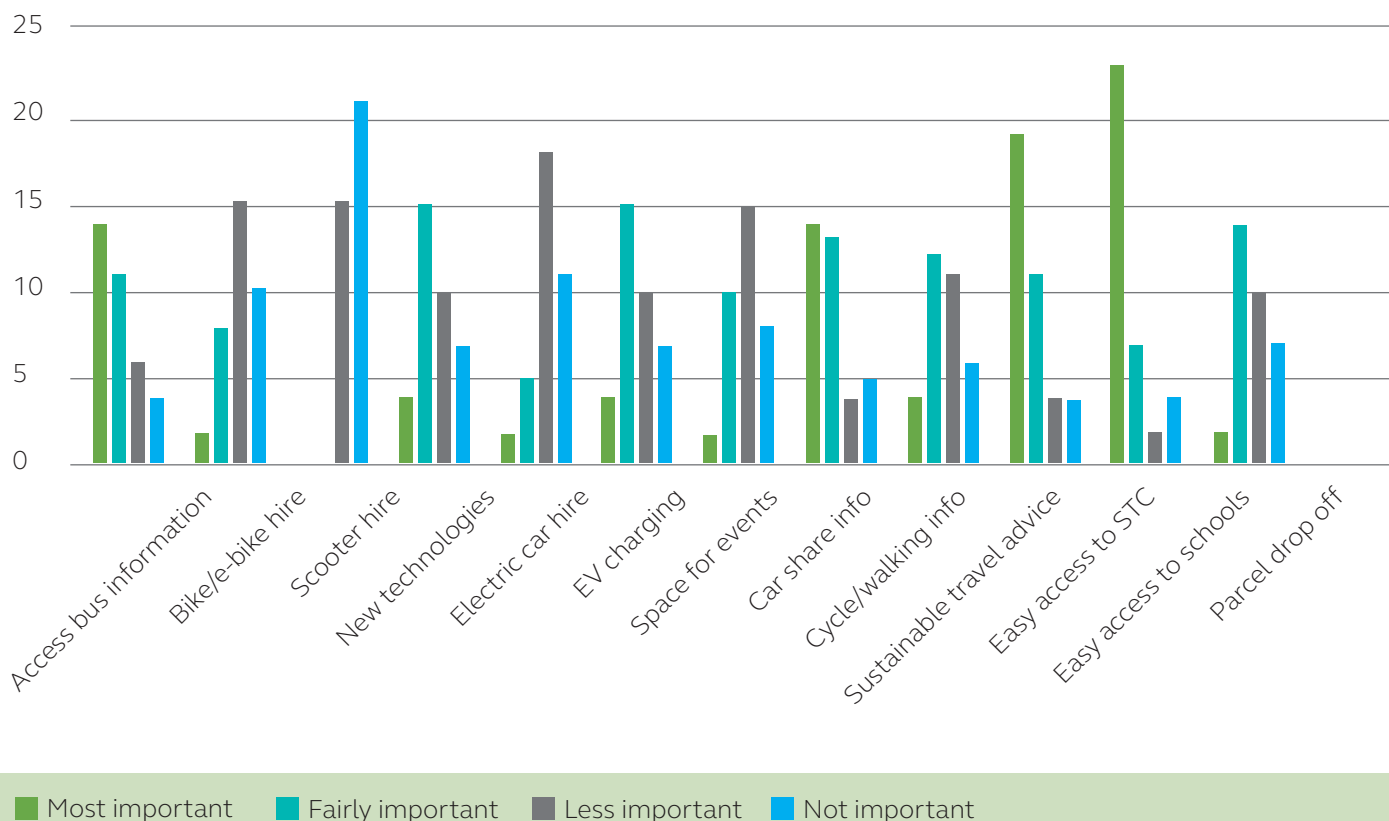
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| <p>This includes requirement for a circular walk of 2.3-2.5km. Additionally shorter circular paths will be provided around a range of habitats. The NE checklist does not require cycle provision, with the focus being on providing an alternative to the Epping Forest for dog-walkers rather than cycling or BMX.</p> | <p>Nevertheless, the green infrastructure plan shows a proposed bridle route through the SANG, which has wider network connections</p> <p>The NE checklist requires “SANG must be perceived as semi-natural spaces with little intrusion of artificial structures, except in the immediate vicinity of car parks. Visually sensitive way-markers and some benches are acceptable”. Therefore, a BMX track is not likely to be appropriate for this location.</p> <p>The proposals acknowledge that “SANG must be perceived as semi-natural spaces with little intrusion of artificial structures, except in the immediate vicinity of car parks.” Visually sensitive way-markers and some benches are acceptable” and “Where possible it is desirable to have a focal point such as a viewpoint, monument etc within the SANG”.</p> <p>The SANG vignette, identifies focal views out from the SANG towards Harlow and Latton Priory. Wetland habitat options are limited because of the position of the site on a plateau top. The design can be developed further with focal points created through positioning of the proposed habitats and careful placing of seating.</p> <p>Part of the approach has been to reinstate historic field boundaries and a former drover’s route. Understanding of the historical context will be developed further at the next design stage to create a strong sense of place for the SANG.</p> <p>A range of shorter and longer circular walk options are proposed around the SANG.</p> |
| <p>Avoid potential deterioration and detrimental impact to the adjacent Mark Bushes/Latton Park (grid ref: TL4680707510), a Plantation on Ancient Woodland Site designated on Natural England’s Ancient Woodland Inventory (AWI). Concerns relate to:</p> <ul style="list-style-type: none"> • Significant intensification of human activity and recreational disturbance. • Fragmentation of the ancient woodland from adjacent semi-natural habitats. • Noise, light and dust pollution. • Threats to long-term retention of trees from increased safety concerns. • Adverse hydrological impacts. • Potential introduction of invasive non-native species to the woodland. • Potential for increased boundary issues. • Cumulative effect of the above impacts resulting in long-term deterioration. | <p>All concerns raised by the Woodland Trust are noted and will be considered; All potential impacts on the adjacent Mark Bushes/Latton Park woodland will be addressed in detail during the Ecological Impact Assessment and detailed design process as part of the planning application process.</p> <p>The masterplan makes provision for residential properties to be set back 25 metres from the Mark Bushes woodland edge and orientated to face on to this landscape buffer. Native tree and hedgerow planting along the built edge will provide separation from the woodland whilst allowing natural surveillance. The buffer will comprise ecological grassland and incorporate a recreational footpath route. This approach will minimise risks of garden escapes, conflicts with overshadowing of rear gardens and manage access - recreational users may be more inclined to utilise the overlooked footpath than access the woodland.</p> |
| <p>The scheme developers should seek to ensure that ancient woods and veteran trees will be appropriately protected from the impacts associated with large-scale residential/mixed-use development.</p> | <p>Noted – results of an Arboricultural Impact Assessment will be taken into account during the ecological impact assessment process.</p> |

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| <p>Residents raised:</p> <p>Loss of (rural/current) views, privacy, safety and environment for existing residents, resulting in reduction of property values.</p> <p>Desire for homes to be closer to Epping with green space on the Harlow border.</p> <p>If there will be a green border between new and existing homes so the development doesn't affect privacy/property values?</p> <p>Protect views, privacy, safety and environment for existing residents</p> | <p>While there's no right to a view under the planning system, the masterplan proposals are landscape-led and set within a robust framework of green infrastructure. Associated planting is designed to provide mitigation.</p> <p>The illustrative masterplan shows an area of existing and proposed trees and linear open space along Rye Hill Road, which creates a setback for new development and retains the green character of Rye Hill Road.</p> <p>It is not possible to build housing further south due to the 'Build-to' line which creates a no build zone to the south. The northern edge of the development is set back from the site edge by a high-quality environment of SuDS basins and open space.</p> |
| <p>Landscape Strategy: It is important that when considering open spaces, to pay significant attention to the design and layout of landscape plans, play areas, residential and public realm space, as if not effectively designed these spaces could be conducive to crime. If designed appropriately will enhance the Health and Wellbeing of all.</p> | <p>Noted. This would be agreed as part of the planning process. The SMF lays foundations for a permeable well-connected neighbourhood through principles outlined.</p> |
| <p>The Conservators would be keen to understand what (if any) local byelaws or Public Space Protection Orders (PSPO) would be in place to govern use of the SANG.</p> | <p>The future detailed development of the management and stewardship of the SANG will consider any applicable byelaws or PSPO in this regard.</p> |
| <p>Allotments - National Society of Allotment and Leisure Gardeners has created a publication entitled '21st Century Allotments in New Developments: A Practical, design-led and policy-based guidance for planners and developers.' It highlights allotments designed into the outer spatial periphery of a new development can be vulnerable targets for intruders, vandalism and crime. This can affect social inclusion, as vulnerable users can be deterred from taking up plots and existing plot holders can be driven to quit. The Parish Council asks that full consideration is given to the design suggestions within the leaflet, and the location of the allotments reconsidered alongside this evidence</p> | <p>The allotment location has been assessed against these guidelines.</p> <p>A level site was selected for the allotments, at a suitable distance from the existing allotments that are positioned just to the north of the site. It also meets walking distance requirements. The allotments are positioned adjacent to the housing edge and within Rye Hill Park so are not in an isolated location. Four smaller community gardens are also proposed within the internal green spaces.</p> <p>Houses face towards the allotments and the southern branch of the East West Green Corridor passes nearby to create natural surveillance.</p> |
| <p>We welcome the recognition of the importance of sculpture in Harlow. Public Art should be commissioned for Latton Priory in consultation with Harlow Art Trust.</p> <p>We support the approach given to the integration and protection of heritage assets: the proposal for a long-term management plan for the Rye Hill Moat and the SANG adjacent to the Latton Priory farm site. Comments on Harlow</p> | <p>The developers will work alongside EFDC and other stakeholders to consider the public art strategy.</p> |
| <p>With regard to Latton Priory, we consider that there is potential to secure heritage benefits through the production of a conservation management plan for this monument complex that would seek to secure its conservation and enhancement over time. Whilst we note that the monument is outside the area controlled by the applicant, the development will nonetheless cause some harm to the significance of the abbey site through development in its setting, in particular via the link road. The production of an agreed management plan funded by the Section 106 agreement. Page 43 of the consultation documentation recognises that the site has the potential to include Roman remains, including a suspected Roman road that crosses the site north south. Pleased to see further archaeological research will be undertaken, and expects that any historic roman remains are catalogued, persevered and undamaged by any future development. Would like to see evidence of this. We would encourage that this opportunity is explored with the controlling landowner</p> | <p>Our assessment has included detailed consideration of both studies. The geophysical survey that was done by The Linford, N., Payne, A, & Pearce, 2016 is on land that is outside of the red line of the scheme and so has no direct bearing on the layout or archaeological impacts of the proposed development. The Bristow, M. et. al. 2017 study is mainly about the priory and land immediately beside it which again is outside of the red line.</p> <p>The main historic features that it identifies and discusses is the trackway from the moated site to the priory, which is preserved as it in our scheme. The other features identified within our red line area is mostly former field boundaries which are unrelated to the priory and are of very limited archaeological interest.</p> |

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| Protect the several small linear stretches of long-established vegetation on the site which may support a range of species. Suggest buffer of at least 50m into the established habitat. | Current Natural England standing advice is for a buffer zone of at least 15m. The buffer zone may be required to be greater than 15m where assessment shows that other impacts (e.g. air pollution) are likely to extend beyond 15m; the Buffer Zone currently shown is in excess of the 15m minimum and will be further considered during the detailed ecological impact assessment and detailed design process. |
| Directly opposite Beckmead Mountwood Academy is the proposed new route through the green wedge from Commonsides Road to Latton Priory. In creating the green wedge is there a plan to demolish the Beckmead Mountwood Academy and Nettleswell Common allotments which adjoin Fern Hill Lane and the gypsy and traveller site? | This land is outside the developers' control. EFDC and ECC are considering a number of different proposals for the proposed STC. One potential option being considered as a route through the green wedge. |
| Green space: SANG I also query the rationale of locating the suitable alternative natural greenspace (SANG) to the south-east of the development site. The SMF refers to mitigating the impact on Epping Forest. Recommend that consideration is given to locating the SANG at the north-western extent of the site, where there already are important hedgerows, plus the scheduled ancient, moated site to the south-west. Moreover, Harlow residents are already familiar with walking in much of this area. This could be enhanced and the connection to the green wedge east of Fern Hill Lane better protected, all whilst remaining easily accessible to Latton Priory residents | Built development is proposed on the lower slopes with primary green space provision, including the SANG providing a buffer on the southern plateau. This has dictated the location of the SANG. Connections will be provided through green fingers and a central green wedge and along the plateau from Rye Hill Park. This will ensure the connections requested are delivered as part of the proposed comprehensive Green Infrastructure. |
| It will block access to Mark Woods / Layout will create a barrier to open space and reduce green wedges around Harlow | The SMF sets out an interconnected network of green corridors, green fingers and parks which also links with existing green infrastructure around the site, including Mark Bushes. |
| Allowance of green space is great/ Like larger areas playing fields and green space. Retain principles of Harlow with balance of green and urban/ pleasing to note more than 50% GI | This response is noted. |
| Stewardship: It is imperative to address the need of a 'capable guardian' across the development, be that a physical manifestation or and public perception. This can include anything from a robust physical target hardening measures such as access control systems and CCTV, to a public facing guardian: both amalgamating to maximise perception of safety (for the residents) whilst minimising criminal opportunity (target hardening). Management and Maintenance Plan: A robust management and maintenance plan will be pivotal to the success of the development. This will ensure the health, wellbeing, and safety of the residents and those that utilise the facilities within. Within the further detailed stages of the design, Essex Police would welcome the inclusion of a proposed 'Management Plan' or 'Guidance Operator Plan' submitted with the application | Stewardship principles are included in the SMF. Further discussions will take place with the Garden Town and EFDC regarding this. A management plan will be prepared and submitted with the planning application to cover future management of the soft landscape areas. The management mechanism is not yet determined but may be a combination of ManCo and local stakeholder groups. Management responsibilities will need to be determined between the client and key stakeholders at the appropriate time. |

Transport and Movement

What do you think the sustainable travel mobility hub should incorporate?



- Disincentivising 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. A desire was expressed by respondents for Harlow to be on oyster and price differential to be remedied
- Efficient, high quality, cheap, fast, frequent and reliable bus services with smart timetabling
- Convenient, safe and prioritised access to schools by sustainable modes
- Road and junction improvements and investment into transport infrastructure
- Queries were raised regarding the Sustainable Transport Corridors (STC's) that are described in the HGGT Transport Strategy (2021). These will deliver high quality public transport, walking and cycling routes separated from motor traffic. Further information is provided within the table below.



Ideas raised regarding transport and sustainable travel included:

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| <p>The three Movement Principles related to walking and cycling, Public Transport and the Sustainable Transport Corridor and Mobility Hubs, in broad terms these are generally supported, especially where they afford additional opportunities for Harlow residents</p> | <p>Noted</p> |
| <p>Sustainable Transport Corridor queries:</p> <ul style="list-style-type: none"> • How will STC integrate with the existing Harlow travel corridor? • What is the route of the sustainable transport hub? who will run this service and how will it be funded? How frequently will this operate, will it run at times to suit shift workers? Will it limit emissions, how reliable will it be, and will residents actually use it? Will this form of public transport enable residents to access the new Harlow Hospital either as patients or employees? • Does the proposed route of the Sustainable Transport Corridor go through a green wedge and an existing school? • Does it create new junctions as it crosses other roads, such as Southern Way? • Would it be sensible to reconsider this route, and to preserve the green wedge east of Fern Hill Lane • The Sustainable Transport Corridor is to be applauded. To deter a preference for Rye Hill Road to Harlow being used, could the development shift south and the east west corridor made into a horseshoe shape onto London Road to encourage STC use? • Page 48 - 'Potential extension to the Sustainable Transport Corridor' When will it happen? Concerned about word 'Potential,' Concerned about The Plain junction, Epping highlighted as an issue • Success of modal shift is dependent on early implementation of sustainable travel. No clear date for STC. Site for STC is in phase 2. Page 154 identifies Phase 1 as including the build of around 500 homes. Further clarification is needed as to exactly when the STC should be in place and operational. This further exacerbated by documents included with EFDCs Local Plan Evidence Base document ED144A.1 which contains an email from the site promoter / developer stating that the developer 'presumes that the STC is not required to be delivered prior to the occupation of development and equally, the Programme does not provide for submission and/or approval of details of the STC between Latton Priory and Harlow Town Centre (or part thereof) prior to the granting of consent for the Latton Priory allocation or its subsequent implementation according to a phased development programme.' • Design Influences: it is important that reference is made to the STC Connector Route Study. The conclusions of this study will determine route selection and specification for this part of the STC. It is a fundamental prerequisite that developers provide the essential STC connector, running from the northern development boundary to Commonsides Road, at an early stage of the development. As present the SMF does not effectively reference this requirement. Therefore, the document should only be finalised when the Connector Study is complete, and the routes determined and agreed by the relevant authorities. • STC strategy requirements are not currently reflected in the SMF | <p>The Sustainable Transport Corridors (STC's) are described in the HGGT Transport Strategy (2021). The indicative alignment of the routes is shown on Page 35. The strategy notes on page 37 that the STC's "are a series of strategic public travel routes through the Garden Town providing high quality public transport and active travel options that will connect neighbourhoods quickly with key destinations such as the town centre and Harlow Town railway station and primary business areas. The existing networks will feed into the STCs which will provide the standard for exemplary sustainable travel."</p> <p>Within this document the features of the STC are described as follows:</p> <p>High-quality north-south and east-west sustainable movement routes between existing and new communities and key destinations across the Garden Town.</p> <p>A network of walking and cycling routes, separated from motor traffic.</p> <p>Dedicated space for buses, to help them move freely, avoid congestion and have priority over other traffic.</p> <p>Used by modern, high quality, low emission buses, that offer frequent, high quality, seamless, reliable, rapid services with limited stops.</p> <p>Fully integrated with other public transport options via high quality hubs providing a range of transport services and community facilities.</p> <p>Comfortable, safe, sheltered waiting areas which are provided with Real Time Passenger Information at key stops and interchanges.</p> <p>Future-proofed routes that can be adapted to ensure long term sustainability.</p> <p>Phased implementation will allow upgrading of services running on the existing roads along identified corridors and the improvement of connections between services.</p> <p>The EFDC Local Plan envisages the STCs being introduced in a phased manner alongside development with the aim of encouraging sustainable travel and avoiding significant harm.</p> <p>The form, width and route of the STC from Latton Priory to the town centre is still to be determined and is the subject of ongoing studies. This includes the STC Connector Study which has been recently shared. Meetings to discuss the alignment and design of the preferred route are being arranged.</p> <p><i>Continued over</i></p> |

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| | <p>The masterplan supports the provision of enhanced sustainable connections to key destinations in the area of which the STC forms one element. Hence the masterplan makes provision to connect to the STC at Commonsides Road. Appropriate financial contributions will be made to the STC.</p> <p>The timing of the provision of the STC to the town centre and the link to Commonsides Road cannot be determined at this stage due to uncertainties over delivery of those elements. However, the promoters of Latton Priory will work with the relevant stakeholders to facilitate delivery of the link to Commonsides Road at an appropriate stage during the development when feasibility, viability and deliverability have been demonstrated. In order to facilitate the bringing forward of development on the site in a timely manner, prior to delivery of the Commonsides Road link alternative sustainable connections can be provided using the east/west route through the site and linking to an enhanced Rye Hill Road and/or London Road.</p> <p>As noted above, the STC is only part of the sustainable transport offer of the development. The development at Latton Priory will include many day-to-day facilities such as local shops and schools within walking and cycling distance. The development will be designed to maximise the opportunities for walking and cycling with high quality footways and cycleways. There will also be a detailed strategy for bus service improvements that will be required to operate as an alternative to or alongside the STC network.</p> |
| <p>Access to rail/TfL - Equalise the travel/train costs of Harlow and Epping station to London from this site. Otherwise, the shorter journey to Epping will impact on the London Road and parking at the Epping Station which is already over capacity.</p> <p>Tube/rail fares: currently pushes commuters towards Epping, not the much nearer Harlow railway (which may have greater capacity) re any steps in hand on this?</p> <p>There should be cycle and pedestrian routes to both Harlow and Epping stations</p> <p>How are you increasing capacity at Epping Station? What are the plans for transport to Epping for the tube? Have you considered a future extension of the Central Line to Harlow?</p> <p>Connectivity focus is to Harlow Town, Epping tube will be an attractive route (cost is significantly cheaper) needs to be recognised with a formal bus service to the underground station as well as providing detail as to what sustainable transport methods will be promoted and encouraged towards both Thornwood and Epping to avoid car use.</p> | <p>It is not within our gift to set rail travel costs. As this is an existing situation it would need to be raised with Transport for London (TfL) and the train operating company. Improvements to sustainable connections from the development to Epping are being investigated, including improved public transport.</p> <p>These will be considered as part of the sustainable transport strategy to support the planning application.</p> <p>As part of their representations for the EFDC Local Plan Reg 18 consultation, TfL confirmed that they do not believe the Central Line capacity should act as a deterrent to the planning growth in the Local Plan. The Transport Assessment (TA) will consider the increase in trips at Epping Forest as a result of development at Latton Priory in more detail.</p> <p>Details of the sustainable transport strategy will be provided in the TA to support the future application, which is the appropriate time for that level of detail.</p> |
| <p>There is a regular bus service between Epping and Harlow but accessing a bus stop on the B1393 to travel into Epping would require a walk of over 730m to the main road. Would there be sufficient uptake of a shuttle bus service into Epping from the development site?</p> | <p>The site will be designed such that the vast majority of homes will be within 400m of a bus stop. These bus stops could be served by a combination of new bus services and diverted existing services. The details of the proposals will be provided in the TA submitted in support of a planning application.</p> |
| <p>The bus table is indistinct. Buses to Epping listed as “one service”. To Epping tube - nil on the map. What reasons are there to believe essential new bus provision will happen, and are there Statements of Common Ground to support that?</p> | <p>Any planning permission for the development will be reliant upon a package of mitigation and contributions to be agreed with the local authorities. This will include contributions towards improved public transport which will be secured through the S106 agreement.</p> |

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| Pilot for 18m free bus travel for residents aged 50 plus | Bus vouchers up to a capped amount for all residents will be considered as one of the Travel Plan measures to promote sustainable travel to and from the site. |
| All the roads on the estate to be designed to allow for small electric bus to pick up and drop to either Harlow and Epping stations | The development will be designed so that all homes are within a reasonable walk distance to a bus stop. The proposals include a primary mobility hub in the centre of the site with two further smaller hubs at the east and west of the development to help encourage travel sustainable modes. The developers are committed to the promotion of sustainable transport and part of that will be the creation of a public transport strategy setting out how the development will be served by new or extended bus services. |
| <p>The loss of bus routes in recent years is a source of significant concern to Staple Tye residents. There is considerable potential to begin to address this issue through the Latton Priory development and the creation of a sustainable transport corridor and I warmly welcome that, especially the possibility of a bus route to Epping that would serve the south of Harlow.</p> <p>From the documents, it appears that there is no bus route proposed from Latton Priory to Harlow's town centre or train station, or to the other communities in south Harlow that would be close to Latton Priory.</p> <p>Run a bus service from Latton Priory/Rye Hill Park up Rye Hill Road and onwards to better connect Latton Priory to Harlow</p> <p>What conversations have been had with local bus operators?</p> <p>Bus services should be provided to the site at the same time as the first homes are occupied, subsidised as necessary, and independently of the development of the full STC.</p> <p>Page 138 states detailed bus strategy will be prepared to encourage the use of public transport, focussing on key destinations such as Harlow Town Centre, Harlow Town rail station and Epping Underground station.</p> | <p>A public transport strategy will be prepared to support a future planning application. This will need to be flexible so that it can react to future changes in travel behaviour and destinations over the construction period of the development, though destinations such as Harlow town centre and the train station will be key.</p> <p>The bus strategy will need to be agreed with the local authorities prior to planning permission being granted for the development. This will include a bus service phasing strategy to ensure that the development is served by buses from close to first occupation.</p> |
| <p>As part of the HGGT strategic growth this site will need to be served by a high-quality bus rapid transit service and local bus services from the outset. ECC have released information reviewing the operation of buses in Harlow. This includes potential future services that are required to support growth.</p> <p>www.essexhighways.org/bus-strategy</p> | Noted |
| Due diligence is required for the design of all multi use Road layouts i.e. where cycle provision can safely travel alongside vehicles. A risk-based needs assessment would encourage the identification of the usage, associated risk with the increased accessibility (i.e. use by pedestrians, cyclists, and equestrians) and allow for risk commensurate measures to be implemented. Consideration is requested by developers to use the "Safe system approach" when designing local roads in and around the development. This will take into account considerations of various road user groups who wish to access these roads. | New road and junction proposals would be subject to Road Safety Audits as appropriate and required. |
| <p>Secure bike parking and separate cycle walking paths to road space (like in Cambridge/Holland).</p> <p>Secure bicycle storage: With a focus on sustainable travel, consideration needs to be given to the secure external storage facilities and bicycle security, be this within the home environment or within communal bicycle stores.</p> | The development will provide high quality and secure cycle parking. There will also be new pedestrian and cycle routes through the site, including the new green corridor and Drover's route. |

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| <p>More safe cycle routes</p> <p>How will access out of the town by leisure cyclists who currently benefit from reasonably quiet road access to the countryside be protected?</p> <p>Can there be more circular tracks/ off road paths, cycleways and bridleways in and around the area?</p> <p>Walking and cycling links to the rest of Harlow must also be in place at first occupation.</p> | <p>A traffic free green wedge route through the site will link to off road routes in Harlow, we are not proposing to remove any of these routes.</p> <p>While there will be more detail agreed during the detailed design development, the masterplan contains a large number of walking and cycling routes, including opportunities for circular walks.</p> |
| <p>Due consideration should be given to the security provision for Electrical Vehicle Charging points in both public facilities and private parking to mitigate crime.</p> | <p>Noted. Details of this would be provided as part of the planning and process.</p> |
| <p>A public crossing is needed on Rye Hill Road from the entrance in and out of Berecroft across to the nature reserve and cemetery.</p> | <p>This will need to be considered as part of the wider package of mitigation agreed through the planning application.</p> |
| <p>Deliver a metro transport system. Owners of Epping Ongar railway would be open to discussions.</p> | <p>Public transport improvements will be agreed through the planning application. This is likely to focus on improved bus services and walking and cycle connections.</p> |
| <p>Charging points for every home” - we agree that this is a crucial green measure, but it unfortunately runs counter to EFDC’s latest “further Main Modifications”</p> | <p>The intention is to provide charging points for every house in accordance with building regulations.</p> |
| <p>We have previously raised concerns elsewhere about using the north south STC along the green wedge as a bus route due to the risk that this develops into a public road. Given the challenges of the road link via Rye Hill Road there may later be proposals to put a road link through the green wedge. We would be strongly opposed to this.</p> | <p>Noted</p> |
| <p>Page 29 of the document suggests that sections of Rye Hill Road are part of an existing walking and cycling network, concern raised this is not suitable to safely cycle or walk</p> | <p>We support closure of Rye Hill Road as through route at the appropriate time, though it is separate statutory process.</p> <p>There is an aspiration to promote it as a pedestrian and cycle route once closed to through traffic in future.</p> |
| <p>Are 60% green travel modes a realistic target?</p> | <p>We consider that it is a challenging but achievable target for a sustainable development such as this.</p> |
| <p>Page 70 states ‘Mode share objective is that 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 HGGT should be by active and sustainable travel modes.’ What about Thornwood and Hastingwood and North Weald Bassett? Walking/cycling routes from Hastingwood to Latton Priory unsafe due to J7 M11 roundabout.</p> | <p>Although in planning terms a development cannot be expected to deal with all the existing accessibility issues, Demand Responsive Travel could be investigated</p> |
| <p>How feasible is modal shift in this location? Page 54 addresses the future trend and influences of mobility but seems at odds with itself. In one sentence it accepts that the car will continue to have its place ‘in the short term’, yet in another it accepts that vehicle electrification and the use of electric vehicles is a sustainable mode of transport. Whilst Latton Priory is on the outskirts of Harlow, it is still bounded by rural villages with a reliance on the car in terms of expectation for reduced car use concerned it will lead to problems with parking and associated antisocial behaviour.</p> <p>Will the level of allocation be sufficient to fund the required sustainable travel interventions and achieve 60% modal share?</p> | <p>We consider that it is a challenging but achievable target for a sustainable development such as this. The development includes ancillary uses such as schools and employment which enables a high number of local trips to be made by walking and cycling, which can go a long way towards achieving the target.</p> |

| Comment | FAQ response |
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| <p>The principle of the provision of a strong east-west corridor for walking and cycling is very much welcomed. However, the LPSMF explains the applicant does not have control or access to Riddings Hall Lane nor the track to Dorrington Farm</p> | <p>Noted. The east/west corridor does not required access to Riddings Hall Lane of Dorrington Farm.</p> |
| <p>To integrate with the existing community and facilities in southern Harlow the developer needs to make, deliver upgrade existing paths connections into the existing network of streets, footpaths, cycle paths and PROWS.</p> | <p>This would be agreed as part of the planning application.</p> |
| <p>Queried raised regarding cost of the STC and Latton Priory funding on p.156. Also in regard to the phasing plan commitments on p. 154</p> <p>ECC welcomes the inclusion of the key masterplanning principles (page 60 of the LPSMF) However, 'Provide vehicular access which is designed to be a less attractive or convenient route than the sustainable links.' (ECC proposes that this principle could be strengthened by adding in the following, 'The design should also aim at reducing potential through traffic movements and provide for sustainable transport connections within the site and beyond.')</p> <p>One key omission from the section, however, is the need for the developer to deliver the section of the STC which connects their site to the existing Harlow network i.e., provide the sustainable connection from the site into Commonside Road. ECC recommend this missing requirement is added to the LPSMF.</p> | <p>Wording in relation to the STC connector has been amended in the updated SMF document.</p> |
| <p>More information required about access and traffic implications was requested by respondents</p> | <p>Vehicle access to be provided from Rye Hill Road and London Road. Traffic increases will be modelled as part of the Transport Assessment to support the future planning application.</p> <p>There would be further consultation in advance of a planning submission.</p> |
| <p>New connection between Epping and Harlow via London Road - this should have two lanes</p> | <p>Any road improvements would be discussed and agreed with ECC highways officers. Bus services and sustainable alternatives to the private car will be a priority based on the aspirations of the development and the HGGT target of 60% of trips to be made by private car.</p> |
| <p>Variety of comments received regarding Rye Hill Road:</p> <ul style="list-style-type: none"> • Increased traffic on Rye Hill Road • Types of vehicles using it • Support or not supporting its partial closure • More details required • How will emergency vehicles access it? • How will you prevent misuse? • How will you prevent rat running? • How it can be used if there is a snarl up on M11 • Speeding issues, particularly on straight sections • Speed limit issues • Will it be used by construction vehicles? • Downgrade it as no through route • Haul road needed to prevent its use during construction • Current HGV issues • Concerns raised that an extra 750 vehicles will be using Rye Hill Road as a direct result of Latton Priory. | <p>ECC is currently in discussion with the applicant on highways and movement requirements. The Latton Priory Access Road Study (commissioned by HGGT, 2020) which can be seen here: https://hgg.co.uk/wp-content/uploads/2020/12/04777-R-02-D-Latton-Priory-Project-Report-REV-5.pdf notes the basis of Rye Hill Road Mitigation (on p.32).</p> <p>We are aware of the aspiration to close Rye Hill Road as a through route and we support this. It should be noted that the closure of Rye Hill Road as a through route would require a separate statutory process (TRO) and cannot be determined as part of the Latton Priory planning application.</p> |

| Comment | FAQ response |
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| <p>Junction between Paringdon Road and Rye Hill Road and impact on schools on Paringdon Road</p> <ul style="list-style-type: none"> • The SMF proposed East West Avenue bus route map ends at the site perimeter on Rye Hill Road. It doesn't address anything concerning the area leading up to, and on from, the Rye Hill Road / Paringdon Road T junction. • Concerns regarding the predicted increased volume and size of vehicles using this junction, the unsuitability of the junction for articulated buses (or any other articulated vehicles) and the impact on the roads beyond. • This connection will funnel traffic to nearest suitably sized A roads - A1169 Southern Way / A414 / B1393 London Road • Roads not wide enough • Traffic calming required at nearby school locations and residential 'rat run' routes. Most, if not all schools in Harlow have width restrictors / crossings points adjacent to the school entrance and yet the SMF proposes that it is sustainable for large vehicles and a large increase in vehicle volume to use these roads • Needs speed ramp to slow traffic down there is an infant school St James at Parndon Road • It is understood that the intention is to use the Harlow Local Development Plan (HLDP) and EFLP modelling, with agreed modal shift assumptions, as a start point, but this is not confirmed. How would you address unmanaged access from the development onto Rye Hill Road, and north into Harlow. | <p>The junction of Rye Hill Road and Paringdon Road will be assessed as part of the Transport Assessment and initial concepts have been designed to potentially signalise the junction and provide improved pedestrian and cycle facilities. The design of the road in the vicinity of the schools will be reviewed in relation to traffic calming etc</p> <p>Details of junction amendments would be agreed as part of the planning application.</p> <p>Detailed public transport strategy will form part of the TA to support a planning application</p> |
| <p>East-West Avenue</p> <ul style="list-style-type: none"> • Relocate E W Ave so it doesn't connect into Rye Hill Road. • Design and treatments applied to the main link road through Latton Priory in order to ensure that it does not provide a more direct and attractive route • Concerned that HGGT has chosen to continue with the plan for East West Avenue without attempting to find a solution more appropriate for the existing infrastructure in the local area. • Concern East West Avenue route as proposed will increase volume of traffic, air pollution, noise pollution as well as road user and pedestrian safety. • When added to Rye Hill Road conditions and usage will push extra traffic into busy residential areas, no dispersal of access to allow choice • East West Avenue in its current form is diametrically opposed to the HGGT Latton Priory policy SP3 Place Shaping - ensure positive integration with adjacent rural and urban communities. • No estimates of expected traffic flow • The Eastward Road will be designed to be "less attractive than the Sustainable Transport link" but more detail of the mechanism / example would be useful. However it will still likely be the primary vehicle access; but there is no estimate of the expected traffic flow. • East West Avenue No detail is provided on where this street will link with London Road although it is assumed this will be determined later. In Harlow Council's recent response to the Further Main Modifications of Epping Forest's Local Plan it was stated that reference should be made to the PJA access study..... As mentioned above, the SMF should be underpinned by material that clearly evidences how this East - West Street mitigates long standing concerns about the impact of additional volumes of traffic impacting on the existing highway network in south Harlow, such as Southern Way. • What plans are there for the connection between Rye Hill and E-W roads? • To encourage sustainable travel the eastern access to London Road will need to make the East-West route less attractive for through traffic, this should include priority turns for public transport only and thereby restricting turning movements for the general traffic at London Road. | <p>Additional detailed traffic modelling will be undertaken to support planning application.</p> <p>We support closure of Rye Hill Road. Any redistribution of traffic through Latton Priory site can be assessed as part of the application work with detailed modelling software.</p> <p>Any unacceptable impacts can be addressed where practicable, which could be through the introduction of additional traffic calming to make the route less attractive.</p> <p>The route will be designed to discourage through traffic where practicable. This will be through the rather convoluted route, low speed limits (20mph), traffic calming and giving buses, pedestrians and cyclists priority over the car at key locations.</p> |

| Comment | FAQ response |
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| <p>M11 junction/London Road:</p> <ul style="list-style-type: none"> • Will vehicles go left around the roundabout and then to Epping or will it be traffic lights? • At the London Road entrance it proposed that traffic will not be able to make a right turn towards Epping but will have to go up and around the M11 roundabout to then re-join London Road. There is already congestion on this roundabout with traffic tailing back from the A414 combining with traffic coming from London Rd / M11. | <p>This will need to be determined through the planning application.</p> |
| <p>Latton Priory will need to deliver an eastern vehicular access from the outset onto London Road as the primary vehicle access for the site, if not the only access for private vehicles. This would also serve as access for all construction traffic for the entire site; and ii. a Sustainable Transport Corridor (STC) connecting into the existing Harlow road network at Commonsides Road.</p> <p>The delivery of a London Road access is a vital element in achieving the 60% mode share target and should be used as the primary access point for the development.</p> | <p>An appropriate access/route to London Road would be required at the outset.</p> |
| <p>B1393 is a narrow medieval road. Would need a more suitable route for construction vehicles. Will it be controlled either via a roundabout or phased traffic lights?</p> | <p>While the exact details of the junction will be determined through the planning application, it is likely that the junction would be traffic lights with bus priority</p> |
| <p>M11 junction 7 is congested/will become gridlocked and Jn 7a has made the 414 even busier/ The A414 and M11 roundabout at junction 7 into Harlow is still unable to cope with the current traffic, even with the new junction</p> | <p>Ringway Jacobs, on behalf of ECC, undertook high level modelling to support the local plan submission (Local Plan Submission Version Transport Assessment Report, 2019). Further to that, detailed modelling will be undertaken to support a planning application for the development and both the M11 junction 7 and 7a are included in the proposed traffic modelling study area that is currently being discussed with ECC transport officers.</p> |
| <p>Local roads are already gridlocked at rush hour how are they expected to cope with additional traffic? All roads into Harlow are minor roads that can't handle current traffic</p> <p>Second Ave, London Road, Hastingwood roundabout, M11 Jn 7, Rye Hill & Paringdon Road all highlighted as traffic black spots.</p> | <p>Detailed modelling will be undertaken to assess the impact of the development on local roads and consider mitigation where required based on discussion with ECC transport officers. However it should be noted that the development provides significant opportunity to encourage internalisation (due to on-site schools, employment and local centre) and a high level of trips made by sustainable modes (due to proximity to Harlow and sustainable measures being provided). This means that the development will have less of an impact on the road network than piecemeal development without the associated uses and in less sustainable locations.</p> |
| <p>Points made need to be considered in detail as part of the Transport Assessment being prepared in support of the SMP planning application and before any appropriate package of transport infrastructure is agreed and secured.</p> | <p>Noted</p> |
| <p>Unit numbers and traffic: In earlier consultations and HGGT reports the figure for Latton Priory was for 1050 planned homes but this has been increased. How has this been accounted for in the SMF?</p> | <p>Off-site transport impacts to be dealt with at planning application stage as part of the TA. Revised modelling for the application would assess maximum figure.</p> |

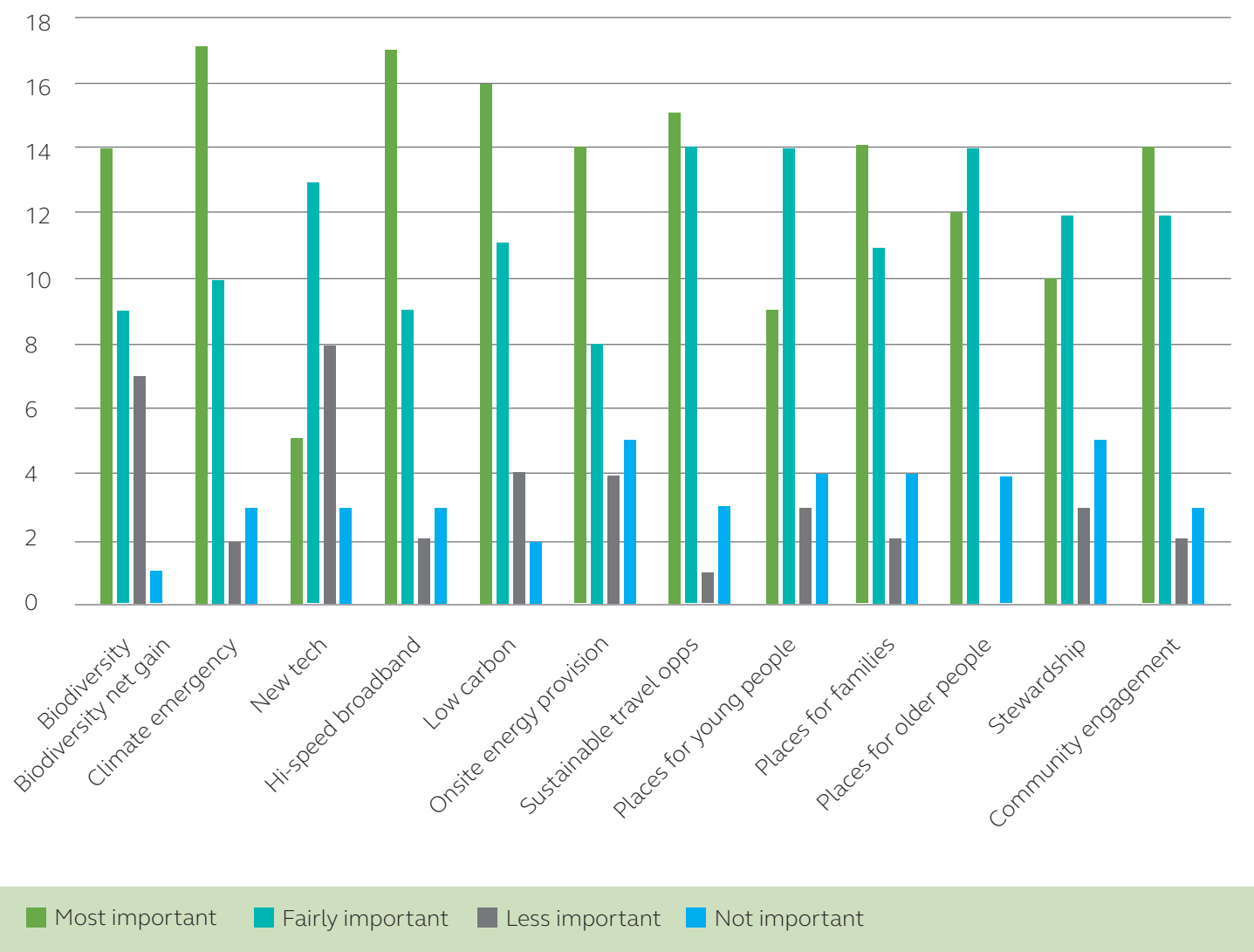
| Comment | FAQ response |
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| <p>While zero emission vehicles benefit in terms of air pollution and noise pollution, they do not in terms of congestion. There will be gradual EV take up, (est. 60% by 2033) what is the short-term solution regarding Rye Hill Road, Paringdon Road and other roads in the area.</p> | <p>Details of junction improvements would be agreed as part of the planning application.</p> |
| <p>Access: The DOCO would recommend early liaison with the Essex Police to clarify the primary / secondary road provision and proposed subsidiary access routes (such as that through Rye Hill Road) and requests emergency service access consideration.</p> | <p>This point has been considered in terms of the masterplan. Essex police will be consulted as part of the planning application process.</p> |
| <p>Does HGGT envisage the waste service for Latton Priory being undertaken Harlow Council or Epping Forest Council's contractor? If the former, there will need to be easy road access from Harlow. If the latter, is the better logistical solution given the greater proximity to Harlow than Epping.</p> | <p>The site is within EFDC administrative boundary then it is likely that EFDC's contractor will deliver the waste service but that this doesn't preclude other stewardship or management arrangements in the future and in recognition of the logistical position of the site.</p> |
| <p>What road closures will take place and how will they be managed</p> | <p>This is to be determined as part of the Construction Management Plan (CMP). Any road closures need to be agreed with the local authorities at the appropriate time.</p> |
| <p>Welcome modelling of any potential air pollution</p> | <p>In accordance with policy DM22 Air Quality, potential air pollution risks will be properly considered, and adequate mitigation included in the design of the new development to ensure neither future, nor existing residents, workers, visitors or environmental receptors including the Epping Forest SAC are adversely impacted</p> <p>The Air quality Assessment (AQA) remains subject to completing following on from agreement of transport parameters and the undertaking of traffic modelling.</p> <p>However, in terms of background, it may be helpful to note:</p> <ul style="list-style-type: none"> • Harlow District Council has no Air Quality Management Areas within its authority. Meaning, all levels of pollutants from vehicles are below the threshold for discernible impact. • Epping Forest has declared that just four individual properties, located on Theydon Road, are considered to be within an Air Quality Management Area. The Epping Forest District Council Air Quality Annual Status Report shows, since 2016, a clear year-on-year trend for lower emissions against all of their 100 + diffusion tubes located around the district. This is all against an increase in registered vehicles on the road and accounting for any developments which have taken place in or around the region in the last 7 years. Newer cars are cleaner, and people's travel patterns have changed in recent years. A combination of these factors has shown with evidence that the emissions in Epping are improving. |

| Comment | FAQ response |
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| <p>The Essex Design Guide, Street Type Description guidance states; - The aim should be to construct networks from linked streets. Cul-de-sac should be limited in number and restricted to those parts of a site which cannot be served in any other way.</p> <p>The SMF disregards this guidance in its planning of the Character area 2A, Lower Rye Hill South and does not link the roads in this area into the rest of the Latton Priory site.</p> <p>The Illustrative Street Hierarchy Plan shows that Character Areas CA2A Lower Rye Hill South and CA2B Lower Rye Hill North are adjacent to each other and that a link is possible between the two removing the need for access from Rye Hill Road.</p> <p>Instead the SMF proposal is for a one way in and one way out area which will send more traffic into Rye Hill Road exacerbating the problem of increased traffic levels.</p> | <p>Noted.</p> <p>Any connection between these character areas would cross the East-West Green Corridor, compromising its effectiveness and attractiveness as an alternative route and compromising the sustainability aims of the masterplan which aim to encourage sustainable modes over car use.</p> |
| <p>The long-standing road capacity issues on the road network in south Harlow, has prompted the need to develop Sustainable Transport Corridors in order address the matter. Whilst the supporting text acknowledges that Junction 7 experiences high volumes of traffic it does not refer to the existing impacts of traffic on Southern Way and how this would be affected by additional volumes of traffic this should be acknowledged and addressed.</p> | <p>Detailed traffic modelling for Latton Priory will be undertaken to support a planning application for the development, which will consider the impacts of the development on an agreed study area of roads around Harlow, including Southern Way.</p> |
| <p>Planning Policy Guidance section: It would also be helpful to reference adopted SPD's and other guidance produced by Harlow Council, given that the site will need to be effectively integrated with existing development. In addition, reference should be made to relevant strategies and guidance produced by Essex County Council (ECC) as Highway Authority (HA) that should be referenced i.e. Parking Standards – Design and Good Practice. The SMF should be based on the strategy set out in the HGGT Transport Strategy, which embodies the requirements of Essex County Council (ECC) as Highway Authority (HA).</p> | <p>Noted. The local planning authority is EFDC. Regard has been had to other guidance, such as Developer Contributions Guidance</p> |
| <p>Site and Surrounding context section: PJA Study: The SMF should make reference to these measures to ensure they are they are brought forward in a timely manner in the development of the site to address the previously expressed concerns of Harlow Council.</p> | <p>The PJA study and its recommendations is referenced throughout the SMF document.</p> |
| <p>Framework Masterplan section: the SMF does not provide any detail in respect of the Employment Area at Dorrington Farm consequently it is unclear how this will be integrated with the wider site or how the associated traffic movements from this site will be accommodated.</p> | <p>Careful consideration will be given to how the new development relates to Dorrington Farm which is being retained in employment use.</p> |
| <p>Sustainability, Phasing and Stewardship: This needs further explanation and justification coupled with an agreed phasing strategy aligned to the delivery of key elements of the transport strategy and the implementation of appropriate highway solutions.</p> | <p>It is to be agreed through the planning application process.</p> |

| Comment | FAQ response |
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| <p>Has anyone calculated the actual amount of construction material which will be required during the development of this site and the number of lorry movements to and from the site and assessed the cost of the upgrade of the road to the B1393? Has it been decided where will the construction compound be located as well as the location of an electrical substation to service the development?</p> | <p>The site is of a scale whereby it will be a phased delivery over several years. As such, there will be multiple locations for compounds together with a range of construction vehicle movements per day. All such specific details will be provided under a Construction and Environmental Management Plan, which must be discharged through condition.</p> |
| <p>How will construction traffic be managed?</p> <p>Welcome commitment to construction traffic access off London Road. Construction traffic access from the south via Rye Hill Road to London Road will also not be acceptable due to the nature of this route. Details of construction traffic management will be dealt with as part of the planning condition</p> | <p>Construction Management Plan (CMP) to be agreed as part of future planning process. The majority of construction traffic would access from London Road.</p> |
| <p>Parking Considerations: The design of vehicle parking areas will need to encompass various security components such as lighting, landscaping and access and egress considerations and this will need to be reflected within the Design Code.</p> | <p>This will be determined at the appropriate planning application stage through discussion and agreement with the local authorities.</p> |
| <p>What is the actual number of parking spaces intended? For those living outside the SMF it will be an indication of possible additional traffic / congestion figures. We feel strongly that this needs to be urgently clarified. (See 54)</p> | <p>The level of parking will be determined in accordance with the relevant standards at the time of reserved matters submissions.</p> |
| <p>Queries were raised as to how a development of 1,500 be principally agreed when the main access road location and other transport matters are not yet determined and resolved.</p> <p>A full detailed Transport Assessment was requested prior to allocation of the site. Evidence of cumulative effects was requested.</p> | <p>The detailed TA forms part of the planning application process.</p> <p>EFDC, in consultation with ECC, has reviewed an extensive evidence base in allocating the site for development.</p> <p>The SMF shows the principles of how the site can come forwards, but the specific details regarding transport and travel are determined through the planning application process as per other developments around the UK.</p> <p>Sufficient work has been done to demonstrate feasibility of the access at this stage.</p> |
| <p>Although highways are listed this is not an exhaustive list, nor is it deemed to be the mitigation package that ECC will agree to when a planning application is submitted. The IDP (Infrastructure Delivery Plan) provides a particularly useful baseline to inform the plan-making process. IDPs are produced at a point in time, hence indexation and cost updates/requirement will need to be clarified through the planning application process. Suggest include reference to the HGGT Transport Strategy which has been adopted by all HGGT partners.</p> | <p>Reference to the HGGT Transport Strategy has been made within the SMF. The full package of mitigation will be determined through the planning application process.</p> |
| <p>If the development proceeds ahead of and with any proposed access on to Rye Hill Road, we will insist that from the initiation of the site, that Rye Hill Road should be closed at the point immediately south of the proposed access to the site, so that it will no longer serve as a through route to London Road. The LPSMF (page 172) suggests that a secondary access is provided onto Rye Hill Road. Our view is, that if there is going to be such an access, it will need to be limited so that it does not become an alternative route to the East-West corridor.</p> | <p>We support closure of Rye Hill Road as through route at appropriate time, though it is separate statutory process.</p> |

| Comment | FAQ response |
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| <p>ECC is currently working on new guidance and will expect these to be taken into consideration through the future planning application process:</p> <ul style="list-style-type: none"> • Parking Guidance for Garden Communities, Large Scale Developments, walkable Neighbourhoods • Mobility Hubs Guidance <p>Ridings Lane, Fern Hill Lane and other very small roads will at some point be linked to the new construction creating even more easy access through roads to help people outside of the town get to work and in turn disadvantage the residents in which you are designing the area to best help them. There is another primary school also on one of these small routes.</p> <p>Concerns raised about Riddings Lane being used for vehicular access (narrow, congestion and 1050 - 1500 new homes raised as issue)</p> | <p>Noted. Planning applications would be determined in accordance with the relevant policies at the time of reserved matters submissions.</p> <p>These routes are proposed as pedestrian linkages not for car use. The vehicle accesses would be Rye Hill Road and London Road.</p> <p>Riddings Lane would not be used for vehicular traffic.</p> <p>Off-site transport impacts would be dealt with at planning application stage as part of TA. Revised modelling for the application would assess maximum figure</p> |
| <p>Rat runs to Epping Tube (Hemnel Street and Kendal Avenue) need to be resolved</p> <p>This will increase traffic in Epping getting to underground / congestion on underground facility/ underground station in Epping cannot accommodate increased use by people driving to it nor can the surrounding roads take more traffic to drop off / pick up people. You can't do this without redesigning traffic flow in Epping as part of the s106 discussions</p> | <p>Detailed modelling will be undertaken in support of the planning application, and this will determine any specific mitigation required. This will be more detailed than the modelling undertaken on behalf of ECC for the Local Plan.</p> <p>Note that TfL confirmed for Local Plan that Epping Station had sufficient capacity for planned growth.</p> |
| <p>At what stage of the development are HGGT considering installing the proposed modal filter system?</p> <p>Where would any such modal filters be positioned? Access for refuse collection will still be needed.</p> <p>In the online Q+A consultation of 05/01/2023 it was mentioned that there was a possibility of using an ANPR system to make Rye Hill Rd a no through road. How will this work for couriers / taxis and other services needing access? I would also suggest that the enforcement of an ANPR system will be problematic. Also consider pedestrians and horses crossing Rye Hill Rd.</p> | <p>This level of detail would be agreed as part of the planning application process and subsequent TRO process to close Rye Hill Road as through route/use of ANPR.</p> |
| <p>Does your traffic modelling include an upsurge in online deliveries?</p> | <p>On-line deliveries would reduce the need for people to travel by private vehicles. Traffic modelling undertaken for the planning application will include an estimation of all vehicle trips arriving and departing the site during peak periods, including online deliveries.</p> |

What is most important in terms of environment and sustainability?



Comments included:

| Comment | FAQ response |
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| Protect green space/wildlife (concerns also raised about loss of wildlife on the site - deer, foxes and badgers, Muntjac deer mentioned) | <p>Circa 60ha of green space including up to around 29ha of SANG dependent on the final housing number brought forward is proposed. This will create a wide variety of green space with some protected for wildlife and others becoming accessible for sports, leisure and recreation. See below for Biodiversity net gain information.</p> <p>Muntjac deer are an invasive species listed on schedule 9 of the Wildlife and Countryside Act. It is an offense to release/allow muntjac to escape captivity. This is not a species that is required to be protected or provided for under the proposals. Furthermore, muntjac are a solitary species and do not congregate in herds and so this record/comment is likely incorrect.</p> |
| <p>The SMF contains a number of aspirations around biodiversity which I warmly welcome</p> <p>I strongly welcome the commitments to better maintenance of existing ponds, encouraging of wildflower species and low-level lighting scheme. Residents have contacted me with concern about the loss of natural habitat and my main suggestion is for HGGT to better promote the way in which biodiversity net gain can be achieved through the Latton Priory development as it is widely assumed it will displace wildlife.</p> | The Ecological Impact Assessment will address all potential impacts on biodiversity and will identify all necessary mitigation and enhancement measures. The development will be subject to a Biodiversity Net Gain assessment and is targeted to achieve a minimum of a 10% net gain for biodiversity. Existing ecologically valuable habitats will be retained and protected, and protected and notable species mitigation and enhancement will be provided to ensure legal and policy compliance. The development has the potential to provide enhancements for a wide range of species and the provision of a diverse and ecologically valuable mosaic of habitats with ecological connectivity provided throughout the development and to the wider surrounding landscape |
| Once established trees grow well and will require regular monitoring and maintenance. Has the cost of this been factored in and how will they be met 10 or more years down the line? | A landscape maintenance plan will be prepared which will need to be costed and included in the overall viability for the scheme given the responsibility is likely to be delivered by a management body. |
| Analyse soil samples prior to landscape strategy | Noted. This level of detail is unnecessary at this stage of the process. |
| <p>We emphasise the importance of ‘Green Growth’ and advocate that net environmental gains are integrated within the Masterplan.</p> <p>“Deliver a minimum of 10% biodiversity net gain by increasing species density and level of biodiversity compared to the existing situation through habitat creation, enhancement and management”</p> | Noted - Page 96 of the SMF provides further information. |
| Lighting – design out crime, low level lighting for wildlife | A sensitive lighting strategy will be used in areas of ecological value. Lighting will however also be a key part of creating a safe environment and will be combined with other measures to create natural surveillance. |
| Undergrounding the electrical supply is a welcome step removing visual intrusions of overhead wires but is more costly. Such statements must be clearly committed to or else removed from the document. | UK Power Networks have full legislative control over the relocation of their assets. The specifics therein are subject to detailed design and phasing at the appropriate stage of delivery |

| Comment | FAQ response |
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| <p>Sustainable drainage: It is good to see that run off rates will be reduced by 60% of present-day conditions. We would want to see this replicated across the whole site if possible. Ideally surfaces would be permeable and rainwater harvesting systems would be prevalent across the whole site, to hold back as much rainwater as possible. Here should be a further emphasis on interlinked SuDS development (not just attenuation ponds) but swales, rain gardens etc.</p> <p>Are there proposals to connect to foul water main to the north of the site. Residents fear that this will compound existing problems with drainage and have pointed out the associated problems of low water pressure that have affected the area in recent years.</p> <p>Concerns regarding surface water flooding</p> | <p>The site drainage will control and retain storm water on site to discharge at greenfield run of rates. This means that in a peak storm event, there will be a 69% betterment to flows leaving the site. This provides a significant betterment to all catchments downstream of the development.</p> <p>The design would be agreed through the planning application process.</p> <p>Both foul water and potable water networks will be modelled by their respective incumbents, with any reinforcements to be carried out declared and undertaken as required.</p> <p>OFWAT regulations oblige these companies to deliver an appropriate connection point and adequate capacity to facilitate this development.</p> <p>Surface water flooding is generated by flat topography where rainwater is able to 'pool'. The development will introduce new topography which allows rainwater to fall in a controlled manner into a comprehensive network of conveyance pipes and swales which take rainwater to the new attenuation basins, which then discharge offsite</p> |
| <p>Broadband' only mentioned twice (page 156) which states it is vital. Fibre to the Property (FTTP) should be delivered to encourage work at home and smart homes. This will also assist modal transport shift One paragraph is insufficient to instil confidence as to how/when it will be delivered. Would like to see further information about what service is to be provided, when it will be installed, how and where it will be available across the entire site (not just FTTP), and what functions it will support.</p> | <p>The actual delivery of broadband is something which will be conditioned to the planning consent and will be for the purchaser (house builder) to confirm.</p> <p>We do know that south Harlow has an existing ultrafast broadband network of which our development can readily connect into. We would be happy to agree wording with the Local Planning Authority in due course to ensure that the developer is beholden to providing the most appropriate scale of service which this development will need.</p> |
| <p>How will the 'local centre' be supplied with energy? Will this be compatible achieving Net Zero?</p> <p>At masterplan framework level, it is expected that targets should be agreed which set the ambition of the project to achieve a net zero carbon development.</p> | <p>The scheme is being planned to accord with the relevant policies on low carbon, as set out in the recently adopted Local Plan. However, there is recognition that net zero carbon may increasingly be a requirement as the development is undertaken. For this reason the Latton Priory scheme is being made ready for the potential requirement for net zero.</p> |
| <p>How will you manage waste from the construction phase?</p> <p>Where are the references to the Main Modifications to the draft EF Local Plan. Every effort must be made to ensure that the criteria for energy efficiency within this (plans for development within Great Harlow) are met and that monitoring of the development will see that proposed recommendations are met.</p> | <p>As part of the Construction Management Plan, details about the minimisation and management of construction waste will be provided.</p> <p>The Local Plan is now adopted and is referenced throughout the document.</p> |
| <p>The proposed layout of the development should consider the impact of higher summer temperatures on dwellings and other buildings and steps taken to ensure that internal temperatures remain within the recommended comfortable levels</p> | <p>It is the responsibility of the house builder to ensure that their material specifications comply with Building Regulations.</p> |
| <p>Impact on carbon storage in trees/biodiversity: Since the main exit from the development is onto the B 1393, it is inevitable that developments of this size will result in an increase in vehicle movements through Epping Forest. It is of considerable concern that the potential impact of emissions from vehicle movements on the roads through the SAC of Epping Forest has not been properly addressed. (Please see full response for detail)</p> | <p>The potential impacts arising from increased vehicle movements will be assessed as part of the HRA for the project; traffic and air quality modelling and assessment results will be included within the HRA to determine any Likely Significant Effects on the SAC.</p> |

| Comment | FAQ response |
|--|---|
| <p>Will there be adequate water supply?</p> | <p>Under OFWAT regulations, the incumbent potable water supplier is obliged to deliver appropriate water supply to the consented scheme.</p> <p>Grey Water can be considered within one of many 'toolbox' initiatives at the outline stage in order to deliver enhancement to water supply. We would seek to engage with the Lead Local Flood Authority to discuss and agree any specific measures in due course.</p> <p>Under OFWAT regulations, the incumbent foul water supplier is obliged to deliver appropriate foul water capacity to the consented scheme. Specific requirements of any network upgrades are subject to future modelling.</p> |
| <p>The applicants' use of the Harlow and Gilston Garden Town Sustainability Guidance and Checklist is welcomed. However, the responses to the targets set in the checklist are unambitious and do not align with the expectations set out in the 'Garden Town High Quality' column of the checklist. It is noted that the checklist has material planning weight. In accordance with the Checklist, ECC recommends the following targets to be included in the LPSMF:</p> <p>ECC recommended targets were supplied by respondent.</p> | <p>The starting point is the relevant policies in the Local Plan with regard being had to the Sustainability Guidance.</p> |
| <p>EV (Electric Vehicle) charging is not included in the operational energy figure but should be sub-metered. Renewable energy should not be included/deducted within the operational energy calculation. Calculations should be carried out using predictive energy modelling tools, such as Passivhaus Planning package (PHPP), CIBSE (Chartered Institute Building Service Engineers) TM54 or equivalent.</p> | <p>This is noted.</p> |
| <p>All homes should be fossil fuel free and on-site renewable energy generation should be maximised. Passivhaus levels of fabric efficiency should be explored and key performance indicators achieved.</p> | <p>This is noted.</p> |
| <p>Qualitative and quantitative post occupancy monitoring should be undertaken on a minimum of 10% of homes and be spread across phases for a period of 5 years to demonstrate the energy performance standards and aid learning, innovation and skills development in the design and construction industry.</p> | <p>This is noted.</p> |
| <p>Consider the National Planning Policy Framework (NPPF) and the Climate Change Committee's 2022 Report to Parliament which notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. Significant development should offer a genuine choice of transport modes and promote walking, cycling and public transport take up. Also promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption</p> | <p>The Garden Town has ambitious sustainable travel mode shift targets, as set out in the HGGT Transport Strategy. To achieve this, sustainable movement is at the heart of the Latton Priory scheme.</p> |

Updated Illustrative Masterplan

The feedback has been reviewed in depth and there has been further collaborative work between the developers (CEG and Hallam Land Management), EFDC and HGGT team, in order to update and finalise the Strategic Masterplan Framework for endorsement by EFDC.

The illustrative masterplan includes:

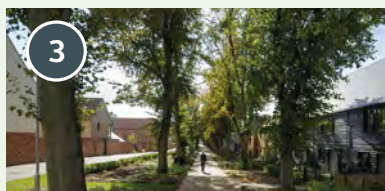
- Minimum of 1,050 new homes, however initial studies show there is capacity for 1,500 dwellings which is shown in the masterplan. However, this is considered to be the maximum and the minimum will be 1,050 dwellings. The Local Plan policy is that 40% of the homes should be affordable unless not economically viable.
- Mixed use local centre inclusive of retail, mobility hub, community space, employment and other suitable uses and including health care facilities if required.
- Extensive green space and outdoor sports facilities
- Transport infrastructure including a link road to London Road and the safeguarding of a route for a Sustainable Transport Corridor connection
- The draft Strategic Masterplan Framework also sets out principles for the built form, distinct character areas across the site and the approach to energy, phasing and stewardship (the long-term care of places and communities) of Latton Priory.



1
Mixed use local centre
(including employment)



2
New primary school



3
New green links



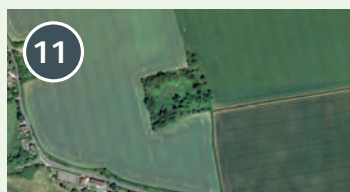
4
East West Avenue



9
New allotments



10
New sports pitches



















11
Moat (Scheduled Monument)



12
Mobility Hub



-  Sustainable Transport Corridor
-  East-West Avenue
-  Secondary Streets
-  Mobility Hubs
-  Mixed Use Local Centre
-  Education
-  Residential
-  Landmark Buildings
-  Retained Existing Trees
-  New Planting
-  Sustainable Drainage
-  Formal Recreation
-  Children's Play
-  Allotments
-  Key Pedestrian Route
-  One of the three potential locations for the gypsy and traveller site



Green edge fronting park



Latton Park



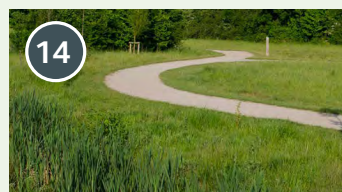
Public Transport Options



Riddings House



New secondary school



Suitable Alternative Natural Greenspace



Latton Priory (Listed Building)



Employment

Latton Priory – The vision



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 Harlow, 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.

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