

APPENDICES





Design Evolution



Appendix 1

LATTON PRIORY

HARLOW & GILSTON
GARDEN TOWN

HISTORY OF THE SITE'S DESIGN EVOLUTION

Latton Priory – Design Evolution Overview

Latton Priory has been the subject of extensive consultation by CEG and Hallam Land Management, dating back to 2014. Between 2014 and 2017, much of the engagement was through meetings with key stakeholders including: Epping Forest District Council (EFDC); Harlow District Council (HDC); North Weald Bassett Parish Council (and the Neighbourhood Plan Group) (NWBPC); Epping Town Council (ETC) Harlow Civic Trust (HCT), residents groups and local schools. Site visits with officers and members were also undertaken during this period. Furthermore, engagement with technical statutory consultees also took place (e.g. Essex County Council).

However, the design work really began in earnest in 2018 and the key events are mapped out on the timeline (below). The rest of this section explores the key engagement events and the changes made / decisions taken on the masterplan design.



Pre-2019 Consultation

Meetings with:

- Local Authorities
- Parish and Town Councils
- Service providers
- Community, environment and business groups
- Series of public consultations
- **First QRP panel**

Spring/Summer 2019

Consultation:

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

Autumn 2019

Consultation:

- Stakeholder workshops
- Public consultation events (Harlow & Epping)
- Engagement with statutory consultees, Parish Councils, NWBNP group and Councils

Winter 2019

Meetings:

- Presentations to Local Authority
- Presentation to North Weald Bassett Parish Council

June 2022

Consultation:

- Sustainable Mobility Workshop
- Gypsy & Traveller and Local Centre Workshops
- Health Centre & School Locations Workshop
- Character & Density and Sustainability Workshop

Spring/Summer 2021

Online Consultation:

- Overview and Landscape Workshop
- Transport Workshop
- Character, Density & Building Heights Workshop

Autumn/Winter 2022

Public Consultation:

- Cabinet approval for SMF public consultation
- 6 week public consultation
- Stakeholder meetings

Spring 2023

Finalise SMF:

- Review feedback and finalise SMF

QRP 1 October 2018

A Quality Review Panel (QRP) has been established to provide impartial advice to support the delivery of high quality new places to live and work. Built environment and design experts, from a wide range of backgrounds and sectors, have been appointed to the panel to provide independent feedback. The QRP is not a decision-making body, but has an advisory and transparent role.

The first QRP session was held in October 2018. At this session, baseline site information was presented to the panel as well as a vision statement and a series of spatial diagrams. The presentation concluded with three initial masterplan options (as shown on the images, right). The main difference between the options was the location of the secondary school.

At the meeting, the QRP considered option 3 to be the best as it brought the local centre, primary school and secondary school into close proximity with each other, forming a central and well connected hub at the centre of the site.

A key point raised at the meeting was whether 1,050 homes was enough to support the amenities, services and transport infrastructure required.

Other matters discussed related to the alignment of the east-west link road, the need for it to link between Rye Hill Road and London Road and the vision for the site. The QRP also recommended that the local centre should embrace a range of uses to create a vibrant and viable local hub. The panel also requested that the masterplan remain flexible.

The panel welcomed the retention of the existing wooded corridors and noted that the green wedge should offer a genuine community benefit as a multi-functional and flexible space.



**Quality Review Panel (QRP) 2:
5th April 2019**

A second QRP was held in April 2019. This began with a response to the panel's previous comments before the presentation of the updated masterplan (see image, right).

Further detail was explored, including the landscape led approach to the masterplan and the character of the key spaces within the site. The local centre was also discussed in more detail as was density and character.

The QRP commended the work that had been undertaken and felt that good progress had been made. The panel suggested that landscape and the built environment should be brought more closely together.

The panel raised concern over the excessive car parking shown in the local centre sketches and sought for further clarification to be given on pedestrian and cycling routes. However, the panel supported the proposed mix of uses shown and their locations within the local centre. They also responded positively to how the schools were integrated into the masterplan.

The panel sought further work on how the topography will shape the site to create somewhere that is distinctive with a special character. Further comment was on the treatment of the edge conditions, particularly those to the north as well as a request to consider open spaces within the site.

The panel also considered that further thought should be given to the function of the link road (and suggested its name should change). They also suggested that the terminus of the Sustainable Transport Corridor should be integrated into the local centre as much as possible.



Latton Priory
Harlow and Gilston
Garden Town

QRP Meeting 2

North Weald Bassett (NWP) Parish Council

The site promoters, design team and representatives from EFDC met with the NWB Parish Council neighbourhood plan steering group in July 2019 to discuss the emerging Latton Priory masterplan. The event was facilitated by Nigel McGurk as an independent facilitator and expert advisor on neighbourhood planning. The following topics and issues were discussed:

- It was highlighted that 60mph for Rye Hill Road is too fast and that Junction 7 is congested at peak hours. There was also concern that the proposals need to address the numbers of people who want to go to Epping station as it is a cheaper option for reaching London. There was also a concern that the collective transport effects from the other proposed developments also needed to be considered in a joined-up way.
- Sustainable transport linkages need to be included and the Steering Group would like to understand how and when these would be delivered. There are aspirations for several sustainable routes to Epping which are desirable but expensive, solutions would be welcomed.
- It was queried if there was adequate parking for the school and the design team confirmed there is parking within the local centre and a dedicated pick up/drop off zone for the schools.
- It was explained that the Parish Council is proactive, forward thinking and values every inch of the parish. There is a concern that there could be a future boundary change to move Latton Priory into Harlow. NWBPC is keen to retain it within the Parish and is likely to be very open to discussions about governance and stewardship.
- Improvements to bus services would be a priority as the current service is expensive and unreliable as well as infrequent. If a reliable, regular service was provided more of the villages would use this, reducing current transport issues.
- Facilities for children and teenagers would be welcomed as anti-social behaviour issues, while small in the village, are on the rise and one key complaint is that there is nothing for children to do. The design team highlighted that the secondary school can provide a raft of sports and leisure facilities which can be used by the community out of hours.
- It was raised that local police stations have closed and a new community policing centre on the site would be beneficial.
- Site capacity was discussed, referring to comments from the Quality Review Panel (QRP) process which highlighted that they think the development is too small to sustain the level of facilities and infrastructure proposed and that additional housing should be considered to ensure these facilities are viable. As 1,000 homes wouldn't cover the site identified for development, Hallam Land and CEG have submitted reps to suggest numbers should be increased to 1,500 homes so that this can be better planned strategically with infrastructure and mitigation measures rather than a piecemeal approach.
- It was discussed that there needs to be balance in terms of how funds are invested with the regeneration of Harlow being a priority as well as benefits to North Weald Bassett.



Stakeholder workshops (Early September 2019)

As part of the aim of ensuring that the masterplan for the Latton Priory development allocation has emerged through an engagement process that reflects as many views as possible, the site promoters sponsored four masterplan focused workshops and a site visit during September 2019.

The Workshops were facilitated by Erimax and each covered a specific themes of:

- Sustainable movement and travel
- Nature, green and open spaces, landscape and water
- Community hub and stewardship
- New homes and living

The following is a summary of key conclusions and observations:

- A notable outcome of the four workshops was that each demonstrated the scope for a positive, collaborative, cross-working approach to achieving a common aim - designing a Latton Priory of which everyone can be proud.
- Despite the wide range of attendees, the general consensus reached in respect of each of the main topic areas was significant. The differing points of view that did arise tended to be around detailed provision and priorities, rather than around strategic questions.

- Interestingly, going into the workshops, there was some concern that the topics of housing numbers and the main access road could "overwhelm" other matters and become the focus of the two days. Not only did this not turn out to be the case, but neither issue turned out to be remotely contentious.
- The common themes that did emerge were focused upon a widely held view that Latton Priory has opportunities to comprise an exemplar development and that these opportunities must be seized if the development is to succeed.
- It was generally felt that Latton Priory's location, effectively at the edge of both Harlow and rural Essex, provides opportunities to provide the best of both urban and countryside living. High quality design, in respect of both buildings and landscaping/public space; and thoughtful integration between town and country were perceived as solutions.
- Within this, delivering practical sustainability, embracing "future-proofing" and providing for tangible ways for the community to take control of its own success, were identified by attendees as the main priorities for a Latton Priory.
- Ultimately, the clearest single message from the workshops is that ensuring people feel fully invested in where they live is essential to successful community-building.

Masterplan exhibition (September 2019)

Members of the CEG and Hallam Land Management Ltd teams attended two exhibition events, supported by masterplanning, transport, environment, landscape and planning consultants, in order to answer questions and discuss the proposals in more detail.

Epping Forest, Harlow, Essex and Parish Councillors were invited to a preview of the exhibition between 2.30 and 3.30pm on the 23rd and 24th September.

A total of 68 people attended the event at Thornwood Village Hall and 56 people attended the event at Harlow Leisurezone.

Following the two events, copies of exhibition boards were provided to both Epping Forest and Harlow Council for display at the Civic Centres until the 7th October 2019.

A questionnaire was provided for everyone who attended to either complete on the day or take away and post back or email. Hard copies of the questionnaire were provided to Epping Forest and Harlow Councils for display within the Civic Centre and copies of the questionnaire and the email address were also provided on the website. Some of the findings of the questionnaire (covering community hub, stewardship and green spaces) are shown (right).

All the exhibition boards were also made available on the website www.lattonpriory.co.uk

- The key points raised during discussions focused on:
- Whether the homes were for Epping or Harlow
 - Housing mix
 - Transport and movement – including roads, public transport and green travel, bridleway access, motorbikes using footpaths, cost of train services in Harlow versus the Underground
 - School provision
 - Drainage

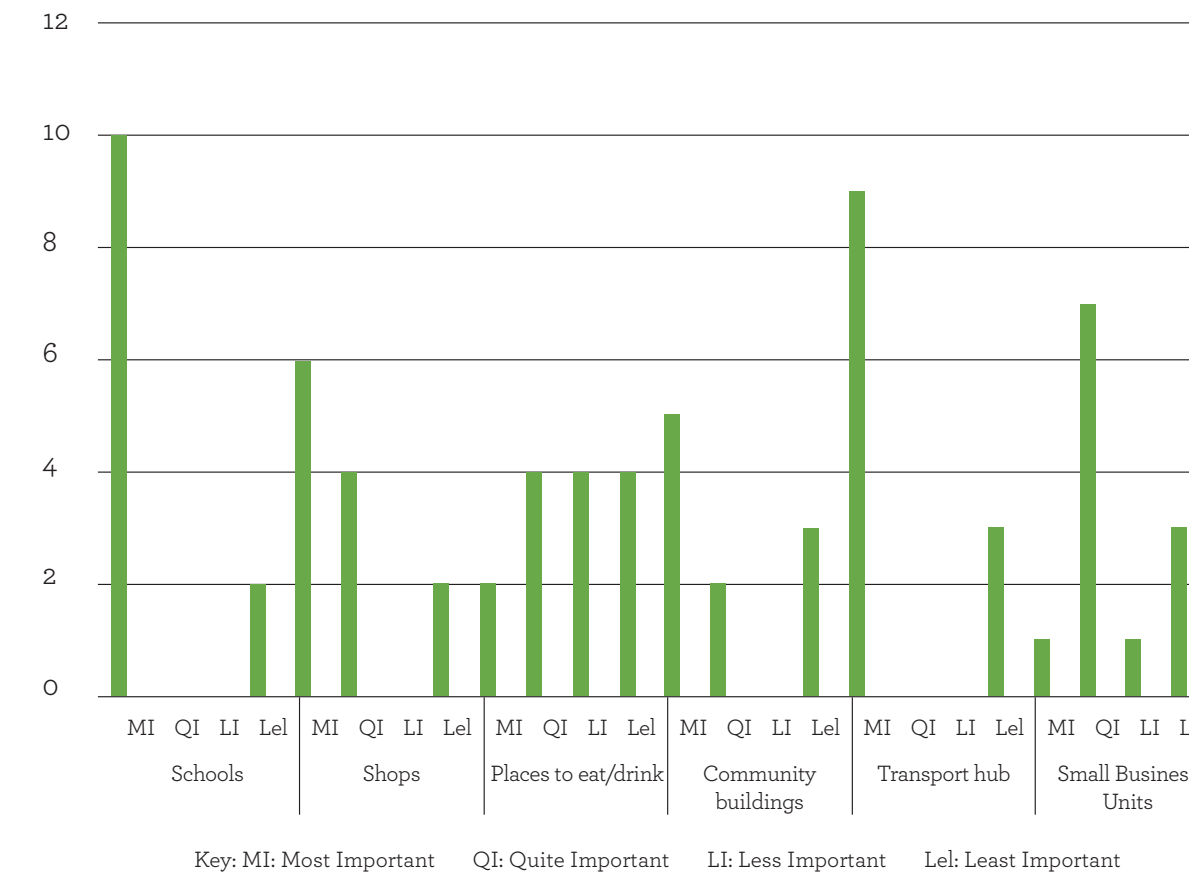
68
PEOPLE
ATTENDED
THORNWOOD

56
PEOPLE
ATTENDED
HARLOW
LEISUREZONE

Community hub and stewardship

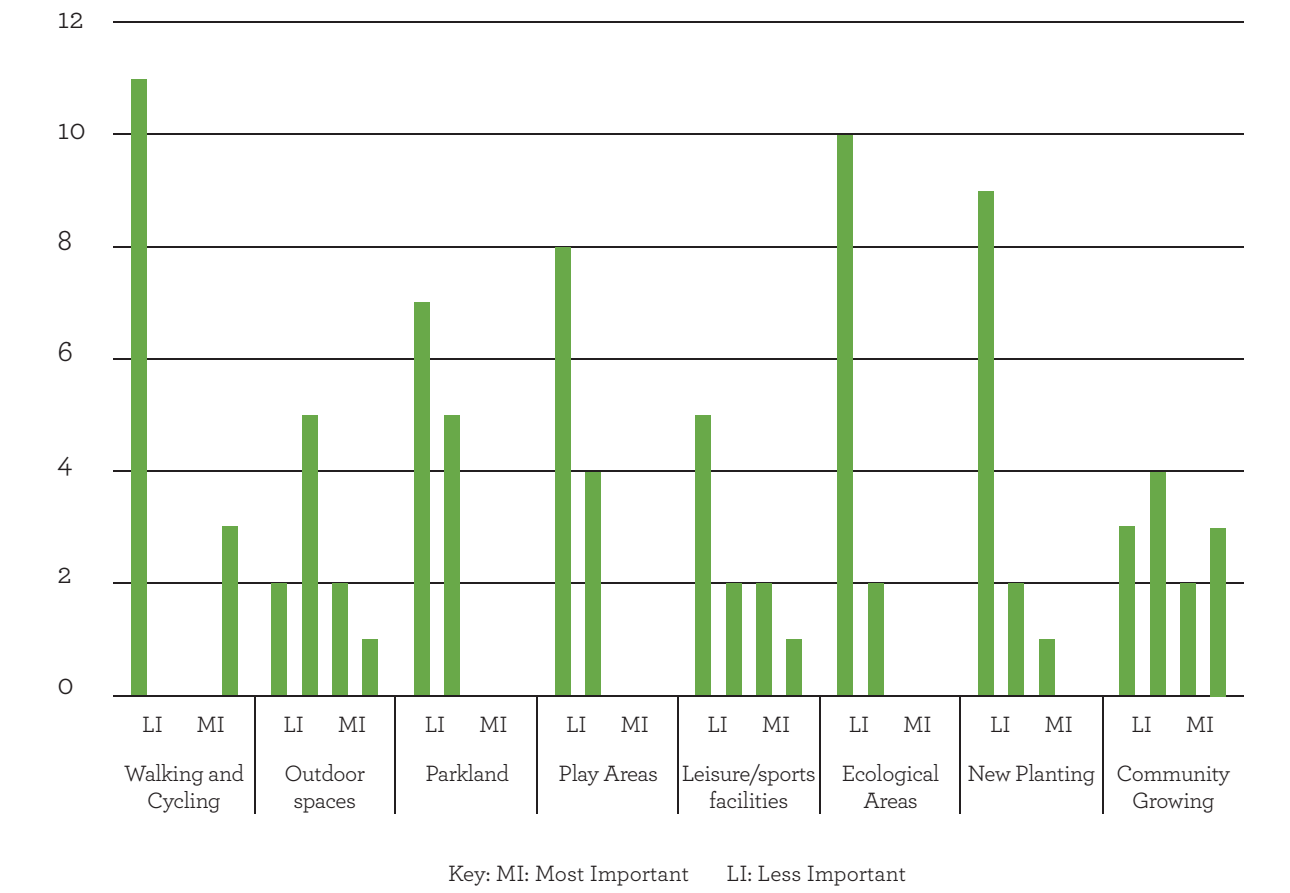
By providing a mix of facilities on the site we can create a vibrant community and reduce the need to travel. Strong governance is essential, and we often work with local Parish Councils or appoint charities such as the Land Trust to effectively manage and maintain green spaces and key assets with all income being reinvested into the site and on local events and education initiatives.

Respondents felt the following were the key priority:



Green Spaces

Well over 50% of the site will be new, accessible green, open spaces. Respondents were asked to highlight which green space/green infrastructure uses they felt were most or least important. The response was:



Revised illustrative masterplan response

Following the stakeholder workshops and masterplan public exhibition, a revised illustrative masterplan was drawn up. This sought to respond to a number of comments and provide more detail than the previous version. The revised illustrative masterplan is shown (right) and the main changes comprised:

1. Better foot and cycle connections into Harlow to the north and Epping to the south.
2. A new Super Greenway running east-west across the site and through the local centre, which will provide a route for pedestrians and cyclists only.
3. More and better defined north-south green fingers running through the site, acting as drainage and walking / cycling connections.
4. A more convoluted east-west avenue connecting Rye Hill Road in the west to London Road in the east, designed as such so as to slow vehicular speeds.
5. A further secondary street connecting to Rye Hill Road.
6. A revised local centre, containing local retail, cafés, co-workspace, healthcare and community facilities.
7. A mobility hub integrated into the local centre and set within a small plaza.
8. A more defined new "Town Park".
9. A series of smaller "doorstep" green spaces.
10. The inclusion of the two development parcels outside of CEG and Hallam Land Management's ownership (but within the EFDC administrative area).
11. Public sports pitches, allotments and orchards in the south west corner of the site
12. A revised series of SuDs on the northern boundary of the site.
13. A more detailed structure, better delineation of blocks and streets and a response to the landscape form.
14. The identification of key nodal points within the site – to aid legibility.

The revised masterplan and details of how the site will plug into the wider network of foot and cycle links was then presented to NWBPC in early December 2019.



Illustrative Framework Masterplan

Stakeholder Workshops: May, June and July 2021

Following a pause in the project in 2020, a series of stakeholder workshops were held in the spring and early summer of 2021. Due to the Covid 19 pandemic, these were held on line via Microsoft Teams. These were held largely to introduce a new team of people at EFDC and the Harlow and Gilston Garden Town (HGGT) to the project and to discuss certain topics. These included:

- Site overview and landscape
- Transport
- Character, density and building heights

These sessions largely comprised a presentation and then a series of questions and answers from the CEG and Hallam Land Management teams. Following these sessions, a working draft Strategic Masterplan Framework report was submitted to EFDC and HDC for initial comment.

Further stakeholder workshops: June and July 2022

Following the comments received from EFDC and HDC, the awarding of DLUC funding to EFDC to take forward a Design Code for the site, and further engagement and discussions between CEG, Hallam Land Management and EFDC, a further set of workshops were held in the summer of 2022. This time, they were held at EFDC's offices and covered the following topics:

- Gypsy and travellers sites
- Sustainable transport
- Schools and health centre
- Character, density and sustainability
- Local centre and employment

These workshops proved to be very helpful in concluding certain matters. The key changes to the masterplan (that came out of these workshops) are annotated on the plan (right). They include:

Sustainable Transport

1. The severance of the secondary street connecting to Rye Hill Road – to prevent vehicles short-cutting the east-west avenue.
2. The revised turning circle location of the STC, which now sits in the Green Wedge, freeing the plaza from vehicular traffic.
3. The establishments of two smaller mobility hubs in the east and west of the site – to aid mobility to the local centre. Such hubs could include bike hire, scooters etc. This would particularly help connectivity from the north east of the site.
4. The establishment of foot and cycle connections through the north eastern parcel of land (outside of the control of CEG and Hallam Land Management) to link the site to Harlow. This will also help to facilitate more direct links between the north east of the site and the local centre (avoiding the severance created by the driveway to Riddings House).
5. The establishment of foot and cycle connections through the parcel at the north of the site (outside of the control of CEG and Hallam Land Management) to better link the site to Harlow.
6. A hierarchy of streets is needed, but the design of these can be addressed in the Design Code.

Schools

7. The removal of the pedestrian and cycle link between the primary and secondary school. This will facilitate better access between the two sites, should it be required.
8. The preferred staff car parking (following options presented) should be taken from the road access point to the west of the primary school. The staff car parks should be located either side of the school dividing fence and at the southern edge of the sites. Filtered permeability will prevent the adjacent streets from becoming a hot-spot for pupil drop offs.

9. The emergency access will be taken from the local centre access road to the north.
10. A dwell space is now located in front of the primary school.
11. The north eastern corner of the secondary school should be the location for any sports centre / evening dual use facility. This will create a landmark building and also provide day and evening surveillance over the new Town Park.
12. Trees should be removed from the area immediately adjacent to the north east of the secondary school site to further aid surveillance of the new Town Park.

Character

13. A small pavilion building should be located within the new Town Park, near the east-west avenue to aid surveillance of this space.
14. Consideration needs to be given to key frontages – through the place-making plan and Design Code. The Super Greenway should be the key focus of key frontage buildings.

Local Centre

15. The local centre is mixed use in nature with residential / active uses above ground floor commercial. It does not have to achieve the 2ha employment use requirement as set out in the emerging local plan policy.

Gypsy and Travellers

Following the workshop a number of potential sites were put forward. These are set out earlier in this document.



Illustrative Framework Masterplan

**Quality Review Panel (QRP) 3:
28th July 2022**

In July 2022 there was a third presentation to the Harlow and Gilston Quality Review Panel.

Shortly before the QRP panel, it had emerged that Dorrington Farm and its access road from Rye Hill Road would no longer be part of the SMF and would be retained as an employment site. The main effect of this was on the alignment of the East-West Green Corridor and the East West Avenue. It also had implications for the SuDs strategy for the site.

Prior to the QRP, the team explored alternative options with EFDC to look at how the western end of the site could be reshaped to take into account this change, whilst still ensuring the key principles of the masterplan remained intact. These discussions with EFDC led to a preferred option which was subsequently presented to the QRP.

The preferred option brings the East-West Green Corridor to the north of Dorrington Farm and connects it with the existing public open space to the north west of the site. A southern branch of the green corridor is located along the southern edge of the development.

The QRP also focused on the local centre and the aim to create a high quality and vibrant place. The team presented two options to illustrate a mixed use centre and a further option which demonstrated 1ha of employment in line with the emerging local plan.

- Option 1: was a mixed use centre including commercial uses, community uses, residential, mobility hub and employment uses with commercial uses *focused around a plaza*
- Option 2: was a mixed use centre including commercial uses, community uses, residential, mobility hub and employment uses with commercial uses *focused around a linear high street*
- Option 3: was a mixed use centre but with 1ha of employment separate from other uses. This option, although strictly compliant with the Local Plan, had clear disadvantages in terms of quality of place.

The panel was generally supportive of the progression of the scheme. Key comments were as follows:

- **Realigned East-West Green Corridor:** The panel was supportive of the realigned East-West Green Corridor considering it to be an improvement.
- **Local Centre:** With regard to the local centre the panel fully supported the proposed mix of uses and their location within the local centre to underpin viability and vibrancy. It considered the high street option to be the preferred option.
- **Access and Movement:** The panel commended the approach to modal shift and reduced car parking but encouraged the team to go further with this and to consider alternative parking solutions. It also suggested that the scheme generally should be made more unattractive for the private car to further discourage its use. The panel also encouraged greater linkages to be shown with surrounding pedestrian and cycle routes so that the masterplan was more outward-looking
- **Character:** The development of character areas were considered successful. The panel encouraged the team to address the hierarchy of streets and spaces and to address scale, enclosure and character for these. Also to understand how spaces could support different uses and social functions

The panel wanted to see more detail on the sustainable aspirations of the development including social and economic sustainability, suggesting additional uses for the mobility hub. It also emphasised the need to consider how the character and use of public spaces could respond to climate change.



Public Consultation:
17th Nov 2022-23rd Jan 2023

Following further workshops and the QRP presentation in July 2022, the masterplan was further revised to address comments made and further public consultation was undertaken on the revised draft SMF between 17th Nov-23rd Jan 2023

Engagement was undertaken with communities across Epping and Harlow. Exhibition boards were located in EFDC's offices and the information was available online on the Latton Priory website. An on line Q and A was provided where the revised masterplan was presented and the developer's team (CEG and Hallam Land Management) and representatives from EFDC answered questions from the public.

128 responses were received from residents in Epping and Harlow as well as organisations and statutory consultees.

Key themes of the consultation responses received included the following:

Housing and Living:

- Provide a mix of housing for all with different characters and densities
- Not too congested, some with spacious gardens
- High quality future proofed and sustainable homes
- A good parking strategy is needed
- Streets, and homes, to be designed to encourage walking and cycling
- Mix of views expressed in terms of gypsy and traveller site and its location
- Clarification requested regarding numbers and heights of homes

The Community Hub and Local Centre:

- Local centre to meet the needs of all ages and to act as a community hub
- Flexible community buildings can be used for a variety of activities
- It should be a vibrant place with areas for events and

play

- The school could perform a wider community function and include facilities for the public from library to sports and activity space
- The local centre should complement rather than compete with nearby centres and hatches
- Consider how community and stewardship can be built in from the outset
- Healthcare and educational provision welcomed at the site

Walking, cycling and green space activities

- Green spaces between new and proposed homes was suggested
- Maintenance and stewardship is important
- Adaptable and multi-functional places and spaces, accessible and usable by all ages and abilities
- Connection was requested to nature and health benefits noted
- Varied playing areas and sports pitches for all
- Opportunities to cycle, walk and the need for paths suited to a variety of uses, including horse-riding were highlighted
- Protection of existing woodland was noted

Transport and Movement

- Disincentivising car use and encourage a positive behaviour change – technology being important in this
- Safe, well-signed, convenient, visible (dedicated where possible) pedestrian and cycle routes
- Free e-bikes/bike hire/secure bike parking was asked for and vouchers for free bus/train travel
- Pedestrian rather than car priority
- Bus links to both Harlow and Epping stations. A

desire was expressed by respondents for Harlow to be on oyster and price differential to be remedied

- Efficient, high quality, cheap, fast, frequent and reliable bus services with smart timetabling
- Convenient, safe and prioritised access to schools by sustainable modes
- Road and junction improvements and investment into transport infrastructure
- Queries were raised regarding the Sustainable Transport Corridor (STC)

Environment and Sustainability:

- SuDS should be incorporated as much as possible and as part of an interlinked / integrated system.
- Permeable surfaces and rainwater harvesting systems should be prevalent across the whole site.
- Watercourses and drains should have sufficient natural buffers to hold excess flood water which will ensure that flood risk is not increased to properties onsite, and that run-off passes along natural grassland and vegetation before reaching the drainage channels, allowing for increased lag times.
- Increased population and changing land use would warrant the requirement for channel maintenance to mitigate flood risk by ensuring conveyance through populated areas.
- The EA emphasise the importance of 'Green Growth' and advocate that net environmental gains are integrated within the masterplan.
- All homes should be fossil fuel free and on-site renewable energy generation should be maximised to at least match the annual residual energy consumption of the development
- In circumstances where the use of on-site renewables to match total energy consumption is demonstrated to be not technically feasible (e.g. buildings or phases with a smaller roof area than required for energy generation) or economically viable, renewable energy generation should be maximised as far as possible.
- Post occupancy monitoring should be undertaken

on a minimum of 10% of homes and be spread across phases for a period of 5 years to demonstrate the energy performance standards and aid learning, innovation and skills development in the design and construction industry.

- Buildings should improve fabric efficiency as much as possible; use a low carbon heat sources such as a heat pump; and maximise renewables on-site.
- Should deliver attractive, climate resilient homes with high levels of comfort and wellbeing, and incredibly low energy costs. These will be attractive to the market

Updated Illustrative Masterplan

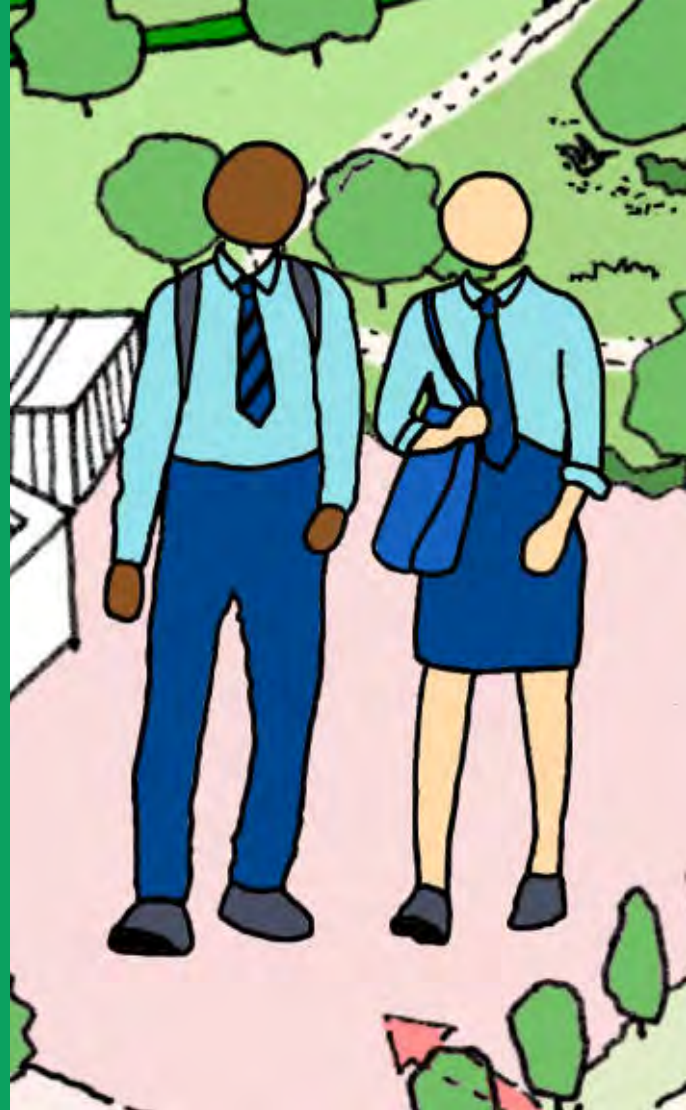
The feedback was reviewed in depth and there has been further collaborative work between the developers (CEG and Hallam Land Management), EFDC and HGGT team, in order to update and finalise the Strategic Masterplan Framework , as presented in this document, for endorsement by EFDC.

The main amendments to the SMF document were:

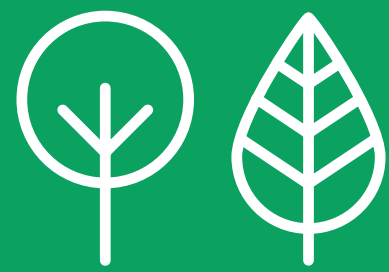
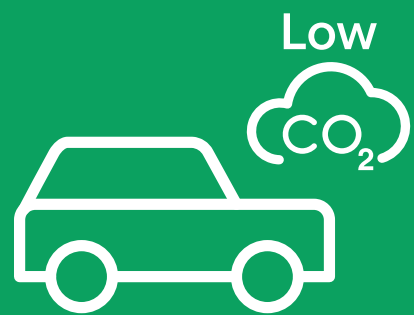
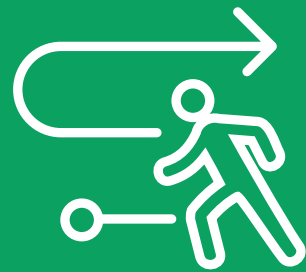
- Clarification regarding the number and heights of homes
- More information on a possible stewardship model included
- Inclusion of healthcare facilities within the local centre (subject to further coordination with EFDC and healthcare providers)
- A more robust tree belt between the new neighbourhood and Corner Meadow
- Addition of a Green Finger in the central area of the neighbourhood
- Amendments to the playing pitches following Sport England comment
- A series of mandatory spatial principles were produced and are presented in this document



Illustrative Framework Masterplan: Draft for Consultation Nov 2022



Design Influences



Appendix 2

LATTON PRIORY

HARLOW & GILSTON GARDEN TOWN

URBAN DESIGN INFLUENCES

Harlow

The context of Latton Priory is fascinating. To the north is the New Town of Harlow, a first wave new town planned and built following the Second World War to ease overcrowding in London. Developed in housing groups each with a distinctive style and ranging between approximately 150-500 dwellings, the architectural style was innovative and aspirational. Architectural freedom was encouraged. However, much of the housing stock in Harlow has not stood the test of time and, like many new towns, has come to the end of its life cycle at a similar time, showing signs of deterioration and localised deprivation particularly in the southern areas. Housing in Harlow is examined in more detail below.

Although Harlow has good walking and cycling links, a series of walkable local centres and a strong network of green corridors and infrastructure, it was built at a time when traffic engineering and design was beginning to plan for a future with the car, with a number of distributor roads dominating the town. In the residential areas, large surface parking areas coupled with garage blocks and rear garden fences facing onto the street create a poor and unsafe environment. Examples of these are found in the housing areas immediately to the north of Latton Priory.

Harlow Sculpture Town

Harlow has a reputation as a sculpture town and has a collection of over 100 public sculptures by significant sculptors such as Henry Moore and Barbara Hepworth as well as numerous contemporary sculptures, many of which are outdoors and make a positive contribution to the urban environment. A large number of these are within Harlow town centre however this very positive aspect of the urban environment also extends away from the centre with sculptures such as Echo by Antanas Brazdys near Staple Tye Shopping centre.



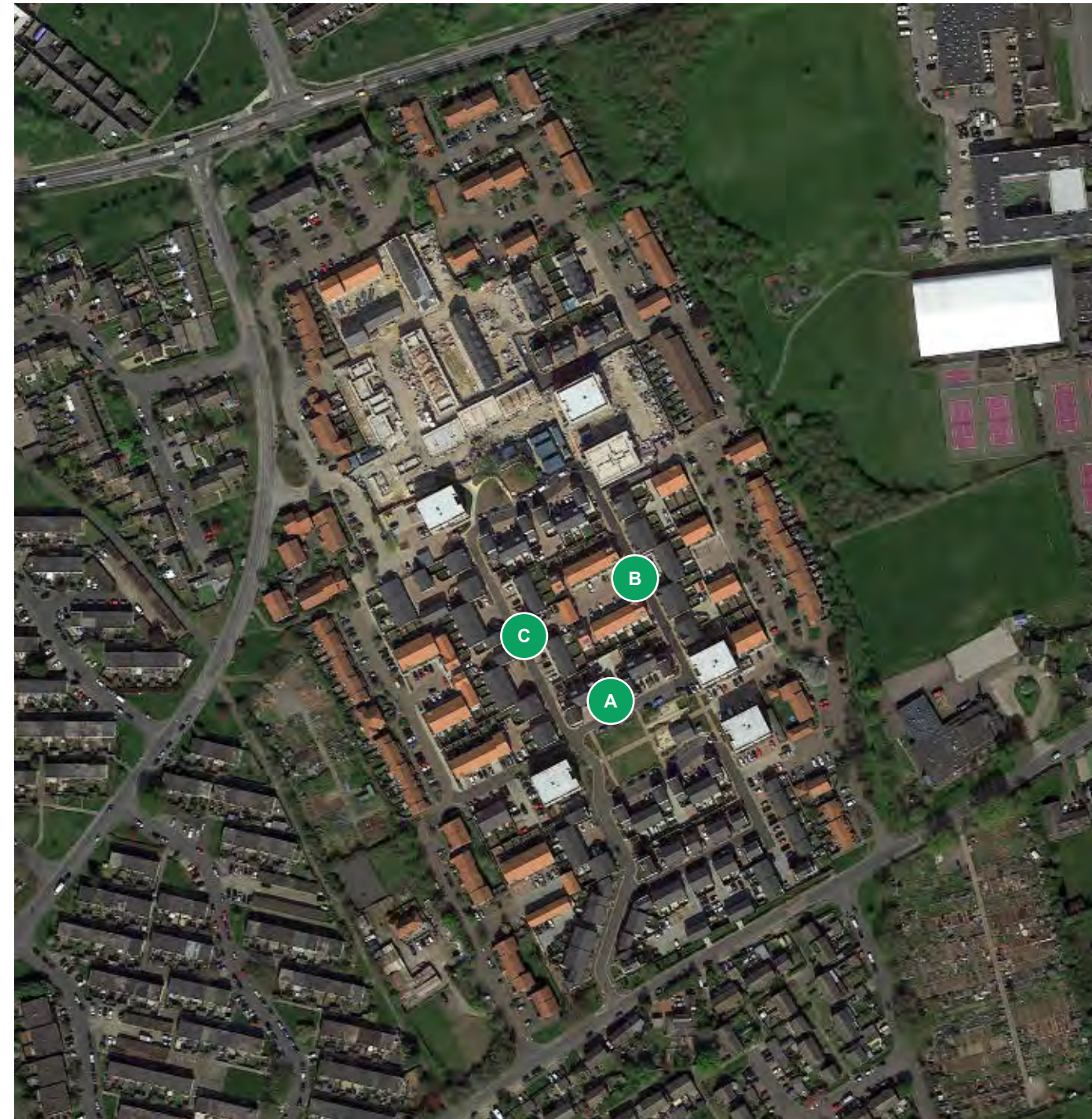
TRIGON BY LYNN CHADWICK, HARLOW TOWN CENTRE



ECHO BY ANTANAS BRAZDYS NEAR STAPLE TYE

Harlow's housing stock is, however, being improved both through regeneration and new green field developments. These are explored over the following pages.

The new Atelier development north of Commonsidge Road is an example of new build housing in the area. Whilst the street scene is still quite dominated by cars in places, the housing does at least address the street.



New Hall, located to the east of Harlow is a masterplanned new community. Structurally, New Hall works very well - built around a central green corridor, with key services and facilities (local shop, primary school) being at the heart of the scheme. Furthermore, the scheme is legible and laid out as a series of perimeter blocks with housing fronting the streets, squares and public spaces and secure rear back gardens. However, one of the criticisms of New Hall is the awkward relationship between the character areas. The experimental architecture here reflects the ambitions and spirit of the New Town of Harlow, but creates awkward juxtapositions in many places with one side of the street having a very different architectural style and feel from the other (see image D).

The later phases at New Hall are much more architecturally cohesive with architectural styles consistent on both sides of the street and character areas split around the back fences of properties to ensure this happens (see image E)



Epping and Surrounding Villages

Whilst the town of Harlow is located to the north of Latton Priory, the site itself sits within Epping Forest District and the parish of North Weald Bassett. Primary areas of settlement here include Thornwood and North Weald Bassett. These villages were dispersed in character until the 20th century. Prior to this the area supported an agricultural way of life with arable and livestock farming forming the basis for the area's economy. The construction of the North Weald Aerodrome in the early 20th century led to the villages becoming more consolidated and new housing was built.

Epping

The town of Epping is located to the south West of Latton Priory. It is located on a ridge and separated from the outer suburbs of London by Epping Forest, a large expanse of woodland. The town's origins can be traced back to the Domesday Book. The town expanded rapidly in the 18th century as it became an important staging post for horse drawn coaches as well as an agricultural supplier to London. The town remained largely a linear settlement until the mid 1800s when the railway was extended to Epping and Ongar. The town then expanded south towards the railway station and by the early 20th century had expanded further with many new homes around the edges of the town. The heart of the town (around the High Street) is now a conservation area and a successful high street. The organic growth of Epping means that there is no clear planned structure to it, but in common with the villages of Thornwood and North Weald Bassett, much of the housing on the edges backs on to the open countryside and woodland.



North Weald Bassett

The village of North Weald Bassett is a linear settlement along the B181. Much of its housing stock comprises two storey brick building with pitched roofs. Due to its organic growth it contains a number of architectural styles and is relatively high density compared to the surrounding rural areas. The village lacks meaningful green open spaces, relying largely on private front and back gardens for outdoor amenity. Despite this, the village has strong connections with the surrounding agricultural landscape which provides tree or hedge lined backdrops to views out of the village and a sense of openness to the edges of the settlement.

The housing fronting onto the B181 comprises a consistent roof line and material pallet as you move along this route. Streets off of this are varied, but due to the higher density nature of the village, the built form, combined with the narrower streets creates a sense of enclosure. Despite their location on the edge of the village, many of the streets are quite geometric and linear in their form. Recent additions to the village comprising larger detached properties with curved streets are generally out of keeping with the rest of North Weald Bassett.

Thornwood

Thornwood is a much smaller village comprising housing and a number of smaller industrial units. The core of the village is higher density, but this falls away towards the edges and houses here generally have larger front and back gardens which then border the agricultural fields.

Like North Weald Bassett, the housing around the edges of Thornwood largely back onto the open countryside and apart from Thornwood Common, there is also a lack of publicly accessible green space within the settlement.

Key Points from the Analysis:

- Do not repeat the mistakes of Harlow (developing around the private car)
- Ensure perimeter block structures are used with active frontage and private rear amenity space
- Ensure character areas are split along rear fences, not streets
- Ensure meaningful green spaces are designed within the scheme – not just around the edges
- Streets and blocks on the rural edges can still be quite formal and geometric – indeed, curved streets on the rural edges are quite out of character
- Opportunities for the new development to build on Harlow's reputation as a 'sculpture town'.

Density Analysis

The settlements analysed above accommodate various architecture styles of differing ages.

They also provide a range of residential densities, which will be a useful tool in understanding appropriate densities for the Latton Priory site. The following pages show a selection of residential densities from Harlow – both the original housing and some of the new build schemes, North Weald Bassett and Epping.

Queens Road

North Weald Bassett

Dwellings: 144

Block Area: 6.58 Ha

Density: 22 Dwellings / Ha



Fir Park

Great Parndon

Dwellings: 134

Block Area: 5.09 Ha

Density: 26 Dwellings / Ha



Thornhill

North Weald Bassett

Dwellings: 68

Block Area: 2.36 Ha

Density: 28 Dwellings / Ha



Brickfield Road

Epping

Dwellings: 138

Block Area: 4.0 Ha

Density: 34 Dwellings / Ha



Cala Domus

New Hall

Dwellings: 113

Block Area: 2.88 Ha

Density: Medium 39 Dwellings / Ha



Abode

New Hall

Dwellings: 113

Block Area: 2.2 Ha

Density: 52 Dwellings / Ha



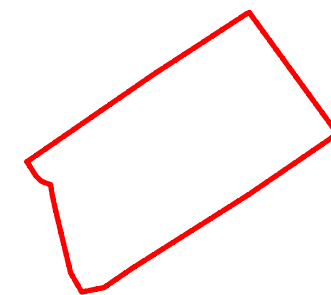
Spruce Hill

Harlow

Dwellings: 108

Block Area: 2.79 Ha

Density: 38 Dwellings / Ha



Iceni Square

Harlow

Dwellings: 43

Block Area: 0.69 Ha

Density: 62 Dwellings / Ha



Rye Hill Road

Harlow

Dwellings: 20

Block Area: 3.40 Ha

Density: 5 Dwellings / Ha



Key Points from the Analysis

- The surrounding area contains lower densities, of between 22-26 dph. These are found in North Weald Bassett
- Much higher densities are found on the edges of Harlow in the new development at Newhall. Densities here range from 40 dph up to 52 dph. Densities of over 60 dph are found in Iceni Square, in close proximity to the north of the site
- This higher level of density helps to create more sustainable places and better quality streets and spaces and should be considered in the masterplan

Local centres Harlow

Harlow New Town was planned around a series of “Neighbourhood Centres” and smaller subcentres known as “Hatches”.

These sit at the heart of the communities that they serve. Whilst the idea of centrally located local hubs was good, their execution (like with the housing) was poor and many of them are outdated, poor quality and at risk of long term decline.

Two of the Neighbourhood Centres to the north of Latton Priory are analysed right.

Staple Tye

Staple Tye is located to the north west of Latton Priory. It largely comprises a single north facing building with rear servicing. The area to the north comprises a large surface car park. The urban environment here is poor and car dominated with no good quality public realm or area for the local community to congregate.

As of July 2022, all the units here were occupied. However, apart from Lidl and Poundland, which anchor the development at each end, many of the units here comprise fast food takeaways, betting shops and charity stores and it would appear that Staple Tye is a destination that people drive to.

A further smaller run of units is located to the south of the centre. This again comprises fast food takeaway stores and a restaurant.

The centre is located in close proximity to an employment area comprising low quality industrial units.



Bush Fair

Bush Fair is located to the north east of Latton Priory. Its design contrasts with Staple Tye in that it is based around a pedestrianised area, framed on all sides by retail units with two to three storeys of commercial and residential above. Whilst this has the potential to create a better environment compared to Staple Tye, as of July 2022, there were a number of vacant units (around 25%). The design of Bush Fair also means that the outer edges of the local centre back onto the surrounding streets which are dominated by car parking and service bays for the commercial units.

The centre is located in close proximity to an employment area comprising low quality industrial/ trade counter style units.



Key Points from the Analysis:

- The principal of having central walkable local centres is sound
- However, the Neighbourhood Centres examined are almost perfect examples of what not to do in designing local centres and should not be a model for Latton Priory. Existing Neighbourhood Centres:
 - Have poor public realm that is dominated by cars or surrounded by uses that close at 5pm
 - Are difficult to access by foot
 - Tend to be dominated by fast food retailers, charity stores and betting shops

1. Existing - Traditional linear / parades

Case study 1

Modern local centre

Rather than seeking to replicate the existing Neighbourhood Centres, Latton Priory should look at more successful local centres elsewhere. Several case studies have been examined and they fall into three categories:

1. Existing – Traditional linear / parades
2. New build – Street facing
3. New build – Focused around a plaza

Location: North Weald Bassett

Number of units: 9

Parking: In a parking area immediately in front of the shops

Commentary

The local centre in North Weald Bassett is an example of an existing linear high street of shops fronting onto a main road. It is fully occupied and appears to be successful. Residential / commercial uses are on the upper floors providing a sense of security and overlooking.

However, it lacks a real sense of place and the public realm is poor with no space for the community to gather, apart from a bench and an area of planting.

The 9 shops here are serving a population of around 2,500 houses, thus serving a larger population than Latton Priory. It is also a free standing village with a captive market.



Case study 2

Location: Old Harlow

Parking: Located in a car park to the rear of the retail units and accessed from Wayre Street

Commentary

Old Harlow is the historic part of Harlow New Town and contains a number of historic and listed buildings. The retail and community uses are located along a linear route, but in contrast to North Weald Bassett, is pedestrianised. Indeed, cycling is prohibited along the high street. Residential / commercial accommodation is provided above the shops.

Whilst characterful, it, again, lacks a place for communities to gather. Furthermore, its street presence is limited to glimpses along the eastern and western ends.

There are numerous shops along the high street, but, as with North Weald Bassett, its catchment is large and serves the north eastern part of Harlow.



2. New build - Street Facing

Case study 3

Location: Beaulieu Park, Chelmsford

Number of units: 8

Parking: Is provided to the front of the shops

Commentary

This new build parade of shops is located on the edge of Beaulieu Park and faces out towards the A130 (White Hart Lane). It includes a Costa Coffee, Sainsbury's Local, takeaways, a vet and a dental practice. A community centre is also included around the side and a nursery in a block to the rear.

Residential accommodation is provided above the retail units enabling the area to have good passive surveillance.

However, due to its outward looking nature (fronting onto the road) and relatively large surface car parking areas, it has the impression of being somewhere that one may drive to, thus encouraging car use.



Case study 4

Location: Highwood Village, Broadbridge Heath

Number of units: 4

Parking: Is provided to the front of the shops

Commentary

The retail here includes a Co-op convenience store and a couple of other units. Residential is located above the units.

It has similarities to Beaulieu Park in that it faces out onto the street and has a relatively large surface car park in between, thus, again, making it feel like somewhere that local people may be encouraged to drive to.



3. New build - Focused around a plaza

Case study 5

Location: Fairford Leys, Aylesbury

Number of units: Approx 10

Parking: Partly located within the square and partly to the rear of the units

Commentary

The retail and community uses here are located either side of a street that runs through the centre. To the south of the street is a plaza, which is used for parking (and is somewhat dominated by cars). This plaza is fronted on all sides by retail with residential / commercial uses above.

To the north of the street is a pedestrianised street which is home to further retail, commercial and community uses with residential above.

The street running through this centre is shared surface, which is successful in slowing traffic down and creating a sense of place.



Example 6

Location: Lightmoor Village, Telford

Number of units: Approx 5

Parking: No parking on the street frontage

Commentary

This scheme is centred around a plaza, with the main street (with shared surface) running adjacent to it. The plaza is free of parking and the retail units front onto it and have residential uses above. The plaza is fronted on the south side by a primary school.

The arrangement here creates a pleasant pedestrian environment for gathering and has a strong sense of place and scale.



Summary

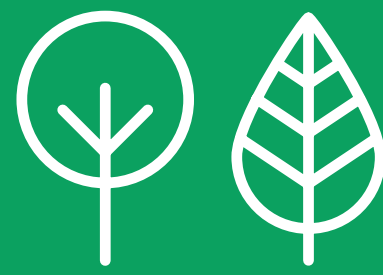
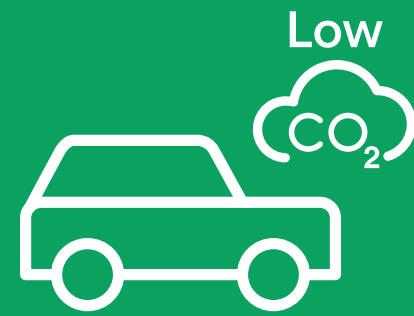
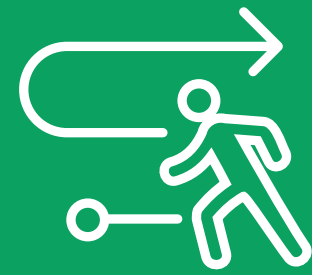
In summary, it is considered that the traditional linear parades of shops (such as North Weald Bassett) provide good commercial frontage for the retailers and community services. The pedestrianised linear street (as at Old Harlow) provides a safe, pedestrian friendly environment, but is closed off and lacks visibility. Both lack a central community space.

The modern examples of new build local centres facing onto streets, tend to work well commercially (due to passing trade) but appear to still be based around the car and again, lack a clear sense of place and good quality public realm.

The analysis has led to the conclusion that the best configuration for a local centre at Latton Priory would be a combination of a linear high street - maximising opportunities for passing trade and bringing about day to day activity - with a central plaza, set back, but adjacent to the main high street, thus providing a safe, car free and pleasant public square for community gatherings and events.



Parking



Appendix 3

LATTON PRIORY

HARLOW & GILSTON
GARDEN TOWN

CONNECTIVITY AND MOVEMENT PARKING

Parking

National Guidance

National Planning Policy Framework (NPPF) June 2021 sets out the planning policies for England, providing a framework within which locally prepared plans for development can be produced. The NPPF is a material consideration in planning decisions. NPPF states that if setting local parking standards, policies should take into account things such as the accessibility of the development, the type, mix and use of development as well as local car ownership levels and the need to provide adequate provision of spaces for charging.

We are aware that ECC are preparing new parking guidance for garden communities and large scale developments, which will be taken into account in the future planning application if available at the time

Essex County Council Parking Standards (2009)

The purpose of this document is to set out the car parking standards which the council will apply when considering planning applications for new development. There is provision in the document for reduced parking but generally urban areas are referenced.

The document states that 'the onus will fall to the developer to demonstrate that the level of parking provided is appropriate and will not lead to problems of on street parking on the adjacent highway network. This will usually be demonstrated through a Transport Assessment'.

EFDC Draft Local Plan

The principle of car limited development is introduced in Policy T1: Sustainable Transport Choices. The policy states that a development will be permitted where it provides appropriate parking provision in accordance with adopted Parking Standards and which mitigates any impact on on-street parking provision within the locality. Reduced car parking, including car-free development in sustainable locations will be supported.

The policy further states that the provision of

electric vehicle charging points will be required within all new developments which make provision for car parking for vehicles.

Harlow Local Plan

Policy IN3 states that vehicle parking must be provided in accordance with the adopted Essex Vehicle Parking Standards, unless otherwise indicated elsewhere in the Local Plan and/or supporting documents.

2011 Census revealed that 75 per cent of households in Harlow had access to at least one vehicle. There is a balance between reducing the reliance on the car and promoting more sustainable modes of travel whilst ensuring that on-street parking issues are not created, particularly around key destinations such as strategic employment sites, the town centre and railway stations.

Parking Strategy

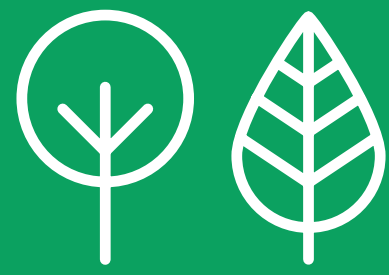
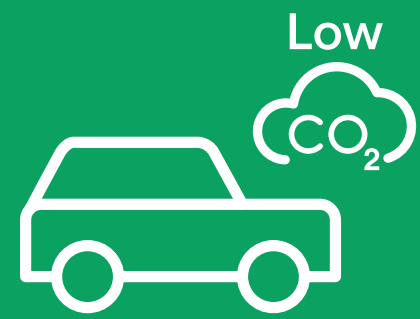
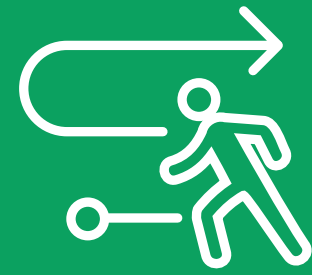
Parking will be provided at the development with reference to the relevant (at that time) car parking standards for residential and non-residential uses.

Provision for car parking for private vehicles shall be considered in the context of supporting the modal shift towards sustainable travel across the Garden Town and the creation of walkable neighbourhoods and healthy streets that are safe, vibrant public spaces that connect people to the places where they live, work and play.

A parking strategy for each phase of the development will be prepared at the appropriate stage which will seek to address the above, establishing principles for how parking will be designed, located and managed to encourage trips that are easier, safer and more convenient by walking, cycling and public transport as opposed to private car journeys.



Cycling Isochrones

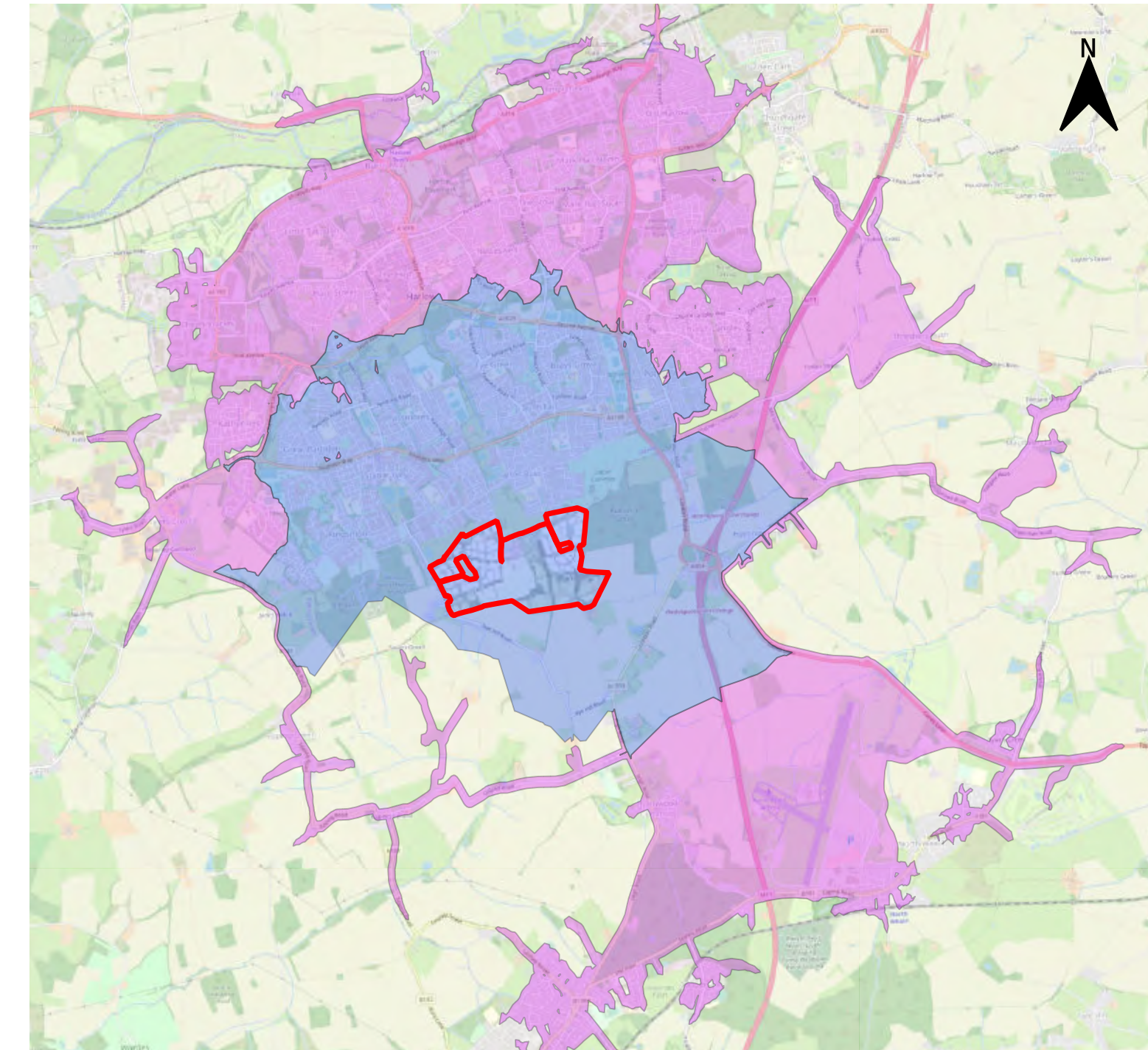


Appendix 4

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HARLOW & GILSTON GARDEN TOWN

CONNECTIVITY AND MOVEMENT CYCLING ISOCHRONES



Key

- Masterplan Boundary
- Cycling Isochrones**
 - 15 Minutes
 - 30 Minutes

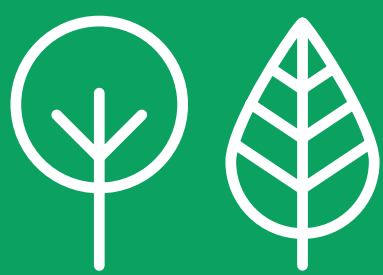
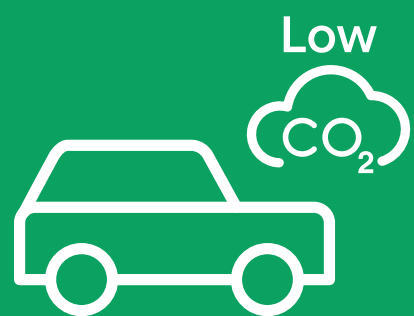
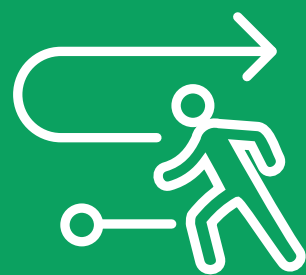
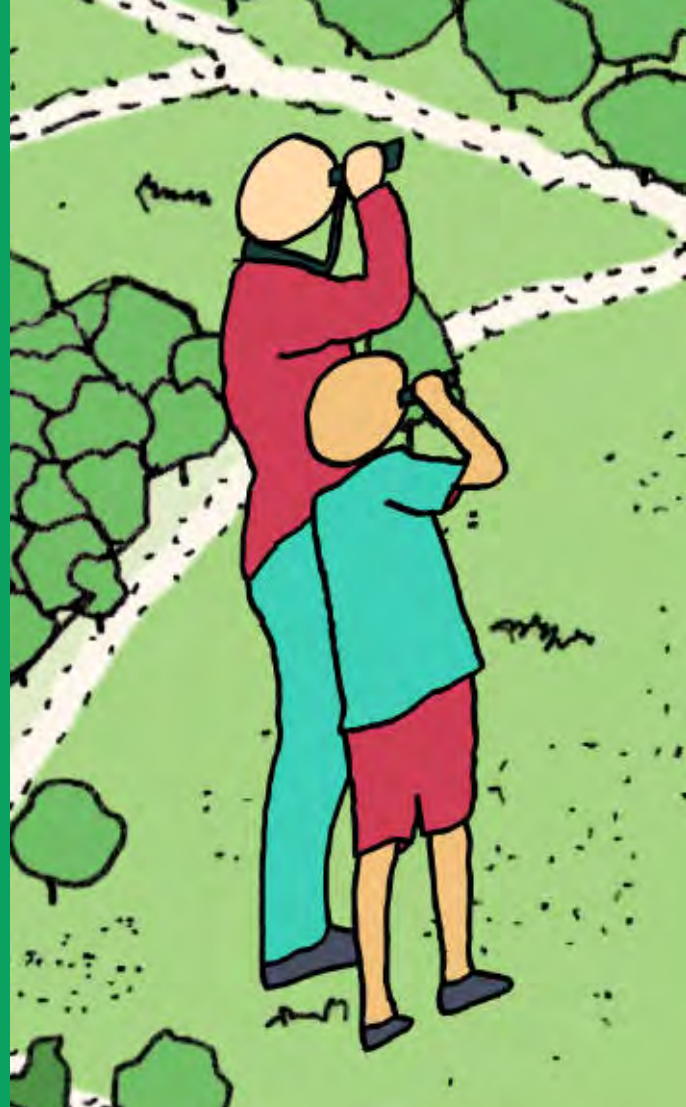


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129	Adrian Taylor	2014	adrian taylor acoletaylor@btconnect.com	https://www.archdaily.com/790783/drapers-field-kinnear-landscape-architects/577b3ed3e58ece232d0000ba-drapers-field-kinnear-landscape-architects-photo
131	BM	2022	CC BY-SA 2.0	https://www.broadwaymalyan.com/
131	Astrid Guthrie, edgeUD Consultant	2021-2022	2022 edge UD	https://edgeud.co.uk/edge-visit-upton/
132	Google Earth	2021-2022	Google Earth Pro User	https://www.google.com/intl/en_uk/earth/versions/#earth-pro
132	Crest - West Malling	2022	Crest Nicholson 2022	https://www.crestnicholson.com/towns-counties-new-homes/west-malling
132	HTA	2011	HTA Design LLP	https://www.hta.co.uk/project/upton-site-c
132	BM	2022	CC BY-SA 2.0	https://www.broadwaymalyan.com/
132	Liz Lake Associates	N/A	2022 Liz Lake Associate	https://www.lizlake.com/project/trumpington-meadows/
133	Wikiwand	N/A	N/A	https://www.wikiwand.com/en/Avenue_(landscape)
133	BM	2006	CC BY-SA 2.0	https://www.broadwaymalyan.com/
133	Craig Auckland	2013	Craig Auckland / Fotohaus. Moral Rights Asserted	https://portfolio.fotohaus.co.uk/abode-great-kneighton-cambridge
133	Green Blue Urban	2017	2021 GreenBlue Urban Limited	https://greenblue.com/gb/case-studies/kings-crescent-estate-london/
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136	Hattie Hartman	2017	Empap Publishing Limited	https://www.architectsjournal.co.uk/news/york-housing-scheme-by-studio-partington-named-sustainable-project-of-the-year
136	Fira La	N/A	2022 Fira Landscape Architecture and Urban Design	http://www.fira-la.com/portfolio/derwenthorpe/
136	BM	2022	CC BY-SA 2.0	https://www.broadwaymalyan.com/
136	Paul Eccleston	2014	Paul Eccleston Arthouse Ltd 2014	https://mcsbttd.co.uk/project/horsted-park-extra-care-home/
136	Bell Phillips Architects	2018	Kilian O'Sullivan	https://www.architecture.com/awards-and-competitions/landing-page/awards/riba-regional-awards/riba-east-award-winners/2018/st-chads
137	GSA	2016	2022 Gardner Stewart Architects	http://gsa-studios.com/portfolio/project/beaulieu-chase-chelmsford
137	N/A	N/A	N/A	N/A
137	BM	2020	CC BY-SA 2.0	https://www.broadwaymalyan.com/

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140	BM	2020	CC BY-SA 2.0	https://www.broadwaymalyan.com/
140	Essex Design Guide	2019	Courtesy of bluepencil Designs	https://www.essexdesignguide.co.uk/case-studies/berryfields-tiptree-essex-vernacular/
140	Google Earth	2021-2022	Google Earth Pro User	https://www.google.com/intl/en_uk/earth/versions/#earth-pro
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141	N/A	2018	N/A	N/A
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144	Norse Group	2021	Norse Group 2022	https://norsegroup.co.uk/case-studies/carrowbreck-meadow/
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144	The Spruce	2021	David Beaulieu	https://www.thespruce.com/ideas-for-landscaping-property-lines-2132169
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144	N/A	2018	N/A	N/A
145	Allen Pyke	2016	Allen Pyke	https://allenpyke.co.uk/project/kentwood-farm/
145	Godfrey B	2014	Essex Views	www.essexviews.uk
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147	The Flood Hub	2016	CC-0	https://thefloodhub.co.uk/blog/additional-benefits-of-sustainable-drainage-systems-suds/
147	Ashley Cooper	2011	ashley@globalwarmingimages.net	https://www.globalwarmingimages.net/
147	Your Kingston Your Say	2022	CC BY-SA	https://www.yourkingstonyoursay.com.au/pocketpark/widgets/375979/photos/102775
147	Charlotte Tucker	2020	Menlo Media S.L	https://www.eu-startups.com/2020/08/british-urban-mobility-startup-beryl-gets-approval-for-e-scooter-trials-in-norwich-uk/
147	David Barbour	2021	David Barbour	https://passivehouseplus.co.uk/magazine/new-build/pitch-perfect-beguiling-dundee-passive-house-puts-wood-into-woodland
147	Google Earth	2021-2022	Google Earth Pro User	https://www.google.com/intl/en_uk/earth/versions/#earth-pro
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