

Agenda Item 9

HARLOW AND GILSTON GARDEN TOWN

Report to: HARLOW AND GILSTON GARDEN TOWN BOARD

Title: East of Harlow Masterplanning Guidance (EHMG) SPD

Date: 13 June 2023

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Enclosures: Appendix 1 – DRAFT East of Harlow Masterplanning Guidance (EHMG) SPD

1. EXECUTIVE SUMMARY

- 1.1 The HGGT Partnership agreed to produce a document for the East of Harlow site to provide masterplanning principles.
- 1.2 The aim is to provide guidance for a developer producing a masterplan for the site, to ensure the masterplan reflects the vision for the site which is shared by the HGGT partners and meets the Garden Town Vision.
- 1.3 Work on the document progressed during 2022, including regular workshops to consolidate existing information and produce principles within it, and the work was reviewed by the Quality Review Panel in November 2022.
- 1.4 In March 2023, it was agreed in principle that the document should be adopted as a Supplementary Planning Document (SPD) by both HDC and Epping Forest District Council (EFDC), following the relevant governance and consultation processes. An SPD has more material planning weight than a guidance document and is subject to a more formal consultation. The HGGT partners have worked collaboratively to prepare the draft consultation version.
- 1.5 It is proposed that public consultation will take place between June and September 2023, with a finalised SPD being endorsed by the HGGT Board in December 2023, and subsequent adoption by both HDC and EFDC in early 2024.

2. RECOMMENDATION

- 2.1 That the Board notes the draft East of Harlow Masterplanning Guidance SPD (EHMG).

- 2.2 That the Board recommends that Harlow District Council and Epping Forest District Council should approve the undertaking of public consultation on the draft EHMG, in accordance with the Statement of Community Involvements of both Councils and The Town & Country Planning (Local Planning) (England) Regulations 2012 (as amended).**
- 2.3 That the Board agrees that the HGGT Director, in consultation with the HGGT Board Chair, be authorised to make minor amendments to the East of Harlow Masterplanning Guidance SPD prior to publication for consultation.**

3. BACKGROUND

- 3.1 East of Harlow is one of Harlow and Gilston Garden Town's strategic sites. It sits across the Harlow District (HDC) and Epping Forest District Council (EFDC) border, with 2,600 homes proposed within Harlow and 750 homes within Epping Forest. It also includes the proposed site for the new Princess Alexandra Hospital, and is covered by Essex County Council (ECC) as the Highways Authority.
- 3.2 The masterplanning of the site has lacked sufficient progress, which could result in a potential impact on delivery timescales for homes and infrastructure on the site and, therefore, the risk increases of ad-hoc development coming forward within the masterplan area. This could, in turn, jeopardise the vision for the strategic site.
- 3.3 The decision was taken by HGGT partners to produce an 'East of Harlow Masterplanning Principles' document (which has now been renamed to become a guidance SPD). The aim is to provide guidance for a developer producing a masterplan for the site, to ensure the masterplan reflects the vision for the site which is shared by the HGGT partners and best meets the Garden Town's Vision.
- 3.4 Work on the document progressed during 2022, including regular workshops to consolidate existing information, develop a project proposal and produce a vision for the site.
- 3.5 The draft 'East of Harlow Masterplanning Principles' document was reviewed by the HGGT Quality Review Panel in November 2022 and this has informed the final version of the draft EHMG SPD.
- 3.6 Both EFDC and HDC and ECC have previously worked to develop guidance for the East of Harlow masterplan area, and this work has guided development of the document.
- 3.7 The EHMG SPD will build on the existing policies/guidance for the site, including:
 - Epping Forest Local Plan (EFLP), Green Infrastructure (GI) Strategy, Sustainability Guide
 - Harlow Local Development Plan (HLDP)

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- HGGT Vision, Design Guide, Transport Strategy, Sustainability Guidance and Checklist, GI Strategy Framework
- Essex County Council (ECC) Highways Sustainable Transport Corridor (STC) Guidance, Access Guidance and Traffic Modelling
- ECC Garden Communities and Planning School Places, GI Strategy

4. QUALITY REVIEW PANEL

- 4.1 On 25 November 2022, a draft of the document was presented to a Chair Review Meeting of the HGGT Quality Review Panel.
- 4.2 The panel was supportive of the draft document, recognising it is an essential piece of work that can help to ensure much needed homes and infrastructure are delivered within a cohesive strategy.
- 4.3 The panel recognised that developing a document that can motivate fragmented landowners to work collaboratively will be critical to delivering key ambitions and critical infrastructure.
- 4.4 A number of recommendations were made by the Panel, including:
 - Ensure the overall purpose of the document, as well as the aspirations for specific themes, are clear to enable developers to understand what is expected of them.
 - Be honest about the constraints of the site and emphasise the opportunities to help attract potential developers.
 - Ensure the document is succinct and carefully structured to ensure it is user friendly.
 - Find ways to break the document up into smaller chunks.
 - Provide more detail on the technical studies required, the planning timeline and the construction phasing.
 - Ensure the document provides a compelling vision for what kind of place will be created.
 - Further thought is needed to ensure that East of Harlow creates active local economies, has ambitious targets for sustainability and biodiversity, enables active travel, and safeguards the proposed locations for schools.
 - Provide further information on the quantity of homes, schools, transport, community and green/blue infrastructure.
 - Ensure all diagrammatic drawings are clear in what they are trying to convey.
 - Consider adding perspective drawings that can give an impression of the site's rolling hills and how the new development might unfold in near and long views, or nestle into the landscape.
 - Include a section on planning process and anticipated timeline.
 - Ensure that stewardship of local centres is also included.

5. RECENT WORK

Staff resourcing constraints have meant a short hiatus in progressing of the work which recommenced in March 2023.

- 5.1 The following changes were made which reflect the recommendations of the Quality Review Panel:
 - The document was restructured and shortened to ensure it flows in a more logical way.

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- The principles in the document have been converted to become guidance, which comprises important requirements for any future masterplan and will have planning weight as the document will be an adopted SPD.
- Duplications of text, images or maps have been removed.
- The constraints and opportunities of the site have been more clearly identified.
- More detail on the technical studies required has been included.
- Further information has been provided on infrastructure requirements and sustainability ambitions.
- It has been clarified that stewardship will primarily be the subject of separate work.
- Maps and diagrammatic drawings are being clarified and amended by EFDC (these are informational only and may not be ready for the Board but will be ready for the consultation).

5.2 In March 2023, it was agreed that the document would be redrafted as guidance and adopted as a Supplementary Planning Document (SPD) by both HDC and EFDC. This will ensure the guidance has as much planning weight as possible, as a material consideration, and will be robust to ensure the developer prepares a masterplan which reflects the visions for the site and the overall Garden Town.

5.3 As noted in national Planning Practice Guidance, SPDs should build upon and provide more detailed advice or guidance on existing policies in an adopted local plan. SPDs cannot introduce new policies into the local plan as they are supplementary in nature and should not add unnecessarily to the financial burdens on development. Both HDC and EFDC Officers are satisfied that these requirements are met.

5.4 Where an SPD is likely to have significant environmental effects that have not already have been assessed during the preparation of the relevant strategic policies, a Strategic Environmental Assessment (SEA) may be required. However, relevant significant environmental effects were previously assessed during the preparation of the policies in the HLDP and EFLP, taking into account the criteria in the Environmental Assessment of Plans and Programmes Regulations 2004 (as amended) and consultation responses received at the time.

6. EAST OF HARLOW MASTERPLANNING GUIDANCE (EHMG) SPD CONTENTS

6.1 The EHMG contains 13 chapters. The first two set the background and the context, while the subsequent ones form the main bulk of the guidance; each of these includes policy and guidance context, strategic guidance, specific guidance and topics to consider.

6.2 The chapters are as follows:

1. **Introduction** – background details on the HGGT, the East of Harlow site, the scope of the guidance, how the guidance has been prepared, the masterplanning of the site, and monitoring and review of the guidance.
2. **Context** – information on the local policy and guidance context, the vision for the site, and the site's opportunities and constraints.
3. **Stewardship** – general points to consider, including signposting to the emerging HGGT Stewardship Charter (note: it is not appropriate for this document to provide detailed guidance on stewardship).

4. **East of Harlow Character Considerations** – guidance on respecting the area’s character, as detailed in the HGGT Design Guide.
5. **Landscape and Green Infrastructure** – guidance on taking a landscape-led approach and responding to the wider landscape setting, with the appropriate analysis which will be required; guidance on the need for the masterplan to consider Biodiversity Net Gain, the HGGT GI Framework, the extension of Harlow’s Green Wedge Network, protection of existing ecology and biodiversity, and provision of open spaces, footpaths, cycleways, bridleways, planting, bunding, SuDS and SANGs.
6. **Sustainability and Build Quality** – guidance on sustainability issues, including use of the Checklists, and ensuring developments have appropriate build quality.
7. **Sustainable Movement** – guidance on the need for the masterplan to deliver the Mode Share Objective shared by the Partner Authorities, the delivery of the STC through the site, discouragement of car use, provision of mobility hubs and bus stops, and the importance of connecting neighbourhoods with local centres, etc.
8. **Sustainable Transport Corridors (STCs)** – guidance on what the STC needs to be, who its users will be, where it should enter the site and how it should be designed. Information is also provided on STC bottlenecks and options testing which has informed the work on choosing a preferred option for where the STC enters and runs through the site. An STC connector into Newhall was agreed through the approval of a reserved matters planning application at Newhall (HW/REM/20/00255). Separate work will be undertaken to agree a potential connector to Gildea Way and its exact location.
9. **All-Vehicle Access** – guidance on street design, access from Campions Roundabout, access from Gildea Way, phasing, turning movements and traffic signalling.
10. **Educational Provision** – guidance on the land supply requirement, number of schools required, specific locations and how these locations were chosen, transport issues and school design.
11. **Local Centres** – guidance on the delivery of them, with specific guidance on the Neighbourhood Centre and the Hatch which are required.

7. NEXT STEPS

- 7.1 Adoption of the EHM as an SPD will mean it will be publicly consulted on, in accordance with the Statement of Community Involvements of both HDC and EFDC, as well as The Town & Country Planning (Local Planning) (England) Regulations 2012 (as amended).
- 7.2 Consultation on an SPD is legislatively required to be carried out for at least four weeks, but it is common for this period to be longer. It is expected that the consultation will, therefore, run for six to eight weeks from early July 2023. The exact dates are yet to be confirmed.
- 7.3 It is essential that the draft version of the EHM is in the public domain for consultation in Summer 2023, in order to provide strength to arguments against piecemeal planning applications for other development in the area which need to form part of the wider masterplan area, and also to support the Princess Alexandra Hospital work that is expected to pick up pace in late

Spring/early Summer 2023.

- 7.4 Subject to the HGGT Board approval for consultation being received, both HDC and EFDC will carry out the necessary governance processes to gain approval for consultation on the EHMG. For HDC, this requires the sign-off from the Portfolio Holder for Regeneration and Strategic Growth. For EFDC, this requires approval for consultation by EFDC Cabinet.
- 7.5 Following this, consultation can commence. The consultation will include required methods for an SPD, including notifications being sent to those on relevant consultation databases, a notice being placed in the local press and hard copies of documents being made available in appropriate libraries and other public points. Other companies and consultees will be notified as appropriate. Engagement and consultation on this document will seek to follow the HGGT Communications and Engagement Strategy principles, and respond to the recommendations around engagement and communications practice as noted through the Your Quality of Life project [Reflections and Recommendations Report](#).
- 7.6 Any amendments which other HGGT partners may wish to make can be resolved during the consultation process.
- 7.7 Given this is a joint consultation being run by EFDC and HDC, it is expected that HGGT Officers will oversee the administrative process of the consultation to ensure that, for example, there is no duplication in the people and organisations who are notified.
- 7.8 Following the completion of the consultation, comments will be collated and HDC and EFDC will work together to produce the finalised EHMG.
- 7.9 It is expected that HGGT Board approval for the final EHMG will be given in December 2023, after which both HDC and EFDC can adopt it at their respective Cabinets in early 2024. It would then become a material consideration as an adopted SPD in the planning process.

HGGT Vision Assurance

I. What principles of the HGGT Vision does this seek to achieve?

The EHMG seeks to support the achievement of the following HGGT Vision Principles:

Placemaking and Homes

- o Responsive and distinctive
- o Balanced, diverse and functional communities
- o Healthy, safe and connected neighbourhoods and villages
- o Maximising visibility and appreciation of our heritage

Landscape and Green Infrastructure

- o Enhancing the Green Belt and expanding the Green Wedge network
- o Landscape-led masterplanning
- o Designing in biodiversity, climate resilience and food security

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- o Making best use of technology in energy generation and conservation

Sustainable Movement

- o Revitalising the cycle and walking network
- o Changing the character of roads to streets
- o Integrated transport: a viable and preferred alternative to cars to achieve a modal shift
- o Anticipating change and future proofing infrastructure

Economy and regeneration

- o The right work spaces, homes and community facilities
- o A diverse employment base and skilled labour supply
- o A vibrant and resilient Town Centre for all the Garden Town

2. What steps have been taken to ensure the HGGT Vision is embedded into the project?

The EHMG has undergone numerous reviews by HGGT Partner Officers, as well as the Quality Review Panel, to ensure the Vision is embedded. The Vision was one of the core documents that formed the production of the EHMG.

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APPENDIX 1

HGGT East of Harlow Master planning Principles

EAST OF HARLOW

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July 2023



MASTERPLANNING GUIDANCE

DRAFT SUPPLEMENTARY PLANNING
DOCUMENT

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CONTRIBUTORS



CONSULTATION

Harlow Council, Epping Forest District Council and the Harlow and Gilston Garden Town are seeking your views on the draft East of Harlow Masterplanning Guidance Supplementary Planning Document (SPD).

The most efficient way to provide comments is by using our online platform at [XXXXXXXXX](#), where you can view an interactive version of this document.

Alternatively you can email myharlow@harlow.gov.uk but you can also write to us at Forward Planning, Harlow Council, Civic Centre, Water Gardens, Harlow, CM20 1WG.

The consultation starts on Monday 24 July and closes at 5pm on Monday 18 September.

Comments received after this date may not be accepted. This eight-week period is longer than the minimum statutory period of four weeks.

The SPD can also be viewed in Harlow Central Library, Epping Library, Harlow Civic Centre and Epping Forest Civic Offices during normal opening hours.

By responding, you give consent to the Councils to hold and process your personal data in accordance with the Data Protection Act and the General Data Protection Regulation. Your name, organisation & comments may be available for others to view at the Councils' offices and on the Councils' websites.

The Design Guide Addendum has been prepared in accordance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

If you require a large print or hard copy version of this document, please email contact@hgg.co.uk

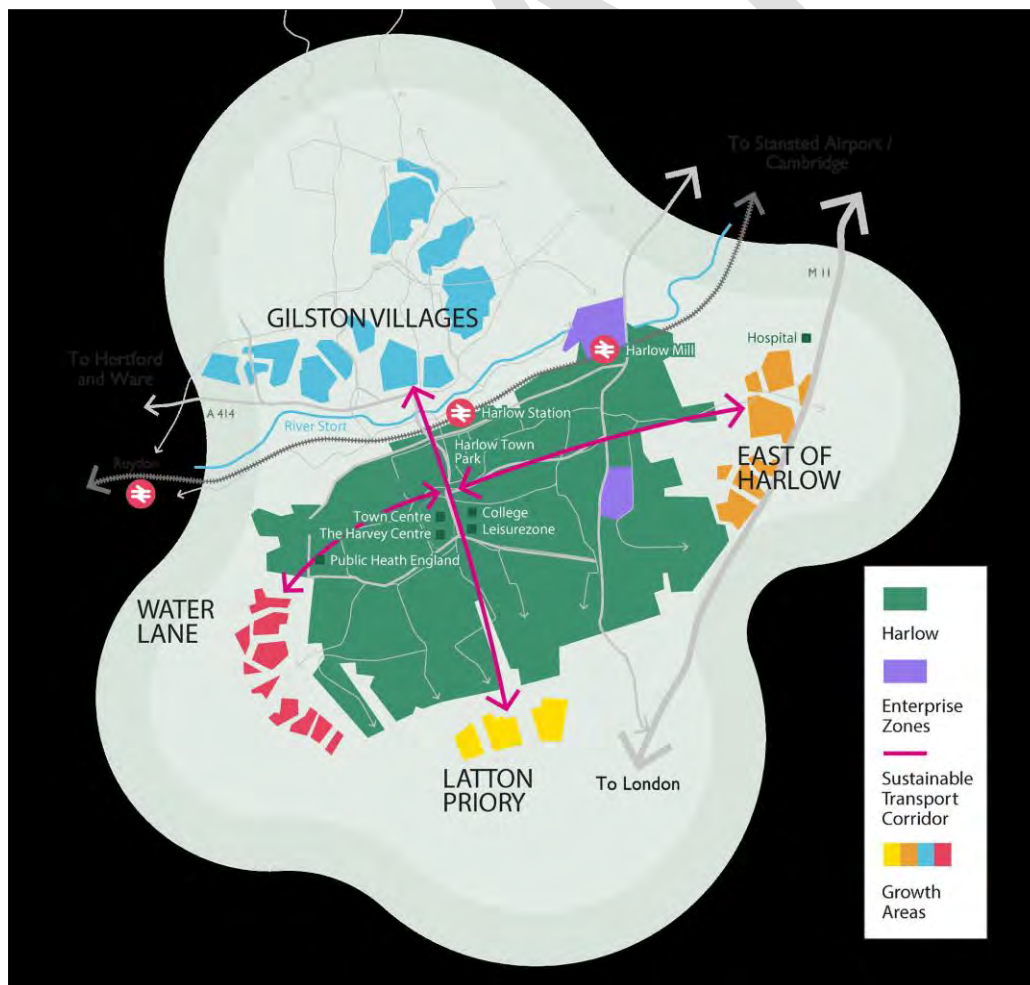
Drawings may not be to scale. All measurements are approximate unless stated otherwise.

1. INTRODUCTION

Harlow and Gilston Garden Town

- 1.1 Harlow and Gilston was designated as a Garden Town by central Government in January 2017 and comprises new and existing communities in and around Harlow.
- 1.2 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 (collectively referred to as the new Garden Communities) will be established and integrated with the existing Harlow town.
- 1.3 The Harlow and Gilston Garden Town (HGGT) Partnership cross-boundary joint working arrangements between East Herts District Council (EHDC), Epping Forest District Council (EFDC) and Harlow District Council (HDC), working together with Essex County Council (ECC) and Hertfordshire County Council (HCC), ensure plans for the Garden Town deliver on their agreed HGGT Vision.

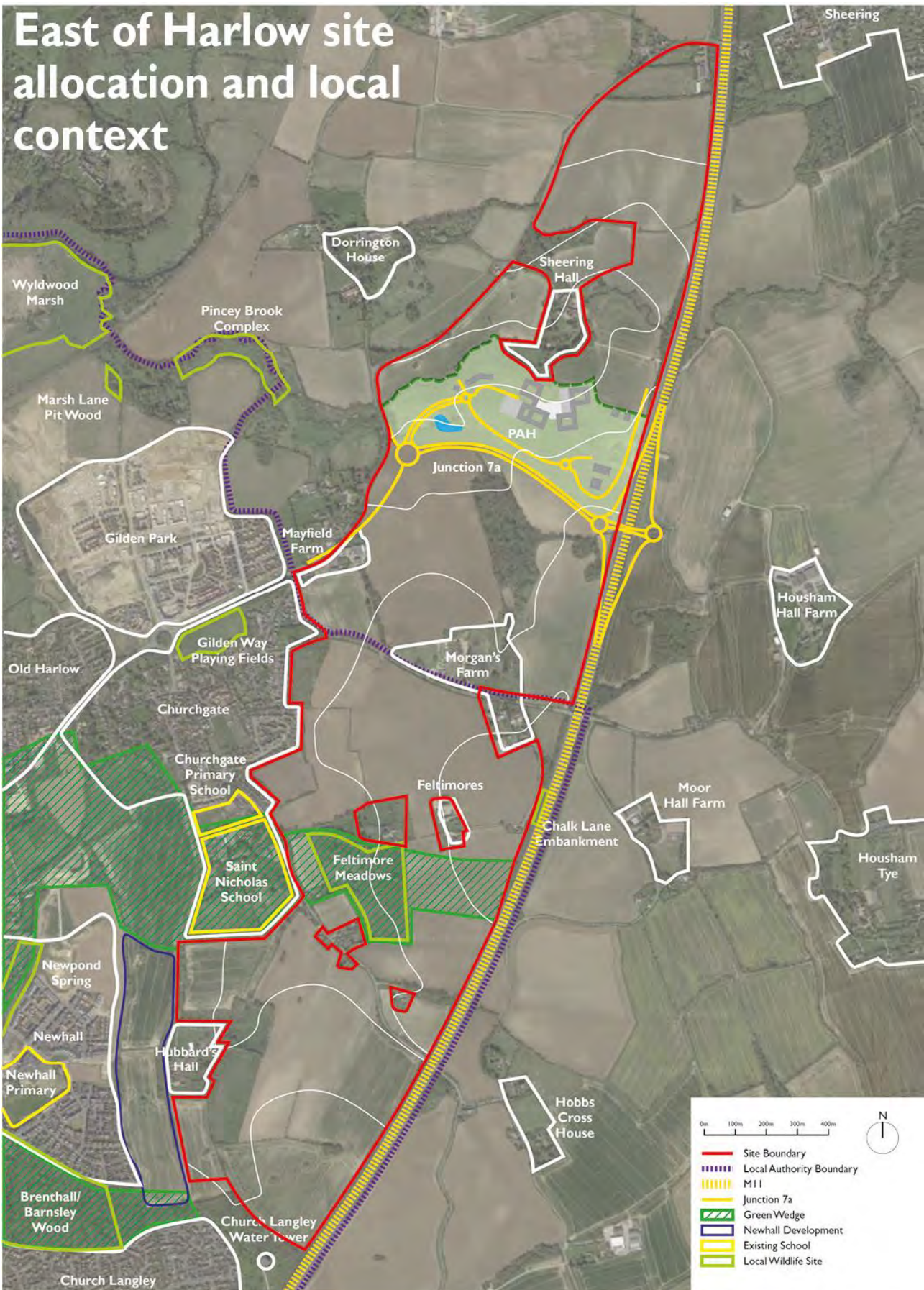
Fig. 1.1: East of Harlow Strategic Housing Site



- The East of Harlow Strategic site sits on the eastern edge of the Garden Town
- The site sits across the border of Epping Forest District Council and Harlow District Council
- 2,600 homes are allocated in the Harlow portion of the site with capacity for a minimum of 750 homes allocated in Epping Forest
- The new Princess Alexandra Hospital (PAH) is to be located to the north of the East of Harlow site, but with no further development taking place northwards. PAH should be considered as a permeable, walkable and legible element that would be linked to the East of Harlow masterplan.
- The Sustainable Transport Corridor (STC) enters the site through Newhall and moves north to the Hospital.
- The M11 borders the east of the site, with the new junction 7A providing additional access to Harlow and the new Hospital.
- Two main roads cut the site east to west, Moor Hall Road in the North and Hobbs Cross Road in the South
- There are three proposed vehicular access routes to the site, one from the new junction 7A roundabout, one from Mayfield Farm and one from Gilden Road - cutting through the Newhall site.

Please also refer to Fig. 1.2 on the following page.

Fig. 1.2



Summary of Scope

- 1.4 The purpose of this SPD is to set out the vision, design guidance and key issues to be considered in the masterplanning and development of the site.
- 1.5 This Masterplanning Guidance Supplementary Planning Document (SPD) establishes masterplanning guidance for:
- Green and blue infrastructure
 - STC routing and connections
 - Local centres
 - Education provision and school locations
 - East of Harlow considerations
 - Infrastructure requirements
 - Road hierarchy
 - M11 treatment
 - PAH integration
- 1.6 The document has been developed to consolidate the vision and site planning undertaken to date and identify the requirements for future work to develop the site masterplan.

Background to This Guidance

- 1.7 The initial site promoters for East of Harlow, are no longer involved with the strategic site or its masterplanning. The consortium of landowners has entered into the process of securing and appointing a new 'master developer'.
- 1.8 HGGT and the partner councils have worked collaboratively to establish this guidance. The aim is to establish guidance which enables the East of Harlow Strategic Site to best meet the Garden Town's Vision and help to accelerate subsequent masterplanning discussions to bring forward delivery.
- 1.9 Both Harlow and Epping Forest district councils have existing spatial development policies in their adopted local plans guiding the development of the site, alongside preliminary work, including work carried out by ECC, to investigate issues such as transport options, Green Infrastructure and related matters. This document brings together this work and unifies it, allowing for a streamlined masterplanning process for all parties in the future.
- 1.10 Officers from across the HGGT partnership held regular workshops to consolidate existing information, develop a project proposal and produce a subsequent vision for the site.
- 1.11 The guidance is intended to be used by applicants, agents, local authority officers, decision makers and others to ensure key matters are taken into consideration in the detailed planning and future development of the site.

- 1.12 Applicants, agents, developers, design teams, consultants and contractors will use the guidance to produce a masterplan showing and describing how the area will be developed. By agreeing guidance for the principles of the site that all the local authorities find acceptable in advance, the Garden Town hopes to accelerate the eventual masterplanning process.
- 1.13 This guidance will have material planning weight and be endorsed as a Supplementary Planning Document, by both Epping and Harlow District Councils. It will be used by local authority officers and decision-makers to help guide the assessment of the masterplan, alongside any planning applications for small developments within the boundary. It will also inform pre-application discussions.
- 1.14 Chapter 12 (Combined Principles) shows an overview of various principles across the site.

Masterplanning

- 1.15 Each chapter covers a specific masterplanning topic such as Sustainable Transport Corridors (STCs) or Green Infrastructure, and includes four main components:
 - Policy and Guidance Context: relevant documents from across the partnership are listed and should be considered as part of the masterplan process;
 - Strategic Guidance: guidance that impacts the East of Harlow at a strategic level is highlighted in this section; for example, the modal shift targets of the Garden Town;
 - Specific Guidance: guidance that impacts the East of Harlow at a site specific level is highlighted here; for example, the required start and end points of the STC.
- 1.16 The East of Harlow Strategic Site is already influenced by many overlapping policies, strategies and guidance documents, from multiple partners.
- 1.17 This baseline of documents has been coupled with existing work the partner organisations have already conducted on the site, in relation to specific issues such as the STC route proposals for the new Princess Alexandra Hospital site.
- 1.18 Initial masterplanning work undertaken by a consultant on behalf of the landowners had been considered during Local Plan preparation. That work is not formally endorsed, but Council officers have used the basis of the masterplanning to inform elements of this SPD including movement issues, existing landscape, opportunities and constraints.
- 1.19 The policy positions of Epping Forest and Harlow District Council Local Plans are also considered. This SPD has been produced based on desktop information and officer site visits. Additional surveys and analysis will be required for the detailed masterplanning process.

Comprehensive Delivery

- 1.20 Any masterplan and planning application will be expected to demonstrate how comprehensive delivery of site-wide infrastructure and the requirements of this SPD can be achieved and not frustrated. In particular, this includes infrastructure required to serve the entire allocated site or a wider area than a single planning application/ ownership interest, together with a comprehensive and consistent approach to stewardship across the allocation. Such infrastructure, which is further detailed later in this SPD, includes:
- provision of schools and relevant servicing and access;
 - transport access and the Sustainable Transport Corridor (STC) network;
 - strategic greenspace;
 - employment space;
 - social infrastructure.
- 1.21 Developers, owners and applicants will also need to consider how they will collaborate and manage any possible related site-wide occupation restrictions under planning conditions and/or Section 106 obligations linked to delivery of infrastructure and related funding of the same.
- 1.22 The priority of the Local Planning Authorities (LPAs) will be to use planning controls to secure timely delivery and phasing of infrastructure at a point in time when it is required to meet needs and mitigate impacts, having regard to the allocation as a whole.
- 1.23 The LPAs' strong preference would be a single comprehensive planning application across the allocation as a whole, with a single Section 106 agreement binding all land interests to facilitate comprehensive delivery. Where necessary and in exceptional circumstances, it is possible for negatively-worded planning conditions to be used in respect of any owners not in a position to sign a Section 106 agreement at the time planning permission is to be issued, though the preference is to avoid this if possible.
- 1.24 The LPAs would primarily expect owners and developers to deal with matters such as equalisation of costs and apportionment between themselves, outside the planning process.

Monitoring and Review

- 1.25 After adoption, this SPD will be reviewed and updated following a period of consultation on the document. It may also be necessary to update the document in the future to reflect any new information and progress in relation to planning and delivering the site.

2. CONTEXT

Local Policy

2.1 This SPD brings together the policies of the adopted Harlow District Council (HDC) Local Development Plan and the adopted Epping Forest District Council (EFDC) Local Plan. It also considers relevant policies of Essex County Council (ECC).

2.2 As one of Harlow and Gilston Garden Town's (HGGT's) key strategic sites, this document also follows the Garden Town Vision, and HGGT's suite of guidance documents. A list of these documents are set out below although this list is not exhaustive:

Harlow

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

Epping

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

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

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

2.4 For the full policy text of the Local Plan policies referenced above, please see the Appendices of this SPD.

Vision for East of Harlow

2.5 At the beginning of this project, officers from ECC, EFDC and HDC held a series of 'Vision' workshops covering the East of Harlow site, in line with their own masterplanning guidance.

2.6 Through this process the vision was then developed taking into consider the following:

Asked

- Why do we need this vision?
- What needs to go into this vision?
- What do we hope to get out of this vision?

Developed

- Vision Baseline
- Vision Hierarchy
- Vision Precedents
- Vision Themes
- Vision Statement

2.7 The following Vision Statement was developed and agreed by the HGGT partners. Detailed masterplanning must be developed around the key themes and this agreed statement.

East of Harlow Vision Statement

Key Themes

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

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

The development will be led by the landscape, with fresh air and access to greenery central to everyday life. The defining boundary of the M11 to the east will be addressed by bunding, planting and fencing, with development stepped back from the motorway, yet still providing quick access to this key artery. This buffer zone will become an ecological reserve, whilst simultaneously forming a spine for our own infrastructure and movement

needs. The existing crossings will be enhanced and celebrated, allowing wider access to the eastern countryside.

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

The new Princess Alexandra Hospital's 'Health and Wellbeing Campus' will be permeable, walkable and legible. It will blend seamlessly into the wider landscape, through the reed beds and waterways of Pincey Brook and green networks of the Garden Town. The hospital will provide jobs and retail, alongside innovative healthcare for residents delivering inclusive approaches to community building, through food growing, health initiatives, outreach and local living.

With 3,350 new homes, built for families, key workers, renters, first time buyers and those in need, small neighbourhood centres will provide a place to relax, nip to, play and check in with each other. East of Harlow will be a place where neighbours connect, where everyday routines become a shared social activity and where you build a community.

3. STEWARDSHIP

- 3.1 Central to the planning ethos of the HGGT are the Town and Country Planning Association (TCPA) Garden City principles. These principles include the long-term ownership and stewardship of local assets by the community. As such stewardship arrangements are a defining aspect of Garden Communities – it is one of the key attributes that differentiates them from ‘standard’ or ‘traditional’ developments. The importance of delivering stewardship arrangements at HGGT is recognised in the local authorities’ Local Plans, all of which explicitly reference the requirement of embedding stewardship at each of the Garden Communities forming HGGT.
- 3.2 New facilities will not be sustainable without well organised management structures supported by consistent revenue streams. Community assets must be actively managed and properly looked after in perpetuity. Putting local people at the heart of the process can help to generate increased local support, e.g. Community Land Trusts.
- 3.3 It is essential that stewardship structures are considered at the earliest opportunity and inform each the development of each topic set out in this SPD. The Garden Town partners have developed a Draft HGGT Stewardship Charter setting out principles for stewardship across HGGT and this should inform the masterplanning preparation work and subsequent planning applications.
- 3.4 The following points should be considered:
- i. Potential for stewardship body to be involved in provision of local centres
 - ii. Highway and open space adoption strategy and plans, including ownership transfer to stewardship body
 - iii. Areas under community led stewardship
 - iv. Maintenance and renewal cost estimates
 - v. Proposed sources of funding
 - vi. Income and expenditure estimates to demonstrate viability in perpetuity
 - vii. For PAH, indicative proposed areas under NHS stewardship and proposed public access arrangements
 - viii. Stewardship business plan (adoption areas, community stewardship areas, standard costings, income assumptions) to be approved by relevant LPAs
- 3.5 The NHS estate (Princess Alexandra Hospital) should not be precluded from this where relevant.

4. EAST OF HARLOW CHARACTER CONSIDERATIONS

a. Policy and Guidance Context

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

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

b. Strategic Guidance

- i. The HGGT Design Guide, using the HGGT Vision, considers the strategic sites in the Garden Town as different character areas, as well as their existing context and surroundings.
- ii. The Design Guide also provides other guidance for the Garden Town as a whole, including relating to placemaking, homes and green infrastructure.
- iii. Please also refer to Fig. 12.2 in Chapter 12 (Combined Principles).

c. Specific Guidance (covered in more detail in the HGGT Design Guide)

- i. Views to St Mary's Church, the water tower and Gilston slopes should be retained and framed.
- ii. There should be a range of residential densities across the site, increasing near the local centres and public transport nodes. More detailed density requirements can be considered at the masterplanning stage.
- iii. Existing country lanes should be acknowledged, with retention of Rights of Way and mature trees and hedgerows.
- iv. New community infrastructure will be provided, including two local centres, two primary schools and a secondary school.

d. Topics to Consider when Preparing the Masterplan

- i. Effect on historic settlement of Churchgate Street, considering its existing area, density and building heights.
- ii. The need for sensitive landscaping to respond to existing features.
- iii. Presence of Flood Risk Zone 2 and 3 areas.
- iv. Contextual images of existing buildings in area to support establishment of scheme character.
- v. Integration of the STC and STC Mobility Hubs and cycle links.
- vi. Development of the new Princess Alexandra Hospital
- vii. Restriction on development north of PAH and treatment of this area.

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5. LANDSCAPE AND GREEN INFRASTRUCTURE

a. Policy and Guidance Context

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

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

b. Strategic Guidance

- i. All masterplanning within the Garden Town must adopt a 'landscape led' approach to development in line with the HGGT Vision and reflecting Sir Frederick Gibberd's original masterplan for Harlow New Town.
- ii. The masterplan should, therefore, respond to the distinctive landscape setting; expand and enhance the town's Green Wedge network; improve the Green Belt edge treatment; and support a sustainable and biodiverse environment.
- iii. Relevant landscape and ecology expertise should be sought early in the design process to champion the landscape-led approach.
- iv. Development should sensitively respond to the topography, with views of key landmarks and vistas into, out of and across the Garden Town, framing and enhancing these.
- v. The existing landscape should shape the pattern of new development and the character of open spaces, using existing woodlands, hedges, trees, meadows and waterways as natural cues.
- vi. The green and blue infrastructure network of the Garden Town and wider area must be protected and enhanced, and considered in an integrated way to meet sustainability, placeshaping and socio-economic objectives.

- vii. The Green Infrastructure Framework for the Garden Town has recently been endorsed as a technical document by each of the five HGGT partner authorities. It will help ensure development meets the GI principles within the HGGT Vision, including ensuring landscape-led masterplanning and enhancement of the existing Green Belt and Green Wedge.
- viii. The opportunities in the Framework will be taken forward as Action Plans, through engagement with landowners, promoters and other bodies. Three of these will be particularly relevant to the East of Harlow site – Biodiversity Net Gain & Delivery Across HGGT; The Green Wedge Network; and GI Through the STC.

c. Specific Guidance

- i. The contours of the landscape and existing assets and features will govern the route of the STC, roads and form of development. Further work is required to determine the final design and routing of the STC, influenced by other information/assessments mentioned below.
- viii. There is currently insufficient landscape survey information/assessments (Landscape Character Assessments, Ecology Surveys, etc.) at an appropriately detailed level for this site. This is required to support development proposals and for the Councils to provide further specific guidance. The necessary surveys need to be determined and set as a minimum requirement for masterplanning. For further detail, please see the EFDC Strategic Masterplanning Briefing Note and the Validation Checklists for both Harlow and Epping District Councils.
- ii. Proposals must be landscape-led from the start to reflect the ambition for the masterplan to be landscape-led. Existing assets need to be identified and appropriate levels of public recreational access or protection determined.
- iii. Development should deliver at least 10% Biodiversity Net Gain (BNG), following the mitigation hierarchy. This requirement will be mandatory from November 2023.
- iv. The action plans arising from the HGGT GI Framework should be considered in the masterplanning process.
- v. Part of the Harlow Green Wedge Network extends into and across the site. The opportunity to access and expand the Green Wedge needs to be maximised, as well as adding linkages to existing and new Green Fingers, and improving access to and enhancing the quality and recreational value of the Wedges and Fingers. New Green Fingers should also be provided, taking cues from existing waterways, hedgerows and rights of way.
- vi. The Wedges and Fingers should also have varied character and uses, including allotments and sports uses, both by schools and the community.

- vii. The masterplan should include investment in public access, landscape and biodiversity enhancements, and the creation of country parks where appropriate. This also includes the enhancement and expansion of Rights of Way, with improved connections to links over the M11 and to the River Stort.
- viii. New open space networks coupled with compact development models must support active lifestyles and good health through excellent walking and cycling routes.
- ix. Multipurpose open space and play within residential areas should be provided in accordance with HLDP, EFLP policies and relevant SPD standards.
- x. An appropriate footpath / bridleway to Pincey's Brook area should be provided, connecting to existing public Rights of Way, to improve access to the area. Wayfinding and ecological interpretation should also be provided.
- xi. Planting in strategic locations should be used to screen and filter views between development, enhance key vistas and provide buffers to busy roads.
- xii. Bunding with mound and tree planting should, therefore, be established between the M11 and new homes, with this operating as a Green Finger, similarly to the existing one between Church Langley and the M11.
- xiii. The land bordering the M11 has been identified as a potentially ecologically sensitive area (a small part is designated as Local Wildlife Site in the HLDP), highlighting the need for further survey work to be commissioned.
- xiv. Mature trees and hedgerows should be retained and inform the structure of new neighbourhoods.
- xv. At land north of Pincey's Brook, informal recreation space should serve as a Suitable Alternative Natural Green space (SANG). This supports statutory requirement for formal SANGs provision elsewhere in the HGGT.
- xvi. A buffer is required between Sheering Village and the north of the site to prevent coalescence.
- xvii. As set out earlier in the document, long-term maintenance and stewardship of open spaces must be considered from the start.

d. Specific Guidance – Landscape Character

Site analysis

- i. The site is predominantly rolling agricultural farmland. Full understanding should be given to the topography of the site and be used when considering orientation and form of residential development, which is also important for mitigating the impacts of climate change .
- ii. Key assets include:

- Pincey Brook
- The Mores Woods
- Existing Green Wedge to the west and its extension to the east
- Existing Hedgerows
- Visually enclosed and sensitive areas
- Visually prominent areas
- Trees with roost potential

e. Topics to Consider when Preparing the Masterplan

- i. The landscape character must be understood and considered to ensure a landscape-led approach.
- ii. Existing topological, landscape and ecological data must be highlighted, and any extra necessary work commissioned as part of the masterplanning process.
- iii. Key landscape assets must be catalogued and principles for their treatment developed.
- iv. Condition of the noted assets and the levels of appropriate access for recreation or if they need protection.
- v. Site constraints such as woods, ponds, brooks, streams, etc.
- vi. Potential recreational impacts on Hatfield Forest.
- vii. Land availability for the delivery of BNG and SANG.

Please also refer to Figs. 5.1 to 5.8 on the following pages.

Fig. 5.1

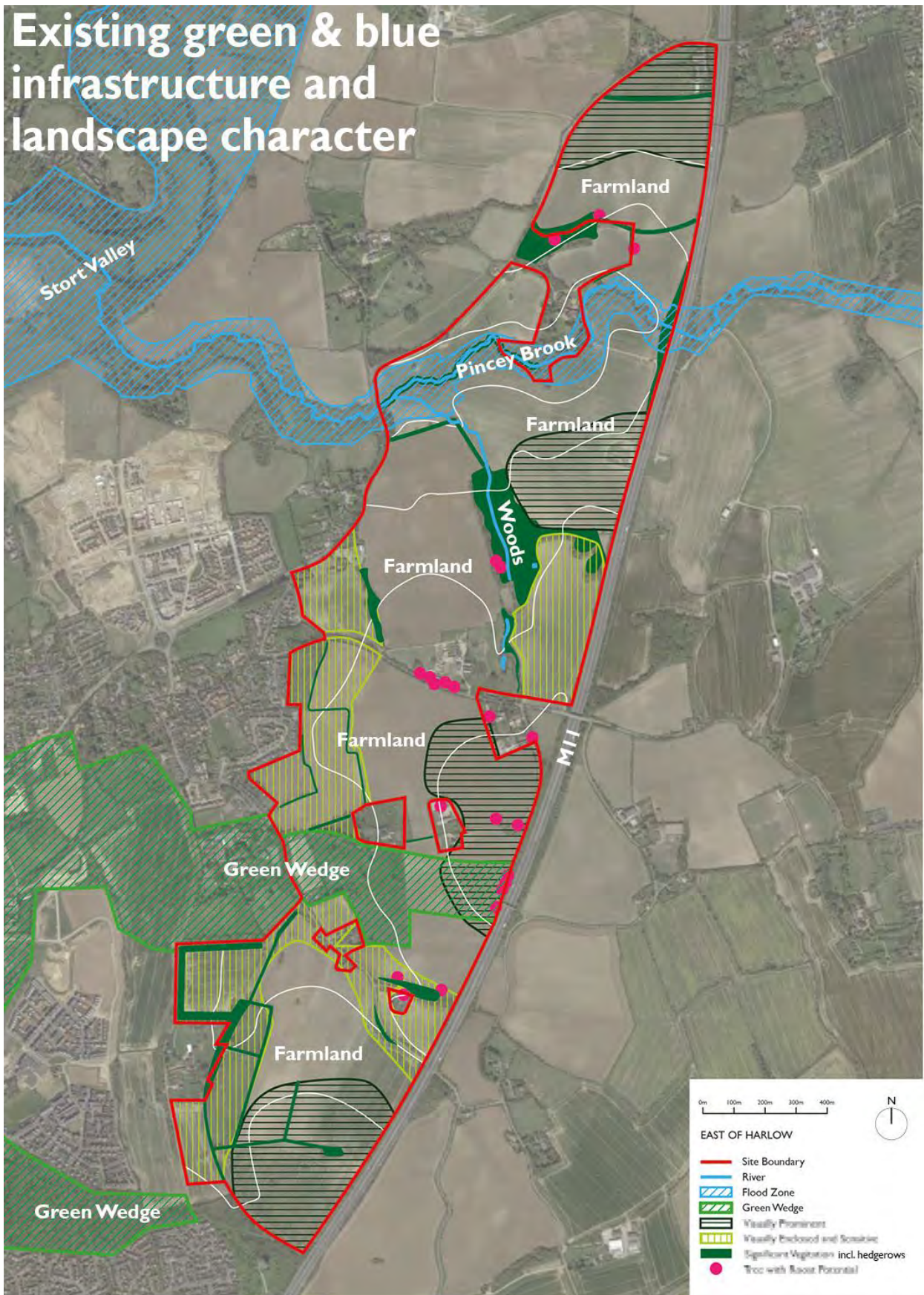


Fig. 5.2

Existing woodlands and hedgerows

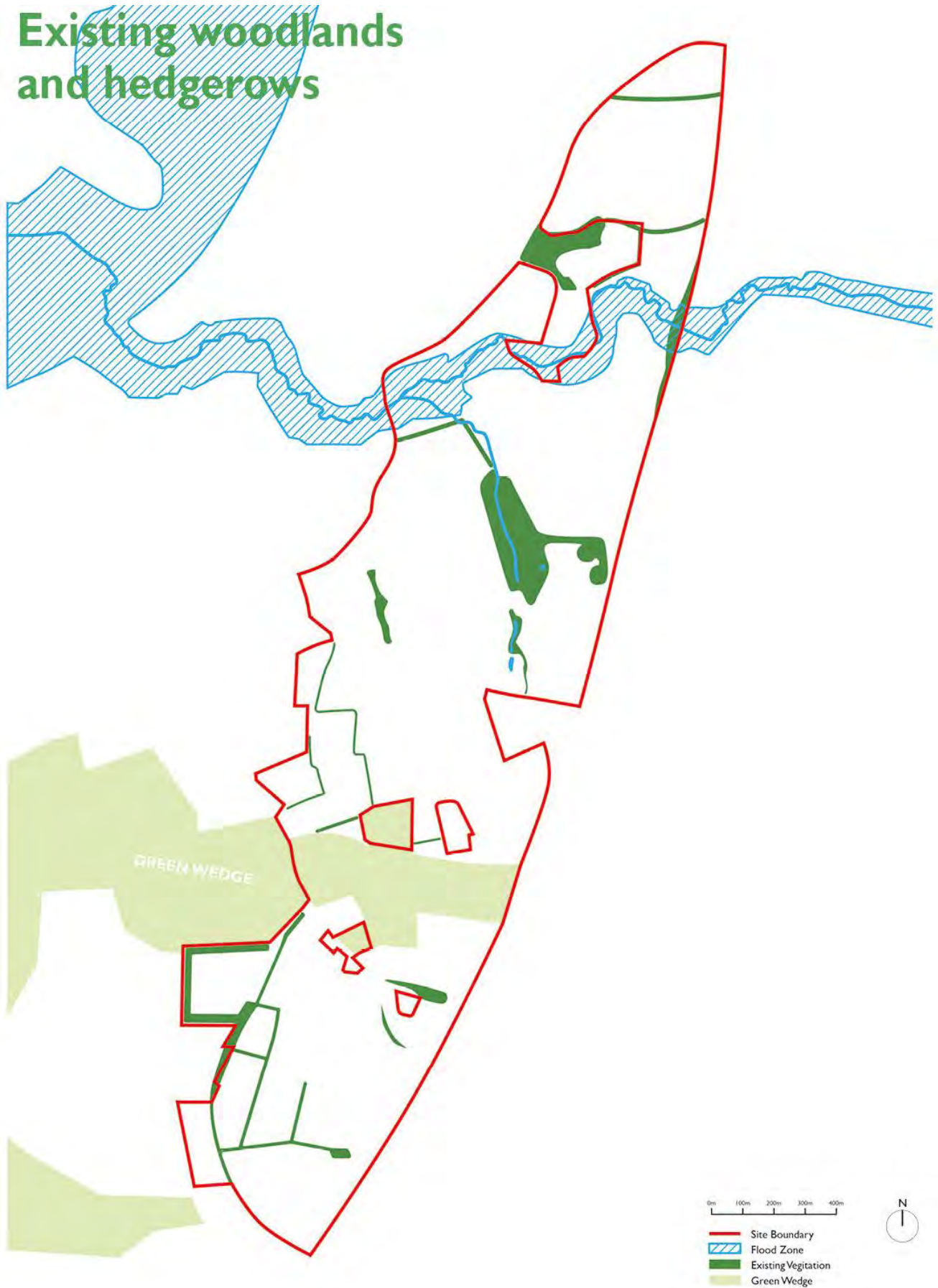


Fig. 5.3

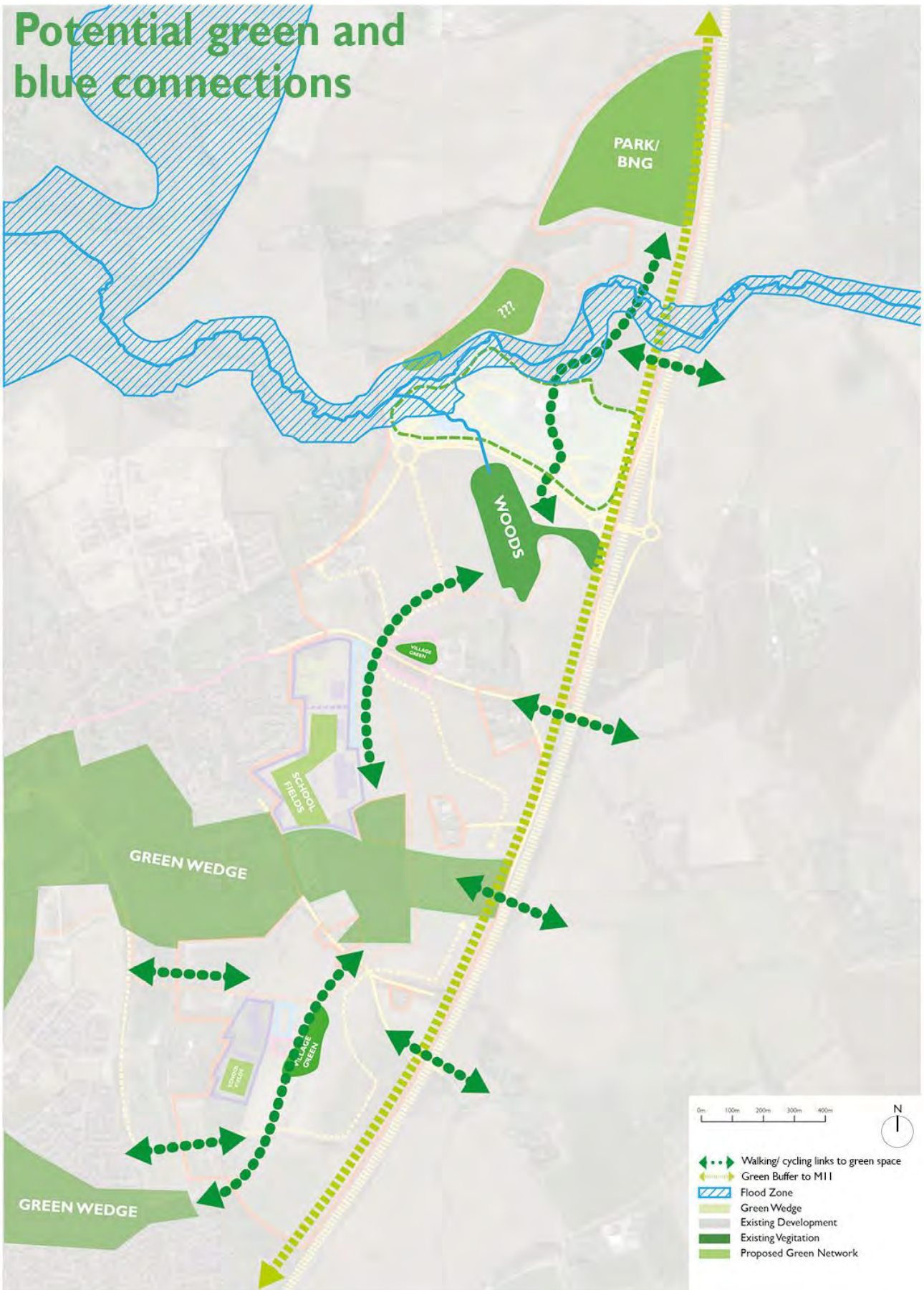


Fig. 5.4

Potential landscape and green infrastructure



Fig. 5.5: Existing site photos



Fig. 5.6: Locations of the site photos



Fig. 5.7

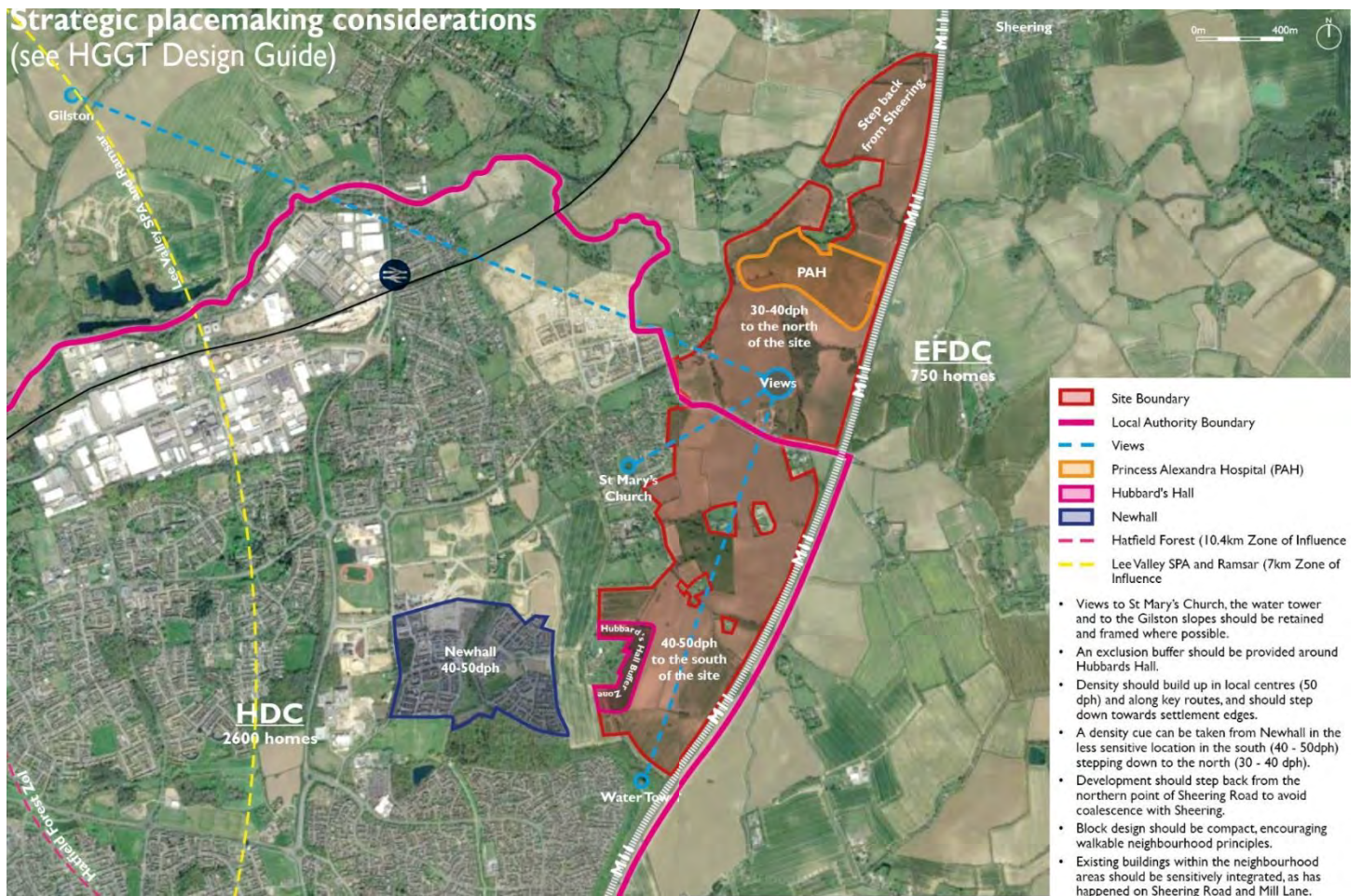
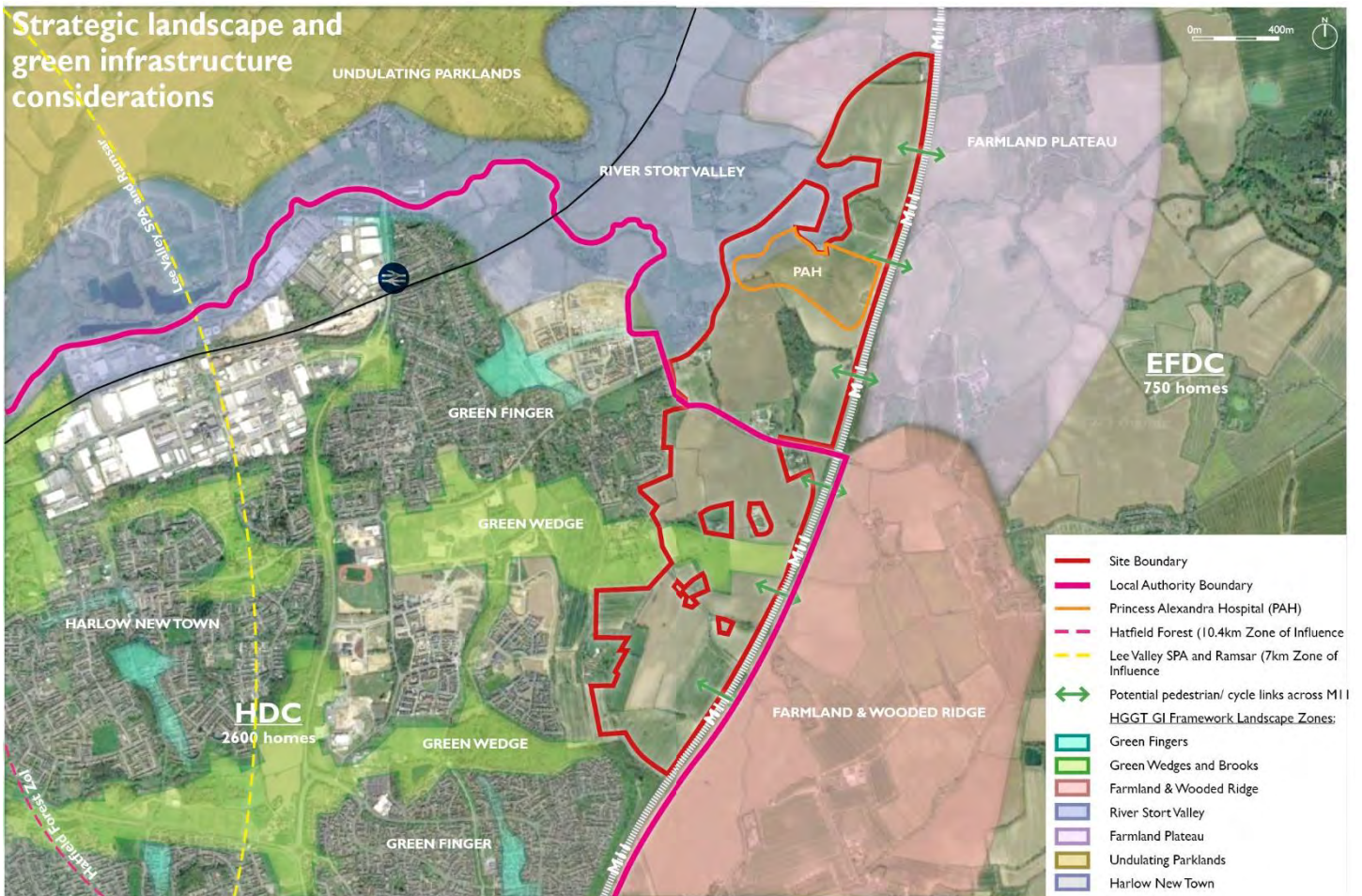


Fig. 5.8



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6. SUSTAINABILITY AND BUILD QUALITY

a. Policy and Guidance Context

The following policy and guidance documents, produced by Epping Forest District Council, Harlow District Council and HGGT, should be considered as the context for this topic.

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

b. Strategic and Specific Guidance

- i. The HGGT and Epping Sustainability Guidance and Checklists provide practical and technical guidance on how to ensure the sustainability of new major developments in the Garden Town.
- ii. The Checklists assess the quality of development in line with the Garden Town standards through a red/amber/green approach.
- iii. The Checklists have a number of themes for assessment, including carbon reduction, renewable energy, Green Infrastructure and Sustainable Movement.
- iv. Alongside the necessity that all Garden Town developments are designed to a high quality, including maximising the quality of life for future residents and visitors, it is expected that all new buildings are constructed to a high quality. This includes both residential and non-residential.
- v. High build quality can be achieved by ensuring that construction is completed using high-quality, durable materials, with minimal future maintenance required. The materials should preferably have a low-carbon footprint by having low levels of embodied emissions.
- vi. Both the Epping and HGGT Sustainability Guidance and Checklists require a Post Occupancy Evaluation to be submitted, which includes build quality and the performance of completed buildings, with a focus on issues such as energy use, thermal comfort and air quality.

c. Topics to Consider when Preparing the Masterplan

- i. Opportunities for renewable energy production on the site.

- ii. Site layout to maximise passive measures, such as suitable orientation with deciduous planting to provide solar gain in the winter and shading in the summer.
- iii. Sourcing local materials to ensure they have minimal embodied emissions.
- iv. Working with the HGGT Quality Review Panel.
- v. Future Homes Standards 2025

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7. SUSTAINABLE MOVEMENT

a. Policy and Guidance Context

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

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

b. Strategic Guidance

- i. Sustainable movement and active transport infrastructure are key to the success of sustainable growth in the Garden Town, including the sustainable credentials of the new PAH.
- ii. Positive travel choices that enable sustainable living are at the heart of the Garden Town Vision. The HGGT Transport Strategy is driven by an overriding Mode Share Objective which is included in the adopted Local Plans of the partnership District Councils:

'50% of all trips starting and/or ending in the existing settlement area of Harlow Town should be by active and sustainable travel modes and 60% of all trips starting and/or ending in the new Garden Communities of Harlow & Gilston Garden Town should be by active and sustainable travel modes.'

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

and primary business areas.

c. Specific Guidance

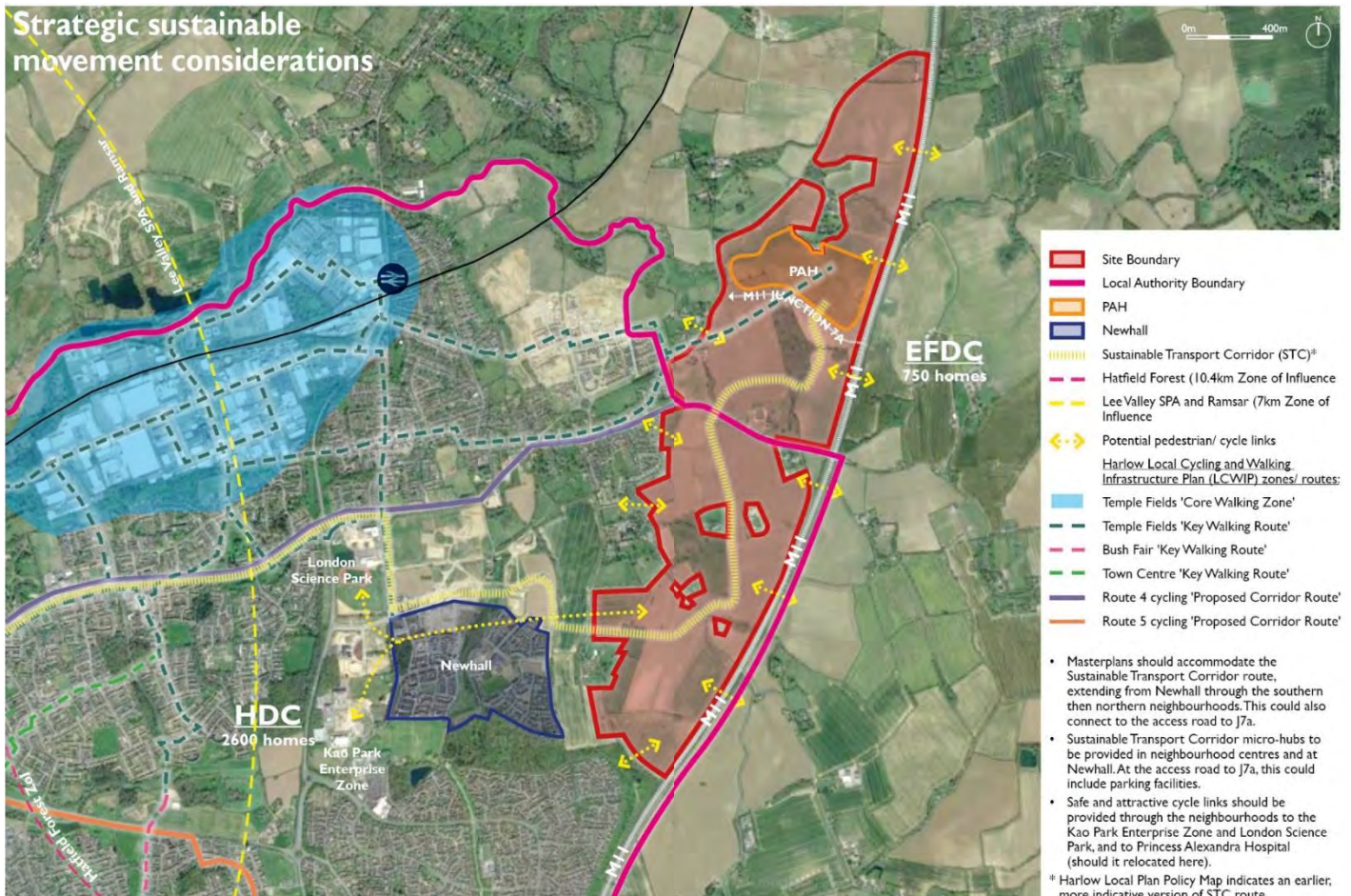
- i. The STCs are the main public transport and walking/cycling routes that connect East of Harlow to the rest of the Garden Town.
- ii. The STC enters the site through Newhall in the south and terminates at PAH in the north, with a potential connector to Gilden Way (see Chapter 8 for more details). Separate work will be undertaken to agree the potential connector to Gilden Way and its exact location.
- iii. There are three established vehicular access points that have been modelled and serve the East of Harlow (see Chapter 9 for more details).
- iv. Car use must be discouraged as much as possible in line with the modal shift targets.
- v. Active and sustainable movement routes must follow the topography to allow for easier cycling and walking, to help implement behavioural change.
- vi. All new homes should be within 800m (10 minute walk) of a mobility hub and within 400m of a bus stop.
- vii. Active and sustainable modes of transport must connect communities with each other and to key community assets such as schools and local centres.
- viii. Streets and neighbourhoods should be places that are safe, sociable and enjoyable - for everyone - by creating attractive places that people want to walk and cycle in.
- ix. Quality public transport should be provided that connects people to the places they want to go, providing independence and mobility to those who need it most, while reducing air pollution and traffic congestion.
- x. A network should be created that works by providing reliable, high-quality alternatives to private vehicles, whilst ensuring the network effectively supports those that depend upon it for essential journeys and services.

d. Topics to Consider when Preparing the Masterplan

- i. The bike and walking routes through the site, separate to the STC.
- ii. The bus services required in addition to those that will travel on the STC.
- iii. What vehicles, if any, are allowed to cross the Green Wedge.
- iv. How car use will be discouraged to enable modal shift and implement behavioural change.

- v. How movement interacts with Green Infrastructure and the landscape.
- vi. Maximising opportunities by exploring and introducing new and innovative transport technologies as they develop.
- vii. The user hierarchy: pedestrian and cycle having priority, followed by public transport and, finally, private vehicles.

Fig. 7.1



8. SUSTAINABLE TRANSPORT CORRIDORS

a. Policy and Guidance Context

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

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

b. Strategic Guidance

- i. Sustainable Transport Corridors (STCs) must be designed as streets, not highways or roads, with a minimum of highway design features necessary, space for place and compact junctions.
- ii. STCs must be direct, justifying why they deviate if they have to, with at grade crossings and distances to cross.
- iii. STCs must be safe and inclusive, considering people of all ages and all abilities, as well as all types of users (commuters, school run, leisure). This includes considering speeds, visibility, overlooking, crossings, space, widths and segregation of cycle routes on major roads.
- iv. STCs must be convenient and be the choice for the prioritised user, with wider connectivity and routes into network and easy access to key destinations.
- v. STCs must be attractive, pleasant, enjoyable, landscape-led, sociable and adaptable to future technological advances.

- vi. STCs must be coherent and understandable, with good wayfinding and segments clearly prioritised.
- vii. Long-term stewardship must be considered, including materials, robustness, cost, ownership and landscape.

c. Specific Guidance

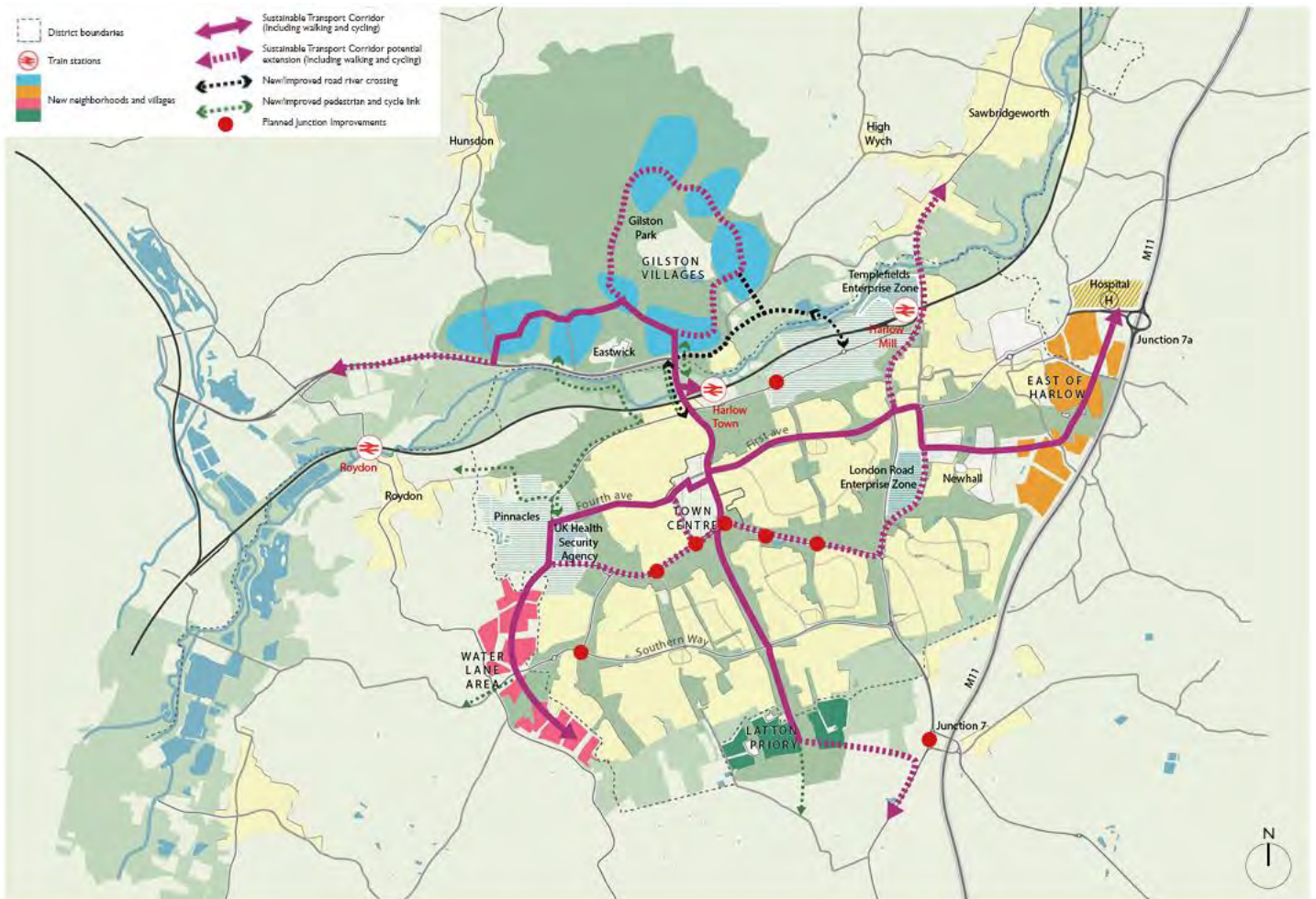
- i. The STC must enter the site through Newhall in the South and end at PAH in the north, connecting to Gilden Way. It must connect key community assets such as schools and local centres, as well as Moors Woods, while being required to cross Moor Hall Road and Hobbs Cross Road.
- ii. Quick, efficient, direct connections between the STC Mobility Hubs must be incorporated which represent a key focus of activity for education, employment, community facilities, retail, etc.
- iii. Private motor vehicles should normally be excluded except where priority can still be provided to sustainable travel, e.g. at sections where open spaces are crossed, to minimise environmental impact.
- iv. Lane widths should be broadly considered as follows:
 - a. Bus lanes - 4 metres each way;
 - b. Other vehicles - 3 metres each way;
 - c. Pedestrian cycle path - shared or segregated - 3 metres multi directional, usually as one route space.
- v. Frontage buildings and tree planting should be incorporated to provide a boulevard style, except for the Gilden Way connector which will run through the Green Wedge. (Note: separate work will be undertaken to agree the potential connector to Gilden Way and its exact location.)
- vi. Local layby bus stop spaces, at high frequency, should be included to allow for Bus Rapid Transit passing priority opportunities.

d. Topics to Consider when Preparing the Masterplan

- i. The fixed start and end points of the STC, coupled with the narrow shape of the site, a series of bottlenecks and the need to create the most direct route possible (adjusting for topography), means that the general route is naturally constrained. However, there are a series of options within these constraints which have been considered and tested (see part (e) below for this testing).
- ii. There are areas of the site that the STC cannot reach. Additional principles for how these areas are serviced by sustainable and active modes of transport are required.
- iii. Junction design for bus and active travel priority at crossing points is required (for all movements).

- iv. Outline Planning Permission Parameter Plans are expected to identify and fix STC location to the extent of a horizontal limit of deviation (“LOD”) of +/- 30m.
- v. Possible use of Compulsory Purchase Orders.

Fig. 8.1



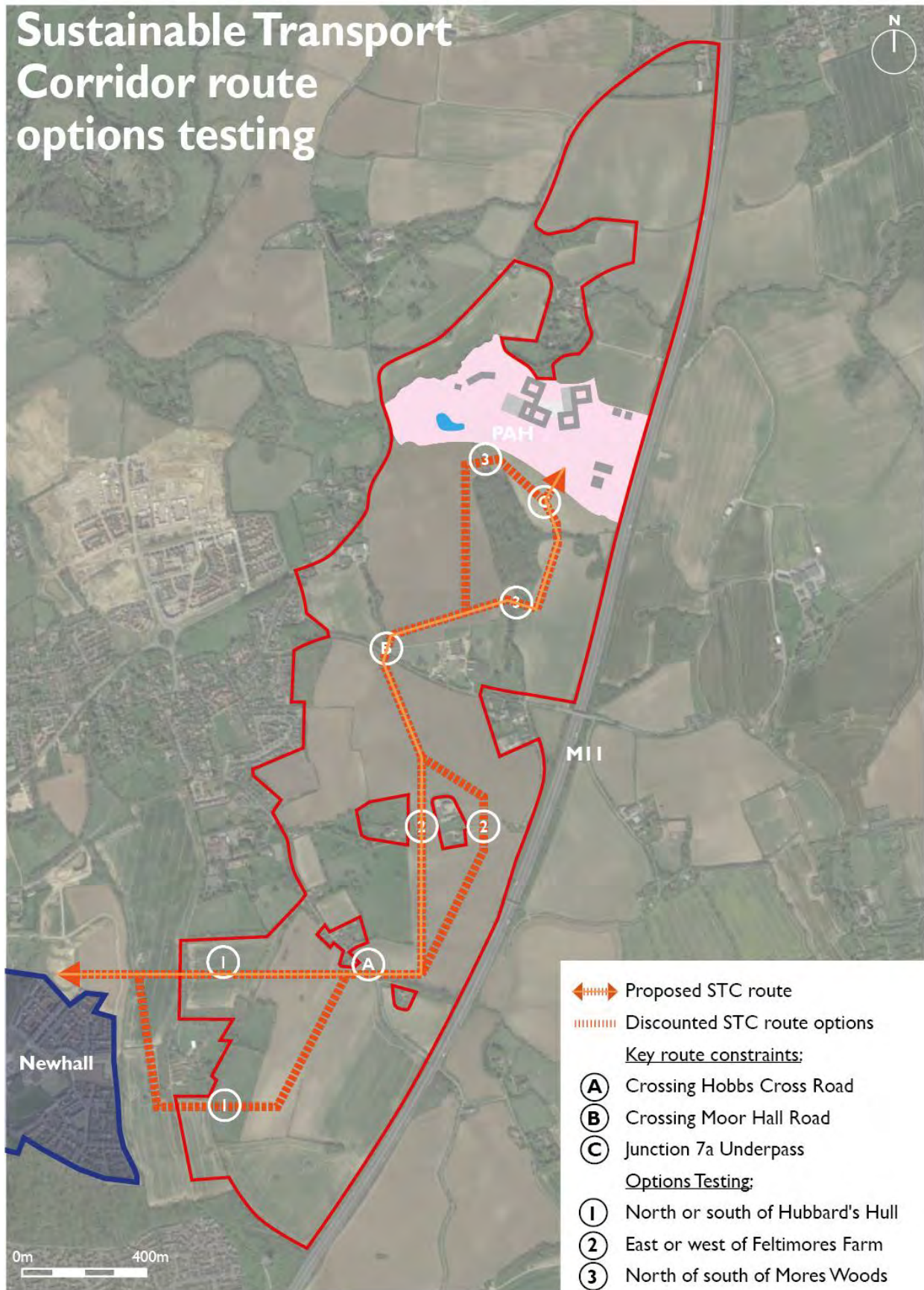
e. STC Bottlenecks + Options Testing

- i. The required route of the STC runs south-to north through the site, from Newhall to the new PAH. This crosses three main bottlenecks and raises three high level options for the route that have been tested.
- ii. The three main identified bottlenecks are crossing Hobbs Cross Road, crossing Moor Hall Road and the M11 Junction 7a Underpass.
- iii. For each of these there is only one place for the STC to pass through. These, along with the start and finish points, create the general route of the STC.
- iv. Junction design is expected to be addressed through masterplanning, in line with the traffic modelling which has already been conducted on the site.

- v. The three main options which were tested are at the north or south of Hubbard's Hall, east or west of Feltimeores Farm and north or south of Mores Woods.
- vi. Where the STC travels across open fields, it should take the most central, direct route, that provides the STC access to the greatest number of residents, and the most desirable paths, to encourage the adoption of sustainable and active modes of travel.
- vii. There is only one point at which the STC could cross Moor Hall Road without disrupting existing development or having to go to the edge of the site.
- viii. The sloping topography of the north of the site encourages east to west movement to stay level.
- ix. The area to the north of The Mores is deemed too narrow to run the STC through without impacting M11 Junction 7a or the woods themselves. Additionally, there is a large developable area south-east of The Mores that needs to be serviced by the STC. Therefore, the STC will travel south of the Mores.
- x. The STC can either enter the site north or south of Hubbards Hall. The northern option is more direct, while the southern one provides more coverage.

Please also refer to Fig. 8.2 on the following page.

Fig. 8.2



f. Preferred Option

- i. After testing these options it has been determined that the northern, more direct route is preferred. The STC has to be more desirable than the vehicular option in order to meet the ambitions of the HGGT Transport Strategy and its modal shift targets.
- ii. The vehicular route will extend south, creating a more circuitous route for cars, but will also carry buses to provide public transport options for the southern most residents.
- iii. The STC should then move to cross Hobbs Cross Road as noted, to avoid disrupting existing development.
- iv. There is no benefit to the route going east of Feltimores Farm, it should stay centralised to provide the site with the best coverage.
- v. In September 2022, the STC connector into Newhall was approved through Harlow Council's approval of reserved matters at Phase CP3B of Newhall (reference number HW/REM/20/00255). Separate work will be undertaken to agree a potential connector to Gilden Way and its exact location.
- vi. Please see Appendix 3 for more information.

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9. ALL-VEHICLE ACCESS

a. Policy and Guidance Context

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

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

b. Strategic Guidance

- i. Fronting residential development onto vehicle roads is expected throughout unless this impacts upon designated green spaces such as the Green Wedge.
- ii. Primary and secondary street design should achieve circuitous routing to give priority to bus and active travel links to the STC.
- iii. Residential street design should achieve low vehicular traffic priority and pedestrian and cycle dominated use.
- iv. Traffic capacity should be determined by modelling using the Highways Authority approved base models and studies, with HGGT modal shift assumptions incorporated.

c. Specific Guidance – access from Champions Roundabout for northern part of site

- i. Champions Roundabout (M11 J7a) access point (#6 on map below): The new PAH should have priority for use of available traffic capacity to serve development (this is the capacity embodied in the roundabout, as designed for M11 J7a, but excluding any design features necessary for residential development).
- ii. Champions Roundabout works for PAH access should be implemented, to satisfaction of Local Planning Authority/Highways Authorities, before a design for access to the northern residential area is finalised.

- iii. Champions Roundabout should be operational before dwellings are occupied, including signal controls and traffic management to prioritise the link to M11 J7a and PAH access, and to support bus and active travel priority.
- iv. There should preferably also be an additional Primary Street with T-Junction from Gilden Way, in conjunction with a Local Centre and primary school site, reflecting its secondary role. Traffic signal control should allow bus and active travel priority and to prioritise east / west traffic on Gilden Way.
- v. All vehicle Primary Street should cross Moor Hall Road with signalised junction. No turning movements should be allowed from / into Moor Hall Road except bus and emergency access. Full modal filter should be incorporated to prevent all vehicle access to Hobbs Cross Road, including crossing of the Green Wedge.

d. Specific Guidance – access from Gilden Way for southern part of site

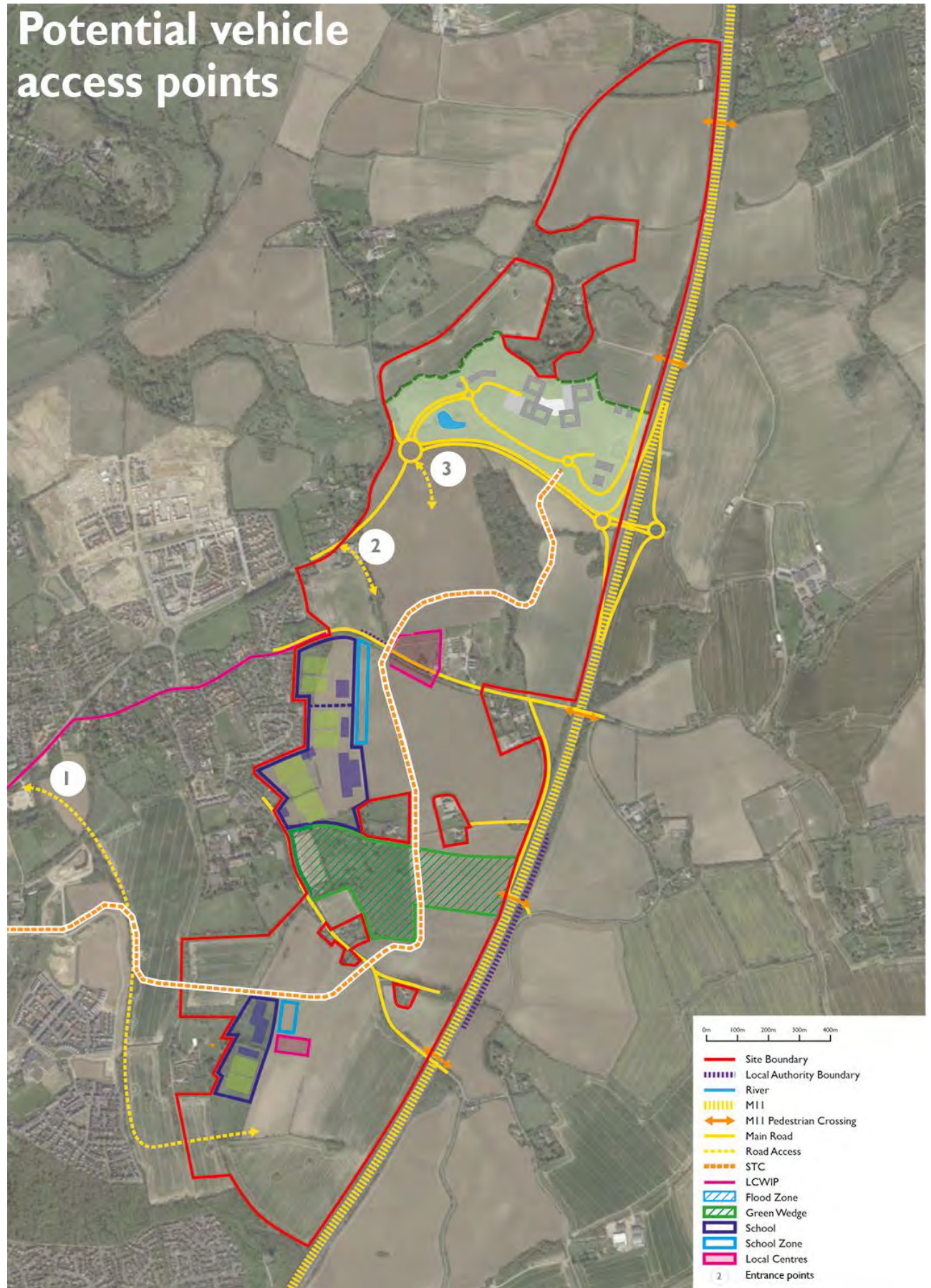
- i. There should be Primary Street access to / from Gilden Way. Traffic signal control is required to allow traffic management to support bus and active travel priority and to prioritise east / west traffic on Gilden Way.
- ii. There should be no all vehicle, except emergency, access to Hobbs Cross Road.
- iii. The Primary Street network should cross Hubbards Hall Drive (private road / track / public footpath) as a priority route.
- iv. Hubbard Hall Drive junction should be controlled as no turning towards Churchgate Street, with supporting junction design and traffic calming measures on Hubbards Hall Drive near junction.
- v. All vehicle access to Gilden Way is via the Nursery Site (see HGGT IDP and HLDP Policies Map for indicative route).

e. Topics to Consider when Preparing the Masterplan

- i. Locations of vehicular routes.
- ii. Possible use of Compulsory Purchase Orders.
- iii. Traffic calming measures on other roads.

Please also refer to Fig. 9.1 on the following page.

Fig. 9.1



10. EDUCATIONAL PROVISION

a. Policy and Guidance Context

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

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

b. Strategic Guidance

- i. Educational provision across the Garden Town is guided by Essex and Hertfordshire County Councils. The East of Harlow site is located across Epping Forest and Harlow District Councils, both of which are part of the Essex County Council (ECC) administrative area, so their guidance will be followed in this instance.
- ii. ECC have produced a Garden Communities and Planning School Places document, which provides extensive guidance on the development of schools. Their guidance has been noted in this section.

c. Specific Guidance – Land Supply

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

Primary Schools

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

Secondary Schools

Smallest supported is 6 forms of entry (900 statutory age pupils or 1,080 including a sixth form)
Land Budget = 7.9 ha

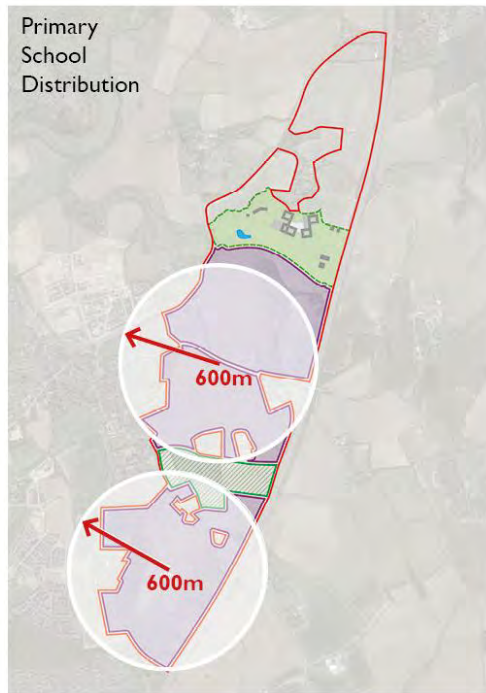
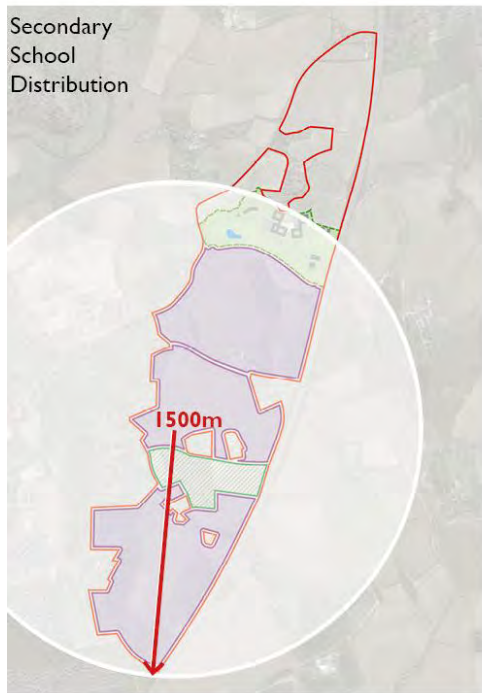
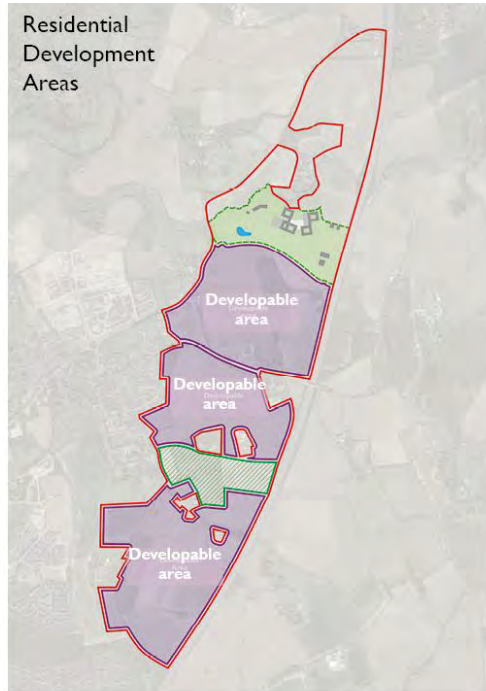
- ii. There is, therefore, a significant structural element for educational provision due to the large land area required for schools.

d. Specific Guidance – Location

- i. Garden Communities are designed around distinct neighbourhoods. It is highly desirable for each to have its own primary school, potentially located to form part of a local centre, which can act as a focus for the community.
- ii. The distribution of schools must work within the constraints of the East of Harlow site, including the presence of two main roads, to provide adequate access to all residents.
- iii. A primary school should be co-located with each secondary school planned for the Garden Community, thereby providing the option of establishing an ‘all-through’ school, preferably in the centre of the site.
- iv. The single secondary school should, therefore, be located in the central part of the site, with one primary school in the southern part and another close to the secondary school. All schools should be sited near the western boundary of the site, closer to existing neighbourhoods.
- v. The schools in the central part would have the benefit of being close to the LCWIP route.
- vi. Schools should be co-located with local centres, meaning they can be part of a community hub or local centre, offering a wide range of services in a single location. However, the environment around schools must not be compromised by inappropriate adjoining land uses such as car parking or hot food takeaway outlets.
- vii. Any residential area should be no further than 600 metres walking distance from a primary school and 1,500 metres from a secondary school.
- viii. The following Location Options (including Figs. 10.0 to 10.4) explore the possibilities in more detail. Please also see Appendix 4 for more information.

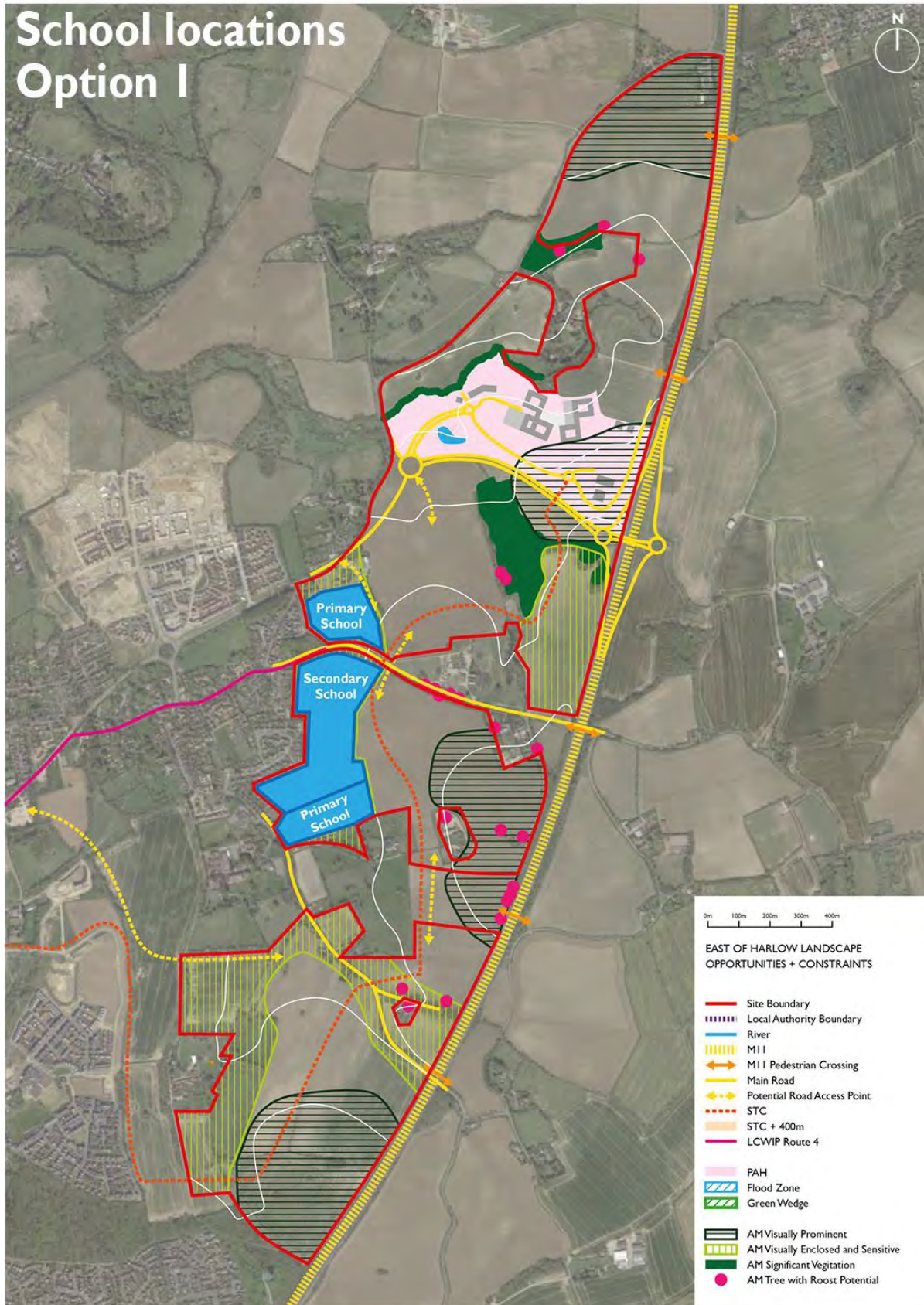
Fig. 10.0

Indicative school locations



Option 1

Fig. 10.1



Pros

- Secondary school in the middle, adjacent to both Primary Schools
- Option for all through school
- Potential for shared facilities
- Sited to the west of EoH, closer to the existing neighbourhoods
- Away from M11 and undeveloped countryside
- Schools located next to key pinch point for STC route across Moor Hall Road
- Schools sit at the end of the LCWIP cycling walking route
- Sits in visually enclosed area and within the local context
- Centrally locates the schools, alongside the two existing neighbouring schools in an education cluster
- Away from main car route

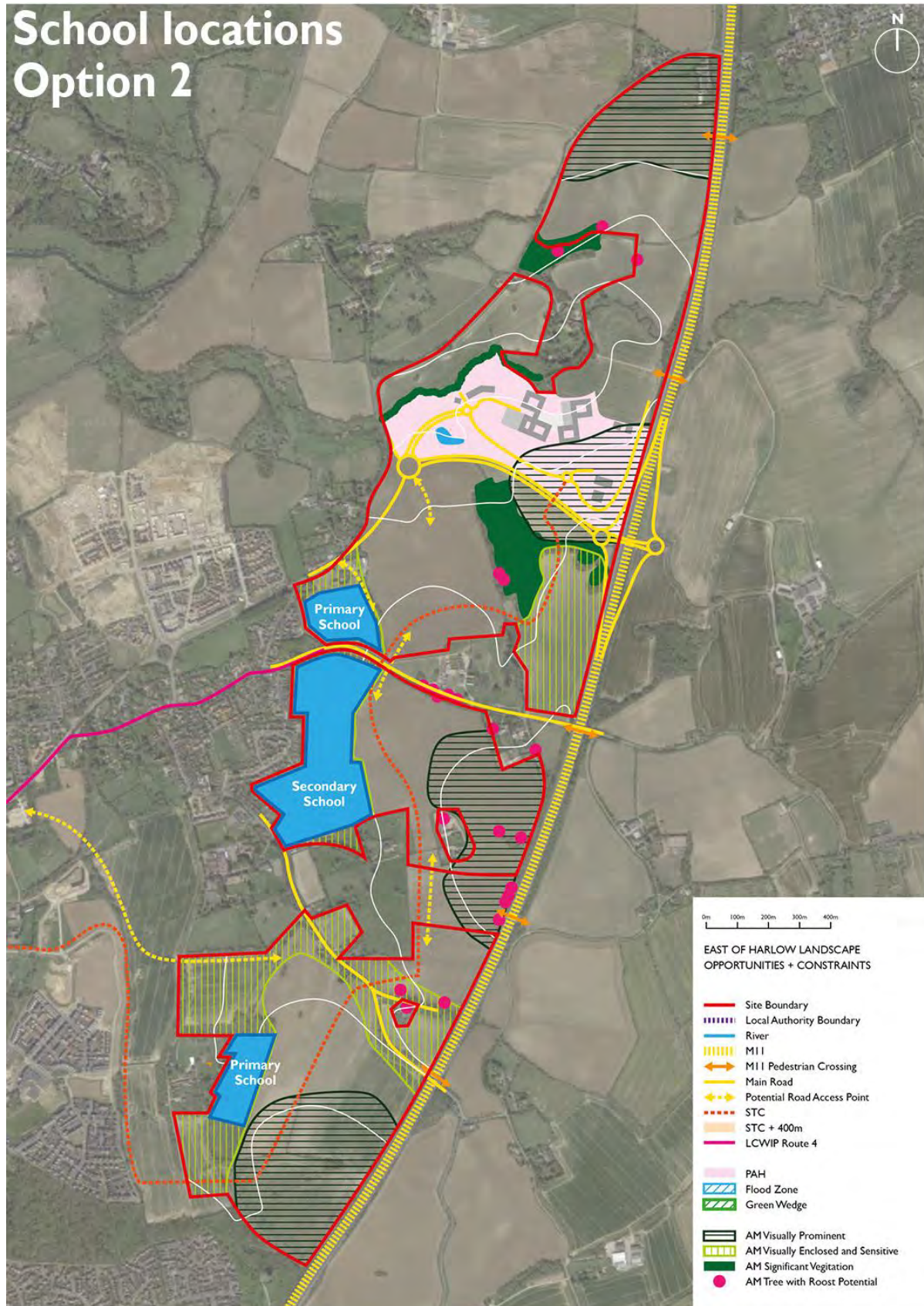
Cons

- Residents to the south of the site have a long trip to get to a school, more than the 600m limit
- EFDC primary school is separated from the Secondary by Moor Hall Road
- Too many educational provisions focused in one area

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Option 2

Fig. 10.2



Pros

- Secondary school in the middle, adjacent to EFDC Primary School
- Option for all through school
- Potential for shared facilities
- Sited to the west of EoH, closer to the existing neighbourhoods
- Away from M11 and undeveloped countryside
- Northern schools next to key pinch point for STC route across Moor Hall Road
- Northern schools sit at the end of the LCWIP cycling walking route
- Sits in visually enclosed and sensitive area
- Centrally locates the schools, alongside existing neighbouring schools in an education cluster
- Away from main car route
- Southern Primary school provides potential buffer for Hubbard's Hall
- Schools equally distributed across the site

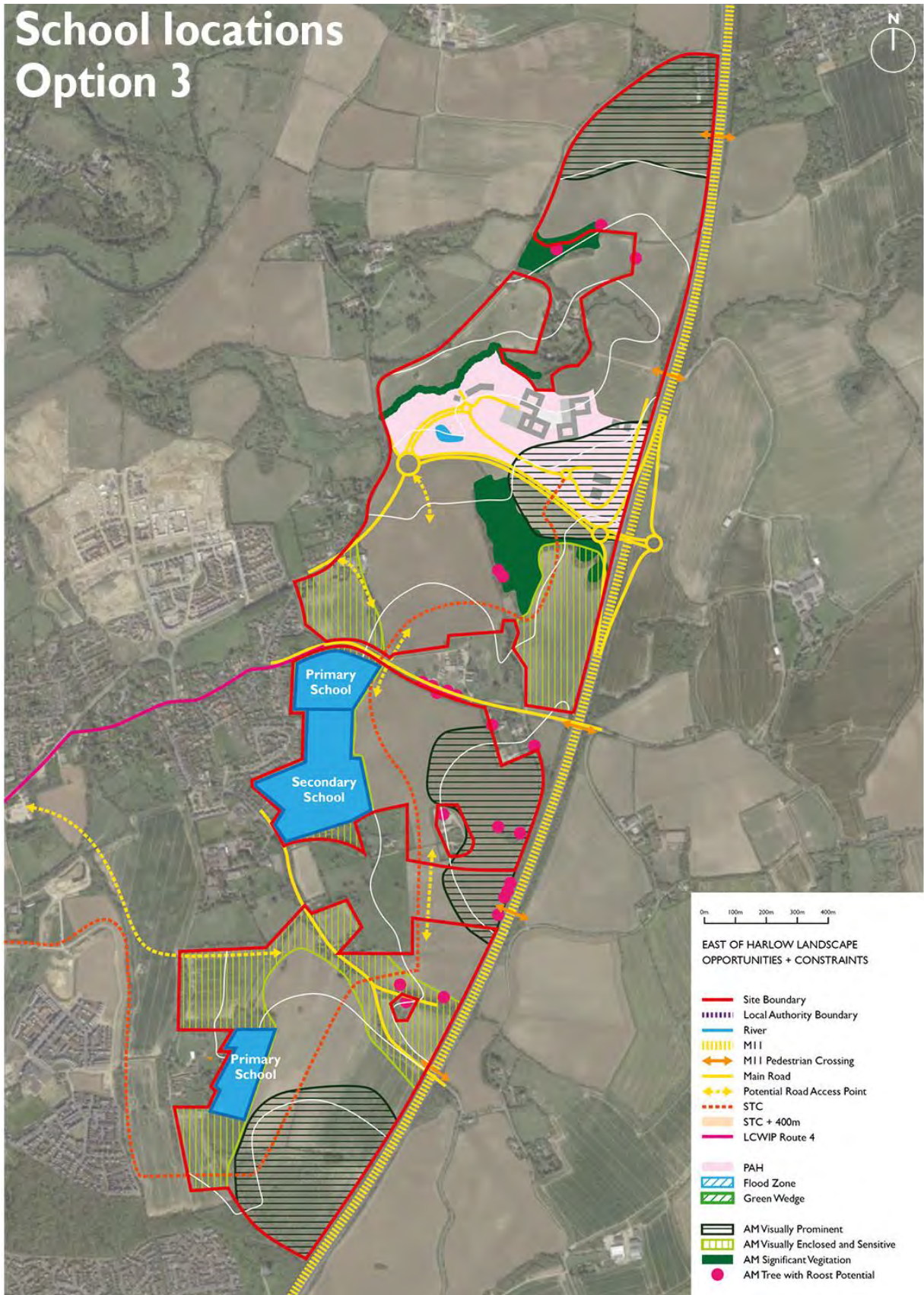
Cons

- EFDC primary school is separated from the Secondary School by Moor Hall Road
- Too many educational provisions focused in one area

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Option 3

Fig. 10.3



Pros

- Secondary school in the middle, adjacent to primary school
- Option for all through school
- Potential for shared facilities
- Sited to the west of EoH, closer to the existing neighbourhoods
- Away from M11 and undeveloped countryside
- Two schools located next to key pinch point for STC route across Moor Hall Road
- Equally distributes educational facilities across the site
- Northern schools sit at the end of the LCWIP cycling walking route
- Sits in visually enclosed and sensitive area
- Away from main car routes
- Easier to create a school Zone

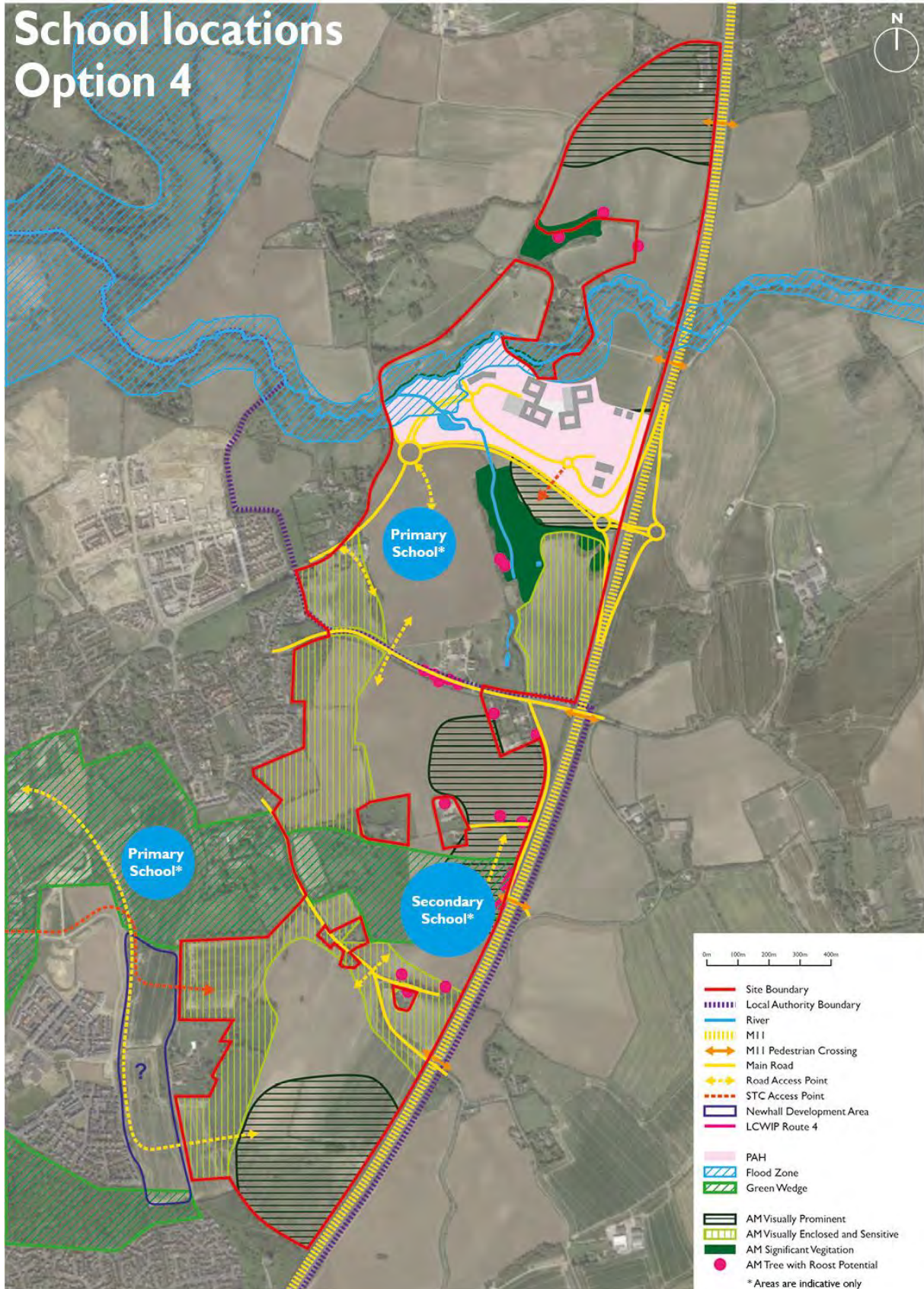
Cons

- No schools in northern development area
- Not reflective of HLDP which makes provision for one primary school, rather than two, in the Harlow portion of the site.

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Option 4

Fig. 10.4



Pros

- Even distribution of schools
- Secondary school in the middle of the site
- Northern schools next to key pinch point for STC route across Moor Hall Road
- Northern schools sit at the end of the LCWIP cycling walking route
- Schools equally distributed across the site

Cons

- Schools on main road network
- One school outside of site boundary
- Secondary school next to M11 - noise and pollution concern
- Primary school and secondary schools are not neighbouring, no shared facilities or option for an all-through school
- Local centres and schools separate

e. Specific Guidance – Transport

- i. Essex County Council does not consider a spine road to be a suitable location for a school due to noise, air quality and pupil safety. The edge of a development is also not suitable as walking and cycling distances will be greater compared to a central site.
- ii. Schools must be located away from main roads in a traffic free location, with alignment with the STC, co-location with public transport, and limited public access by private vehicle.
- ix. The schools in the central part should take advantage of being close to the LCWIP route.
- iii. With secondary school provision in particular, it must be considered whether the area of land required can be accommodated without severing important walking and cycling links between residential areas and the community hub.
- iv. The location of traffic-free school zones must be considered, to work with potential STC, green infrastructure and movement corridors.
- v. There must be car free 'school zones' outside the entrances to the schools for safe, community focused drop-offs and pick-ups. The aim of any drop off areas should be to reduce car use, keep traffic away from school entrances and disperse any nuisance caused to residents.
- vi. The area directly outside school gates must be traffic free and well connected to the areas the school will serve via safe direct walking, cycling and bus routes, all set within an inviting environment to make sustainable travel an attractive option. Such pedestrianised public areas provide a space for children, parents and younger siblings to congregate safely at the beginning and end of the school day and foster a sense of community.

f. Specific Guidance – School Design

- i. The general arrangement of schools must be considered, to develop frontages and to use playing fields as potential buffers to other parts of the site and neighbouring context.
- ii. The scale and dimensions of school buildings must be considered at the masterplan stage to ensure their form and location supports the placemaking, wayfinding and community use objectives .
- iii. The masterplan must ensure that the infrastructure provided for the overall development recognises the drainage needs of school buildings, including run-off from areas such as car parks and playgrounds. Rainwater reuse will be encouraged.
- iv. Another key environmental consideration for new schools is their integration into a sustainable drainage system (SuDS). This requirement may influence the location of schools and the surrounding urban landscape.
- v. In line with Garden Community principles, the school should be connected to 'a comprehensive green infrastructure network' with hard landscape materials chosen carefully to reduce noise and visual dissonance.
- vi. The use of school facilities by the wider community, primarily out of school hours, is supported in principle. The siting and design of sports facilities, in particular, must be carefully considered as light pollution and noise can negatively impact neighbours.
- vii. Schools should, therefore, be designed in such a way as to allow access to school halls and playing pitches (including changing facilities if available), without the need for the whole school building to be open. Particularly in the case of secondary schools, investment by the community in school facilities may provide enhanced opportunities for joint use. For example: a swimming pool or gym, neither of which would form part of most new schools, could be funded.

11. LOCAL CENTRES

a. Policy and Guidance Context

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

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

b. Strategic Guidance

- i. The development should include sociable streets and local centres (a Neighbourhood Centre and a Hatch) that encourage daily interaction, accessible by walking and cycling.
- ii. As large new areas come forward for development, a phased approach will be encouraged to see homes delivered close to existing Neighbourhood Centres or Hatches, with new infrastructure and local centres being delivered early, to establish communities.
- iii. The local centres should be at the heart of residential areas, with provision of walkable everyday activities, as well as a vibrant mix of community uses and social infrastructure, such as recreation areas.
- iv. The local centres should include or be close to education facilities, as well as including places for food and/or drink, convenience shopping, community spaces such as small scale workspace, and good access to public transport.
- v. Residential densities should increase around the local centres and associated transport nodes (more detailed density considerations can be made at the masterplanning stage).
- vi. The local centres should have active ground floor commercial uses with residential uses above.

- vii. The scale and dimensions of local centre buildings must be considered at the masterplan stage to ensure their form and location supports flexibility in market demand and operator requirements.

c. Specific Guidance – Neighbourhood Centre

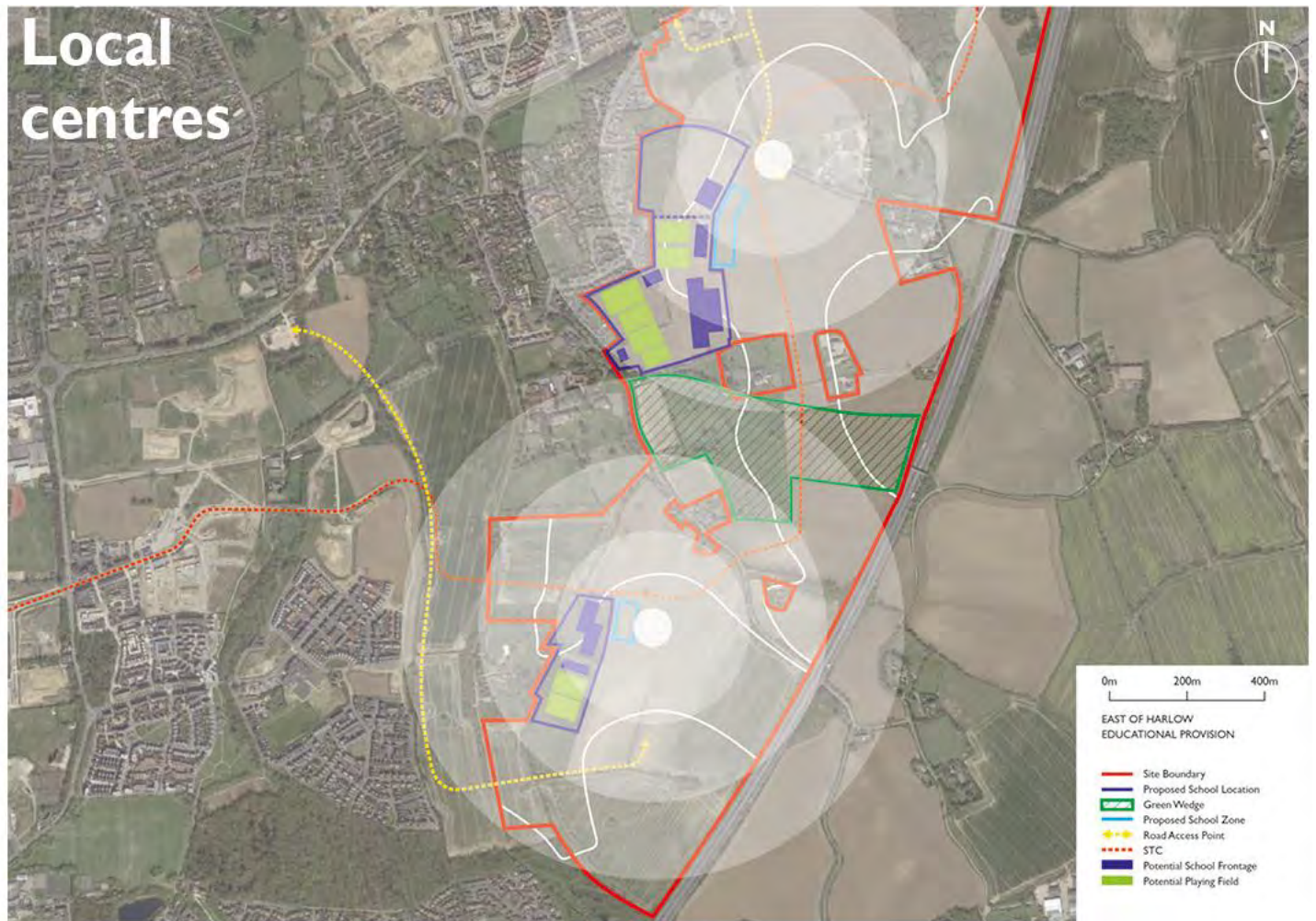
- i. A 3.2 ha Neighbourhood Centre is to be provided in the northern part of site, with retail and services units, flexible employment space and social and community space.
- ii. The centre should be directly served by the STC.
- iii. There is potential for design with expansion / employment land to be commercially provided at a later trigger, or for requirement to be met by transfer to ownership at appropriate value to public interest delivery body for future provision.

d. Specific Guidance – Hatches

- i. A 2 ha Hatch/Local Centre is to be provided in the southern part of the site, with retail and service units and flexible employment space.
- ii. Appropriate design relationship to school(s) and Green Wedge.
- iii. The phasing of provision should be negotiated subject to commercial demand.
- iv. In case of lack of immediate commercial demand (independently assessed), permanent site reservation would be required through transfer of ownership at appropriate value to public interest delivery body for future provision.
- v. The nodes on the map below consider the STC, STC Mobility Hub and school locations with regards to proximity to residents.
- vi. Developing Moor Hall Road into a place as part of the local centre to break down potential barriers formed by the road.

Please also refer to Figs. 11.1 to 11.2 on the following pages.

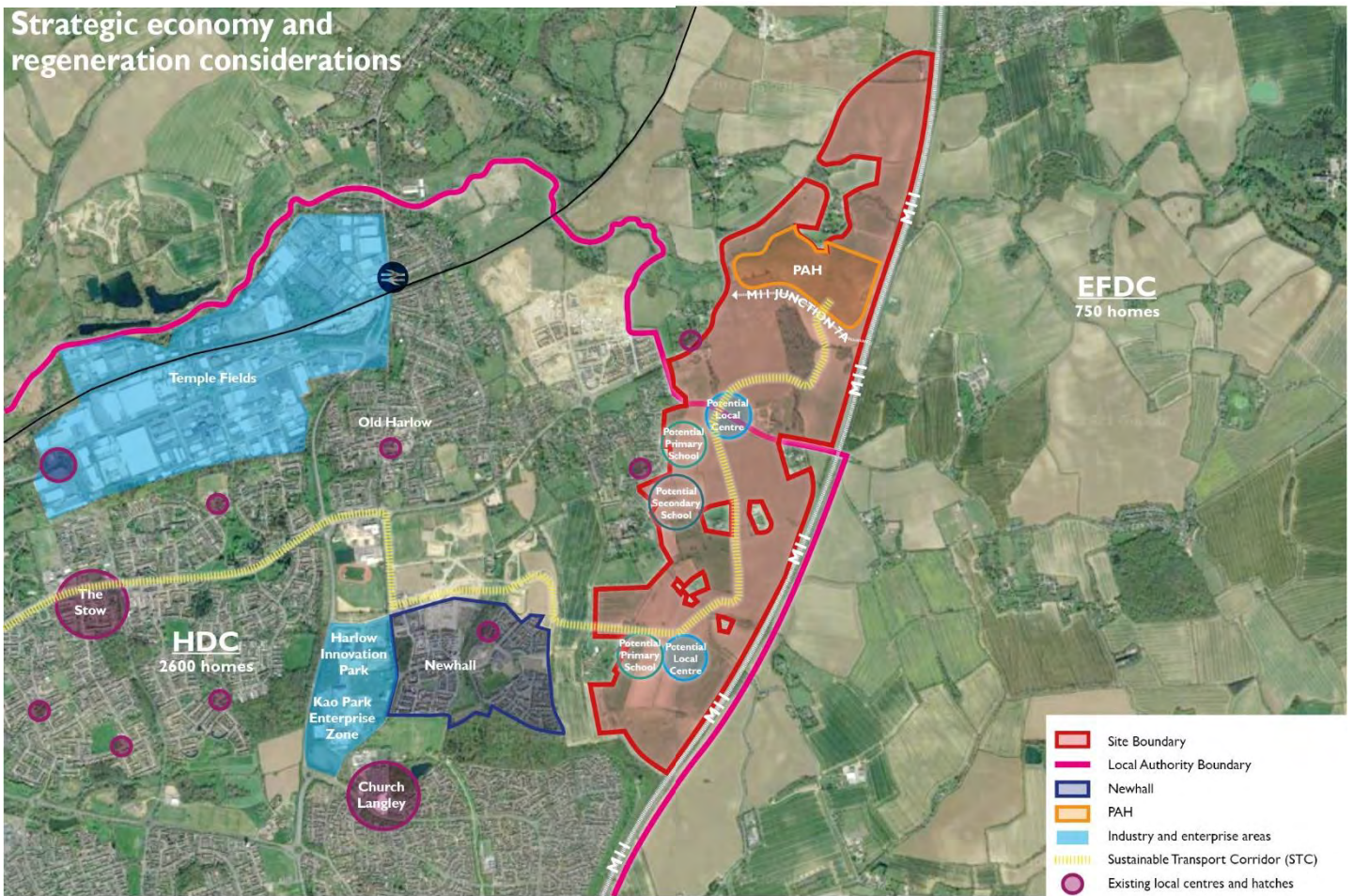
Fig. 11.1



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Fig. 11.2

Strategic economy and regeneration considerations



12. COMBINED PRINCIPLES

Fig. 12.1

Combined principles diagram

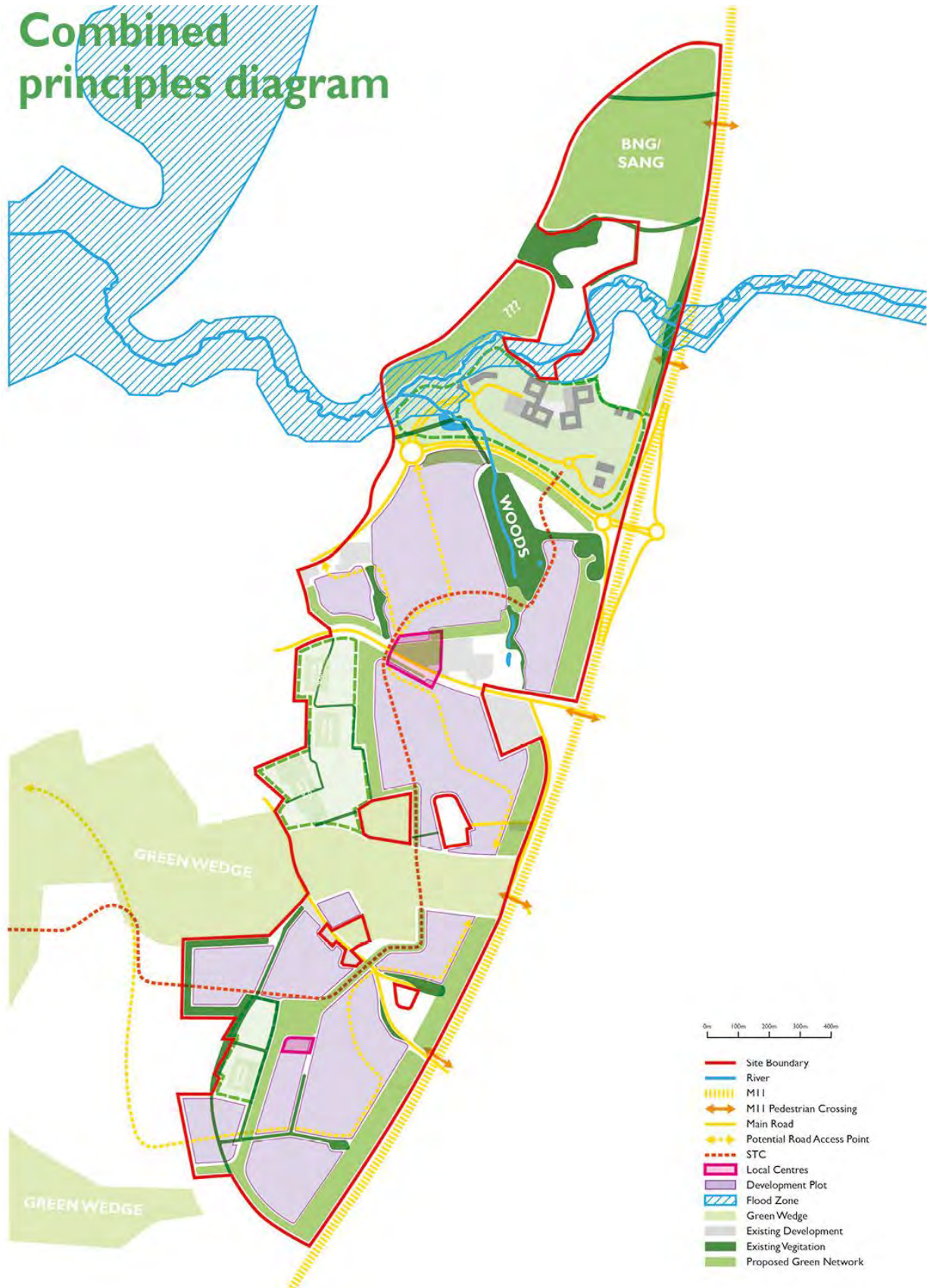
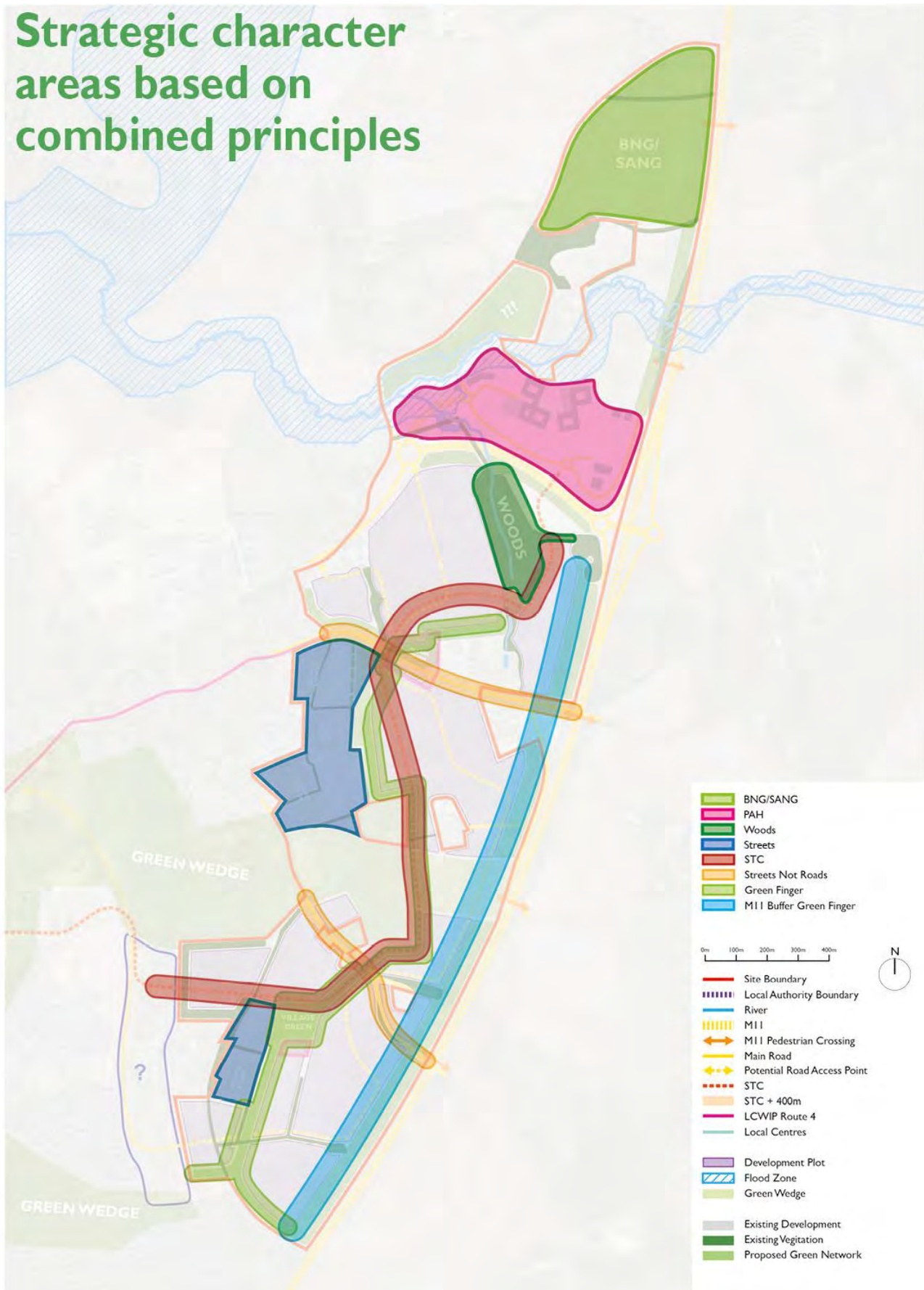


Fig. 12.2

Strategic character areas based on combined principles



GLOSSARY

Climate change adaptation	Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.
Climate change mitigation	Action to reduce the impact of human activity on the climate, primarily through reducing greenhouse gas emissions.
Designated Heritage Asset	Includes Listed Buildings and their curtilages, Conservation Areas, Scheduled Monuments and Registered Parks and Gardens. Such assets have been judged to be of national importance in terms of architectural or historic interest, therefore benefitting from additional planning controls.
Flood Zone	The Environment Agency has devised a set of flood zones for guidance by developers, councils and communities to explain the probability of river and sea flooding, ignoring the presence of flood defences.
Green Belt	An area of open land around an urban area, on which inappropriate development is restricted, primarily to prevent unrestricted sprawl and to provide the other nationally-set purposes of Green Belt land.
Green Finger	Linear, open and predominantly green spaces which link to Green Wedges and primarily have a recreational/movement function, as well as providing the other roles and functions as detailed in the Local Plan.
Green Infrastructure (GI)	Green Infrastructure is multi-functional natural and man-made urban and rural green space, including parks, playing fields, woodlands, allotments and wildlife corridors, rivers, canals, lakes and other bodies of water. At a smaller-scale, it also includes measures to assist climate change mitigation, such as green roofs, and green walls, rain gardens and ponds.
Green Wedge	A series of open and predominantly green spaces, kept free from inappropriate development, which run through the district and provide roles and functions as detailed in the Local Plan, including allowing residents to easily access the wider countryside.
Hatch	Small area of shops/other units in Harlow which serve specific local needs and provide for a range of community services.
LCWIP	Local Cycling and Walking Infrastructure Plans enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period, and form a vital part

of the modal shift ambition to increase the number of trips made on foot or by cycle.

Local Plan

A Development Plan Document setting out the overarching strategy for an area, setting out the future development proposals for at least 15 years, with policies against which planning applications are determined. Accompanied by a Policies Map.

Mobility Hub

Convenient interchange on Sustainable Transport Corridors for residents, visitors and commuters for connecting with active and sustainable travel networks and services to reduce car use. They can be located in new or existing residential areas, business parks, town centres, shopping centres and rural or suburban areas. They can come in different sizes offering convenient and real alternatives to private single-occupancy car use which can be flexibly selected to serve the chosen location.

Neighbourhood Centres

Shops and other uses serving the local neighbourhood area; larger than Hatches. Sometimes known as a Local Centre.

Policies Map

Outlines a Local Plan's policies and allocations on a map form.

Supplementary Planning Document (SPD)

Document which adds further detail to policies in a Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. SPDs are capable of being a material consideration in planning decisions but are not part of a development plan.

Sustainable Drainage Systems (SuDS)

A sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques and to mimic natural drainage as closely as possible.

Officer Stakeholders

The following officers have been engaged in the development of this document where appropriate:

Essex County Council

David Sprunt	Transportation Strategy and Infrastructure West Essex Lead
Paul Wilkinson	Principal Transportation and Infrastructure Planner
Tai Tsui	Principal Planning Officer
Blaise Gammie	School Place Planning Manager

Epping Forest District Council

Nick Finney	Team Manager Implementation
Ione Braddick	District Lead EFDC
Richard Schunemann	Principal Planning Officer
Krishma Shah	Senior Urban Design Officer
Dawa Pratten	(formerly) Urban Design Officer
Deb Eastwood	Green Infrastructure and SUDS Officer

Harlow District Council

Andrew Bramidge	Director of Strategic Growth and Regeneration (now Chief Executive)
Tanusha Waters	Assistant Director - Planning & Building Control
Adam Halford	(formerly) District Lead HDC
John Hoad	(formerly) Garden Town Consultant for Harlow Council
Paul MacBride	Forward Planning Manager
Vicky Forgione	Principal Forward Planning Officer
David Watts	Senior Forward Planning Officer
Stephen Crabtree	Senior Landscape Officer
Jayne Pullin	Senior Landscape Officer
Patrick Bailey	Senior Biodiversity Officer

Appendix 1: Epping Forest Local Plan Policy SP4 Garden Communities (extract)

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

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

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

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

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

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

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

East of Harlow

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

(i) a minimum of 750 homes up to 2033;

(ii) five traveller pitches;

(iii) strategic green and blue infrastructure comprising natural/semi natural open space, walking and cycling routes, flood mitigation and wildlife space;

(iv) a sympathetic design which preserves or enhances Listed Buildings adjacent and within the site, Registered Park and Garden to the West and nearby Scheduled Monuments;

(v) except for essential infrastructure and water compatible development, no built development will be permitted on land within Flood Zone 2 and 3 in the Council's latest Strategic Flood Risk Assessment, including appropriate allowance for climate change;

(vi) a local centre;

(vii) the provision of appropriate community and health facilities including approximately 14 hectares of land for a health and wellbeing hospital campus;

(viii) a new primary school with early years and childcare provision on an education site of at least 2.1 hectares;

(ix) at least ten hectares of land to accommodate a new secondary school in addition to any necessary contributions;

(x) highway and transport improvements to be agreed with the Highway Authority, including linkages into off-road cycle and walking networks;

(xi) satisfactory utility infrastructure including water, waste water, solid waste, gas, electricity and telecommunications for occupants;

(xii) bus services and direct pedestrian and cycle links between homes, the facilities that serve them and other key destinations;

(xiii) integration with the National Cycle Network Route 1; and

(xiv) measures to ensure the protection of the functional flood plain and restriction of surface water run-off from the site into Pincey Brook to no more than existing rates and where possible existing volumes. In order to mitigate any increased volumes, discharge rates should either be limited to the 1 in 1 greenfield run-off rate or provide long term storage.

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

balance of land uses, the Council will have regard to relevant Policies within this Plan, in particular: Parts A. to F. of this Policy; Policies SP2 and SP3; the identified need for the types of development proposed within the wider Garden Community; and relevant environmental, heritage, transport, infrastructure and other planning opportunities and constraints.

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Appendix 2: Harlow Local Development Plan Policy HS3 Strategic Housing Site East of Harlow

HS3 Strategic Housing Site East of Harlow

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

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

The development must:

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

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

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

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

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

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

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

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

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

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

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

Justification

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

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

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

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

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

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

Implementation

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

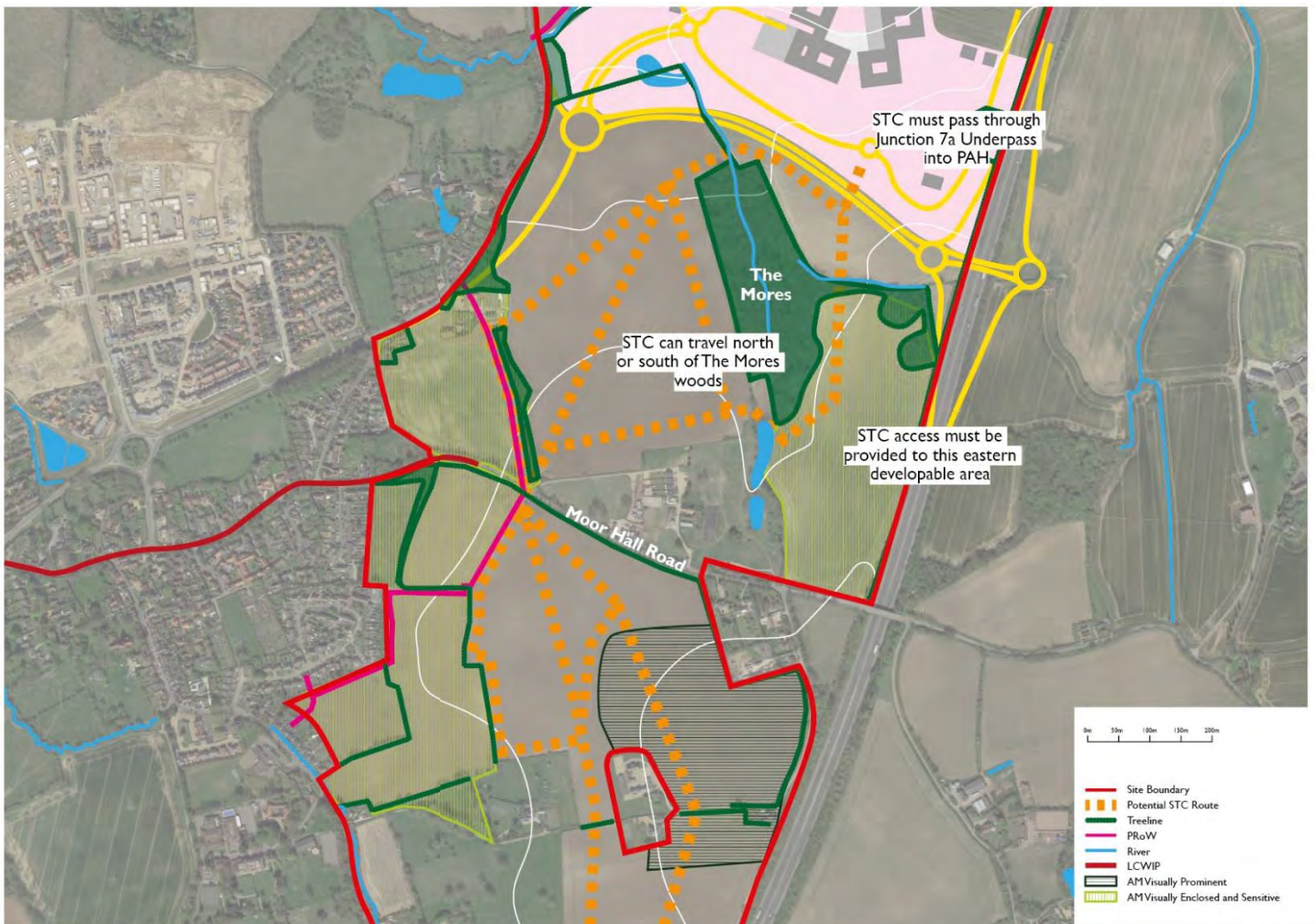
7.48 As a former New Town, Harlow has been carefully planned from the outset, so that most land has a recognised function, for example the Green Wedges, housing and employment areas. As required by national planning policies, the Council has undertaken a Strategic Land Availability Assessment to identify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

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

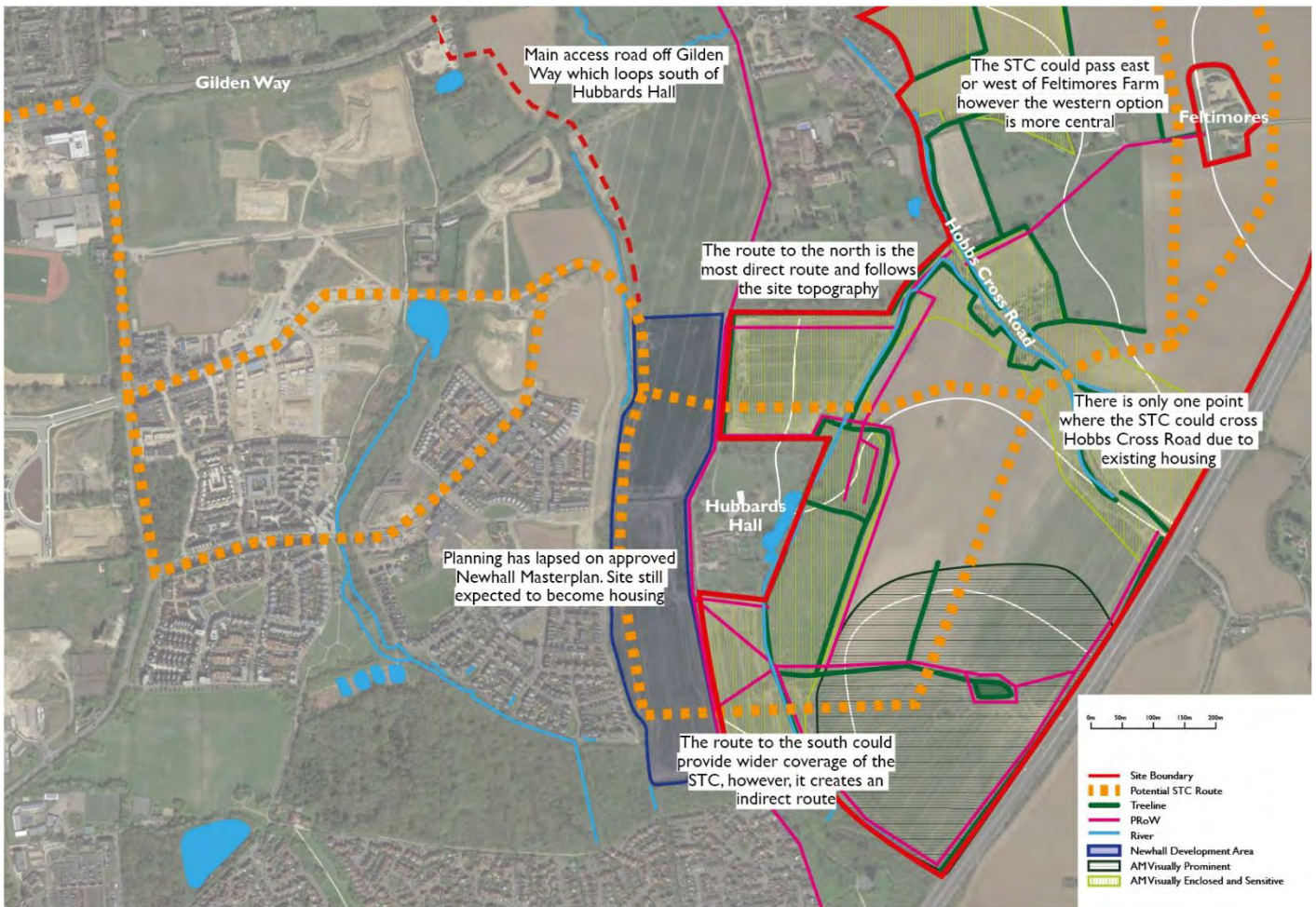
7.50 The Strategic Housing Site East of Harlow forms part of a wider Garden Town Community, the northern part of which has been proposed for allocation in the emerging Epping Forest District Local Plan for 750 dwellings, which will be subject to the preparation of a Strategic Master Plan. With regards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

Appendix 3: STC route options testing considerations

North

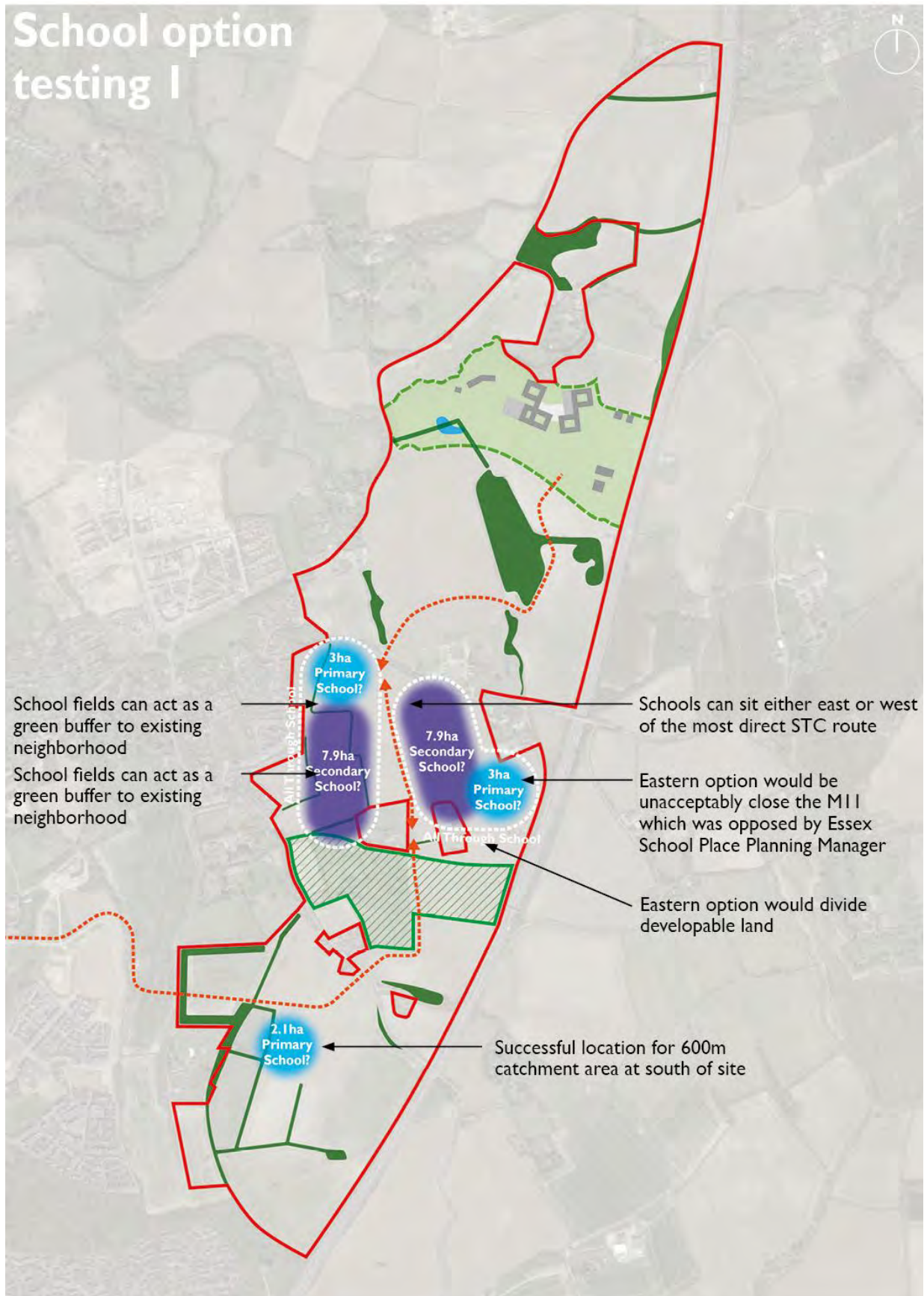


South



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Appendix 4: School option testing



School option testing 2

