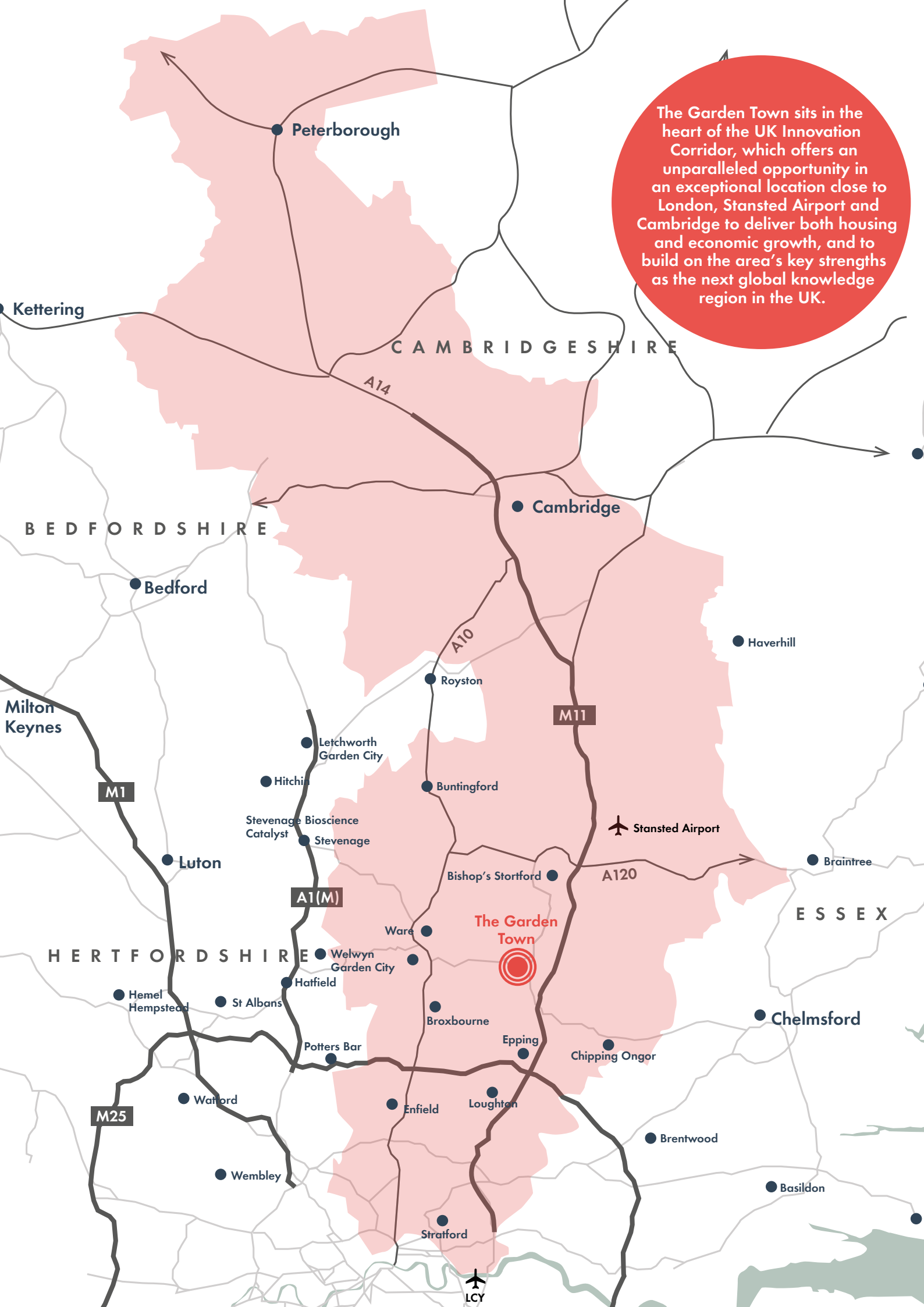




HARLOW AND GILSTON GARDEN TOWN

VISION
NOVEMBER 2018



The Garden Town sits in the heart of the UK Innovation Corridor, which offers an unparalleled opportunity in an exceptional location close to London, Stansted Airport and Cambridge to deliver both housing and economic growth, and to build on the area's key strengths as the next global knowledge region in the UK.

INTRODUCTION

Harlow and Gilston was designated as a Garden Town by the Ministry for Homes, Communities and Local Government in January 2017 and will comprise new and existing communities in and around Harlow. Set in attractive countryside, with transformative investment in transport and community infrastructure, new neighbourhoods to the east, west and south and new villages to the north will be established.

East Herts, Epping Forest and Harlow District Councils are working together with Hertfordshire and Essex County Councils to ensure plans for the Garden Town support sustainable living and a healthy economy; provide a good quality of life for existing and future residents; and respond to local landscape and character.

Purpose of the Vision

This document sets out the vision for the Garden Town and the principles which will inform its growth and management. It will help support the delivery of the locally-led Garden Town, furthering the joint-work that is supported by Government. The vision and principles for the Garden Town are informed by the Town and Country Planning Association's (TCPA) Garden City Principles and from input from our stakeholders and the local community.

Over the following pages, the Garden City Principles logos are shown alongside the headings of the Harlow and Gilston Garden Town four key principles of healthy growth (e.g. Placemaking and Homes), to indicate where they correspond to each other.

The Vision has been prepared to help residents, business, investors and developers to understand the Garden Town and its quality aspirations. The Vision will be used as a consideration when proposals for growth and regeneration are presented to the Garden Town QRP.

Reviewing and monitoring this document

This document will be reviewed regularly (maximum every two years) to ensure that it remains fit for purpose, and updated as necessary.



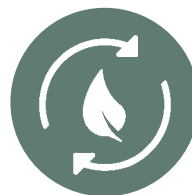
A **mix of house sizes and types**, to cater for all, including those most in need



A wide range of **jobs in easy access**



Beautifully designed homes and neighbourhoods - the best of town and countryside



Enhancing the natural environment through biodiversity and zero carbon approaches, and ensuring climate resilience



Good shopping, cultural and recreational **facilities in walking distance**, that support sociable neighbourhoods



Integrated sustainable transport, in which walking, cycling and public transport are the most attractive options



Capturing land value for the benefit of the community



A **strong vision**, with leadership and community engagement



Long term **stewardship** of land and facilities

VISION FOR THE GARDEN TOWN

The pioneering New Town of Gibberd and Kao will grow into a Garden Town of enterprise, health and sculpture at the heart of the UK Innovation Corridor. Harlow and Gilston will be a joyful place to live with sociable streets and green spaces; high quality homes connected to fibre optic broadband; local centres accessible by walking and cycling; and innovative, affordable public transport. It will set the agenda for sustainable living. It will be....

...ADAPTABLE

- Buildings which are designed to be flexible in their use over time rather than being replaced
- Transport infrastructure that can adapt to new technologies and changing habits
- Green infrastructure that supports a variety of uses such as play, walking, cycling and community events
- Local industry that can respond to economic shifts and the emergence of new sectors.
- A place that can adapt to climate change

...SUSTAINABLE

- A fully integrated public transport network that connects within and beyond the Garden Town
- A place where people are inspired to work locally and encouraged to travel actively
- Self-sufficient neighbourhoods with their own centres
- Efficient use of energy and wider resources over the life of the Garden Town
- A biodiverse place with continuity of habitats

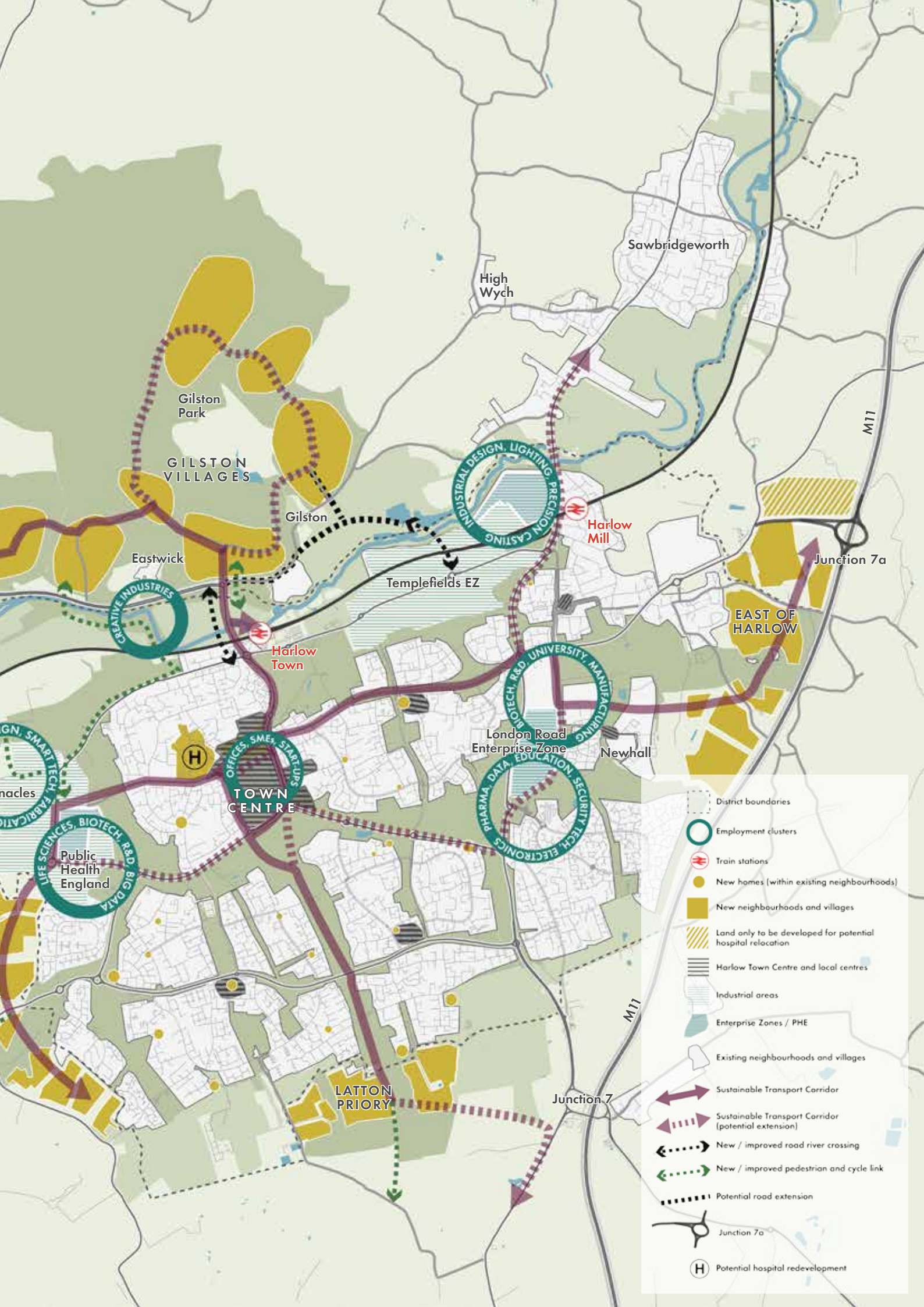
...HEALTHY

- Accessible routes that encourage people to move actively - to walk, cycle and skate - and are inclusive to all abilities
- Sociable streets and local centres that encourage daily interaction
- Space for food production - improving mental health and access to good nutrition
- An active and vibrant town centre with a strong cultural and commercial offer
- A good range of active leisure facilities

...INNOVATIVE

- At the forefront of public rapid transit technology
- Innovative building design, construction and performance
- New models for housing types and housing delivery
- Pioneering temporary interventions and quick wins
- Spearheading the nation's response to the UK Industrial Strategy through science, technology and education





DRIVERS FOR THE GARDEN TOWN

Sir Frederick Gibberd drew up the masterplan for Harlow New Town in 1947. As a place to celebrate the arts, particularly sculpture, he envisaged the town as an organism which would go on changing and being rebuilt as the needs of people altered.

The ethos of both Gibberd and Kao is embraced through these new drivers for the Garden Town.



A central position in the **UK Innovation Corridor (LSCC)** - one of the fastest growing regions in the country - and a key part of the UK Industrial Strategy transforming the national economy.

£400m

Arrival of **Public Health England** - £400 million will be invested in New Frontiers Science Park, with 3,500 new jobs introduced to the town.



An extensive **cycle network** - making use of Harlow's existing network and transforming this so it is comfortable for all users.

Sir Charles Kao pioneered the development, and use of, fibre optics in telecommunications in Harlow. Building on this great achievement, creating the right environment for the innovators of the future is a key driver for the Garden Town.



Green environment and New Town optimism - the existing town has a wonderful Green Wedge network and Stort Valley setting, access to which can be expanded and improved to connect to country parks and rural paths.



Harlow Enterprise Zone - delivering 5,000 jobs over 25 years and home to Harlow Science Park, Kao Park and Data Centre Campus, and Anglia Ruskin University MedTech Innovation Centre.



A **sustainable transport** network - with plans for sustainable transport corridors with convenient and affordable rapid transit.

KEY PRINCIPLES FOR HEALTHY GROWTH

Four themes have been identified and each of these have a set of principles to help guide development and growth across every aspect of the Garden Town.

A series of indicators sit beneath these principles to shape and inform strategic decisions and support the transformation of the Garden Town.



A diagram setting out the inter-relationship between the four themes, their set of relating principles and the page numbers to find them in this document. Long term stewardship ties these themes together. New facilities will not be sustainable without well organised management structures supported by consistent revenue streams.

PLACEMAKING AND HOMES

A Responsive and distinctive – sitting comfortably in its context

1. The Garden Town will have a clear **overall identity**, marked by good design and a sustainable approach, but will comprise a series of **distinctive neighbourhoods and villages**, each with their own character and identity.
2. New development will **respond to its landscape** and built context, and particularly to local topography, so that it sits comfortably in terms of its **scale, massing, density and orientation**.
3. In neighbourhoods, **cues will be taken** from the best of existing buildings, as Newhall has taken cues from early Harlow neighbourhoods. **Materials, colour palette, form and structure** will respond to these, without simply copying them. **Characteristics of typical or nearby villages** will be taken as design cues, with materials, colour palette, form and structure showing how they might respond to these.
4. **Densities will typically increase** towards local centres and transport hubs, around a local high street or small green space and villages should fragment at their edges. New neighbourhoods should reflect densities of adjacent existing neighbourhoods.
5. Villages centres will be located at the **meeting point of local routes**. Both villages and neighbourhoods will be **integrated with the wider network** of surrounding settlements.
6. Housing **densities will be broadly between 25 homes and 55 homes a hectare**.
7. **Roofscales will be varied** with terraced rooflines avoided on higher ground, so that the horizon remains green and natural.
8. Green infrastructure including planting and drainage will happen **early in the development process**, so it matures as places are established.
9. **Best practice and design guidance** will help to inform masterplans and **design codes** for development areas will be developed with the local community, to establish parameters for achieving excellent design. Where appropriate, these will include the Essex Design Guide and Harlow Design Guide.



Existing buildings with New Town and village vernacular



Historic and contemporary Dutch town houses - design cues are taken without pastiche architecture

Garden City Principles



B Balanced, diverse and functional communities – the right kind of homes and densities

1. The Garden Town will comprise a series of **self-sufficient** neighbourhoods and villages with **local centres and small local centres** at highly accessible locations.
2. Neighbourhoods and villages will be home to a diverse and **rich mix of uses and activities** with homes, shops and jobs in the same place.
3. **Densities will increase around local centres** and transport nodes. Mixed use centres will have active **ground floor commercial uses** with homes above.
4. The Garden Town will provide a **range of homes** and typologies to cater for the needs of **residents at all stages of life and all abilities**. These homes will be **integrated to support balanced communities**.
5. The Garden Town should have a **tenure-blind mix of homes**, including owner occupied, private rented, affordable and social rented, and shared ownership. Local Plans will set policies for **affordable housing provision** and the Garden Town Housing Plan will further develop these policies.
6. As large new areas come forward for development, a **phased approach** will be encouraged to see homes delivered **close to existing local centres** or for **infrastructure** and new local centres to be **delivered early**, to establish communities and be sustainable.
7. A **variety of housing delivery models** will be encouraged, including identifying land for, and taking steps to support, custom, self-build and community-led housing.
8. New buildings shall be designed to **adapt to changing needs and lifestyles**, for example capacity to accommodate growing households or the needs of an ageing society.
9. **Building materials and detailing**, landscape and design will be of a consistently **high quality** throughout the new settlement and will be informed by design review at the **Quality Review Panel**.
10. Innovative designs will be encouraged that are flexible, adaptable and incorporate **cutting edge technology** in the fields of low carbon, low energy consumption, low water demand and water conservation. New homes will be at the **forefront of modern living**.
11. **Traveller sites** will be considered across the Garden Town in accordance with authorities' different Local Plan requirements.



C Healthy, safe and connected neighbourhoods and villages

1. All villages and neighbourhoods will be designed with an **open street network that integrates** with surrounding areas. Cul-de-sac developments with little connectivity across them will be discouraged.
2. Neighbourhoods and villages should provide **walkable everyday activities**, including a vibrant mix of community uses and social infrastructure, such as place and recreation areas, **concentrated at local centres**.
3. Village and neighbourhood centres will have a **primary school including early years facilities, places for food and/or drink, convenience shopping, community spaces including small scale workspace**, as well as good access to public transport.
4. District and county authorities will work together to identify where **secondary schools** are most needed and in **accessible locations, close to primary schools**, community services and green space.
5. New development will be designed to **overlook streets, open spaces and the Green Wedge network** where appropriate to create active, attractive and safe environments for all.
6. Street design shall encourage community activities including **interactive public art, doorstep play and meeting places**. Public spaces will have a generous provision of **seating** and **level access** for mobility scooters and pushchairs.
7. A **new health centre** will be provided as part of the Garden Town, where the practice workforce will work together **bringing specialisms and continuity of care**. Primary care professionals will work more closely together to support patients in their area.
8. Redevelopment of, or a new site for, **Princess Alexandra Hospital** will be identified at an accessible location and should respond sensitively to local built and landscape character. Opportunities to establish an innovative health care campus will be encouraged.
9. New developments will be designed to **promote physical activity and active lifestyles** through the built and natural environment.



Low density cul-de-sacs, west of Bush Fair



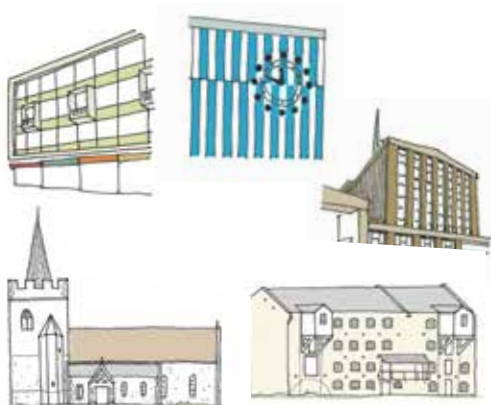
High density, connected street network, Newhall



Connected streets with safe doorstep play space provision

D Maximising visibility and appreciation of our heritage

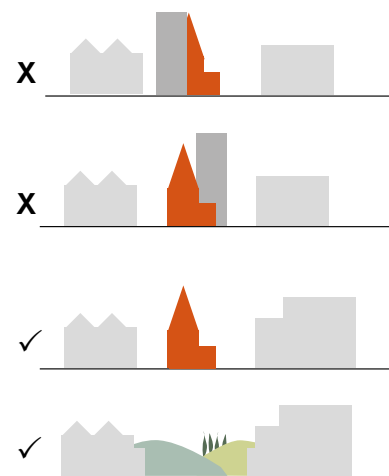
1. The Garden Town will expand the influence of the **'Harlow Sculpture Town'** brand through commissioning of new public artworks, bringing art and **design into everyday life**.
2. Early **engagement with communities** in a **participative design** programme will help bring residents together in open dialogue to inform masterplans.
3. The Garden Town will create high quality, energy efficient buildings and places, using **best practice** and working with **leading and innovative architects** and designers; echoing the approach of the original New Town.
4. Taking advantage of increasing interest in the post-war period, the Garden Town shall explore opportunities to boost Harlow's reputation as a **centre for mid-Century design innovation** and experimentation.
5. **Views of the natural and built landscape** will be retained, with views towards heritage assets **framed and enhanced**.
6. New development should **integrate sensitively** with existing heritage assets through careful consideration of scale, massing, materials and aspect. **Space will be given to significant assets where appropriate**, with their setting protected through buffer zones and landscape design.
7. Improved **access to, interpretation of and education on heritage assets** in the Garden Town will be encouraged.
8. The Garden Town's varied built legacy should be promoted through **contemporary reinterpretation** where appropriate; valuing the **New Town** and more traditional **rural vernacular**.
9. **New Town assets should be identified and celebrated**, particularly works of Sir Frederick Gibberd, to share the rich story of the Garden Town with residents and visitors.



Faith, industry and New Town heritage within the Garden Town area



Re-use of a mid-century building as a brewery and bar in Hammarby Sjöstad, Sweden



New development should not mask views towards key landmarks or landscape, either by blocking the view or sitting prominently in the background

LANDSCAPE & GREEN INFRASTRUCTURE

A Enhancing the Green Belt and expanding the Green Wedge network

1. Masterplans will identify and design open space that **expands the existing Green Wedge network** across the Garden Town and **connects out to the wider countryside and Stort Valley**.
2. Areas of **Green Belt** on the edge of the Garden Town will be improved with **investment in public access, landscape and biodiversity enhancements**, and the creation of **country parks** where appropriate.
3. New development adjoining the network will improve access to and **enhance the quality and recreational value of Green Wedges** and Green Fingers. Clusters of uses such as **cafes, play areas and seating** will be established close to local centres.
4. New Green Wedges will be an appropriate size and character to **maintain the individual identity of new and existing neighbourhoods and villages**.
5. Green Fingers running through residential areas will be **multi-functional spaces**, accommodating play areas, a local park or village green.
6. New neighbourhood **development will have a positive relationship** with the enhanced Green Wedge network with front doors and windows facing onto green spaces where appropriate.
7. **Green Wedges between villages will be rural in character** using farmland and woodland to reinforce the separation of development and maintain existing village ways of life.
8. The open space network will support **active lifestyles** and good health through **excellent walking and cycling routes**, connecting all parts of the Garden Town and the wider countryside.
9. New development should identify appropriate locations for **playing fields, adventure spaces, play areas, running trails and bridleways** to support new and existing residents.
10. Local authorities will seek to secure the long-term **maintenance and stewardship** of open spaces; committed to achieving high quality such as the **Green Flag** standard for local parks and green spaces.



The Green Wedge and open space network should be multi-functional and with varying character.



Green Wedges should continue to support active and sustainable travel



Sociable spaces and play should be integrated into the green space network.



Diagram of Garden Town green and open space network

Garden City Principles

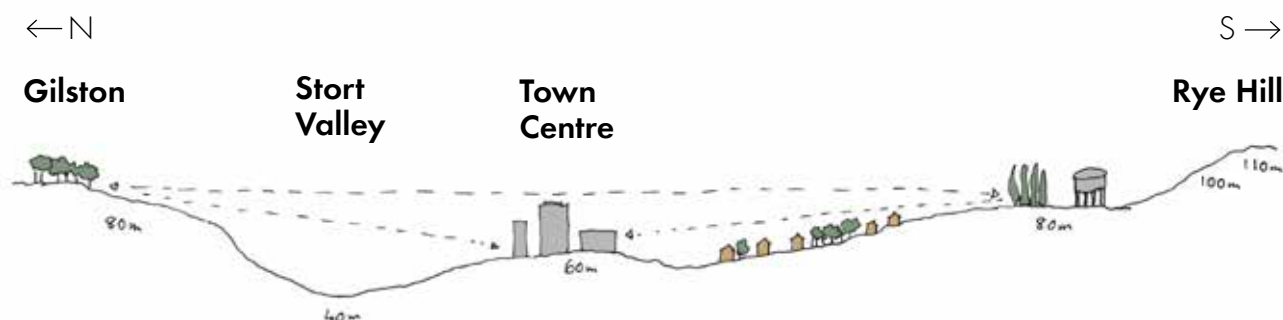


B Landscape-led masterplanning: responding to natural character and function

1. An outstanding green and blue infrastructure **network of open spaces and waterways** will characterise the Garden Town, providing multiple benefits for residents' physical and mental health; rich habitats for wildlife, flora and fauna; and important noise and air pollution buffers from roads and industry.
2. Development will **sensitively respond to the topography**, with views of key landmarks and vistas into, out of and across the Garden Town, framing and enhancing these.
3. Street trees and planting in strategic locations will **screen and filter views between development**, enhance key vistas and provide buffers to busy roads.
4. The existing landscape should shape the pattern of new development and the character of open spaces, using existing **woodlands, hedges, trees, meadows and waterways as natural cues**.
5. **Local species** to be chosen for tree lined streets and garden hedges will reinforce local landscape character.
6. The **Stort Valley Park** will form an important **leisure, recreational and ecological asset** at the heart of the Garden Town, uniting the new villages with the existing town and its new neighbourhoods.
7. The Stort Valley will be part of the **walking and cycling network**. This will be carefully balanced with its role as a **natural habitat and navigation system**.
8. **New and improved crossings** are planned across the River Stort. These will carefully consider landscape, ecological and right of way impacts.

Right: Working with a mature landscape of existing woodland and hedgerows can help ground new development and foster a sense of place. Example illustrative approach from south of Reading.

Below: This diagram shows the principle of the 'cradle' of the Rye Hill that comfortably contains Harlow, which will need to be carefully considered in new development.



The Stort Valley is a major asset to Harlow and Gilston Garden Town. The river corridor flows from east to west to join the Lee Valley and includes a number of sites designated for their nature conservation value. The River Stort forms the boundary between Essex and Hertfordshire yet should become a unifying strand in the green infrastructure network of the expanded community with opportunities to provide a narrative of its role and use through time.

The River Stort and its associated flood meadows provide a necklace of habitats, an environment for accessing and discovering nature and a route for recreational enjoyment. Future enhancements could include wet woodland creation and positive management for wildlife. There will be a need to limit the landscape, ecological and right of way impacts of the additional Stort crossing by road.



The River Stort is a rich wildlife corridor and home to Parndon Mill, a creative workspace steeped in local history.



Harlow Town station backs onto the river and is currently inaccessible from that side.

New bridges and routes connecting the Gilston villages to Harlow

Cafe/restaurant

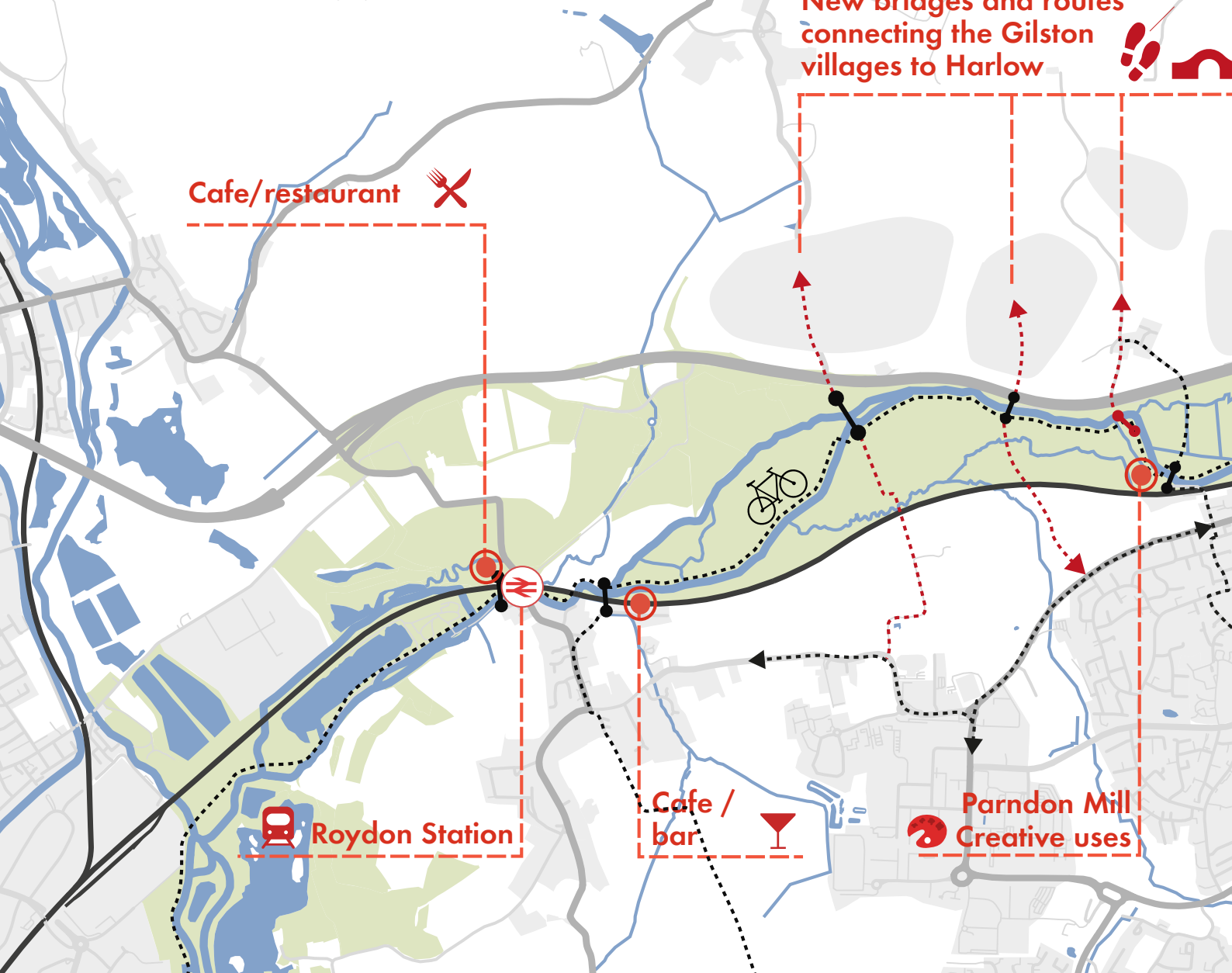


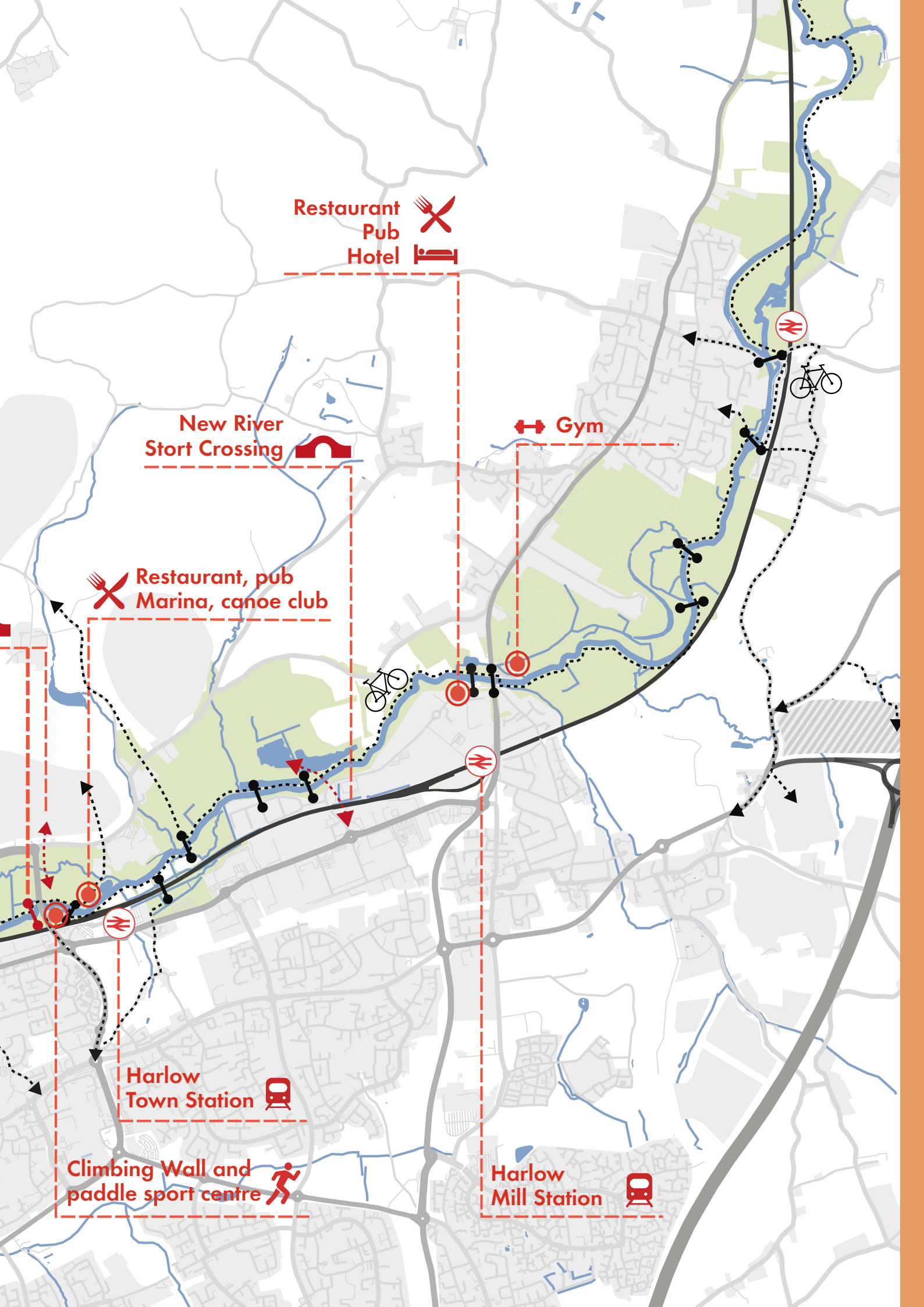
Roydon Station

Cafe / bar



Parndon Mill
Creative uses





Restaurant
Pub
Hotel

New River
Stort Crossing

Gym

Restaurant, pub
Marina, canoe club

Harlow
Town Station

Climbing Wall and
paddle sport centre

Harlow
Mill Station

C Designing in biodiversity, climate resilience and food security

1. Developers will be encouraged to use materials and construction methods that **protect and support a network of wildlife** havens across the Garden Town.
2. Local authorities will support approaches that demonstrate **early and continued working with key stakeholders** including the Environment Agency, RSPB and Canal and River Trust, creating places that contribute to a clear net biodiversity gain.
3. Tree and plant selection will reinforce **indigenous species, promote diversity and be responsive** to local climate and geological conditions. **Disease resistant and climate adaptable** and species supportive of native ecological systems will be chosen.
4. **Sustainable urban Drainage Systems (SuDS)** will be a characteristic feature of the Garden Town, with developments meeting the challenges of climate change, and controlling flooding with multifunctional habitats. These will be balanced with archaeological considerations.
5. The Garden Town will have mechanisms for **robust governance** (e.g. Community Trusts), continued funding and maintenance of green spaces. **Maintenance strategies** shall form an integral part of new development permissions, conditions and legal agreements.
6. **All homes will be within 800m of an allotment** (10 minutes walking time). These play a key role in encouraging community activity and tackling social isolation; improving access to low-cost food and nutrition education; and supporting healthy living.
7. **A community-led approach** shall be taken to establishing local leadership of allotments, with appropriate sites identified within new developments.
8. Opportunities for **informal growing spaces and orchards** will be maximised at schools and health centres, pocket parks, Super Greenways, the town centre, and on temporary sites at phased schemes.
9. New development will bring forward proposals for **innovative approaches to water supply, conservation and management**; recognising areas of severe water stress.



Example view of integrating natural water courses and SuDS into new developments; giving ecological and amenity benefits (Lincolnshire Lakes).



Allotments will play an important role in creating social and healthy places.



Attenuation ponds retain run-off and remove contaminants before draining into a water course.

D Making best use of technology in energy generation and conservation

1. Masterplans and designs will explore and provide opportunities for **best practice in low carbon design**, manufacture, construction and performance of homes and commercial buildings.
2. The Garden Town will spearhead the **Clean Growth** agenda set by the **UK Industrial Strategy**, championing the use of design that incorporates **energy generation and conservation technologies**. This should consider but not be limited to solar heat and power; rain water harvesting; passive gains; vertical and horizontal axis wind turbines; ground and air source heat pumps; and combined heat and power networks.
3. New developments will be expected to demonstrate how **household efficiency and waste management will create demonstrably lower domestic energy use**, reduced utility bills and increased rates of recycling.
4. All new homes and commercial buildings shall be designed to demonstrate their **adaptability for future innovations in energy generation and conservation technology**.
5. New development will provide homes with appropriate **internal and external storage for recycling and landfill waste**.
6. **Smart apps** relating to **energy use and waste management** and making use of fibre optic broadband will be encouraged.



Sustainable energy generation should be incorporated into proposals, as found in Trumpington Meadows, Cambridge.



Recycling and waste management will be an important consideration, as seen in Stockholm, Sweden.

SUSTAINABLE MOVEMENT

A Revitalising the walking and cycling network

1. Town-wide **Sustainable Transport Corridors** will support active travel through a high quality network of **cycle and walking 'Super Greenways'** that run along these.
2. Key routes and junctions will be identified for **investment and upgrading** across the Garden Town, prioritising improved **paving, signage, lighting, landscape maintenance and pedestrian and cycle priority** to create a safer and more comfortable travel experience.
3. A series of **'micro-hubs'** will be established at key points on the Sustainable Transport Corridors, to provide **interchange between Bus Rapid Transit and cycle facilities**. These can be identified in masterplans.
4. The local authorities will explore opportunities to introduce a **town-wide cycle hire scheme** based at micro-hubs, local centres and public transport hubs or through dock-less technology.
5. The role of the **Green Wedge network as movement corridors** will be enhanced, whilst on-street protected cycle lanes on major roads will create safe and direct routes.
6. New **development will provide footpaths, cycle ways and bridleways**, linked into existing public rights of way and routes including the National Cycle Route Network and River Stort towpaths.
7. A **new walking/cycle link across the Stort Valley**, to the south of Eastwick, will help to better connect the Gilston Villages with the town centre and key employment areas to the west of Harlow - such as the new Public Health England campus.
8. **Onward cycle connections** to nearby settlements and transport hubs including Roydon, Broxbourne, Sawbridgeworth and Epping should be improved.
9. Cultural, recreational, leisure and commercial **uses should be clustered next to the Sustainable Transport Corridors at local centres**, to create a social and active atmosphere along key routes.
10. New development will be encouraged to **contribute towards the improvement** of nearby cycle routes and underpasses and provide new at grade crossings where needed.
11. **Schools and places of work will provide cycle and scooter facilities**, including showers, changing rooms, facilities for electric charging and secure cycle storage for students and employees.
12. All new homes will be designed to include **secure and accessible cycle storage and facilities for electric charging**. Authorities will support proposed schemes providing redeemable **vouchers** against the cost of a bicycle or e-bike.



The cycle network is used today in more creative ways than just cycling. Encouraging use by different forms of mobility can help revitalise ideas about how people move around the Garden Town.



Opportunity exists for a Garden Town-wide cycle hire scheme



Colourful, playful light installations can help change the character of underpasses into destinations that encourage use by pedestrians and cyclists at night.

Garden City Principles



B The value of place: changing the character of roads to streets

1. New development on strategic sites will establish a **clear street hierarchy**, prioritising the creation of **healthy and sociable places** whilst considering the need to accommodate vehicle movements within neighbourhoods and villages.
2. Neighbourhoods and villages will be largely based on **tree-lined, local street layouts creating sociable places** with a human scale.
3. Street design will have **limited vehicle markings, wide pavements, planting and street furniture** on residential roads; maximising opportunities for **shared surfaces**.
4. New development will have **front doors and windows to streets**, to create safe, friendly streets and open spaces with informal overlooking.
5. New development should **connect into the existing street network** to create permeable places with a choice of routes.
6. Opportunities to change the character of existing roads through **tree surgery and maintenance, fronted development and at-grade pedestrian crossings** will be identified.
7. New neighbourhoods should have a formal, rational layout with **consistent building plot widths and scales fronting the street**. New villages can take a more irregular approach, with buildings more informal and varied in their scale and orientation; **creating a more organic and landscape-led feel**.
8. The strategic road network will be improved, with the planned **M11 Junction 7a**; a new **road link across the River Stort**; **improvements to the central Stort Crossing**; and **improvements to the A414 corridor** within the Garden Town and beyond.



An illustrative street hierarchy for a connected network of streets



Tree lined street with front doors and windows onto the street. Example from Bromley-by-Bow

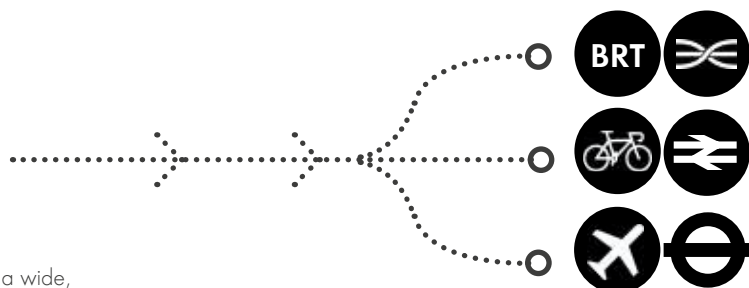
- Primary street
- Secondary street
- Tertiary street
- Side street
- Shared space

C Integrated transport: a viable and preferred alternative to cars to achieve a modal shift

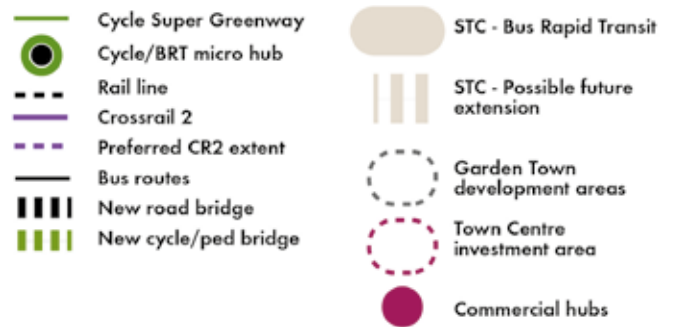
1. A new approach to travel will transform the Garden Town and the way people move around it. Town-wide **Sustainable Transport Corridors** will support active travel as well a mix of affordable, high quality public transport options.
2. **50% of all trips** originating within the Garden Town **should be by sustainable active travel modes**, with a target to achieve 60% within new villages and neighbourhoods.
3. **Bus Rapid Transit** will run on routes that connect key destinations including local centres, schools, transport hubs, employment areas and the Town Centre with **dedicated lanes or priority at key junctions**.
4. Bus Rapid Transit stations should be **high quality with live updates, free Wi-Fi and pay before boarding**. An app-based journey planner will communicate frequency and reliability of the service, creating a **comfortable and convenient passenger experience**.
5. **Existing villages and neighbourhoods** should all **benefit from the enhanced public transport services** being delivered as a part of the Garden Town's integrated travel network.
6. Development on strategic sites will be shaped by easy access to public transport, walking and cycling routes. All **homes should be within 800m (a 10 minute walk) of a Bus Rapid Transit stop**.
7. Development on strategic sites could enable the **future extension of the Bus Rapid Transit** network to wider settlements and transport hubs including Broxbourne, Epping and Stansted Airport, as well as rural communities.
8. Cycling and walking routes will run beside Bus Rapid Transit Routes where possible with **'micro-hubs' interchanges** to encourage the transition between different modes of sustainable travel in one journey.
9. **Sustainable Travel Plans** will be required for all new development, particularly businesses, which could include pre-payment of an annual or monthly Bus Rapid Transit travel pass.
10. Local authorities will work with the bus operator to **upgrade the existing bus network**, including options for Park and Ride and extending bus routes into new neighbourhoods and villages. All **homes should be no more than 400m (a 5 minute walk) from a bus stop**.



Cycle routes should form part of a wide, fully integrated transport network that goes beyond the Garden Town.

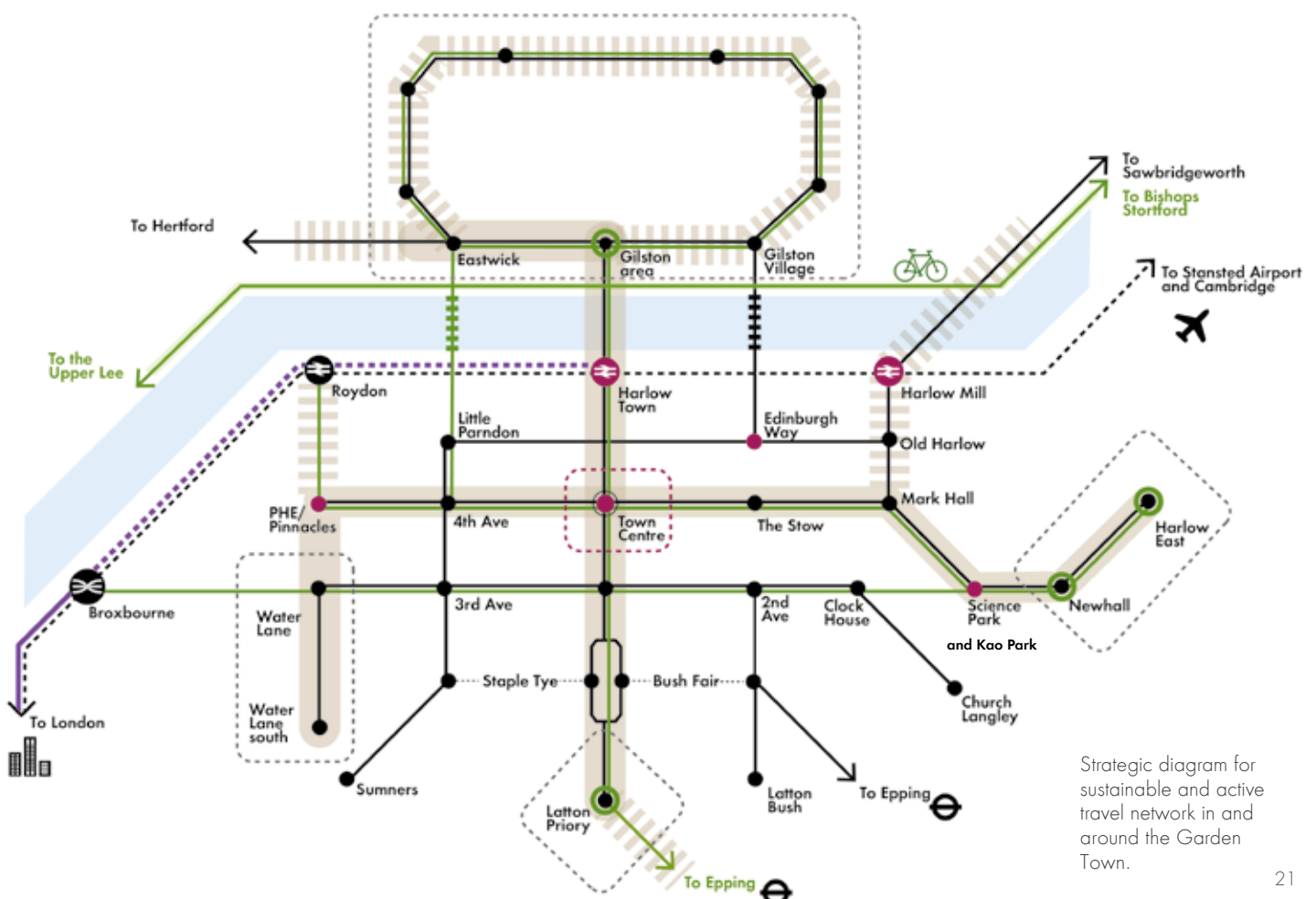


Harlow, Roydon, Broxbourne and Epping are all served by excellent rail infrastructure. Creating links to these stations supported by appropriate infrastructure will increase the appeal of travelling by bicycle.



D Anticipating change and future proofing infrastructure

1. The Garden Town will be designed to support the implementation of **new travel technology** by taking a series of future proofing steps.
2. New workplaces, schools, health centres and transport hubs shall have **adaptable infrastructure and car parking** that can change to accommodate future autonomous vehicles but lower overall demand.
3. Masterplans will support **shared vehicle systems including car hire and on-demand services** through temporary parking zones and pick up/drop off points.
4. Local authorities will explore opportunities to **invest in smart technology** to better manage traffic **congestion and parking availability**, with public access to this data via an app-based system.
5. Similarly, local authorities will explore how a public transport network **app-based system** could work, including universal payment across all modes.
6. Public access **electric vehicle charging points** should be established at local centres, micro-hubs and transport hubs.
7. Masterplans should demonstrate how driveway and/or street **parking spaces can be adapted to open/green space, should demand for them fall over time**.

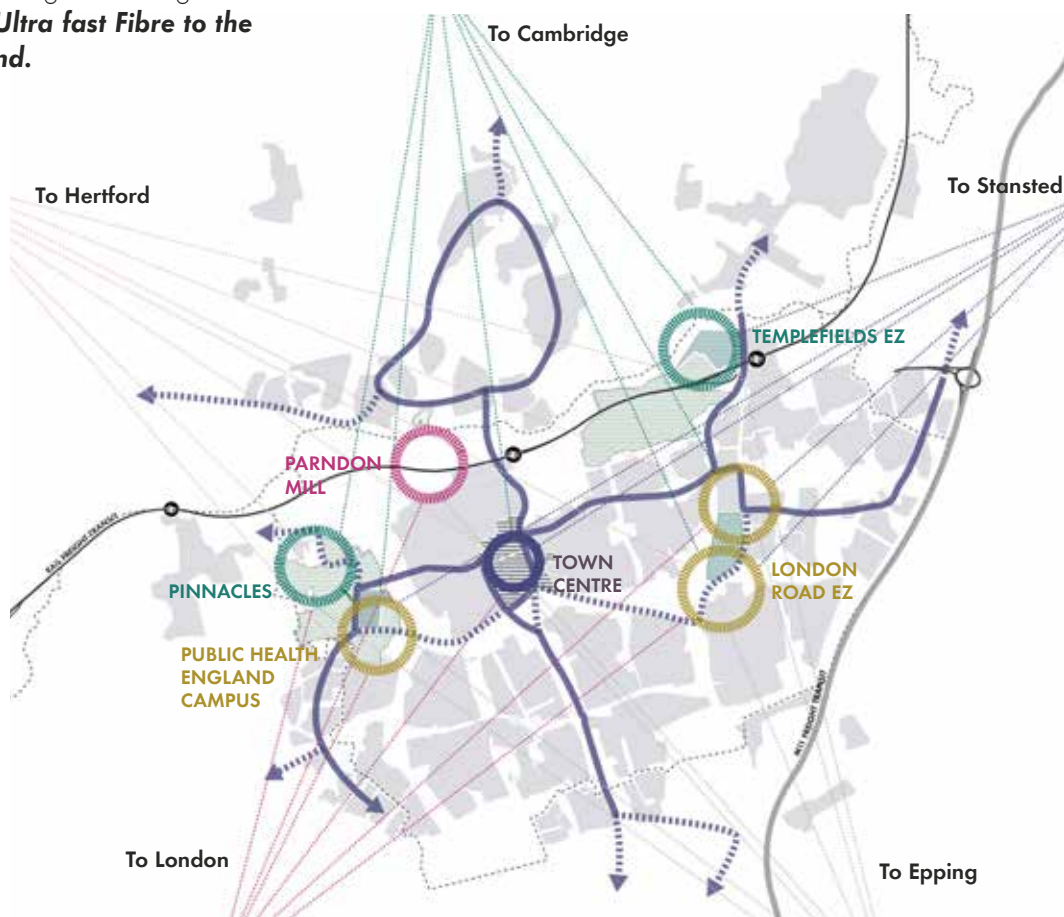
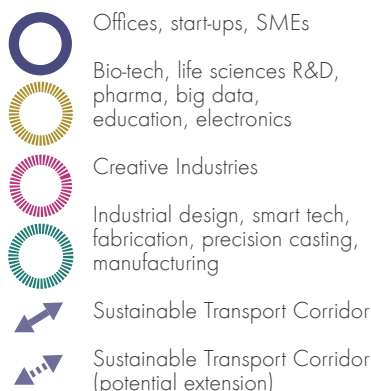


ECONOMY AND REGENERATION

A The heart of the UK Innovation Corridor

1. Lying at the heart of the London Stansted Cambridge **UK Innovation Corridor**, and spearheading a response to the UK Industrial Strategy, the Garden Town has the ambition and capability to support significant **economic growth in the region**.
2. Based on existing and planned industry, the Garden Town will deliver growth across a number of sectors such as **Life Sciences; Advanced Manufacturing and Engineering; and ICT, Digital and Tech**.
3. Growth and investment is being spearheaded by the **Harlow Enterprise Zone** (at London Road and Templefields), the relocation of **Public Health England** to Harlow and the growth of **Stansted Airport**.
4. Harlow is the home of **fibre-optic technology** and will champion the latest information and communication systems including connecting all new development through **Ultra fast Fibre to the Premises (FTTP) broadband**.
5. The established **Local Development Orders** covering the Harlow Enterprise Zone will smooth the process of business development and investment.
6. As part of the **Digital Innovation Zone**, the Garden Town will lead the way in responding to the data challenge of the UK Industrial Strategy, creating the right environment for digital and tech **businesses to incubate, grow, relocate, expand and innovate**.
7. The Garden Town is well-connected by air, road and rail infrastructure and will maximise opportunities afforded by proposed improvements including **four tracking** between London and Broxbourne and the **Crossrail 2** line.
8. A package of **enhancements to Harlow Town Station and Harlow Mill stations** are being considered, including **integrated public transport facilities**; alongside renovated and/or new station buildings to create a sense of arrival. Harlow Town station will also benefit from proposed dual access.

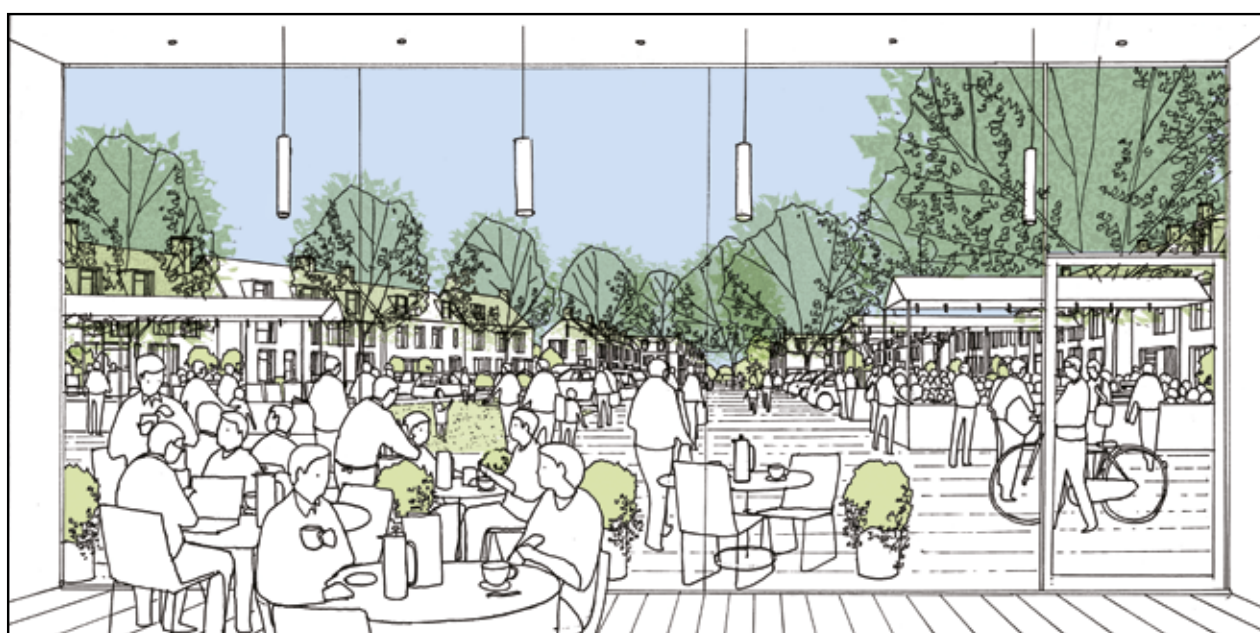
Strategic diagram for the Garden Town's employment and industry, and the broader economic relationships





B The right work spaces, homes and community facilities

1. The Garden Town will offer a **rich variety of high quality homes, offices, studios and places** where people want to live, work, visit and do business. The **relationship between these will be critical** to the Garden Town's success.
2. New development will transform the town's housing offer, creating an **genuine mix of home types** and tenures, set in attractive neighbourhoods and villages. **Businesses will choose to locate** in the Garden Town, confident they can **attract key staff** to live and possibly raise a family.
3. Work spaces will be **well-designed and accessible, with good access to leisure and recreation** at local centres, the Town Centre and green spaces to help businesses to attract employees.
4. The Enterprise Zone will continue to provide **state-of-the-art business facilities and support collaboration** and cross-fertilisation across sectors through communal areas and events programmes.
5. Strategic **development areas could include small enterprise spaces**, to create a mix of businesses, shops and community facilities at local centres.
6. **Existing buildings**, particularly in Harlow Town Centre, should be **adapted to provide affordable SME business space**, supporting start-ups and smaller businesses.
7. **Industrial estate regeneration** could improve the quality of work spaces and accommodate a greater variety of uses, providing **attractive, mixed environments with better amenity for employees**.
8. Harlow **Town Centre will establish itself as the cultural and commercial core** of the Garden Town, with a diverse offer that meets the needs of all current and future residents.



Example illustrative view of a local centre framed by active fronts and tree planting (from Lincolnshire Lakes)

C A diverse employment base and skilled labour supply

1. A **range of modern, high quality employment spaces** will continue to be delivered in appropriate and accessible locations including sites at Harlow Enterprise Zone, Templefields, Pinnacles and Harlow Town Centre as well as within the strategic development areas.
2. Employment space will be planned, phased and **delivered together with related infrastructure and new homes**, so that job opportunities are available as houses are occupied.
3. Building on the Digital Innovation Zone, an innovation centre will be set up to provide a **range of workspace and business support for start-ups** looking to integrate with health tech, life sciences, advanced manufacturing and ICT sectors.
4. The Harlow Science Park site of Harlow Enterprise Zone will be home to the Anglia Ruskin University **MedTech Innovation Centre**. This will enable innovation through **collaboration between academia, industry and start ups** to drive improvements in the health and social care sectors.
5. **Businesses will be encouraged to play an active role in the community**, breaking down perceived barriers to academic achievement and high-skilled employment, as well as supporting an older workforce.
6. Investment in new educational and skills development facilities such as **Harlow College's Advanced Manufacturing Centre**, offering **apprenticeships**, professional qualifications and lifelong learning, will help grow the pool of **mid- and higher-level skills** vital for local industry success.
7. **Community-based learning schemes** could provide pathways into training and skills development to rebalance the local skills profile and ensure **local residents can take advantage of higher-skilled job opportunities**.
8. Local Plans will set **land requirements for employment uses**, with the aspiration for a good proportion of these to be **focused on employment of existing residents** through a genuine mix of employment opportunities.

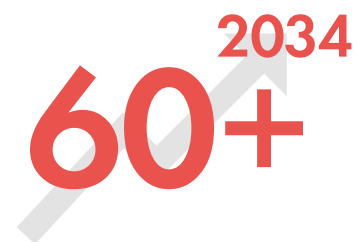


During consultation, the majority of Harlow Youth Council Members expressed a desire to stay living in the town if more career opportunities were available to them



Improving the digital skills of the UK workforce could generate £63 billion for the economy each year

Source: House of Commons Science and Technology report, 2016



By 2034, the number of people in the UK aged 60 and over will increase by 42%. This age group are least likely to engage with adult education classes and work-related training.

Source: UK Government for Science, 2016

D A vibrant and resilient Town Centre for all the Garden Town

1. **Harlow Town Centre** will become a vibrant, diverse and attractive **destination at the heart of the Garden Town**. High quality shopping, community, office, cultural and leisure facilities will meet the needs of residents, workers and visitors to the Garden Town.
2. A wide range of **high-quality homes, shops, workspace and leisure facilities** will be provided to encourage and support residents living in Harlow Town Centre.
3. Harlow Town Centre will become the prime comparison shopping destination for the Garden Town without impacting on the **vitality and viability of its local centres and small local centres**.
4. Harlow Town Centre will be a highly accessible hub for activities including the **evening and night-time economy** to draw visitors at different times of day.
5. The town centre's gravity could be adjusted by new **development at the north of the town centre** and by **enlivening Market Square** with cultural and creative activities. Taking advantage of the design heritage, it is an ideal location to host food markets, seasonal pop-up activities, installations, festivals, open air cinema events etc.
6. The physical environment of Harlow Town Centre will be enhanced through **planting and public realm improvements**. Development will be of high quality that **sensitively integrates into the New Town** fabric, reinforcing local distinctiveness and sense of place.
7. Harlow Town Centre will be **readily accessible by foot, bicycle and public transport** with high standards of accessibility for all members of the community.
8. A **programme of temporary uses and pop-up activities** will be promoted **in vacant shops and public spaces** to kick-start regeneration and help change public perceptions of Harlow Town Centre.
9. **Sustainable Transport Corridors will run into the heart of the town centre**, providing an attractive and more convenient option over car travel to access its facilities and amenities.



- Town Centre boundary
- Public realm
- Secondary public realm
- Boulevard streets
- Green space

High level public realm plan identifying possible improvements and opportunity sites in Harlow Town Centre, from the AAP Issues and Options report

PARTNERSHIP WORKING

PARTNERSHIP AND CROSS-BOUNDARY WORKING

The three District Councils (East Herts, Epping Forest and Harlow) and two County Councils (Essex and Hertfordshire) have collaborated on the development of the Design Guide for the Garden Town, and will continue to do so in the preparation of more detailed guidance and delivery of the Garden Town vision.

Partnership working will deliver the many different elements of infrastructure required to make the Garden Town a successful place. The delivery of this vision will be through public, private and third party actions and funding.

In addition to cross-boundary working as part of the Councils' Duty to Cooperate, the Councils are committed to working with relevant organisations, service providers and community groups to ensure proposals are developed collaboratively and with thorough consideration of local priorities.

Identified partners include, but are not limited to:

- Active Essex
- Arriva bus company
- Canal and Rivers Trust
- Community and resident groups
- Developers and site promoters
- Herts LEP
- London Stansted Cambridge Consortium
- Harlow Civic Society
- Harlow College
- Harlow Enterprise Zone
- Historic England
- Natural England
- Neighbourhood Plan groups
- Network Rail
- NHS Trust: Princess Alexandra Hospital
- Public Health England
- South East LEP
- Sport England

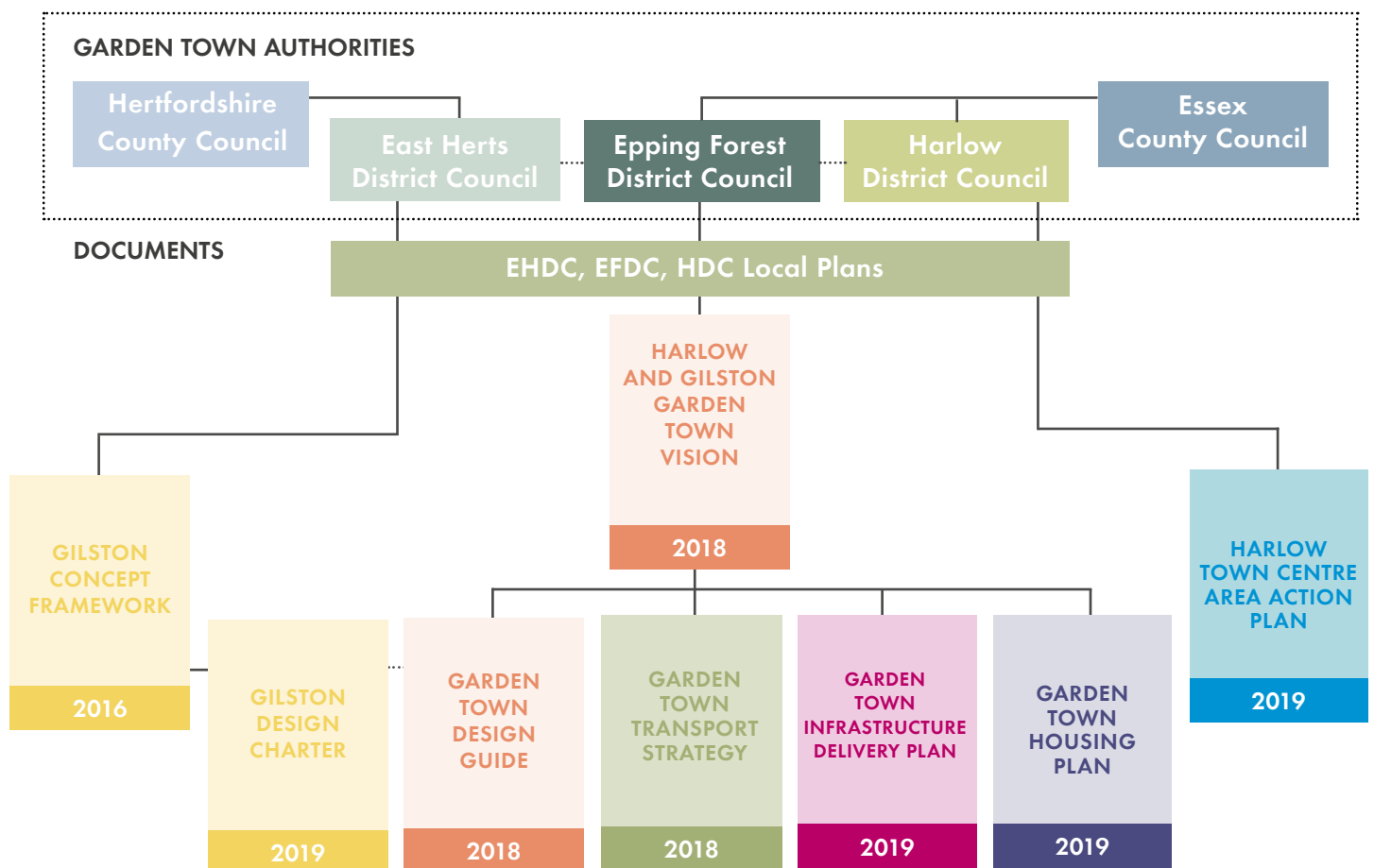


Diagram showing the relationship of the relevant authorities to the family of documents guiding and informing growth across the Garden Town.

GLOSSARY

Area Action Plan

A statutory development plan document prepared by local planning authorities which is aimed at establishing a set of proposals and policies for the development of a specific area (such as a town centre or area of new development).

Bus Rapid Transit

A fast and efficient priority bus service, located along the Sustainable Transport Corridors, making use of the latest transport technology. The Bus Rapid Transit will have its own lanes or priority at junctions and provide a comfortable and affordable alternative to private vehicles.

Doorstep play

Doorstep play is a commonly used phrase in housing and public space design to mean that young children can safely play on their doorstep/ close to their homes.

Duty to Co-operate

The duty to cooperate is a legal test that requires cooperation between local planning authorities and other public bodies to maximise the effectiveness of policies for strategic matters in Local Plans.

Enterprise Zone

A designated geographical area in which state incentives such as tax concessions and simplified local authority planning procedures are offered in order to encourage business investment.

Four Tracking

A railway line consisting of four parallel tracks, with two tracks used in each direction. Four-track railways enable fast trains to pass stopping trains heading in the same direction. They can handle large amounts of traffic, and so are used on very busy routes.

Green Finger

A smaller, narrower green space to the Green Wedges, which provide local parks and play spaces within residential neighbourhoods and villages.

Green Wedge

Green space between neighbourhoods and villages that reinforces spatial separation and enables access links from the town to the wider countryside, embracing natural features such as valleys, woods and brooks.

Land Value Capture

Mechanisms that enable the recovery and reinvestment of a percentage of the uplift in the value of land associated with granting planning permission. Current methods focus on linking the delivery of infrastructure to the contribution of funds from landowners/developers. The best model will be explored through the Garden Town Infrastructure and Delivery workstreams.

Local Centre

Centres with shops, cafes and community facilities located at the juncture between a few neighbourhoods. The original New Town local centres have a range of 20-30 local shops.

Local Development Orders

Local Development Orders (LDOs) provide planning permission for specific classes of development within a defined area, subject to certain conditions and limitations. The purpose of a LDO is to simplify the planning process and provide certainty for potential investors, developers and businesses.

Long-term Stewardship

The Councils know that new facilities will not be sustainable without well organised management structures supported by consistent revenue streams. Community assets must be actively managed and properly looked after in perpetuity. Putting local people at the heart of the process can help to generate increased local support e.g. Community Land Trusts. The best models will be explored through the Garden Town Infrastructure and Delivery workstreams.

Micro-hub

An interchange point within new neighbourhoods between the Bus Rapid Transit and the cycling and walking routes of the Super Greenways. Often found at local centres, small local centres and other intersections, it will provide facilities such as cycle hire, repair and parking and live updates for the Bus Rapid Transit service.

Neighbourhood

A residential community with homes, local shops, community facilities and work spaces, which is physically, socially and visually integrated with surrounding neighbourhoods that together, in this context, form part of the Garden Town.

Small local centre

A small cluster of commercial uses in the New Town's original neighbourhoods, usually consisting of a nursery, local shop and church or pub.

SME Business

Small and medium-sized enterprises (SMEs) are non-subsidiary, independent firms which employ fewer than 250 employees.

Super Greenways

High quality cycling and walking routes located along the Sustainable Transport Corridors, and often within the Green Wedge network, which provide attractive and enjoyable transport choices which are accessible to all ages and abilities.

Sustainable Transport Corridor

A series of strategic corridors in the Garden Town providing high quality public and active travel options, connecting neighbourhoods quickly with key destinations such as the town centre and rail station.

Sustainable Drainage Systems (SuDS)

Sustainable drainage systems (SuDS) are a natural approach to managing drainage and mitigating flood risk in and around properties and other developments.

UK Innovation Corridor (LSCC)

A pioneering region connecting London to Cambridge which has a cluster of world renowned bioscience and advanced technology companies and is highly connected both digitally and physically. The London Stansted Cambridge Consortium is a strategic partnership of public and private organisations formed to organise and promote the UK Innovation Corridor.

Ultrafast fibre

Ultrafast broadband is defined as internet speeds of over 100Mbps. This is usually delivered using Fibre to the Premise (FTTP) technology, and is not currently available in all areas of the UK.

Village

A residential community with local community facilities, shops and work spaces, which is set in rural countryside and is physically and visually distinct but in this context, will maintain strong links with surrounding villages and the Garden Town.



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Essex County Council



Hertfordshire

