

Supplementary Committee Agenda



**Epping Forest
District Council**

Cabinet Monday 18th March 2024

Place: Council Chamber, Civic Offices, High Street, Epping

Time: 7.00 pm

Democratic Services: V Messenger (Democratic Services)
Tel: (01992) 564243

13. ENDORSEMENT - EAST OF HARLOW MASTERPLANNING GUIDANCE SUPPLEMENTARY PLANNING DOCUMENT (Pages 2 - 69)

(Place – Cllr N Bedford) To agree to formally adopt the EHMG SPD (C-050-2023-24).

**Please see Appendix B (Draft East of Harlow Masterplanning Guidance SPD)
attached.**


EAST OF HARLOW



MASTERPLANNING GUIDANCE

SUPPLEMENTARY PLANNING DOCUMENT

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CONTRIBUTORS



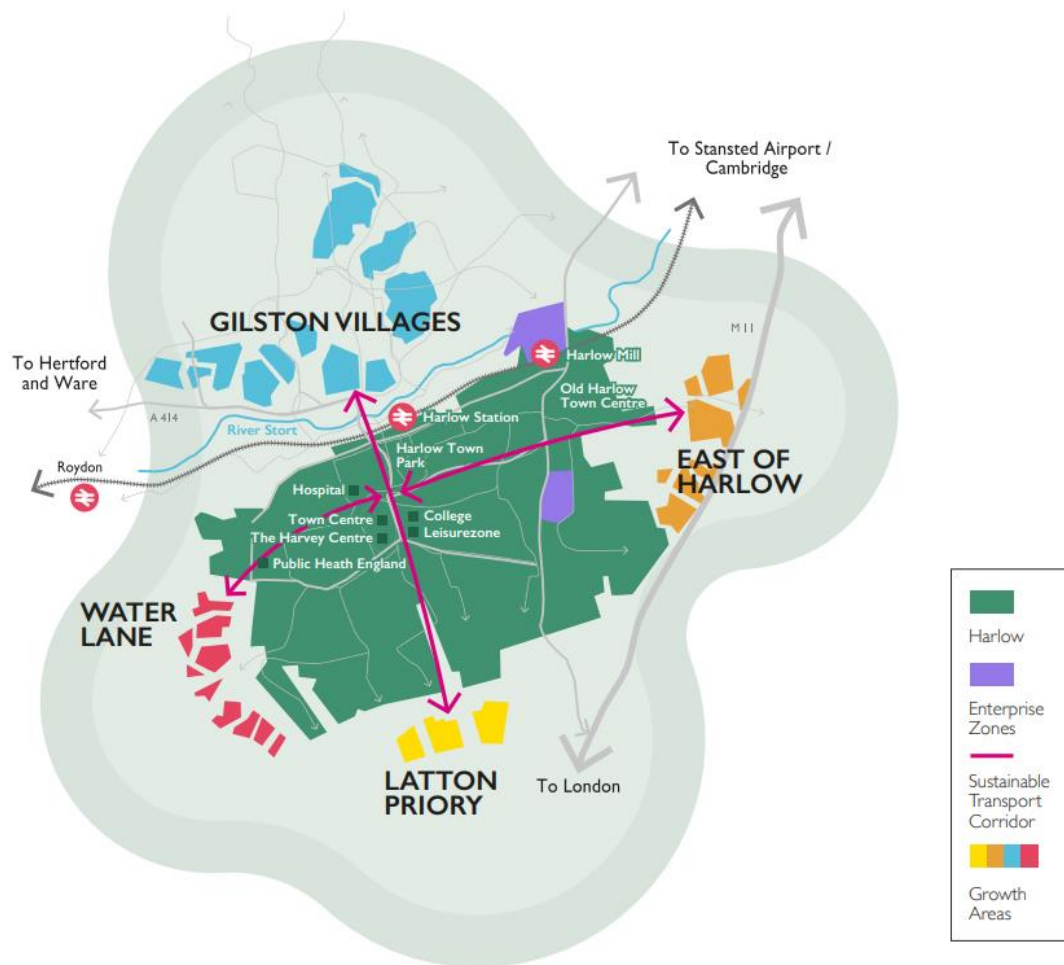
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1. INTRODUCTION

Harlow and Gilston Garden Town

- 1.1 Harlow and Gilston was designated as a Garden Town by central Government in January 2017 and comprises new and existing communities in and around Harlow.
- 1.2 New neighbourhoods to the east, west and south and new villages to the north (collectively referred to as the new Garden Communities) will be established and integrated with the existing Harlow town. These will be supported by transformative investment in transport and community infrastructure.
- 1.3 The Harlow and Gilston Garden Town (HGGT) Partnership cross-boundary joint working arrangements between East Herts District Council (EHDC), Epping Forest District Council (EFDC) and Harlow District Council (HDC), working together with Essex County Council (ECC) and Hertfordshire County Council (HCC), ensure plans for the Garden Town deliver on their agreed HGGT Vision.
- 1.4 As part of the East of Harlow Garden Community, there will be significant upgrades to the transport infrastructure to ensure the delivery of the HGGT ambition of a transport modal shift/change, which will see 60% of journeys in new Garden Communities being made by sustainable transport modes.
- 1.5 As part of these upgrades, there is a Sustainable Transport Corridor (STC) planned across Harlow which enters the site through Newhall and runs northwards to the new hospital campus.
- 1.6 To assist with vehicular access, there are three indicative vehicular access routes to the site, one from the M11 Junction 7A (Campions) roundabout, one from Mayfield Farm and one from Gilden Way (running through the Newhall site).
- 1.7 Harlow and Epping are in the Core Area at the heart of the London Stansted Cambridge (LSC) Corridor, which is set to bring forward substantial growth over the Local Plan period and beyond.
- 1.8 A short distance to the west of the East of Harlow Garden Community is London Road, identified as an employment area in one of Harlow's Enterprise Zones. This area will promote medical technology and other high-tech companies. It has also been identified as an opportunity site in the LSC Corridor.

Fig. 1.1: Harlow and Gilston Garden Town



Summary of Scope

- 1.9 The purpose of this SPD is to set out the vision and key issues to be considered in the masterplanning and development of the site, while signposting to other policies and guidance.
- 1.10 Guidance is supplied specifically for:
- General design and character
 - Green and blue infrastructure
 - Sustainable movement, the Sustainable Transport Corridor and all-vehicular connections
 - Infrastructure and Local Centres, including broad location of the relocating Princess Alexandra Hospital
 - Education provision
 - Consideration of existing settlements
- 1.11 When producing the masterplan, design codes and subsequent planning applications, compliance will be needed with the requirements of the policies in the Harlow and Epping Local Plans, as well as national policies and

guidance. There should also be compliance with relevant local guidance and other key documents, such as the HGGT Infrastructure Delivery Plan, HGGT Sustainability Checklist and Guidance and HGGT Design Guide. These documents are referenced throughout this SPD and, therefore, are material considerations.

1.12 As part of this, various additional assessments and detailed considerations will be required, relating to (but not limited to):

- mitigation of flooding;
- landscaping and topography;
- biodiversity and Green Infrastructure, including in relation to Biodiversity Net Gain and Suitable Alternative Natural Greenspace;
- mitigation of light, noise and air pollution;
- design of built development, taking appropriate cues from existing nearby neighbourhoods.

1.13 This SPD has been developed to consolidate the vision and site planning undertaken to date and identify the requirements for future work to develop the site masterplan.

1.14 **Please refer to Fig. 12.1 in Chapter 12 for a diagram showing Combined Principles, which considers the guidance in this SPD.**

Background to This Guidance

1.15 The HGGT partner councils have worked collaboratively to establish this SPD. The aim is to produce guidance which will enable the East of Harlow Garden Community to best meet the Garden Town's Vision and help to accelerate subsequent masterplanning discussions to bring forward delivery.

1.16 Both Harlow and Epping Forest District Councils have existing spatial development policies in their adopted Local Plans guiding the development of the site. These were prepared based on preliminary evidence base work, including work carried out by ECC, to investigate issues such as transport options, Green Infrastructure and related matters. This SPD brings together this work and unifies it, allowing for a streamlined masterplanning process for all parties in the future.

1.17 This SPD is intended to be used by applicants, agents, local authority officers, decision makers and others to ensure key matters are taken into consideration in the detailed planning and future development of the site, including the preparation of a Strategic Masterplan, associated design codes and planning applications.

1.18 By agreeing guidance for the principles of the site that all the local authorities find acceptable in advance, the HGGT partners hope to accelerate the masterplanning process.

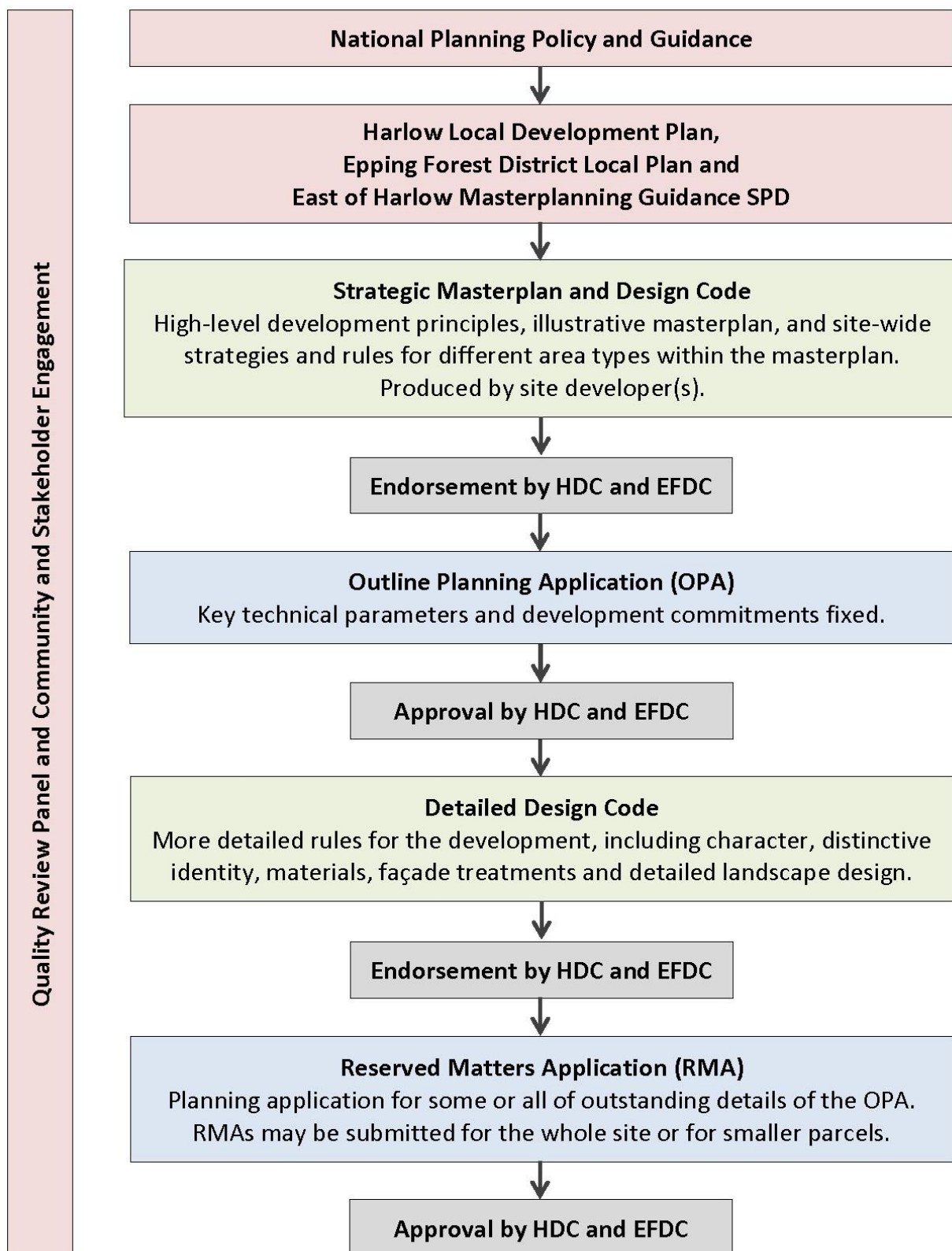
1.19 This SPD has been adopted by both Epping and Harlow District Councils. It will, therefore, have material planning weight and be a material consideration

in the determination of planning applications, including any planning applications for small developments within the boundary, as well as in the assessment of the Strategic Masterplan. It will also inform pre-application discussions.

Masterplanning

- 1.20 Each chapter of this SPD covers a specific masterplanning topic such as Sustainable Transport Corridors (STCs) or Green and Blue Infrastructure, with associated guidance and details of relevant documents which should be treated as material considerations.
- 1.21 The East of Harlow Garden Community is already influenced by many overlapping policies, strategies and guidance documents, from multiple partners.
- 1.22 This baseline of documents has been coupled with existing work the partner organisations have already conducted on the site, in relation to specific issues such as the STC route proposals for the new hospital campus site.
- 1.23 Initial masterplanning work undertaken by a consultant on behalf of the landowners had been considered during Local Plan preparation. That work was not formally endorsed, but the HGGT partners have used the basis of it to inform elements of this SPD including movement issues, existing landscape issues, opportunities and constraints. The masterplanning work undertaken by PAH, through a Planning Performance Agreement, has also been considered.
- 1.24 The policy positions of Epping Forest and Harlow District Council Local Plans are also considered. This SPD has been produced based on desktop information and officer site visits. Additional surveys and analysis will be required for the detailed masterplanning process.
- 1.25 There are a number of issues which, in accordance with the Harlow and Epping Local Plans, national planning policy and other material considerations, need to be considered at the Strategic Masterplan and/or planning application stage, and/or detailed in design codes. Many of these issues are too detailed to be considered in this SPD, as SPDs cannot be overly prescriptive. They are referred to in the chapters under the 'Issues requiring further consideration' heading.
- 1.26 Fig. 1.2, overleaf, provides detail on the Development Management process, including the masterplanning stage.

Fig. 1.2: Development Management process



Comprehensive Delivery

- 1.27 Any Strategic Masterplan and planning application will be expected to demonstrate how comprehensive delivery of site-wide infrastructure and the requirements of this SPD can be achieved. In particular, this includes infrastructure required to serve the entire site or a wider area, together with a comprehensive and consistent approach to stewardship across the area.
- 1.28 Such infrastructure, which is further detailed later in this SPD, includes:
- provision of schools and relevant servicing and access;
 - public transport and the Sustainable Transport Corridor (STC) network;
 - vehicular access across the site;
 - strategic greenspace;
 - Green and Blue Infrastructure assets;
 - employment space;
 - social infrastructure;
 - community infrastructure including primary, community and mental health, and potential acute healthcare, including the ambulance service.
- 1.29 Developers, owners and applicants will need to consider how they will collaborate and manage any possible related site-wide occupation restrictions under planning conditions and/or Section 106 obligations linked to delivery of infrastructure and related funding.
- 1.30 The priority of the Local Planning Authorities (LPAs) will be to use planning controls to secure timely delivery and phasing of infrastructure at a point in time when it is required to meet needs (based on trigger points, for example), achieve HGGT principles and mitigate impacts, having regard to the site as a whole.
- 1.31 The LPAs' strong preference would be a single comprehensive planning application across the site as a whole, with a single Section 106 agreement binding all land interests to facilitate comprehensive, phased delivery. Any individual planning applications which come forward would be required to be determined by the relevant Local Planning Authorities, but should accord with the SPD and the Strategic Masterplan.
- 1.32 The supporting text for Policy D1 of the Epping Local Plan, specifically paragraph 6.25, is clear that planning applications for the new hospital campus may come forward in advance of the endorsement of the Strategic Masterplan for the site in order to meet strategic need.
- 1.33 Where necessary and in exceptional circumstances, it is possible for negatively-worded planning conditions to be used in respect of any owners not in a position to sign a Section 106 agreement at the time any planning permission is to be issued, though the preference is to avoid this if possible.

- 1.34 The LPAs would primarily expect owners and developers to deal with matters such as equalisation of costs and apportionment between themselves, outside the planning process.

Consultation

- 1.35 Harlow Council, Epping Forest District Council and HGGT sought views on the draft East of Harlow Masterplanning Guidance Supplementary Planning Document (SPD).
- 1.36 Comments could be made via the HGGT online platform, via email or via post using a Freepost address. There was also a survey that people could fill in and return via email or via post. The document could be viewed online, in Harlow and Epping Central Libraries, or at the Harlow and Epping Civic Offices.
- 1.37 The consultation started on 31 July 2023 and was originally due to close on 24 September 2023, but was extended until 16 October 2023.
- 1.38 Three online question and answer sessions were held during the period – one in the morning, one in the afternoon and one in the evening. Two in-person question and answer sessions were held in conjunction with Sheering Parish Council and Churchgate Residents Association, which were publicised by these organisations.
- 1.39 Full details of the consultation and a summary of issues raised by respondents, and a schedule of all representations including Council officer responses, can be found in the separate appendices to this document.

2. CONTEXT

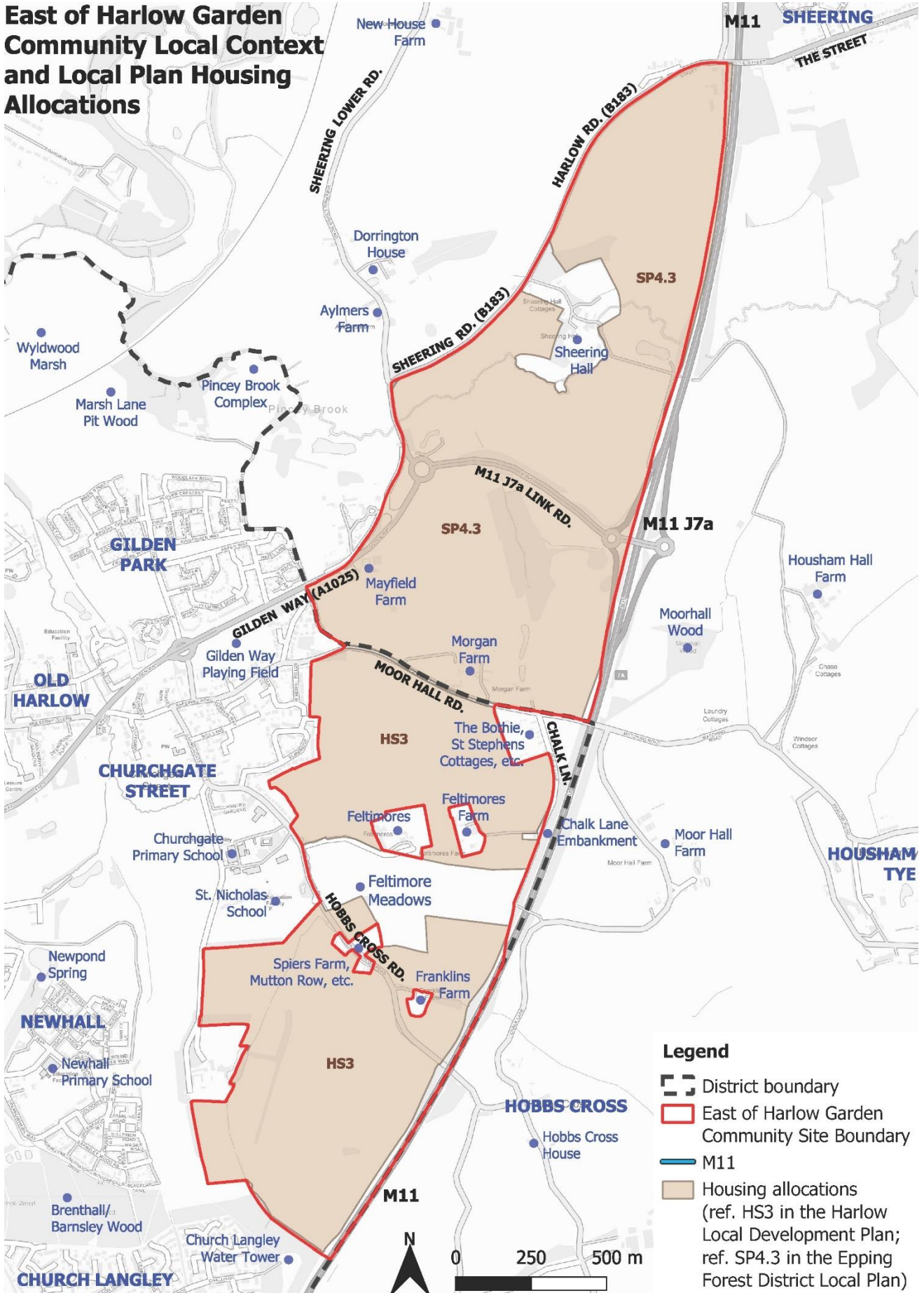
Site Allocation

- 2.1 The East of Harlow Garden Community is allocated in the Harlow Local Development Plan and the Epping Forest District Local Plan (see Fig. 2.1). The Harlow Local Plan was adopted in December 2020 following various rounds of consultation and a public examination by a Government Inspector, which included hearing sessions and ran from March 2019 until the adoption. Similarly, the Epping Local Plan was adopted in February 2023, with the examination running from May 2019 until the adoption.
- 2.2 Both Local Plans were subject to the Duty to Co-operate, meaning both Councils worked with each other and with Essex County Council and other bodies in the production of the Plans.
- 2.3 The site is split between Harlow and Epping across the administrative district boundary. The Harlow portion of the site is allocated for 2,600 homes and associated ancillary uses and infrastructure. The Epping portion is allocated for 750 homes and ancillary uses, including a new health and wellbeing hospital campus (likely to be the location of the new Princess Alexandra Hospital) and other infrastructure.
- 2.4 Green Belt Reviews, carried out by both Harlow and Epping District Councils, identified that the existing Green Belt in the area was performing poorly when assessed against the purposes of the Green Belt set out in the National Planning Policy Framework. As a result, the Green Belt boundary in the area was changed and the East of Harlow Garden Community is no longer designated as Green Belt.
- 2.5 As part of the examinations into both Local Plans, consideration was given to the need for housing to justify the change to the Green Belt. It was considered by the Government's Local Plan Inspectors that the need for housing, along with the already poorly-performing nature of the Green Belt land in question, provided sufficient justification to make the change.
- 2.6 The south-east of the UK has some of the highest house prices in the country due to high demand and lack of supply. Issues such as people living longer than previous generations, higher rates of divorce in older people (resulting in a divorced couple requiring two homes instead of one), and birth rates historically being higher than death rates, has increased demand. More information on this can be found in the Strategic Housing Market Assessment for the wider area, which is part of the Evidence Base for both the Harlow and Epping Local Plans.

Please also refer to Fig. 2.1 overleaf.

Fig. 2.1

**East of Harlow Garden
 Community Local Context
 and Local Plan Housing
 Allocations**



Local Policy and Guidance

2.7 This SPD brings together the policies of the adopted Harlow Local Development Plan and the adopted Epping Forest District Local Plan. It also considers relevant policies of Essex County Council (ECC). As one of HGGT key strategic sites, this SPD also follows the Garden Town Vision, and HGGT's suite of guidance documents.

2.8 A list of the policy and guidance documents are set out below although this list is not exhaustive:

Harlow

- Harlow Local Development Plan (particularly Policy HS3: Strategic Housing Site East of Harlow and more generally HGT1: Garden Communities)
- Green Infrastructure and Public Open Space Standards SPD
- Harlow Design Guide SPD (and Addendum)
- Affordable and Specialist Housing SPD and Addendum
- A Green Infrastructure Plan for the Harlow Area
- Harlow Strategic Flood Risk Assessment

Epping

- Epping Forest District Local Plan (particularly the relevant parts of Policy SP4: Garden Communities and more generally SP3: Development and Delivery of Garden Communities)
- Epping Sustainability Guidance and Checklist
- Green Infrastructure Strategy
- Epping Strategic Flood Risk Assessment

HGGT

- HGGT Vision
- HGGT Design Guide
- HGGT Sustainability Guidance and Checklist
- HGGT Transport Strategy
- HGGT Communication and Engagement Strategy
- HGGT Infrastructure Delivery Plan

Essex

- Essex Design Guide (in particular the Climate Change section)
- Essex Local Transport Plan
- Essex Sustainable Modes of Travel, Speed & Traffic Management Strategies
- Essex Green Infrastructure Strategy
- Essex Green Infrastructure Standards Guidance
- Essex School Organisation Services - Garden Communities and Planning School Places

2.9 Each chapter of this SPD contains a 'Policy and Guidance Context' list of documents relevant to that topic.

2.10 For the full policy text of the Local Plan policies referenced above, please see the Appendices of this SPD; for full context, please refer to the Local Plans themselves.

Vision for the East of Harlow Garden Community

2.11 At the beginning of this project, the HGGT partners held a series of 'Vision' workshops covering the future East of Harlow Garden Community. Through this process a vision was then developed, taking into account the need for the vision, what needs to go into it and what the aims of it are.

2.12 The following Vision Statement was developed and agreed by the HGGT partners. This SPD has been produced around these themes and the Vision Statement. The Strategic Masterplan, therefore, must also do the same.

East of Harlow Garden Community Vision Statement

Key Themes

- **Health** (wellbeing, physical, active)
- **Water** (nature, ecology, landscape)
- **Play** (joy and intergenerational)
- **Connection** (social and mobility)
- **Hospital** (innovative, sustainable)

The East of Harlow Garden Community will be a healthy and happy place to live, where walking and cycling to work, school and play is the safe and easy choice for all. Green fingers will connect key destinations, creating a network of attractive, accessible nature corridors with speedy direct routes paired with enjoyable meanders, following watercourses and woodland, through playful and productive landscapes - for a less hurried lifestyle when desired.

The Garden Community will be led by the landscape, with fresh air and access to greenery central to everyday life. The defining boundary of the M11 to the east will be addressed by bunding, planting and fencing, with development stepped back from the motorway, yet still providing quick access to this key artery. This buffer zone will become an ecological reserve. The existing crossings over the M11 will be enhanced and celebrated, allowing wider access to the eastern countryside.

Public and community spaces will feel safe, accessible and distinctive, with nature and water woven through them, bringing joy and play to all ages. Homes will be sustainable, flexible and comfortable, with cycle storage and good accessibility, with shared energy production and heating.

The new Health and Wellbeing Campus, likely to be occupied by the relocated Princess Alexandra Hospital, will be permeable, walkable and legible. Its design will be required to accord with the landscape-led approach, respecting the wider landscape and Green and Blue Infrastructure of the Garden Town, as well as assets such as Pincey Brook.

Recognising the economic potential of the East of Harlow Garden Community, the hospital will provide jobs and retail. This will be alongside innovative healthcare for residents delivering inclusive approaches to community building, through health initiatives, outreach and local living.

There will be at least 3,350 new homes, built for families, key workers, renters, first time buyers and those in need. Small neighbourhood centres will provide a place to relax, nip to, play and check in with each other, as well as providing small scale workspace for local opportunities to work. The East of Harlow Garden Community will be a place where neighbours connect, where everyday routines become a shared social activity and where you build a community.

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3. STEWARDSHIP

- 3.1 Central to the planning ethos of the HGGT are the Town and Country Planning Association's (TCPA) Garden City principles. These principles include the long-term ownership and stewardship of local assets by the community. As such, stewardship arrangements are a defining aspect of Garden Communities; stewardship is one of the key attributes that differentiates them from 'standard' or 'traditional' developments.
- 3.2 The importance of delivering stewardship arrangements across the HGGT is recognised in the HGGT partnership Councils' Local Plans, which explicitly reference the requirement for embedding stewardship at each of the Garden Communities.
- 3.3 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. through Community Land Trusts.
- 3.4 It is essential that stewardship structures are considered at the earliest opportunity. The HGGT partners have developed a Stewardship Charter, setting out principles for stewardship across HGGT, which should inform the masterplanning preparation work, design codes and planning applications.
- 3.5 For the East of Harlow Garden Community, the following points regarding stewardship should be considered:
- i. potential for stewardship body to be involved in provision of local centres;
 - ii. highway and open space adoption strategy and plans, including ownership transfer to stewardship body. It should be noted that the highway authority will only adopt roads as public highway where this is a demonstrable wider public benefit and they are constructed to an adoptable standard;
 - iii. areas under community-led stewardship;
 - iv. maintenance and renewal cost estimates;
 - v. proposed sources of funding;
 - vi. income and expenditure estimates to demonstrate viability in perpetuity;
 - vii. stewardship business plan (adoption areas, community stewardship areas, standard costings, income assumptions, etc.) to be approved by relevant LPAs;
 - viii. stewardship/maintenance of proposed and existing Green and Blue Infrastructure, for example through a developer-led Green Infrastructure Strategy for the Garden Community, Landscape and Ecology

- Management Plan or as part of other management and maintenance plans;
- ix. ensuring that stewardship enables the creation of a community feel in new development, drawing upon best practice examples;
 - x. engagement of delivery partners;
 - xi. where relevant, the stewardship principles will also apply to the relocated Princess Alexandra Hospital estate, including areas under NHS stewardship and proposed public access arrangements, including the Mobility Hubs.

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4. GENERAL DESIGN AND CHARACTER

4.a. Policy and Guidance Context

4.a.i. The following policy and guidance documents, produced by Epping Forest District Council, Harlow District Council, Essex County Council and HGGT, should be considered as the context for this topic. They are, therefore, material considerations.

- EFDC Local Plan
- EFDC Green Infrastructure Strategy
- EFDC Sustainability Guidance and Checklist
- HDC Local Plan
- HDC Green Infrastructure Plan
- Essex Green Infrastructure Strategy
- Essex Green Infrastructure Standards Guidance
- HGGT Vision
- HGGT Design Guide
- HGGT Transport Strategy
- HGGT Sustainability Guidance and Checklist

4.a.ii. The following guidance should be considered and adhered to during the preparation of the Strategic Masterplan for the East of Harlow Garden Community, as well as design codes and planning applications. This is in addition to the requirements of other material considerations, including the Harlow and Epping Local Plans and associated SPDs.

4.b. Design Guidance

4.b.i. The HGGT Design Guide, drawing upon the HGGT Vision, considers the strategic sites in the Garden Town as different character areas, as well as their existing context and surroundings.

4.b.ii. The Design Guide also provides other guidance for the Garden Town as a whole, including relating to placemaking, homes and green & blue infrastructure. It is important that the Design Guide is referred to in the context of design, along with the other guidance listed above.

4.b.iii. This chapter aims to provide an introduction to the design issues which are particularly relevant for the East of Harlow Garden Community and should be addressed in the Strategic Masterplan.

4.c. General Design Issues

4.c.i. There should be a range of residential densities across the site, increasing near the local centres and public transport nodes.

4.c.ii. Important views such as towards St Mary's Church, the water tower and Gilston slopes should be retained and framed.

- 4.c.iii. Existing country lanes should be acknowledged, with retention of Rights of Way and mature trees and hedgerows.
- 4.c.iv. In the design of streets, roads and estates, Secure by Design principles should be adhered to, ensuring maximum safety and perception of safety across the Garden Community.
- 4.c.v. The orientation and form of residential development, should be considered carefully, particularly in the context of mitigating the impacts of climate change.
- 4.c.vi. Effects on existing settlements, such as the historic settlement of Churchgate Street, must be considered and any adverse impacts mitigated against, particularly regarding density and building heights.
- 4.c.vii. Screening and other mitigation should be incorporated to address noise, air and light pollution, particularly from the M11.
- 4.c.viii. Harlow is known for its sculpture collection and became the world's first 'Sculpture Town' in 2010. The collection includes over 100 public sculptures. There is, therefore, an expectation that the East of Harlow Garden Community will incorporate new sculptures commissioned as part of the development.

4.d. Issues requiring further consideration

- 4.d.i. There are a number of issues which, in accordance with the Harlow and Epping Local Plans, national planning policy and other material considerations, need to be considered at the Strategic Masterplan and/or planning application stage, and/or detailed in design codes.
- 4.d.ii. Many of these issues are too detailed to be considered in this SPD, as SPDs cannot be overly prescriptive. For this chapter the issues not addressed include, but are not limited to:
 - exact level and type of affordable housing to be provided;
 - exact housing densities at different locations across the site;
 - layouts of housing estates;
 - exact use of all land parcels;
 - detailed design of houses and gardens;
 - details of sensitive landscaping to respond to existing features;
 - presence of Flood Risk Zone 2 and 3 areas;

- integration of the STC and STC Mobility Hubs and associated pedestrian/cycle/bridleway links;
- development of the relocated Princess Alexandra Hospital, associated links into it and treatment of the overall area;
- setting a build-to line for separation from Sheering;
- exact locations of new sculptures to be placed in public areas throughout the site.

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5. LANDSCAPE AND GREEN & BLUE INFRASTRUCTURE

5.1. Policy and Guidance Context

5.1.1. The following policy and guidance documents, produced by Epping Forest District Council, Harlow District Council, Essex County Council and HGGT, should be considered as the context for this topic. They are, therefore, material considerations.

- EFDC Local Plan
- EFDC Green Infrastructure Strategy
- EFDC Sustainability Guidance and Checklist
- Epping Strategic Flood Risk Assessment
- HDC Local Plan
- HDC Green Infrastructure Plan
- HDC Green Infrastructure and Public Open Spaces SPD
- Harlow Strategic Flood Risk Assessment
- Essex Green Infrastructure Strategy
- Essex Green Infrastructure Standards Guidance
- HGGT Vision
- HGGT Design Guide
- HGGT Green Infrastructure Framework
- HGGT Transport Strategy
- HGGT Sustainability Guidance and Checklist
- HGGT Draft Stewardship Charter

5.1.2. The following guidance should be considered and adhered to during the preparation of the Strategic Masterplan for the East of Harlow Garden Community, as well as design codes and planning applications. This is in addition to the requirements of other material considerations, including the Harlow and Epping Local Plans and associated SPDs.

5.2. Existing Landscape

5.2.1. All masterplanning within the Garden Town must adopt a 'landscape led' approach to development in line with the HGGT Vision and reflecting Sir Frederick Gibberd's original masterplan for Harlow New Town.

5.2.2. The Strategic Masterplan should, therefore, respond to the distinctive landscape setting, improve the Green Belt edge treatment and support a sustainable and biodiverse environment.

5.2.3. The existing landscape should shape the pattern of new development and the character of open spaces, using existing woodlands, hedges, trees, meadows and water bodies as natural cues.

5.2.4. Development should sensitively respond to the topography, with views of key landmarks and vistas into, out of and across the Garden Town, framing and enhancing these. The relationship of topography with Churchgate

Street and Newhall, as well as towards Sheering, should also be sensitively considered.

- 5.2.5. The contours of the landscape and existing assets and features will govern the route of the STC, roads and form of development.
- 5.2.6. Relevant landscape and ecology expertise should be sought early in the design process to champion the landscape-led approach. Related collaboration and engagement with other stakeholders should also be sought early in the design process.
- 5.2.7. There are currently insufficient landscape survey information/assessments (e.g. Landscape Character Assessments) at an appropriately detailed level for this site. These are required to support the proposed development.
- 5.2.8. The necessary surveys need to be determined and set as a minimum requirement for masterplanning, including a Preliminary Ecological Appraisal. Existing topological, landscape and ecological data must be highlighted, and any extra necessary work commissioned as part of the masterplanning process.
- 5.2.9. The River Stort Navigation should also be considered as a receptor within any future Landscape and Visual Impact Assessments, due to potential for long views to the development from the waterway.
- 5.2.10. For further detail, please see the EFDC Strategic Masterplanning Briefing Note and the Validation Checklists for both Harlow and Epping District Councils.

5.3. Protecting and Enhancing Existing Green and Blue Infrastructure

- 5.3.1. The Green and Blue Infrastructure network of the Garden Town and wider area must be protected and enhanced, and considered in an integrated way to meet sustainability, placeshaping and socio-economic objectives.
- 5.3.2. Key assets include:
 - Pincey Brook
 - Harlowbury Brook
 - The Mores Woods
 - Existing Green Wedge to the west and its extension to the east
 - Existing Hedgerows
 - Visually enclosed and sensitive areas
 - Visually prominent areas
 - Trees with roost potential
 - Existing settlements such as Churchgate Street
- 5.3.3. Key landscape assets must be catalogued in detail and principles for their treatment developed. Condition of the noted assets must also be recorded along with how appropriate they are for public access or whether they need protection.

- 5.3.4. The Green Infrastructure Framework for the Garden Town is endorsed as a technical document by each the HGGT partner authorities. It will help ensure development meets the Green Infrastructure principles within the HGGT Vision, including ensuring landscape-led masterplanning and enhancement of the existing Green Belt and Green Wedge.
- 5.3.5. The opportunities in the Framework will be taken forward as Action Plans, through engagement with landowners, promoters and other bodies. Three of these will be particularly relevant to the East of Harlow site – Biodiversity Net Gain & Delivery Across HGGT; The Green Wedge Network; and GI Through the STC. These action plans need to be considered in the masterplanning process.
- 5.3.6. The land bordering the M11 has been identified as a potentially ecologically sensitive area (a small part is designated as Local Wildlife Site in the HLDP), highlighting the need for further survey work to be commissioned.
- 5.3.7. The Strategic Masterplan should include considerations of investment for enhancement of the existing landscape, water bodies and biodiversity, as well as the creation of country parks where appropriate.
- 5.3.8. Mature trees and hedgerows should be retained, protected and enhanced and inform the structure of new neighbourhoods.
- 5.3.9. The boundary with the M11 to the east should be addressed by bunding, planting and fencing. This buffer zone should be regarded as an ecological reserve, considering the presence of a Local Wildlife Site to the east of Chalk Lane and the Green Wedge which abuts the motorway.
- 5.3.10. Existing waterways are significant assets which can serve as a catalyst for regeneration and provide a sustainable travel resource, support for physical and healthy outdoor activity, an ecological and biodiversity resource, a resource for tourism, cultural, sport, leisure and recreation, a heritage landscape, and a contributor to water supply and transfer, drainage and flood management.
- 5.3.11. Pincey Brook is third party maintained and will need to be maintained by the developer/appropriate third party and a management/maintenance plan agreed by the riparian owner to ensure that this happens. For example, due to the proximity of a new hospital campus to the Pincey Brook, the landowner may become the riparian owner of the Pincey Brook for that particular stretch.
- 5.3.12. Harlowbury Brook is a partially culverted/partially open channel through the East of Harlow Garden Community, primarily maintained by the Environment Agency (EA), and will need to be factored into all potential development and an appropriate buffer zone of at least 8 metres from the top of bank maintained, to ensure that the EA are able to fulfil their regular maintenance schedules.

- 5.3.13. In accordance with the Epping and Harlow Local Plans, the Strategic Masterplan should explore opportunities for river restoration, de-culverting and/or enhancement work to be done at the Pincey Brook and Harlowbury Brook and other waterways to improve their overall health, helping make them more resilient to the impacts of climate change, including flooding (using a 'Working With Natural Processes', 'Nature Based Solutions' and/or Natural Flood Management (NFM)). This would accord with the Harlow and Epping Local Plans which seek waterway environmental improvements.
- 5.3.14. Due to potential for increased usage, financial contributions for general off-site pedestrian and cycle infrastructure that link with Blue Infrastructure, including the canal towpath, should also be considered.
- 5.3.15. The Strategic Masterplan should provide protection of buffers around existing wildlife sites within the area, e.g. Pincey Brook Meadows, Pincey Brook Complex and New Hall Reedbeds, with connectivity to habitat corridors so that such sites do not become isolated islands of biodiversity of limited quality/value on their own.
- 5.3.16. Consideration must be given to the role that Local Centres and Hatches can play in enhancing Green and Blue Infrastructure. More information can be found in the Other Infrastructure and Local Centres chapter.

5.4. Providing New Green and Blue Infrastructure

- 5.4.1. Multipurpose open space and play within residential areas should be provided in accordance with HLDP and EFLP policies and associated SPD standards. More information on sports facilities, both indoor and outdoor, is provided in Chapter 11 (Other Infrastructure and Local Centres).
- 5.4.2. The Strategic Masterplan should have specific regard to Sport England's 'Active Design' guidance principles which offers detailed advice and examples. Both the Harlow and Epping Local Plans support the use of these principles.
- 5.4.3. Planting in strategic locations should be used to screen and filter views between development, particularly between new development and existing development/settlements such as Churchgate Street, to enhance key vistas and provide visual and noise buffers to roads.
- 5.4.4. For the enhancement of Blue Infrastructure, new water bodies should be provided. These could take the form of ponds, lakes and accessible/usable SuDS features.
- 5.4.5. As set out earlier in the SPD, long-term maintenance and stewardship of open spaces must be considered from the start, with relevant plans and proposals submitted to and approved by the respective Local Planning Authorities.

- 5.4.6. This should include a Landscape Ecological Management and Maintenance Plan and work schedule for a minimum of 10 years. Details should include who is responsible for Green and Blue Infrastructure assets (including any surface water drainage system) and the maintenance activities/frequencies.
- 5.4.7. Details should also be provided on how management company services for the maintenance of Green and Blue Infrastructure assets and green spaces shall be funded and managed for the lifetime of the development. Failure to provide the above required information before commencement of works may result in reducing the value of the development, becoming an undesirable place to live that may increase the impacts from climate change, such as flood risk or air pollution from the site.

5.5. SANG requirement in relation to Hatfield Forest

- 5.5.1. The Hatfield Forest Site of Special Scientific Interest Zone of Influence covers much of the eastern part of the Harlow district and north-western part of the Epping Forest District, including the East of Harlow site. It is considered that the increased number of people living in this area in the future could exacerbate the recreational impact on the Forest.
- 5.5.2. While the exact details of strategies to mitigate against recreational impacts have yet to be established, mitigation could include financial contributions and/or the provision of land on (or accessible by active travel to) the East of Harlow site for informal recreation space serving as a Suitable Alternative Natural Green Space (SANG).
- 5.5.3. Any land identified as a SANG should accord with Natural England's SANG guidance. The Councils would undertake an Appropriate Assessment of the related planning application and consult Natural England.

5.6. Green Buffer in the northern part of the site

- 5.6.1. In the northern part of the site, at land north of the health and wellbeing hospital campus and Pincey Brook, the land should be kept free of built development in accordance with point J of Policy SP4 of the Epping Local Plan, which states that a 'build-to' line will need to be established to safeguard the edge of Sheering.
- 5.6.2. This land will essentially, therefore, form a green buffer. In accordance with the landscape-led approach of the Strategic Masterplan, this buffer should provide multi-purpose Green and Blue Infrastructure. It is possible that parts of this buffer could provide land for Biodiversity Net Gain (BNG) and other parts could provide a SANG. It may not be appropriate for a piece of land to simultaneously function as land for BNG and SANG.
- 5.6.3. Consideration should also be given to incorporating a walking/cycling route through this buffer to connect the East of Harlow Garden Community with Sheering. This would also assist with safer access to schools whilst providing opportunities for connected and healthy communities.

- 5.6.4. Consideration will need to be given to the treatment of the interface between the built form at the northern extent of development and the green buffer to the north.

5.7. Wider Uses of Green and Blue Infrastructure

- 5.7.1. Consideration must be given to how Green and Blue Infrastructure can assist with adaptation to a changing climate, such as providing natural flood management, retaining peat as a carbon store and assisting with urban cooling through shading and evapotranspiration.
- 5.7.2. Sustainable Drainage Systems (SuDS) should be used throughout the Garden Community to mitigate against any increased surface run-off rates and reduced permeability and infiltration rates. This is particularly important to protect properties from flood risk near Harlowbury Brook and Pincey Brook. It would also prevent poor quality water draining into the Harlowbury Brook, which in turn would impact the River Stort Navigation. This would ensure that the legal requirement to have regard to the Water Framework Directive is met.
- 5.7.3. Other SuDS options include settlement ponds, reedbeds, buffer zones that utilise natural filtration and initiatives like permeable paving and green roofs.
- 5.7.4. Natural Flood Management and/or 'slow-the-flow' opportunities should also be explored across the site, for example within a possible SANG or in SuDS, which would assist with flood risk mitigation.
- 5.7.5. The Strategic Masterplan is required to include delivery of at least 10% BNG, following the mitigation hierarchy, as well consideration of the Essex Local Nature Recovery Strategy which is being delivered by Essex County Council as the Responsible Authority. The BNG requirement has been mandatory since January 2024, as set out by the relevant government legislation.

5.8. Harlow's Green Wedge and Finger Network

- 5.8.1. Part of the Harlow Green Wedge Network extends into and across the site. The opportunity to access and expand the Green Wedge needs to be maximised, as well as adding linkages to existing and new Green Fingers, and improving access to and enhancing the quality and recreational value of the Wedges and Fingers. New Green Fingers should also be provided, taking cues from existing water bodies, hedgerows and rights of way.
- 5.8.2. The Wedges and Fingers should also have varied character and uses, including allotments, sports uses both by schools and the community, natural play features, community orchards and species-rich grassland/wildflower meadows.

5.9. Access to Green and Blue Infrastructure

- 5.9.1. The Strategic Masterplan needs to include considerations of investment for the enhancement of public access including the enhancement and expansion of Rights of Way, with improved connections to links over the M11 and to the River Stort, as well as linkages with the surrounding landscape. Enhanced connections, indicatively identified, must consider existing land ownership and existing land uses and operations to the east of the M11.
- 5.9.2. Increases in levels of public recreational access to existing Green and Blue Infrastructure, as a result of the East of Harlow Garden Community, must be considered.
- 5.9.3. The benefits of increased access to rivers, for example, needs to be balanced with the ecological sensitivities and provision of buffer zones. Access and recreation can still be achieved whilst also ensuring suitable space for the river to function naturally and for sensitive areas of high ecological value to be safeguarded. Access may need to be limited in more sensitive areas along the rivers. Further ecological survey work should be conducted regarding such access.
- 5.9.4. An appropriate footpath/cycleway/bridleway to Pincey's Brook area should be provided, connecting to existing public Rights of Way, to improve access to the area. Wayfinding and ecological interpretation should also be provided.
- 5.9.5. Green routes should be considered in appropriate locations to improve attractiveness and connectivity, connecting residential areas to wider open spaces and the countryside, incorporating street trees and other elements of Green and Blue Infrastructure.
- 5.9.6. New open space networks coupled with compact development models must support active lifestyles and good health through excellent walking and cycling routes.
- 5.9.7. Development should also include active travel lanes achieved through the use of Green Infrastructure, and the provision and protection of active travel and Public Right of Way (PRoW) networks.
- 5.9.8. Opportunities should be identified in the Strategic Masterplan to enhance and establish Green Infrastructure along sustainable transport and PRoW networks to both encourage active travel and create a green corridor for wildlife. This could include, but not be limited to, the integration of nature focused SuDS; native hedgerows, tree and shrub planting; incidental 'play on the way' features / trails; informal sport (outdoor gym/fitness trails); and areas for seating to stop and rest.

5.10. Issues requiring further consideration

5.10.1. There are a number of issues which, in accordance with the Harlow and Epping Local Plans, national planning policy and other material considerations, need to be considered at the Strategic Masterplan and/or planning application stage, and/or detailed in design codes.

5.10.2. Many of these issues are too detailed to be considered in this SPD, as SPDs cannot be overly prescriptive. For this chapter the issues include, but are not limited to, the exact location, size and details of:

- land for Suitable Alternative Natural Greenspace, arising from the need to mitigate against recreational impacts on Hatfield Forest;
- land for Biodiversity Net Gain purposes;
- ‘buffers’ between the Garden Community and existing settlements;
- new Green and Blue Infrastructure, including landscaping, allotment plots and tree planting;
- type and location of Sustainable Drainage Systems, including associated ponds or lakes;
- further consideration of flood risks, including possible drainage and mitigation measures, taking into account that the Environment Agency classes Harlow as a ‘Community at Risk’ within the wider Hertfordshire and North London Area;
- consideration of the National Flood and Coastal Erosion Risk Management Strategy for England and The Thames River Basin District Flood Risk Management Plan;
- establishing buffer zones for rivers;
- liaison with the Stort Catchment Partnership, the Essex Wildlife Trust and the Herts & Middlesex Wildlife Trust;
- consideration of the Upper Lee Catchment Partnership priority actions and measures for 2022 to 2027, one of which includes landscape masterplan development for the lower Stort Valley, including mitigation and enhancement projects in and around this area.

Please also refer to Figs. 5.1 to 5.5 overleaf.

Fig. 5.1

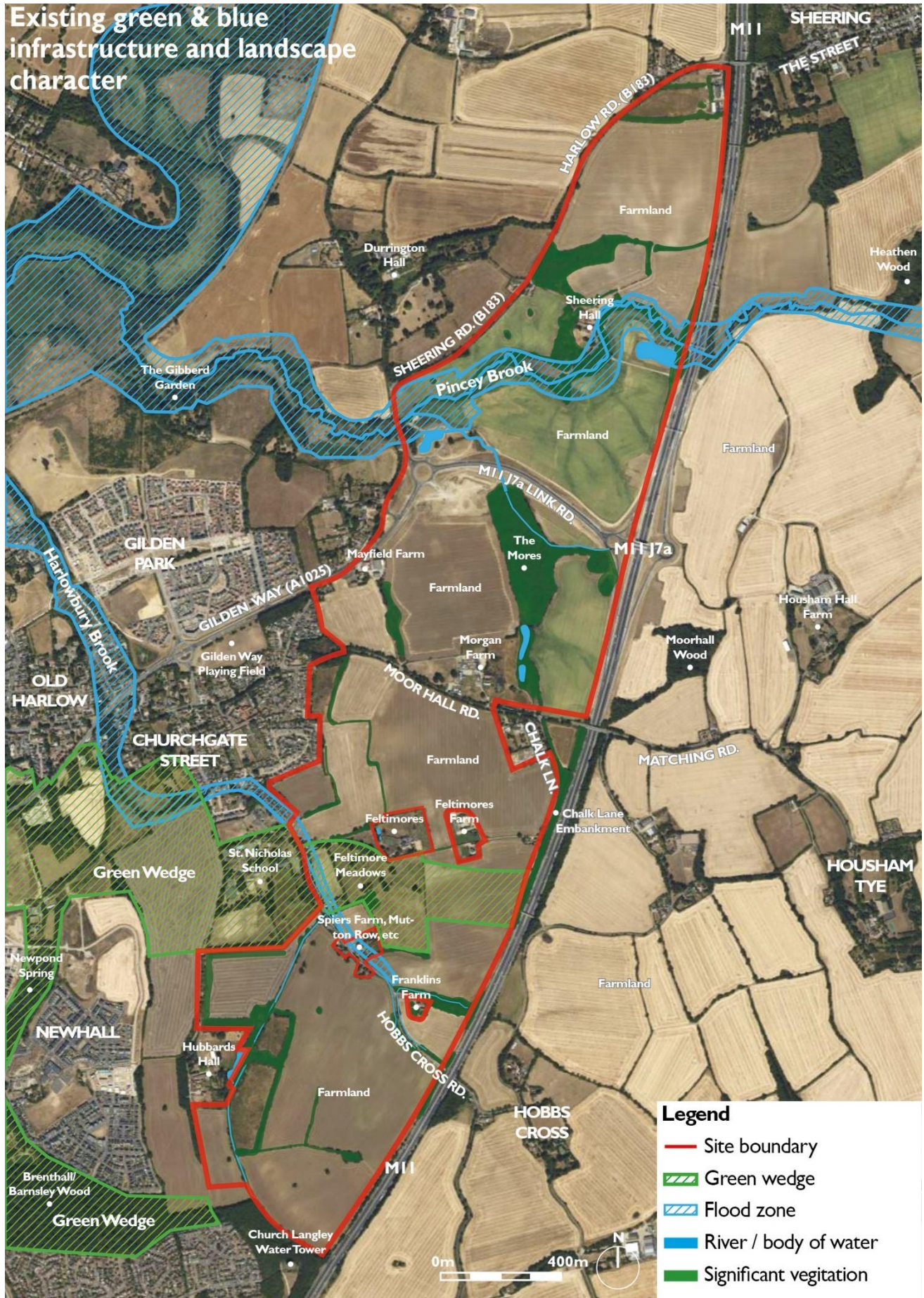


Fig. 5.2

Potential new/enhanced Green Infrastructure (GI) and Blue Infrastructure (BI)

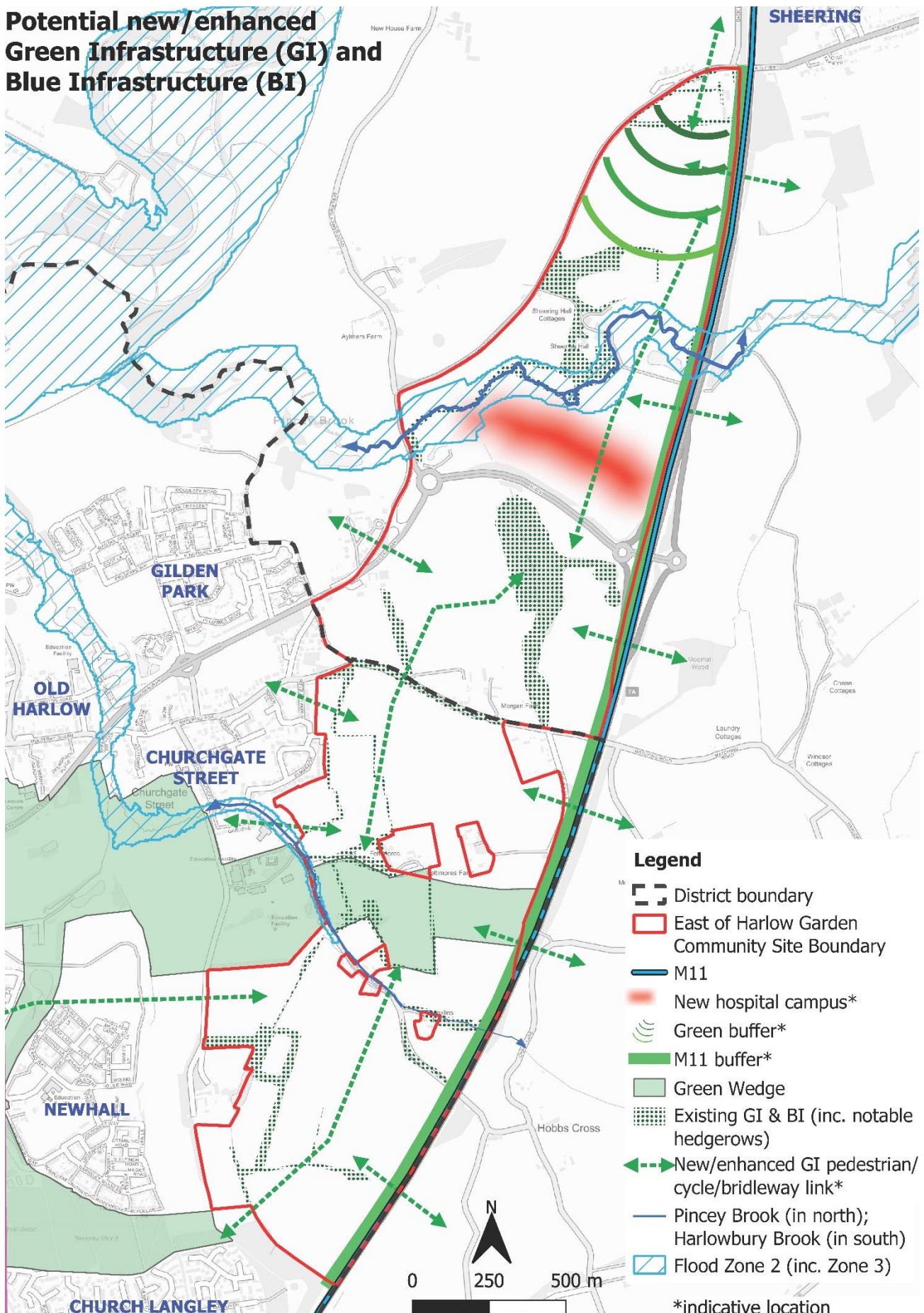


Fig. 5.3: Existing site photos (see Fig. 5.4 for locations)



Fig. 5.4

Existing
 site photos

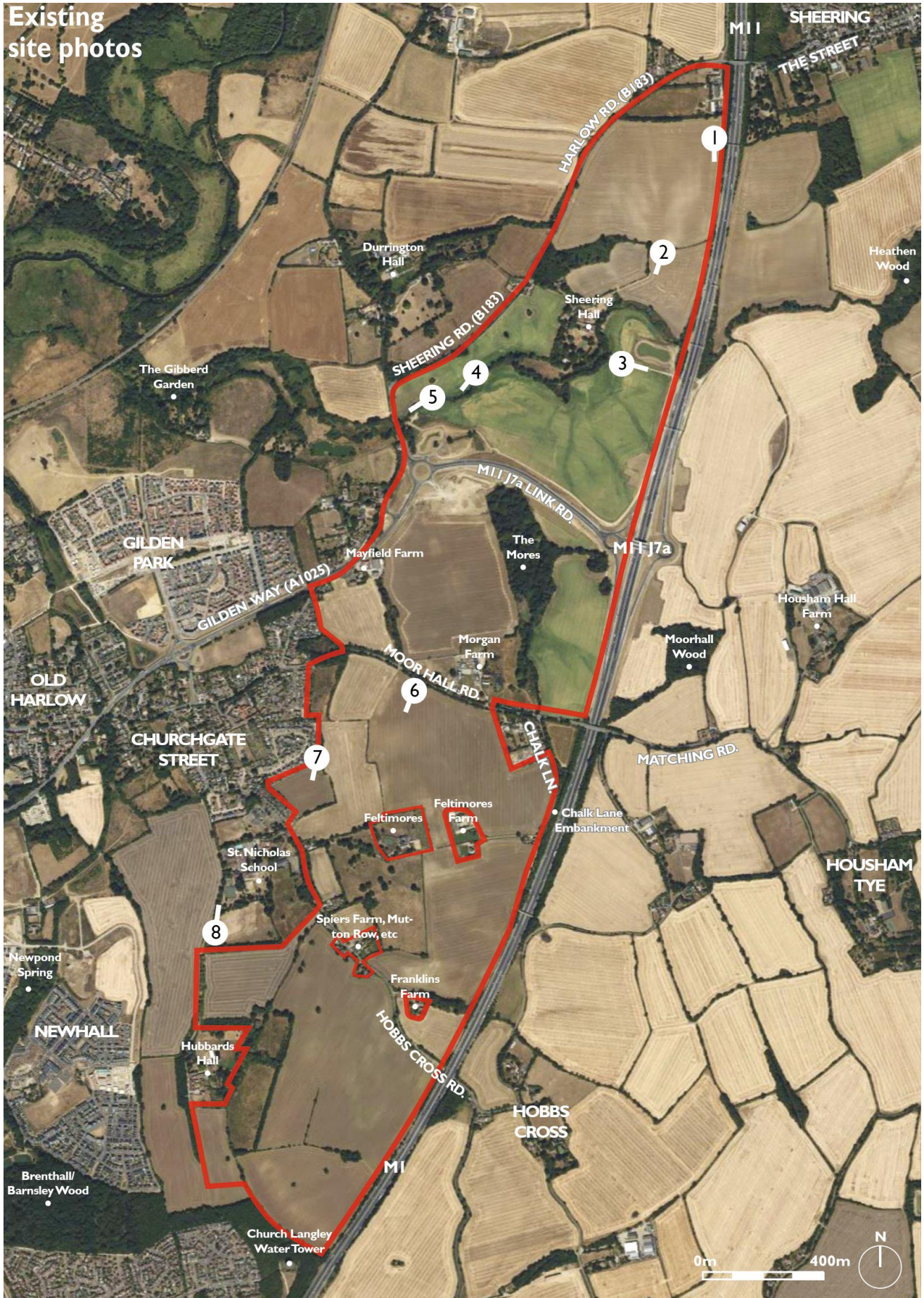
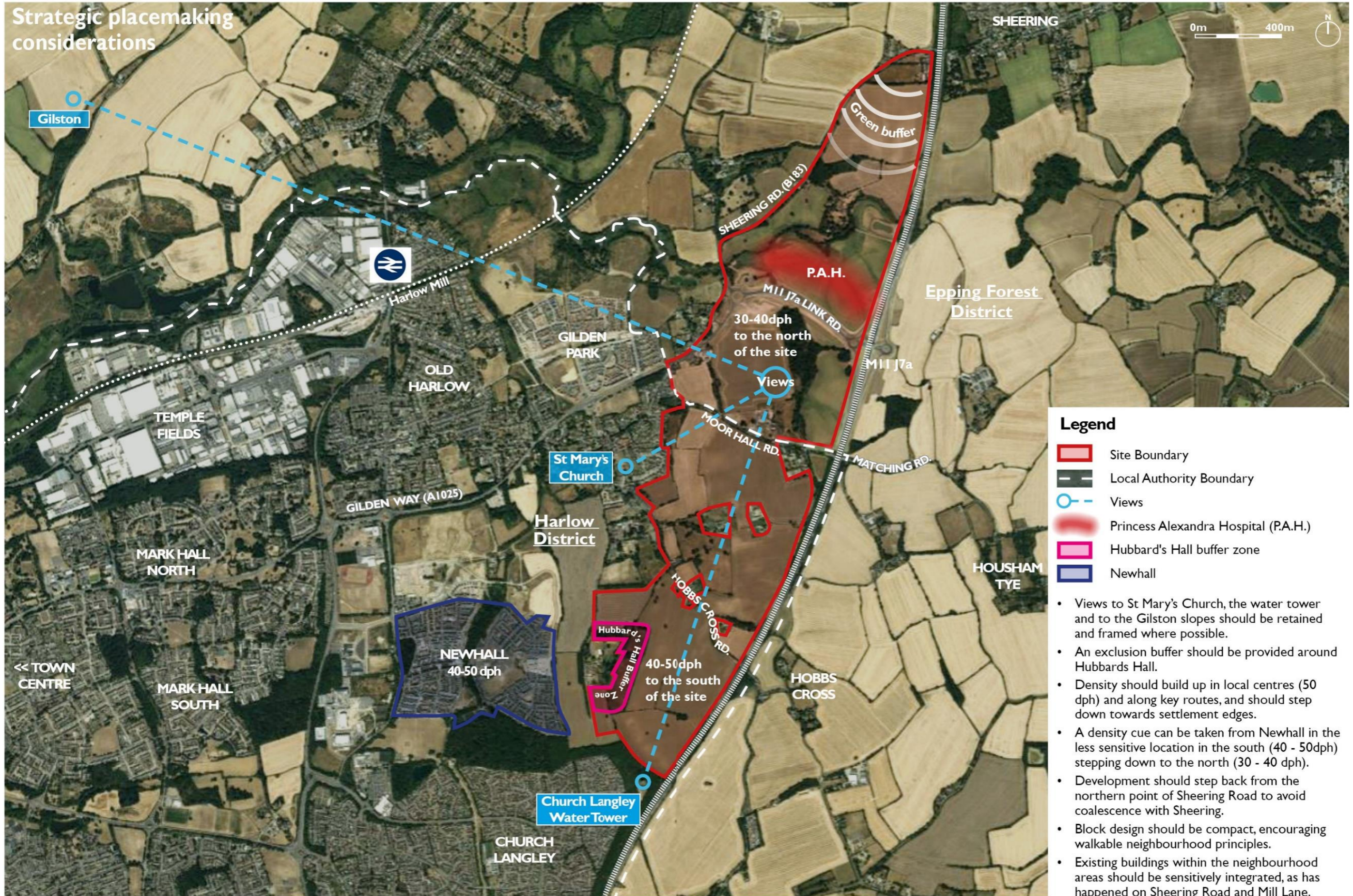


Fig. 5.5

Strategic placemaking considerations



Legend

- Site Boundary
- Local Authority Boundary
- - - Views
- Princess Alexandra Hospital (P.A.H.)
- Hubbard's Hall buffer zone
- Newhall

- Views to St Mary's Church, the water tower and to the Gilston slopes should be retained and framed where possible.
- An exclusion buffer should be provided around Hubbards Hall.
- Density should build up in local centres (50 dph) and along key routes, and should step down towards settlement edges.
- A density cue can be taken from Newhall in the less sensitive location in the south (40 - 50dph) stepping down to the north (30 - 40 dph).
- Development should step back from the northern point of Sheering Road to avoid coalescence with Sheering.
- Block design should be compact, encouraging walkable neighbourhood principles.
- Existing buildings within the neighbourhood areas should be sensitively integrated, as has happened on Sheering Road and Mill Lane.

6. SUSTAINABILITY AND BUILD QUALITY

6.1. Policy and Guidance Context

6.1.1. The following policy and guidance documents, produced by Epping Forest District Council, Harlow District Council, Essex County Council and HGGT, should be considered as the context for this topic. They are, therefore, material considerations.

- EFDC Local Plan
- EFDC Green Infrastructure Strategy
- EFDC Sustainability Guidance and Checklist
- ECC Design Guide
- ECC Essex Green Infrastructure Strategy
- ECC Essex Green Infrastructure Standards Guidance
- HDC Local Plan
- HDC Design Guide and Addendum
- HGGT Vision
- HGGT Design Guide
- HGGT Transport Strategy
- HGGT Sustainability Guidance and Checklist

6.1.2. The following guidance should be considered and adhered to during the preparation of the Strategic Masterplan for the East of Harlow Garden Community, as well as design codes and planning applications. This is in addition to the requirements of other material considerations, including the Harlow and Epping Local Plans and associated SPDs.

6.2. Achieving Sustainability in New Development

6.2.1. The HGGT and Epping Sustainability Guidance and Checklists provide practical and technical guidance on how to ensure the sustainability of new major developments in the Garden Town.

6.2.2. The Checklists assess the quality of development in line with the Garden Town standards through a red/amber/green approach.

6.2.3. The Checklists have a number of themes for assessment, including carbon reduction, renewable energy, Green and Blue Infrastructure (including its role in assisting with adaptation to climate change) and Sustainable Movement.

6.2.4. Alongside the necessity that all Garden Town developments are designed to a high quality, including maximising the quality of life for future residents and visitors, it is expected that all new buildings are constructed to a high quality. This includes both residential and non-residential.

6.2.5. High build quality can be achieved by ensuring that construction is completed using high-quality, durable materials, with minimal future

maintenance required. The materials should preferably have a low-carbon footprint by having low levels of embodied emissions.

- 6.2.6. Both the Epping and HGGT Sustainability Guidance and Checklists require a Post Occupancy Evaluation to be submitted, which includes build quality and the performance of completed buildings, with a focus on issues such as energy use, thermal comfort and air quality.
- 6.2.7. The Strategic Masterplan should also consider Essex County Council's Net Zero Carbon Development preferred policy position, and the Essex Design Guide which provides recommendations for sustainable build.

6.3. Issues requiring further consideration

- 6.3.1. There are a number of issues which, in accordance with the Harlow and Epping Local Plans, national planning policy and other material considerations, need to be considered at the Strategic Masterplan and/or planning application stage, and/or detailed in design codes.
- 6.3.2. Many of these issues are too detailed to be considered in this SPD, as SPDs cannot be overly prescriptive. For this chapter the issues include, but are not limited to:
- nature-based solutions in aiding climate change adaptation;
 - use of community heating systems;
 - strategies for water use which commit all new houses to have efficient water fittings and the installation of water butts/other greywater recycling systems;
 - opportunities for renewable energy production on the site;
 - site layout to maximise passive measures, such as suitable orientation with deciduous planting to provide solar gain in the winter and shading in the summer;
 - sourcing local materials to ensure they have minimal embodied emissions;
 - the Equality Act 2010 and the need to make reasonable adjustments, such as ensuring buildings are fully accessible, as well as complying with the relevant Building Regulations to ensure buildings are as accessible as possible;
 - compliance with the Future Homes Standards 2025.

7. SUSTAINABLE MOVEMENT

7.1. Policy and Guidance Context

7.1.1. The following policy and guidance documents, produced by Epping Forest District Council, Harlow District Council, Essex County Council and HGGT, should be considered as the context for this topic. They are, therefore, material considerations.

- EFDC Local Plan
- EFDC Green Infrastructure Strategy
- EFDC Sustainability Guidance and Checklist
- HDC Local Plan
- HDC Green Infrastructure Plan
- Essex Local Transport Plan
- Essex Sustainable Modes of Travel, Speed & Traffic Management Strategies
- Essex Design Guide
- Essex Green Infrastructure Strategy
- Essex Green Infrastructure Standards Guidance
- HGGT Vision
- HGGT Design Guide
- HGGT Sustainability Guidance and Checklist
- HGGT Healthy Town Framework
- HGGT Local Cycling & Walking Infrastructure Plan (LCWIP)
- HGGT Hubs 'How To' Guide
- HGGT Transport Strategy
- HGGT Green Infrastructure Strategy

7.1.2. The following guidance should be considered and adhered to during the preparation of the Strategic Masterplan for the East of Harlow Garden Community, as well as design codes and planning applications. This is in addition to the requirements of other material considerations, including the Harlow and Epping Local Plans and associated SPDs.

7.2. Modal Change

7.2.1. Sustainable movement and active transport infrastructure are key to the success of sustainable growth in the Garden Town, including the sustainable credentials of the health and wellbeing hospital campus.

7.2.2. Positive travel choices that enable sustainable living are at the heart of the Garden Town Vision. The HGGT Transport Strategy is driven by an overriding Mode Share Objective which is included in the adopted Local Plans of the HGGT partner Councils:

7.2.3. *'50% of all trips starting and/or ending in the existing settlement area of Harlow Town should be by active and sustainable travel modes and 60% of*

all trips starting and/or ending in the new Garden Communities of Harlow & Gilston Garden Town should be by active and sustainable travel modes.'

- 7.2.4. The key to achieving this objective lies in the delivery of a network of Sustainable Transport Corridors (STCs). These are a series of strategic public travel routes through the Garden Town providing high quality public transport and active travel options, that will connect neighbourhoods quickly with key destinations such as Harlow Town Centre and Harlow Town Railway Station and primary business areas.

7.3. Achieving Modal Change

- 7.3.1. The STCs are the main public transport and walking/cycling routes that will connect the East of Harlow Garden Community to the rest of the Garden Town.
- 7.3.2. The STC enters the site through Newhall in the south and it will need to be designed to ensure it is accessible to the northern most point of development. Separate work will be undertaken to agree any potential connector to Gilden Way and its exact location.
- 7.3.3. Car use must be discouraged as much as possible in line with the modal change targets.
- 7.3.4. Active and sustainable movement routes must follow the topography to allow for easier cycling and walking, to help implement behavioural change.
- 7.3.5. All new homes should be within 800m (10 minute walking time) of a mobility hub/the local centre/the hatch and within 400m of a bus stop.
- 7.3.6. Active and sustainable modes of transport must connect communities with each other and to key community assets such as schools and local centres and the new Princess Alexandra Hospital/ Health and Wellbeing Campus and primary, community and mental healthcare.
- 7.3.7. Streets and neighbourhoods should be places that are safe, sociable and enjoyable - for everyone - by creating attractive places that people want to walk and cycle in.
- 7.3.8. Quality public transport should be provided that connects people to the places they want to go, providing independence and mobility to those who need it most, while reducing air pollution and traffic congestion.
- 7.3.9. A network should be created that works by providing reliable, high-quality alternatives to private vehicles, whilst ensuring the network effectively supports those that depend upon it for essential journeys and services.
- 7.3.10. The Strategic Masterplan should establish Green and Blue Infrastructure along sustainable transport and PRoW networks to both encourage active travel and create a green corridor for wildlife. This could include, but not be

limited to, the integration of nature focused SuDS; native hedgerows, tree and shrub planting; incidental 'play on the way' features / trails; informal sport (outdoor gym/fitness trails); and areas for seating to stop and rest.

- 7.3.11. The use of SuDS is particularly important to mitigate against impacts of surface run-off from any new roads or crossings.
- 7.3.12. The Strategic Masterplan should have specific regard to Sport England's 'Active Design' guidance principles which offer detailed advice and examples. Both the Harlow and Epping Local Plans support the use of these principles. Mixed uses and the co-location of community facilities within the Garden Community should be incorporated to help support active travel objectives.
- 7.3.13. It is recommended that the preparation of the Strategic Masterplan uses the National Green Infrastructure Framework S2-Accessible Greenspace Standard (previously known as Accessible Natural Green Space Standard (ANGSt)) to help with ensuring suitable active travel routes and ensuring everyone has access to good quality green and blue spaces close to home (within fifteen minutes of walking time) for health and wellbeing and contact with nature.

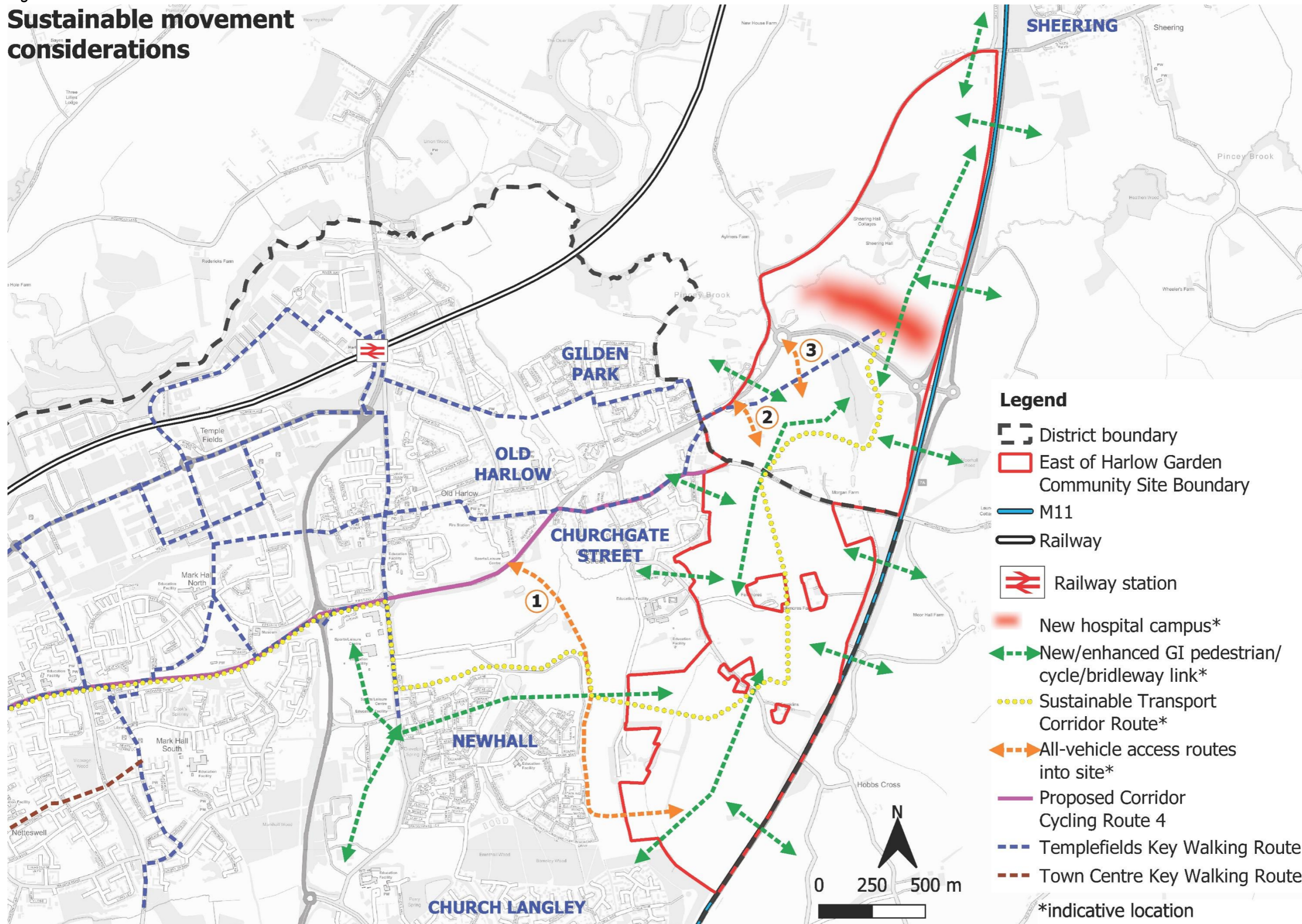
7.4. Issues requiring further consideration

- 7.4.1. There are a number of issues which, in accordance with the Harlow and Epping Local Plans, national planning policy and other material considerations, need to be considered at the Strategic Masterplan and/or planning application stage, and/or detailed in design codes.
- 7.4.2. Many of these issues are too detailed to be considered in this SPD, as SPDs cannot be overly prescriptive. For this chapter the issues include, but are not limited to:
- more detailed transport assessments to consider cumulative impact on overall transport capacity to at least the Harlow and Epping Local Plans period end date of 2033;
 - the bike and walking routes through the site, separate to the STC, potentially including routes northwards to Sheering;
 - the bus services required in addition to those that will travel on the STC, with particular regard for improving connections to existing nearby areas such as Sheering, possibly through the use of Section 106 agreements;
 - what vehicles, if any, are allowed to cross the Green Wedge;
 - the potential connector to Gilden Way and its exact location;

- how sustainable and active mode of transport will be encouraged, and car use discouraged, to enable modal change and implement behavioural change;
- how movement interacts with Green and Blue Infrastructure and the landscape;
- maximising opportunities by exploring and introducing new and innovative transport technologies as they develop;
- the user hierarchy: pedestrian and cycle having priority, followed by public transport and, finally, private vehicles;
- the Equality Act 2010 and the need to make reasonable adjustments, such as ensuring streets are free from clutter and designed so they are easy for visually impaired people to use;
- phasing plans to allow for development to come forward in stages taking account of wider infrastructure requirements and linkages;
- how modal change will be monitored;
- any 'non-standard' highway feature / design / material needs to be carefully considered in terms of their long-term maintenance and ownership responsibilities. Essex County Council will consider, on a case-by-case basis, whether it would adopt (as public highway) any such non-standard highway features;
- implementation of 'Vision Zero' principles (i.e. a strategy that road deaths and injuries are unacceptable and preventable) where there are changes to the road network;
- consideration for road widths to be accessible whilst not impeding emergency service vehicle response, through safe access routes for fire appliances, including room to manoeuvre (such as turning circles);
- for crossings over waterways, consideration of water quality implications and meeting the relevant Environment Agency design criteria;
- access for Fire Service purposes being in accordance with the Essex Act 1987;
- a plan for provision of interim transport arrangements for the new hospital campus to provide suitable bus and pedestrian/ cycleway access and connections, consistent with an overarching transport strategy and development of STC routing.

Please also refer to Fig. 7.1 overleaf.

Fig. 7.1
Sustainable movement considerations



8. SUSTAINABLE TRANSPORT CORRIDORS

8.1. Policy and Guidance Context

8.1.1. The following policy and guidance documents, produced by Epping Forest District Council, Harlow District Council, Essex County Council and HGGT, should be considered as the context for this topic. They are, therefore, material considerations.

- EFDC Local Plan
- EFDC Green Infrastructure Strategy
- EFDC Sustainability Guidance and Checklist
- HDC Local Plan
- HDC Green Infrastructure Plan
- Essex Local Transport Plan
- Essex Sustainable Modes of Travel, Speed & Traffic Management Strategies
- Essex Design Guide
- Essex Green Infrastructure Strategy
- Essex Green Infrastructure Standards Guidance
- HGGT Vision
- HGGT Design Guide
- HGGT Transport Strategy
- HGGT Sustainability Guidance and Checklist
- HGGT Healthy Town Framework
- HGGT Local Cycling & Walking Infrastructure Plan (LCWIP)
- HGGT Mobility Hubs 'How To' Guide
- HGGT Green Infrastructure Strategy
- HGGT Infrastructure Delivery Plan

8.1.2. The following guidance should be considered and adhered to during the preparation of the Strategic Masterplan for the East of Harlow Garden Community, as well as design codes and planning applications. This is in addition to the requirements of other material considerations, including the Harlow and Epping Local Plans and associated SPDs.

8.2. STC Design

8.2.1. The Sustainable Transport Corridor (STC) must have an attractive urban design, with a minimum of necessary highway design features and with compact junctions.

8.2.2. The STC must be direct, justifying why it deviates if it has to, with at-grade crossings and distances to cross.

8.2.3. The STC must be safe and inclusive, considering people of all ages and all abilities, as well as all types of uses (commuting, school run, leisure, etc.). This includes considering speeds, visibility, overlooking, crossings, space, widths and segregation of cycle routes on major roads.

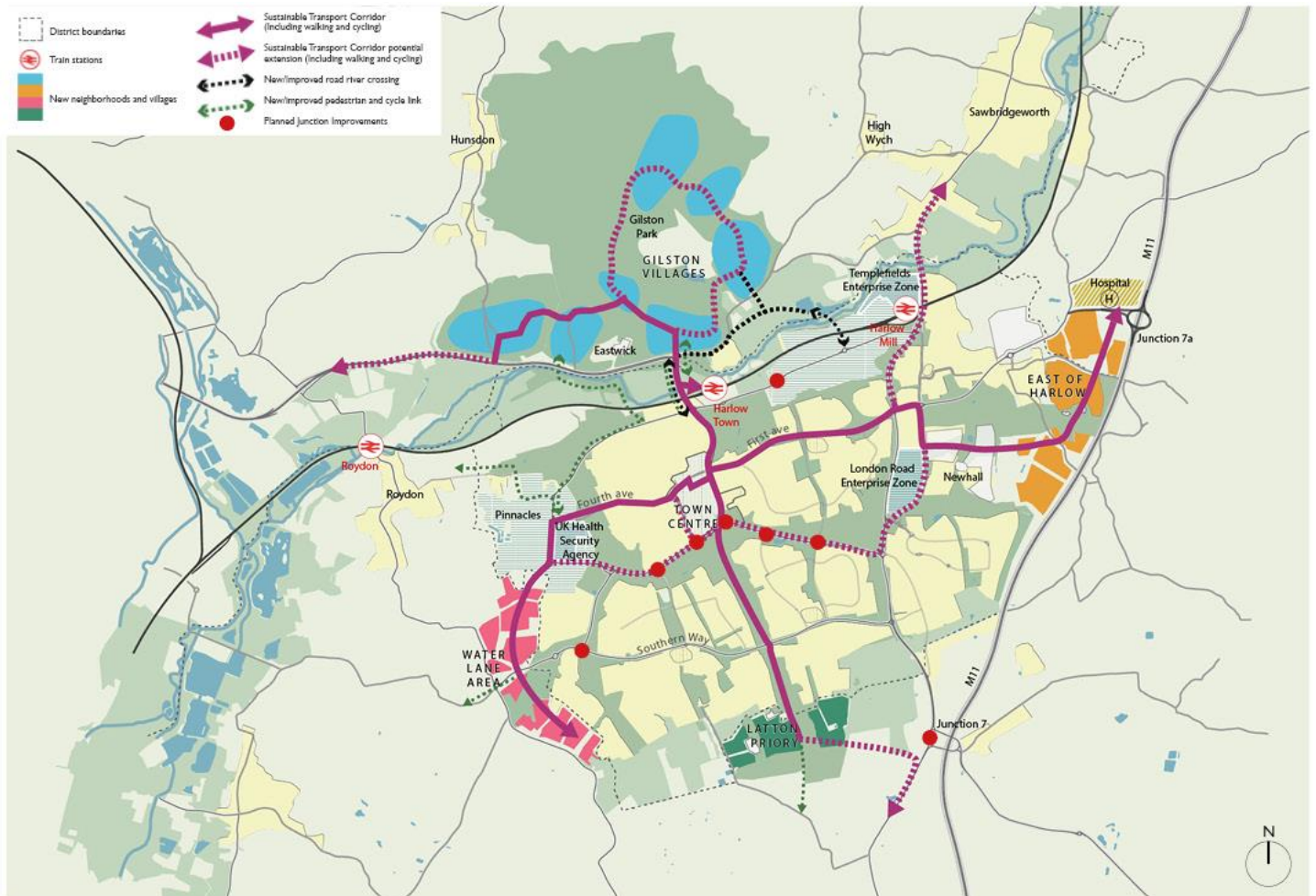
- 8.2.4. The STC must be convenient and be the choice for the prioritised user, with wider connectivity and routes into network and easy access to key destinations.
- 8.2.5. The STC must be attractive, pleasant, enjoyable, landscape-led, sociable and adaptable to future technological advances.
- 8.2.6. The STC must be coherent and understandable, with good wayfinding and segments clearly prioritised.
- 8.2.7. Long-term stewardship must be considered, including materials, robustness, cost, ownership and landscape.
- 8.2.8. The STC accesses, including the routes as they pass through the development, are expected to be delivered by the developers.
- 8.2.9. Based on land ownership, existing land uses and existing Green Infrastructure, a preferred indicative route has been identified.

8.3. Preferred Indicative Route – Detailed Considerations

- 8.3.1. The STC must enter the site through Newhall in the South and end at a terminus in the northern part of the development, connecting to Gilden Way. It must connect key community assets such as schools and local centres, as well as Moors Woods, while being required to cross Moor Hall Road and Hobbs Cross Road.
- 8.3.2. Quick, efficient, direct connections between STC Mobility Hubs must be incorporated which represent a key focus of activity for education, employment, community facilities, retail, etc.
- 8.3.3. Private motor vehicles should normally be excluded except where priority can still be provided to sustainable travel, e.g. at sections where open spaces are crossed, to minimise environmental impact.
- 8.3.4. Lane widths should be broadly considered as follows:
 - bus lanes – 4 metres each way;
 - other vehicles – 3 metres each way;
 - pedestrian/cycle path – 5 metres segregated path.
- 8.3.5. Frontage buildings and tree planting should be incorporated to provide a boulevard style, except for the Gilden Way connector which will run through the Green Wedge. (Note: separate work will be undertaken by the developer(s) as part of the Strategic Masterplan to agree the potential connector to Gilden Way and its exact location.)
- 8.3.6. Street trees should be used alongside other additional tree planting. The Essex Forest Initiative provides opportunities for developers to work with Essex County Council on tree planting.

- 8.3.7. Where the STC travels across open fields, it should take the most central, direct route, that provides the STC access to the greatest number of residents, and the most desirable paths, to encourage the adoption of sustainable and active modes of travel.
- 8.3.8. Local layby bus stop spaces, at high frequency, should be included to allow for Bus Rapid Transit passing priority opportunities.

Fig. 8.1



- 8.3.9. The STC should run north of Hubbard’s Hall, west of Feltimores Farm and south of Moores Woods. It would cross Hobbs Cross Road in a way which avoids disrupting existing development.
- 8.3.10. The vehicular route will extend south, creating a more circuitous route for cars, but will also carry buses to provide public transport options for the southern-most residents.
- 8.3.11. In September 2022, the STC connector into Newhall was approved through Harlow Council’s approval of reserved matters at Phase 3B and 3C of Newhall (application reference numbers HW/REM/20/00255 and HW/REM/20/00218). The approved layout allows internal bus routes along

the access road (which then link up to earlier consented phases to form a loop to and from London Road through the Newhall development), and for onward connection for a bus connection to the East of Harlow Garden Community. The Newhall element of the STC will be for all vehicles and, beyond that, for buses, walking and cycling only.

- 8.3.12. The first section of the STC should be in the southern part of the East of Harlow Garden Community and therefore connect into the existing Harlow road network. Each phase of residential development should be able to benefit from a functioning STC from the start.
- 8.3.13. Starting development from the south means that occupiers will benefit from adjacency to existing established communities, services and facilities before on-site provision catches up.

8.4. Issues requiring further consideration

- 8.4.1. There are a number of issues which, in accordance with the Harlow and Epping Local Plans, national planning policy and other material considerations, need to be considered at the Strategic Masterplan and/or planning application stage, and/or detailed in design codes.
- 8.4.2. Many of these issues are too detailed to be considered in this SPD, as SPDs cannot be overly prescriptive. For this chapter the issues include, but are not limited to:
- fixing of the STC route;
 - exact design of the STC, including lane widths;
 - further principles for how areas not reachable by the STC will be serviced by sustainable and active modes of transport;
 - junction design for bus and active travel priority at crossing points (for all movements);
 - safeguarding of routes and possible use of Compulsory Purchase Orders, in particular to assist land assembly and delivery of the eastern STC route;
 - detailed phasing of infrastructure provision, including trigger points;
 - potential locations of Mobility Hubs along the route, including how they will be managed/maintained.

9. ALL-VEHICLE ACCESS

9.1. Policy and Guidance Context

9.1.1. The following policy and guidance documents, produced by Epping Forest District Council, Harlow District Council, Essex County Council and HGGT, should be considered as the context for this topic. They are, therefore, material considerations.

- EFDC Local Plan
- EFDC Green Infrastructure Strategy
- EFDC Sustainability Guidance and Checklist
- HDC Local Plan
- HDC Green Infrastructure Plan
- Essex Green Infrastructure Strategy
- Essex Green Infrastructure Standards Guidance
- HGGT Vision
- HGGT Design Guide
- HGGT Transport Strategy
- HGGT Sustainability Guidance and Checklist
- HGGT Infrastructure Deliver Plan

9.1.2. The following guidance should be considered and adhered to during the preparation of the Strategic Masterplan for the East of Harlow Garden Community, as well as design codes and planning applications. This is in addition to the requirements of other material considerations, including the Harlow and Epping Local Plans and associated SPDs.

9.2. General Considerations

9.2.1. Vehicle accesses into the site are expected to be delivered by the developers.

9.2.2. Fronting residential development onto vehicle roads is expected throughout unless this impacts upon designated open spaces such as the Green Wedge.

9.2.3. Primary and secondary street design should achieve circuitous routing to give priority to bus and active travel links to the STC. Residential street design should achieve low vehicular traffic priority and pedestrian and cycle dominated use.

9.2.4. Traffic capacity should be determined by modelling using the Highways Authority approved base models and studies, with HGGT modal change assumptions incorporated.

9.3. Specific Location Considerations

9.3.1. The Champions Roundabout (serving the M11 Junction 7a) was designed and modelled for both a residential-led development and a new hospital campus, with traffic assumptions and allowances made for both.

- 9.3.2. It should be noted that the peak traffic movements of residential traffic and PAH-related traffic will not necessarily occur simultaneously, so there is not a conflict between these uses of the transport network.
- 9.3.3. Subject to detailed transport assessments and modelling, improvements to the Champions Roundabout, or other parts of the transport network, may be required.
- 9.3.4. All vehicle Primary Street should cross Moor Hall Road with signalised junction. No turning movements should be allowed from / into Moor Hall Road except bus and emergency access. Full modal filter should be incorporated to prevent all vehicle access to Hobbs Cross Road, including crossing of the Green Wedge.
- 9.3.5. There should preferably also be an additional Primary Street with T-Junction from Gilden Way.
- 9.3.6. There should be no all-vehicle, except emergency, access to Hobbs Cross Road.
- 9.3.7. The Primary Street network should cross Hubbards Hall Drive (private road / track / public footpath) as a priority route.
- 9.3.8. Hubbard Hall Drive junction should be controlled as no turning towards Churchgate Street, with supporting junction design and traffic calming measures on Hubbards Hall Drive near junction.
- 9.3.9. Any routes from the new development into Churchgate Street would be for walking and cycling only.
- 9.3.10. An indicative all-vehicle access via the Nursery Site at Gilden Way has been identified on the HLDP Policies Map and in the HGGT IDP.
- 9.3.11. Development traffic would not be allowed to use routes through Churchgate Street and developers would be expected to produce a construction management plan in conjunction with this.

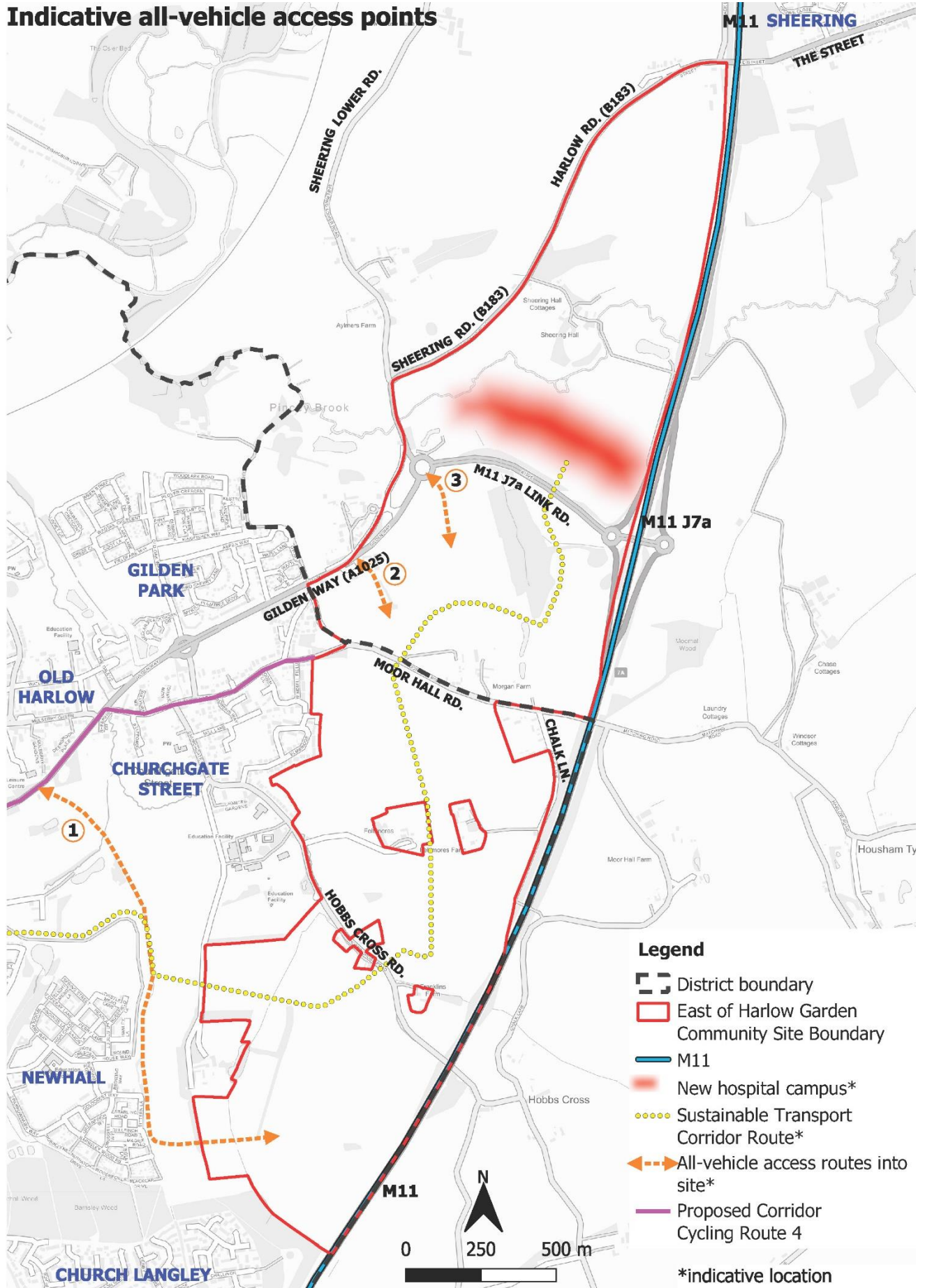
9.4. Issues requiring further consideration

- exact locations of vehicular routes, as they are currently indicative;
- use of traffic calming measures and other restrictions, such as no-right turn markings or physical barriers, possibly enforceable by ANPR cameras.

Please also refer to Fig. 9.1 overleaf.

Fig. 9.1

Indicative all-vehicle access points



10. EDUCATIONAL PROVISION

10.1. Policy and Guidance Context

10.1.1. The following policy and guidance documents, produced by Epping Forest District Council, Harlow District Council, Essex County Council and HGGT, should be considered as the context for this topic. They are, therefore, material considerations.

- Essex School Organisation Services - Garden Communities and Planning School Places
- ECC Developer's Guide
- ITP Transport Report
- EFDC Local Plan
- HDC Local Plan
- HGGT Vision
- HGGT Design Guide
- HGGT Transport Strategy
- HGGT Infrastructure Delivery Plan

10.1.2. The following guidance should be considered and adhered to during the preparation of the Strategic Masterplan for the East of Harlow Garden Community, as well as design codes and planning applications. This is in addition to the requirements of other material considerations, including the Harlow and Epping Local Plans and associated SPDs.

10.2. Land Supply

10.2.1. Educational provision across the Garden Town is guided by Essex and Hertfordshire County Councils. The East of Harlow site is located across Epping Forest and Harlow District Councils, both of which are part of the Essex County Council (ECC) administrative area, so their guidance will be followed in this instance.

10.2.2. ECC have produced a Garden Communities and Planning School Places document, which provides extensive guidance on the development of schools. Their guidance has been noted in this section.

10.2.3. ECC provides a formula to determine the number of schools required for new Garden Town developments alongside the number of forms of entry and the land budget required. The requirements for the East of Harlow Garden Community have been calculated using their formula and guidance.

10.2.4. Primary Schools

- Require 1 x 2 form entry (420 places) and 1 x 3 form entry school
- Land Budget = 2.1 ha and 3.0 ha

- 10.2.5. Secondary Schools
- Smallest supported is 6 forms of entry (900 statutory age pupils or 1,080 including a sixth form)
 - Land Budget = 7.9 ha
- 10.2.6. There is, therefore, a significant structural element for educational provision due to the large land area required for schools.

10.3. Location

- 10.3.1. Garden Communities are designed around distinct neighbourhoods. It is highly desirable for each to have its own primary school, potentially located to form part of a local centre, which can act as a focus for the community.
- 10.3.2. The distribution of schools must work within the constraints of the site, including the presence of two roads, to provide adequate access to all residents.
- 10.3.3. A primary school should be co-located with the secondary school planned for the Garden Community, thereby providing the option of establishing an 'all-through' school, preferably in the centre of the site.
- 10.3.4. The preferred location for the secondary school is, therefore, in the central part of the site, with one primary school in the southern part and another abutting the secondary school land to facilitate the option of an all-through school.
- 10.3.5. A central location means overall walking and cycling distances will be lesser compared to a location at the edge of the site, such as the eastern boundary. Other benefits include being close to the Local Cycling Walking Infrastructure Plan route, existing neighbourhoods and the STC, and being outside of the current and/or future 55db LAeq noise contour of the M11.
- 10.3.6. Such a location will also assist with the requirement that any residential area should be no further than 600 metres of actual walking distance from a primary school and 1,500 metres from a secondary school.
- 10.3.7. Schools should be co-located with local centres, meaning they can be part of a community hub or local centre, offering a wide range of services in a single location. However, the environment around schools must not be compromised by inappropriate adjoining land uses such as car parking or hot food takeaway outlets.
- 10.3.8. The exact locations for the school sites are to be decided. The all-through primary school land would need a buffer between it and the road to the north. Full evaluations of potential school sites will need to be carried out by developers in accordance with section 4.2 and 4.3 of the ECC Developers' Guide.

- 10.3.9. Existing walking and cycling links must not be adversely affected as part of the provision of new schools. Such links must be provided and enhanced, with the possibility of providing a link northwards through the green buffer towards Sheering.
- 10.3.10. The location of traffic-free school zones must be considered, to work with potential STC, Green and Blue Infrastructure and active travel movement corridors.
- 10.3.11. There must be car free 'school zones' outside the entrances to the schools for safe, community focused drop-offs and pick-ups. The aim of any drop off areas should be to reduce car use, keep traffic away from school entrances and disperse any nuisance caused to residents.
- 10.3.12. The area directly outside school gates must be traffic free and well connected to the areas the school will serve via safe direct walking, cycling and bus routes, all set within an inviting environment to make sustainable travel an attractive option. Such pedestrianised public areas provide a space for children, parents and younger siblings to congregate safely at the beginning and end of the school day and foster a sense of community.

10.4. Design and Associated Infrastructure

- 10.4.1. The general arrangement of schools must include frontages and playing fields as potential buffers to other parts of the site and neighbouring context.
- 10.4.2. The scale and dimensions of school buildings must be considered at the Strategic Masterplan stage, as this will help influence their form and location and supports the placemaking, wayfinding and community use objectives.
- 10.4.3. The Strategic Masterplan must ensure that the infrastructure provided for the overall development recognises the drainage needs of school buildings, including run-off from areas such as car parks and playgrounds. Rainwater reuse will be encouraged. Surfacing permeability and runoff rates should be considered.
- 10.4.4. Another key environmental consideration for new schools is their integration into a sustainable drainage system (SuDS). This requirement may influence the location of schools and the surrounding urban landscape.
- 10.4.5. In line with Garden Community principles, the school should be connected to 'a comprehensive Green Infrastructure network' with hard landscape materials chosen carefully to reduce noise and visual dissonance, and consideration to how Green and Blue Infrastructure can be used to assist with adapting to the effects of climate change.
- 10.4.6. The use of school facilities by the wider community, primarily out of school hours, is supported in principle. The siting and design of sports facilities, in

particular, must be carefully considered as light pollution and noise can negatively impact neighbours.

- 10.4.7. School design will enable access to school halls and playing pitches (including changing facilities if available), without the need for the whole school building to be open. Particularly in the case of secondary schools, investment by the community in school facilities may provide enhanced opportunities for joint use. For example: a swimming pool or gym, neither of which would form part of most new schools, could be funded.
- 10.4.8. School playing fields will also be designed to ensure multi-purpose and functional use and not just be concrete grounds or sport fields.
- 10.4.9. School locations should consider the provision of and opportunity for natural play, comprising spaces which are imaginatively designed and contoured using landforms, level changes and water, as well as natural materials such as logs or boulders, to create an attractive setting for play.
- 10.4.10. Children's engagement with a natural play space, outdoor learning and forest school areas (including within school grounds) has a multitude of positive impacts on their learning and physical and emotional wellbeing. It is also expected that play strategies will be formed by the character and function of the green spaces.
- 10.4.11. When preparing the Strategic Masterplan, consideration must be given to the role that schools will play in meeting the community sports facility needs generated by the development. Given that this will have land use implications, this should be considered at an early stage and in consultation with Sport England and Essex County Council.
- 10.4.12. Sport England has advised that options could include a dual use leisure facility (with indoor sports facilities) provided on the secondary school site, community playing pitches/courts co-located with the school's facilities so that ancillary facilities can be shared, or the provision of a shared use artificial grass pitch on the secondary school site.

10.5. Issues requiring further consideration

- 10.5.1. There are a number of issues which, in accordance with the Harlow and Epping Local Plans, national planning policy and other material considerations, need to be considered at the Strategic Masterplan and/or planning application stage, and/or detailed in design codes.
- 10.5.2. Many of these issues are too detailed to be considered in this SPD, as SPDs cannot be overly prescriptive. For this chapter the issues include, but are not limited to:
 - exact locations and designs of the schools, including issues such as use of SuDS, and connections with/provision of Green and Blue Infrastructure and walking & cycling routes;

- the role that schools will play in meeting the community sports facility needs generated by the development;
- the need for further dialogue with the Environment Agency in relation to school locations and flooding risk.

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11. OTHER INFRASTRUCTURE AND LOCAL CENTRES

11.1. Policy and Guidance Context

11.1.1. The following policy and guidance documents, produced by Epping Forest District Council, Harlow District Council, Essex County Council and HGGT, should be considered as the context for this topic. They are, therefore, material considerations.

- EFDC Local Plan
- EFDC Green Infrastructure Strategy
- EFDC Sustainability Guidance and Checklist
- HDC Local Plan
- HDC Green Infrastructure Plan
- Essex Green Infrastructure Strategy
- Essex Green Infrastructure Standards Guidance
- HGGT Vision
- HGGT Design Guide
- HGGT Transport Strategy
- HGGT Sustainability Guidance and Checklist
- HGGT Infrastructure Delivery Plan

11.1.2. The following guidance should be considered and adhered to during the preparation of the Strategic Masterplan for the East of Harlow Garden Community, as well as design codes and planning applications. This is in addition to the requirements of other material considerations, including the Harlow and Epping Local Plans and associated SPDs.

11.2. Infrastructure Provision

11.2.1. In order to provide sufficient facilities to address the needs of residents of the new development, the Strategic Masterplan must provide details of other types of infrastructure provision in addition to those detailed elsewhere in this SPD. Where appropriate, this will include contributions to the creation or enhancement of off-site infrastructure.

11.2.2. The provision of on-site infrastructure or contributions to off-site infrastructure must comply with the latest version of the HGGT Infrastructure Delivery Plan and the Harlow and Epping Local Plans. This includes (but is not limited to) two local centres, two primary schools and a secondary school, the health and wellbeing hospital campus and primary, community and mental healthcare. These, along with existing facilities, must have sufficient cycling, wheeling and walking links to new housing.

11.2.3. The health and wellbeing hospital campus, the potential location of the relocated PAH, would not necessarily include primary healthcare. There is, therefore, a need to increase GP surgery capacity, as well as community and mental health services in the area.

- 11.2.4. As such, development will be expected to make reasonable and proportionate contributions toward infrastructure schemes needed to mitigate impacts of the East of Harlow Garden Community, including transport and healthcare provision.
- 11.2.5. During the preparation of the Strategic Masterplan, utility infrastructure providers must be engaged with, so that necessary infrastructure improvements and provisions can be identified and set out in the Strategic Masterplan. This includes engaging with suppliers of water and sewerage services regarding satisfactory water supply, wastewater network infrastructure and drainage requirements, UK Power Networks regarding electricity requirements, and the need to plan for high-speed fibre broadband provision.
- 11.2.6. The emergency services should also be engaged with to consider the impacts on their service provision and financial contributions to the enhancement of existing off-site facilities. There may be opportunities, for example, for emergency services to be co-located with the health and wellbeing hospital campus.
- 11.2.7. A phased approach to infrastructure provision must be established so that, for example, the first homes are delivered close to existing Neighbourhood Centres, Hatches and other infrastructure, with local centres and other necessary infrastructure then being delivered early in the phasing.

11.3. Local Centres

- 11.3.1. In accordance with the Harlow and Epping Local Plans, the East of Harlow Garden Community should include local centres (a Neighbourhood Centre and a Hatch) that encourage daily interaction, accessible by walking and cycling and connected to sociable streets.
- 11.3.2. The local centres should be at the heart of residential areas, close to the schools, with provision of walkable everyday activities, as well as a vibrant mix of community uses, infrastructure and open spaces such as recreation areas. They should also be combined with or be near education facilities.
- 11.3.3. In accordance with the latest version of the HGGT Infrastructure Delivery Plan, the Strategic Masterplan must consider provision of the following facilities and community infrastructure at local centres:
- GP and dental surgeries
 - preschool/nursery
 - community room(s) for uses such as faith activities, toddler groups, support groups and educational purposes (such as fire safety and education visits)
 - cafes or similar
 - retail units for convenience shopping
 - small-scale work units

- 11.3.4. It is important to note that the above infrastructure is in addition to infrastructure required in other locations of the site which is referenced elsewhere in this SPD, such as schools, as well as the requirement to contribute to funding the creation or enhancement off-site infrastructure when necessary.
- 11.3.5. Residential densities should increase around the local centres and associated transport nodes or hubs (more detailed density considerations can be made at the Strategic Masterplan stage).
- 11.3.6. The local centres should have active ground floor commercial uses with residential uses above.
- 11.3.7. The scale and dimensions of local centre buildings must be considered at the Strategic Masterplan stage to ensure their form and location supports flexibility in market demand and operator requirements.
- 11.3.8. Consideration must be given to the potential for enhancing Green and Blue Infrastructure in the local centres, by including nature-based activities and services and providing opportunities for tree-planting, small-scale food growing and green gyms.
- 11.3.9. This would bring the local centres in alignment with the concept of Green Community Hubs, as supported by Natural England. Such hubs are natural, outdoor spaces that are used as a base for community activities. They can include community gardens, parks or a small area of land in a residential area.
- 11.3.10. Consideration should be given to incorporating mobility hubs into local centres, with bus stop(s) (ideally served by the STC), car pool spaces, EV cycle hire and cargo bike docking stations, cycle secure undercover parking spaces, fast EV charging for taxis, and space for freight consolidation hubs.
- 11.3.11. The phasing of provision should be negotiated subject to the phasing of infrastructure on the site and commercial demand.
- 11.3.12. In case of lack of commercial demand (independently assessed), permanent site reservation would be required through transfer of ownership at appropriate value to public interest delivery body for future provision. The delivery body will be dependent on the forthcoming HGGT Stewardship Charter and stewardship role endorsed by HGGT.
- 11.3.13. Consideration must be given to developing Moor Hall Road into a place as part of the local centre to break down potential barriers formed by the road.

11.4. Neighbourhood Centre

- 11.4.1. A 3.2 ha Neighbourhood Centre is indicatively located in the northern part of site. It should incorporate retail and service units, flexible employment

space and social and community space. The centre should be directly served by the STC.

- 11.4.2. There is potential for design with expansion / employment land to be commercially provided at a later trigger, or for requirement to be met by transfer to ownership at appropriate value to public interest delivery body for future provision. The delivery body will be dependent on the forthcoming HGGT Stewardship Charter and stewardship role endorsed by HGGT.

11.5. Hatch

- 11.5.1. A 2 ha Hatch is indicatively located in the southern part of the site, with retail and service units and flexible employment space.
- 11.5.2. The design of the hatch must have an appropriate relationship to schools and the Green Wedge.

11.6. Health and Wellbeing Hospital Campus

- 11.6.1. Policy SP4 of the Epping Forest District Local Plan states that the allocation of the East of Harlow site (SP4.3), which comprises the northern half of the East of Harlow Garden Community, includes approximately 14 hectares of land for a health and wellbeing hospital campus. The supporting text for the policy at paragraphs 2.119 and 2.137 references that the allocation provides an opportunity to accommodate the relocation of the Princess Alexandra Hospital.
- 11.6.2. Paragraphs 5.41 and 11.18 of the Harlow Local Development Plan refers to the PAH Board approval, in March 2019, of the recommended preferred way forward for the provision of a new hospital within the Epping portion of the East of Harlow Garden Community.
- 11.6.3. A statement of common ground with the landowners' consortium at the time, produced in September 2020, stated that all parties agree the relocated PAH is likely to be delivered north of the M11 J7a link road. It also stated that the specific location may be determined in advance of the wider strategic masterplanning process being completed.
- 11.6.4. Evidence presented at the public examination for the Epping and Harlow Local Plans also explained that PAH's preferred development option was to relocate to the site north of the M11 J7a link road.
- 11.6.5. This potential location is considered to offer advantages over alternative areas within the EFDC East of Harlow site allocation, including:
- being of a suitable size with opportunity for access from the Champions roundabout;
 - having close proximity to the M11;

- ensuring residential areas are contiguous, coherent and not separated by the M11 J7a link road;
 - providing the ability to restrict built development in the northern part of the site, due to risk of flooding and requirement for a green buffer between the site and Sheering;
 - being located close to the green buffer in the north of the site, which will allow the hospital campus to capitalise on the well-known benefits of access and proximity to Green Infrastructure with regards to patient recovery and recuperation.
- 11.6.6. Any final proposal for the sitting of the health and wellbeing hospital campus will be the subject of either the Strategic Masterplan or a future planning application proposal.
- 11.6.7. The supporting text for Policy D1 of the Epping Local Plan, specifically paragraph 6.25, is clear that planning applications for a relocated PAH may come forward in advance of the endorsement of the Strategic Masterplan for the Garden Community in order to meet strategic need.
- 11.6.8. Chapter 7 should also be referred to in relation to the relocated PAH and sustainable movement.

11.7. Sports Facilities

- 11.7.1. In accordance with the Harlow and Epping Local Plans, the scale and nature of outdoor and indoor sports facility provision to be provided as part of the East of Harlow Garden Community must be set out in the Strategic Masterplan, based on the recommendations in the Playing Pitch Strategies and Built Facility Strategies prepared by HDC and EFDC to support their adopted Local Plans.
- 11.7.2. These strategies provide guidance (supported by Sport England and the sports governing bodies) on how to identify the scale and nature of demand generated by major new development including HGGT related growth.
- 11.7.3. In addition, metrics such as the Fields in Trust Standards and Sport England's Playing Pitch Calculator and Sports Facility Calculator can be used for identifying the demand generated by development. Consideration of the outputs, in consultation with Sport England, can then inform how needs should be addressed (i.e. on-site or off-site).
- 11.7.4. In particular, where on-site provision is required for outdoor sports facilities, Sport England advise that a single large facility should be provided within the Garden Community, rather than smaller dispersed facilities. As mentioned in Chapter 10, the opportunity to co-locate or share facilities with the proposed secondary school should be explored.

11.7.5. Sports England has advised that approximately six football pitches (of different sizes), one cricket pitch and a substantial proportion of a new sports hall and swimming pool would be required to support the East of Harlow Garden Community. This is based on a development of 3,350 homes, with a typical dwelling occupancy ratio of 2.4 persons per dwelling and using relevant demand data. Further discussions with Sport England will be required at the Strategic Masterplan stage.

11.8. Issues requiring further consideration

11.8.1. There are a number of issues which, in accordance with the Harlow and Epping Local Plans, national planning policy and other material considerations, need to be considered at the Strategic Masterplan and/or planning application stage, and/or detailed in design codes.

11.8.2. Many of these issues are too detailed to be considered in this SPD, as SPDs cannot be overly prescriptive. For this chapter the issues include, but are not limited to:

- detailed phasing of housing and infrastructure provision, including trigger points;
- details of necessary utility infrastructure improvements, including water supply and sewage handling;
- detailed provision of General Practice healthcare (options to increase GP surgery capacity to be explored further include re-configuring, extending or relocating GP premises to provide sufficient space to increase resources and clinical services, to keep the patient lists open, as well as creating new GP practices);
- detailed design and layout of the local centres, including provision of parking, bus stop(s) (ideally served by the STC), car pool spaces, EV cycle hire and cargo bike docking stations, cycle secure undercover parking spaces, fast EV charging for taxis, and space for freight consolidation hubs;
- scale and nature of new sports facilities;
- locations and design of new public art;
- traveller pitch location (in the Epping portion of the site);
- stewardship arrangements;
- assessment of full S106 requirements which will be determined at the planning application stage (it should also be noted that any funding required by S106 should meet the CIL tests and only be what is necessary to make the new development acceptable. Development

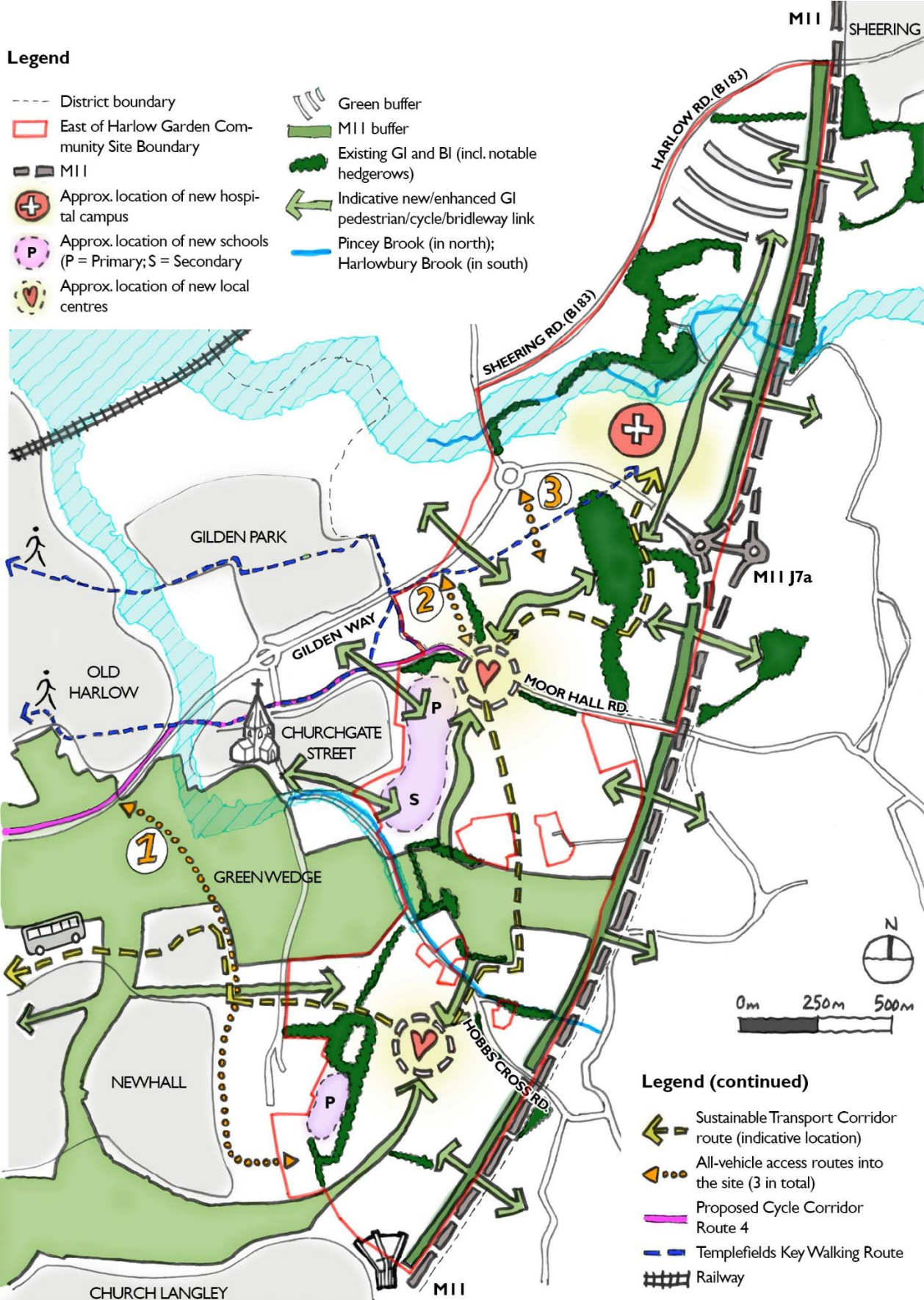
within the East of Harlow site is not expected to make up for any existing shortfalls in infrastructure in the area);

- the impact of planned growth on the operational capacity, efficiency and resources of emergency services;
- the need to consult with local parish/town councils and local resident groups on infrastructure issues in particular, including Sheering Parish Council and Sawbridgeworth Town Council and Churchgate Residents Association (note that there are no parish/town councils in the Harlow district area).

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12. COMBINED PRINCIPLES (Fig. 12.1)

The map below illustratively combines the elements detailed throughout this SPD.



GLOSSARY

Active travel	Making journeys in physically active ways, such as walking, cycling, wheeling or scootering. Also see ‘Sustainable travel’.
Climate change adaptation	Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.
Climate change mitigation	Action to reduce the impact of human activity on the climate, primarily through reducing greenhouse gas emissions.
Designated Heritage Asset	Includes Listed Buildings and their curtilages, Conservation Areas, Scheduled Monuments and Registered Parks and Gardens. Such assets have been judged to be of national importance in terms of architectural or historic interest, therefore benefitting from additional planning controls.
Flood Zone	The Environment Agency has devised a set of flood zones for guidance by developers, councils and communities to explain the probability of river and sea flooding, ignoring the presence of flood defences.
Green Belt	An area of open land around an urban area, on which inappropriate development is restricted, primarily to prevent unrestricted sprawl and to provide the other nationally-set purposes of Green Belt land.
Green Finger	Linear, open and predominantly green spaces which link to Green Wedges and primarily have a recreational/movement function, as well as providing the other roles and functions as detailed in the Local Plan.
Green and Blue Infrastructure (GI)	Green and Blue Infrastructure is multi-functional natural and man-made urban and rural green space, including parks, playing fields, woodlands, allotments and wildlife corridors, rivers, canals, lakes and other bodies of water. It also includes measures to assist adaptation to climate change, such as green roofs, green walls, rain gardens and ponds.
Green Wedge	A series of open and predominantly green spaces, kept free from inappropriate development, which run through the district and provide roles and functions as detailed in the Local Plan, including allowing residents to easily access the wider countryside.

Hatch	Small area of shops/other units in Harlow which serve specific local needs and provide for a range of community services.
LCWIP	Local Cycling and Walking Infrastructure Plans enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period, and form a vital part of the modal change ambition to increase the number of trips made on foot, by wheeling or by cycle.
Local Plan	A Development Plan Document setting out the overarching land-use strategy for an area, detailing the future development proposals for at least 15 years, with policies against which planning applications are determined. Accompanied by a Policies Map which includes policy allocations and designations.
Mobility Hub	Convenient interchange on Sustainable Transport Corridors for residents, visitors and commuters for connecting with active and sustainable travel networks and services to reduce car use. They can be located in new or existing residential areas, business parks, town centres, shopping centres and rural or suburban areas. They can come in different sizes offering convenient and real alternatives to private single-occupancy car use which can be flexibly selected to serve the chosen location.
Neighbourhood Centres	Shops and other uses serving the local neighbourhood area; larger than Hatches. Sometimes known as a Local Centre.
Policies Map	Outlines a Local Plan's policies and allocations on a map form.
Princess Alexandra Hospital (PAH)	Acute general hospital in Harlow, built in the 1960s and managed by the Princess Alexandra Hospital NHS Trust.
Supplementary Planning Document (SPD)	Document which adds further detail to policies in a Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. SPDs are capable of being a material consideration in planning decisions but are not part of a development plan.
Sustainable Drainage Systems (SuDS)	A sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques and to mimic natural drainage as closely as possible.
Sustainable travel	Modes of transport which assist in the reduction of harmful emissions, help to relieve congestion on roads and may incorporate the use of renewable energy. Examples include walking, cycling, travelling by bus/coach/rail or car sharing. Some are more sustainable than others – e.g. cycling is

more sustainable than car sharing, because there are no direct harmful emissions and road congestion is reduced. Also see 'Active travel'.

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Appendix A: Policy SP4 Garden Communities (extract), from Epping Forest District Local Plan (adopted March 2023)

A. The following sites are allocated to support the delivery of the Spatial Development Strategy set out in Policies SP1 and SP3.

SP4.3 – East of Harlow – A minimum of 750 homes, potential relocation of Princess Alexandra Hospital and five traveller pitches.

B. As well as the delivery of new homes, sites SP4.1-4.3 will be expected to make provision for appropriate small-scale employment, retail and community uses in accordance with other Policies within this Plan. The Garden Communities must be planned and delivered as high quality, integrated, sustainable and distinctive developments supported by necessary infrastructure, services and facilities.

C. New development must be served and supported by appropriate on and off-site infrastructure and services. Development should deliver and/or contribute towards the delivery of infrastructure where this is necessary and fairly and reasonably related to the development having full regard to the Infrastructure Delivery Plan Schedules and their wider infrastructure objectives. Development identified in this Policy will be expected to make a contribution proportionate to its scale and impact for the delivery of improvements to Junction 7 and other strategic infrastructure requirements.

D. Planning applications for sites SP4.1-4.3 should be accompanied by a Strategic Masterplan which demonstrates that the development requirements set out in this Policy have been accommodated and which has been endorsed by the Council. The endorsed Strategic Masterplan will be taken into account as an important material consideration in the determination of any planning applications.

E. Development proposals for the Garden Communities (and where applicable Strategic Masterplans) must reflect and demonstrate that the principles set out in Policies SP2 and SP3 have been adhered to.

F. Land will be safeguarded for the Sustainable Transport Corridors as identified indicatively on Map 2.2 and the Policies Map. Development proposals and Strategic Masterplans will be required to safeguard land accordingly.

East of Harlow

I. Land allocated at East of Harlow (SP4.3) will be brought forward on a phased basis for a comprehensive high quality development to include:

- (i) a minimum of 750 homes up to 2033;
- (ii) five traveller pitches;

- (iii) strategic green and blue infrastructure comprising natural/semi natural open space, walking and cycling routes, flood mitigation, water bodies (including ponds and accessible SuDS features) and wildlife space;
- (iv) a sympathetic design which preserves or enhances Listed Buildings adjacent and within the site, Registered Park and Garden to the West and nearby Scheduled Monuments;
- (v) except for essential infrastructure and water compatible development, no built development will be permitted on land within Flood Zone 2 and 3 in the Council's latest Strategic Flood Risk Assessment, including appropriate allowance for climate change;
- (vi) a local centre;
- (vii) the provision of appropriate community and health facilities including approximately 14 hectares of land for a health and wellbeing hospital campus;
- (viii) a new primary school with early years and childcare provision on an education site of at least 2.1 hectares;
- (ix) at least ten hectares of land to accommodate a new secondary school in addition to any necessary contributions;
- (x) highway and transport improvements to be agreed with the Highway Authority, including linkages into off-road cycle and walking networks;
- (xi) satisfactory utility infrastructure including water, waste water, solid waste, gas, electricity and telecommunications for occupants;
- (xii) bus services and direct pedestrian and cycle links between homes, the facilities that serve them and other key destinations;
- (xiii) integration with the National Cycle Network Route 1; and
- (xiv) measures to ensure the protection of the functional flood plain and restriction of surface water run-off from the site into Pincey Brook to no more than existing rates and where possible existing volumes. In order to mitigate any increased volumes, discharge rates should either be limited to the 1 in 1 greenfield run-off rate or provide long term storage.

J. The East of Harlow strategic site allocation (SP4.3) forms part of a wider Garden Community, the Southern part of which has been allocated in the Harlow Local Development Plan (under Policy HGT 1). The Garden Community will be subject to the preparation of a single Strategic Masterplan. Through the preparation of the Strategic Masterplan, the extent of development across the Masterplan Area and the position of a 'build-to' line will need to be agreed in order to appropriately safeguard the settlement edge of Sheering. If it is concluded through the preparation of the Strategic Masterplan that the proposed secondary school and/or community and health facilities are to be delivered within that part of the Garden Community in

Harlow District, consideration will be given to the appropriate alternative mix and balance of land uses and the associated infrastructure that should be delivered within the strategic site allocation SP4.3. In determining the appropriate mix and balance of land uses, the Council will have regard to relevant Policies within this Plan, in particular: Parts A. to F. of this Policy; Policies SP2 and SP3; the identified need for the types of development proposed within the wider Garden Community; and relevant environmental, heritage, transport, infrastructure and other planning opportunities and constraints.

DRAFT

Appendix B: Policy HS3 Strategic Housing Site East of Harlow, from Harlow Local Development Plan (adopted December 2020)

HS3 Strategic Housing Site East of Harlow

A Strategic Housing Site for 2,600 dwellings and associated infrastructure is allocated on land to the east of Harlow. The site forms part of one of the new Garden Communities in the Harlow and Gilston Garden Town.

Developers must produce a Strategic Master Plan in general conformity with the Harlow and Gilston Garden Town Design Guide and in partnership with the Council and other stakeholders, such as Epping Forest District Council, East Hertfordshire District Council, the local community, infrastructure providers and statutory bodies.

The development must:

- (a) provide integrated, well-planned and sustainable development that reflects the overarching design principles of the Harlow and Gilston Garden Town Vision and Design Guide, including the provision of Green Wedges and Green Fingers (incorporating public natural/semi-natural open space) and opportunities to enhance the biodiversity of the area;
- (b) include the provision of Green Wedges and Green Fingers, incorporating public natural/semi-natural open space within the development to link with the existing network of Green Wedges and Green Fingers in the district;
- (c) provide local highway solutions to address the impact on the wider strategic road network (including necessary links to the new Junction 7a on the M11);
- (d) include the provision of direct walk/cycle/bus access and link to the Newhall site as part of the Sustainable Transport Corridor;
- (e) provide footpaths, cycleways and bridleways within the development and link them to the existing Harlow network and adjacent networks in the Epping Forest District;
- (f) provide community infrastructure, including, but not limited to:
 - (i) a new primary school of at least 2.9ha site area;
 - (ii) in addition to any necessary contributions, the provision of land for at least 10ha for a secondary school if required by the Strategic Master Plan; (iii) child care and Early Years provision;
 - (iv) youth services;
 - (v) healthcare facilities;
 - (vi) multi-purpose community space and facilities;
 - (vii) allotment provision;
 - (viii) indoor and outdoor sports facilities, which may be shared-use;
 - (ix) neighbourhood equipped areas for play and locally equipped areas for play.

(g) provide appropriate local retail facilities, similar to Neighbourhood Centres (incorporating an element of employment use) and Hatches elsewhere in Harlow;

(h) a Heritage Impact Assessment will be required to inform the design of the Garden Town Community to ensure heritage assets within and surrounding the site are conserved or enhanced and the proposed development will not cause harm to the significance of a heritage asset or its setting. Only where harm cannot be avoided should appropriate mitigation measures be incorporated into the design as identified through the Heritage Impact Assessment;

(i) be designed sensitively to take full account of topography and landform;

(j) provide sustainable drainage solutions and flood mitigation measures for areas of the site which are identified in the Strategic Flood Risk Assessment;

(k) provide satisfactory water supply and waste water network infrastructure for occupants;

(l) provide and contribute to public art within the development; and

(m) include any measures necessary to safeguard wildlife sites beyond the district boundary in accordance with Policy WE4.

Infrastructure, including social infrastructure, must be delivered at a pace which meets the needs of the proposed development throughout the construction of the site.

Any application for development on the site in the form of individual or part/phased development should be in general conformity with a Strategic Master Plan which has been endorsed by the Council as well as the Harlow and Gilston Garden Town Design Guide.

Developers will be expected to make a fair and reasonable contribution to the strategic highway and other infrastructure requirements set out in the Infrastructure Delivery Plan.

Justification

7.41 The Strategic Housing Site East of Harlow was identified as part of a joint study (the Harlow Strategic Sites Assessment, 2016) with the HMA districts. The site forms part of one of the four new Harlow and Gilston Garden Town Communities, and provides the opportunity to deliver regeneration objectives whilst also addressing housing needs.

7.42 The four Harlow and Gilston Garden Town Communities are: • South of Harlow (Latton Priory), within the Epping Forest district; • West of Harlow (Water Lane Area), within the Epping Forest district; • East of Harlow, partly within the Harlow district and partly within the Epping Forest district; and • Gilston Area, within the East Hertfordshire district.

7.43 The Strategic Housing Site East of Harlow has a potential capacity for around 2,600 dwellings, built during the Local Plan period, and would include the infrastructure necessary to support this number of dwellings, such as schools, shops and open spaces.

7.44 The joint study evaluated potential sites around Harlow and included this site within the district. The study provides a robust evidence base, which is consistent in its approach to all the potential sites.

7.45 The Strategic Housing Site East of Harlow is fundamental to the delivery of the Local Plan and for delivering the vision for Harlow. Without this site, there would be insufficient developable land in Harlow to deliver the required level of growth to meet housing needs and the regeneration of the district.

7.46 The scale and nature of the site means that a number of infrastructure and statutory requirements should be met on the site for the benefit of residents, and off-site to mitigate the impacts of the development.

Implementation

7.47 Given the importance and scale of the Strategic Housing Site East of Harlow in delivering the Garden Town Communities, development proposals will be required to accord with Policy HGT1.

7.48 As a former New Town, Harlow has been carefully planned from the outset, so that most land has a recognised function, for example the Green Wedges, housing and employment areas. As required by national planning policies, the Council has undertaken a Strategic Land Availability Assessment to identify developable sites that are suitable and achievable. This has informed the identification of sites in Policy HS2 for housing development. These sites alone do not meet the district's housing requirements, or leave an allowance for sites which may not come forward in the Local Plan period. The Strategic Housing Site East of Harlow has therefore been identified which will provide a significant number of new homes over the Local Plan period and will meet the district's housing needs.

7.49 Developers will be required to produce a Strategic Master Plan in general conformity with the Harlow and Gilston Garden Town Design Guide and in partnership with the Council and other stakeholders, such as Epping Forest District Council, East Hertfordshire District Council, the local community, infrastructure providers and statutory bodies.

7.50 The Strategic Housing Site East of Harlow forms part of a wider Garden Town Community, the northern part of which has been proposed for allocation in the emerging Epping Forest District Local Plan for 750 dwellings, which will be subject to the preparation of a Strategic Master Plan. With regards to part e(ii) of Policy HS3, if the Strategic Master Plan indicates that the secondary school is not required within the Harlow district part of the site, then consideration will be given to appropriate alternative development and associated infrastructure having regard to the policies in the Local Plan, and the balance of uses within the Strategic Site as a whole.