



Hallam Land  
Management

# LATTON PRIORY

HARLOW & GILSTON  
GARDEN TOWN

Final Report

BroadwayMalyan<sup>BM</sup>



Strategic Masterplan  
Framework

June 2023





# LATTON PRIORITY



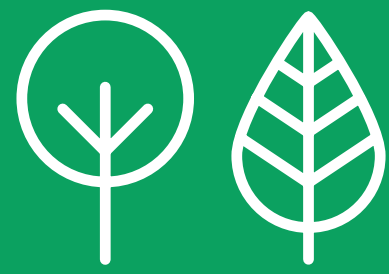
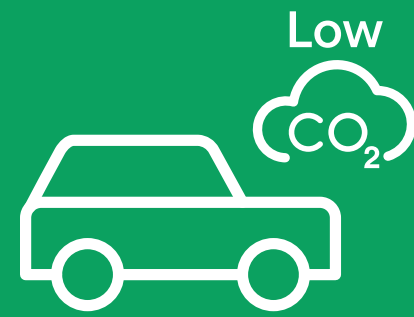
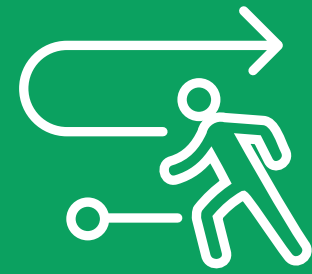
BroadwayMalyan<sup>BM</sup>

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Executive Summary



LATTON PRIORY

HARLOW & GILSTON GARDEN TOWN

THE VISION

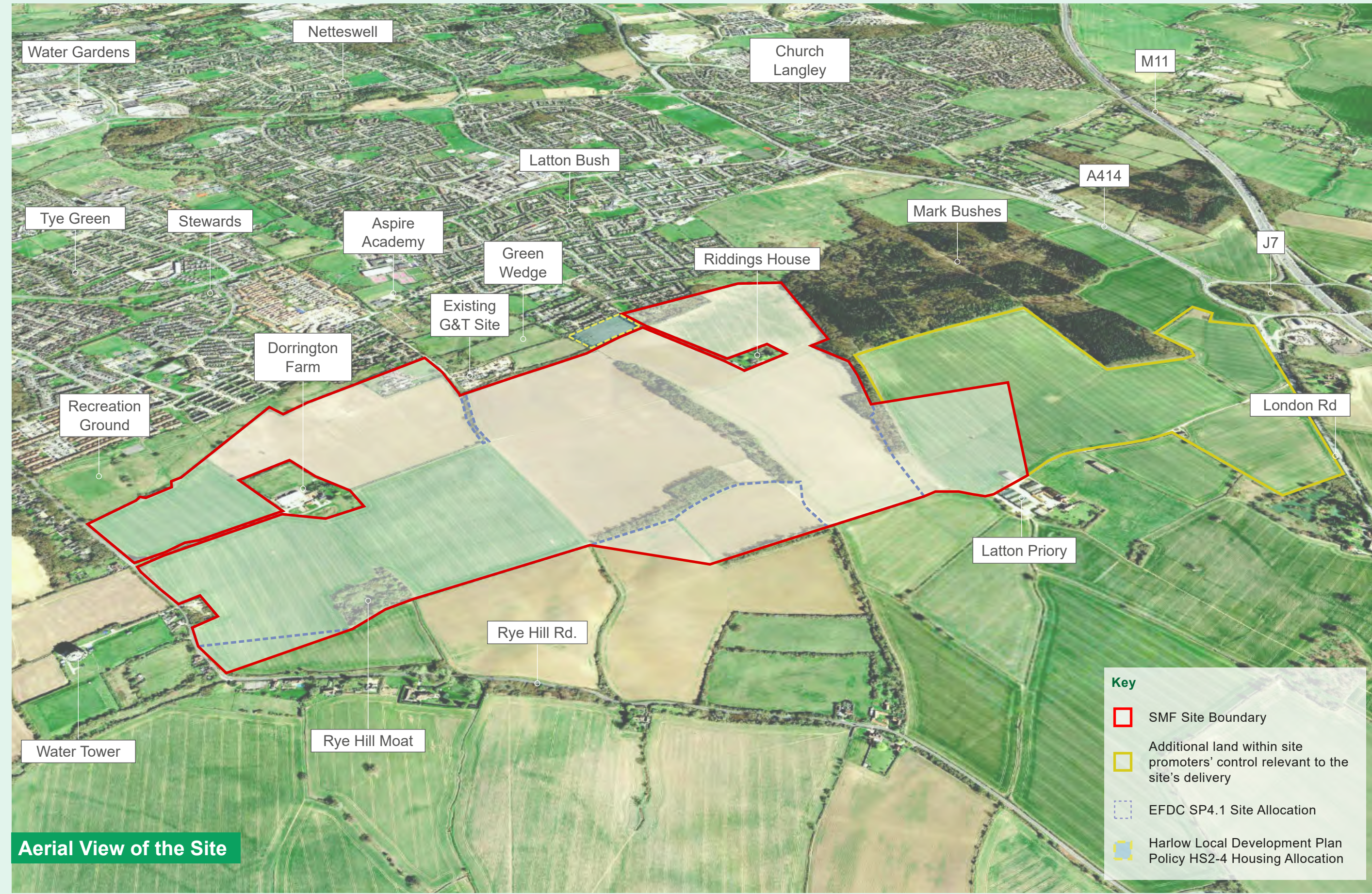


“Celebrating its location between town and countryside, Latton Priory will be an **uplifting** place where people feel proud to live, study, work and play. Key **site features** and **innovative, high-quality design**, alongside **sensitive integration** with Harlow, the surrounding countryside and communities will inform a **locally distinctive character**. Interwoven with a **rich and multi-functional network of green infrastructure**, open spaces and streets will be **attractive** and support **active lifestyles, vibrant communities** and **abundant ecology**.”

People will feel physically and digitally **connected** both within Latton Priory and to **wider networks** and facilities. **Active and sustainable travel modes** will be encouraged at every scale of design including **cycling and walking links** to key destinations and **public transport** including a connection to a **Sustainable Transport Corridor** into Harlow. **Health, well-being and inclusivity** will be fostered through **people-focused public realm and facilities**. A new **local centre** will provide amenities that meet **day to day needs** of the new community whilst **anticipating future needs and technological advances**.

Latton Priory will be a **resilient** place designed to **withstand a changing climate** and **mitigate its impact on the environment** through **minimising resources** used in the construction and use of buildings and infrastructure and encouraging and facilitating **sustainable lifestyles**. Buildings and the public realm will be designed for **longevity, flexibility and adaptability** and **stewardship** measures will help to create and maintain a **thriving community** and secure the **long-term enjoyment** of the open spaces and facilities.”





Aerial View of the Site

**Key**

- SMF Site Boundary
- Additional land within site promoters' control relevant to the site's delivery
- EFDC SP4.1 Site Allocation
- Harlow Local Development Plan Policy HS2-4 Housing Allocation

**The context and purpose of the Strategic Masterplan Framework (SMF)**

Latton Priory forms part of the Harlow and Gilston Garden Town ( HGGT) and is one of four such proposed strategic development areas around Harlow. Harlow and Gilston was designated as a Garden Town by the government in January 2017 and will comprise new and existing communities in and around Harlow. These are to the east, west and south and include new villages to the north of Harlow. Latton Priory is allocated for development in the adopted Epping Forest Local Plan, and the other HGGT communities are also allocated for development in their respective Local Plans.

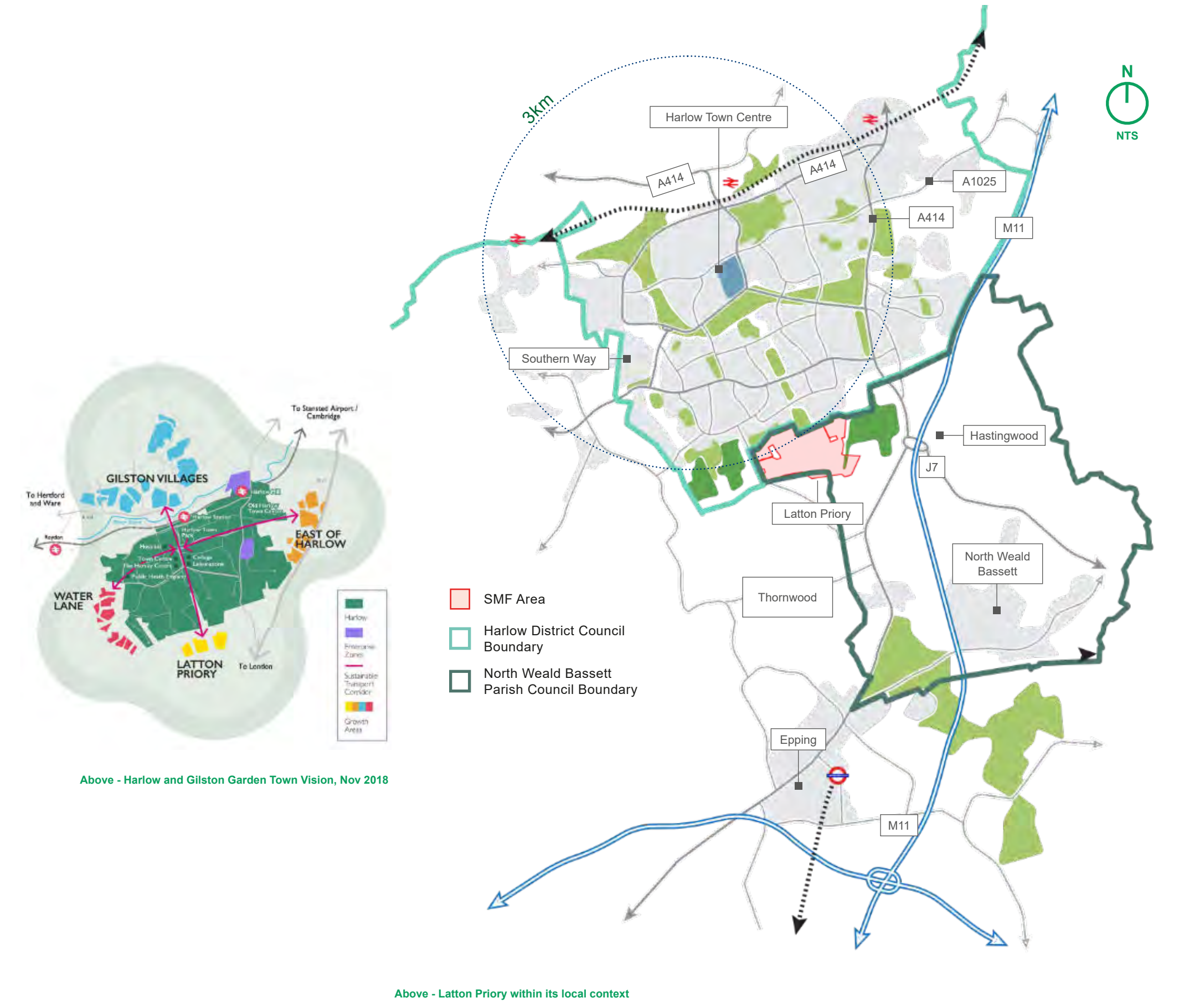
The Strategic Masterplan Framework document sets out the key development, design and delivery principles to guide proposals for a mixed use scheme at Latton Priory as is advocated in policy SP4 of the Epping Forest District Local Plan (adopted March 2023). It will also inform and guide proposals put forward by developers which will be subject to forthcoming planning applications.

The SMF has been prepared with reference to a suite of HGGT documents and in partnership with Epping Forest District Council (EFDC), Harlow District Council (HDC), Essex County Council (ECC), developers/landowners and following extensive engagement with relevant stakeholders and the local community.

The promoters of Latton Priory are CEG and Hallam Land Management Ltd.

**Site location**

The site is located to the south of Harlow and its neighbourhoods of Latton Bush and Stewards. It is located approximately 3km from Harlow Town centre and Epping lies approximately 5km to the south, whilst the village of North Weald Bassett is approximately 5km to the south east. The A414 and Junction 7 of the M11 are to the east of the site. Immediately to the south of the site is open countryside.



Above - Harlow and Gilston Garden Town Vision, Nov 2018

Above - Latton Priory within its local context





VIEW WEST ACROSS THE SITE WITH THE WATER TOWER AND DORRINGTON FARM

## THE KEY COMPONENTS

### The Local Plan requirements

Policy SP4.1 and S.P.4 Part G of the adopted Local Plan sets out the expectations of what will be brought forward on a phased basis for a comprehensive high quality development at Latton Priory.

The strategic site guidance expects Latton Priory to include:

 <p>A minimum of 1,050 homes</p>	 <p>30ha of green space</p>	 <p>Densities to support place-making, modal shift and viability by quality design</p>	 <p>1HA of employment land at Dorrington Farm</p>
 <p>1 primary school and land for 1 secondary school</p>	 <p>Early years facilities</p>	 <p>Up to 2 storeys <small>(to be tested further to work with the topography, elevation and densities of the site)</small></p>	 <p>A micro-hub (or mobility hub)</p>
 <p>Health and community facilities</p>	 <p>Bus service connections and pedestrian and cycle</p>	 <p>A new local centre</p>	 <p>5 travellers pitches</p>



# DESIGN DRIVERS

To achieve the aspirations of the vision and local plan policy requirements, a series of spatial design drivers have been prepared to help shape the masterplan for the site.

## Topography



The site slopes down towards Harlow in the north from a plateau in the south west of the site. The topography will be considered:

- to maintain key views between Harlow town centre and the site
- to ensure appropriate and attractive gradients for pedestrian/cyclists and encourage active travel
- To minimise cut and fill and unnecessary removal of soil off the site and to create a suitable sustainable urban drainage system

## Existing Key Site Features



Key attributes of the site need to be considered. These are:

- The tree belts within and around the site
- The heritage assets: the ancient moat on the southern boundary and Latton Priory to the south east of the site
- Dorrington Farm and Riddings House, which are not part of the SMF, need to be successfully integrated into the layout .
- The adjacent Gypsy and Traveller site on Fern Hill Lane

## New Strategic Green Infrastructure



The masterplan is a landscape-led strategy, including:

- the extension of the existing Harlow Green Wedge through the site connecting out to open countryside
- a no build zone along the southern boundary of the site to reduce the impact of development on the horizon and to protect the setting of heritage assets
- a strategic SANG ( Suitable Alternative Natural Green Space) to help mitigate the impacts on Epping Forest SAC

## Blue Grid



Supporting the green spaces will be a network of blue infrastructure which will form a 'green & blue grid' across the site.

The grid will play a fundamental role in the drainage and SuDs strategy for the masterplan as well as aiding ecology and biodiversity goals.

### Key

- Site Boundary
- Heritage Assets
- Strategic Green Infrastructure
- Woodland and Tree Belts
- Existing Gypsy & Traveller Site
- SuDS Basin
- Swale
- Existing Pedestrian/Cycling Routes
- STC
- Primary Vehicle Route
- Primary Sustainable Green Corridor
- North-South Local Connections
- Local Centre
- Proposed Residential Areas
- Harlow Local Development Plan Policy HS2-4 Housing Allocation

## Strategic Connections



A strategic aim of the Harlow and Gilston Garden Town is to reduce the number of trips made by cars, to tackle air pollution, the climate emergency and encourage healthy living. The masterplan will include:

- A key east-west sustainable green corridor and a network of pedestrian and cycle ways
- Sustainable mobility links to Harlow town centre and towards Epping.
- A central avenue as primary vehicular access with bus/cycle routes through the neighbourhood between Rye Hill Road (west) and London Road (east).

## Local Connections



The aim is to create a network of routes for pedestrian and cycle movement across the site linking into surrounding streets, routes and Public Rights of Way and to promote and encourage active travel. A series of north-south green fingers will supplement the east-west green corridor. These connect the site with Harlow to the north, and allow for water attenuation.

## Local Centre



There will be a mixed use local centre located in the most accessible area of the neighbourhood so that it can be reached easily via walking and cycling and high quality public transport. Facilities could include community, health, employment and commercial uses and this could also include a pub or restaurant. It will bring benefits to the new residents as well as surrounding communities. The scale of the local centre will be appropriate to the development offering choice to meet the needs of the local population and would not be designed to compete with existing local centres.

## New Neighbourhood



The overall concept brings together all of the design driver elements 1 to 7 to create a basic layout structure that can respond to site specific conditions, and be the basis for embedding the best practice aims of the Council, other stakeholders and the design team into the development.



# THE CONCEPT



VIEW OF HARLOW FROM THE CENTRE OF THE SITE LOOKING NORTH



VIEW WESTWARDS TOWARDS DORRINGTON FARM AND POPLAR TREES



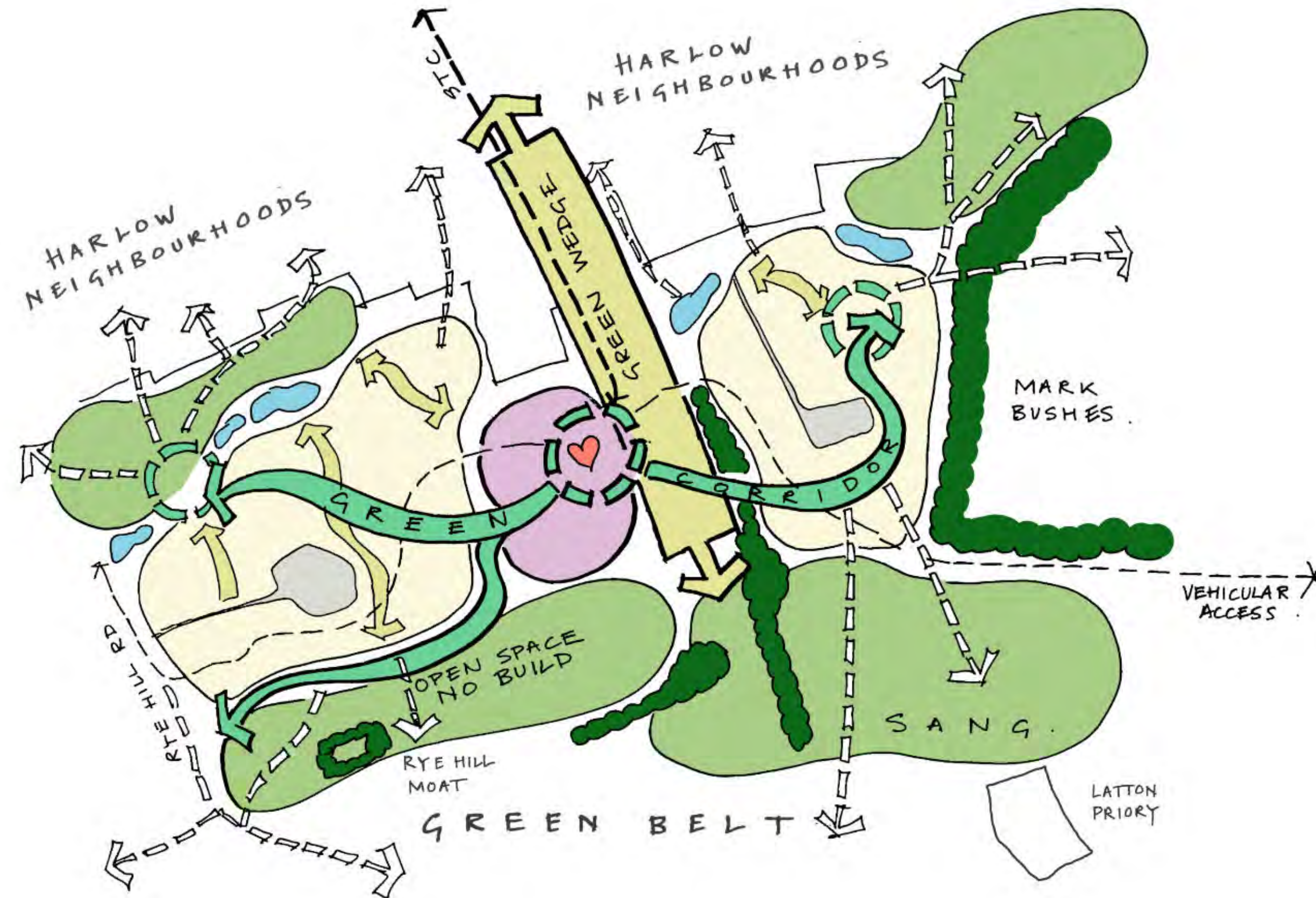
VIEW NORTH ALONG RYE HILL ROAD



VIEW TOWARDS NORTH EAST



VIEW FROM THE SITE ACROSS RECREATION GROUND





# MANDATORY SPATIAL PRINCIPLES LAND USE AND SPATIAL ORGANISATION

A series of Mandatory Spatial Principles are set out on the following pages covering: Land Use and Spatial Organisation; Landscape Character; Green/Blue Infrastructure and Strategic Views; and Access and Movement. These are set out and illustrated on the following pages. These principles will need to be incorporated, or any alternative approach explained, in any future proposals for the neighbourhood

An illustrative masterplan has also been prepared for Latton Priory and is presented in this document in section 7. The illustrative masterplan shows an example of how the site could be developed in line with the SMF subject to testing and design development

The document also contains information on sustainability, stewardship and planning requirements.

## Mandatory Spatial Principles: Land Use and Spatial Organisation

**1 Location and Arrangement of the Local Centre** - will be positioned in the heart of the neighbourhood with primary access from the East-West Green Corridor and Latton Avenue and with frontage onto Latton Park to the east. The local centre will provide a mix of residential and non-residential uses including retail, community uses and employment. Non-residential uses (retail, food / drink, adjacent education and community uses, which help animate the public realm) will be located at ground floor around the Plaza and Latton Avenue.

**2 Location and Arrangement of the Plaza** - will be positioned on the eastern edge of the local centre, predominantly to the south of Latton Avenue and facing onto Latton Park. The Plaza will be designed to a suitable size to support the quantum of non-residential uses intended with retail, food/drink, adjacent education and community uses activating and fronting onto this space. The mobility hub will be within the Plaza.

**3 Nodes** - nodes to provide public space should be located at central locations to residential areas for equal access from homes within the development. A minimum of two nodes to coincide with mini-mobility hubs (see Mandatory Principles for Access and Movement) should be provided to the east and west of the local centre. Further nodes and gateways will be provided with number/locations fixed through design coding work.

**4 Location of Latton Priory Primary School** - The site for the primary school will be circa 2.1ha. The primary school will be a central component of the neighbourhood and will have frontage onto the proposed East-West Green Corridor to promote sustainable travel. It will have a car-free frontage / dwell space for parents. The primary school will be adjacent to the secondary school to facilitate a through-school if required.

**5 Location of Latton Priory Secondary School** - The site for the secondary school will be circa 10ha. The secondary school will be a central component of the neighbourhood and have frontage onto the East-West Green Corridor to facilitate sustainable travel. The frontage will face onto the Plaza, activating it and using it as dwell space. It will have frontage onto and be visible from Latton Park. It will be adjacent to the primary school to facilitate an all-through school if required. School pitches will be located within the no-build zone south of the school and will be designed in accordance with Sport England standards.

**6 Location of Gypsy and Traveller Site** - will be positioned to allow for good access to the road network. The site will allow for 5 pitches in line with policy, with the final configuration to be determined upon consultation. It will not be positioned near the existing gypsy and traveller site in Fern Hill Lane. Three potential sites are shown opposite but only one site will be provided.

**7 Build-to Line** - This follows the ridgeline in the site. Land to the south will be retained for public open space, landscape or other appropriate open uses including recreational uses and the school playing pitches.

**8 Formal Open Space** - Community cricket pitch and/or football pitches will be located south of the 'build to' line as part of the new Rye Hill Park and will be designed in accordance with Sport England standards.

**9 Other Open Space (parks and gardens, amenity, natural/ semi-natural greenspace, play space, productive landscape, green fingers)** - see Mandatory Principles for Landscape, Green/Blue Infrastructure and Strategic Views.

**10 SANG (Suitable Alternative Natural Greenspace)** - see Mandatory Principles for Landscape, Green/Blue Infrastructure and Strategic Views.

**11 East-West Green Corridor** - see Mandatory Principles for Landscape, Green/Blue Infrastructure and Strategic Views and Mandatory Principles for Access and Movement.





# MANDATORY SPATIAL PRINCIPLES LANDSCAPE CHARACTER

## Mandatory Spatial Principles: Landscape Character Areas and Landscape Interfaces

### 1 Landscape Character Areas

**1A The Southern Plateau** - will remain open in character and retained as a rural buffer and key open space feature of the site. The southern plateau is primarily south of the build-to line. It will be managed to provide for both biodiversity as well as recreation and productive landscape. The southern plateau incorporates Rye Hill Park (recreation, community sport pitches, productive landscape, heritage), secondary school pitches, areas of meadow land (rewilding) and areas of SANG (recreation and enhanced biodiversity). New trees will be planted along the southern edge of the site to enhance the wooded skyline as seen from Harlow Town Centre.

**1B Wetland Landscape** - The wetland areas along the northern site boundary (Northern Waterways) will provide for sustainable urban drainage and attenuation ponds, biodiversity gain, habitat creation and recreation. Recreational routes through the wetland to be defined to allow access without disturbing wildlife.

**1C Eastern Woodlands** - New planting added to this area to enhance important existing treelines and woodland areas. These will be located in the Latton Priory Woods built-form character area (eastern residential area relating to Mark Bushes); new trees will be planted along the southern edge of the site to enhance the wooded skyline as seen from Harlow Town Centre.

**1D Central Green Wedge & Greenways** - Open space areas within to be relatively informal parkland in character, with trees interspersed with areas of meadow and amenity grassland in the main park area. The planting will be arranged to retain key view corridors towards Harlow Town Centre, including but not limited to views from the NEAP which will be located in Latton Park.

### 2 Landscape Interfaces

**2A Rye Hill Road interface (Western boundary)** - The landscape will incorporate the retained roadside hedgerow and trees. Properties will be orientated to face Rye Hill Road and set back to reflect the established character west of the road, with intervening tree planting to strengthen the wooded character of the street.

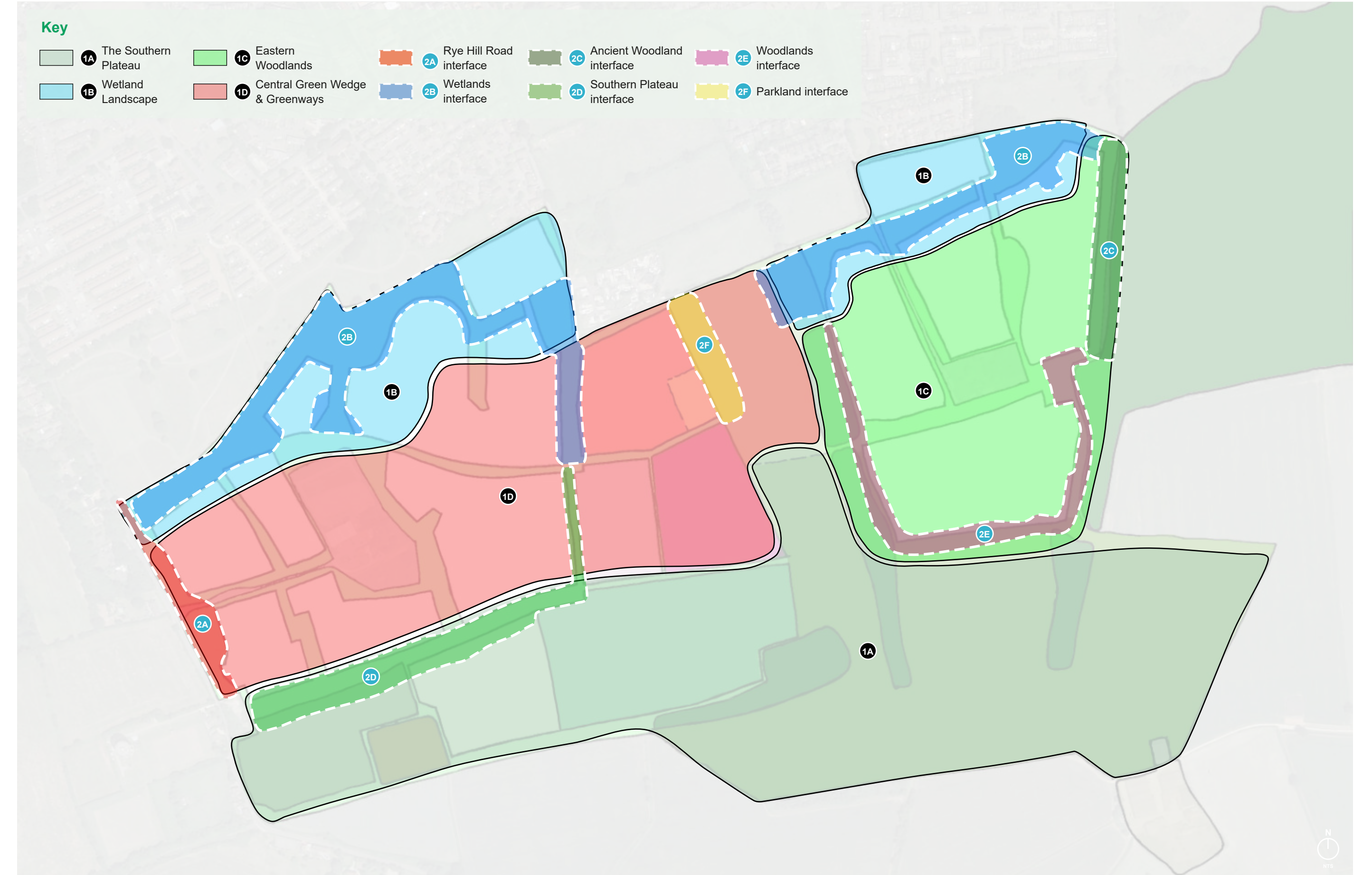
**2B Wetlands interface (Northern boundary)** - SuDS basins and connecting swales will be provided along with landscape interventions with native wetland trees, shrubs, grassland and marginal plants for amenity and ecological benefit. Site boundary hedgerow will be retained and enhanced with further tree planting. Recreational paths will provide connections between the development and areas to the north.

**2C Ancient Woodland interface (Eastern boundary)** - Buildings will be set back 25m from the woodland edge and be oriented to a landscape buffer comprising woodland planting, ecologically valuable grassland and a recreational footpath/bridleway.

**2D Southern Plateau interface (west)** - The interface comprises open woodland planting on the highest ground with the framework of historic native field boundary hedgerows and meadow grassland reinstated beyond to the south, also incorporating allotments, orchard and play.

**2E Woodlands interface** - Streets must have a strong woodland character, with buildings set back from the woodland edge while oriented towards it. Native trees and hedgerow planting will define the built edge. Meadow grassland and recreational routes will pass through the woodland buffer and directly connect the neighbourhoods and SANG.

**2F Parkland interface** - Parkland edge will include trees within areas of meadow or amenity grassland as well as an area of productive landscape.

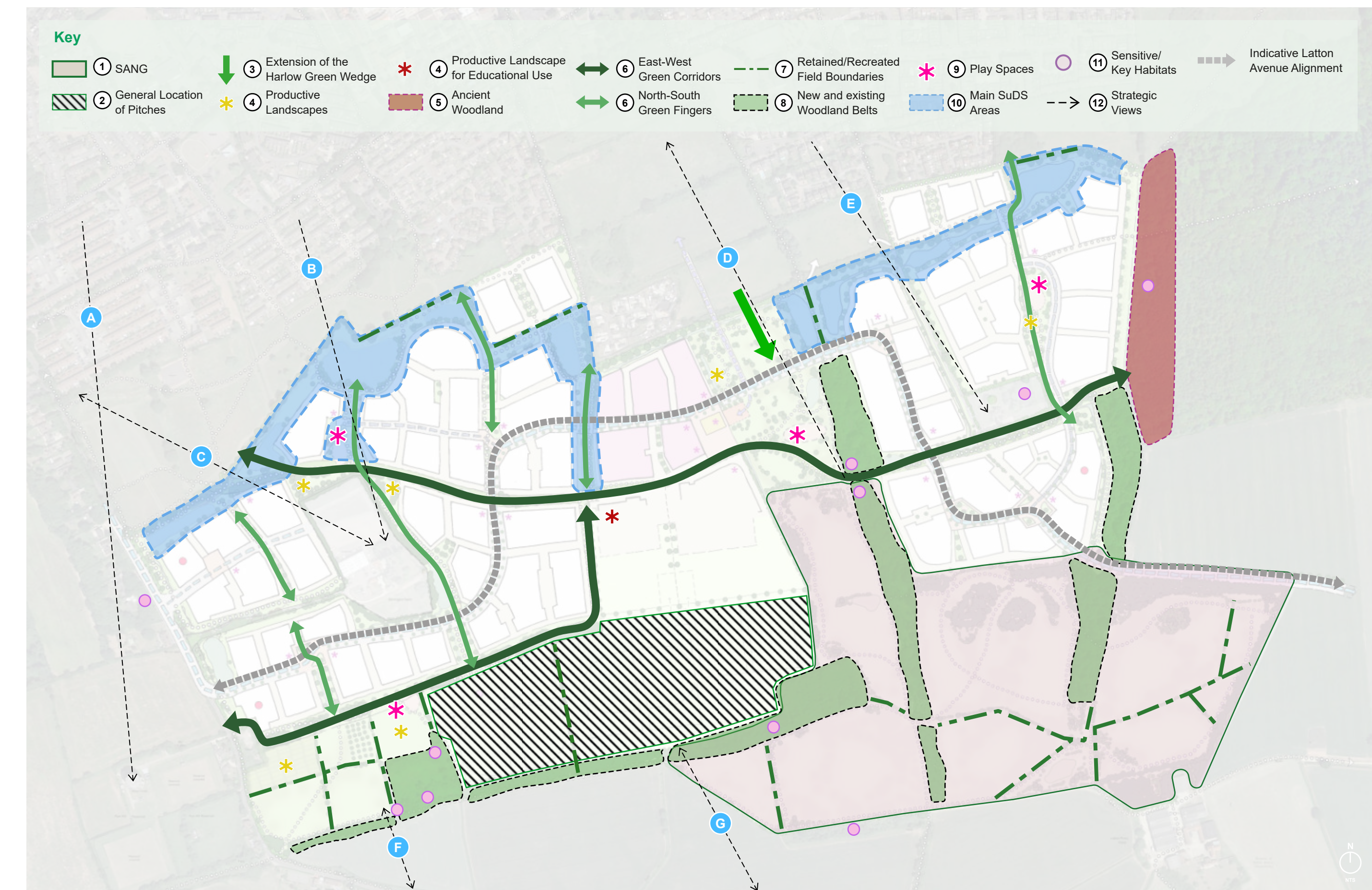




# MANDATORY SPATIAL PRINCIPLES GREEN/BLUE INFRASTRUCTURE AND STRATEGIC VIEWS

## Mandatory Spatial Principles: Landscape, Green/Blue Infrastructure and Strategic Views

- 1 SANG** - The natural and semi-natural open space which will provide suitable alternative natural greenspace (SANG) will be located in the southern plateau south of the extension of the green wedge / Latton Park. The SANG will allow for good pedestrian connections with residential areas, linkages with other open spaces, streets, provision of attractive walking routes with appropriately surfaced paths, open sight lines along walking routes, avoiding overhanging vegetation where this exists, access for dog walking with off-lead areas and facilities to attract dog walkers, secure boundaries where needed, biodiversity enhancements, seating, litter and dog waste bins, signage and interpretation, ongoing landscape management, play, tree groups, holding ponds, scrapes and swales, furniture and features, underground constraints or legal constraints. As SANG is intended to attract new residents arising from the relevant Masterplan areas the SANG provision should be located adjacent to the built parts of the site and designed to be visually and physically linked with it. (EFDC GI Strategy)
- 2 General Location of Pitches** - Sports Pitches are included in the secondary school and within Rye Hill Park on the southern plateau. Pitches will be designed in accordance with Sport England standards. A sensitive lighting strategy will be implemented. In response to the plateau location, flood lighting is not proposed.
- 3 Extension of the Harlow Green Wedge** - There will be a continuation of this existing landscape structure through the site. Its relation to the surrounding countryside and pedestrian rights of way is key to creating an integrated landscape.
- 4 Productive Landscapes** - Areas of productive landscape will be located to allow equitable access, at a maximum of 800m distance from all homes. Locations will include Rye Hill Park (allotments, and community orchard). Smaller areas of community orchards/gardens will be included: north of Dorrington Farm near to the western end of the E-W Green Corridor, at the intersection of the North-South green finger in Lower Rye Hill South and the East-West Green Corridor, within the primary school, in Latton Park and in the central open space within Latton Priory Woods built-form character area. Further smaller areas of productive landscape may be included in suitable locations for equal access and focal points.
- 5 Ancient Woodland** - will be protected and conserved with a 25m eco-tone buffer of grassland and native woodland along its boundary to provide a structured edge and enhance the wooded character. Housing will face this woodland to address the buffer for natural surveillance.
- 6 Green Corridors and Green Fingers** - There are two East-West Green Corridors proposed, a 'Super Greenway' and a southern branch. There are also five north-south green fingers proposed. These will provide a suitable green grid of connectivity for access, movement, outlook and ecology along with access to onwards connections. Green Corridors and Fingers must have suitable width for walking, cycling, planting and SuDS. Where possible properties will be orientated to overlook these spaces which will accommodate walking and cycling providing direct connections between the focal recreational and play spaces. Water management will be incorporated within the green corridors and especially in the green fingers where applicable, managing the transition of surface water from higher ground in the south, to the lower wetlands areas in the north. A natural and primarily native planting approach will be utilised.
- 7 Retention and Recreation of Field Boundary Structure** - The existing site boundary hedgerows will be retained and historic field boundary hedgerows will be reinstated within Rye Hill Park and the SANG area. Where breaks in existing hedgerows are required for access and movement this should be justified.
- 8 Woodland Belts** - Existing belts will be retained and enhanced with new connecting native woodland planting in order to enhance the woodland character existing in these parts of the site and to create a wooded skyline when seen from Harlow Town Centre.
- 9 Play Spaces** - 'Play' will be at the forefront of the public realm and green infrastructure strategy, incorporating informal and formal sports and recreation, 'play-on-the-way' routes with playable landscape features, public art, outdoor gyms and natural playgrounds. One NEAP will be provided with additional LEAPs with equitable access also provided. Door-step play will be incorporated close to family dwellings and be well overlooked with safe and convenient access.
- 10 SuDS (throughout masterplan)** - will be sensitively and creatively integrated into the landscape, working with existing hydrology, topography and ecology and support character and place-making.
- 11 Habitat Creation and Management (throughout masterplan)** - The development proposes to deliver a minimum 10% Biodiversity Net Gain with the promotion of biodiversity to be explored at every opportunity. This will be delivered through the provision of enhanced and newly created habitats, including the delivery of a landscape-scale coherent ecological network.
- 12 Strategic Views** - to Dorrington Poplars and Riddings House grounds when seen from Harlow town centre will be incorporated into the masterplan. Existing woodland blocks will provide a backdrop to the proposed development along the horizon in views from Harlow town centre. New woodland planting will link these existing woodland blocks as it matures. Strategic views towards the Town Centre will be incorporated from Latton Park. There are views from the plateau south across gently undulating farmland towards the town of Epping and northwards towards Harlow (Harlow town centre being the prominent feature).
  - A** Town Centre to Water Tower
  - B** Town Centre to Poplars
  - C** Between Water Lane and Poplars
  - D** Between Town Centre and Green Wedge Extension
  - E** Town Centre to Woodland Backdrop
  - F** Between Southern Site Boundary & Epping Countryside
  - G** Between Southern Site Boundary & Epping Countryside
- 13 Sensitive Lighting Design** - development fringes, interfaces with natural habits (new and existing) and all ecological corridors will consider sensitive lighting design to preserve dark corridors, character and visual impact.





# MANDATORY SPATIAL PRINCIPLES ACCESS AND MOVEMENT

## Mandatory Spatial Principles: Access and Movement

- ① **East-West Green Corridor (Super Greenway)** - will be the primary east-west sustainable movement corridor across the neighbourhood. It will accommodate pedestrians and cyclists as well as any micro-mobility vehicles. The route will be established across the neighbourhood from the existing recreation ground to the north west to the local centre and on to Mark Bushes in the east. The corridor will facilitate sustainable travel across the site, particularly to the Local Centre and Plaza which will include the Mobility Hub.
- ② **North-South Green Fingers** - will be the primary north-south sustainable corridors across the neighbourhood. They will accommodate cycle and pedestrian movement and facilitate connections with surrounding existing routes north and south of the site.
- ③ **Latton Avenue** - Latton Avenue will accommodate vehicles, pedestrians, cyclists and micro-mobility vehicles. It will be designed to discourage the use of private vehicles by making the route for such vehicles less direct than for sustainable modes. It will have a speed limit of 20mph and be designed accordingly. Priority will be given to active and sustainable modes at junctions. It will be designed to include green verges and street trees. Latton Avenue will pass through the local centre and the points shown on the adjacent plan.
- ④ **Plaza/Community Square and Mobility Hub** - will be located in the Local Centre in the area to the west of Latton Park. The Plaza will act as a dwell space for the secondary school and will also contain the Mobility Hub and more functional transport requirements on the north side. The Mobility Hub will act as an interchange between public transport and a range of sustainable transport options, as well as providing further related facilities.

- ⑤ **Mini Mobility Hubs** - will support the main Mobility Hub in encouraging sustainable travel, facilitating the movement of residents living further away from the Local Centre via bicycles and other micro-mobility vehicles. One will be located on the west side of the neighbourhood within the green finger to the north of Latton Avenue. Another will be located on the east side of the neighbourhood within the green space.
- ⑥ **Potential Bus Stop Locations** - All homes should be within circa 800m (or a 10 minute walk) of a Mobility Hub or the Sustainable Transport Corridor, and within circa 400m (or a 5 minute walk) of a local bus stop.
- ⑦ **Key Active Travel Connection Points** - Pedestrian and/or cycle routes within the neighbourhood will connect with these access points into/out of the neighbourhood to link with existing active travel routes in the surrounding areas.
- ⑧ **Vehicular Access from Rye Hill Road** - There will be up to a maximum of two vehicular access junctions into the neighbourhood from Rye Hill Road. These will also provide cycle and pedestrian access.
- ⑨ **Access from London Road** - Latton Avenue will connect with B1393/London Road at an appropriate stage and location to be determined. Priority will be given to sustainable modes of transport at this junction.

⑩ **STC** - The primary function of the STC network is to provide direct sustainable travel connectivity between key destinations, primarily Harlow Town Centre. The series of strategic public travel routes will provide high quality public transport and active travel options that will connect existing and new communities and provide the standard for exemplary sustainable travel as one element to achieve the mode share objective. The proposed STC is intended (where practicable) to be designed along its full length to give appropriate priority to active and sustainable

modes over the private car (with associated journey time advantages in respect of public transport) to ensure frequent, fast and reliable services.

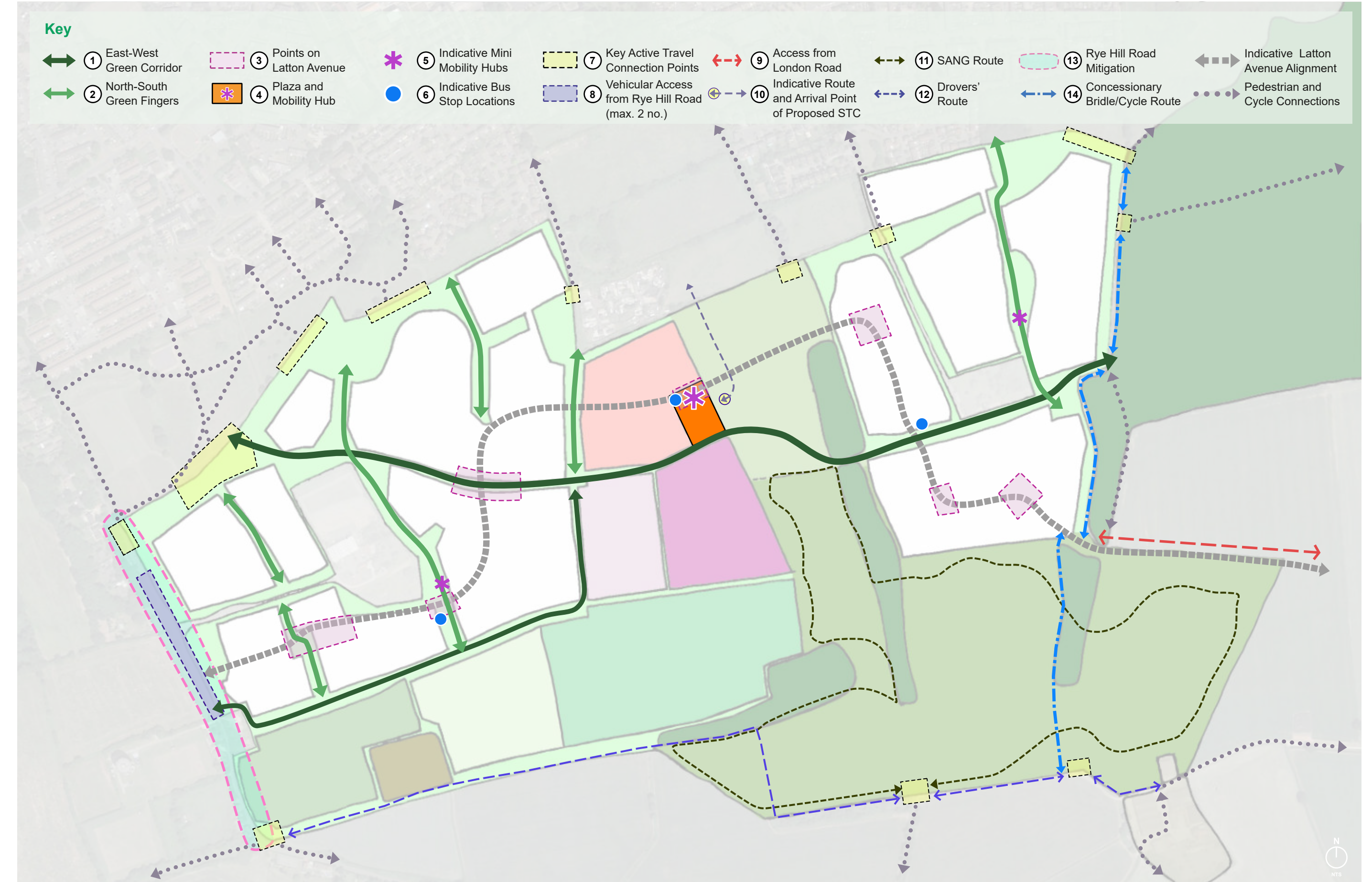
The STC is proposed to connect from the Local Centre to the north of the site through to Commonsides Road and into Harlow Town Centre, with a terminus at the Mobility Hub in the Local Centre. The STC is proposed to accommodate dedicated facilities for walking and cycling and public transport, and will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

⑪ **SANG Route(s)** - A choice of shorter and longer recreational circular routes will be provided around the SANG to cater for dog walkers and also to support other walkers. These will vary from 2.3km-3km in length. Paths must be easily used and well maintained and if surfacing is to be provided in order to support greater accessibility this should be done in a sensitive way so as to avoid the site becoming too urban in feel within the SANG.

⑫ **Drover's Route** - will be a recreational pedestrian, cycle and bridle route.

⑬ **Rye Hill Road Mitigation** - Appropriate mitigation will be provided on Rye Hill Road as determined by the detailed transport assessment.

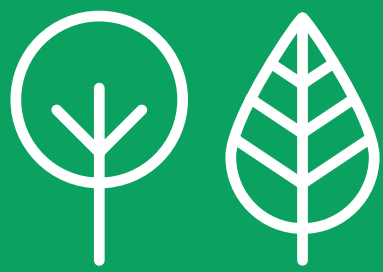
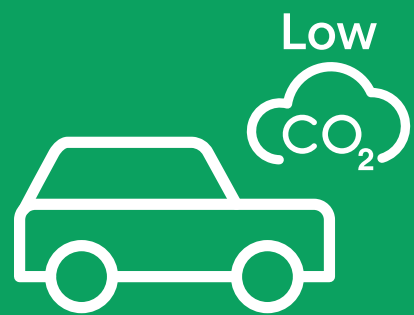
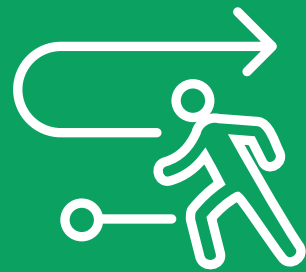
⑭ **Concessionary Bridle/Cycle Route** - A concessionary bridle/cycle route to west of Mark Bushes connects to the reinstated drovers' route and existing bridleway at its southern end, further enhancing local cycle and bridle connections.







## Introduction and Vision



# 01

# LATTON PRIORY

HARLOW & GILSTON  
GARDEN TOWN

## INTRODUCTION AND BACKGROUND

### Introduction

The Latton Priory site is on the southern edge of Harlow and lies within the administrative area of Epping Forest District. It forms part of the Harlow and Gilston Garden Town and is one of four such proposed strategic development areas around Harlow. Harlow and Gilston was designated as a Garden Town by the government in January 2017 and will comprise new and existing communities in and around Harlow. Set in attractive countryside, with transformative investment in transport and community infrastructure, new neighbourhoods to the east, west and south and new villages to the north will be established.

Latton Priory is allocated for development in the adopted Epping Forest Local Plan, and the other HGGT communities are also allocated for development in their respective Local Plans.

The promoters of Latton Priory are CEG and Hallam Land Management Ltd.

The Strategic Masterplan Framework (SMF) for Latton Priory builds on policies in the Epping Forest Local Plan and lays the foundations for a high quality sustainable neighbourhood. The SMF has been prepared in collaboration and in partnership with Epping Forest District Council (EFDC), Harlow District Council (HDC), Essex County Council (ECC) and developers/landowners and following extensive engagement with relevant stakeholders and the local community. The SMF has been developed with reference to the suite of guidance documents prepared by the Harlow and Gilston Garden Town (described in more detail later in this report), the TCPA's Garden City Principles and having regard to the policies of the Epping Forest Local Plan and its Vision for Epping. It has also been prepared in line with the process set out in the EFDC Strategic Masterplanning Briefing Note, 2018

It is also intended to work in conjunction with the Latton Priory Design Code prepared by Epping Forest District Council which sets out the key principles which the Design Code builds upon.

On endorsement, the SMF will become an important material consideration in the determination of any future planning application(s) coming forward on the land which is covered by this document.



Above - View of the Western Section of the Site



# ROLE OF THE STRATEGIC MASTERPLAN FRAMEWORK

This Strategic Masterplan Framework (SMF) document has been developed to set out the key development, design and delivery principles and to guide proposals for a mixed use scheme at Latton Priory as is advocated in policy SP3 of the Epping Forest District Local Plan (March 2023).

The development of the SMF has been informed by a range of consultation activities with a number of stakeholders. The site opportunities and constraints have been fully examined and discussed with stakeholders. This document also provides detailed information about the analysis undertaken to inform the principles set out in the SMF. This includes the site location, background planning context, site features as well as the immediate and wider surroundings. This document also examines a range of other influences that have been considered such as the legacy of the new towns to emerging lifestyle trends.

The framework, principles and parameters set out in this document have evolved from this work and are articulated through the illustrative masterplan presented within this document which sets out how the development specifications in the Local Plan policy may come forward on the site.

Following endorsement of the document by the Council as local planning authority, it will form a material consideration in the determination of planning applications and therefore will have weight in the decision making process.

The aim of producing an SMF is to ensure that development proposals are front loaded and where possible accelerated, recognising the scale and complexity of delivering development and infrastructure at these locations. The preparation of the SMF will help ensure the successful implementation of the development of Latton Priory. This will help secure the timely delivery of new housing and infrastructure and measures such as sustainable transport links, streets and roads, drainage and schools, environmental protection measures and the creation of a high quality living environment which is well integrated with the wider urban area.

Further, more detailed, guidance for Latton Priory will be

provided by a Design Code that is being produced by Epping Forest District Council.

The SMF will:

- Establish principles for development and lay the foundations for a high quality, sustainable neighbourhood;
- Define key development principles and strategic concepts to enable a co-ordinated approach to delivering the proposed level of growth in a Garden Town context
- Inform and guide proposals put forward by developers which will be subject to forthcoming planning applications .

The diagram (right) shows how the SMF fits into a suite of wider policy documents as well as its role in informing the Design Code and future planning applications.

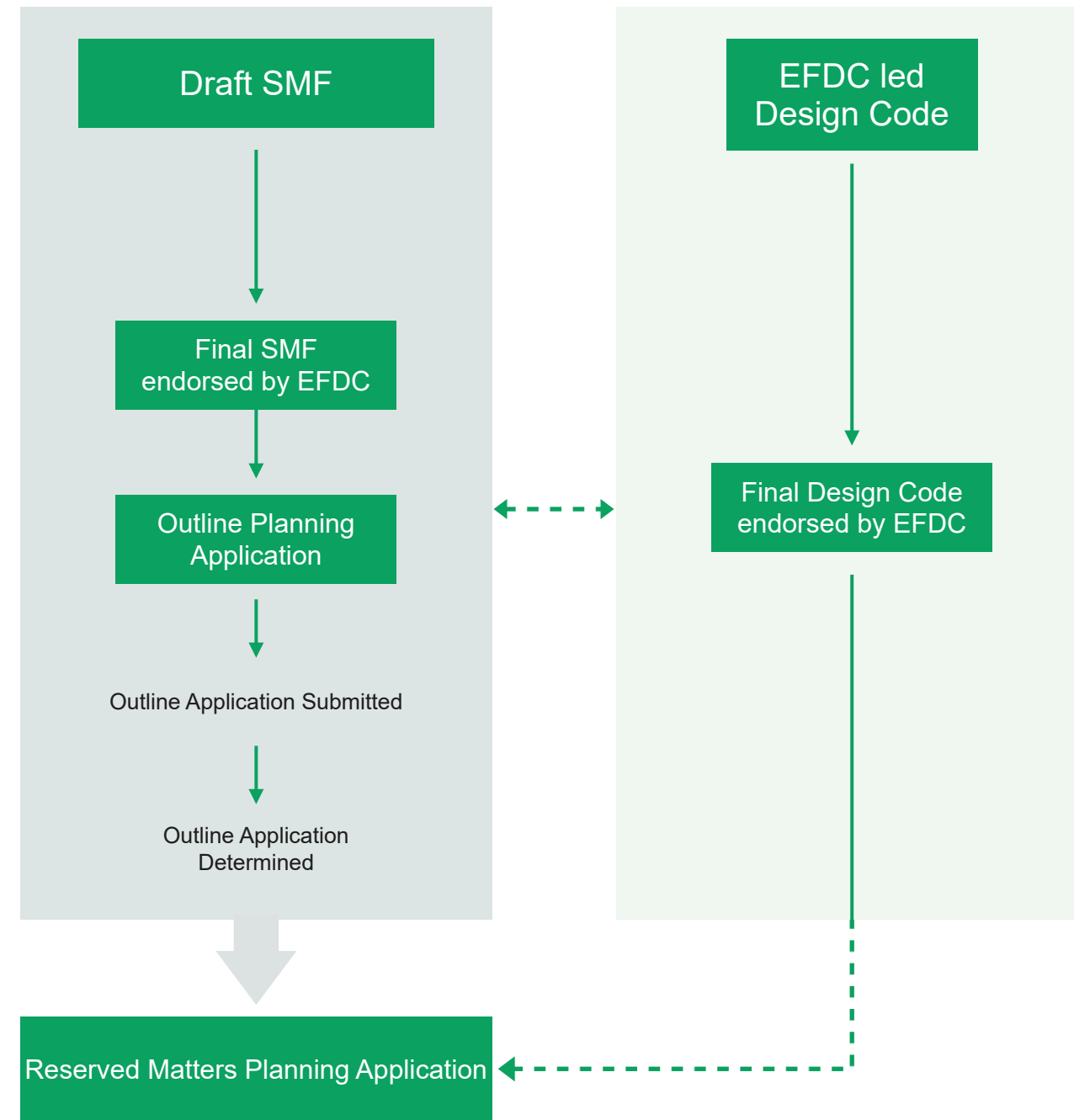
**Glossary:**

The following key terms are used regularly in the document. Definitions are given below:

Strategic Masterplan Framework (SMF): This document is the SMF. It sets out the design principles for future proposals for the new neighbourhood at Latton Priory.

Mandatory Spatial Principles: These are the spatial principles which must be incorporated, or any alternative otherwise explained, in development proposals.

Illustrative masterplan: This is the plan presented in section 7 which shows one example of how the new neighbourhood could be laid out.



Above - Planning Process for Latton Priory

**Contents of the Document**

The SMF provides specific guidance on how Latton Priory will be delivered. It addresses the possible spatial form and phasing of development and provides more general development and design guidance than is set out in the Local Plan.

An illustrative masterplan has been developed which has been supported by a number of environmental and technical assessments and responds to comments made through the consultation and engagement activities undertaken at key stages of its development. The assessments have included work on design, transport, ecology, flood risk and drainage, noise, air quality, landscape, arboriculture, heritage and sustainability. The illustrative masterplan sets out the potential quantum and form of development that could be achieved to best meet the site allocation requirements as set out in the Local Plan. It also presents potential solutions to address environmental and technical matters so that any future applicant is clear as to what is required when preparing proposals for the site.

This document is arranged in two parts, as shown in the table (right). Part one sets out the analysis and thinking behind the concept that underpins the SMF. Part two presents the SMF, its constituent parts and broad principles for the development. Part 2 uses the illustrative masterplan to illustrate these principles.

SECTION	DESCRIPTION
<b>PART ONE</b>	
<b>Section 1</b>	<b>Introduction and Vision</b>
<b>Section 2</b>	<b>Planning Policy and Guidance</b> Sets out the planning policy context for the site.
<b>Section 3</b>	<b>Site and Surrounding Context</b> Sets out an analysis of the site in terms of its location, immediate and wider surroundings, key features, landscape characteristics and views, topography, ground conditions and flooding, access and movement, ecology and heritage.
<b>Section 4</b>	<b>Design Influences</b> Sets out other influences on the SMF principles including historic and present day spatial influences, urban design influences from surrounding areas and the influence of emerging future technological and lifestyle trends.
<b>Section 5</b>	<b>Design Drivers and Concept</b> Sets out the overall SMF concept for the site and the key aspects and aims that have guided that concept.
<b>PART TWO</b>	
<b>Section 6</b>	<b>Mandatory Spatial Principles</b> Sets out the Mandatory Spatial Principles for Land Use and Spatial Organisation, Landscape character, Green /Blue Infrastructure and Strategic Views, Access and Movement
<b>Section 7</b>	<b>The Framework Masterplan</b> Presents the illustrative masterplan including land use, green infrastructure, blue infrastructure and drainage, access and movement.
<b>Section 8</b>	<b>Built Form and Place-making</b> Sets out principles for building heights (especially in relation to key views), densities across the site, a street hierarchy strategy and a site-wide place-making strategy. It sets out broad principles for street and key route typologies.
<b>Section 9</b>	<b>Character Areas</b> Sets out broad development principles to achieve distinct character areas across the site, including principles for key routes and spaces within each character area.
<b>Section 10</b>	<b>Sustainability, Phasing and Stewardship</b> Sets out how, at masterplanning stage, the Harlow and Gilston Garden Town Sustainability Guidance and Checklist has been taken into consideration and sets out principles for the phasing of key infrastructure and stewardship of the development.



## VISION FOR LATTON PRIORY

The Local Plan for Epping Forest District Council presents the Council's aspirations for Epping Forest and states that it will be a place where:

- i. residents continue to enjoy a good quality of life;
- ii. new homes of an appropriate mix of sizes, types and tenures to meet local needs have been provided and well integrated communities created;
- iii. development respects the attributes of the different towns and villages;
- iv. development needs will be met in the most sustainable locations;
- v. Epping Forest will be conserved and enhanced;
- vi. the recreational aims of Lee Valley Regional Park will be supported;
- vii. a more sustainable local economy including tourism, aviation, research and development, and food production will be developed;
- viii. a distinctive and attractive network of towns and village centres will have been maintained;
- ix. access to places by public transport, walking and cycling will be promoted; and
- x. significant residential development will be located around Harlow to support the regeneration of the town.

The Vision for the site will help work towards achieving the overarching Vision of the Local Plan. Furthermore the analysis undertaken including reference to the HGGT Vision, coupled with stakeholder and public consultation and the design process, have led to an overall vision for Latton Priory.

### The vision for Latton Priory is as follows:

*“Celebrating its location between town and countryside, Latton Priory will be an **uplifting** place where people feel proud to live, study, work and play. Key **site features** and **innovative, high-quality design**, alongside **sensitive integration** with Harlow, the surrounding countryside and communities will inform a **locally distinctive character**. Interwoven with a **rich and multi-functional network of green infrastructure**, open spaces and streets will be **attractive** and support **active lifestyles, vibrant communities** and **abundant ecology**.*

*People will feel physically and digitally **connected** both within Latton Priory and to **wider networks** and facilities. **Active and sustainable travel modes** will be encouraged at every scale of design including **cycling and walking links** to key destinations and **public transport** including a connection to a **Sustainable Transport Corridor into Harlow**. **Health, well-being and inclusivity** will be fostered through **people-focused public realm and facilities**. A new **local centre** will provide amenities that meet **day to day needs** of the new community whilst **anticipating future needs and technological advances**.*

*Latton Priory will be a **resilient** place designed to **withstand a changing climate** and **mitigate its impact on the environment** through **minimising resources** used in the construction and use of buildings and infrastructure and encouraging and facilitating **sustainable lifestyles**. Buildings and the public realm will be designed for **longevity, flexibility and adaptability** and **stewardship** measures will help to create and maintain a **thriving community** and secure the **long-term enjoyment** of the open spaces and facilities.”*





# PART 1



**LATTON  
PRIORY**

HARLOW & GILSTON  
GARDEN TOWN





# Planning Policy and Guidance

# 02



# LATTON PRIORY

HARLOW & GILSTON GARDEN TOWN

# PLANNING POLICY AND GUIDANCE

## HISTORY

Latton Priory was first promoted for development through the East of England Plan (the former Regional Spatial Strategy for the East of England, published in 2008). This Plan identified Harlow as a "Key Centre of Development and Change" and proposed 16,000 additional dwellings for the town up to 2021 through urban extensions to the north, east, south and west of the town.

Whilst the East of England Plan was revoked in January 2013, the strategic position of Harlow adjacent to the M11 motorway and between the city axis of London and Cambridge, means it is at the heart of the London Stansted Cambridge (LSC) Innovation Corridor, Britain's fastest growing region. Harlow, Epping Forest, East Hertfordshire, Uttlesford and Broxbourne form part of the 'Core Area' of the LSC Corridor which is set to continue to be a focus for substantial growth.

In January 2017, Harlow and Gilston was designated as a Garden Town by the Department for Homes, Communities and Local Government. Harlow and Gilston Garden Town (HGGT) is a growth and regeneration project and comprises new and existing communities in and around Harlow.

In total, 16,000 new homes will be delivered by 2033, with a further 7,000 planned for the Gilston area to be built from 2033 onwards. East Hertfordshire, Epping Forest and Harlow District Councils are working together with Hertfordshire and Essex County Councils as the Garden Town Board supported by a Delivery Team and are referred to as the HGGT partners in this document

Therefore, the Local Plans for the respective district areas recognise and incorporate this designation, and form the statutory basis for decision making.

## The Harlow and Gilston Garden Town comprises 4 new communities.

These are Latton Priory (to the south of Harlow); East of Harlow; Water Lane (to the west of Harlow) and 7 new villages to the north of Harlow in Gilston



Above - Harlow and Gilston Garden Town Vision, Nov 2018



### Epping Forest District Local Plan 2011-2033

The Epping Forest District Local Plan 2011 to 2033 was adopted by the Council on 6 March 2023 and is the statutory development plan for the District. It therefore has full weight in determining planning applications (together with 'made' neighbourhood development plans where relevant).



The Epping Forest District Local Plan includes the place shaping principles set out within **Policy SP2**. **Policy SP** and **Policy SP3 and SP4** set out the overarching requirements for the Garden Communities within Epping Forest District in relation to the 'Development and Delivery of Garden Communities in the HGGT'.

Policy SP4 allocates 3 new communities which fall within the Epping Forest District administrative boundary, which includes Latton Priory and sets out the site specific requirements of each of the developments. Policy advises that the Garden Communities will provide flagship development and set an example for future major developments in Epping Forest District.

SP4.1 sets out the requirements for development at Latton Priory .

### Key policies of particular relevance to Latton Priory are:

#### Policy SP2 Place Shaping

Policy SP2 sets out the principles that Strategic Masterplans and development proposals should reflect and demonstrate. The policy includes principles to: provide mixed-tenure homes and a range of housing types and sizes; provide high quality imaginatively designed homes with gardens or access to usable and accessible amenity space; ensure generous, well-connected and bio-diverse green space provision, extend, enhance and reinforce strategic green infrastructure and public open space; ensure positive integration with adjacent rural and urban communities; and provide for sustainable movement and access.

Policy SP2 also requires the production of a Strategic Masterplan to help guide the development and implementation of the garden communities encouraging a joined-up, collaborative, cohesive and productive approach to be taken to the planning and implementation of the key strategic sites.

#### Policy SP3 Development and Delivery of Garden Communities in the Harlow and Gilston Garden Town

Policy SP3 specifically deals with the 'Development & Delivery of Garden Communities in the Harlow and Gilston Garden Town'. This identifies Latton Priory as one of the three Garden Town Communities within Epping Forest District. This policy outlines principles which the design, development and phased delivery should accord with.

#### Policy SP4 Garden Town Communities

Policy SP4 allocates Latton Priory, the 'Water Lane Area' and land 'East of Harlow' as Garden Town Communities. The Latton Priory allocation provides capacity for a minimum of 1,050 homes and sets out more detailed on-site requirements for each of the Garden Communities.

All sites will provide a significant amount of multi-functional green and blue infrastructure, serving strategic and local purposes. Green and blue infrastructure will be required to provide a high quality context for the development and provide mitigation towards impacts arising from growth in relation to the Epping Forest SAC. It will retain and improve habitats for wildlife, including the safeguarding of protected species in line with statutory requirements and provide good recreational opportunities for local people. There will be connections for walking and cycling to other recreational opportunities in Harlow and Epping Forest District.

As well as the delivery of new homes, policy SP4 advises that sites will also be expected to make provision for appropriate small scale employment, retail and community uses in accordance with policies in this Plan. The Garden Communities are to be planned and delivered as high quality, integrated, sustainable and distinctive developments supported by necessary infrastructure, services and facilities. It also advises that 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. Policy SP4 also advises that planning applications in relation to the garden community allocations should be accompanied by a strategic masterplan which demonstrates that the development requirements set out in policy have been accommodated and which should be endorsed by the Council. .

The Local Plan sets out the approach expected in relation to the mix and type of new homes to be provided on development sites including traveller sites, the future

plan for supporting economic growth and managing growth in car travel and its linked impacts on the local economy and on the environment and communities.

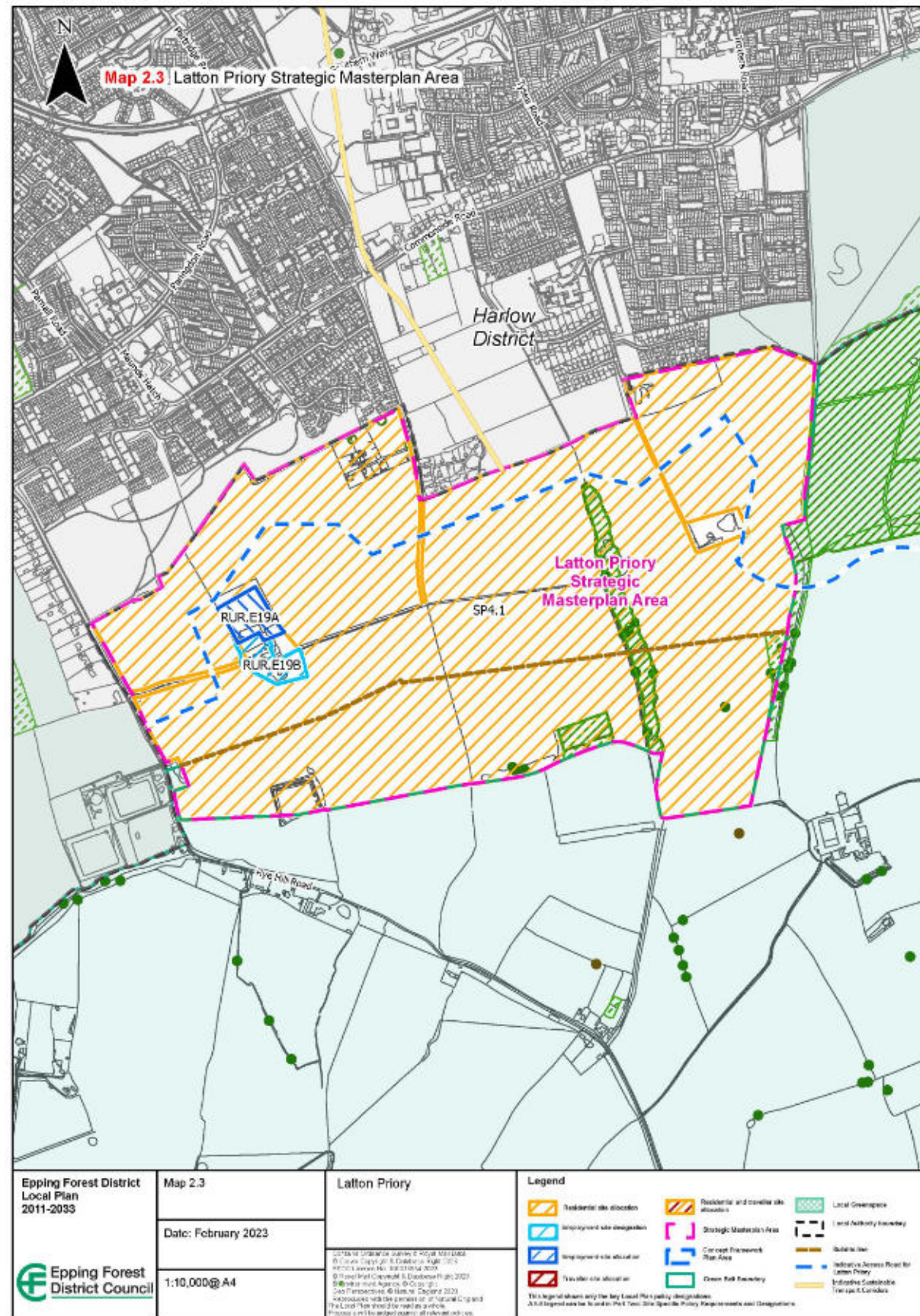
The plan also includes a number of Development Management Policies covering the Natural Environment and Green Infrastructure, Historic Environment, Design and Environmental Policies.

Of particular note in addition to those already mentioned are; SP6 (The Natural Environment, Landscape Character and Green and Blue Infrastructure), T1 (Sustainable Transport Choices), DM2 (Epping Forest SAC and Lee Valley SPA) and DM22 (Air Quality).

In addition to HGGT guidance listed overleaf, other relevant EFDC specific guidance which has informed the approach include:

- EFDC Air Pollution Mitigation Strategy
- EFDC Sustainability Guidance and Checklist/Major Developments - March 2021
- EFDC Green Infrastructure Strategy - April 2021.
- PJA Latton Priory Access Strategy Assessment report (July 2020)
- B1393 Sustainable Transport Enhancements Study (2020)





Above - Epping Forest District Local Plan ( March 2023)

**Latton Priory**

**Policy SP4.1 and S.P.4 Part G of the adopted Local Plan sets out the expectations of what will be brought forward on a phased basis for a comprehensive high quality development at Latton Priory. This will include:**

- i. A minimum of 1,050 homes up to 2033;
- ii. One hectare of employment land provided for office/ research and development uses (within Class E) at site allocation RUR.E19A in addition to the one hectare of existing employment land at Dorrington Farm (site RUR.E19B) within Use Classes B2 and B8. The Council recognises that through the detailed masterplanning process it may become apparent that the required employment uses may be better located elsewhere in the Masterplan Area to deliver a comprehensively planned development;
- iii. Five traveller pitches;
- iv. Strategic natural green space of a sufficient size and quality (as detailed in the relevant Mitigation Strategy for the Epping Forest Special Area of Conservation) to support biodiversity and to avoid placing pressure on existing sites of international and national importance. Such space should include opportunities for walking and cycling, flood mitigation and a new Green Belt defensible boundary to the south of the site as indicated on the map. Proposals will also be required to incorporate avoidance and mitigation measures to address any impacts of development on the Harlow Woods Site of Special Scientific Interest.
- v. Land to the South of the 'build to' line within the Masterplan Area must be retained for public open space or for other appropriate uses as agreed through the masterplanning process;
- vi. A sympathetic design which preserves and enhances the adjacent Ancient Woodland, Scheduled Monuments and listed buildings to the south of the site;
- vii. A local centre;
- viii. A new primary school with Early Years and Childcare provision on an education site of at least 2.1 hectares;
- ix. At least 10ha of land to accommodate a secondary school in addition to any necessary contributions;
- x. The provision of appropriate community

- and health facilities;
- xi. Highway and transport improvements including the works to Southern Way and Second Avenue corridor, and upgrades to Junction 7 of the M11;
- xii. Satisfactory utility infrastructure including water, waste water, solid waste, gas, electricity and telecommunications; and
- xiii. Bus service for occupants; and services and direct pedestrian and cycle links between homes, the facilities that serve them and other key destinations.

**Harlow District Local Plan**

Harlow District Council adopted its Local Plan in December 2020. Its Spatial Vision, based on its Corporate Plan, includes that by 2033, Harlow will have: secured its role as a key urban centre that has benefited from growth, regeneration and sustained investment in infrastructure, services and facilities; and provided sufficient new homes to meet local needs, providing opportunities to those unable to purchase open market housing, through a significant increase in the provision of affordable homes.

The Spatial Development Strategy outlined in the Local Plan recognises the strategic site of Latton Priory for development outside the administrative boundaries, along with the other sites making up the Harlow and Gilston Garden Communities. Policy HGT1 sets out the principles expected for the design, development and phased delivery of these sites.

The Strategy also includes an indicative new Sustainable Transport Corridor linking the Garden Communities into Harlow and which is safeguarded through policy SIR1 and which is aligned through an existing north-south green wedge. Of particular note, policy WE1 defines the Strategic Green Infrastructure to include the Green Belt, Green Wedges and Green Fingers which will be protected and enhanced and policy WE2 explains the roles and purposes of these designations. Policy HS4 of the Local Plan states that the 12 gypsy and traveller pitches at Fern Hill Lane, bordering the site will be restored.

**Harlow & Gilston Garden Town documents**

The 'Harlow and Gilston Garden Town Vision' document sets out the vision for the Garden Town and principles to inform its growth and management. It will help support the delivery of the locally-led Garden Town. This vision is endorsed by the three local authorities of Epping Forest, Essex and Hertfordshire County Councils

The 'Harlow and Gilston Garden Town Design Guide' document sets out the design charter for the Garden Town, with settlement-wide thematic plans and guidance for each of the strategic development areas. The Design Guide is a companion document to the Garden Town Vision document and should be read in parallel to this. The document takes the principles and objectives of the Vision as its starting point and provides a broad spatial framework to help deliver these principles. The characteristics and opportunities of the growth areas are explored and spatial guidance provided.

The 'Harlow and Gilston Garden Town Sustainability Guidance and Checklist' provides guidance to help applicants, through the masterplanning and planning process, to meet the Garden Town goals of becoming net zero-carbon by 2030. It provides practical and technical guidance for new major developments in the Garden Town on how to apply sustainability indicators and policies (environmental, social, and economic) which are in the HGGT Vision and partner authorities' plans. The guidance is split into

two sections focusing on environmental and socio-economic sustainability. The submission of a completed Sustainability Checklist forms part of the outline planning requirements for Strategic Masterplan areas. The Sustainability Guidance is to be used throughout the design and planning process, to enable a stronger and clearer focus on environmental, social and economic sustainability from the start.

The Partner Councils adopted the HGGT Transport Strategy at the end of 2021/early 2022 as a material consideration in the masterplanning and planning for the new Garden Communities. It is intended to support the partner's sustainable mode share objectives for the Garden Town.

Based upon the work undertaken as part of the HGGT Transport Strategy, the supporting text in the EFLP notes "The Councils aspire to see 60% of journeys to and from the Garden Town Communities to be made by non-car modes". In line with the HGGT Transport Strategy the aim is to embed positive travel habits through design from the early phases of development but the targets and sustainable transport measures will be achieved incrementally over time

**National Planning Policy Framework**

The national context is provided by the National Planning Policy Framework (NPPF) and Technical Guidance. The Framework, within which local and neighbourhood plans can be produced, is also a material consideration on planning decisions.

At a strategic level the relevant national policy includes: Achieving sustainable development, Delivering a sufficient supply of homes, Promoting healthy and safe communities, Promoting sustainable transport, Supporting high quality communications, Making effective use of land, Achieving well-designed places, Meeting the challenge of climate change, flooding and coastal change, Conserving and enhancing the natural environment, Protecting Green Belt land.

The NPPF states that 'the purpose of the planning system is to contribute to the achievement of sustainable development' which includes net gains across economic, social and environmental objectives. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

The most recent NPPF published in July 2021, responds to the findings of the Building Better, Building Beautiful Commission 'Living with Beauty' report, including the need for developments to be 'well-designed and beautiful'. Also in 2021, the National Design Guide was published which sets out the characteristics of well-designed places and demonstrates what good design means in practice.

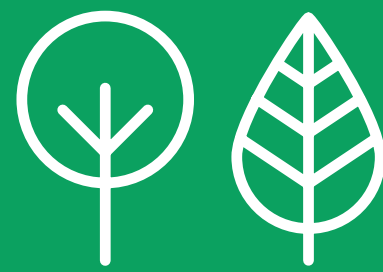
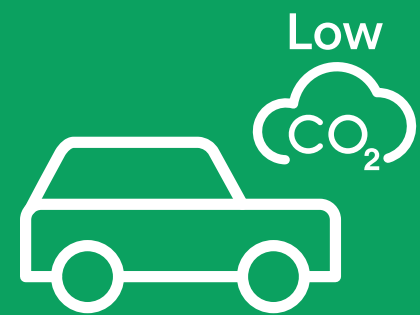
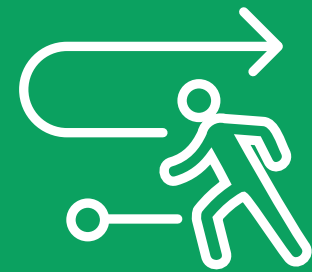
Also of relevance is the non statutory guidance and principles for Creating Successful New Garden Communities, published by the Town and Country Planning Association.







## Site and Surrounding Context



# 03

# LATTON PRIORY

HARLOW & GILSTON GARDEN TOWN

## SITE LOCATION AND WIDER CONTEXT

### Introduction

This section examines aspects of the site including its location and its wider and immediate context. It sets out a summary of all the analysis undertaken of the site and establishes the key features which have been central to the design process and the development of the masterplan concept.

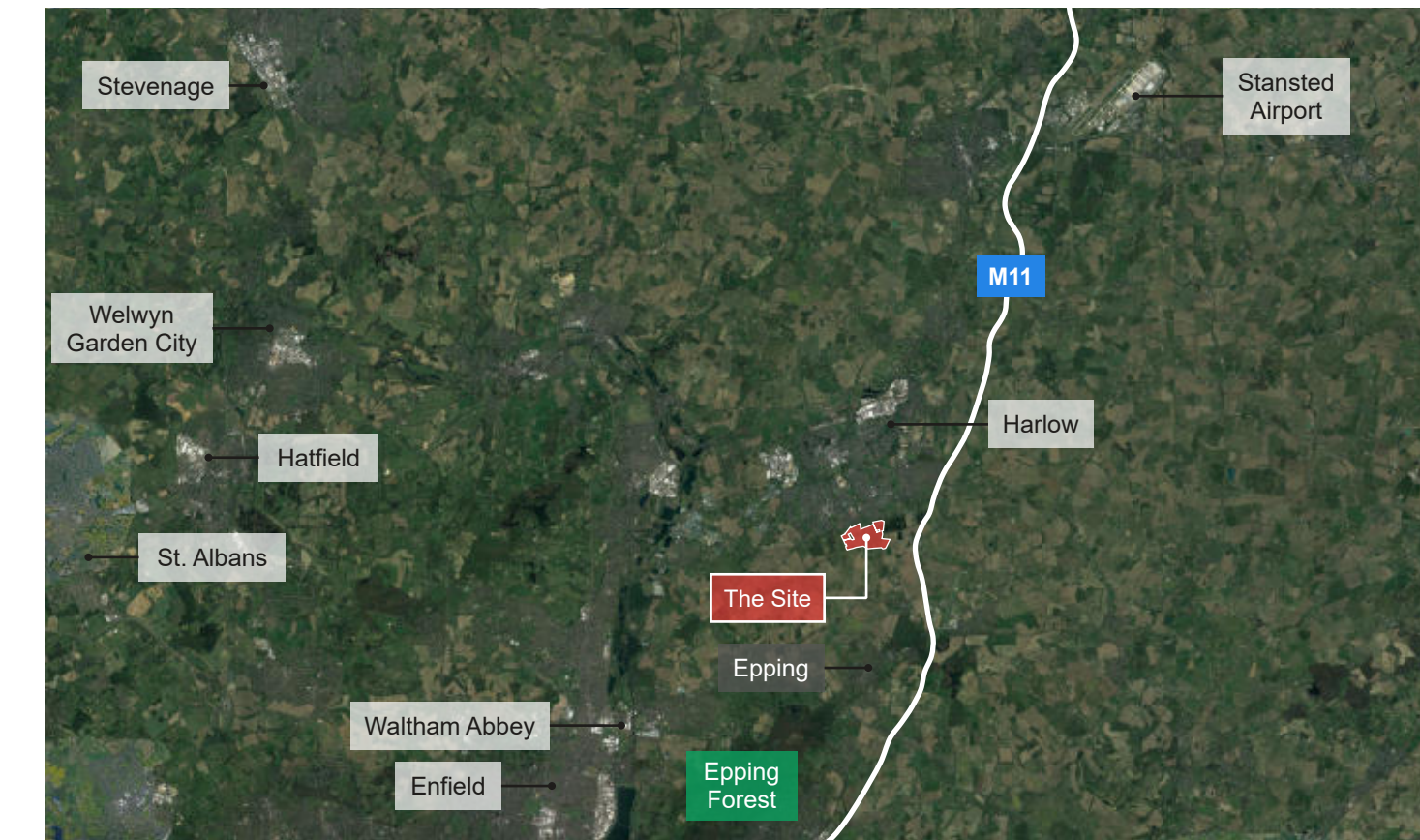
### The Wider Context

Latton Priory is located to the south of Harlow, Essex. Within the wider region, the site is located within the UK Innovation Corridor, a new region created to deliver housing and economic growth running from London to Cambridgeshire.

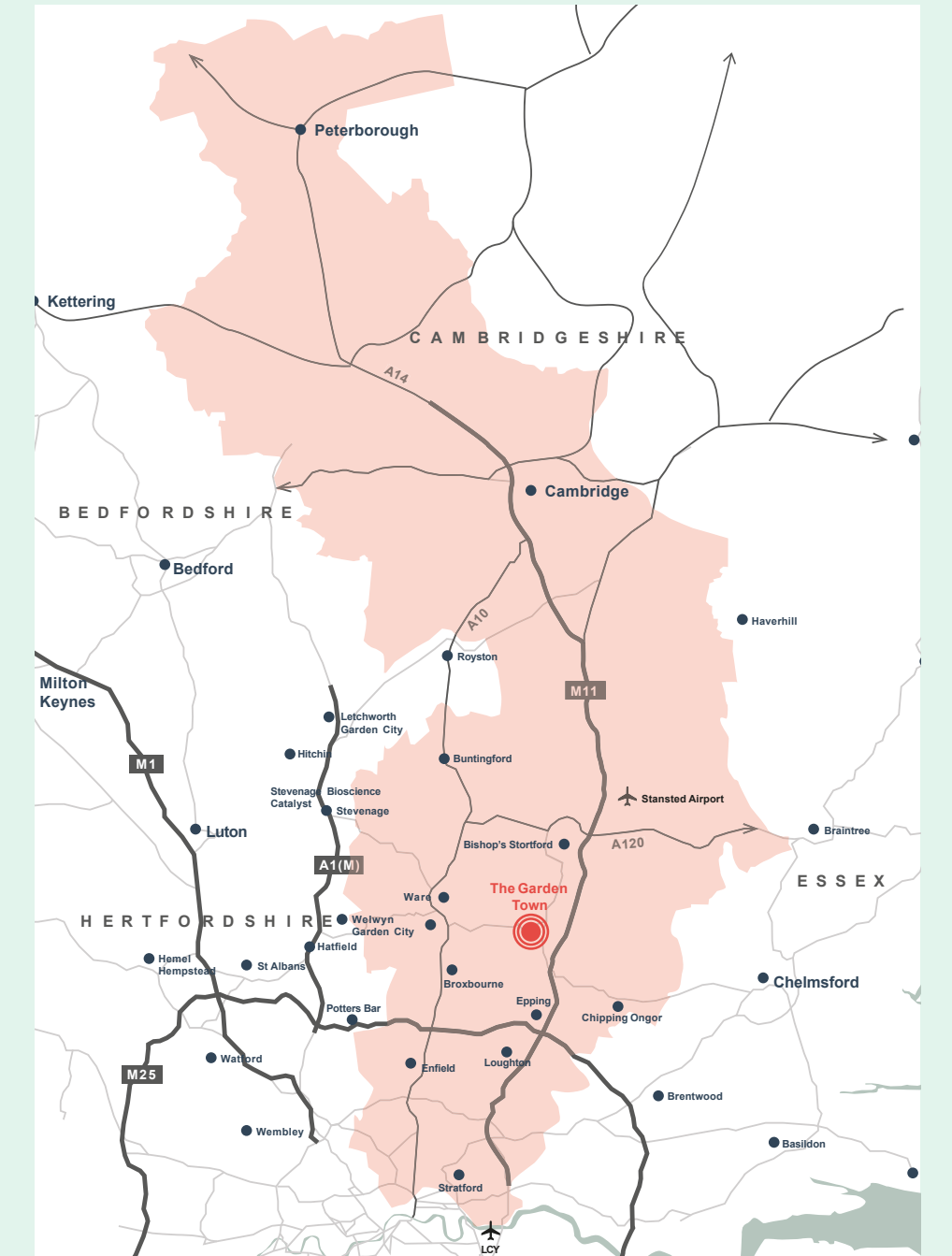
The site is near junction 7 of the M11 and approximately 12km and 49km from the M25 and central London respectively. Epping is approximately 5km to the south and the village of North Weald Bassett is approximately 5km to the south east.

The most significant natural feature in the wider area is Epping Forest Special Area of Conservation (EFSAC) which is approximately 7km to the south. Part of the site lies within the EFSAC 6.2km Zone of Influence identified in relation to recreational pressure. The Stort valley lies approximately 4.5km to the north, and Lea Valley 7km to west of the site.

The site is approximately 17km from Stansted Airport.



Above - Latton Priory in its Wider Context



Above - The UK Innovation Corridor - shown in the Harlow and Gilston Garden Town Vision, Nov 2018



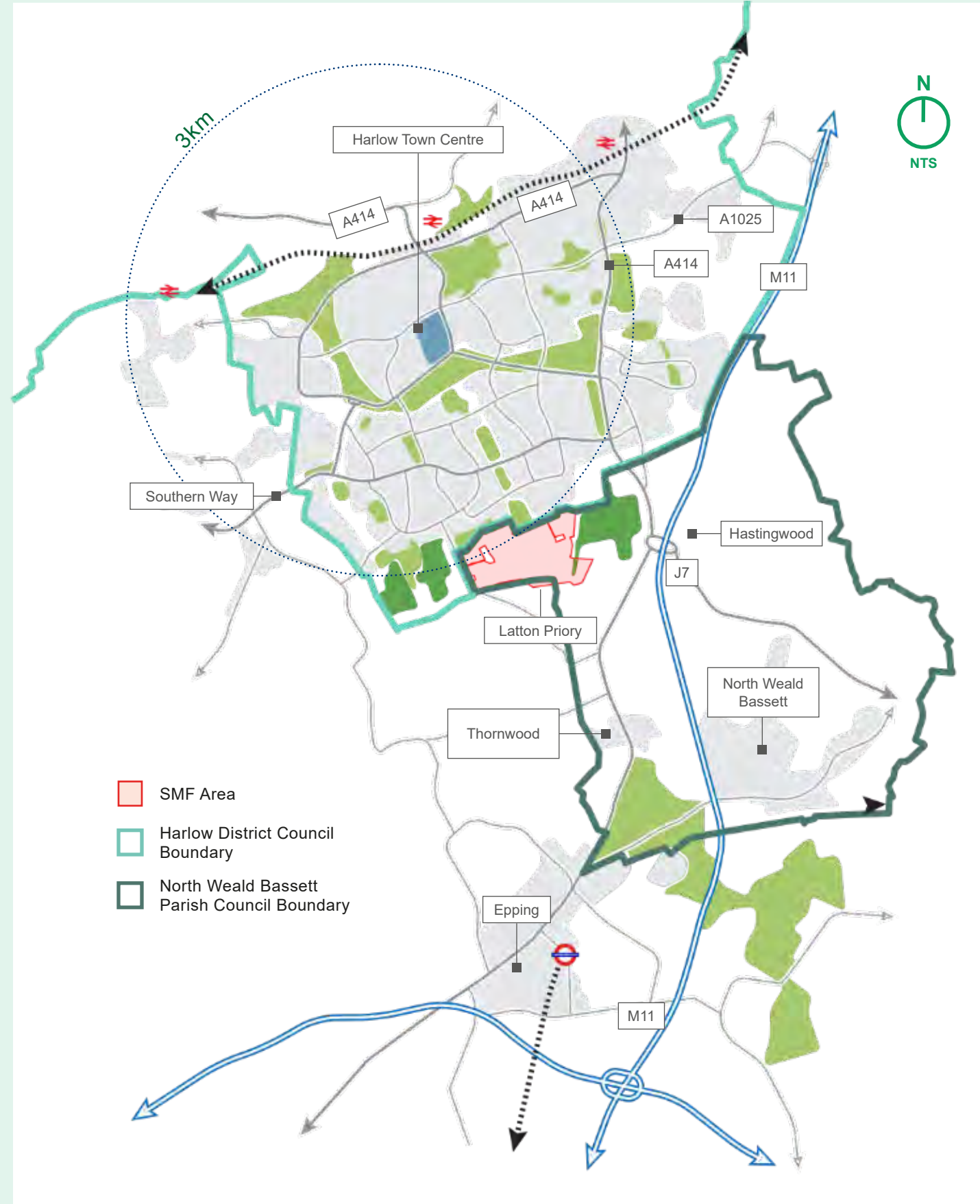
**The Local Context**

The site is located to the south of Harlow and its neighbourhoods of Latton Bush and Stewards. It is located approximately 3km from Harlow Town centre, as shown on the map (right). Epping lies approximately 5km to the south and the village of Thornwood is approximately 2.5km south of the site. The villages of North Weald Bassett and Hastingwood are approximately 5km to the south and 3km east of the site respectively, both of these villages being on the eastern side of the M11

The site is served by Harlow Town railway station, approximately 4km away and on the main West Anglia main line between London Liverpool Street and Cambridge. Journey times from Harlow to London Liverpool Street are approximately 30 minutes.

The town is also served by Harlow Mill Station, an intermediate station on the same line. This is a railhead for a number of construction materials into the area.

The A414 and Junction 7 of the M11 are to the east of the site. Immediately to the south of the site is open countryside.



Above - Latton Priory within its local context

**LAND OWNERSHIP AND AREAS OF CONSIDERATION**

The plan (right) shows the relationship of the different boundaries under consideration in this report.

The Latton Priory Allocation Area (as defined in Policy SP4.1 of the EFDC Local Plan 2023) is shown as a dotted blue line on the plan.

The solid red line boundary shows the area under consideration in this SMF document and from hereon will be referred to as the 'site boundary'. It includes areas that are controlled by the site promoters CEG and Hallam Land Management Ltd as well as areas which are allocated sites within Epping Forest District to the immediate north. It also includes areas beyond the site allocation in the south which are included as they are necessary for the delivery of the site.

The beige shaded area to the east of the allocation is additional land which is not in the site allocation and is not considered in this document but will be required for access to London Road which is necessary for the delivery of the site. This land is in the control of CEG and Hallam Land Management Ltd.

There is an adjacent parcel of land at Riddings Lane (marked on the plan and which immediately adjoins the north eastern boundary of the Latton Priory site). This is an allocated site (HS2-4) in the Harlow Local Development Plan adopted 2020 which has an indicative dwelling capacity of 35 dwellings. A comprehensive approach needs to be taken to the development of both sites within the context of Harlow and the Garden Town.

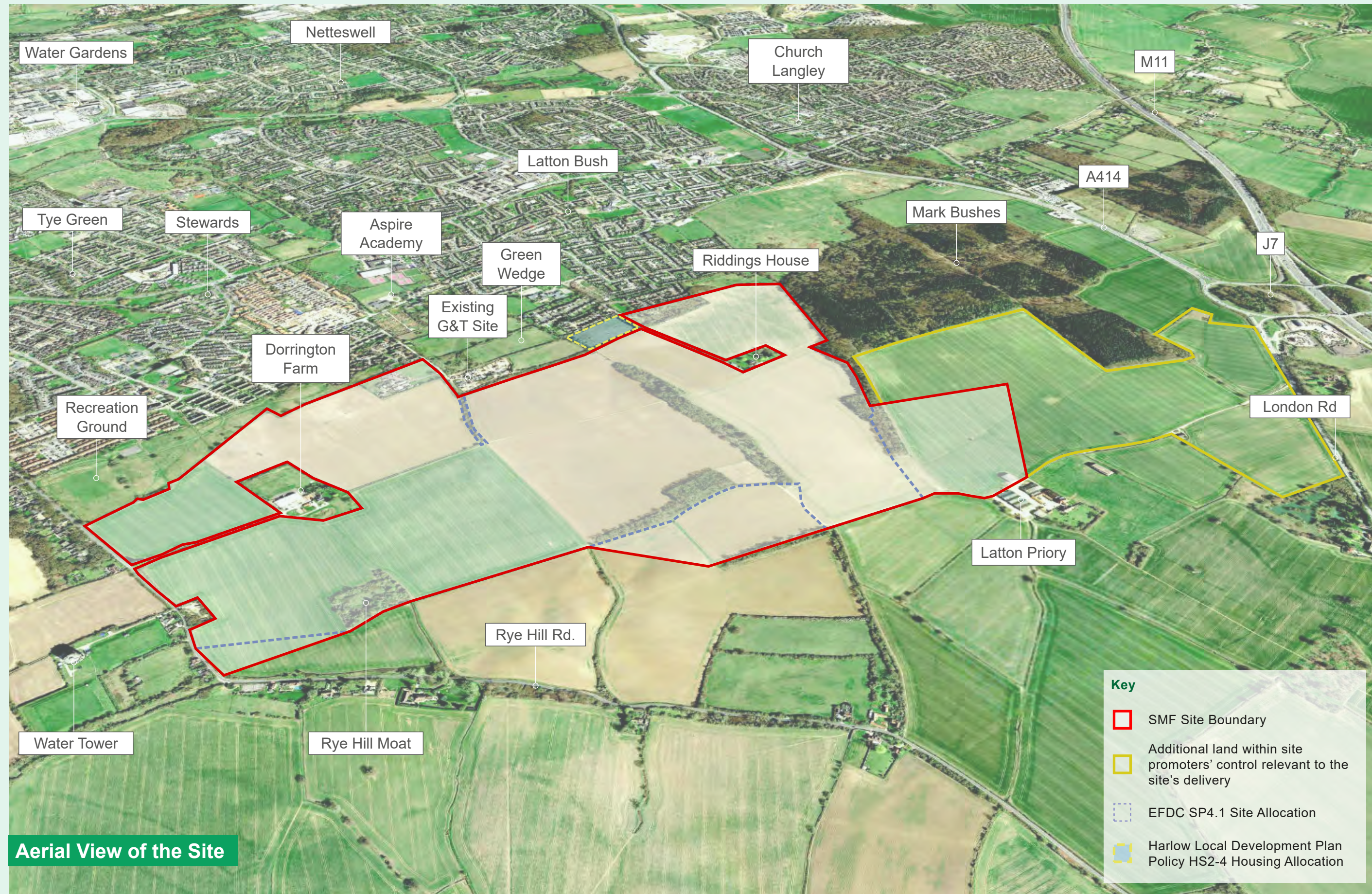
The design principles established in the Strategic Masterplan will be expected to be followed by all landowners and developers bringing forward development at Latton Priory.

Initial route options for the STC (Sustainable Transport Corridor) and land ownership associated with these have been considered in the HGGT STC Connectors Study.



Above - Areas of Consideration





Aerial View of the Site

**Key**

- SMF Site Boundary
- Additional land within site promoters' control relevant to the site's delivery
- EFDC SP4.1 Site Allocation
- Harlow Local Development Plan Policy HS2-4 Housing Allocation

## SITE FEATURES AND IMMEDIATE SURROUNDINGS

The site (shown left), is an undeveloped greenfield site, comprising largely arable farm land. The land within the SMF site boundary covers an area of 117ha.

One of Harlow's Green Wedges runs from the town centre to the northern edge of the site. Fern Hill Lane Gypsy and Traveller site is also immediately to the north of the site. A public open space is situated between the site and existing residential neighbourhoods to the north west.

To the west of the site lies Rye Hill Road which marks the western boundary. The A414 is located to the east of the site, as is Junction 7 of the M11. To the south of the site, the area largely comprises open fields and which is also Green Belt land in the adopted Local Plan. Latton Priory farm buildings are also to the south of the site adjoining the site boundary and containing a number of Grade II listed buildings including remnants of Latton Priory. Also in the south of the site is a cluster of trees set around an historic moat which is a scheduled ancient monument.

The site also benefits from significant existing green infrastructure including a number of hedgerows which serve as field boundaries and existing tree belts.

Dorrington Farm (which is not part of the SMF allocation) lies within the western half of the Latton Priory site and comprises employment uses. It is accessed from Rye Hill Road and contains a notable row of poplar trees which are a visible feature when viewed from outside the site.

Riddings House (again, outside of the SMF area) is a private residential property in the eastern part of the site. It is accessed from Riddings Lane to the north of the site.



LATTON PRIORY FARM INCLUDES HERITAGE ASSETS



VIEW TOWARDS THE WESTERN SECTION OF THE SITE, DORRINGTON FARM AND WATER TOWER



VIEW NORTH ON RYE HILL ROAD ALONG WEST OF SITE



CENTRAL SECTION - TREE BELTS



DORRINGTON FARM



RECREATION GROUND TO THE NORTH-WEST OF THE SITE



ANCIENT MOAT - SCHEDULED ANCIENT MONUMENT



EASTERN SECTION OF SITE FACING NORTH-EAST



## SURROUNDING LAND USE & FACILITIES

The site is located immediately south of the urban area of Harlow with surrounding land uses predominately comprising residential development and rural land uses.

### Surrounding Land Uses

#### Residential

A range of different housing styles and densities can be found close to the Latton Priory site.

The residential development to the north of the site consists of the estates of Latton Bush and Stewards, which comprise a mix of modern and New Town dwellings. The architecture of the existing dwellings varies considerably but development is generally two storey in height and includes a mixture of terraced, detached and semi-detached properties. There are occasional three storey apartment blocks and one area of four storey apartments (around Icen Square). Contained within these developments are a number of community uses including Longwood Primary Academy and Nursery and Milwards Primary School and Nursery.

There is a strip of large detached residential properties along the western side of Rye Hill Road to the west of the site.

The adjacent parcel of land at Riddings Lane (marked on the plan and which immediately adjoins the north eastern boundary of the Latton Priory site) is an allocated site (HS2-4) in the Harlow Local Development Plan adopted 2020 which has an indicative dwelling capacity of 35 dwellings. A comprehensive approach needs to be taken to the development of both sides which need to take account of one another within the context of Harlow and the Garden Town.

Appendix 2 gives more detail on the analysis carried out by the design team.



1 LATTON BUSH POST WAR HOUSING



2 LATTON BUSH LATE 20<sup>TH</sup> CENTURY HOUSING



4 LATTON BUSH POST WAR NEW TOWN HOUSING



3 NEW DEVELOPMENT IN STEWARDS



5 STEWARDS POST WAR NEW TOWN HOUSING



6 LARGE PROPERTIES ALONG RYE HILL ROAD

#### Green Infrastructure

Separating the two areas of existing residential development at Latton Bush and Stewards is one of Harlow's Strategic Green Wedges. This provides a green link between the Latton Priory site and Harlow town centre to the north and has been identified in the HGGT Vision as the potential location for a future sustainable transport corridor.

There is a public open space on the north west boundary between the site and existing residential neighbourhoods.

In addition, to the north east of the site lies an area of Ancient Woodland known as Mark Bushes. Additional Ancient Woodland is also situated to the west of the site at Parndon Wood, Risdens Wood and Hospital Wood although none of these abut the site boundary. These three woodlands are collectively known as Harlow Woods and are identified as a Site of Special Scientific Interest (SSSI). In between these areas of woodland lies the Parndon Wood Cemetery and Crematorium.

To the south of the site the land comprises predominantly undeveloped agricultural fields with irregular development in the form of agricultural buildings and dwellings. Eventually the rural fields meet the urban edge of Epping to the south.

The existing green infrastructure is shown on the Surrounding land use and facilities plan overleaf.

#### Other Land Uses

Other notable features within the local area include the Rye Hill Water Tower, situated off Rye Hill Road to the west of the site, North Weald Airfield lies to the south east of the site adjacent to the settlement of North Weald Bassett.

The existing gypsy and travellers' site at the end of Fern Hill Lane abuts the northern boundary of the site and sits on a lower lying level. This site is accessed from Fern Hill Lane.

There are a number of local centres, community services and facilities located in the residential neighbourhoods to the north of the site. These are described in surrounding facilities (below).



KEY PLAN SHOWING VIEW LOCATIONS



7 RECREATION GROUND ON NORTH-WEST BOUNDARY



8 FERN HILL LANE ALONG GREEN WEDGE



9 WATER TOWER





Above - Harlow Town Centre

### Surrounding Facilities

Harlow has a wide range of facilities serving the town and the wider area.

Many of the existing surrounding facilities lie to the north of the site in the local centres near Tye Green and Bush Fair. These include places of worship, doctors surgeries and pharmacies, local convenience retail, food and beverage outlets (including fast food, restaurants and pubs), post offices and local community facilities such as libraries.

Several primary and secondary schools are close to the site, including Latton Green Primary Academy and Nursery, The Aspire Academy, St James C of E Primary School and Longwood Primary which are within walking distance of the site boundary.

Beyond the residential communities immediately to the north of the site lies Harlow Town Centre which includes a number of retail and leisure opportunities including the Water Gardens and the Harvey Centre and community facilities including the Princess Alexandra Hospital, Harlow College and Harlow Leisurezone. Harlow Town Centre is also in receipt of funding to invest in and support further regeneration to support the growth of the town.

The surrounding land uses and facilities plan opposite shows distances and walking times to a number of these facilities. See Appendix 4 for cycling isochrones



'NEIGHBOURHOOD CENTRE' AT STAPLE TYE



'NEIGHBOURHOOD CENTRE' AT BUSH FAIR



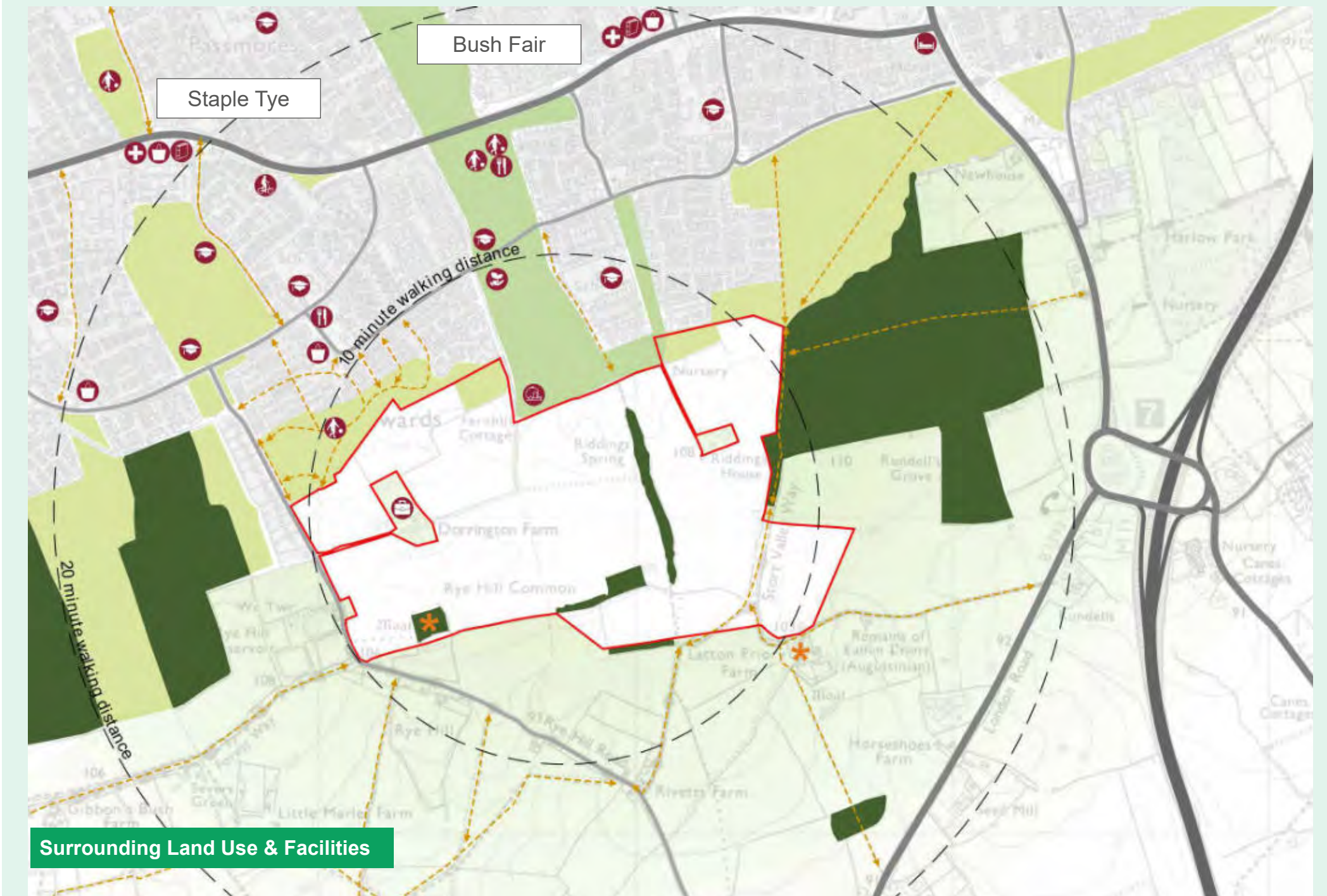
HEALTH FACILITY AT STAPLE TYE



'NEIGHBOURHOOD CENTRE' AT THE STOW (EAST OF HARLOW CENTRE)

### Key

- Site Boundary
- Restaurants / Cafés
- Employment Area
- Hotel
- Educational Facility
- Community Centre
- Health Facility
- Library
- Play Facility
- Shopping Facility
- Gypsy & Traveller Site
- Allotment
- Heritage Asset
- Open Green Space
- Woodland & Hedgerows
- Green Wedge
- 10 min walking distance
- 20 min walking distance
- Pedestrian connections



Surrounding Land Use & Facilities





# TRANSPORT AND CONNECTIVITY

## Public Transport

### Nearby Site Connectivity

Public bus coverage across Harlow is considered good, with the routes generally radiating from the bus station, located within the town centre. Planning permission was granted on 11th January 2023 for a major regeneration of the bus station and Terminus Street funded by £15m from the government's Towns Fund. The planning permission makes way to develop a new transport hub and interchange for Harlow bus services, as well as a cycle hub and dramatic improvements to the area's public realm amenities and landscaping. However public perception (as noted in the Your Quality of Life 2022 survey) is that bus provision is currently poor quality, with issues identified including reliability, difficulty connecting to other modes and inability to reach certain destinations (such as Epping).

As shown in the adjacent figure, bus services 1 / 2 / 3 / 4 / 5 / 20 / 31/ 87 / 418B / 420 / 420A and 575 currently pass nearby to the site. The frequency and destinations of these services are summarised in the table below.

The table below shows that the existing bus services nearby to the site provide regular weekday and Saturday services to key destinations such as Harlow Town Centre and Harlow Town Railway Station.

Connections to these bus services from Latton Priory will provide access to the wider public transport connectivity described below. In addition, the public transport strategy will investigate the extension of existing bus services into the site and the introduction of new services to ensure that the development is served by a good level of public transport.

As such, the Latton Priory development will implement measures to help support the partners' mode share

objective for 60% of all trips starting and/or ending in the new Garden Communities to be by active and sustainable travel modes, incrementally achieved but as early as possible from occupation.

### Wider Connectivity

Harlow is served by two train stations, Harlow Town and Harlow Mill. These are located on the West Anglia Main line, providing services to London Liverpool Street, Stansted Airport and Cambridge.

Harlow Town is the main local train station, providing approximately five peak / three to four off peak services per hour to London Liverpool Street with a journey time of 35 minutes, circa two / three services per hour to Stansted Airport with journey time of 20 minutes and circa two services per hour to Cambridge with a journey time of 52 minutes.

Pedestrian, cycle and vehicular links will be provided to the station. The main entrance to the station for buses, taxis and car parking is from the Burnt Mill Roundabout, with a second access to the car park via Edinburgh Gate.

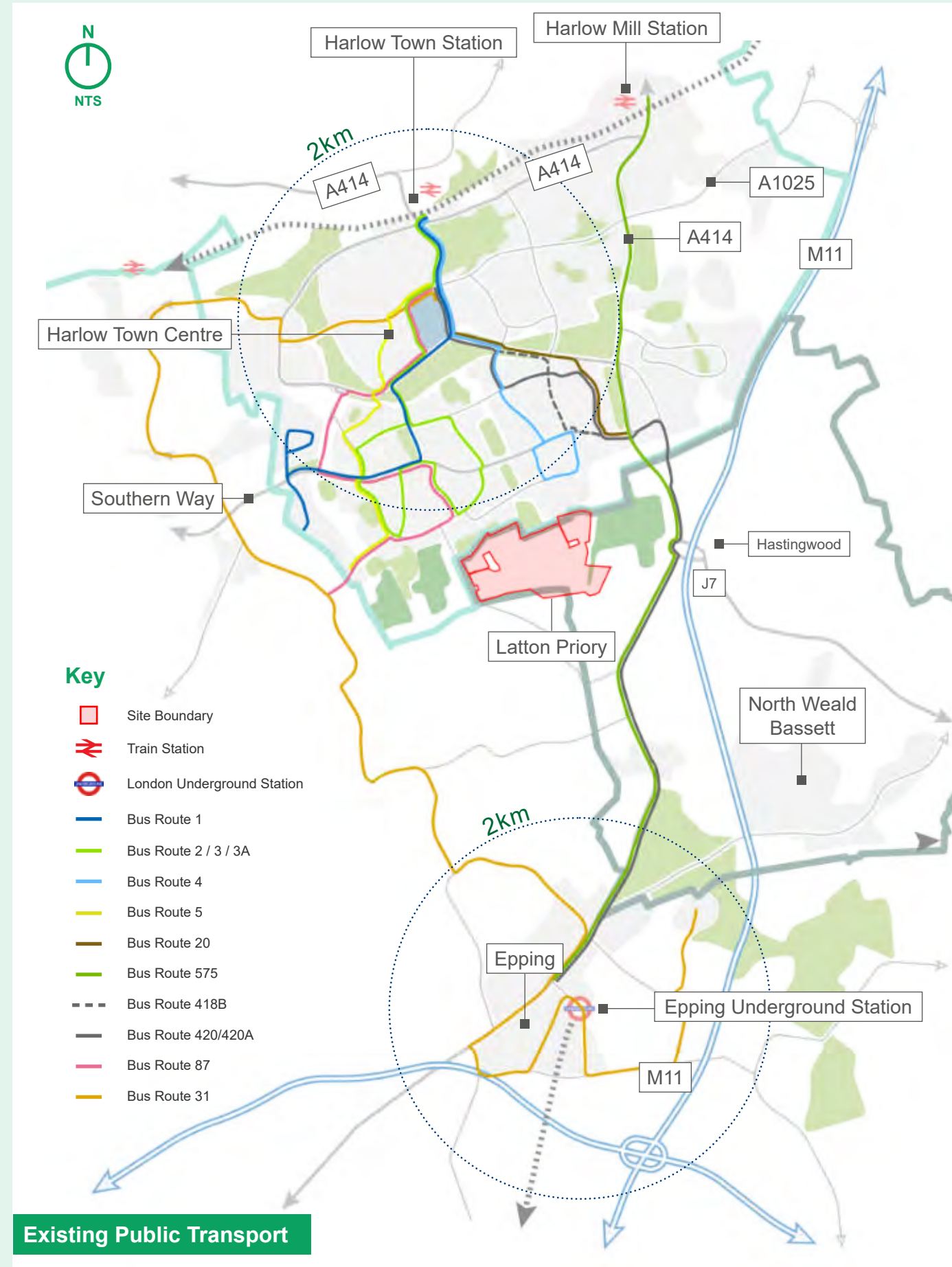
Harlow Mill train station is an intermediate station and provides access to the employment areas on the eastern stretch of Edinburgh Way. The station has limited car parking with only 29 spaces and has no facilities for drop-off /pick up.

Access to London Underground Stations on the Central Line are provided to the south of Harlow, with the closest being Epping. Due to convenience, frequency of service and connectivity to key commuter and leisure destinations, this is likely to be a popular route for Latton Priory residents travelling to London. Sustainable travel connections from the new neighbourhood would contribute towards helping deliver the 60% Council's mode share objective.

## Walking and Cycling Network

Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
1	Harlow to Sumners Hull Grove	Every 20 mins	Every 20 mins	Every 2 hours
2	Staple Tye - Harlow Rail Station	Every 20 mins	Every 30 mins	Every 2 hours
3	Staple Tye - Harlow Rail Station	Every 10-20 mins	Every 30 mins	n/a
4	Latton Bush to Harlow Bus Station	Every 15-20 mins	Every 15 mins	Every 2 hours
5	Harlow - Great Parndon - Sumners Farm	Every 30 mins	Every 30 mins	n/a
20	School Service			
Vectare 31	Coopersale - Harlow Bus Station	Every 2 hours	2-3 hours	n/a
87	DRT Service			
418B	Loughton Station - Harlow Town Centre	2x a day - night service	2x a day	Every 2 hours
420	Ongar - Harlow Town centre	Every 40-60 mins	Every hour	Every 2 hours
420A	North Weald - Harlow Town Centre	Every 40-60 mins	n/a	n/a
575	Romford - Deben - Harlow Bus Station	1x a day	n/a	n/a

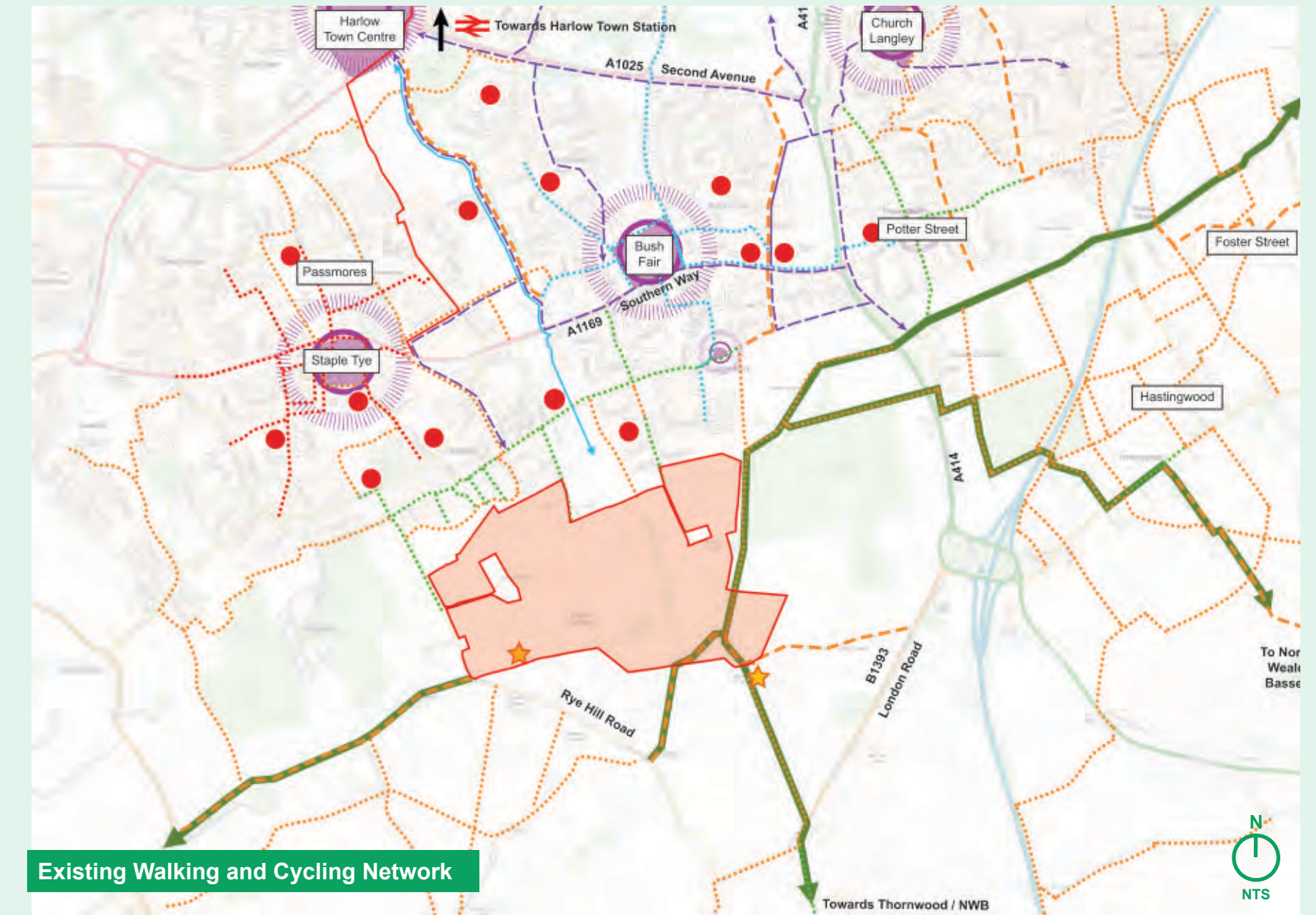
A summary of the bus services close to Latton Priory



Existing Public Transport

- Site Boundary
- ≡ Train Station
- Ⓜ London Underground Station
- Bus Route 1
- Bus Route 2 / 3 / 3A
- Bus Route 4
- Bus Route 5
- Bus Route 20
- Bus Route 575
- - - Bus Route 418B
- Bus Route 420/420A
- Bus Route 87
- Bus Route 31

- Harlow benefits from an extensive network of segregated walk / cycle routes. However, there are several missing sections in the network, together with issues of personal security in using the existing network. It is important that Latton Priory delivers high quality links from its location into the existing walking and cycling networks nearby, which will again help to deliver the Mode Share Objective of 60% which the Councils aspire to see.
- There are numerous Public Rights of Way (PRoW), connecting to the Latton Priory site. A PRoW bisects the site in a north-south alignment, running from Commons Road to the north to a bridleway to the south, connecting to Rye Hill Road.
- A footway is also present on the western side of Rye Hill Road, prior to the access to S W Motor Factors Ltd and Woodbridge Commercial buildings.
- The HGGT Local Cycling and Walking Infrastructure Plan (LCWIP) designates nine routes to be developed further. Five of the proposed routes form part of the HGGT Sustainable Transport Corridors. Therefore, it is clear that there is a strategy to improve and promote walking, and cycling facilities in and around Harlow.
- The plan on the previous page showed 10 minute (800m) and 20 minute (1,600m) walking catchments from the centre of the Latton Priory site (as the crow flies). It shows that the local centres at Staple Tye and Bush Fair are walkable within 20 minutes of the site, as are a number of schools subject to safe and accessible walking connections being provided.
- Cycle distances / times from the site have also been assessed and a detailed cycle isochrone plan is provided in Appendix 4. This plan shows that when cycling at a leisurely 15 km/hour, Harlow town centre is just over a 15 minute cycle from the centre of the site. Almost the whole of the town is within a 30 minute cycling distance. To the south, following existing roads, the village of Thornwood Common, much of North Weald Bassett and the town centre of Epping are all within a 30 minute cycle of Latton Priory, however these are only likely to be used by confident commuter cyclists in their current form.



Existing Walking and Cycling Network

- ⋯ PRoW (Footpaths)
- - - PRoW (Bridleways & Byways)
- ⋯ Other Footpaths / On-Street Connections
- Harlow Cycle Network
- ↔ Key Long Distance Walking & Cycling Routes
- Ⓞ Existing Local Centres and Hatches
- Local Schools
- ★ Heritage Assets
- Cycle Route 6 - Harlow: LCWIP
- Cycle Route 7 - Harlow: LCWIP
- ⋯ Bush Fair CWZ Key Routes - Harlow: LCWIP
- ⋯ Staple Tye CWZ Key Routes - Harlow: LCWIP



Existing Highway Network

- To the east of Harlow, the M11 motorway caters for north – south strategic trips, between Cambridge to the north and London to the south. Access to Harlow from the M11 is provided via Junction 7 and the newly opened Junction 7a, located to the south east and north east of the town respectively. Junction 6, which lies circa 7km to the south of Junction 7, provides access to the M25 motorway at Junction 27.
- Junction 26 of the M25 motorway, which is located circa 6km to the south west of Epping, delivers additional road connections into Epping District's main settlements.
- Junction 7a of the M11 is a new grade separated junction which was recently opened to traffic in June 2022. It provides an additional access to the strategic highway network from Harlow, helping to reduce congestion and enable opportunities for business and housing developments.
- Junction 7 of the M11 is a signalised grade separated interchange (Hastingwood Interchange), linking the A414 and the B1393 to the M11. The junction provides the primary point of access between Harlow and the Strategic Road network. As such, it experiences high volumes of traffic that can impact on its operation.
- The B1393 (London Road) provides a key strategic link to Epping, running from the Hastingwood Interchange to the south east of Harlow to the A121 / B172 / Epping New Road roundabout to the west of Theydon Bois, passing through Epping. From the Hastingwood Interchange, the road is subject to national speed limit, which reduces to a 50mph speed limit circa 200m north of the junction with Rye

Hill Road.

- The A414 provides an east – west strategic route between Hemel Hempstead to the west and Junction 8 of the M1 to the east. More locally, it connects Chelmsford to the east of Harlow and Welwyn Garden City to the west. The A414 is dual two-lane carriageway in part, with sections of single lane carriageway, such as the section that passes through Harlow. From a strategic perspective, the A414 generally runs in parallel to the M25 motorway, providing an alternative route.
- Through Harlow, the A414 experiences high traffic flows, which can experience localised capacity issues during peak times. Essex County Council (ECC), as Highway Authority, improved the A414 between junction 7 and the Southern Way junction to the north in 2011. The highway improvements included dualling of the A414 and junction improvements, which included the introduction of a 'hamburger' junction at Southern Way.
- Southern Way, which also experiences relatively high volumes of traffic at peak times, together with Second Avenue, provides access from the A414 leading to the residential, employment and town centre areas of Harlow. Roads within Harlow are typically single lane two-way carriageways.
- Rye Hill Road bounds the Latton Priory site to the west and connects to Paringdon Road to the north. Rye Hill Road varies in width along its length, from 6.6m at the northern end to circa 4.5m at the southern end. There is a central line road marking from the junction with Paringdon Road to the north until the access to S W Motor Factors Ltd and Woodbridge Commercial buildings, after which the road narrows. Due to the narrow width, the southern section is not suitable for larger vehicles such as HGVs or a high volume of rat running traffic. The road provides direct frontage to the Latton Priory site in excess of 300m. Paringdon Road provides two connections into Southern Way and forms a junction with Commonsidge Road.

- Commonsidge Road is a residential road to the north of the Latton Priory site and forms a junction with Fern Hill Lane. Fern Hill Lane heads in a southerly direction towards Latton Priory. The highway corridor varies in width, between circa 8.5m wide at the north and just under 8m at the south. Of this, the existing carriageway is circa 6m, reducing to circa 5m at the southern end, beyond the existing residential development.
- The Latton Priory masterplan area is also located in close proximity to the London Road, B1393, which commences at Junction 7 and runs generally parallel to the M11. Beyond the site, London Road forms a junction with Rye Hill Road before continuing in a southern direction to link with Epping. There is a continuous footway to the east of London Road however the safety and accessibility of this as a viable key walking connection would need to be assessed at future stages.



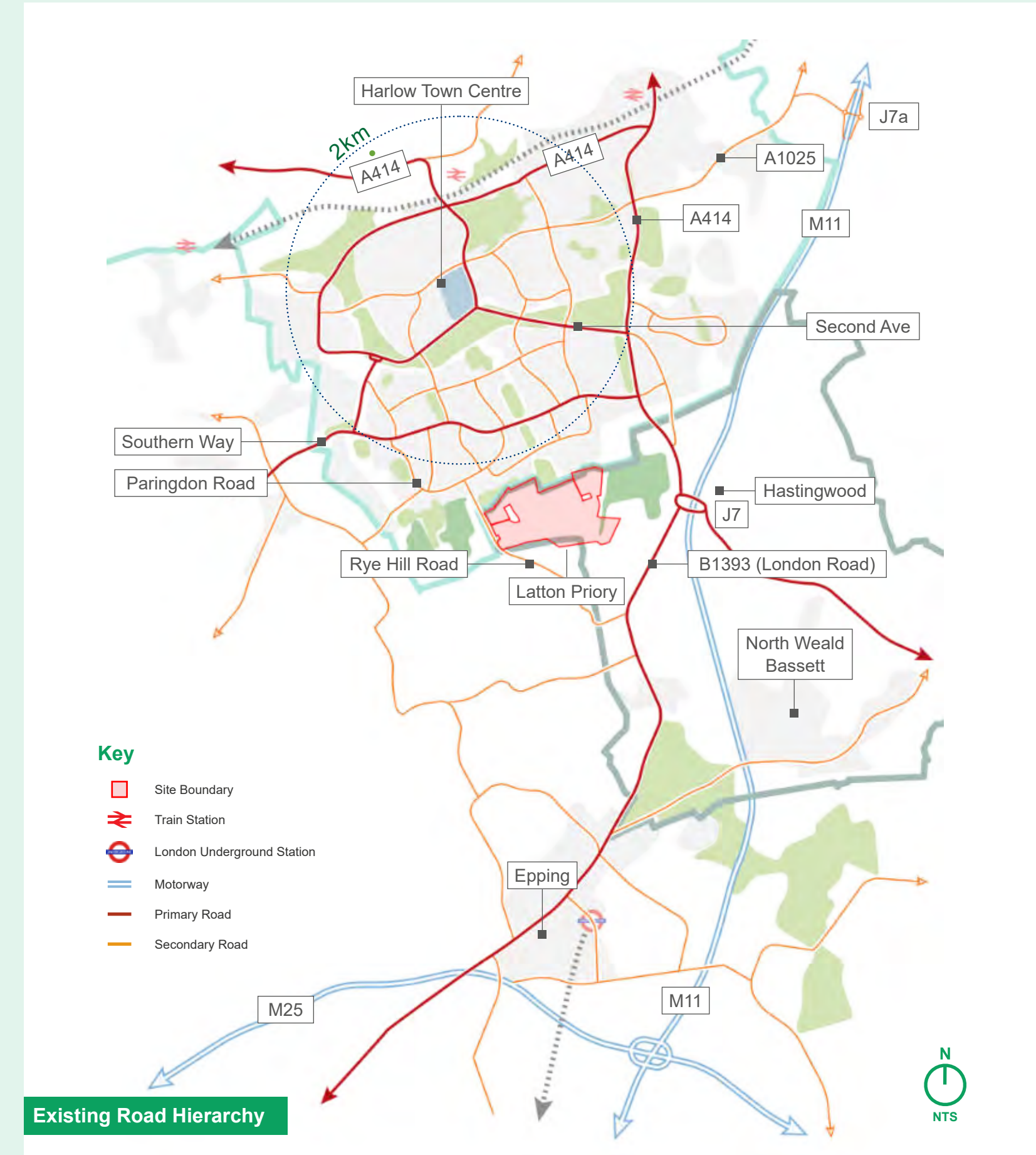
KEY PLAN SHOWING VIEW LOCATIONS



1 COMMONSIDGE ROAD



2 RYE HILL ROAD



Existing Road Hierarchy



# LANDSCAPE

## Landscape Character Areas

### National Character Area (NCA) 86 'South Suffolk and North Essex Clayland'

The most recent published landscape character assessment that encompasses the site is Natural England's National Character Area (NCA) 86 'South Suffolk and North Essex Clayland', published 20th January 2014. This NCA covers a very extensive landscape tract, nevertheless many of the key characteristics for this area are of relevance:

- "An undulating chalky boulder clay plateau is dissected by numerous river valleys..."
- Lowland wood pasture and ancient woodlands support the dormouse and a rich diversity of flowering plants on the clay plateau. Large, often ancient hedgerows link woods and copses, forming wooded skylines.
- The agricultural landscape is predominantly arable with a wooded appearance...
- Roman sites, medieval monasteries and castles and ancient woodlands contribute to a rich archaeology...
- There is a dispersed settlement pattern of scattered farmsteads, parishes and small settlements around 'tyes' (commons) or strip greens and isolated hamlets. The NCA features a concentration of isolated moated farmsteads and numerous well-preserved medieval towns and large villages.
- Larger 20th-century development has taken place to the south and east around Chelmsford, Ipswich and the new towns of Harlow and Stevenage.
- Winding, narrow and sometimes sunken lanes are bounded by deep ditches, wide verges and strong hedgerows. Transport infrastructure includes the A14, A12, M11 and Stansted Airport.
- A strong network of public rights of way provides access to the area's archetypal lowland English countryside".

Natural England identify a number of 'Opportunities' of relevance to the site. These include planting of new woodlands to link existing woodlands, managing and replanting hedgerows and hedgerow trees, using locally characteristic species, whilst ensuring that new planting doesn't block important views or overly enclose the landscape, conserving the historic environment, and creating new multi-functional landscapes and habitats through green infrastructure planning. Natural England also recommend "Conserving and appropriately managing the area's sense of place within the built environment and using this understanding, and the area's traditional settlement patterns, to plan for and inspire new development, particularly around Ipswich, Chelmsford, Harlow and Stevenage".

### District Character

#### E1 Jack's Hatch to Church Langley

The description of Overall Character for LCA E1 is as follows:

"Encompassing varying-sized arable fields, this area is dominated by large woodland blocks. Patches of open common, used for horse and pony grazing, provide variation in landscape pattern. The gradually sloping topography, culminating in a ridge at Rye Hill, allows extensive views northwards towards Harlow Urban Area and southwards across gently undulating farmlands, which contribute to recognisable sense of place. Harlow New Town was designed to sit within a bowl, which is formed at its southern edge by this Landscape

EFDC commissioned a Landscape Character Assessment of the District, published in January 2010. This subdivides the landscape into generic Landscape Types (LTs) and geographically unique Landscape Character Areas (LCAs). The site and other land adjoining the southern edge of Harlow lies within E: Farmland Ridges LT and E1 Jack's Hatch to Church Langley LCA. Additional land outside of the allocation and land to the south of the site falls within C: Farmland Plateau LT and C9 Epping Green LCA. The location and extents of these LCAs are shown on the map on the right.

For LCA E1 this document states "Sensitive key characteristics and landscape elements within this Landscape Character Area include hedgerows, veteran trees and locally designated sites of nature conservation interest such as Thornwood Common Flood Meadows. Areas of common land are sensitive historic features. Open views across undulating farmland to the south are visually sensitive to new development, particularly tall vertical elements. This area also forms the backdrop to views northwards from adjacent Landscape Character Areas. Any potential new development within the area is therefore likely to be visually prominent if not designed sensitively. As a result of the above factors, overall this Landscape Character Area is considered to have moderate sensitivity to change."

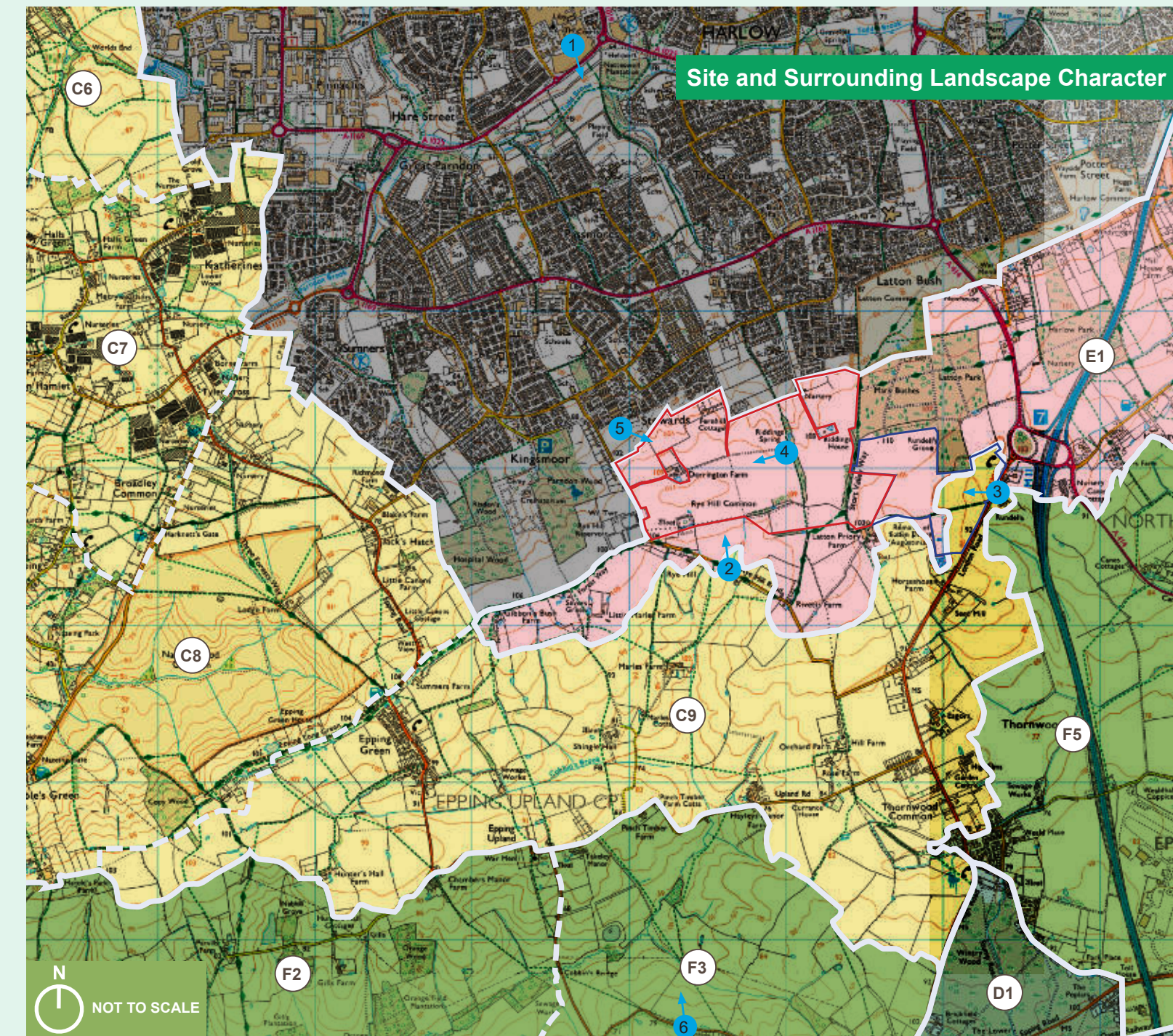
It suggests the following landscape planning and land management guidelines:

### Suggested Landscape Planning Guidelines:

- Conserve the predominantly rural character of this area;
- Conserve the landscape setting of Harlow (to the north of the Study Area) and ensure that any potential new development at the settlement edges does not encroach onto the ridge which encloses Harlow (this Landscape Character Area);
- Consider the visual impact of any potential tall vertical developments within this area in relation to views from adjacent Landscape Character Areas
- Ensure that any new development within the farmland is small-scale, responding to historic settlement pattern, landscape setting and locally distinctive buildings styles;
- Maintain characteristic open views across surrounding gently undulating farmland.

### Suggested Land Management Guidelines

- Conserve and enhance the existing hedgerow pattern, and strengthen through planting using local provenance species;
- Conserve and promote the use of building materials which are in keeping with local vernacular/landscape character;
- Conserve veteran trees as key landscape and ecological features;
- Establish species rich field margins within arable fields as an important nature conservation habitat.



### Key

- Site Boundary
- Additional Land Outside Site Allocation

### Epping Forest Landscape Character Assessment (Jan 2010)

- (C) Farmland Plateau
- Ⓞ6 Roydon
- Ⓞ7 Roydon Hamlet
- Ⓞ8 Bumble's Green
- Ⓞ9 Epping Green
- (D) Wooded Ridges
- Ⓞ1 Lower Forest to Beachet Wood Ridge
- (E) Farmland Ridges
- Ⓞ1 Jack's Hatch to Church Langley
- (F) Ridges and Valleys
- Ⓞ2 Upshire
- Ⓞ3 Cobbin's Bridge
- Ⓞ5 North Weald
- Urban
- ↑ Photo Viewpoints (shown on following pages)

### C9 Epping Green

The description of Overall Character for LCA C9 is as follows:

"This area of farmland is higher and flatter than several adjacent areas and encompasses patchwork of predominantly arable fields which are lined with a network of mature hedgerows, which contain frequent mature hedgerow trees. The narrow stream corridor of Cobbin's Brook is also lined with mature trees, as is the line of Forest Way National Trail at the northern edge of the area. The small, linear settlement of Epping Green punctuates surrounding farmland, in addition to the small hamlet of Epping Upland to the south and other scattered farmsteads. This area is in close proximity to the towns of Harlow to the north and Epping to the south, which results in traffic on the corridor of the B181 road often disturbing the overall sense of tranquillity during rush hour. The corridor of the M11 is also situated in close proximity to the eastern edge of the area, further disturbing sense of tranquillity".



**Visual**

The site falls across part of an area of higher land that surrounds the southern edge of Harlow. The northern part of the site slopes down towards Harlow. South of the site boundary, the landform begins to tip south towards the broad valley between Epping and Harlow. The southern fringes of Harlow and the site are also contained and subdivided by extensive areas of woodland and substantial tree belts. This landform and woodland defines the visual character of the site.

**Visibility**

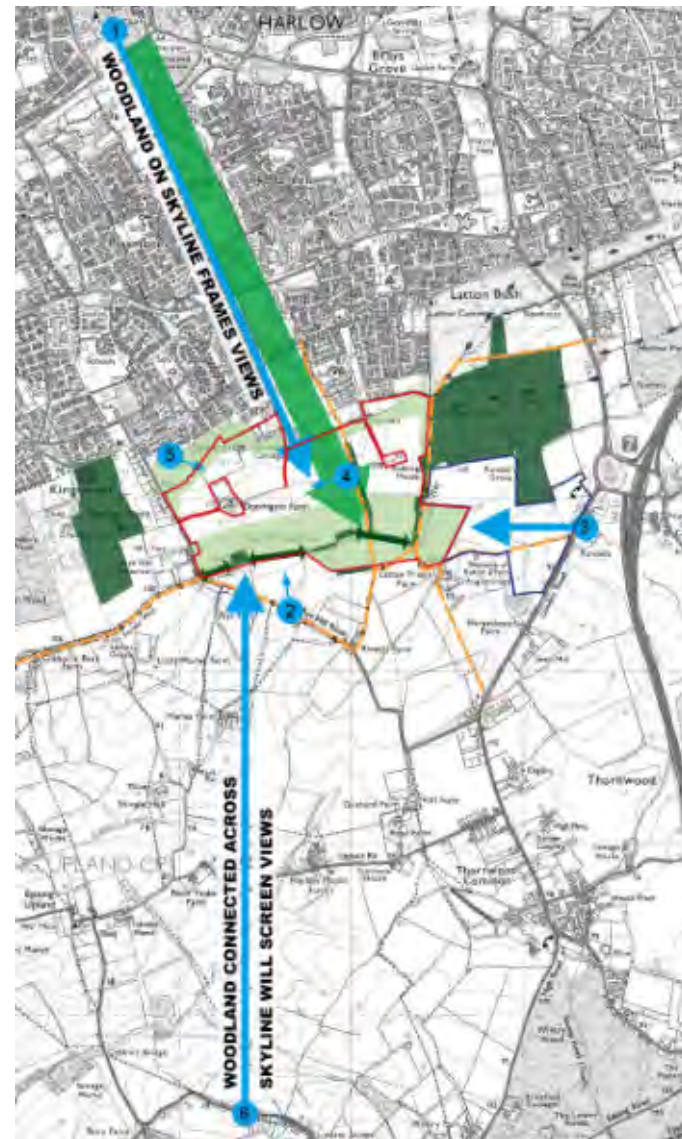
- Harlow:** From within Harlow, public views out to the south from street level are generally limited by intervening settlement and buildings. Some views of the site are available from the elevated Water Gardens in the town centre (Viewpoint 1). A key principle of the Masterplan design will be to retain the landscape character of Harlow as noted by Gibberd, as a 'landscape bowl', with a related key objective being to extend the existing Green Wedge, which heads south from the town centre, through the site to the skyline.
- Surrounding Roads:** It is difficult to view the site from the road network due to the plateau nature of the landform, which foreshortens views. There are fleeting views from Rye Hill Road alongside the western site boundary across the western part of the site. Views from Rye Hill Road south of the site are restricted by the nature of the landform to the site boundary hedgerows and tree belts at the southern edge of the plateau (Viewpoint 2). There are views from London Road alongside the eastern site boundary to the eastern part of the site only (Viewpoint 3). The Masterplan design will consider built development setback from the surrounding road network and landscape treatments, including opportunities for creation of new gateways.
- Rights of Way:** There are a small number of public footpaths that pass through or alongside the site. These comprise PROW 201\_52 which follows the Green Wedge out of Harlow alongside a substantial tree belt (Viewpoint 4). This crosses the plateau to join the Stort Valley Way (PROW 201\_1) and a bridleway from London Road (PROW 201\_2). The rights of way connect to a network of footpaths that pass through the valley to the south. There are direct views from the internal and adjoining footpaths across the site. However, views from the south are restricted by the nature of the landform and southern boundary vegetation. It will be important to ensure that existing rights of way through the site are retained within appropriate greenways as a key part of the green infrastructure

proposals.

- Surrounding Residential Properties:** Residents at the southern edge of Harlow (Viewpoint 5) within the vicinity of Stewards and scattered properties in and around the site peripheries will have a range of views across parts of the site. The extent of each view and appropriate mitigation proposals will be assessed and considered as part of the landscape and visual assessment and incorporated within the Masterplan design as part of the iterative design process.
- Long Distance Views from the direction of Epping:** Epping is located on high ground, across the valley, over 2 miles from the site. There are long distance views from the northern edge of Epping (Viewpoint 6) and from high ground around Epping towards the site. The site is screened by the hedgerows and tree belts that define the site boundary at the southern edge of the plateau. Proposed development will be set back within the site, away from the southern edge with substantial areas of intervening green infrastructure that will include new woodland planting that will continue to visually contain Harlow.
- Conclusions / Strategy:** In views from Harlow centre (VP1) a green backdrop will be retained including through extension of the green wedge to the skyline and tree planting to link existing woodland blocks on the skyline. The connected woodland blocks on the skyline will screen views from the south (VP6). The high ground on the southern edge of the site will remain free of built development and be retained as a green buffer to the rural edge, further protecting these long views and views from closer proximity (VPs 2 and 3). At the northern edge of the site, a green buffer will address views for existing residents on the southern edges of Harlow (VP5). The public right of way that passes through the site (VP4) will be retained within the green wedge extension to retain the openness of views out of the site for footpath users



Above - Important Long Views out of the Site to the Water Tower and Latton Priory Church



Viewpoints and Visual Strategy Plan

**Key**

	Site Boundary		Green buffer
	Additional Land Outside Site Allocation		Existing woodland
	Photo viewpoints 1 - 6		Connect existing woodland along the skyline
	Green wedge extension		Public rights of way within green buffer

**Viewpoint 1**



View from the Water Gardens

**Viewpoint 2**



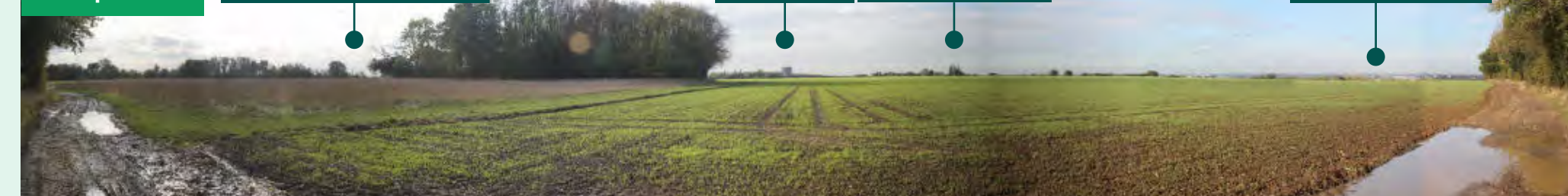
View towards southern site boundary from Rye Hill Road

**Viewpoint 3**



View from London Road

**Viewpoint 4**



View west across the site from public right of way

**Viewpoint 5**



View from Stewards. Site lies beyond public open space

**Viewpoint 6**



Long distance views from Epping



**Site Landscape Features**

The site predominantly comprises large-scale arable fields and as such landscape features on the site are limited. The large-scale woodland blocks and belts dominate the landscape of the site, particularly along the higher ground where woodland blocks extend to the east and west of the site. Rye Hill Moat, a scheduled monument on the site, sits within trees along the skyline. Where present, hedgerows on the site provide a role in connecting the woodland blocks. The poplars at Dorrington Farm are recognised as being a key landscape feature. Rye Hill water tower, adjacent to the southwest corner of the site is also recognised as a prominent landmark.

Other landscape features on the site include the public right of way (PRoW) 201\_52 which follows the Green Wedge out of Harlow alongside a substantial tree belt. This crosses the plateau to join the Stort Valley Way (PROW 201\_1), which follows the eastern site boundary just outside of the site, and a bridleway which extends east to meet London Road (PROW 201\_2). The PRoW connect Harlow to a network of footpaths that pass through the valley to the south. South of the site, Stort Valley Way joins Forest Way on Rye Hill Road.



NOTABLE TREE BELT WITHIN THE SITE



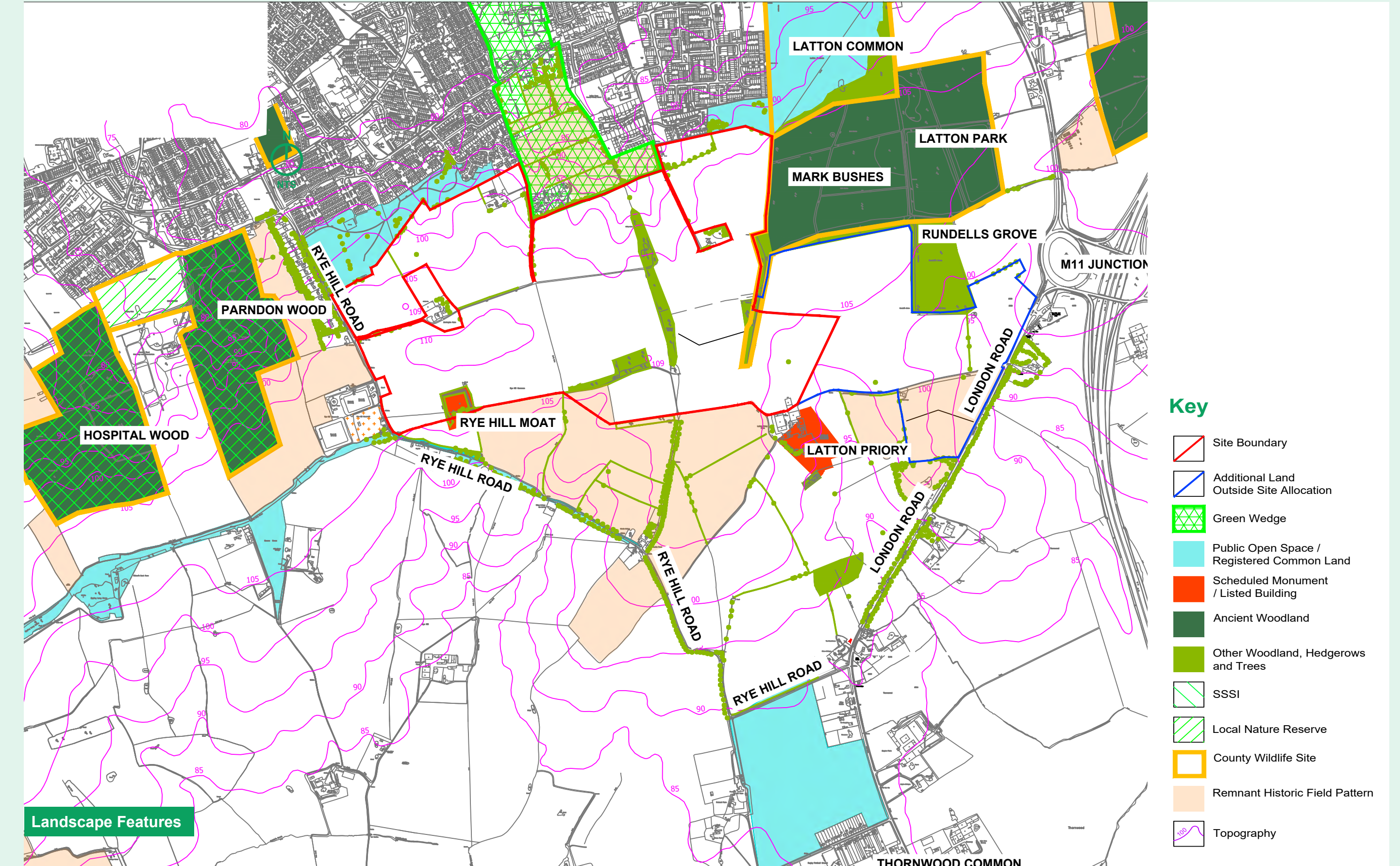
POPLARS AT DORRINGTON FARM



RYE HILL MOAT. ANCIENT SCHEDULED MONUMENT



WATER TOWER TO THE WEST OF RYE HILL ROAD



Landscape Features

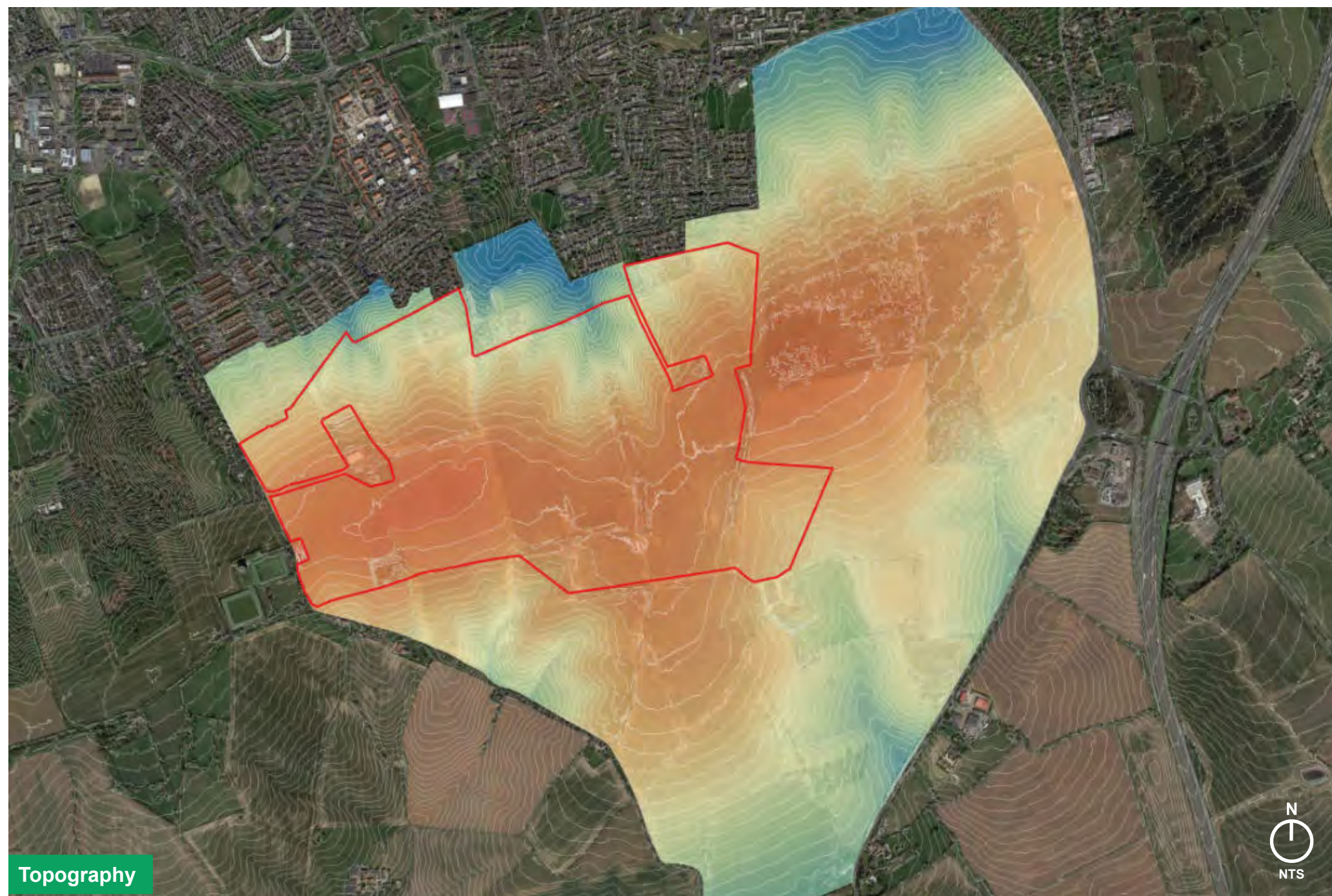


### Site Topography

Frederick Gibberd's original design for Harlow positioned the town within the landform of Rye Hill to the south and the River Stort to the north. The higher land within the town was to form the neighbourhoods with the intervening valleys providing Green Wedges and Fingers that drew the countryside through the town. The Harlow and Gilston Garden Town Vision (November 2018) sets out the principles for sensitive growth, including to the north and south across these landforms.

The site is positioned across Rye Hill and is divided into two distinct areas by its topography. The northern part of the site rises gradually from Harlow to an elevated plateau of land at around 105 metres with a high point at 110 metres at Rye Hill. To the south of Rye Hill, the landform tips to the southwest into the Cobbin's Brook Valley before rising to around 100-105 metres at Epping. Higher ground between Thornwood Common and Epping provides a watershed between Cobbin's Brook Valley and the Cripsey Brook Valley to the southeast of the site.

The topography alongside the key views described above will need to be considered carefully in terms of establishing building heights across the new neighbourhood as well as impact on development block patterns, active travel routes, landscape and hydrology.



**Topography**

Contains public sector information licensed under the Open Government Licence v3.0. Data Source: <https://environment.data.gov.uk/DefraDataDownload/?Mode=survey>

**Key**

- Site Boundary
- 50m
- 60m
- 70m
- 80m
- 90m
- 100m
- 110m
- 120m

←.....→  
Lowest Point (90m)      Highest Point (110m)

## FLOODING AND GROUND CONDITIONS

### Flood Risk & Storm Drainage

#### Fluvial Flooding

A review of EA mapping identifies that the site lies wholly within Flood Zone 1: being an area of Low probability of fluvial flooding outside both the 1 in 100 (1% AEP) and 1 in 1,000 (0.1% AEP) year flood events.

#### Surface Water Flooding

EA mapping has identified a very low to high risk of surface water flooding across the development site. Initial investigations suggest that the risk of overland flow relates primarily to the topography of the site; low areas of the site naturally store water limiting the surface runoff in concentrated areas.

#### On Site Storm Water Management

The proposed development will incorporate sustainable drainage measures (SuDS) to reduce run-off to a rate expected to be circa 60% below the present day conditions. These measures have the additional benefit of significantly improving water quality by the introduction of a water treatment train, being a conveyance of swales and detention basins.

By reducing the rate of run-off from the site, the development will have significant positive impacts on flood risk in the wider area by attenuating stormwater on-site, in a series of strategic wetland features which will also be designed to enhance the biodiversity and landscape character of the site.

The site benefits from having existing watercourses within its land, which discharge and drain naturally to other watercourses downstream. The ditches within the site run:

- in the east of the site flowing from the wooded area, north past Latton Green County Primary School,
- along the northern boundary and
- alongside Dorrington Farm access Road.

As such, all storm water generated by the development will be able to discharge to the watercourse and is not reliant on connection to Thames Water storm sewer assets, thereby delivering a sustainable end treatment.

#### Foul Drainage

The incumbent foul water company for the

area is Thames Water, who, from reviewing their asset records for the region, highlight several foul water mains to the west and north of the site in the existing Harlow south area. However, from reviewing the existing asset records, there are potential connections to take the foul water from the site.

A pre-development enquiry will be obtained to ascertain the network upgrade requirements to Thames Water infrastructure. A future outline Planning Application will be accompanied by the pre-development enquiry results, ensuring that the requirements for Thames Water infrastructure upgrades will be known and presented as evidence to ensure delivery has been considered and built into the wider fabric of development viability.

#### Existing Land Drainage

There are two existing drainage ditches which run along the northern boundary of the site running both eastwards and westwards from the Green Wedge. These features are located within the SMF boundary and will serve as natural outfalls to proposed storm water drainage systems.

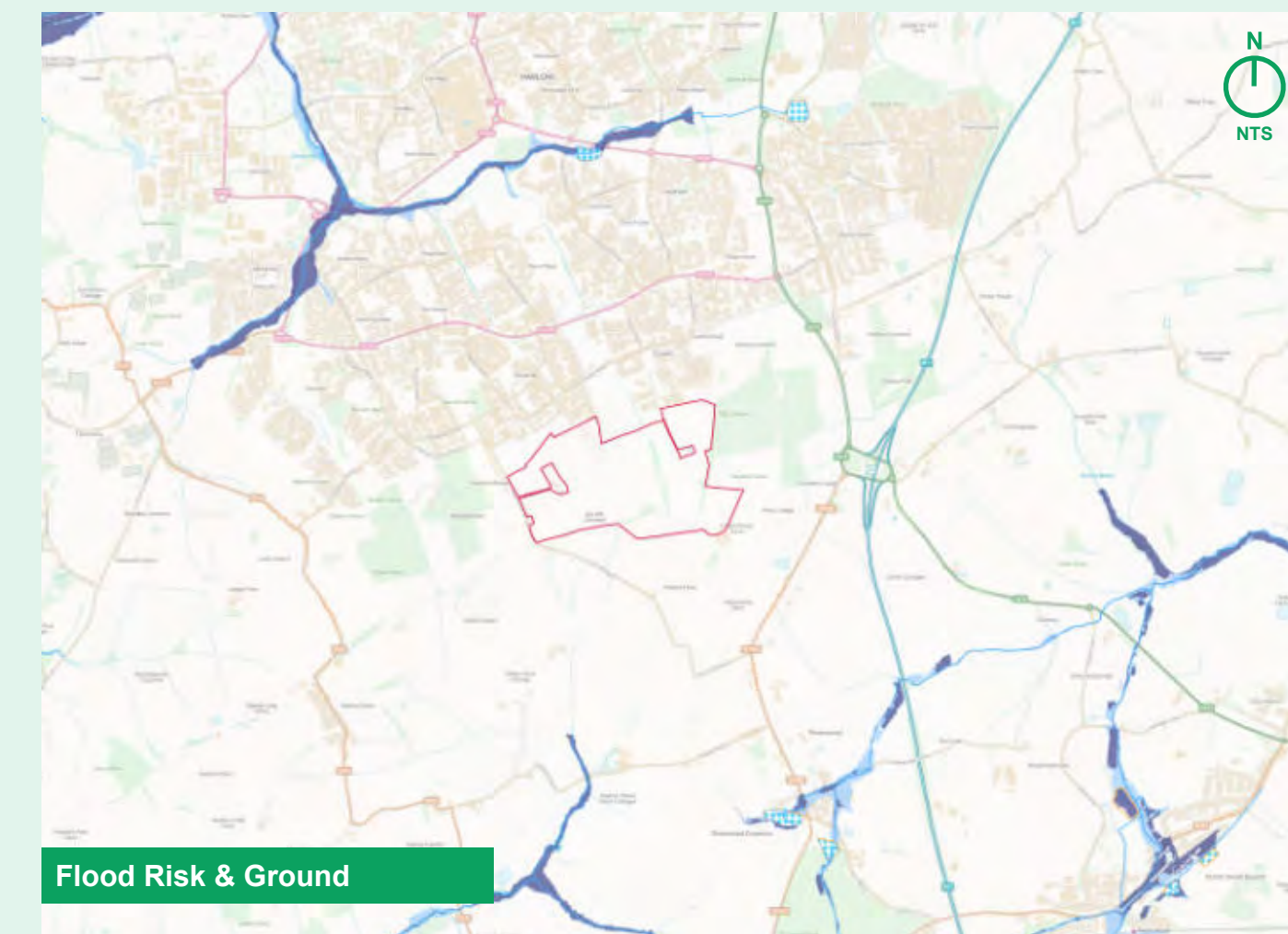
#### Ground Conditions

The site comprises a Principal Aquifer. Overlying the chalk is superficial deposits of clay, silt, sand and gravel. On site infiltration testing has confirmed that the ground is not suitable for soakaway drainage. Instead, attenuation drainage can be provided.

The site does not lie within any of the following designations; Surface Water Nitrate Vulnerable Zone, Area of Outstanding Natural Beauty, Local Nature Reserve, National Nature Reserve, Ramsar Site, Site of Special Scientific Interest or a Special Protection Area.

A review of Zetica's UXO Risk map has indicated that the site lies within a low risk Bomb rating. Reviewing the Coal Authority's Interactive map has indicated that the site does not lie within a Coal Mining Reporting Area.

Due the findings above the site is principally considered to be of low risk to contamination.



**Flood Risk & Ground**

**Key**

- Site Boundary
- Flood Zone 3
- Flood Zone 2
- Flood Zone 1
- Flood storage area
- Main River



# ECOLOGY & BIODIVERSITY

The masterplan will be shaped by a wealth of data collected from ecological surveys. The process will enable the retention of key ecological features, maximising the gains to biodiversity.

## Epping Forest Special Area of Conservation (SAC) and Lee Valley Special Protection Area (SPA)

Policy DM 2 (Epping Forest SAC and the Lee Valley SPA) of the Epping Forest District Council (EFDC) Local Plan ( March 2023) states that **“the council will expect all relevant development proposals to assist in the conservation and enhancement of the biodiversity, character, appearance and landscape setting of the Epping Forest SAC and the Lee Valley SPA”**.

The Epping Forest Interim Air Pollution Strategy (December 2020) has been developed to **“provide a strategic approach to mitigating the effects of development on the integrity of the Epping Forest SAC in relation to atmospheric pollution. It has been developed to support the implementation of policies contained within the emerging Local Plan and specifically policies DM2 and DM22”**.....This strategy will therefore....facilitate the determination of individual planning applications which have the potential to have an adverse effect on the integrity of the Epping Forest SAC in relation to atmospheric pollution without mitigation”.

The Epping Forest Interim Recreational Strategy concluded that recreational pressure effects were limited to a 6.2km buffer around the SAC based on the evidence of visitor surveys on Epping Forest SAC. The site lies within 10km of Epping Forest SAC (located

5.6km to the south-west) and Lee Valley SPA and Ramsar site (located approximately 6km to the north-west). The proposals will be subject to a Habitats Regulations Assessment. However through the enhancement of existing green space on the site, provision of new natural green space and enhancement and creation of links to existing public rights of way across the site (providing Suitable Alternative Natural Greenspace – SANGS), in addition to the inclusion of appropriate mitigation in accordance with the Interim Air Pollution and Recreational Strategies, the integrity of nearby internationally and nationally designated sites will be protected.

The provision of enhanced and new natural green space and public open space will ensure compliance with the Latton Priory site allocation whereby Policy SP4.1 states **“Land allocated at Latton Priory (SP4.1) will be brought forward ....to include: Part G (iv) strategic natural greenspace of a sufficient size and quality (as detailed in the relevant Mitigation Strategy for the Epping Forest SAC) to support biodiversity and to avoid placing pressure on existing sites of international and national importance; (v) land to the South of the ‘build to’ line within the Masterplan Area must be retained for public open space or for other appropriate uses as agreed through the masterplanning process;**

The DEFRA Biodiversity Net Gain metric will be used to establish the BNG baseline units for the site, and to calculate the post-development units, recognising that the site will need to demonstrate delivery of a minimum 10% net gain in accordance with the Environment Act 2022 requirements.

## Protected and Notable Habitats and Species

The site is dominated by arable land which is generally considered to be of low ecological value however boundary habitats (including woodland, hedgerows and ponds) are of higher biodiversity value and have the potential to support several protected and notable species.

Southern Ecological Solutions (SES) Ltd have undertaken a suite of ecological surveys, commencing in 2014 and continuing to date. During these surveys, the following species have been recorded on or adjacent to the site:

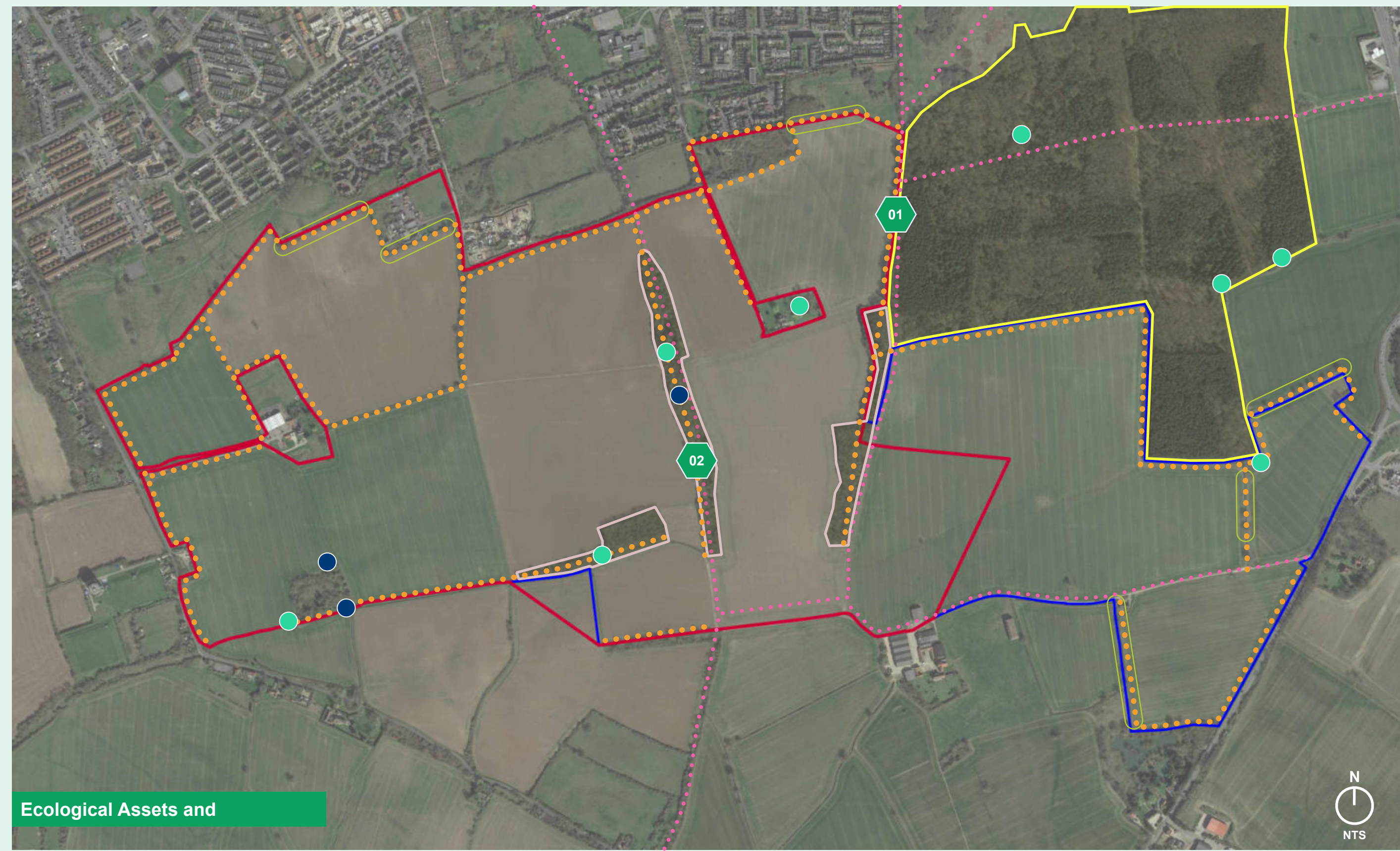
- Badgers;
- Roosting, foraging and commuting bats;
- Notable species of bird, including golden plover;
- Great crested newts;
- Commoner reptile species (grass snake), and;
- Notable invertebrate species (including rufous-shouldered longhorn beetle and cinnabar moth).

The site also encompasses some hedgerows classified as important under the Hedgerow Regulations 1997 and has potential to support hedgehog and brown hare. Mitigation measures to protect the above species during construction and after completion of the development will be implemented to ensure existing site biodiversity is safeguarded.

An ecological assets and constraints plan has been provided which provides details on ecological survey data collected to date across the site.

### Key

- Site Boundary
- Additional land outside site allocation
- Area 01: Habitat Buffer
- Area 02: Woodland
- Pond (GCN present)
- Pond (GCN absent)
- Important Hedgerow
- Existing Public Right of Way
- Ancient Woodland
- Woodland
- Green Corridors



Ecological Assets and



**Links to Surrounding Greenspace**

There are a number of existing footpaths and bridleways through the site and these should be enhanced and promoted to provide links to off site green space such as Mark Bushes Local Wildlife Site (LWS) to the north, Parndon Wood Nature Reserve to the west, Latton Common, the Green wedge and the recreation ground to the north-west of the site.

Inclusion and enhancement of existing public rights of way will encourage new residents to use local green space and should reduce the increase in recreational pressure on nearby internationally designated and nationally designated sites (e.g. Epping Forest SAC and the Lee Valley SPA/Ramsar site, Harlow Woods SSSI)

**Ponds**

There are a number of ponds throughout the site, some of which are known to support great crested newts (GCN).

Although all of the ponds will be retained, and only minimal amounts of terrestrial habitat suitable for GCN will be lost, mitigation will be provided to protect these species during and after development.

Existing ponds could be enhanced through clearance of over-shading vegetation and planting of native bankside vegetation where appropriate.

**Natural Open Space**

Further detail is provided in Section 6 with regard to the ecological strategy for the neighbourhood

The majority of the southern half of the site (south of the no-build line) will be allocated as open space

Strategic green infrastructure should comprise natural/ semi-natural open space, with walking and cycling routes, flood mitigation and wildlife space. Inclusion of wildlife-friendly features such as wildflower meadows, rough grassland, habitat piles and bat/bird/bug boxes will provide a net gain for biodiversity.

**Area 01: Habitat Buffer**

Habitat will be created along the northern boundary to provide a buffer to the adjacent Mark Bushes LWS. Planting schemes should comprise native species whilst ensuring that biosecurity measures for non-native invasive species are included (where applicable). Landscaping and planting should be integrated into the development as a whole and will reflect the habitats surrounding the site.

**Area 02: Woodland**

Existing woodland comprise semi-natural and plantation woodland. There is also an extension of the Mark Bushes LWS through the centre of the site.

The aim for the woodland areas is to increase the species diversity through native planting and ad hoc removal of any undesirable species (e.g. sycamore). The opening up of rides and walkways may also encourage shade-tolerant wildflower species to establish as well as increase structural diversity.

It will be important to retain this dark habitat to ensure fragmentation does not occur, and to maintain existing foraging and commuting routes for the local bat population.

**Green Corridors**

At present, the green corridors around the site form ecological connectivity for biodiversity. The hedgerows and woodland edge provide corridors for a number of species including foraging and commuting bats and birds.

Ecological connectivity will need to be enhanced through the provision of green links throughout the site. Existing hedgerows will also need to be enhanced to provide greater species and structural diversity.

A low level lighting scheme will ensure green corridors remain dark, which will prevent fragmentation for species using these commuting/foraging corridors between woodlands and hedgerows on site and those to the north and south.

# HERITAGE

**Heritage**

**Designated Heritage Assets**

There is one scheduled monument located within the site and one that is sited in close proximity to the site boundary. Within the site is a medieval moated site (B) located on the southern boundary in the south western corner. The site of Latton Priory is located just outside of the boundary to the south east of the site (A). This is a scheduled monument and within this, the surviving element of the Priory is a Grade II\* listed building. Latton Priory Farmhouse is a Grade II listed building. Webbs Cottage, which is located to the south west of the site is a Grade II listed building (C).

The scheduled and listed Latton Priory comprises the church and associated buildings, surrounded by a moat which acted as the inner precinct of the abbey, a series of enclosures to the south and east of the moat and a fishpond to the south. The northern and eastern arms of the moat have been filled in but survives as a substantial water-filled feature on the south and west. The existing adjacent farmhouse dates from the late 18th century (grade II) replaced an earlier house and stands on the site of the refectory. The area to the south of the farmhouse does not contain earthworks of former ancillary buildings although parch marks have been recorded in this area. The enclosure extends to the south of the moat and lies within an area known as ‘Grace Field’ in the 18th century and therefore may have been the location of the lay cemetery.

The scheduled area of Latton Priory is occupied by the upstanding remains of the priory, Latton Priory Farm and its garden, a series of 19th-century single-storey farm outbuildings, a series of modern single storey farm buildings, concrete hardstanding and an area of pastureland to the east and south of the built-up area. Views to the west are very limited as the ground rises relatively sharply blocking out anything other than very limited vistas extending no more than 40m or so from the monument. To the north of Latton Priory views are across relatively flat arable fields as far as the block of woodland to the north of the study site. To the northeast, views extend as far as the roundabout at M11 Junction 7. The setting immediately to the east and south of Latton Priory is pastureland with arable fields on rising ground to the east with lines of trees and a number of properties topping the crest of the higher ground. There are no long distant views to the east and limited long distant views to the south directions.

The setting of these heritage assets is a relevant masterplanning consideration. The intention is to retain their current immediate setting in open space and this

setting should complement the historic character of these assets. Where possible, the development form should frame and celebrate views of these key heritage assets to aid character and wayfinding.

**Non-designated Heritage Assets**

A desk based assessment of the site has been undertaken by Orion Heritage. This established that there is the potential to contain Roman remains associated with a suspected Roman road that crosses the site north-south in the vicinity of Latton Priory. The presence of both Latton Priory and the scheduled moated site indicate that further associated archaeological remains of medieval date could be located within the site. However, following the desk-based assessment, a geophysical survey of the whole of the site and the wider area to the east and the south east, was undertaken. While this survey recorded a few features of possible archaeological interest, the survey recorded no signals indicative of significant archaeological remains within the site. Further archaeological research in the form of a programme of evaluation trenching will be undertaken to better understand and inform the design of the proposed development. Further mitigation archaeological investigations will be undertaken as the proposed development progresses.

The moated site is intended to be within open space in the south west of the site to ensure that there are no impacts on it. The development provides a unique opportunity to improve the condition of the monument and to provide interpretive material on the moated site and Latton Priory and help promote a greater sense of place and time depth for the residents of the new community.



Latton Priory Buildings



Ancient Moat



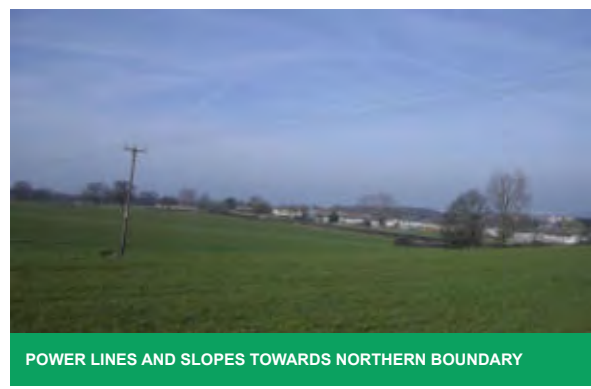
# SUMMARY OF KEY SITE FEATURES



POPLARS AT DORRINGTON FARM



HARLOW TO NORTH OF SITE IN LANDSCAPE 'BOWL'



POWER LINES AND SLOPES TOWARDS NORTHERN BOUNDARY

The site has a number of features and key assets that should be retained, some of which are also constraints on development which must be addressed in masterplanning the new neighbourhood. The primary considerations including constraints and opportunities which need to be addressed are set out below.

### Topography & Views

- The site is gently sloping from the northern boundary to a plateau close to the southern edge of the site and due to this, the HGGT Design Guide notes the need to give consideration to long views both from Harlow town centre and from Epping.
- Landmarks identified in this document also include the Poplar trees at Dorrington Farm, the water tower to the west of the site and Latton Priory church. These views should be given due attention and consideration in the massing and orientation of built form whilst balancing the need to positively work with the existing levels within the site.

### Ecology, Landscape & Heritage

- The site is dominated by arable land which is generally considered to be of low ecological value however boundary habitats (including woodland, hedgerows and ponds) are of higher biodiversity value and have the potential to support several protected and notable species.
- Adjacent to the northern boundary is one of the Green Wedges designed by Gibberd which provides the potential to extend this landscape feature through the Latton Priory site. There is also an existing recreation ground to the north west. There is an opportunity to integrate both these green spaces with the green infrastructure strategy.
- The site also contains two scheduled monuments, namely the Grade II\* listed Latton Priory church building and an ancient moat in the south west corner of the site.

### Access and Movement

- Vehicular access to the site can be achieved via Rye Hill Road and London Road for E-W connections as shown indicatively as the preferred option in the PJA Access Strategy Report. This also recommends Rye Hill Road is downgraded south of the access point, with measures put in place to prevent the use of this section of road by through traffic.
- HGGT Transport Strategy advises that HGGT provides a significant opportunity to use Harlow's distinctive spatial layout to facilitate sustainable

mobility through the creation of Sustainable Transport Corridors (STCs) providing a north-south and east-west movement route between the new Garden Communities and key destinations across the Garden Town. The masterplan will need to make provision to enable connection to the STC network, be able to accommodate and/or safeguard a potential STC connection within the site and potential for an onwards STC link to London Road and Epping.

- There are a number of nearby existing pedestrian and cycling routes which should be incorporated into any new masterplan with enhancements and upgrades where practicable. Further pedestrian and cycle connections should be provided to form direct and convenient routes into the wider cycling and walking network. There is an objective to promote transport choice and create genuine alternatives to private vehicles and facilitate a modal shift towards active and sustainable modes of travel.

### Powerlines

- A 11kV overhead powerline runs across the site from the Latton Priory in the south east, to the Green Wedge to the north of the site. A further line runs from Dorrington Farm to the southern edge of the Green Wedge. Both powerlines can be undergrounded and worked into any masterplan proposals.

### Build-to Line

- The adopted Local Plan identifies a "build to line". Originally identified as the Green Belt boundary in the Submission Local Plan in 2017, this was subsequently changed in the Proposed Modifications and adopted Local Plan (March 2023) to a "build to line". This largely aligns with the highest part of the site. Whilst land to the south can comprise recreational uses (including the playing pitches of any new schools), all built form should remain to the north of this line.

### Surrounding Built Form

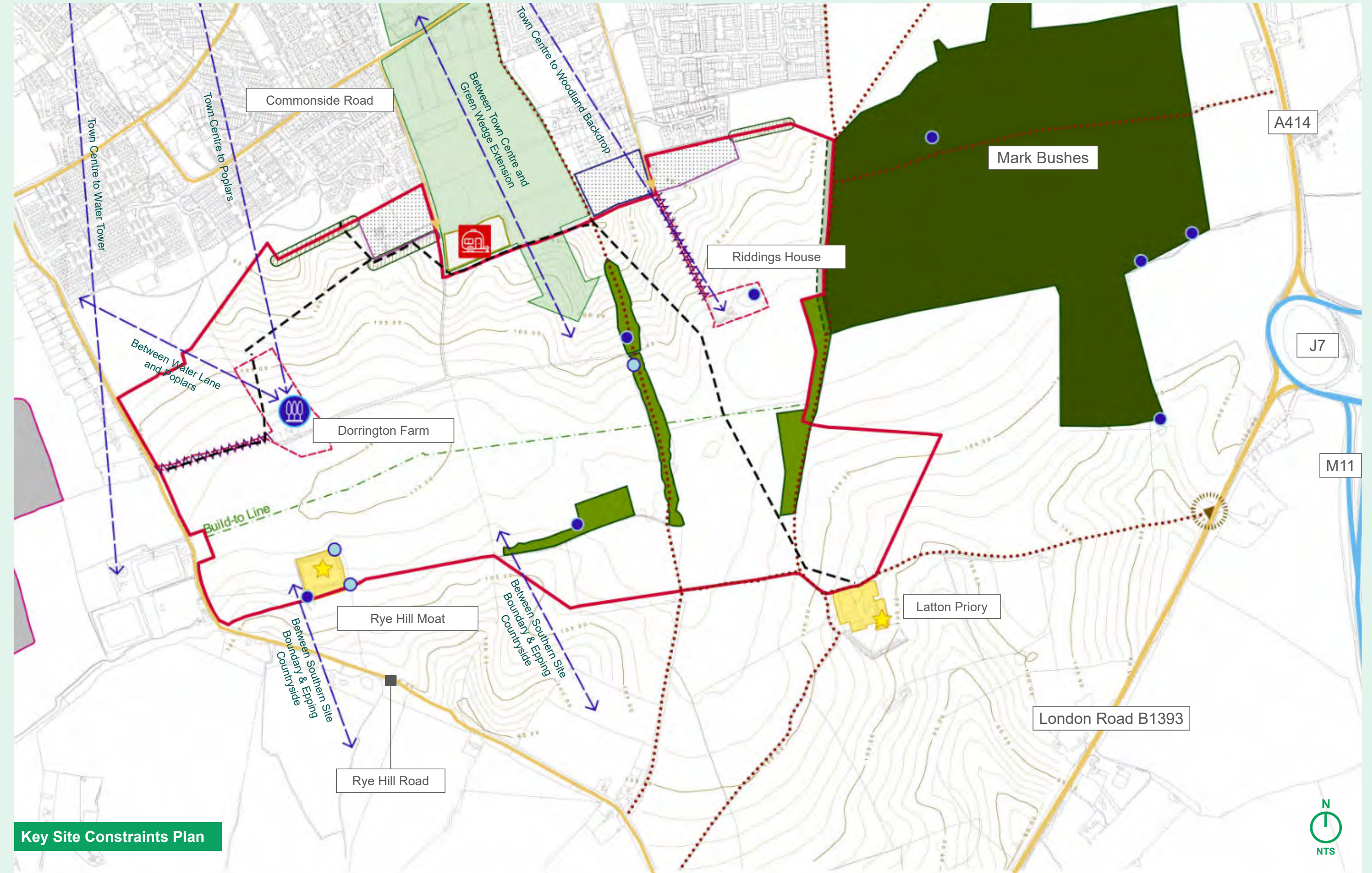
- The neighbourhoods to the north of the site

are characterised by relatively formal street patterns, however there are some problematic elements to the urban design in places which are principally: lack of overlooking of key routes and open spaces, the quality and safety of key walking and cycling routes as well as a dominance of car movement and parking. The masterplan will need to respond to these existing features so that the new neighbourhood is well integrated into its surroundings and avoids the urban design problems present in some of the surrounding areas.

- In order to be well integrated with its surroundings, other built form and facilities will need to be carefully considered such as the large residential properties to the west of Rye Hill Road, Riddings House in the east of the site or the Gypsy and Traveller site at Fern Hill Lane.

### Key

- Site Boundary
- SP5.1 Residential Allocation (EFDC)
- HS2-6 Housing Allocation (HDC)
- Ancient Woodland
- Ancient Woodland Buffer (15m)
- Woodland
- High Value / Protected Landscape
- Green Wedge
- Heritage Asset
- Key Long View
- Landmark (Poplar Trees)
- Contours
- Build-to Line
- M11
- Key Roads
- Existing Vehicular Access
- Existing Public Right of Way
- Barriers to movement
- Existing traveller site
- Pond (GCN present)
- Pond (GCN absent)
- 11kV Overhead Line (UK Power Networks)
- Harlow Woods SSSI

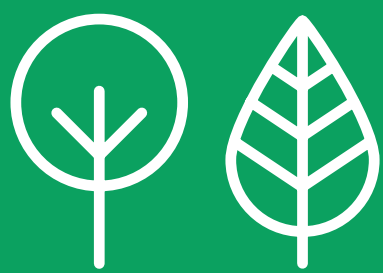
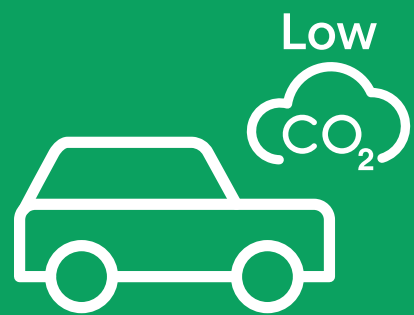
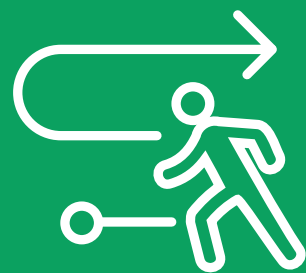


Key Site Constraints Plan





## Design Influences



# 04

# LATTON PRIORY

HARLOW & GILSTON GARDEN TOWN

## DESIGN INFLUENCES

### Introduction

The previous sections examined the site's constraints, opportunities and features, which are a key component in shaping the masterplan for the site. However, additional influences must also be taken into consideration when masterplanning the new community at Latton Priory. Key influences include:

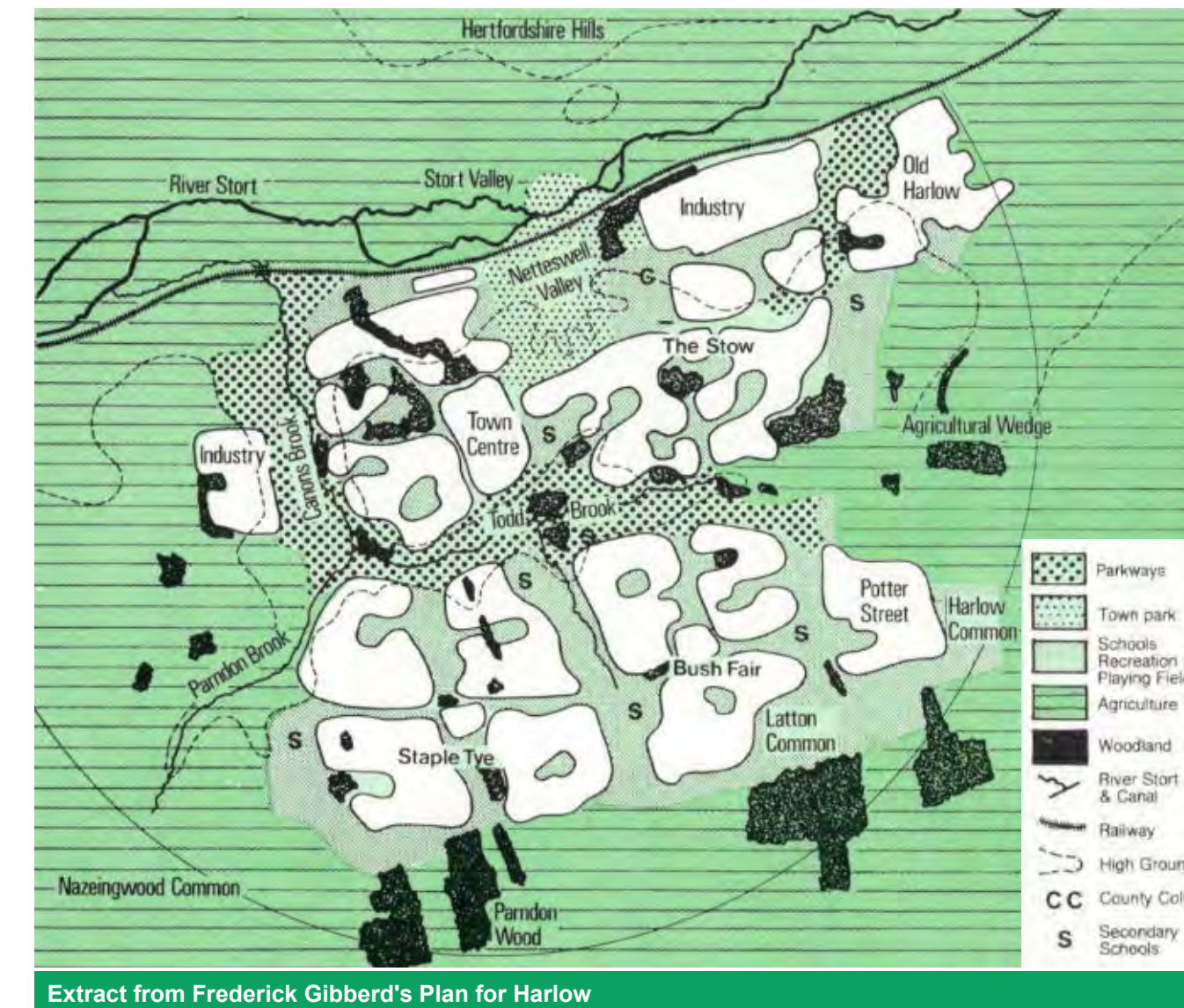
- **Spatial influences** (such as the original Gibberd plan for Harlow New Town, Harlow and Gilston Garden Town's aspirations for the site and key elements of the local plan policy)
- **Urban design influences** (such as existing character and density of the surrounding area and the design of local centres)
- **Future trend influences** (such as the way that communities will live in the future)

This section examines all three and sets out how they will help to shape the masterplan at Latton Priory.

### Spatial influences

#### Gibberd's Plan for Harlow

Harlow New Town was built after World War Two to ease overcrowding in London. The masterplan for the new town was drawn up by Sir Frederick Gibberd and was split into neighbourhoods, each self-supporting with their own shopping precincts, community facilities and pub. Each area was separated by a green wedge so that open space was never far away from home. Two large industrial estates were also included at the north and west of the town.



Extract from Frederick Gibberd's Plan for Harlow

Two key messages to take away from the original Harlow plan and to apply to Latton Priory are:

1. **The importance of the Green Wedges** – one of which extends from the Water Gardens in central Harlow to the edge of the Latton Priory site. Whilst this Green Wedge is not entirely open (containing sports facilities, schools and even some housing) it does provide a green lung through the south of the town with foot and cycle connections along its length.
2. **The importance of local hubs** – which in the case of Harlow are named "Neighbourhood Centres". Smaller subcentres are known as "Hatches". These provide local day to day services and facilities for their surrounding communities. Although some have challenges relating to their urban design or architecture, they are popular and well located.

Latton Priory should take these two key principles and ensure that they are designed into the scheme through a local hub on the site and the extension of the Green Wedge through it.



### Harlow and Gilston Garden Town Vision and Design Guide

The intention of the Harlow and Gilston Garden Town is to build upon Gibberd's legacy, as well as incorporating garden town principles. Epping Forest District Council, Harlow District Council and East Hertfordshire District Council are working in partnership together with Hertfordshire County Council, Essex County Council, Hertfordshire Local Enterprise Partnership, South East Local Enterprise Partnership, land owners and promoters to bring forward transformational growth in the form of the Harlow and Gilston Garden Town.

On 2nd January 2017, the Government announced its support for the Expression of Interest submitted to the locally-led Garden Towns prospectus on behalf of the Councils. The Councils have produced a shared vision and set of objectives, recognising that areas in and around Harlow present a number of opportunities to deliver growth of considerable scale and significance. Such growth is key not only to meet the growing pressures of housing and infrastructure need locally, but also in delivering broader regeneration and change for Harlow.

The Garden Town lies in the core area of the Innovation Corridor - one of the most important and fastest growing economic regions in the country. The Council indicates that the Garden Town represents a major opportunity to accommodate around 16,000 homes up to 2033 between the global centres of London and Cambridge.

The Garden Town will provide a mix of development, including employment, schools and community facilities. Harlow and Gilston Garden Town comprises four new Garden Town Communities which are: East of Harlow, Latton Priory, Water Lane Area and Gilston. Three of these Communities (East Harlow, Latton Priory and Water Lane Area) lie within or partially within Epping Forest District.

A vision has been set for the Harlow and Gilston Garden Town, which is shown on the adjacent image. The key principles for healthy growth in the HGGT Vision are Sustainable Movement, Economy & Regeneration, Landscape & Green Infrastructure, Placemaking & Homes and Stewardship.

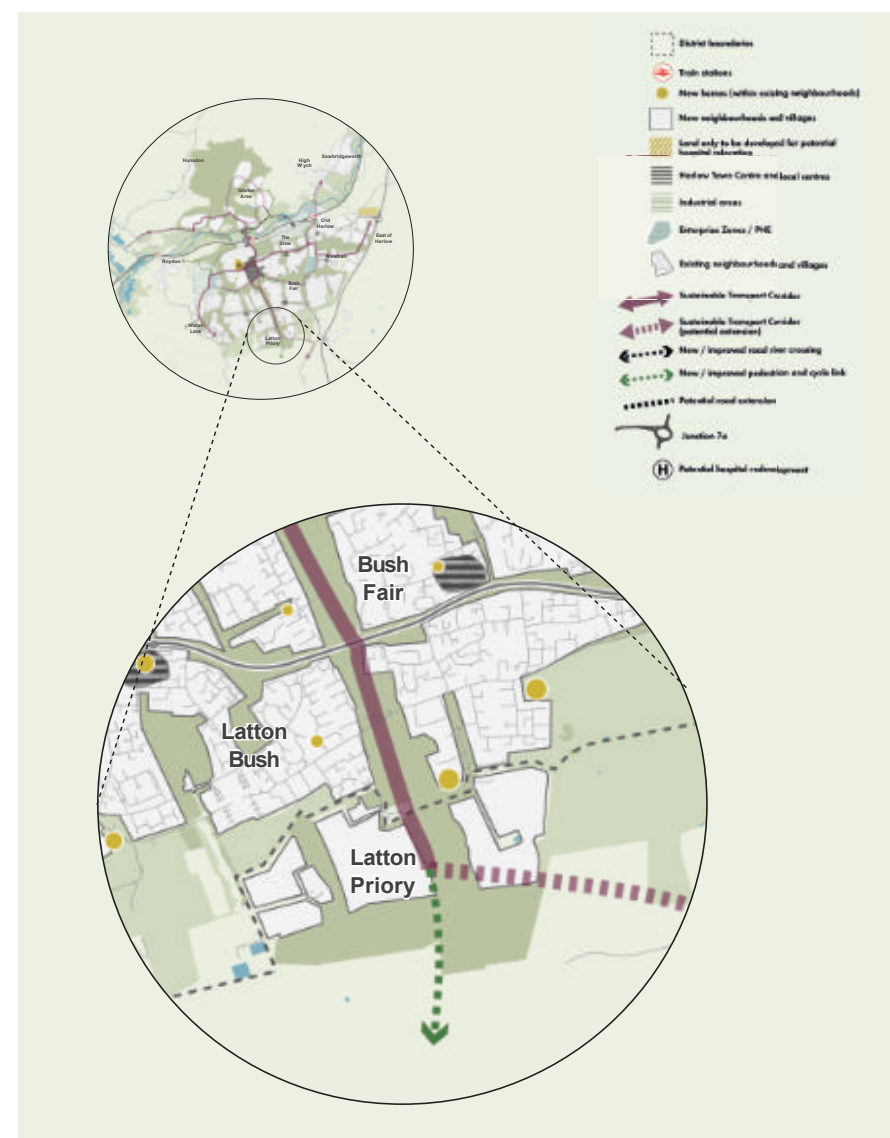


**The HGGT Vision plan shows** how Latton Priory fits into the wider vision for the Garden Town and illustrates a Sustainable Transport Corridor running from the town centre, to and through the site. The Vision Document lists key principles including Place-making and Homes; Landscape and Green Infrastructure; Sustainable Movement; and Economy and Regeneration and Stewardship

A further important document comprises the Design Guide for the Garden Town. This document builds on a number of the principles set out in the Vision Document, but begins to apply spatial thinking to the town and the new neighbourhoods. A key part of this Design Guide is the strategic site guidance which provides some spatial objectives for the site.

### The strategic site guidance expects Latton Priory to include:

 <b>A minimum of 1,050 homes</b>	 <b>30ha of green space</b>	 <b>Densities to support place-making, modal shift and viability by quality design</b>
 <b>1 primary school and land for 1 secondary school</b>	 <b>Early years facilities</b>	 <b>Up to 2 storeys</b> <small>(to be tested further to work with the topography, elevation and densities of the site)</small>
 <b>Health and community facilities</b>	 <b>Bus service connections and pedestrian and cycle links</b>	 <b>A new local centre</b>
 <b>1HA of employment land at Dorrington Farm</b>	 <b>A micro-hub (or mobility hub)</b>	 <b>5 travellers pitches</b>



**The guidance also states that access should be taken from Rye Hill Road and London Road.** It also seeks that carefully considered building aspects should all step down from the plateau and that development should seek to avoid a "wall of development" on the horizon. Irregular street planting will help with this. It also recognises that the nearby listed buildings and scheduled ancient monuments are sensitive features and that new development must maintain sufficient distance from them to preserve their setting.

### A number of place-specific guidance points are set out in the HGGT Design Guide, with the key points being:

#### Place-making and Design:

- Distance should be established between the new development and the Latton Priory historic site
- Development should be set back from the ridgeline. The document states that the roofline of new homes should not go above the level of the horizon. However analysis by the design team has shown that this guidance would mean that the site could not accommodate the housing requirement of a minimum of 1,050 new homes. This is because the site levels range between 95m and 110m with much of the developable area within the site above the 100-metre contour. This means that where existing woodland doesn't form the backdrop, the roofline of new homes will initially be above the horizon. The "wooded horizon" will be strengthened on the ridgeline, through new connecting woodland planting which will provide a backdrop to the development in views from the north and screening (when viewed from the south) as it matures.
- Building should be 2 storeys in height to maintain the natural horizon – This will make it challenging to achieve the number of homes that the site can deliver with densities required for vibrant place-making and modal shift. Heights need to be further tested in relation to topography, views, elevation and densities.
- Densities can increase to 40dph close to the local centres and 25 on the northern edge – Again, these densities are guidance and need to be tested through masterplanning work with the aim of achieving vibrant place-making and modal shift.

#### Landscape and Green Infrastructure:

- Existing trees should be retained and new trees planted to provide a natural horizon.
- Views to the existing popular trees from the Water Gardens should be retained.
- Public rights of way should be upgraded and new footpaths provided.

#### Sustainable Movement:

- The neighbourhood should be well connected for cyclists, pedestrians and cars to Rye Hill Road and London Road.
- The community should integrate with existing neighbourhoods at Staple Tye and Latton Bush.
- The Rapid Transit should be accommodated with a micro-hub in the neighbourhood centre.
- Attractive cycle links should be provided into Epping.

#### Economy and Regeneration:

- A small local centre should be provided at the nexus of local routes.
- A primary school should be provided, along with a secondary school which should be co-located with the local centre.
- 1ha of employment should be provided at Dorrington Farm.

#### The HGGT Transport Strategy

The HGGT Transport Strategy sets out the aim of achieving the mode share objective of 60% of trips being by sustainable modes. A 'vision and validate' style response is advocated to bring about modal shift through design rather than continued provision of extra road capacity. This means adopting the HGGT Transport Strategy user hierarchy referred to elsewhere in this section at every scale of design and by promoting a culture where active and sustainable travel is valued, prioritised and supported. In addition, infrastructure should be designed for everyone and with consideration of those with greatest need first.

Measures include enabling choice through the design of local communities that offer local facilities and active travel options, designing streets for people and cyclists, including development blocks and sizes that encourage walking and cycling, making appropriate provision for public transport, providing alternatives to private vehicles whilst ensuring the network effectively supports those that depend upon it for essential journeys and service, and maximising opportunities by designing for adaptability to allow for innovative transport technologies and shifts in transport habits in the future.



# URBAN DESIGN INFLUENCES

The wider area, including Harlow and the surrounding villages, has been analysed in order to understand key urban design influences. Other case study examples from further afield have also been examined. Appendix 2 provides greater detail of this analysis, but the key findings of this in terms of what to do and what to avoid doing are set out over the next couple of pages.

The "dos" and "don'ts" based on the analysis cover:

- Streets
- Block frontages
- Character areas
- Green spaces
- Identity
- Block form
- Density
- Active local centres
- Local centre public spaces
- Local centre parking

### Reference material for good design:

- National Model Design Guide
- Essex Design Guide
- HGGT Vision and Design Guide
- Manual for Streets

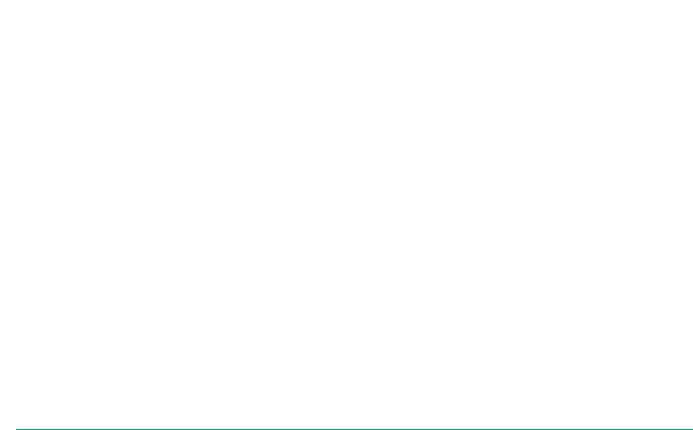
## STREETS

✓ Design around the pedestrian



New Hall offers a network of direct permeable streets linking to key destinations and public spaces within the development.

✗ Avoid car based environments



South Harlow neighbourhoods adjacent to Latton Priory: Built around the private car with large areas of surface car parking, this creates an unsatisfactory pedestrian experience

## BLOCK FRONTAGES

✓ Perimeter blocks with active frontage and private rear gardens



New Hall housing fronts onto streets/ key open spaces ensuring they are safe and overlooked at all times. Secure private rear gardens ensure security and privacy.

✗ Avoid blank street frontages e.g blanks walls and rears of houses



South Harlow has a number of row house blocks, with garages on the end. This creates a dead street frontage and a lack of surveillance.

## CHARACTER AREAS

✓ Split character areas along the rear of blocks (e.g back fences) or across significant open spaces



New Hall (phase 2) achieves a consistent and strong street character, with a mirrored architectural style down both sides and a sense of enclosure.

✗ Avoid splitting character areas across streets as this often creates a disjointed street frontage



New Hall (phase1) : An awkward juxtaposition between more traditional styles of residential architecture (background) and the contemporary styles (foreground.)

## GREEN SPACES

✓ Create meaningful, overlooked and multi-functional green spaces



Guilden Park in north Harlow achieves an open space that is active (children's play space) and overlooked by surrounding residential properties.

✗ Avoid 'space left over after planning' and 'dead' spaces



North Weald Bassett's green open spaces on the rural edge are relatively featureless, with no clear function. Houses are set back, so less opportunity for surveillance

## IDENTITY

✓ Create a place with an identity in line with Harlow being a sculpture town



✓ Create a place and buildings which draw on the best qualities of the surrounding location





## BLOCK FORM

- ✓ Maintain more formal structure blocks - even on the edges of the development



This part of North Weald Bassett has a layout of structured blocks. It is important to maintain more formal structure blocks, even on edges, that promote walking and vibrant public realm and provide a sense of enclosure and overlooking of the public realm.

- ✗ Avoid overly large and inefficient plot sizes and long winding blocks that encourage car use.



North Weald Bassett's settlement edge housing seeks to create a rural interface that is not in keeping with the rest of the village. This layout should only be used where topography dictates.

## DENSITY

- ✓ Provide the opportunity for more sustainable densities



New Hall achieves higher density housing, helping to create more compact and sustainable forms of development that also make more efficient use of land.

- ✗ Avoid very low, less sustainable densities



Rye Hill Road contains older, rural dwellings that, whilst characterful, do not make the most efficient use of the land. Housing facing this liner row of housing should seek to respect but not replicate it.

## ACTIVE LOCAL CENTRE

- ✓ Local centre should have prominent street frontage with active edges



North Weald Bassett's local centre has prominent street frontage, active mixed uses and residential above to provide surveillance. The parking dominated forecourt, however, should not be replicated.

- ✗ Avoid mono-use local centre with no active uses above



Staple Tye shopping centre sits behind a sea of car parking, creating an unfriendly environment for pedestrians. The lack of residential uses above the shops means that it lacks surveillance after the stores close. It should not be replicated.

- ✓ Ensure active uses at first floor and above - in local centre



Nansledan, an award winning urban extension in the west country, provides new local shops that directly address the street and have pavement space for spill out activities.

## LOCAL CENTRE PUBLIC SPACES

- ✓ Create a public space / plaza within the local centre for events



Lightmoor Village (near Telford) has a new public plaza providing space for activities and events. It creates a focal point for the community.

- ✗ Avoid inward looking retail and commercial units



Bush Fair has a central pedestrianised area, but is inward looking and not visible from passing trade.

## LOCAL CENTRE PARKING

- ✗ Avoid parking dominating public spaces and plazas in front of shops and community facilities



Broadbridge Heath, in West Sussex is a new local centre in a large new neighbourhood. However, it is car dominated and lacks a community space.

- ✗



Fairford Leys in Aylesbury has more public spaces, but there is often a conflict between spaces for people and cars.



## FUTURE TREND INFLUENCES

“ The design of most towns and cities reflects centuries of change. Places continually adapt to meet the needs of their population at a given time, responding to modern trends, industries and predictions about future living.

In the 1950s, for instance, most people believed that future societies would be heavily reliant on vehicles... Today we're moving away from vehicle ownership, particularly in cities, towards more sustainable forms of transport. ”

TCPA  
Planning for Green and Prosperous Places



### Mobility and Modal Shift

We are living in a time of unprecedented change in transportation and mobility. While the car will continue to have its place for the short term future, Latton Priory must allow for flexibility to accommodate alternative modes of transport. Locally the HGGT Transport Strategy has an objective to promote transport choice and create genuine alternatives to private vehicles and facilitate a modal shift towards active and sustainable modes of travel (with a mode share objective for 60% of all trips starting and/or ending in the new Garden Communities to be by active and sustainable travel modes)

The general national trends most relevant for further consideration include:

- The role of new technologies such as automation and vehicle electrification which could have a major impact on the design of places in the future (e.g. electric charging points for every house, fewer parked cars and less need for car storage on plot and on the street).
- The sharing economy and the rise of on-demand mobility (e.g. on demand buses).
- Behavioural shifts away from a car oriented existence. People are making fewer car trips, the car driving mileage per adult is reducing and car ownership amongst younger people is decreasing.
- An increasing reliance on public transport and shared mobility within younger generations.

### Modal Shift

An approach is required that prioritises a reduction in carbon emissions, healthy living and is led by masterplanning. In this way masterplanning addresses the key issues of modal shift and sustainable movement.

The HGGT strategy for achieving modal shift (use of sustainable transport modes for 60% of journeys in/ from/to the new neighbourhood) calls for an approach where masterplanning addresses the key issues of sustainable movement with planning transport provision a key part of the masterplanning process. This includes considering the movement of people and the journeys they undertake on a day-to day basis, and the infrastructure that is required to facilitate this.

A user hierarchy approach to design, as set out in the HGGT Transport Strategy focuses on:

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

Key drivers for a new development are size and location, and creating a critical mass of homes and on site services that allow trip 'internalisation'. Transport is not a subject in its own right when it comes to new neighbourhoods, it is instead a critical subset of masterplanning.

Sustainable measures implemented in association with the development, such as high quality bus services via appropriately direct and fast routes and walking and cycling and public transport infrastructure can also help to enable a mode shift for existing residents.

The HGGT Transport Strategy notes that HGGT provides a significant opportunity to use Harlow's distinctive spatial layout to facilitate the creation of Sustainable Transport Corridors (STCs) comprising high quality north-south and east-west sustainable movement routes between existing and new communities and key destinations across the Garden Town. The aim is to provide a network of walking and cycling routes, separated from motor traffic and with dedicated space for buses to help them move freely and avoid congestion with future-proofed routes which can be adapted to ensure long term sustainability. Phased implementation will allow upgrading of services running on the existing roads along identified corridors and the improvement of connections between services.

### Walking and Cycling

Key to creating a sustainable development is to ensure people of all ages have the environment and incentive to walk and cycle within the site (to/from the local centres,

the schools, employment locations or nearby transit hubs and green space) and onwards beyond the site boundary with the benefits for health and well-being this also brings. This can be achieved through:

- The provision of high quality, safe and direct routes (known as Active Corridors) which should, where possible, be off road but overlooked.
- High quality pedestrian / cycle links to Harlow town centre and other destinations within Harlow.
- Cycle hire schemes (alongside electric bikes and scooters) could help encourage active movement within the site.
- Making walking and cycling the easiest and most convenient option through consideration of car parking quantum, design and location as well as cycle parking and street design.
- Careful consideration of development blocks in line with walkable neighbourhood principles of limited block sizes and choices of active travel routes including routes segregated from car traffic.

### Sustainable Transport Corridor, Mobility Hub and Community Concierge

Mobility Hubs and community concierge services are now being planned for sites such as Latton Priory. These offer a focal point for the administration of the Travel Plan within the scheme, a place to pick up

In summary, designing the new neighbourhood to encourage trips in line with the HGGT Transport Strategy Road User Hierarchy minimises where practicable the number of car trips on the network (and in turn the off-site vehicle capacity mitigation being provided). It also represents a significant benefit over piecemeal housing developments that are not combined with the associated infrastructure such as schools, high quality local centres, walking and cycle facilities and public transport network.



Above - Example of a Mobility Hub

deliveries, book transport, charge your bike and provides information and help for those who are mobility impaired. This should be at the heart of the scheme and adjacent to public transport provision for instance the proposed Sustainable Transport Corridor (STC) and local centre.

The services which could be located here include:

- Car club;
- Cycle and electric cycle hire and maintenance;
- E-scooter hire;
- STC and bus interchange;
- Community Concierge and micro consolidation (handling of deliveries closer to end users). Going forward local deliveries within the site could be provided through ground drones – a concept that is being rolled out in Milton Keynes.

### Changing Live / Work Patterns

The way we work is already changing and will continue to do so. Job agility is increasing. Many roles, not just freelancers and gig workers but salaried positions too, are less tied to a physical location. This has been exacerbated during and since the recent Covid 19 pandemic, with many people (in office based jobs) now



# FUTURE TREND INFLUENCES

working from home for at least part of the week.

Many workers may be home based, but others require / prefer affordable and flexible working environments with the possibility to interact with others and share knowledge. The necessary space / buildings need to be provided within the 21st century development to offer a wealth of opportunities for both now and the next generation of workers. Latton Priory should, therefore, include:

- Local co-work spaces and suitable shared business facilities which provide the opportunity for people to live and work within Latton Priory and reduce the need to travel as well as providing a sociable working environment.
- Flexible and adaptable buildings and workshops with "grow on" floorspace for small start-ups to move to as they expand, helping to retain them within the neighbourhood.
- Dwellings designed flexibly to accommodate home offices to cater for growing home working trend.
- High speed digital connectivity.

## Retail and Community Facilities

A 21st century neighbourhood needs to respond to changes in the economy and consumer behaviour. The biggest changes influencing the retail market include:

- Growth of online shopping, which is a major factor behind the decline in traditional bricks and mortar



retail. This has particularly been the case since the Covid 19 pandemic.

- A shift away from large store retail formats to online shopping.
- A shift from retail based high streets to a service based offer.
- Retail and community facilities traditionally associated with neighbourhoods have suffered decline (e.g. post offices and public houses). However, community owned shops are a growing trend and there is a nationwide boom in farm shops selling local produce and reflecting a societal shift towards eating sustainably, locally and organically.
- Co-location of community / retail facilities. The High Street of the future is likely to comprise multi-functional buildings with flexible space and offer the opportunity for viable community and retail services and facilities to be provided
- The importance of "meanwhile" and temporary uses early on in the development's life. Meanwhile uses can comprise many things including pop up shops or reused shipping containers re-imagined into a temporary community centre or events space. These can create a cheap and easy to set up focus for the community in the early years - before the bricks and mortar retail and facilities are provided as the population grows. Early events can be set up and run from here allowing a sense of community from day one, as opposed to them having to travel (potentially by car) further afield for such facilities. The local centre at Latton Priory can provide meanwhile uses in the early phases.

## Circular Economy

The circular economy approach aims to reduce waste and recycle materials to disconnect consumption of finite resources from economic activity. This can include reduction of waste and recycling of onsite materials during construction phases as well as waste reduction and lower energy use in built developments. Measures



could be as varied as energy efficiency in buildings or local food production.

## Food Production

We are seeing a growing societal preference for organic, local and sustainable food production. A productive landscape strategy should be embedded in proposals for Latton Priory. This could include provision of allotments and community orchards and gardens.

Provision of these facilities not only promotes healthier lifestyles, it also encourages community involvement, further physical activity, interaction with nature and provides opportunities for outdoor education. Local produce could be sold on site, increasing access to fresh fruit and vegetables.

## Energy Efficient/Low Carbon Living

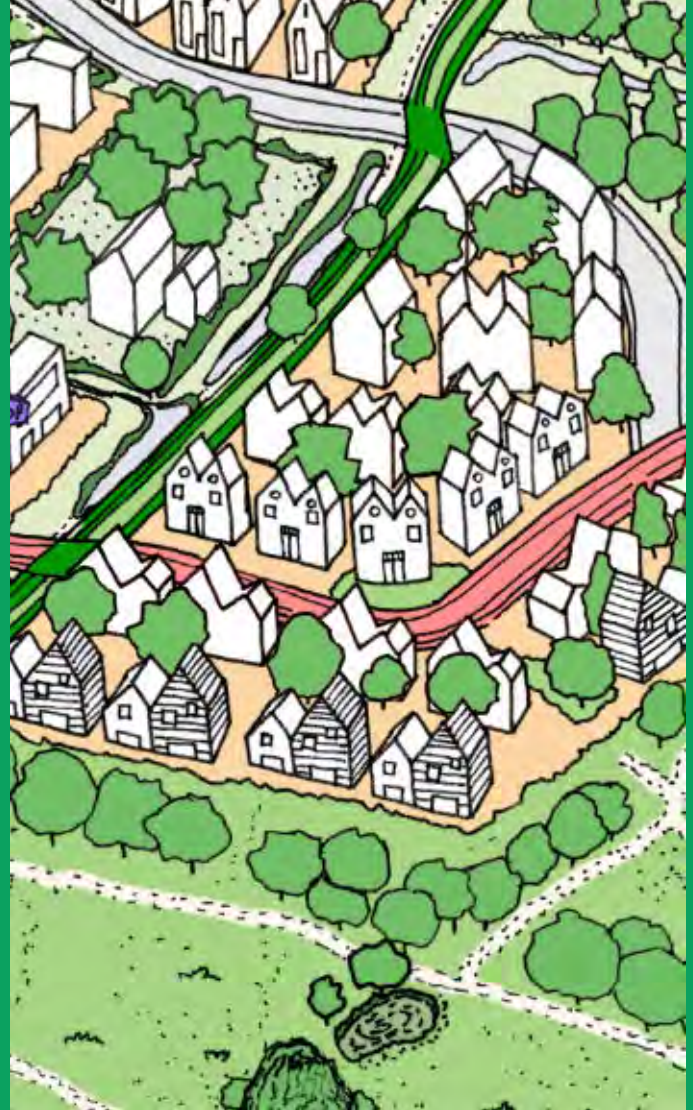
With buildings accounting for 40% of emissions and the UK government now bound by law to reach net zero carbon by 2050, the developments of tomorrow will have to be designed and planned with climate resilience at front of mind in order to minimise their environmental impact and maximise their sustainability. Striving for low-carbon standards will be essential as we continue to move away from non-renewable energy sources to electricity and other greener premium sources. At masterplanning stage opportunities for low-carbon can be facilitated by measures such as prioritising sustainable modes of travel, walkable neighbourhoods and providing block sizes and shapes that allow for the careful orientation of buildings to support passive thermal design measures at more detailed design stages.

## Education

The EFDC Local Plan requires a secondary school, and primary school with early years provision. The learning environments of the future are likely to change and learning across different environments is becoming more and more important.

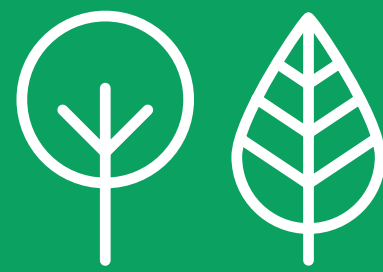
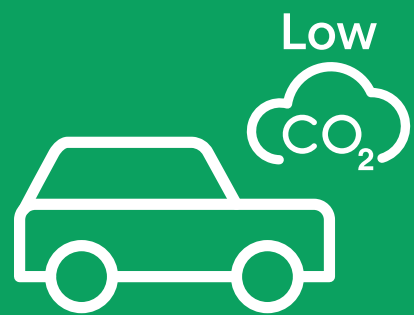
- Active social learning is important. It is best practice now to ensure that the schools, should be located adjacent to green open spaces creating opportunity for outdoor learning which will have significant health and well-being benefits related to this.
- Pupils leaving the secondary school could be prioritised for local apprenticeship opportunities.
- The schools will be easily accessible to their surrounding neighbourhoods through sustainable means of transport ensuring that children and young people remain active and get regular exercise. A key aim of Latton Priory should be to create car free environments around schools as much as possible and little or no drop off parking provision, reflecting current national trends.





## Design Drivers and Concept

# 05



# LATTON PRIORY

HARLOW & GILSTON GARDEN TOWN

## RESPONSE TO MASTERPLAN INFLUENCES KEY AIMS

### Introduction

This section sets out the response to the analysis of the previous four sections. A series of aims were developed as a result of this analysis based on:

- Best practice urban design principles for the creation of sustainable neighbourhoods as set out in best practice documents such as the National Model Design Guide, Essex Design Guide or Manual for Streets
- Physical site features and characteristics which must be addressed within the masterplan
- The expectations of planning policy as set out in the Epping Forest District Local Plan (March 2023) and other material considerations including the Harlow Local Plan 2020 and national planning policy and guidance.
- The Harlow and Gilston Garden Town Vision and associated documents
- Other aspirations of the council and other stakeholders such as Essex County Council, Harlow District Council and North Weald Bassett Parish Council
- Other design influences including: spatial, character and future trends. These aims have been translated into key strategic elements, set out as the Design Drivers in this section. These have also been brought together to create the overall concept for masterplanning the neighbourhood.

### In response to the analysis in sections 1 to 4 a number of key aims have been identified.

The overriding aims are to create a neighbourhood which has sustainable principles embedded into all its aspects whether these are environmental, social or economic and which:

- **is a very high quality** sustainable environment including high quality built form, public routes and built and open spaces
- **is well integrated** with Harlow and responds to the original garden town principles
- **is a distinctive, vibrant, sociable and inclusive** place with a strong sense of community
- **encourages** sustainable lifestyle habits
- **is adaptable** to lifestyle and technological changes
- **encourages** active and healthy lifestyles.
- **has a distinctive identity** that draws on the best of its location between Harlow and Epping'.

### To achieve these main overarching aims and lay the foundations for a sustainable neighbourhood, the aims of the SMF are to create a neighbourhood which:

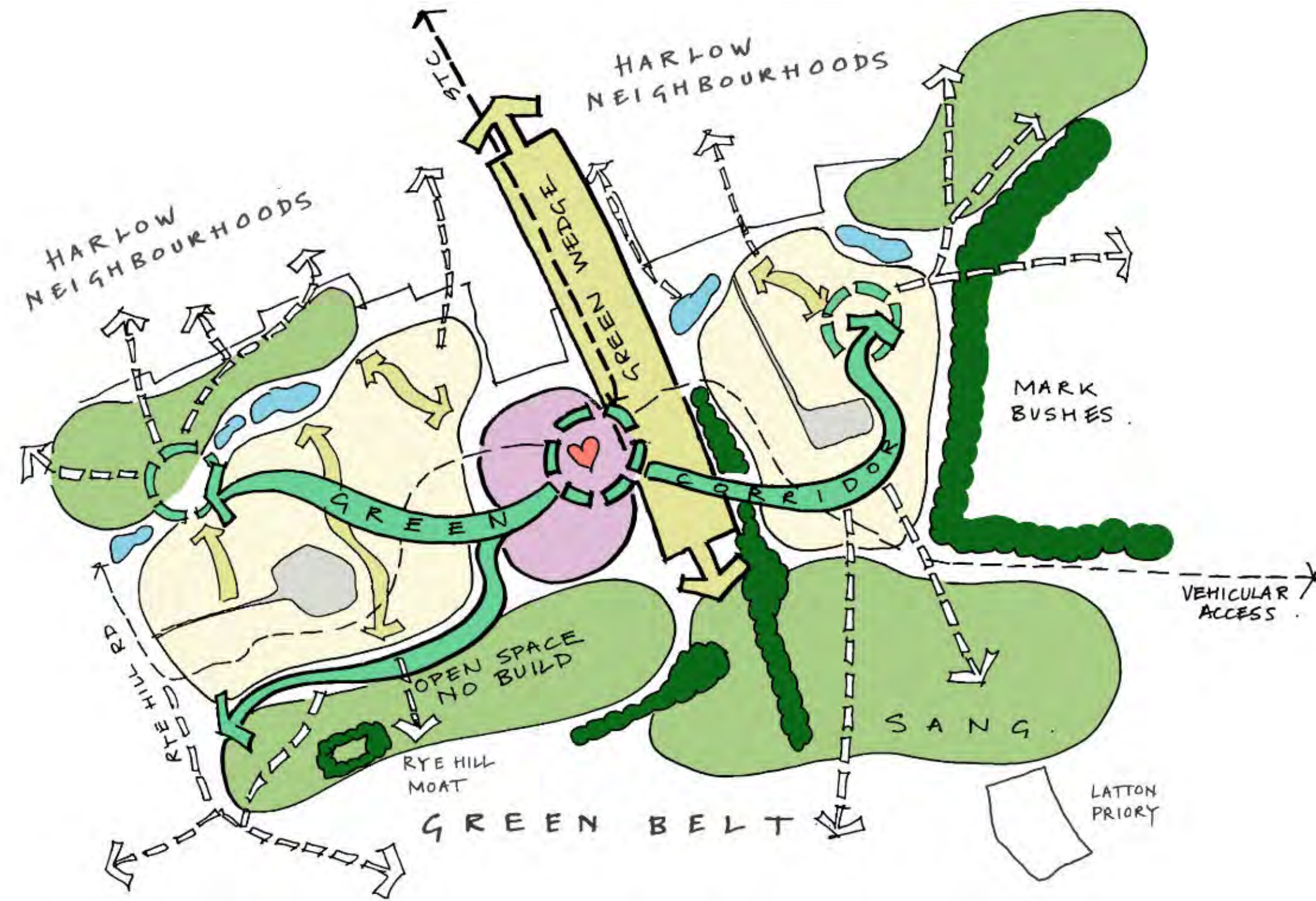
- provides a mix of housing types and tenures
- considers and embeds active and sustainable transport principles and discourages private car use at every scale of design through its careful design and layout
- provides a local centre which accommodates a hub for an STC terminal with opportunities for a mixed use 'heart' for the development, within walking distance of new residents and surrounding communities
- builds on existing rights of way to create a network of routes that encourage walking and cycling and allows high levels of connectivity across the site and beyond into existing neighbourhoods
- provides a network of green spaces across the site that also connects to existing green open spaces including the continuation of the Green Wedge into Harlow town centre
- retains key trees, tree belts and hedgerows of high ecological value wherever possible with the opportunity to incorporate these in the development and provide a mature setting
- lays the foundation for the use of sustainable technology including a sustainable drainage system
- works positively with the existing topography of the site minimising cut and fill and avoiding unnecessarily removing soil from the site
- is adaptable for future change and lifestyle trends and builds these changes as much as possible into the phasing of the development
- addresses heritage assets and their context in a sensitive manner with the opportunity to enhance the character of the development
- Appropriately responds and works with the topography of the site to create attractive and accessible walking routes and encourage active travel

### There are a number of site-specific aims which are to:

- provide a 10ha site for a secondary school
- provide a 2.1ha site for a primary school with early years provision
- provide appropriate community and health facilities
- provide the appropriate quantity of SANG (suitable alternative natural greenspace) to mitigate the impact on Epping Forest SAC
- address key views in and out of the site whilst positively working with the existing topography
- integrate Dorrington Farm and Riddings House in a sensitive manner and in a way that prioritises connectivity around the site for future residents of the community and which also facilitates successful future integration into the development if the opportunity arises
- provide a minimum of 1,050 homes up to 2033
- provide one gypsy and traveller site containing 5 pitches
- respect the area between the no build line and the new Green Belt boundary, avoiding any built form in this area and using it for recreational and leisure purposes



# RESPONSE TO MASTERPLAN INFLUENCES CONCEPT



### The Concept

The concept (left) shows the key masterplanning principles which are a response to the aims set out earlier.

These are to:

- Positively work with the topography minimising cut and fill,
- Incorporate site features and assets such as tree belts and heritage assets
- Incorporate green infrastructure in a way that integrates the neighbourhood with its surroundings including an extension of the Green Wedge, SANG and the no build zone
- Incorporate a sustainable urban drainage system as an integral part of the green infrastructure strategy
- Provide a strong east-west green corridor providing a walking and cycling link across the site
- Provide vehicular access which is designed to be a less attractive or convenient route than the sustainable links
- Integrate the new neighbourhood into the surrounding network of streets, cycle routes and PRoWs
- Provide an easily accessible local centre at the heart of the walkable neighbourhood.

# RESPONSE TO MASTERPLAN INFLUENCES DESIGN DRIVERS

The following diagrams show how this concept has been translated into key elements of the masterplan. These diagrams are conceptual and further detail is presented in the following section.

### Key

- Site Boundary
- ★ Heritage Assets
- Strategic Green Infrastructure
- Woodland and Tree Belts
- Existing Gypsy & Traveller Site
- SuDS Basin
- Swale
- Existing Pedestrian/Cycling Routes
- STC
- Primary Vehicle Route
- Primary Sustainable Green Corridor
- North-South Local Connections
- Local Centre
- Proposed Residential Areas
- Harlow Local Development Plan Policy HS2-4 Housing Allocation



### Topography

The topography is an important consideration in developing the design concept. The site generally slopes down towards Harlow in the north. There is a high point in the form of a plateau in the south western part of the site which means that vegetation on the brow of the hill is visible from some parts of Harlow town centre. It also means that the town centre is visible from key points in the eastern part of the site. The topography will need to be considered:

- to maintain key views to and from the site
- to ensure that gradients are appropriate and attractive for pedestrian and cycle ways and promote and encourage active travel
- To minimise cut and fill and unnecessary removal of soil off the site and to create a suitable sustainable urban drainage strategy which works with natural gravity



### Existing Key Site Features

Key attributes of the site need to be considered and have played a significant role in determining the layout of the masterplan. These include:

- The tree belts within and around the site need to be carefully integrated into the layout whilst respecting necessary buffers.
- The heritage assets: the ancient moat on the southern boundary and Latton Priory to the south east of the site. Sensitive treatment of these assets and their context is needed
- Dorington Farm and Riddings House which are not part of the SMF need to be successfully integrated into the layout. The masterplan should allow for a coherent solution should these areas come forward in the future. Accessibility across the masterplan area and beyond for residents of the community is a particular focus
- The adjacent existing gypsy and traveller site in Fern Hill Lane



## RESPONSE TO MASTERPLAN INFLUENCES DESIGN DRIVERS



### New Strategic Green Infrastructure

The masterplan is a landscape-led strategy, in-line with the fundamental principles of Garden Town design. The placement of new and integration of existing elements of open space form key structural elements of the plan. These include:

- the extension of the existing Harlow Green Wedge through the site connecting out to open countryside
- establishing a no build zone along the southern boundary of the site to reduce the impact of development on the horizon and to protect the setting of heritage assets
- providing a strategic SANG to help mitigate the impacts on Epping Forest SAC



### Blue Grid

Supporting the green spaces will be a network of blue infrastructure which will form a 'green & blue grid' across the masterplan.

The grid will play a fundamental role in the drainage and SuDs strategy for the masterplan as well as aiding ecology and biodiversity goals.



### Strategic Connections

A strategic aim of the Harlow and Gilston Garden Town is to reduce the number of trips made by cars, to tackle air pollution, the climate emergency and encourage healthy living.

The masterplan will include a network of sustainable pedestrian and cycle ways including a key sustainable green corridor which will be the main east-west route across the site. The masterplan areas will also be connected to Harlow Town Centre via existing and improved public transport and active travel routes and new connections such as the north-south Sustainable Transport Corridor.

The design of the road network also needs to be considered to prioritise more sustainable modes of transport. The primary vehicular access to the site will be from Rye Hill Road (west) and London Road (east). These will be connected to each other with a central avenue. This will be less direct than the main green corridor but will be designed to also be attractive for pedestrians and cyclists, as well as providing vehicular access (including buses) across the site.



### Local Connections

The masterplan must create a network of routes for pedestrian and cycle movement across the site linking into surrounding streets, routes and Public Rights of Way to promote and encourage active travel. A key component in achieving this will be a series of north-south green fingers which will supplement the east-west green corridor, connect the site with Harlow to the north, and allow for water attenuation.

Special attention is needed around Dorrington Farm and Riddings House and their access roads, which cause some level of obstruction, to ensure there are high levels of connectivity for new residents in these areas to reach key facilities and primary routes.



### Local Centre

Any new development of this size has the potential to impact on local communities unless an appropriate level of provision for new services and facilities are provided and designed successfully.

At Latton Priory we are proposing a comprehensive set of facilities at the very heart of the scheme with a mixed use local centre which is located in the most accessible area of the neighbourhood so that it can be reached easily via walking and cycling and high quality public transport. Facilities would include community, employment and commercial uses and could also include a pub or restaurant.

The local centre will bring benefits to the new residents as well as surrounding communities. The scale of the local centre will be appropriate to the development offering choice to meet the needs of the local population and would not be designed to compete with existing local centres.



### New Neighbourhood

The overall concept for the site is shown above. It brings together all of the design driver elements 1 to 7 to create a basic layout structure that can respond to site specific conditions, and be the basis for embedding the best practice aims of the Council, other stakeholders and the design team into the development.