

Latton Priory, part of the Harlow and Gilston Garden Town

Epping Forest District Council'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.

The Local Plan strategic site guidance expects Latton Priory to include:

A minimum of 1,050 homes	30ha of green space	Densities to support place making, modal shift, and viability by quality design	1ha of employment land at Dorrington Farm	1 primary school and land for 1 secondary school	
					
Early years facilities	A micro hub (or mobility hub)	Health and community facilities	Bus service connections and pedestrian and cycle links	A new local centre	5 travellers pitches
					

The Latton Priory 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, south of Harlow and west of London Road and the M11. This new 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.

Following extensive consultation in 2019, and subsequent consultation in 2022/23 regarding the now endorsed Strategic Masterplan Framework (SMF) for the site, CEG, Hallam Land Management and their technical consultants are preparing an outline planning application for submission to EFDC in the new year.

The outline application will seek to establish the principle of development, agree certain maximum parameters such as the numbers of homes, extents of land uses and building heights, facilities included and certain aspects of the access and movement strategy, However, much of the detail, including appearance, landscaping, layout, scale and detailed design would be agreed by way of subsequent Reserved Matters planning applications.

An illustrative framework masterplan would be included. This shows how the masterplan for Latton Priory could be developed in a way that is in line with the principles set out in the SMF. It should be noted the plan will be illustrative.

This pre-application consultation focuses on the information that would form part of the outline planning application and we welcome your comments – a questionnaire is available on the website www.lattonpriory.co.uk.

A formal consultation will be undertaken by EFDC once the application is submitted in the new year.

Latton Priory, part of the Harlow and Gilston Garden Town

Previous Public consultation

Pre-2019 Consultation

Meetings with:

- Local Authorities
- Parish and Town Councils
- Service providers
- Community, environment and business groups
- The public (at a series of events)
- First Quality Review Panel (QRP)

Spring/Summer 2019

Consultation:

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

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.

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

November 2022 – January 2023

The developers, in conjunction with EFDC and the HGGT 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. A community Q&A event was held online, which more than 50 people dialled into.

A brochure was published regarding the consultation findings. It is available on www.lattonpriory.co.uk

Spring 2020

A brochure was produced outlining the feedback following the 2019 public consultation events that 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.

The Planning and Consultation Process

Local Plan – adopted 6 March 2023	Strategic Masterplan Framework (SMF) – endorsed by EFDC on 10 July 2023	Design Code – currently out for consultation (being produced by EFDC)	Outline Planning Application – currently being prepared for submission in the New Year (2024)	Reserved Matters (detailed) planning application
<p>The Local Plan is the blueprint which sets out where development in the district will go.</p> <p>Epping Forest District Council'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.</p> <p>More information regarding what the Latton Priory development needs to include can be found on P43 and P44 of the adopted Local Plan which is available at this link: https://www.eppingforestdc.gov.uk/wp-content/uploads/2023/03/EFDC-Local-Plan-2011-2033-Part-One.pdf</p>	<p>This document sets out the strategic principles for masterplanning the Latton Priory site. The SMF is the document which provides the step between Local Plan Policy and any planning application.</p> <p>Following consultation in late 2022 / early 2023, the SMF was endorsed by EFDC. A copy of the SMF can be downloaded at https://www.eppingforestdc.gov.uk/planning-and-building/planning-policy/strategic-masterplanning/latton-priory-strategic-masterplan/</p> <p>A brochure providing feedback on the SMF consultation and answers to the frequently asked questions can be found at www.lattonpriory.co.uk</p>	<p>The Latton Priory Strategic Design Code sets out design rules and guidelines for different aspects of the development, to be met by developers in future planning proposals. These standards seek to ensure that the development is high-quality, sustainable and well-integrated, with a focus on streets and open spaces where people and nature can thrive. Once endorsed, the Strategic Design code will sit alongside the SMF as a material consideration in future planning decisions.</p> <p>The design code is being produced by EFDC and is currently at draft stage. This separate public consultation runs from 26 October – midday 11th December 2023 and will gather resident and local community feedback on the code and ensure the requirements meet local design aspirations. Feedback is being gathered through in-person exhibitions and events, an online survey, paper surveys and by email at haveyoursay@hggd.co.uk.</p> <p>The draft Latton Priory Strategic Design Code can be downloaded, and the digital survey can be found at: https://engage.hggd.co.uk/en-GB/projects/design-code-survey. Paper surveys are available at the Discover Harlow engagement hub in Harlow's Harvey Centre, opposite the Brick Lane Bagel Co. They can also be requested using the HGGT email address or by telephone on 01992 564 000.</p>	<p>An application for outline planning permission with some matters reserved can be used as a way of establishing the principle of development at an early stage.</p> <p>It will agree certain principles and includes maximum parameters such as numbers of homes, the facilities included and maximum building heights but much of the detail will be agreed by way of later detailed planning applications (Reserved Matters).</p> <p>An Illustrative framework masterplan would be included within the outline application. This shows how the masterplan for Latton Priory could be developed in a way that is in line with the principles set out in the SMF. It should be noted the plan is illustrative.</p> <p>As part of the outline planning application parameter plans will be prepared setting out the extents of land uses and building heights and fixing certain aspects of the access and movement strategy. The application will also show the maximum number of homes that can be provided on the site.</p> <p>However, the final detailed masterplan would be provided and approved at the later Reserved Matters stage.</p> <p>The outline application will also include specialist reports outlining the constraints, opportunities and mitigation measures for elements such as ecology, landscape, flood risk and drainage, archaeology for example and technical matters of noise and air quality.</p> <p>A Transport Assessment, which is a thorough assessment of the transport implications of development, detailing current and future numbers of vehicles, will be prepared. This will assess the mitigation measures required to enable the development to be accommodated on the highway network. The extent of the network that needs to be assessed is pre agreed with the highways' authorities. While some details will be subject to approval at Reserved Matters stage, the outline application will include the detail for the junctions onto Rye Hill Road, and also London Road, and is seeking consent for these access points as part of the outline application. The outline application will also include an indicative corridor for the access road linking from the site onto London Road.</p> <p>There will also be a Travel Plan which suggests measures to promote and encourage sustainable travel (such as promoting walking and cycling).</p> <p>A public transport strategy will also be prepared. This will need to be flexible so that bus services can react to future changes in travel behaviour and destinations over the development, though destinations such as Harlow town centre and the train station and Epping tube station will be key.</p> <p>As part of any planning permission granted at outline planning application stage there will be a Section 106 legal document, signed by EFDC, Essex County Council and the developers, which agrees certain mitigation measures and financial contributions for elements such as education, healthcare, transport and highways for example.</p>	<p>The subsequent Reserved Matters application would agree the following:</p> <ul style="list-style-type: none"> • Appearance - aspects of a building or place which affect the way it looks, including the exterior of the development • Internal access - covers accessibility for all routes within the site, as well as the way they link up to other roads and pathways outside the site. Access will include the junctions on Latton Avenue and the secondary access. (following their anticipated approval at outline stage). • Landscaping - the improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen • Layout - includes buildings, routes and open spaces within the development and the way they are laid out in relation to buildings and spaces outside the development • Scale - includes information on the size of the development, including the height, width and length of each proposed building.

The Outline Planning Application

The outline planning application will include extensive documentation setting out technical solutions and mitigation measures to ensure the development can be accommodated and to show how the development can meet the policy requirements as set out in the Local Plan.

It will include:

Drawings	Documents
<ul style="list-style-type: none"> • Site location plan • Site plan • Topographical plan • Parameter plans to show: <ul style="list-style-type: none"> – Land use, Green Infrastructure and Access and Movement – Maximum building heights • Green Infrastructure plan and strategy report • Illustrative Masterplan • Highways plans 	<ul style="list-style-type: none"> • Application form • Consent form for the Payment of Council Related Costs • Draft S106 Heads of Terms • Planning Statement to include Affordable Housing Statement • Design and Access Statement to include HGGT Vision assurance statement, meanwhile use strategy, landscape and lighting strategy. The Design and Access Statement will describe the site and its context, the vision, the evolution of the masterplan through the consultation process and the masterplan for the site • Consultation report/ Statement of Community Involvement • Environmental Statement and Non-Technical Summary • Transport Assessment and Travel Plan (Inclusive of Bus Strategy, Active Mode Strategy, Parking Strategy and Access Strategy) • Flood Risk Assessment • Drainage Strategy (foul and surface water) and including Sustainable Drainage Systems (SuDS) • Ecological Survey and Report /BNG Statement • Habitats Regulations Assessment • Aboricultural Survey and Report • Archaeological Assessment • Heritage Statement including Management Plan for the moated site • Sustainability Statement and Energy Strategy (and Checklist) • Utilities Report (to include high level utilities layout) • Agricultural Land Assessment • Noise Assessment • Air Quality Assessment • Contaminated Land Assessment • Health Impact Assessment

The Outline Planning Application

Housing

Within the Local Plan, the policy requires a minimum of 1,050 homes on the site. It is expected that the illustrative masterplan for the outline application will allow for up to 1,340 homes. This will provide for whole life living, offering a range of densities and tenures with a full mix of high-quality starter, family and retirement homes, affordable housing and elderly care with facilities for all age groups, building an integrated community.

The mix, tenure and location of affordable housing will be determined as part of future Reserved Matters (detailed) planning applications, but the provision of affordable housing will be secured as part of the outline application through the accompanying S106 legal agreement. Policy requires up to 40% affordable homes.

Maximum building heights within the development will be set out in the outline planning application through parameter plans. 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 parameter plans will show maximum heights – i.e. not all buildings will be 2.5 or three-storeys in the areas shown.



Education

Primary school and secondary school sites are identified as part of the outline application. Financial contributions would be made as appropriate and would be agreed as part of the Section 106 legal agreement.

The education authority may want some of these to fund additional space at existing local schools until the new schools are delivered on the site by the trigger points agreed as part of the outline planning process.

The Outline Planning Application

Healthcare

The SMF makes provision for a health facility within the local centre, if an on-site facility is required.

The nature and size of this facility is to be agreed with the local Integrated Care Board (ICB) and this would form part of the S106 legal agreement, or alternatively financial contributions would be made as appropriate and would be agreed as part of the Section 106 legal agreement.



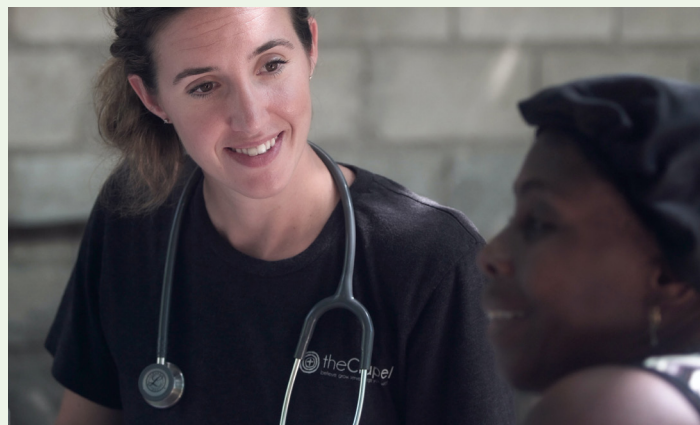
Employment

In order to prioritise the vibrancy of the local centre and the quality of the environment, small scale employment uses could form a constituent part of the mix of uses in the northern part of the local centre.

Employment uses could include offices, workshops, some small-scale light industrial uses, professional services or live/work units if the demand arises.

Phasing

The new infrastructure will be delivered alongside the housing. The local centre, primary and secondary school, main mobility hub and Latton Avenue will be provided at set triggers in accordance with evidence submitted as part of the outline planning application, with the goal of early delivery where feasible and reasonable to support the sustainability and cohesion of the new community.



Community Facilities

In addition to education and healthcare facilities, a new walkable local centre is proposed which would deliver local neighbourhood shops and services to meet day to day needs of those living at Latton Priory, helping to reduce the need to travel.

The local centre would include small shops, food retail such as a pub or restaurant, community space, medical services space, care and supported accommodation, mobility hub, and employment space.

A variety of appropriate uses would be applied for at the outline planning application stage to allow flexibility as to what is finally delivered in the local centre to meet demand and provide choice.



Green Infrastructure (GI)

Well over 50% of the site will be new, accessible green, open spaces. This will include:

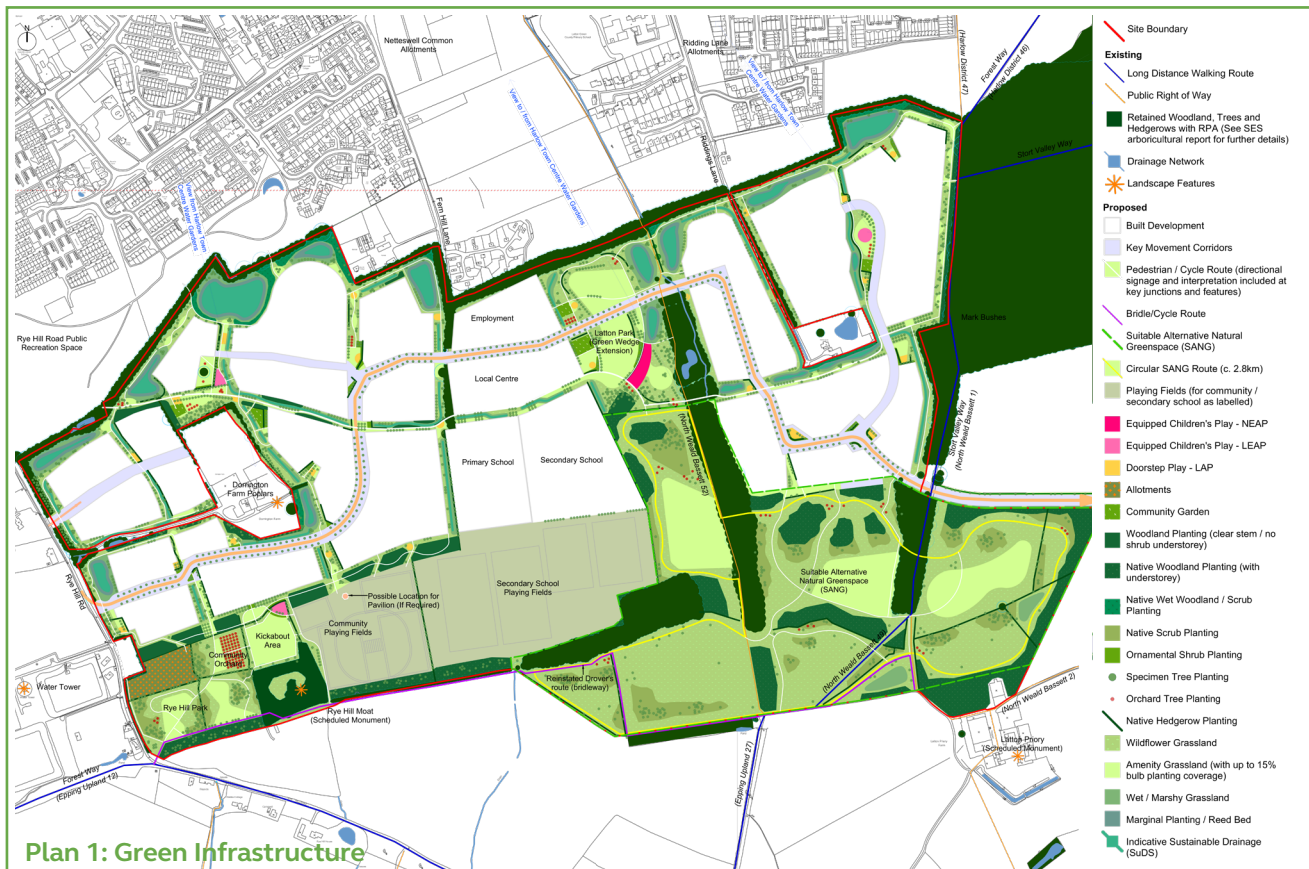
- Suitable Alternative Natural Greenspace (SANG)** designed in accordance with Natural England (NE) SANG Guidelines. In total there is approximately 26ha, plus circa 32ha of greenspace, proposed within the Latton Priory development. A range of shorter and longer circular walk options are proposed around the SANG.
- Sports pitches** - these are proposed within the southwest of the site. Potential for provision of an associated pavilion will be explored, as well as potential for public use out of hours for sport and recreation facilities at the schools.
- Green corridors, green fingers, parks, sports pitches and SANG.** These would be connected through new walking and cycling links, which in turn connect into existing surrounding routes, thus ensuring that all new green space within Latton Priory is accessible to both new and existing residents.
- Parks and play areas** suitable for a variety of ages.
- A range of ecologically valuable habitats**, such as native woodlands, wetland and grasslands, in addition to the provision of features such as bat and bird boxes and reptile and amphibian hibernacula to enhance biodiversity across the site.
- Allotments.** These are positioned close to Rye Hill Park, and in close proximity to the housing on the southern edge of the site, so are integrated into the scheme. Community gardens are also proposed around the site along with a community orchard, providing further opportunities for food production.

- Bridleways** – A new bridleway would create a link between the existing Bridleway 49 North Weald Bassett and Byway 12 Epping Upland. This is proposed to follow the southern boundary of the site.

All potential impacts on the adjacent Mark Bushes/Latton Park woodland will be addressed within the Ecological Impact Assessment as part of the planning application process. This includes 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. A recreational (foot/ cycle) route will be provided and signposted along this buffer as an attractive alternative to discourage use and alleviate pressure on the woodland paths.

The masterplan proposals are landscape-led and set within a robust framework of green infrastructure. The illustrative masterplan and supporting GI plan show 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. The northern edge of the development is set back from the site edge by a high-quality environment of SuDS basins and open space.

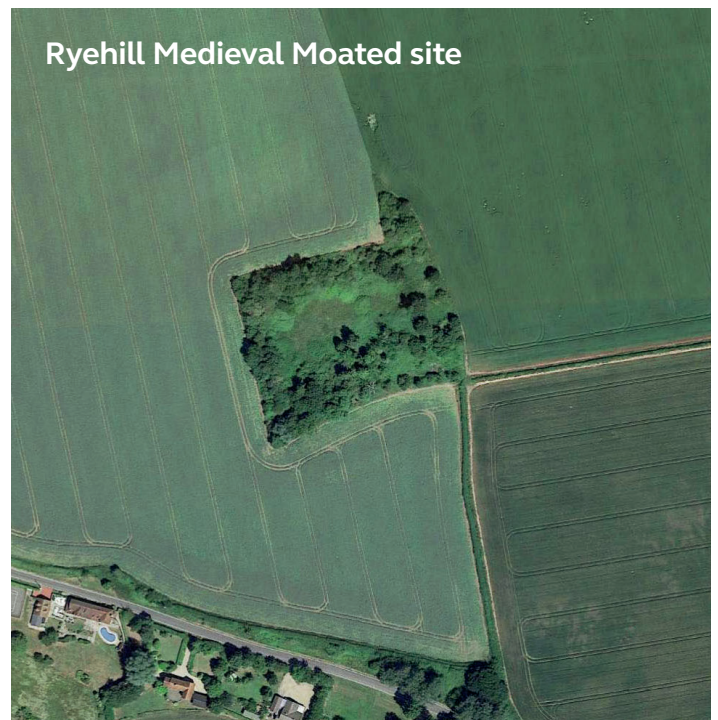
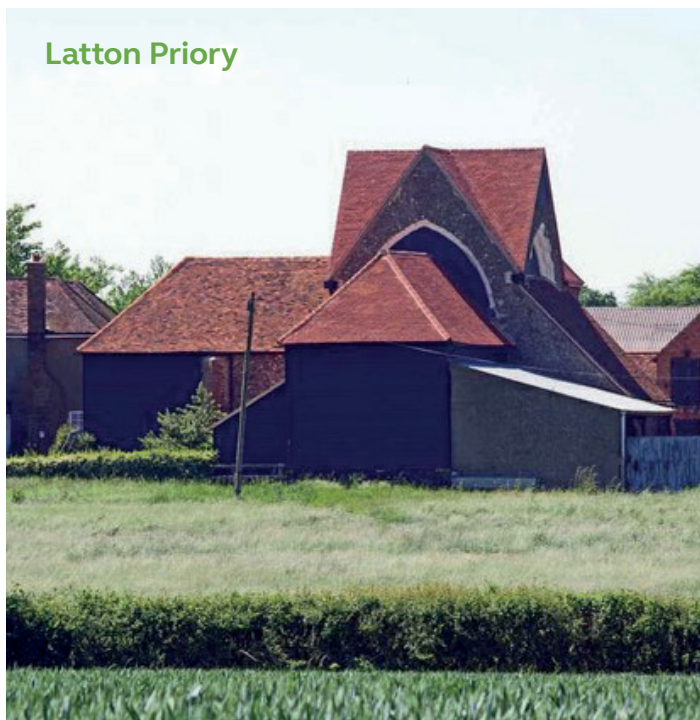
Along the southern edges of the site, the “wooded horizon” will be strengthened through new connecting woodland planting which, as it matures, will provide a backdrop to the development in views from the north and screening (when viewed from the south). Tree planting throughout the development will also soften and integrate the built form within the landscape as it matures.



Heritage/Archaeology

- The site has been subject to detailed assessment undertaken over many years. This has included a detailed heritage desk-based assessment and geophysical survey. The survey has revealed that the site is surprisingly devoid of features of archaeological interest, so archaeology has not been a design constraint.
- Consultation has been undertaken with EFDC's Archaeology advisors which has agreed to evaluation trenching to be a conditional requirement.
- There are two scheduled monuments in or close to the site. Latton Priory (also a grade I listed building) is just to the southeast of the site & Ryehill Medieval Moated site is within the red line area and will be within the proposed Ryehill Park open space.

- The potential effects on the setting and significance of both monuments has been assessed in detail and the design of the scheme has taken the two monuments into account.
- A management plan for the moated site is being developed to ensure its long-term conservation and interpretation to the new community. Interpretation panels will also be provided within the SANG area close to Latton Priory to inform the new community about the priory and the wider history of the area.



Stewardship and Green Space Management

We would engage with a variety of stakeholders, in order to agree the appropriate community management method. It would deliver the following:

- Provide strong stewardship.
- Own and manage key assets, potentially through a charitable trust, providing income streams for local reinvestment.
- Organise events and activities, creating neighbourliness, vibrancy and cohesive community spirit.
- Manage and maintain green spaces to create pride of place.
- Support local enterprise with locally run shops and other community facilities.

- Provide opportunities for local schools, groups and people to participate in the evolution of the development and benefit from education initiatives
- Implement a legacy management scheme.
- Provide a community voice, liaising with the developer as the scheme evolves.
- Manage community energy initiatives.
- Manage sports, recreation facilities and children's play areas as well as spaces for growing food.

Through a well delivered and phased development we can start to introduce new infrastructure and facilities so that the community becomes self-sufficient.

The Outline Planning Application

Traveller Pitches

The policy allocating development at Latton Priory states it is to include five traveller pitches. This is likely to be one site of circa 0.4ha. The precise details of the location has not yet been decided, but the outline planning application will accord with the endorsed SMF in showing three potential locations and the final location will be fixed at reserved matters (detailed) planning application stage.

As part of this consultation, we are also asking if respondents would prefer to see a traveller pitches site within the Latton Priory development or if the preference would be for appropriate financial contributions to be given by the developer for the pitches to be provided off site (either a new site or extension of an existing site as determined by the Local Authority.) It is important to stress that the Council's Local Plan Policy currently requires this provision to be made on site and while change to this most certainly cannot guaranteed we can look to explore this option in discussion with the relevant authorities.

Ecology

An Environmental Impact Assessment will form part of the outline planning application. This will include a baseline ecology report and an Ecology Chapter of the Environmental Statement. These documents will provide details of, and a valuation of, the baseline ecological conditions within the site and zone of influence (habitats, species, designated sites), an assessment of impacts on ecological receptors and recommendations for mitigation and enhancement measures to be incorporated into the proposed development. These reports will be prepared in accordance with guidance and methods as prescribed by the Chartered Institute of Ecology and Environmental Management (CIEEM) Guidelines for Ecological Impact Assessment (2019).

There will also be a Biodiversity Net Gain Assessment which is targeted to achieve a minimum of a 10% net gain for biodiversity. Existing ecologically valuable habitats will be retained, protected and enhanced, new ecologically valuable habitats will be created 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. The provision of ecological mitigation, long-term biodiversity benefits, and the relevant management and maintenance throughout the development, will be addressed within appropriate plans and documents such as a Construction Environmental Management Plan, Biodiversity, Ecological Mitigation and Enhancement Plan and Landscape and Ecological Management Plan.

Flood Risk and Drainage

The site drainage will control and retain storm water on site to discharge at greenfield run off 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. This betterment significantly enhances the existing uncontrolled situation of free-flowing rainwater downstream by capturing and slowly releasing rainwater into channels and not overland.

The design would be agreed through the planning application process.

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.

Utilities

The outline planning application will be accompanied by a Utility Assessment which will contain evidence that all key infrastructure is deliverable for the site. This will include provision for electricity, potable water, high speed broadband, telephone and foul water connections.

Engagement with the relevant incumbent service providers will have been completed and specific advice on the connection point and any offsite reinforcements will be confirmed. In addition, diversion and/or protection of existing utility assets needed to facilitate the development will be confirmed.



The Outline Planning Application

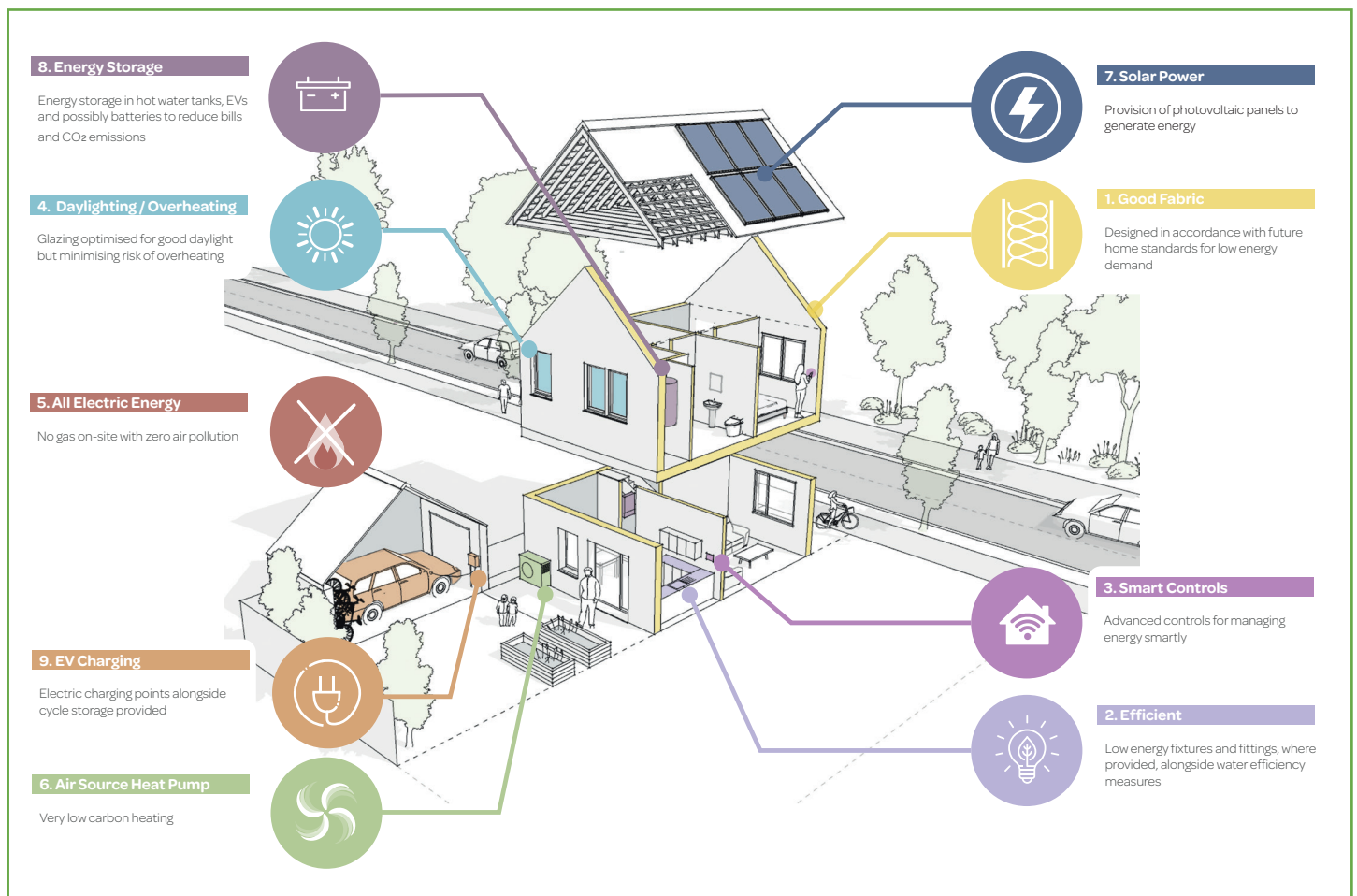
Sustainability

A sustainability and energy strategy will be submitted with the outline application which will also incorporate the HGGT Sustainability Checklist. This will set out intended standards and measures which will be integrated into the development to facilitate the transition to a net zero economy.

In accordance with the Epping Forest Local Plan objective, the development will seek to meet high standards of energy efficiency, integrate principles of sustainable design and construction minimising environmental impacts with respect to energy use, water use, waste and transport.

All homes at Latton Priory will be constructed to a high standard of fabric insulation and airtightness and will utilise a range of renewable energy technologies such as roof mounted solar PV and Air Source Heat Pumps (ASHP). All dwellings will be powered solely by electricity which will mean that the carbon intensity of each building will reduce over time, ultimately reaching net zero in line with the decarbonisation of the grid.

An image that demonstrates the range of features that could be deployed across the variety of dwellings is provided below.



Air Quality

An Air Quality Assessment will accompany the outline planning application and will measure the increases in nitrogen dioxide emissions produced from the newly generated development traffic and quantify the effects against, flora, fauna and human health. Explicit evidence will show whether the national guidance for allowable nitrogen dioxide has been exceeded or not, together with setting out specific measures for emissions management which the development intends to implement as part of the sustainable transport solution.

Agricultural Land Assessment

The allocation of Latton Priory for development through the Local Plan process has established the acceptability of the loss of agricultural land.

An Agricultural Land Assessment, which will include a Soil Management Plan, will accompany the outline planning application to ensure that the benefits of the best and most versatile soils can be incorporated into the development.

Transport and Access

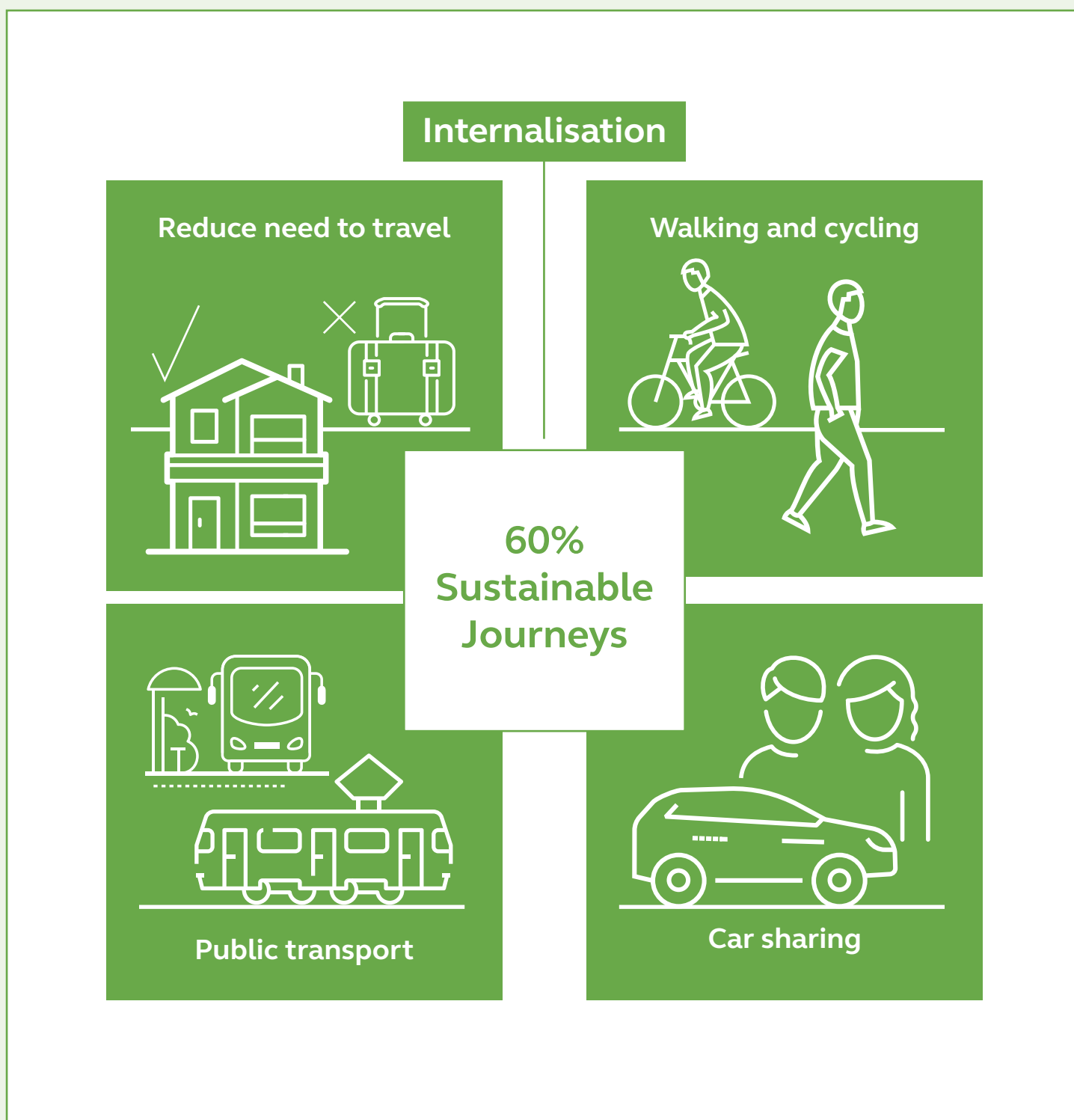
The Transport Assessment and Travel Plan will address the following points:

Approach

Planning transport provision is an integral part of the scheme. The approach is to consider the movement of people and the journeys they need to undertake on a day-to-day basis. A hierarchy approach is taken to movement as follows:

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

The development aspires to achieve 60% of trips by sustainable modes and this is achieved by a variety of ways as shown in the image below:



Transport and Access

In relation to the proposals at Latton Priory this means:

- Providing new facilities (such as schools, shops and services) on site that are easily accessed by new residents by walking, cycling or scooting.
- Providing infrastructure to enable 'working from home' whether for a few hours or for the day.
- Enhancing the convenience of walking and cycling by providing safe, well signed, convenient and continuous routes connecting to the existing networks.
- Providing efficient, high quality, cheap, fast, and reliable bus services with smart timetabling - including bus links to both Harlow and Epping Stations.
- Providing bus priority at the new access junction with London Road and at the Rye Hill Road / Paringdon Road junction, both of which are proposed to be signal controlled.
- Providing a new 3 metre wide shared footway/cycleway along Rye Hill Road from the access to Latton Priory to the existing cycle route to Harlow Town Centre that begins to the west of St James Church of England Primary School.
- Providing a mobility hub in the local centre to encourage sustainable travel and two additional smaller mobility hubs to the east and west of the development.
- Delivering a package of measures designed to encourage a high non-car driver mode of travel, including providing travel credits/vouchers that can be used in a variety of ways, for instance on buses, trains, car clubs, car-pooling services, and for bike hire, electric bike and cargo bike hire.
- Delivering personalised travel planning through the concierge team.
- Including smart infrastructure for clean vehicular travel options.
- Designing in pedestrian rather than car priority, as well as convenient, safe and prioritised access to schools by sustainable modes.
- Reinstating the Drover's route along the southern boundary of the site which will provide a recreation route for walking, cycling and horse riding.

Current and Future Transport Movements

To establish the existing traffic movements around the development, an extensive study area including more than 30 junctions in the area was agreed with Essex County Council to allow for traffic surveys to be undertaken.

The traffic surveys record traffic flows at peak times i.e. on weekdays between 7am and 10am in the morning and 4pm to 7pm in the evening. Automatic Traffic Counters were also used to record 24hr traffic flows over a two-week period.

A micro-simulation model has been developed using this survey data. Extensive discussions have been undertaken with Essex County Council and its appointed consultants to ensure that the micro-simulation model is representative of existing traffic conditions and is suitable to assess the impact of the development proposals.

To consider the future year assessment, the model includes traffic from other committed developments (developments that have been approved but not yet constructed), other allocated Local Plan sites and further background traffic growth assumptions from an industry standard database to account for general traffic growth.

The traffic generated by the Latton Priory development is then added to this future year scenario so that any impacts of the development can be assessed and mitigated if required.

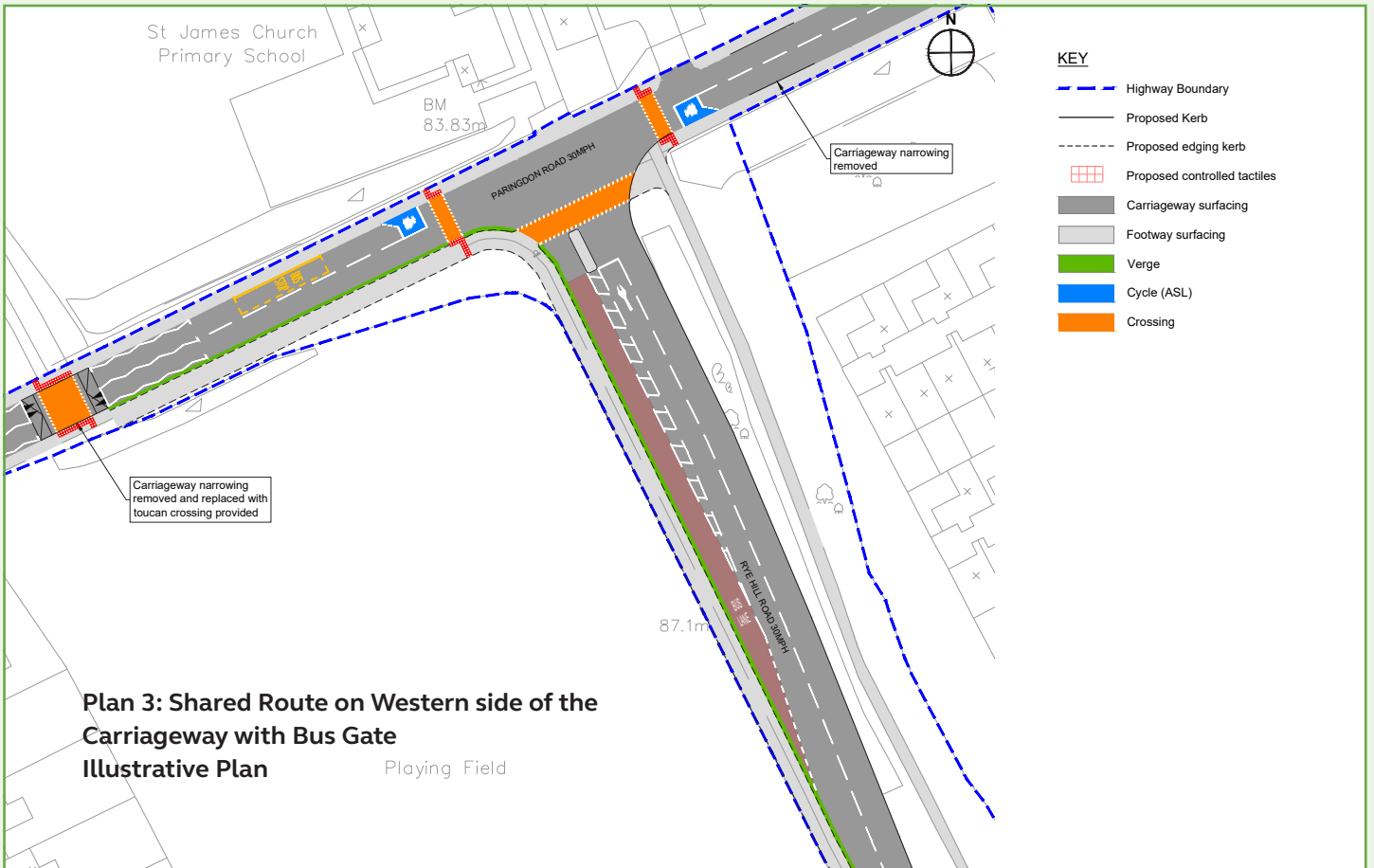
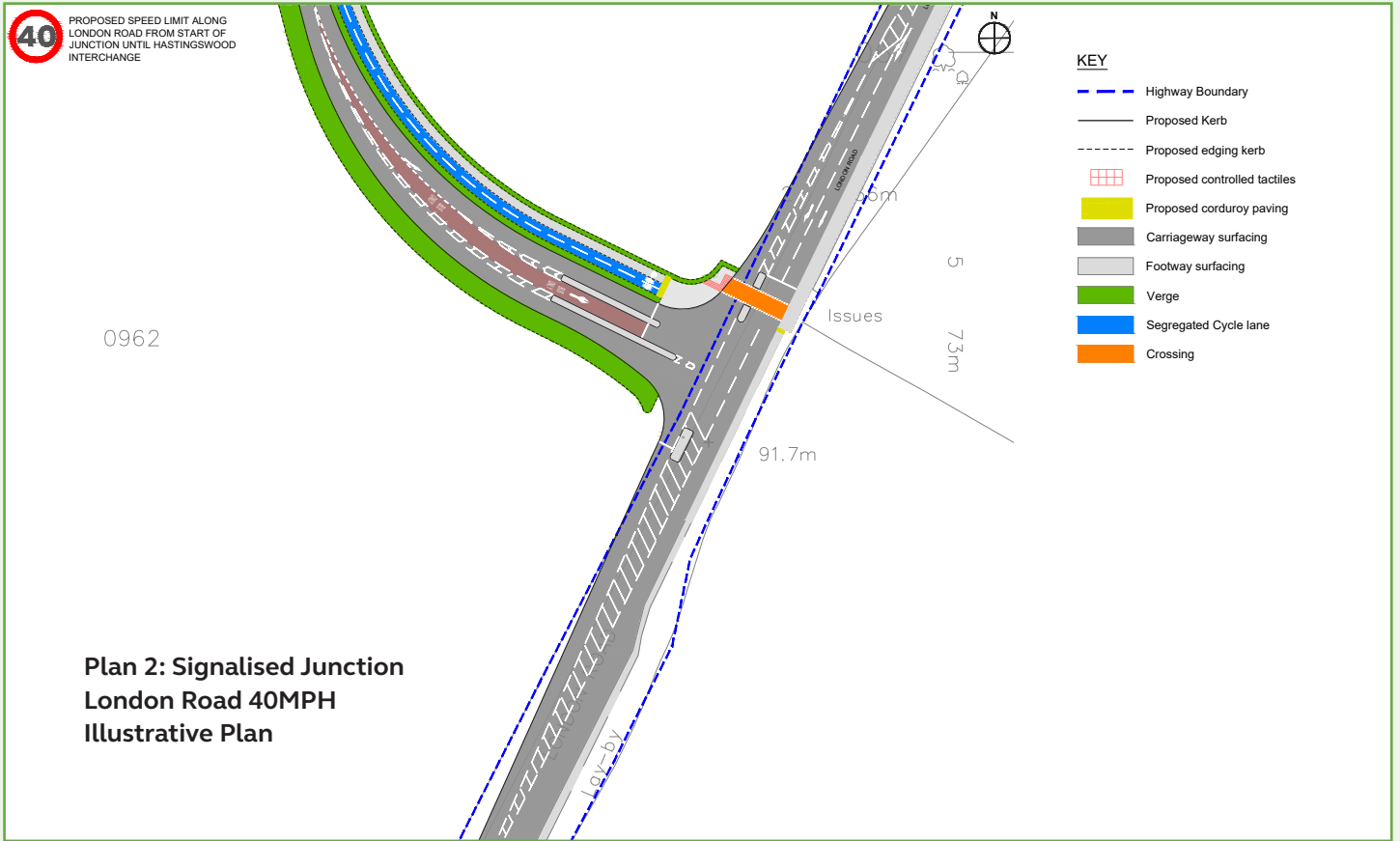
The results of the traffic modelling will be included within the Transport Assessment submitted as part of the planning application.

In addition, the Transport Assessment will include a multi-modal trip generation and distribution assessment that considers trips by all modes of transport including walking, cycling and public transport.

London Road, Rye Hill Road links and the access road through the site

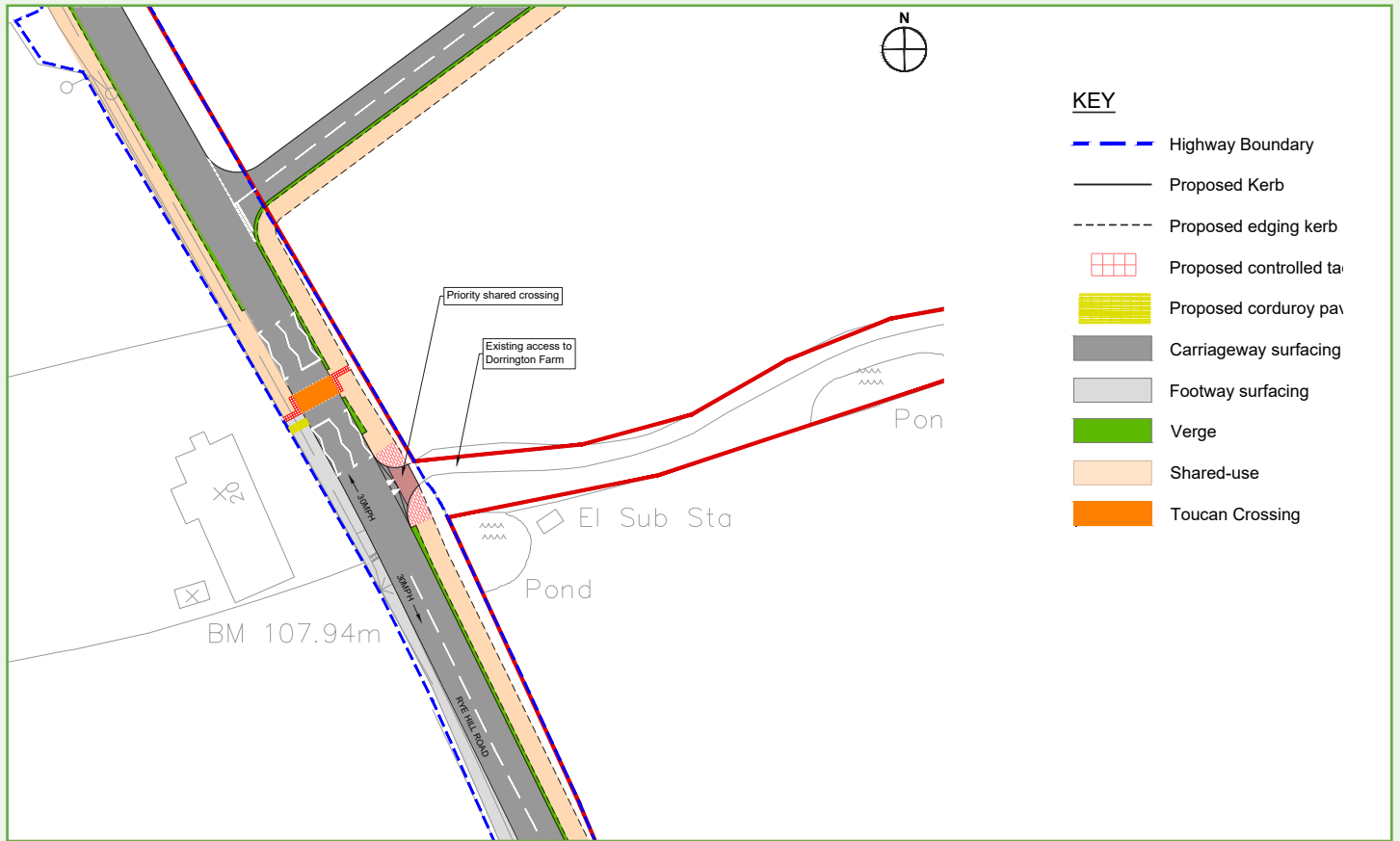
There will be three vehicle access points to the development, with one from London Road and two from Rye Hill Road. It should be noted that the northern access from Rye Hill Road will only provide access to a small number of dwellings and would not be a through road for vehicles. These access points are shown on the indicative masterplan.

The design of the signalised junction on London Road and shared Route with bus gate on the west are shown on the plans below (plans 2 & 3).



Plans 4 & 5 below show the preliminary access points from Rye Hill Road, it should be noted that the northern one is not a through route.

Plan 4



Plan 5



Sustainable Transport Corridor (STC)

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. Phased implementation will allow upgrading of services running on the existing roads along identified corridors and the improvement of connections between services.

The primary function of the STC network is to provide direct sustainable travel connectivity between key destinations, primarily Harlow Town Centre. The series of strategic public travel routes will provide high quality public transport and active travel options that will connect existing and new communities and provide the standard for exemplary sustainable travel as one element to achieve the mode share objective.

The proposed STC is intended (where practicable) to be designed along its full length to give appropriate priority to active and sustainable modes over the private car (with associated journey time advantages in respect of public transport) to ensure frequent, fast and reliable services.

The STC is proposed to connect from the Local Centre to the north of the site through to Commonside Road and into Harlow Town Centre, with a terminus at the mobility hub in the Local Centre. The STC is proposed to accommodate dedicated facilities for walking and cycling and public transport, and will be designed to the STC Placeshaping Principles (where practicable).

In order to maximise the promotion and use of active and sustainable transport modes, it will be necessary for sustainable transport provision, including, as appropriate, connection into and contributions towards the STC network, to be commensurate with the phasing of development of Garden Communities. This is required to prevent the establishment of unsustainable travel behaviour, and to provide viable alternatives to private car use.

The form, width, timing and route of the STC from Latton Priory to the town centre is still to be determined and is the subject of ongoing studies. The masterplan supports provision of enhanced sustainable connections to key destinations in the wider area, of which the STC forms one of the key elements. The promoters of Latton Priory will work with the relevant stakeholders to facilitate the delivery of the STC link to Commonside Road at an appropriate stage during the development. Prior to the full link to the town centre being available, alternative sustainable connections will be provided.

Local Transport Network improvements

- Providing investment into improvements to the road network and delivering key junction improvements such as the signalisation of the Rye Hill Road / Paringdon Road junction to provide bus priority and improve pedestrian and cycling crossing facilities.

- Delivering new access roads into and out of the site via London Road and Rye Hill Road.
- Contributing to infrastructure at the appropriate time, such as the STC network.
- Delivering new walking and cycling links outside of the site, such as a new 3m wide shared footway/cycleway along Rye Hill Road to connect with the existing cycle route to Harlow Town Centre that begins to the west of St James Church of England Primary School.

Managing Construction Effectively

It is anticipated that a planning condition is attached to any future planning permission that requires a detailed Construction Management Plan to be agreed with the local authorities in advance of construction beginning. This would include measures such as construction routing plans, defined operating hours and sustainable transport arrangements for workers to reach the site.

Reviewing – and further investment

A detailed Travel Plan will be submitted in support of the application. This will include measures to encourage people to travel sustainably. It will also include a requirement to undertake monitoring surveys to determine the mode of travel being used by residents.

To manage this effectively, the developers will establish a Transport Review Group (TRG) with members taken from the key transport stakeholders, as well as the Developers. The role of the TRG will be to:

- Monitor the performance of the Travel Plan and associated mode share target.
- Engage with the local community and stakeholders.
- Introduce additional sustainable travel measures where appropriate.
- To address any unforeseen impacts of the development.

A capped Sustainable Transport and Innovation Fund will be set up for the TRG to use if targets are not being met. This could be for a range of measures which may include:

- Additional bus services.
- Physical measures such as new footpaths and cycle routes.
- Additional publicity.
- Additional incentives.

The unspent portion of the Sustainable Transport and Innovation Fund will be returned to the Developer as and when the mode share target is met, which incentivises early delivery. The monies in this Fund are not to be drawn on and spent unless remedial measures are required.

Updated Illustrative Masterplan

The forthcoming outline planning application will include an illustrative masterplan. This will detail the broad locations for housing, facilities, green space, roads, cycleways and pedestrian routes and linkages. A copy of the illustrative masterplan is shown in Plan 4. The planning application will also include parameter plans which will set out key parameters in relation to land use (extent of different land areas within the site); access and movement (including access points) and building heights (maximum heights of the buildings). These will ultimately become the “approved plans”.

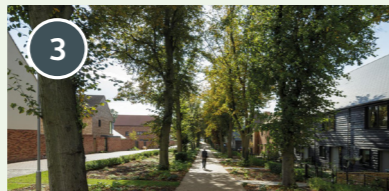
The SMF document and masterplan were shared as part of the public consultation on the SMF. Following consultation, a number of changes and updates were made. Some of these are highlighted on Plan 4.



1 Mixed use local centre (including employment)



2 New primary school



3 New green links



4 East West Avenue



5 Green edge fronting park



6 Latton Park



7 Public Transport Options



8 Riddings House



9 New allotments



10 New sports pitches



11 Moat (Scheduled Monument)



12 Mobility Hub



13 New secondary school



14 Suitable Alternative Natural Greenspace



15 Latton Priory (Listed Building)



16 Employment