Epping Forest District Council

HGGT
HARLOW & GILSTON GARDEN TOWN

DRAFT **STRATEGIC DESIGN CODE**

LATTON PRIORY

DRAFT FOR CONSULTATION

OCTOBER 2023

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Rainbow Services

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V1	02.02.2023	Draft
V2	31.05.2023	Draft
V2	19.07.2023	Draft for APG
V3	10.08.2023	1st edit of draft
V4	06.09.2023	Draft for EFDC Cabinet
V5	24.10.2023	Draft for Consultation

Contents

Executive Summary

This strategic design code has been prepared by the planning team at Epping Forest District Council to guide future development for the Latton Priory Strategic masterplan area. It is based on a vision for a new neighbourhood at Latton Priory that encapsulates key aims of the district and the Harlow and Gilston Garden Town as well as local aspirations.

The code envisages a positive and lasting legacy for new and existing communities. It seeks to ensure that the new development is high-quality, coordinated and integrated into its context. It draws on the Strategic Masterplan Framework and identifies the opportunities of the site and best practice design principles for promoting health, community and social vibrancy and addressing the climate emergency.

With a focus on creating a public realm that serves the current and future needs of people, communities and nature, this code addresses the themes of the National Model Design Code that will have the most bearing on those aspects of placemaking. These include the network of green infrastructure, key streets, open spaces and building frontages.

This code provides site-wide strategies and design requirements for key components of the public realm, set out using principles and rules, illustrated with diagrams and precedent images. This ensures that the vision is translated into practical strategies and design measures that are implemented in future proposals and readily assessed.

By focussing on the strategic elements of the development, and prescribing only their key aspects, the code leaves scope for innovation, creativity and variety in future proposals while embedding the foundations of a place where people and nature can thrive.

INTRODUCTION AND BACKGROUND INFORMATION

to Cambridge/ Stanstead

Mainline railway

Harlow

Latton Priory Masterplan Area

Epping Town Centre

M25

Epping Forest

LU train line

M11

to Central London

Plan of Epping Forest District Area

Introduction

Purpose of this document

The Latton Priory draft strategic design code has been produced as part of the planning process for the Latton Priory Strategic Masterplan Area. It is intended to be a clear and accessible design tool to be used by residents and stakeholders, all those involved in the development of planning applications for the site and all those evaluating and monitoring future applications and development.

When endorsed it will form part of the development framework for Latton Priory as a material planning consideration for any future planning applications on the site alongside the Strategic Masterplan Framework.

It will:

- Provide clarity about design expectations for communities, stakeholders and those preparing future planning applications.
- Embed high-quality, sustainable and coordinated design into the strategic development framework, consistent with the principles set out in the National Model Design Code (NMDC) and National Design Guide (NDG), local and national policy and HGGT principles.
- Embed community and stakeholder aspirations into the strategic development framework.
- Allow for and inspire creativity, variety and innovation in future proposals whilst regulating strategic principles that are essential to meet the key aims for the new Garden Community.
- Provide a clear and accessible benchmark for assessing future planning applications.

The National Planning Policy Framework (NPPF) 2023 requires that all local planning authorities produce design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences.

The Epping Forest District Local Plan requires design codes to be produced informing detailed proposals for individual sites.

Preparation of this document

The draft Latton Priory Strategic Design Code has been prepared by Epping Forest District Council (EFDC) Planning Service through ongoing collaboration with key planning and delivery authorities including other EFDC teams, Harlow Council, Essex County Council and Harlow and Gilston Garden Town (HGGT).

The local community, including young people from local schools, has also been engaged to help understand the context, identity and their ambitions for the future of the area.

Specialist expertise has been provided by Phil Jones Associates Ltd (PJA) transport consultants and support and input has been provided by the Department for Levelling Up Homes and Communities (DLUHC) and the Design Council.

This design code complements EFDC policy and guidance and does not take its place. This document should be read in conjunction with the other development framework documents.

Quality review panel

All delivery documents are required to be reviewed by the Harlow and Gilston Garden Town Quality Review Panel (QRP) from the early stages and throughout the design development. This design code was reviewed by the HGGT QRP in July 2022 and May 2023.

Community engagement

Community and stakeholder engagement has informed the code as follows:

Stage 1: Baseline Analysis and Vision
Review and analysis of the community engagement undertaken for the Strategic Masterplan to avoid duplication and confusion.

Workshops with officers from EFDC, HGGT, Essex County Council, Harlow Council and other partner authorities. These focused on key aims for the design code, review of existing design codes and engagement strategy.

Stage 2: Design Code Production
Workshops focused on public realm design with under-represented age groups including children at local primary and secondary schools, Harlow Youth Council and older people through Voluntary Action Epping Forest.

Stage 3: Draft Design Code Review
The local community and stakeholders are invited to give their feedback on this draft design code, either via the project website or at in-person / online workshops and webinars, community and developer forums. Surveys are in line with the EFDC Statement of Community Involvement.

The document will then be updated to reflect consultation feedback.

How to use the Design Code

Content of the code

This design code reflects relevant policy, guidance, community views and site analysis and addresses the following characteristics identified in the National Model Design Code (NMDC):

Framework masterplan / Land use

Site-specific considerations, land use and stewardship building on the Latton Priory Strategic Masterplan Framework endorsed by EFDC Cabinet on 10 July 2023.

Nature

Green and blue infrastructure, biodiversity and trees.

Movement

Movement frameworks, street hierarchy, parking design and servicing.

Public Spaces

Hierarchy of public spaces, key open space design, multi-functional street design and junctions and play and recreation strategy.

Built Form

Block structure, density, typologies, height, building line and roof forms to support high-quality public realm and street and open space hierarchy.

Identity

Key frontages and building groupings to aid wayfinding, hierarchy and a locally distinctive identity.

Resources

Designing for flexibility, futureproofing and to withstand climate change and to minimise environmental impact.

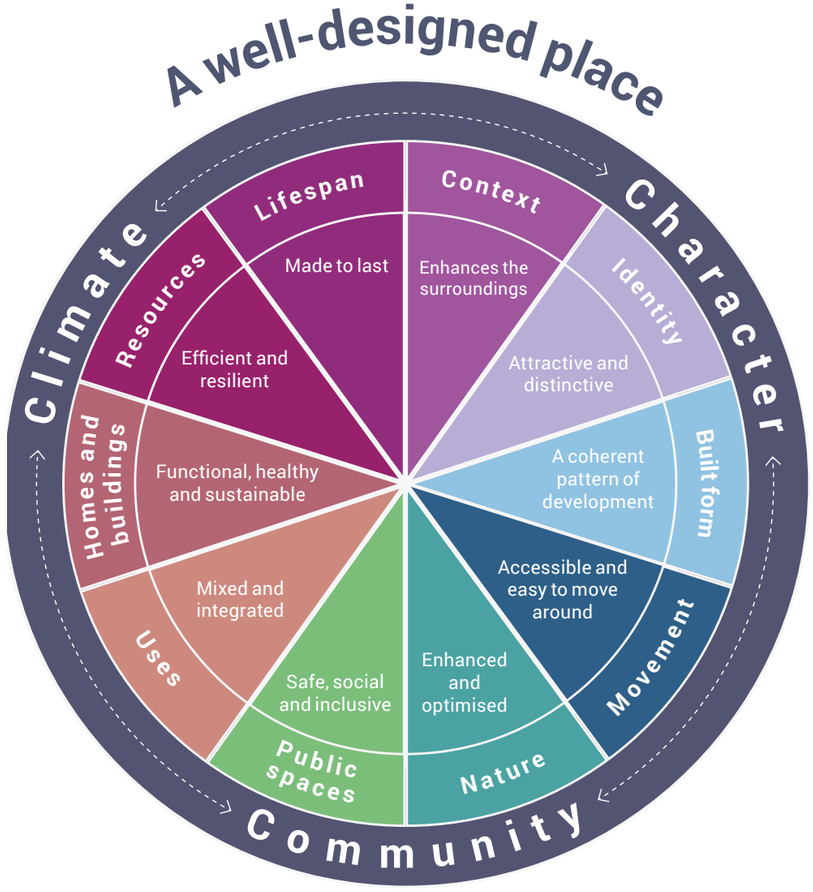
Structure of the code

Each section of the code begins with key objectives to be achieved in future development, followed by more detailed strategies and requirements. This includes requirements for physical infrastructure and key considerations for future design, delivery and management stages.

Coding is stated as either mandatory requirements with the word '**must**' or recommendations with the word '**should**'. Mandatory requirements must be complied with; for non-mandatory recommendations, any deviation needs to be justified. This could be due to technical reasons or by demonstrating that an alternative approach would more successfully achieve the design ambitions of the code.

A compliance tracker should be completed by the applicant at the earliest stages of pre-application and updated throughout the planning process.

It is expected that future planning applications will be accompanied by detailed design codes that address the other themes of the NMDC.



The 10 characteristics of well-designed places (National Design Guide extract, as referenced in the NMDC)

How to use the Design Code

Example of a typical design code theme

Section head: based on National Design Code theme

Section subheading

Design ambition followed by key objectives

Supporting information including principles, strategies and aspirations

Requirements. These may be mandatory (musts) or recommended (shoulds), with number references. Information could also be contained in a matrix or diagram.

Key

Masterplan map showing the relevant level of detail for the section. All diagrams and images, unless stated otherwise, are illustrative and depict how the requirements of the code could be brought forward on the site.

Key strategies for a thriving and resilient community

- Ensure Latton Priory is a vibrant and walkable neighbourhood with a variety of retail and community facilities, social spaces and employment opportunities.
- Provide high-quality homes, offices, studios and spaces that encourage a range of activity through different times of the day, week and year at the heart of Latton Priory.
- Facilitate interaction between different groups of people to help everyone feel connected to the community and to encourage social cohesion and wellbeing.
- Plan the local centre through community and stakeholder engagement to promote pride, inclusiveness, sharing of resources, use and long-term stewardship.

Purpose of the framework masterplan

The framework masterplan illustrates the site-wide strategies and principles of the design code. It has been developed alongside the strategic design code and incorporates the mandatory spatial principles of the Strategic Masterplan Framework (see Appendix A) and site allocation.

While this framework masterplan should be a consideration for future proposals, there is flexibility for detailed proposals to respond to technical analysis and employ innovative design to meet or exceed the design ambitions and other policy requirements.

Key features of the framework masterplan

The masterplan could provide approx 1,500 dwellings across the site, subject to mitigation of environmental and transport impact, housing approximately 3600 residents in total.

Strategic green infrastructure required by the Strategic Masterplan Framework includes a Suitable Alternative Natural Green Space (SANG), a new park, community pitches, allotments and a network of green fingers through the site.

The local centre will provide mixed-use employment and community facilities, specialist housing, retail and two new schools.

Neighbourhood nodes and a network of car-free play streets will play an important role in providing doorstep play and interaction, safe and attractive choices for active travel between homes and key destinations and variety in street character with a network of human-scale streets.

A sustainable transport corridor will provide active travel and Bus Rapid Transit connections to key destinations in Harlow and a new connector road will be provided for vehicular and cycle connection to Epping and the M11 via the B1393 London Road.

See also:

- Nature
- Public Spaces
- Movement
- EFDC Local Plan Policy SP2, SP3 and SP4
- HGGT Vision and Design Guide
- Latton Priory Strategic Masterplan Framework (SMF)

Framework masterplan requirements

1.1 Development proposals **must** include the components shown on the diagram and key opposite. The precise quantity, geometry and alignments of components can be modified to suit technical requirements or best-practice to achieve the Vision and ambitions of the Garden Town community.

1.2 The local centre **must** be located at the heart of the new neighbourhood and **must** be of an appropriate size and character to support the new community without detriment to the existing nearby local centres, with flexibility to meet changing community needs in the future e.g. more retail or community space.

1.3 The local centre **must** be supplemented with smaller nodes that support the more immediate surrounding residents. Where viable, these **should** include retail that helps people meet their day-to-day needs conveniently. Where this is not viable from the outset there **should** be provision for adding or adapting to provide this in the future.

1.4 Sustainable and active travel routes to and from new and existing key destinations **must** be shown alongside strategies for delivery where these are outside of the site boundary.

1.5 Density **should** be optimised to support the viability of services, retail and sustainable transport and to make efficient use of land subject to wider environmental and transport impact.

1.6 The framework masterplan **should** be shown to respond to all the opportunities and constraints of the site, in particular the gradients and existing topography and sightlines into and out of the development.

1.7 The framework masterplan **should** include a variety of uses that support a vibrant community including specialist housing and a variety of tenure-blind housing types throughout.

Framework masterplan layout showing key spatial components

N.B Contours depict existing topography and will be updated following earthworks analysis
Proposed gypsy and traveller site location to be agreed

Related design code sections

Related key policy and guidance

Planning Context

Epping Forest District Local Plan

The Epping Forest District Local Plan 2011-2033 is the primary regulatory document for the District. The key strategic policies relating to the Latton Priory Masterplan Area are:

Local Plan Policy SP2: Place Shaping

Describes place shaping principles for all Strategic Masterplans and development proposals. These include:

- Ensuring long-term stewardship of assets
- Promoting healthy and active lifestyles and vibrant communities
- Providing all day-to-day needs within walkable neighbourhoods
- Integrating and connecting with adjacent communities
- Supporting sustainable movement and access to local and strategic destinations

Local Plan Policy SP3: Development and Delivery of Garden Communities

Sets out the overarching requirements for HGGT communities. These include:

- Promoting and executing the highest quality of planning, design and management of the built and public realm
- Creating environments that promote health, happiness and wellbeing
- Providing for self and custom-built homes and the needs of an ageing population
- Producing a step change in modal shift to more sustainable travel patterns
- Designing sociable, vibrant, healthy and walkable neighbourhoods
- Developing and complying with specific Garden Town parking approaches
- Building distinctive environments that relate to the surrounding area and take full account of topography and land form.

Local Plan Policy SP4: Garden Communities

Sets out the on-site requirements for the new Garden Town Communities. For Latton Priory (SP4.1) this includes:

- A minimum of 1,050 homes up to 2033
- Up to one hectare of employment land for office/ research and development uses
- Five traveller pitches
- Strategic natural greenspace
- Public open space to the South of the 'build-to' line within the Masterplan Area
- A local centre
- A new primary school with early years and childcare provision on an education site of at least 2.1 ha
- At least 10 ha of land to accommodate a secondary school
- Appropriate community and health facilities
- Highway and transport improvements including to the North-South Sustainable Transport Corridor
- Bus services and direct pedestrian and cycle links between homes, the facilities that serve them and other key destinations.

The Local Plan also includes detailed policies on Housing, Economy, Transport and Development Management.

The Local Plan is supported by endorsed guidance documents that hold material weight as planning considerations. Two key documents are:

EFDC Sustainability Guidance

In 2019, the Council declared a climate emergency and made a commitment to do everything within its power to become a carbon neutral District by 2030. In support of this the Council adopted the EFDC Sustainability Guidance and Checklist, which is applicable to all new development in the District. See also HGGT Sustainability Guidance.

EFDC Green Infrastructure Strategy

The Green Infrastructure (GI) Strategy was adopted in 2020 and provides a framework for the provision of high-quality GI provision across the district, including strategies to mitigate impacts on the Epping Forest Special Area of Conservation

Harlow and Gilston Garden Town

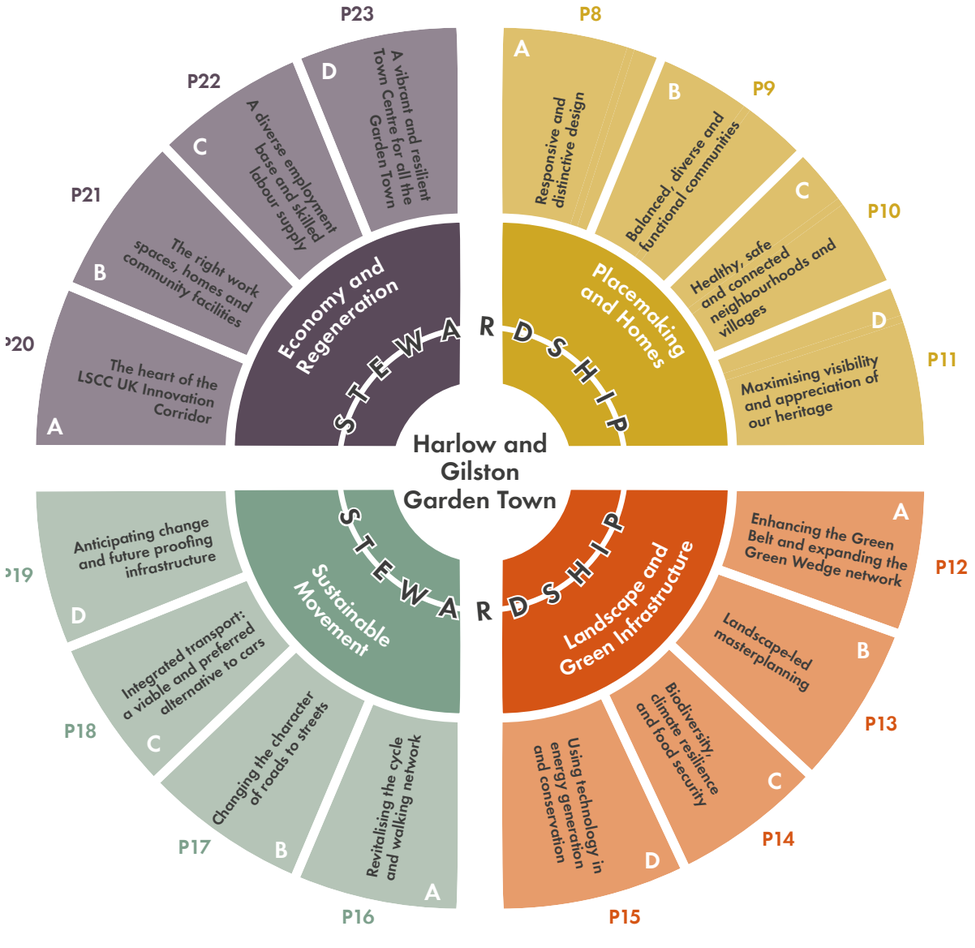
The Local Plan identifies Latton Priory as one of three Garden Town Communities forming part of the Harlow and Gilston Garden Town (HGGT). The other two being Water Lane to the west of Harlow and East Harlow. Full details can be found on the HGGT website.

HGGT principles are aligned with EFDC Policy and TCPA Garden City principles and the 'key principles for healthy growth' are set out in the HGGT Vision document as shown in the diagram below. These principles are supported by objectives and strategies in the following core documents:

- HGGT Design Guide
- HGGT Transport Strategy
- HGGT Sustainability Guidance
- HGGT Healthy Garden Town Framework
- HGGT Latton Priory Access Study
- HGGT draft Stewardship Charter

The following draft documents support the transport strategy and are available upon request:

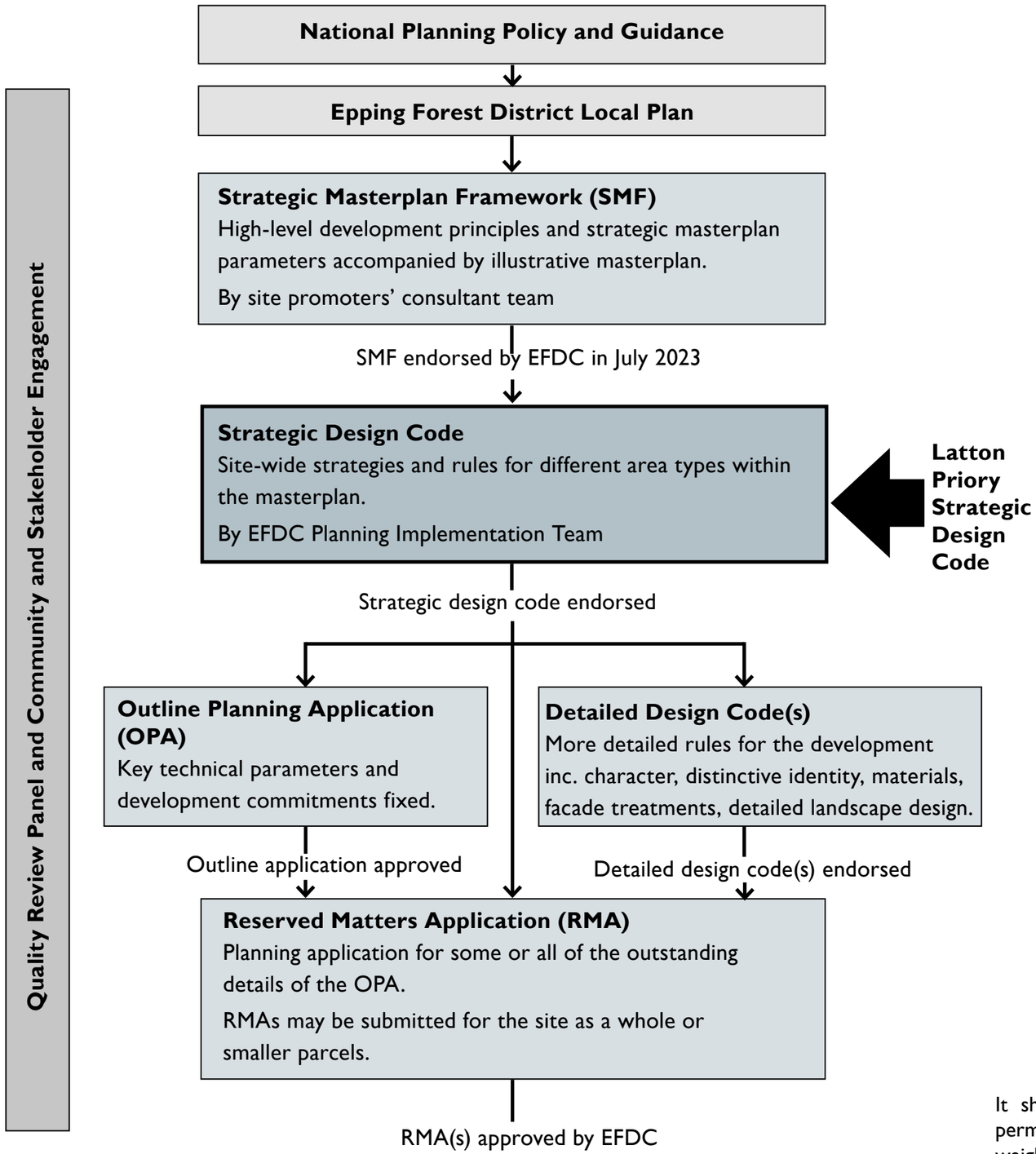
- HGGT Measures to achieve mode share
- HGGT STC Placeshaping principles



'Key Principles for Healthy Growth' diagram, HGGT Vision (2018)

Planning Context

Anticipated planning process



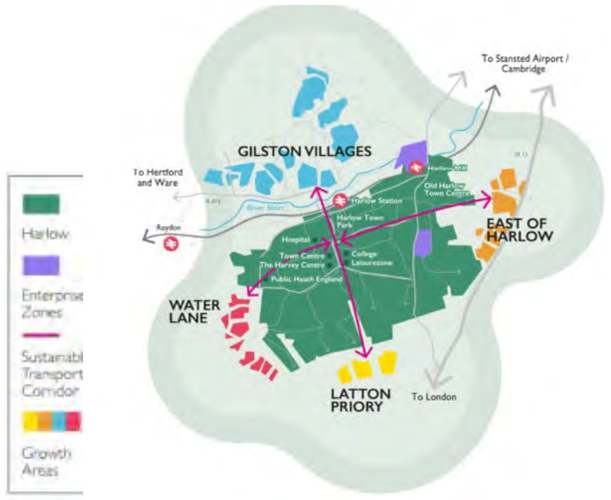
It should be noted that only planning applications give permission to build. All other documents are intended to hold weight in the decision making process for those applications.

Site Context

Site Location

The Latton priory masterplan Area is located just south of Harlow, on a ridge overlooking the town. It is 1.7 miles for the civic centre (10 minute cycle) and approximately 3.5 miles (20 mins cycle) from Epping town centre.

As former undeveloped green belt land and an HGGT Community, the site requires wider infrastructure to support sustainable travel from and to key destinations in the wider area. It will be connected to Harlow and the other proposed Garden Town sites through a Sustainable Transport Corridor network as shown below:



Site location plan key

- EFDC District boundary
- Existing development
- Allocated sites / strategic masterplan areas
- Existing open space
- Proposed site area
- Proposed local centre inc schools
- Proposed new green space
- Sustainable transport corridor (STC) connection
- Harlow LCWIP cycle corridor
- Harlow cycle network (mainly off-road)
- Potential cycle connections on shared roads
- New/ improved infrastructure for enhanced cycling
- Railway/ underground station
- Colleges
- Hospitals and health centres
- Town hall/ community
- Shopping centres/ local centres
- Headquarters/ emplotment areas
- District parks/ nature reserves
- Cultural and leisure
- Large sports grounds/ leisure centres

Site Context

Opportunities and Constraints

The steep topography and views from and to the new development and the surrounding areas will be key considerations in the following ways:

- A build-to-line has been established at the ridgeline and no development shall be located south of this.
- Scale, massing and orientation will need to be sensitively designed to consider topography and the ridgeline.
- Site layout will need to be planned to minimise cut-and-fill and work with existing topography whilst ensuring walking and cycling is accessible and attractive throughout the scheme.
- Topography should be integrated into green and blue infrastructure, using it to positively drive the character of the scheme.
- Expansive views of Harlow to the north and countryside to the south should be capitalised through the site layout and positioning of key open spaces and vistas.

Opportunities and constraints plan key

- Existing woods and tree planting
- Existing green space/ recreation
- Existing tree belt/ hedgerow/ field boundary
- Existing play space
- Distinctive local assets/ features
- Strategic HGGT views (HGGT Design Guide)
- Additional key view opportunities
- Existing Road
- Existing PROW/ footbath/ bridleway
- Existing contour line
- Ridge line/ build-to line
- Key walking and cycling connection

Site Context

Landscape Character

As a landscape-led development surrounded by countryside, including green-belt land on three sides, the neighbourhood must respond positively and make the most of the existing green infrastructure.

Currently, the landscape is predominantly arable fields with woodland bands, small clusters of trees and hedgerow field boundaries. The land slopes from the plateau at the south towards the bowl in which Harlow town centre sits. Gradients are more severe on the northern side of the site.

Ancient woodlands define the eastern edge of the development area and blocks of woodland run north-south on the site. Other significant trees include a row of Poplar trees on the Dorrington Farm site, close to the ridgeline, and rows of mature trees and hedgerow along the northern boundary.

A green wedge from Harlow meets the centre of the northern site boundary. This will be extended and enhanced as part of the development.

Key heritage features include the Rye Hill water tower to the west of the site, an ancient moat site along the southern boundary and the Augustinian Latton Priory building itself.

As well as enhancing existing landscape character and connecting up habitats with ecological corridors, the development must be integrated with the existing and proposed green infrastructure. This should inform the identity of the place and form part of the social structure of the new neighbourhood in line with Frederick Gibberd's original vision for Harlow New Town.

See also:

- Nature
- Public Spaces
- EFDC Local Plan Policy SP2, SP3 and SP4
- HGGT Design Guide
- EFDC Green Infrastructure Guidance

A. View towards water tower and Dorrington Farm

B. View of Latton Priory farm

C. View of row of Poplar trees at Dorrington farm

Aerial view of Latton Priory strategic masterplan area

D. Expansive view towards Harlow town centre and beyond

Site Context

Built Character

The built form of the new development must relate positively to the best of Epping and Harlow to form a unique and distinctive identity for the new place. Distinctive buildings / collections of buildings should be referenced both for appearance and how they shape the public realm. Contextual precedents should not be copied but referenced and interpreted in an innovative and contemporary way.

Epping

As a historic market town, Epping has some varied and characterful historic built form, particularly along the high street and the surrounding areas. Features include distinctive roof forms and proportions, as well as articulation around doors and windows.

There is also an opportunity to reference the agrarian setting of the site and the agricultural buildings with distinctive geometric forms, striking materials and relationships between buildings.

Harlow

Harlow has characterful built form in the Old Town and rural lanes as well as in the New Town. The modernist buildings feature simple detailing and a restrained material palette with bold compositions that relate well to the spaces they front.

Harlow has a strong culture of progressive contemporary architecture with examples of architecture that creates a strong sense of place whilst avoiding pastiche

Characterful cottage on Buttercross Lane, Epping

Articulation around windows on Epping high street.

Latton Priory and surrounding farmstead buildings.

Articulated windows on Oddfellows Terrace, Old Harlow.

Morley Grove, Little Parndon, Harlow by Gibberd and partners.

Progressive and distinctive interpretation of built form context at Abode, Newhall, Harlow by Procter and Matthews.

See also:

- Public Spaces
- Built Form
- Identity
- EFDC Local Plan Policy SP2, DM9 and DM10
- HGGT Design Guide
- Harlow Design Guide SPD
- EFDC/ HDC Conservation Area character appraisals

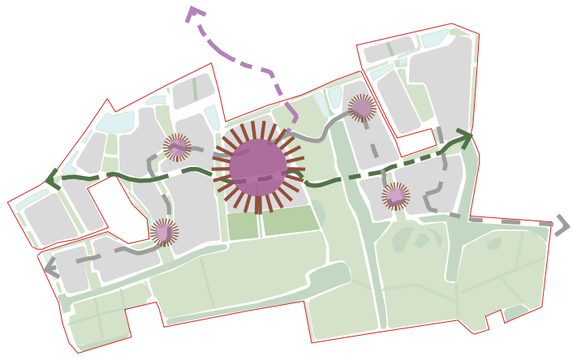
Design Ambitions

The ambitions, objectives and requirements reflect key aspects of policy, guidance, site opportunities and constraints and feedback received from community engagement.

This design code focusses on the structural elements of the masterplan layout due to the impact this will have on the new community. However it is expected that these design ambitions will also be considered at the detailed design stage.

The design code for Latton priory will help to deliver a healthy, vibrant place where:

A lively core of schools, amenities and shops supports a **thriving and resilient community**



A lively local centre and network of neighbourhood nodes

An **integral network of green routes and spaces** connects surrounding landscape and enhances the Green Wedge into Harlow

A multi-functional, integrated green grid

A variety of **uplifting and safe streets and spaces** encourage year-round active and healthy lifestyles for all ages

Active and sustainable travel is the most appealing way to get around, including travelling to Harlow and Epping

A high-quality active travel network with a choice of safe and accessible routes

Compact, human-scale built form nestles comfortably into the hillside overlooking Harlow

The art and innovation of Harlow, the market town and pastoral character of Epping inform a **distinctive identity**

The climate emergency is addressed with buildings and spaces that can withstand the changing climate and minimise impact on the environment

There is **flexibility to adapt** to future needs, anticipating changes in travel, work and lifestyles

Spaces that can with stand the changing climate and minimise impact on the environment

Human-scale streets and spaces that are vibrant and encourage active lifestyles

STRATEGIC DESIGN CODE

Framework masterplan

Key strategies for a thriving and resilient community

- Ensure Latton Priory is a vibrant and walkable neighbourhood with a variety of retail and community facilities, social spaces and employment opportunities.
- Provide high-quality homes, offices, studios and spaces that encourage a range of activity through different times of the day, week and year at the heart of Latton Priory.
- Facilitate interaction between different groups of people to help everyone feel connected to the community and to encourage social cohesion and wellbeing.
- Plan the local centre through community and stakeholder engagement to promote pride, inclusiveness, sharing of resources, use and long-term stewardship.

Purpose of the framework masterplan

The framework masterplan illustrates the site-wide strategies and principles of the design code. It has been developed alongside the strategic design code and incorporates the mandatory spatial principles of the Strategic Masterplan Framework (see Appendix A) and site allocation.

While this framework masterplan should be a consideration for future proposals, there is flexibility for detailed proposals to respond to technical analysis and employ innovative design to meet or exceed the design ambitions and other policy requirements.

See also:
Nature
Public Spaces
Movement
EFDC Local Plan Policy SP2, SP3 and SP4
HGGT Vision and Design Guide
Latton Priory Strategic Masterplan Framework (SMF)

Key features of the framework masterplan

The masterplan could provide approx 1,500 dwellings across the site, subject to mitigation of environmental and transport impact, housing approximately 3600 residents in total.

Strategic green infrastructure required by the Strategic Masterplan Framework includes a Suitable Alternative Natural Green Space (SANG), a new park, community pitches, allotments and a network of green fingers through the site.

The local centre will include mixed-use employment and community facilities, specialist housing, retail and two new schools. The Local Plan allocation requires the provision of appropriate community and health facilities at Latton Priory. Engagement is ongoing with the Hertfordshire and West Essex Integrated Care Board (ICB), the body responsible for planning for healthcare, who are reviewing options such as new facilities, expansion, reconfiguration or relocation of nearby facilities.

Neighbourhood nodes and a network of car-free play streets will play an important role in providing doorstep play and interaction, safe and attractive choices for active travel between homes and key destinations and variety in street character with a network of human-scale streets.

A sustainable transport corridor will provide active travel and Bus Rapid Transit connections to key destinations in Harlow and a new connector road will be provided for vehicular and cycle connection to Epping and the M11 via the B1393 London Road.

Framework masterplan requirements

1.1 Development proposals **must** include the components shown on the diagram and key opposite. The precise quantity, geometry and alignments of components can be modified to suit technical requirements or best-practice to achieve the Vision and ambitions of the Garden Town community.

1.2 The local centre **must** be located at the heart of the new neighbourhood and **must** be of an appropriate size and character to support the new community without detriment to the existing nearby local centres, with flexibility to meet changing community needs in the future e.g. more retail or community space.

1.3 The local centre **must** be supplemented with smaller nodes that support the more immediate surrounding residents. Where viable, these **should** include retail that helps people meet their day-to-day needs conveniently. Where this is not viable from the outset there **should** be provision for adding or adapting to provide this in the future.

1.4 Sustainable and active travel routes to and from new and existing key destinations **must** be shown alongside strategies for delivery where these are outside of the site boundary.

1.5 Density **should** be optimised to support the viability of services, retail and sustainable transport and to make efficient use of land subject to wider environmental and transport impact.

1.6 The framework masterplan **should** be shown to respond to all the opportunities and constraints of the site, in particular the gradients and existing topography and sightlines into and out of the development.

1.7 The framework masterplan **should** include a variety of uses that support a vibrant community including specialist housing and a variety of tenure-blind housing types throughout.

Framework masterplan

Framework masterplan layout showing key spatial components

Framework masterplan key

- Sustainable transport corridor
- Key site connection route
- Quiet active travel route, low car movement
- Key green connection
- Proposed mobility hub
- New green open space/ recreation
- Residential
- Car Barn
- Local centre / Mixed use community/ commercial/ retail/ employment
- Local centre specialist housing/ Extra Care/ community/ mixed use
- Local centre / School
- Local Centre / High street
- Local Centre / Neighbourhood square
- Vehicular access point inc bus only STC connection
- Neighbourhood node
- Gateway
- Car-free play street

N.B Contours depict existing topography and will be updated following earthworks analysis
Proposed gypsy and traveller site location to be agreed

Stewardship framework

Key strategies for a thriving and resilient community

- Encourage social interaction and wellbeing, helping to ensure that everyone feels connected and part of the wider community.
- Promote pride, inclusiveness, sharing of resources, vibrancy and long-term stewardship through community and stakeholder engagement.
- Ensure the public realm can be easily maintained and adapted over the long term, while demonstrating social, economical and ecological consideration and current best practice.

Ensuring stewardship is integrated into the process of planning, design, delivery, governance, quality assurance and care of the new neighbourhood will help to secure a thriving, sustainable and inclusive community.

The endorsed HGGT Stewardship Charter provides an overview of six key stewardship principles, which developers should follow. To complement these, this code includes measures to achieve the following principles and related aims:

1. Collaborative stewardship
2. Community assets
3. Community development.

See also:

- Nature
- Public Spaces
- Movement - Street design
- Resources
- EFDC Local Plan Policy SP2 and SP3
- EFDC Statement of Community Involvement
- HGGT Quality Monitoring Framework
- HGGT Stewardship Charter
- HGGT Comms and Engagement Strategy

Participatory design with local school children

Stewardship framework requirements

1.8 Community assets **must** be clearly identified, including those that will benefit the wider community, along with potential safe and accessible active travel routes there. This should include those components identified on the plan opposite.

1.9 At each phase, community assets **must** be planned and designed through inclusive engagement with neighbouring residents and intended user groups and stakeholders; this **should** include under-represented groups, particularly young people.

1.10 Assets **must** be continually reviewed with these groups to ensure they continue to meet community needs.

1.11 Engagement **should** include input on social, physical, digital, operational, maintenance and adaptability requirements of community assets.

1.12 Engagement **should** utilise best-practice principles and be both in person and digital.

1.13 Applicants **should** clearly show how they have used engagement and integrated it into the proposals, and how this has been reported back to the community.

1.14 Community development initiatives **should** also be explored alongside asset design, engaging those groups to develop and deliver those initiatives, further encouraging community cohesion and empowerment. This will include new and existing communities.

1.15 Community assets **must** be planned and designed with appropriate expertise, including chartered Architects, chartered Landscape Architects, ecologists and specific topics e.g. in play, co-design or community activation.

1.16 Phasing of community assets **must** be planned so that the asset will be in place in time for its users to benefit from it or each tranche of new residents will benefit from assets that can facilitate a community and integration with neighbours from the outset.

Long-term care requirements

1.18 Asset management plans **must** be provided for all public realm and community assets. These **should** include plans showing each element, the ownership, their use (i.e. significant social, ecological or economic value) and their maintenance status. This will allow their impact and care to be monitored, prioritised and managed holistically.

1.19 Design of public realm **must** include information on all key materials and how maintenance, futureproofing and sustainability has been considered in the specification e.g. avoiding power tools, fertilisers and irrigation.

1.20 The extent of public realm that needs to be managed by private householders **should** be minimised.

1.21 Public realm **must** be designed to ensure maintenance boundaries are clear, but without unnecessary restrictions to access, movement or visual connectivity.

1.22 Long-term asset management **must** be planned in line with the HGGT stewardship charter to keep service charges reasonable and not compromise home occupancy or ownership.

1.23 Development applications **must** provide information on proposed community management models including case studies of how the model has delivered successful community development.

Stewardship framework

Framework masterplan layout showing key community assets

Community Assets

Green infrastructure assets

- SANG, Park, Pitches and Allotments as labelled
- Greenway
- North-south green fingers inc SUDS
- Wetland park edge
- Green edges

Street and open space assets

- Community plaza
- Neighbourhood node and other local social spaces
- Gateway spaces
- Car-free play street
- Play spaces
- Productive landscapes/ orchards/ growing hubs
- Any non-adopted public streets or parts of streets

Built community assets

- Community buildings
- Mobility hubs
- Car barns
- Park pavilion
- Any buildings to support open spaces (e.g. clubhouses or tool sheds for growing)

Green infrastructure framework

Key strategies for an integral network of green routes and spaces

- Use the sloping topography and natural assets of the existing site to create a rich and attractive network of open spaces that people can enjoy and where wildlife can thrive.
- Create a variety of green and open spaces (in type and function) that are accessible to everyone. Allow these to drive the form and character of the new neighbourhood, including its relationship with nearby communities.

The masterplan and proposals must be landscape-led; this framework shows how strategic green infrastructure* elements should be included in the development. The code provides key requirements for the multi-functional places and spaces and identifies the approaches and opportunities that should be integrated into existing and new green infrastructure.

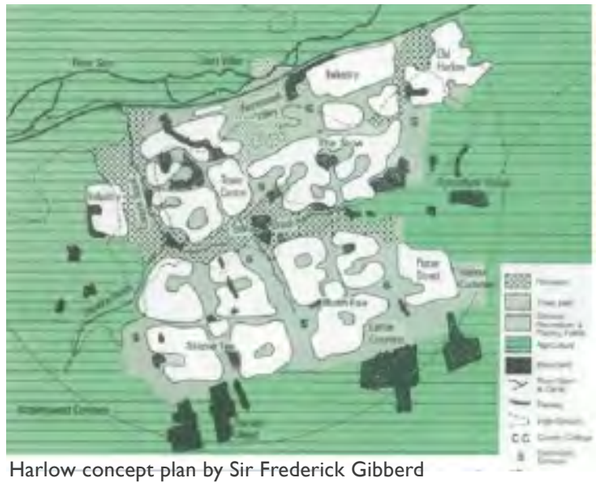
A rich and attractive green infrastructure will be the bedrock of Latton Priory, connecting it into the surrounding landscape and reflecting the character of Harlow. Green spaces will permeate the town via green corridors or 'wedges' and green spaces.

Generous, high-quality green infrastructure will significantly contribute to air quality, net-zero and nature recovery as well as the social fabric of the new community. This will mark Latton Priory out as a Garden Town that celebrates its setting between town and countryside.

Green infrastructure will be embedded in development areas through a connected network of multifunctional green elements. This network will:

- maximise green outlook for homes
- provide ecological and SuDS corridors
- make nature part of every day life
- provide healthy, attractive active travel routes
- encourage vibrancy and outdoor activity
- aid placemaking and wayfinding
- reduce the urban heat island effect by maximising urban greening.

* Green infrastructure here meaning green and blue infrastructure



Harlow concept plan by Sir Frederick Gibberd

See also:

Public Spaces – Multi-functional streets, Play

Movement – Street design

Resources – Adaptability and futureproofing

EFDC Local Plan Policy SP6, DM1-DM3, DM5, DM6

EFDC Green Infrastructure Strategy, Parts 2 and 3

EFDC/ HGGT Sustainability Guidance

HGGT Vision and Design Guide

The Green Infrastructure Design Guide, Natural England

Trees in Hard Landscapes: a guide for delivery, Trees and Design Action Group

Site-wide green infrastructure requirements

2.1 Detailed design codes for site-wide coordinated green infrastructure and public realm **must** be provided and endorsed for the whole masterplan area in advance of, or at the same time as any full planning or Reserved Matters Application.

2.2 Proposals **must** be aligned to the EFDC Green Infrastructure Strategy and Natural England's Green Infrastructure Design Guide.

2.3 Green infrastructure proposals **must** be developed collaboratively by qualified landscape architects, ecologists, SuDS engineers, architects and other expertise that may be required. Proposals **must** be developed iteratively with the Council and other stakeholders. Engagement with the Council's review panel **must** be sought at key stages of design development.

2.4 Proposals **must** demonstrate how neighbouring communities and wildlife will be included and connected with. This **should** include details of enhancements outside the site boundary as well as mapping of the ecological network.

2.5 There **must** be a generous, multi-functional network of public green infrastructure that maximises green outlook for homes and safe, green active travel routes. Green infrastructure **should** comprise the components and general alignments shown on the diagram opposite.

2.6 Green routes **should** be placed to maximise overlooking, with consideration of safety once trees and planting reach maturity.

2.7 Public realm proposals **must** demonstrate how the Urban Greening Factor (UGF) has been maximised and how development areas will meet or exceed a UGF score of 0.5.

2.8 Green infrastructure **should** be designed to support access for all, including dementia/ neuro-diversity friendly spaces.

2.9 Green infrastructure **must** enhance placemaking and wayfinding by creating positive and distinctive landscape character that responds to existing site features including topography, hydrology, trees, hedgerows, woodland, ecology and key vistas.

Green infrastructure framework

Green infrastructure framework plan showing key components, routes and character areas

Key green infrastructure routes

- Greenway
- Greenway through local centre
- Latton Avenue alongside green finger
- North-south green finger/ green wedge
- Street greenery inc biodiversity planting and street trees*
- Feature trees or tree clusters at key nodes and vistas (shown indicatively)

Key green infrastructure interfaces

- Wetland park edge
- Woodland edge
- Ridgline edge
- Rye Hill road edge
- Key edges
- Existing tree belt/ hedgerow/ field boundary
- Ridge line/ build-to line

Main landscape character areas

- Southern plateau
- Eastern woodlands
- Central green wedge and green ways
- Wetlands

*Street trees on neighbourhood/ local streets not shown here.

N.B Contours depict existing topography and will be updated following earthworks analysis

Suitable Alternative Natural Green space (SANG) requirements

The provision of SANG is required to avoid and/or mitigate recreational pressure on designated sites.

2.10 The design and delivery of SANG **should** reference best practice guidance and case studies and the principles set out in Part 3.2 of the Council's Green Infrastructure Strategy.

2.11 The SANG **should** include:

- Good pedestrian connections with homes
- Linkages with other open spaces, streets, walking routes – and strategies to achieve these
- Provision of attractive walking routes with appropriately surfaced paths
- Open sight lines along walking routes, avoiding overhanging vegetation where this exists
- Access for dog walking with off-lead areas and facilities to attract dog walkers
- Biodiversity enhancements
- Seating, litter and dog waste bins
- Signage and interpretation
- Ongoing landscape management.

New park requirements

The new park will extend the green wedge and will serve to attract visitors and provide social infrastructure that benefits new and existing communities.

2.12 The new park **should** be designed to:

- Engage people with landscape, nature and healthy eating opportunities;
- Encourage spontaneous activity to get the inactive active;
- Encourage interaction between communities and community groups;
- Engage and be accessible to people of all ages; and
- Build on the local landscape character and ecology to create distinctive and ecologically valuable places.

Sports pitches requirements

2.13 Community sports grounds **should** be designed flexibly to support the needs of a range of ages and in line with Sport England recommendations.

2.14 Options for shared facilities at the school **must** be explored, including a 3G artificial grass pitch (AGP) and multi-use games area (MUGA).

2.15 Walking and cycling access **should** be prioritised, with ample cycle parking provision.

2.16 Publicly accessible toilets **must** be provided and the facilities may benefit from the provision of a sports pavilion, which **should** be designed to minimise impact on views from the south.

2.17 The design of boundary treatments and access points **should** be carefully considered. In particular the boundary with the proposed SANG **should** screen the more urban appearance of the pitches from the naturalistic SANG.

Allotments and food growing requirements

Productive landscapes will serve important social and educational functions that will benefit community development and promote circular economy principles and healthy lifestyles.

2.18 There **must** be informal local growing hubs provided within the main development area that are accessible to residents. They **should** be located along key active travel routes and close to schools and community buildings (see the stewardship framework diagram, section 01 for indicative locations).

2.19 The new community **must** be involved in helping to shape allotments an growing hubs.

2.20 Suitable infrastructure **should** be provided to support them, including

- water for irrigation, sustainably supplied,
- storage for tools etc,
- seating and shelter inc trees and structures,
- uncovered cycle parking,
- appropriate lighting for safety,
- greenhouses and raised planting beds as required.

Shared greenhouses and beds at Hanham Hall, Bristol, by HTA Architects.

Shared productive landscapes create space for social connections.

Green infrastructure framework

Greenway requirements

The greenway provides a direct nature-rich green route for safe and attractive active travel across the neighbourhood and to the local centre including the two schools.

2.21 The greenway **should** provide semi-natural greenspaces and incorporate SuDS and tree planting as well as organic and natural play equipment.

2.22 Planting schemes **should** have coherence and vary according to the character area that the greenway is passing through. Planting **should** be specified to reduce air and noise pollution from nearby vehicular streets and promote biodiversity and ecology.

2.23 The greenway **should** vary in width as well as character along its length but there should be a minimum of 20m between frontages and a minimum width of 8m of soft landscape or SuDS throughout. The soft landscape area **should** widen for moments of intensity at key intersections and focal amenity areas such as pocket parks or community gardens.

2.24 Trees **should** be carefully positioned to create both sunny and shaded spaces for these activities. The positioning and specification of trees **should** also take into consideration the safety of the active travel route once the trees have matured.

See site-wide movement strategy within Section 03: Movement and street types within Section 04: Public Space for further greenway requirements.

Green finger/ node requirements

Green fingers bring the benefits of green infrastructure into the development area, providing green outlook to homes and easily accessible safe, green spaces including play and recreation and facilitating the SuDS network.

2.25 Biodiversity and ecology opportunities along green fingers **should** be maximised through semi-naturalistic landscape. Planting **should** include seasonally changing varieties. Grassland and wildflower meadows **should** be incorporated, with diversity of long and short grass for interest and wildlife benefits.

2.26 Green fingers **should** vary in width but **must** incorporate a minimum width of 8m of soft landscape or SuDS throughout and **should** widen to accommodate green nodes for functions such as play, seating, socialising and community growing.

2.27 Seating, play and uncovered cycle parking **should** be sensitively integrated. Lighting **must** be designed to promote safe use of green fingers and nodes whilst allowing for ecology and wildlife to thrive.

2.28 The use of boundary barriers such as railings or fences **must** be avoided.

2.29 Homes **must** provide strong frontages and direct access onto green fingers and nodes.

See site-wide vehicular movement strategy in Section 03: Movement for further vehicular strategy requirements in relation to green fingers/ nodes.

Street trees and greenery requirements

Street trees and greenery will contribute to biodiversity, sustainability, micro-climate of streets and street character and placemaking, which will promote active travel, outlook for homes and health and wellbeing.

2.30 The approach to street trees and greenery, is shown within street types, Section 04: Public Space. This **should** be expanded in the site-wide landscape and public realm strategy, including the provision of feature trees or tree clusters at key nodes.

2.31 To provide equitable benefits of tree planting, every home **should** have a view of at least three decent-sized trees in the public realm.

2.32 Street trees **should** be mature from the outset to ensure the quality and benefits they provide can be enjoyed from initial occupation.

2.33 Species selection **should** support street hierarchy and character, visual connectivity and climate resilience. Species selection **should** be diverse, with no one species making up more than 10% of the overall tree population.

2.34 The tree planting strategy **must** be coordinated with the SuDS strategy. Roots **must** be suitably aerated and protected from soil compaction or damage to street infrastructure such as footways.

2.35 Species that have a raised canopy **should** be considered in order to avoid creating an obstruction to street users and to create a sense of visual openness to support perceptions of safety.

2.36 Tree positioning must be considered with passive solar design. For example, deciduous trees positioned on the north side of a street can shade south-facing facades to prevent overheating in summer. Similarly orientation should be considered when trees are used to provide shade for seating or activity in the public realm.

2.37 Proximity to residential boundaries **should** be considered to avoid any loss of sunlight and daylight to habitable rooms.

2.38 Post-installation care **must** be planned and funded as part of the stewardship framework.

Cycling through a green spine at Vally Gardens, Brighton.

Central green at Lovedon Fields, Hampshire. John Pardey Architects.

'Green finger' example at Eddington, Alison Brooks and Pollard Thomas Edwards Architects.

Street trees in character with the street, Poundbury, ESHA Architects

Wetland park edge requirements

The wetland park on the northern part of the site will be a calm, attractive and characterful setting.

2.39 The wetland parks **should** include a mixture of attenuation landscape features. Some basins **must** take the form of ponds, with water held permanently below the outfall level in order to provide a habitat for wetland ecology and a landscape feature. Where basins are designed to be normally dry, they **should** incorporate multi-functional uses such as play or recreation when dry.

2.40 The park **should** include biodiverse wetland meadows with native planting, including flowering plants, suited to frequent saturation.

2.41 The geometry of park edge buildings and any associated hard infrastructure **must** be driven by the geometry of the landscape and topography.

2.42 The amenity and education value of the wetland park **should** be realised though the provision of footpaths and informal cycle ways, seating areas, incidental play, stepping stones and boardwalks.

2.43 Footpaths **should** respond to connections through to the amenity area north of the site connecting with the Harlow communities to the north.

2.44 Trees **should** be planned to enhance the tranquil setting without obstructing connectivity or views of the wetland park from adjacent houses. Trees **should** be dotted alone or in small clusters around the wetland park, avoiding large clusters or rows.

Rye Hill Road edge requirements

This edge will have a similar feel to the wetland park edge owing to the band of swales that runs north-south along it.

2.45 Rye Hill road frontage **should** be more robust in response to the location at one of the key gateways to the site and the proximity to Rye Hill Road.

2.46 Tree planting **should** be focused at the boundary with Rye Hill Road and amenity footpaths and cycleways should be well overlooked by the new homes. Planting, landscape design and lighting **should** be planned to maximise ecology and biodiversity.

Space for ecology enhancing planting and play around wetlands at Barton Park, Oxford. Pollard Thomas Edwards Architects.

Ridgeline edge requirements

The ridge forms the highest land point in the District and was a defining landscape feature in Sir Frederick Gibberd's planning of Harlow, with the town sitting in the dip in the landscape to the north of the ridge.

2.47 Development **must not** go beyond the ridgeline, shown as the build-to-line in the mandatory spatial principles in the SMF.

2.48 A new 'wooded horizon' **should** be created through tree planting to supplement existing planting on the ridgeline.

2.49 The heights of dwellings in this sensitive location **must** be tested in relation to topography, views, elevation and densities (see also built form section).

2.50 This southern edge **should** act as a quiet active travel route along a green edge and should provide connections into the proposed allotments and pitches to the south of the ridgeline. The footway **must** be well overlooked by the houses fronting this edge, unobstructed by trees.

2.51 The wooded belt **should** form an ecological corridor with lighting designed sensitively. Boundary treatments to the allotments and pitches must be sensitively designed to preserve the natural character of the ridgeline edge and the outlook for homes that front it.

Woodland edge requirements

2.52 Development **should** be set back at least 25m from the boundary of Marks Bushes and min.10m from other woodland edges. The landscape design of the buffer strip **should** consider outlook, amenity and a transition in character between woodland and the domestic setting. Private thresholds and boundary treatments **should** be designed as part of this transition and **should** not be overly imposing on the streetscape.

2.53 Where quiet active travel routes are provided along woodland edges, the routes **must** be overlooked by homes and lighting **should** be sensitively designed to consider existing and proposed ecology.

2.54 The multi-functional potential of woodland edges **should** be considered in line with the EFDC Green Infrastructure Strategy principles of enhancing, revealing and engaging with the landscape.

2.55 Where it would not cause harm to ecology or nature, opportunities to lift canopies and clear scrub on the edge of woodlands **should** be explored to make them feel more inviting or usable.

2.56 Opportunities for wayfinding and art and the facilitation of natural play and activity **should** be explored to enhance and activate woodland edges and help deliver multifunctional spaces.

Edges and existing hedgerow requirements

2.57 All edges and retained hedgerows **should** prioritise ecology and habitat connectivity and **should not** be used as main active travel routes.

2.58 Lighting **must** be sensitively designed and hedgerows **should** be buffered with flower rich grassland to enhance their visual quality and biodiversity.

2.59 Where appropriate, tree planting within the hedge line **should** be used to provide vertical structure and enhanced biodiversity however this **should** be balanced with preserving natural surveillance, safety and vibrancy in the public realm.

2.60 Planting at edges and hedgerows **should** be appropriate for the landscape character area and should contribute to connectivity for pollinators and other wildlife. A diverse palette of native and non-native trees, shrubs and herbaceous plants **should** be used to provide year-round colour and seasonality.

2.61 The edges around Riddings House and Dorrington Farm **should** be designed with consideration of long term flexibility in case either of these sites come forward for integration with rest of the masterplan area in future.

Car free green edge, Leeds Climate Innovation District, White Arkitekter.

SuDS strategy

Given the topography of the site and the environmental imperative to manage water and mitigate flood risk in a sustainable way, there is a significant opportunity at Latton Priory for SuDS to contribute to a healthy, high-quality, characterful and distinctive place.

SuDS will alleviate flood risk on the site, mitigating the impact of development and addressing issues of runoff from the site currently impacting neighbouring residents.

The site-wide SuDS strategy shown opposite is designed to control the quantity and quality of surface water runoff. This should be adapted to suit proposed topography.

The northern part of the north-south green fingers are located on the steepest parts of the site and provide an opportunity to create an attractive and distinctive landscape that addresses topography and accessibility, biodiversity, and SuDS through the creation of hillside wetland parks.

SuDS infrastructure requirements

2.62 SuDS features should be incorporated creatively in a way that contributes positively to the quality and appearance of a street or space and the character area it is located in.

2.63 SuDS features should be above ground where possible and visible in the public realm as naturalistic or interesting features to aid placemaking and character and to raise awareness of the importance of water as a resource.

2.64 Swales **should** be used to aid water movement along green fingers and the greenway. Rain gardens **should** be used on Latton Avenue and secondary streets to collect Highways drainage and contribute to the overall attenuation. Opportunities for rain gardens or SuDS tree pits on other streets **should** also be maximised.

2.65 Swales **should** be designed to improve water-quality run-off and **must** be planted to maximise biodiversity and reduce maintenance requirements.

2.66 Ponds and swales **must** be designed with shallow slopes no steeper than 1 in 3, and dense planting around the edges of permanent water to avoid the use of fences, railings or other barriers. Gradients and pond size **should** vary to suit the natural character.

2.67 SuDS components **must** comprise those elements identified on the site-wide SuDS strategy diagram (opposite) and utilise street verges, green-blue corridors and wetlands.

2.68 On-plot SuDS **should** be provided to help manage individual building water runoff and add to the overall attenuation volume of the development.

2.69 A site-wide, coordinated SuDS strategy **must** be approved as part of a coordinated landscape and public realm strategy or design code before the approval of any detailed applications.

2.70 The SuDs strategy **must** be coordinated with topography, ecology, landscape and placemaking and should be prepared with input from a multi-disciplinary team of consultants including landscape architects, architects, drainage engineers and ecologists.

2.71 The SuDS strategy **must** allow for 1 in 100 year storm events plus 40% allowance for climate change.

2.72 All opportunities for integrating SuDS with other activities such as play, recreation, food growing, biodiversity, education and improved outlook **should** be explored and incorporated where possible.

2.73 The SuDS strategy **must** include details on the management and maintenance requirements and the plan for adoption or long term stewardship of the various SuDS components.

2.74 Hillside wetland parks **should** incorporate swales, channels, rain gardens, permeable paving and wetland areas interspersed with activity areas such as seating, picnic areas, play and food growing.


SuDS to shape street character, BO01, Malmo, Sweden.


Multifunctional green infrastructure, Boszoom, Netherlands.


Biodiverse and attractive SuDS planting, QE Olympic Park.


Wetlands at Barton Park, Oxford. Pollard Thomas Edwards Architects.

Water management

SuDS framework plan showing key components and routes

- Existing Road
- Existing PROW/ footbath/ bridleway
- Existing green space/ recreation
- Existing tree belt/ hedgerow/ field boundary
- Sustainable transport corridor
- New green open space/ recreation
- Woods and tree planting
- Super Greenway
- Green links inc north-south green corridors
- Street greenery inc biodiversity planting and street trees
- SuDS attenuation basins/ wetland ponds
- Primary blue corridor (swales)
- Secondary blue corridor (rain gardens)
- Hillside wetland parks

N.B Contours depict existing topography and will be updated following earthworks analysis

Site-wide sustainable movement

Key strategies for active and sustainable travel

- Promote a culture of sustainable ways of getting around through design at every scale.
- Provide safe and attractive cycling and walking routes throughout a street network that is easy to navigate.
- Design streets and open spaces with a positive character that responds to function and hierarchy.
- Offer a range of visible, convenient and appealing sustainable movement options for journeys within the new neighbourhood and key destinations in the wider area, including a sustainable transport corridor into Harlow.

The Harlow and Gilston Garden Town has an overall target of 60% of journeys to be made by non-car modes. Achieving this will require an ambitious approach that maximises every opportunity to encourage active and sustainable travel.

Sustainable movement provides benefits at every scale, including:

• healthy, safe streets for all

• vibrant public realm

• connected communities,

• economic benefits for local businesses,

• reduced congestion on surrounding roads,

• reduced environmental impact and

• resilience to resource scarcity and rising fuel prices

Where sustainable movement is visible and convenient it becomes an embedded part of the culture. This has been achieved in new towns across Europe through bold planning and a holistic approach.

Good design must be supported by 'soft' measures such as training and events that embed active and sustainable movement as the default choice for everyday journeys.

Whilst this strategic design code focuses on hard infrastructure elements at the scale of the streets, homes and buildings, future applications must address the wider connectivity and employ a comprehensive programme to embed sustainable movement culture.

Designing to promote safe and attractive cycling and walking

See also:

- Public Spaces – Multi-functional streets
- Public Spaces – Car-free play streets
- Built Form – Block structure
- EFDC Local Plan Policy SP2 and SP3
- HGGT Vision
- HGGT Transport Strategy
- HGGT Measures to achieve mode share target, 2020
- Building Sustainable Transport into New Developments, DfT
- Manual for Streets, DfT
- Draft parking standards for Garden Communities, ECC

Active travel network requirements

3.1 The active travel network **must** provide direct, accessible and convenient links to surrounding areas and key destinations including signposting, upgrades and new routes as required.

3.2 The hierarchy of streets **must** be clearly differentiated through scale, enclosure and character and **must** provide a choice of safe and attractive active travel routes including block dimensions that encourage walking. See also Section 04: Public Space and Section 05: Built Form.

3.3 The street network **must** incorporate designated quiet active travel routes to key destinations that are car-free or have low car movement through filtered permeability. These routes **must** be well-lit and natural surveillance **should** be maximised through reduced street widths and enclosure and overlooking on both sides.

3.4 Routes along green edges **should** contribute to the active travel network in addition to the overlooked quiet active routes.

3.5 Homes **must** be designed to maximise overlooking of the street and the perception of safety. All ground floor homes **must** have front doors to the street.

3.6 The street network **must** work with the existing topography of the site as far as possible, including where this has implications on development block size and orientation and the use of innovative housing typologies.

3.7 All primary and quiet active travel routes **must** have gradients no steeper than 1:20 for any part of them. This may require an option for meandering routes allowing shallower gradients over longer distances where site topography is most severe. Such routes must be well integrated, attractive and accessible.

3.8 Play **must** be integrated throughout the walking network with a range of interventions from incidental to more formal. The active travel network **must** incorporate car-free play streets.

3.9 Continuous and level footways **should** be provided on both sides of primary and quiet active travel routes and on at least one side of all other streets except where a shared-surface street design approach is used. See also Section 04: Public Space – street design.

3.10 Street design **must** include measures to prevent ad-hoc parking that impedes or blocks footways and cycleways.

3.11 In line with LTN 1/20 guidance, the design team **should** include sustainable transport expertise and preferably someone who cycles regularly and understands the practical aspects.

3.12 Sustainable transport infrastructure **must** be supported by services such as demand-responsive transport, car-clubs and reliable real-time travel information.

Site-wide sustainable movement

Site-wide strategy for active travel

Site-wide sustainable movement

Sustainable transport infrastructure

The delivery of sustainable transport infrastructure will be critical to the success and sustainability of the new community at Latton Priory.

A Sustainable Transport Corridor (STC) will provide cycling, walking and bus rapid transit conveniently from Harlow Town Centre to the new local centre. STC requirements are described in 'HGGT STC placeshaping principles' and should be referenced in proposals.

Mobility hubs will provide a choice of sustainable transport modes and make it easy to switch between those modes. Users will arrive by walking, wheeling or cycling and either use one of the facilities or transfer modes as shown on the diagram below

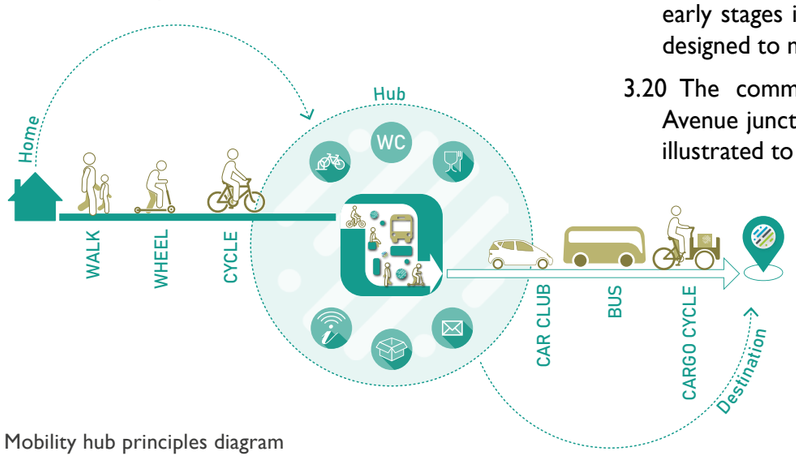
General mobility hub requirements

3.13 Mobility hubs **must** be conveniently located along primary active travel routes and at movement nodes. Indicative locations are shown on the active travel strategy diagram on the previous page.

3.14 Mobility hubs **must** be accessible and easy to navigate through good design.

3.15 The following services and facilities **must** be provided at neighbourhood mobility hubs;

- Bus stopping and waiting environments and real time information.
- Cycle parking.
- Car club vehicles in on-street marked bays.
- A meeting point including seating along with enhanced public realm.



Mobility hub principles diagram

Community mobility hub requirements

3.16 The community mobility hub **must** be highly visible and distinctive, making a positive contribution to the public realm through high-quality architecture and a strong focus on community placemaking.

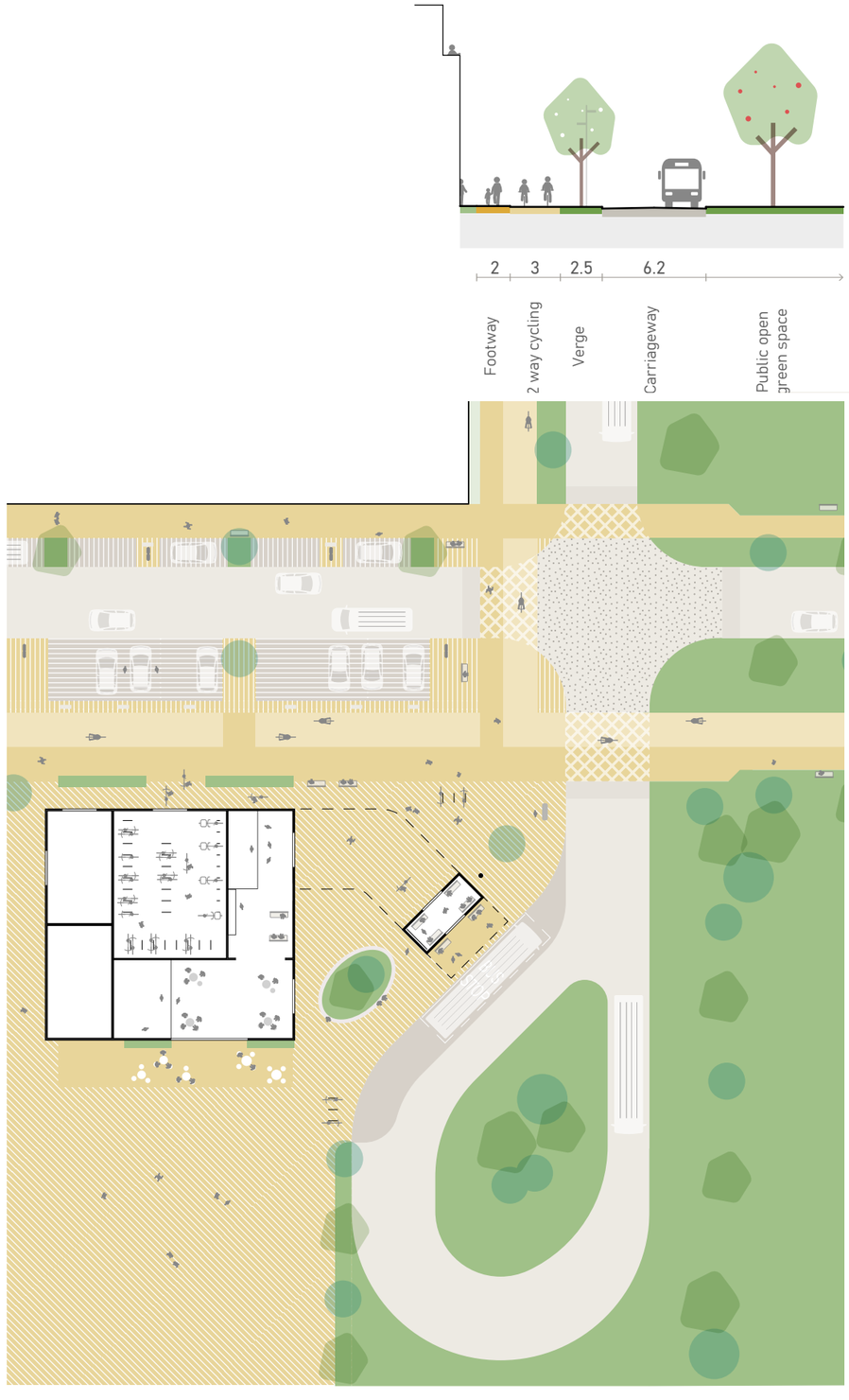
3.17 The following services and facilities **must** be provided;

- Bus integration including bus interchange providing bus stopping, turning, waiting environments and real time information.
- Neighbourhood car club with access to car club vehicles.
- Cycle infrastructure for short and long distance journeys including electric bike and cargo bike hire.
- Car park integration with EV charging.
- Secure and covered cycle parking, accessible 24/7.
- A café for people to dwell, meet and provide degree of activity and natural surveillance.
- WC facilities
- Cycle maintenance.
- Delivery hub - a facility to allow parcel drop off and collection.
- Real time information mobility hub information including smart screens and QR code app downloads..

3.18 Other travel and non-travel functions **should** be established through community and stakeholder engagement.

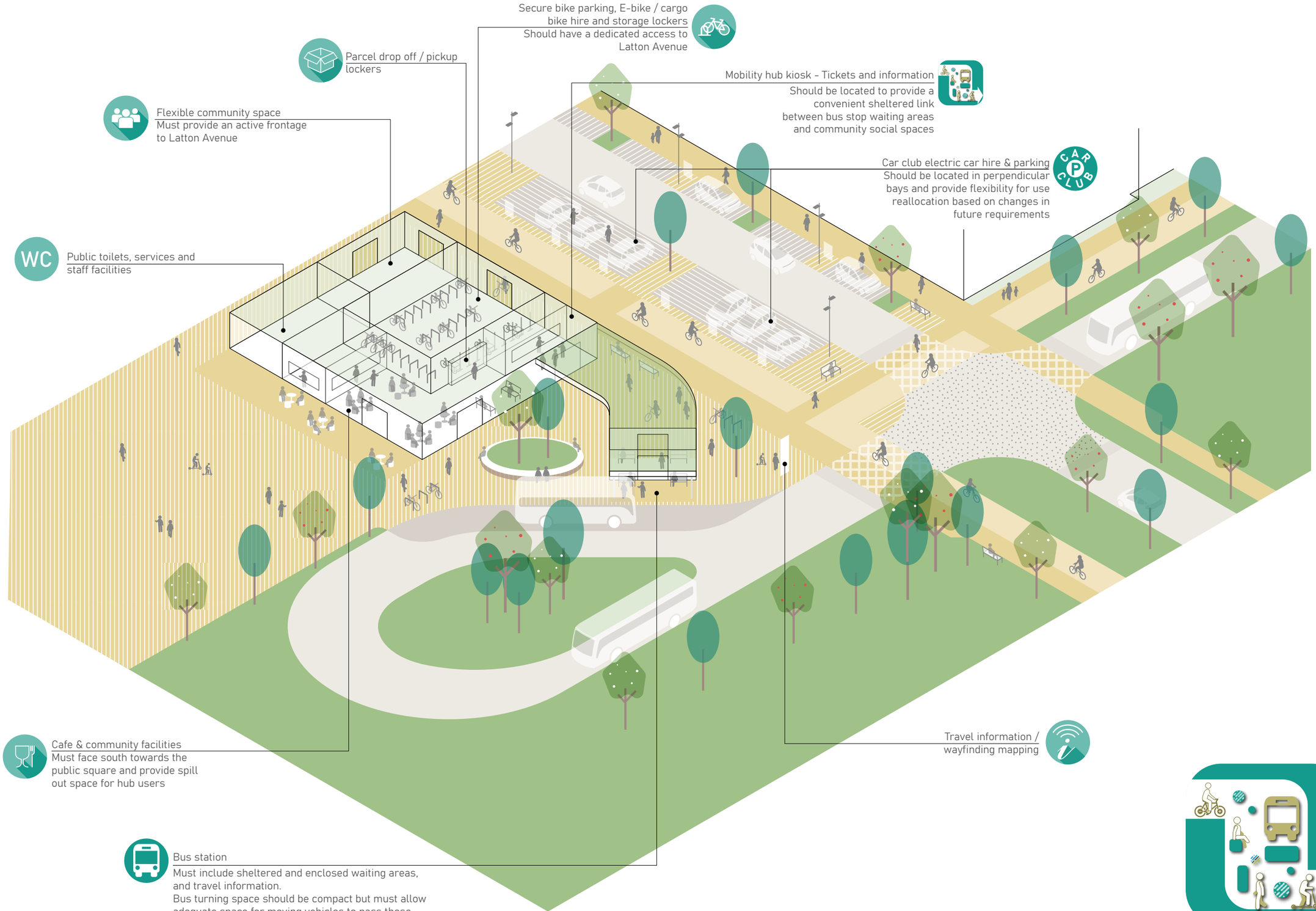
3.19 Operation and long-term management of the community mobility hub **must** be considered at the early stages in order to ensure that the facilities are designed to meet operational requirements.

3.20 The community mobility hub and STC/ Latton Avenue junction **should** conform with the principles illustrated to the right.



Community mobility hub plan and STC section

Site-wide sustainable movement



Community mobility hub illustration

Site-wide vehicular movement

Public transport will be a key component of the sustainable transport strategy and any future planning application must include details of proposed bus services, including bus rapid transit and demand responsive transport and associated hard and digital infrastructure.

Whilst sustainable movement should be the priority, cars will still be necessary for some journeys, and access needed for delivery vehicles, emergency services, refuse collection and some types of employment. Vehicle movement and parking should be accommodated in the masterplan in a way that encourages more sustainable modes of travel and limits the impact of motorised vehicles on streets and open spaces.

The masterplan should be flexible so that the community can easily adapt as transport technology evolves and moves away from private car ownership.

In order to design streets and spaces around people rather than cars and to minimise the hard infrastructure associated with vehicular access, development should not replicate models where vehicles dominate the public realm or every home has vehicular access close to its front door. Instead, vehicular movement should be planned strategically in order to make efficient use of streets whilst allowing for all homes to be serviced.

Vehicular movement should be developed in tandem with a play strategy that allows safe, convenient and independent access to play spaces from family housing. The site-wide strategy for vehicular movement shown opposite illustrates how the need for vehicle access should be balanced with a high-quality public realm.

Vehicular movement strategy requirements

3.21 Public transport **must** be integrated to provide a direct connection to Harlow via the Sustainable Transport corridor and to Epping via the new B1393 connector. All homes **must** be within 800m of a bus rapid transit stop.

3.22 A meandering central route **must** be the single through-route for vehicles.

3.23 Vehicular loops **must** provide vehicle and service access to small low-traffic neighbourhoods with filtered permeability to prevent through-routes for vehicles.

3.24 Vehicular movement **should** follow a hierarchy so that spur streets and parking court access routes should not connect directly to primary or secondary vehicular routes unless unavoidable.

3.25 Vehicular access **should** be limited to three sides of any development block or two sides plus a rear parking court.

3.26 Key green routes including the greenway and the north-south green fingers **must** not have vehicle access on both sides at any point.

3.27 There **must** be no more than three vehicular crossings over the greenway. N.B a single school access point may be provided in addition.

3.28 Vehicular access **must not** be provided on either side of the greenway through the local centre including to the school frontages.

3.29 Vehicular access **must not** be provided on the community park frontages.

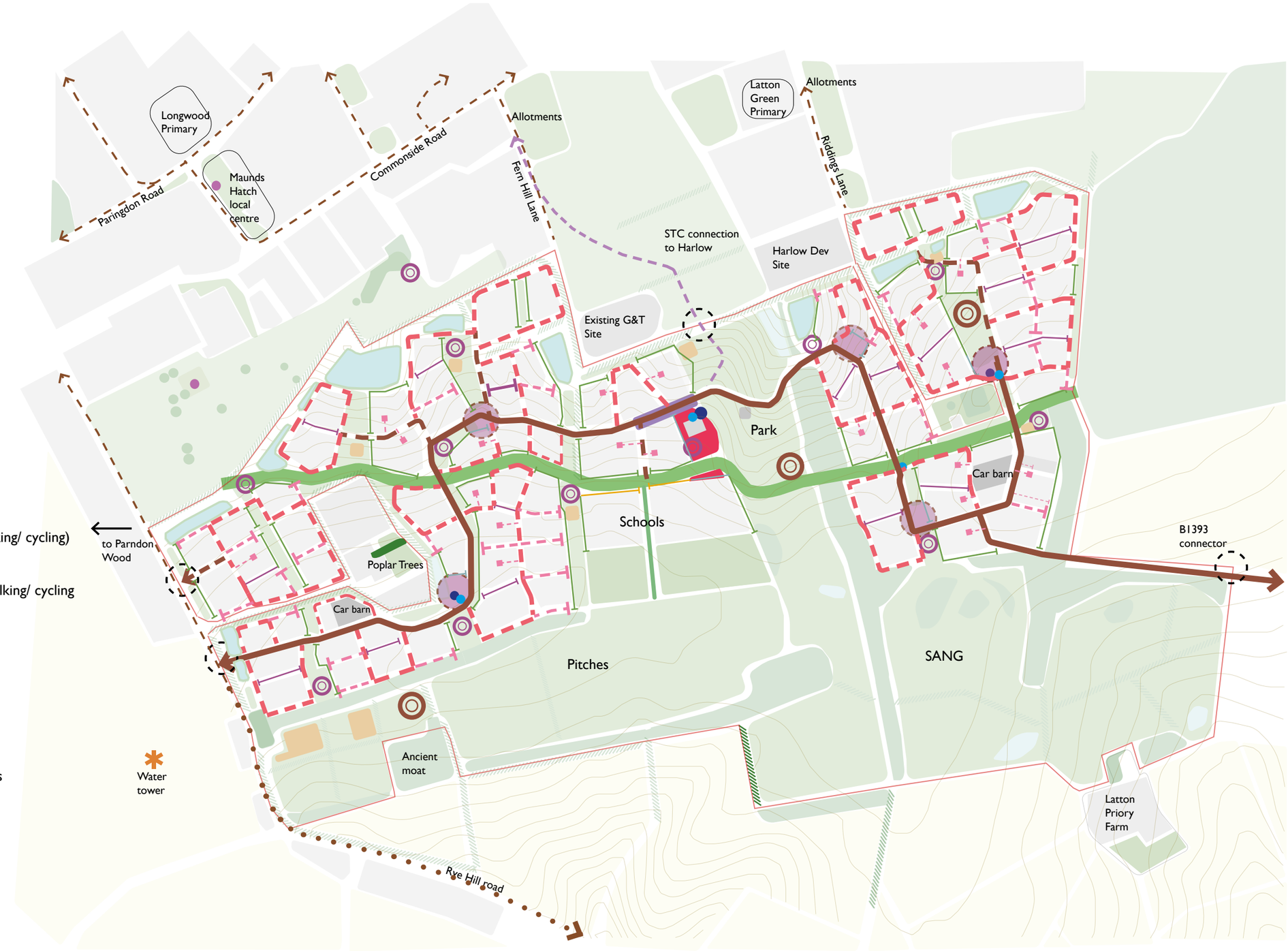
3.30 Green nodes and play spaces **must** have car-free aspects on a minimum of two sides. Where possible, access from family housing to play spaces **should not** require crossing vehicular streets.

3.31 Neighbourhood nodes **should** have car free aspects on a minimum of two sides to maximise overlooking and to allow space for social activity.

3.32 Speed limits **must not** exceed 20mph throughout. Lower speeds **should** be encouraged through good street design. See Section 04: Public Space, Street Design.

Site-wide vehicular movement

Site-wide strategy for vehicular movement



N.B Contours depict existing topography and will be updated following earth-

Site-wide street network

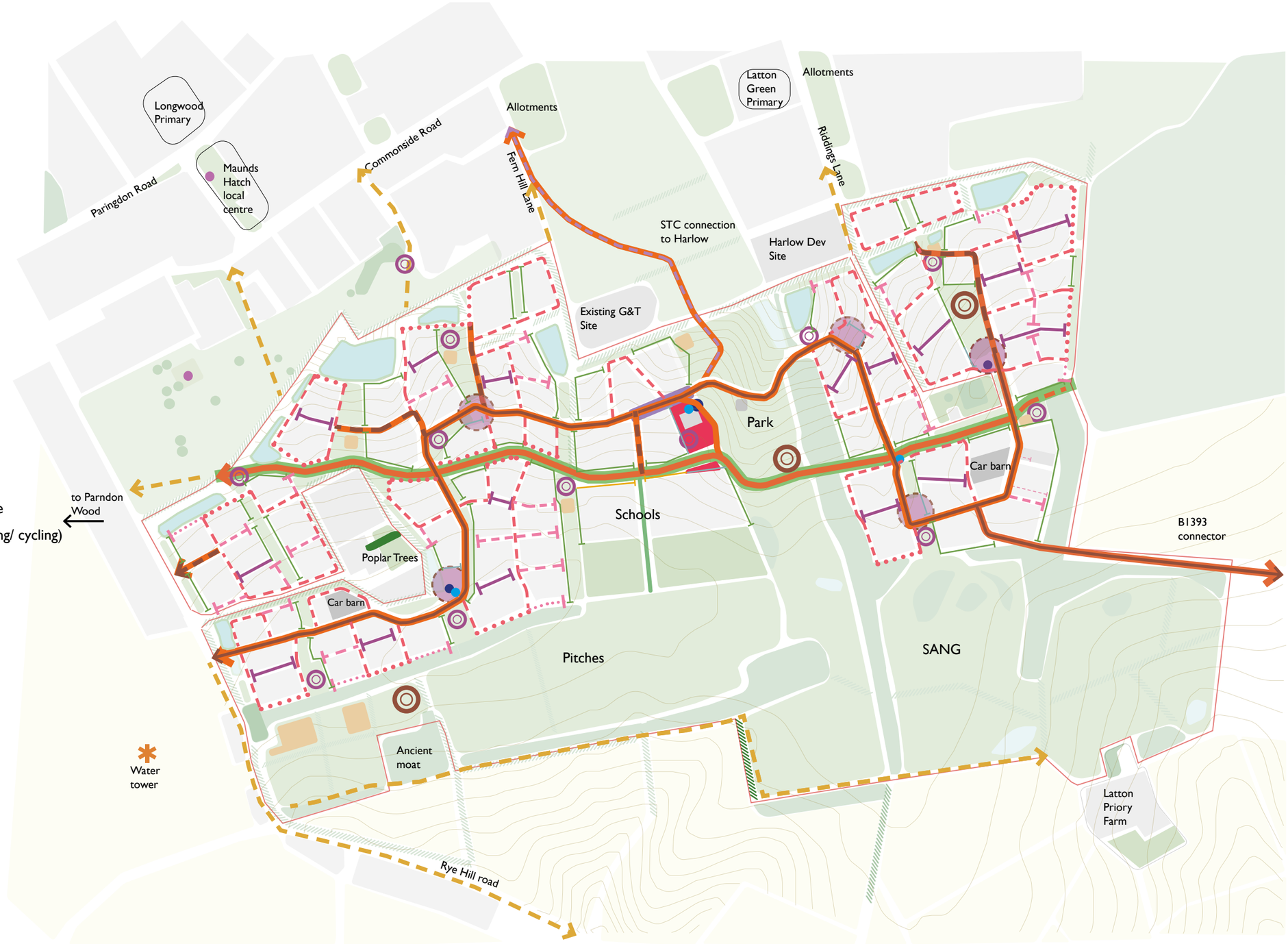
When overlayed, the active travel strategy and the vehicular movement strategy form the basis of the masterplan street network, as shown opposite. The design of streets, junctions, car parking and frontages will depend on where on the vehicular movement hierarchy the street is, whether the street is on a key active travel route and what the other functions of the street are. See also Section 04: Public Space and Section 05: Built Form.

The street network is well connected, allowing for access and servicing but without allowing vehicles to dominate the network. Modal filters are used to provide social, safe streets without the need for cul-de-sacs that require vehicle turning heads and limit active travel permeability.

Key street types	Priority of modes	Adoptable standards
S1 Latton Avenue inc local high street	• Primary active travel route • Bus route • Primary vehicular route, except on STC	Yes
S2 Local streets	• Primary active travel route • Secondary vehicular route	Yes
S3a Neighbourhood streets on key green edge inc greenway	• Tertiary vehicular route and service loop	Yes
S3b Neighbourhood streets	• Non-designated active travel route • Tertiary vehicular route and service loop	Yes
S4a Spur streets (with modal filters) on key green edge inc greenway	• Tertiary vehicular route – no through route • Limited service access	TBD
S4b Spur streets (with modal filters)	• Non-designated active travel route • Tertiary vehicular route - no through route • Limited service access	TBD
S5 Greenway	• Primary active travel route • No vehicular movement	TBD
S6 Car-free play streets	• Primary or non-designated active travel route • No vehicular movement	TBD
S7 Car-free interface with green infrastructure, nodes and schools	• Active travel mainly for residential access • No vehicular movement	TBD

Site-wide street network

Site-wide street strategy



N.B Contours depict existing topography and will be updated following earthworks analysis

Site-wide car parking

Car parking will have a significant impact on the character and vibrancy of streets and the public realm as well as the extent to which active and sustainable modes of transport are encouraged. Car parking also needs to be adaptable so that parking space can be used in a different way should car ownership fall in the future.

Parking quantum will need to be assessed at application stage based on the appropriate technical studies, accounting for proposed active and sustainable travel measures and proposed parking controls. This design code sets out the requirements for how that parking is configured.

On-street car parking will be the most prevalent type of parking allowing continuous footways, unallocated parking for more efficient land use, adaptability and better overlooking of public realm through proximity of homes. It can also provide parking for nearby homes on car-free streets. Where block depths are restricted due to site constraints, on-street parking and shallow thresholds can help to reduce street widths.

The site-wide car parking requirements are intended to maximise the benefit of on-street parking in conjunction with the active travel and green infrastructure / play strategy while providing a range of parking types and potential for housing typologies across the site, including some with on-plot parking.

N.B. There are currently two parking standards documents in development by Essex County Council and Essex Planning Officers Association (EPOA), including one relating to parking in Garden Communities. Following the publication of these documents, this section will be reviewed to ensure alignment with those standards.

Site-wide car parking requirements

Latton Avenue and local streets

3.33 All parking **must** be on-street to provide continuous level footways on both sides of the street clear of turning vehicles.

Local centre

3.34 Any parking to frontages along the high-street/ Latton Avenue **must** be on-street, not on-plot. Parking should not be designed in a way that does not impede vibrancy of the high street and plaza.

Neighbourhood streets on key green edges – ridgeline edge, woodland edge, wetland park edge

3.35 Parking **should** be on-plot. The on-plot parking **must** be located behind the building line in order to minimise the distance between homes and the green space.

3.36 Further parking for visitors or residents **could** be incorporated on the opposite side of the street to meet parking provision, only for the length of the on-plot parking. This green edge parking **should** be sensitively designed in clusters of no more than four spaces and **must not** block green views/ vistas.

Spur streets on key green edges – ridgeline edge, woodland edge, wetland park edge

3.37 Parking **should** be on-street and located on the building side only.

Rye Hill Road edge

3.38 Any parking **must** be on-street to maximise proximity of frontage to Rye Hill Road while incorporating green and blue infrastructure.

Residential streets (homes both sides) and key edges (Dorrington, Riddings, existing G&T etc)

3.39 Parking on streets running perpendicular to car-free streets **should** provide enough on-street spaces to accommodate parking for dwellings on the car-free street.

3.40 On-plot parking **must not** be used on both sides of the street.

3.41 Where on-plot parking is provided in accordance with the rules above, this **could** be to the front or side of the property. See also parking types.

3.42 On east-west orientated streets where on-street parking is on one side of the street, it **should** be located on the northern side in order to incorporate trees between spaces for optimal solar orientation.

Car-free frontages

3.43 No parking to front. Dwellings **must** be served by rear parking courts or street parking on adjacent streets.

Frontages to strategic play spaces

3.44 Any parking **must** be on-street to maximise perceived overlooking and natural surveillance.

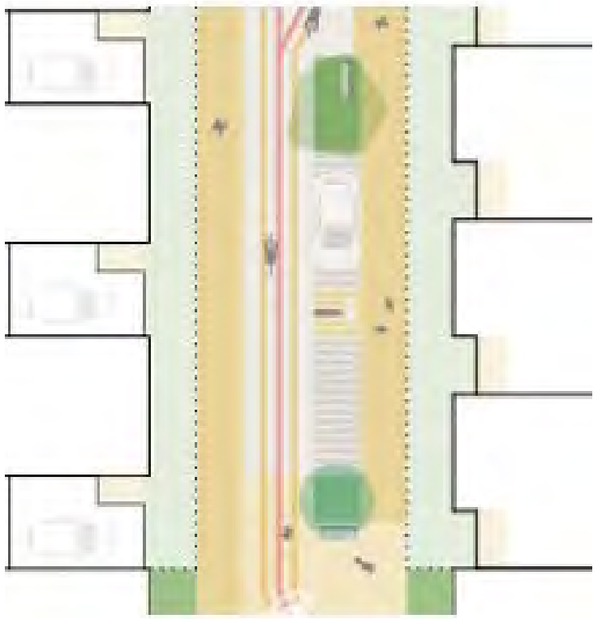
Streets alongside greenway

3.45 Any parking **must** be on-plot. The on-plot parking **must** be located behind the building line in order to minimise the distance between homes and the greenway.

Site-wide car parking

Site-wide car parking strategy

N.B Contours depict existing topography and will be updated following earthworks analysis



Well integrated enclosed car port with potential for future conversion to living space. Loveden Fields, Hampshire by John Pardey Associates.

On-plot parking requirements

3.46 Cycle parking **must** be accessible and more convenient than any on-plot or off-plot car parking. This generally means locating secure cycle parking enclosures at the front entrance or side of properties. Care must be taken not to impact pedestrian visibility splays.

3.47 Where convenient rear access is available e.g. via a parking court, cycle parking enclosures **could** be provided in the rear garden instead of at the front.

3.48 Cycle parking enclosures **should** include space for cycling accessories, be sized to accommodate a variety of cycle sizes and include direct mains power for the battery charging of electric bikes.

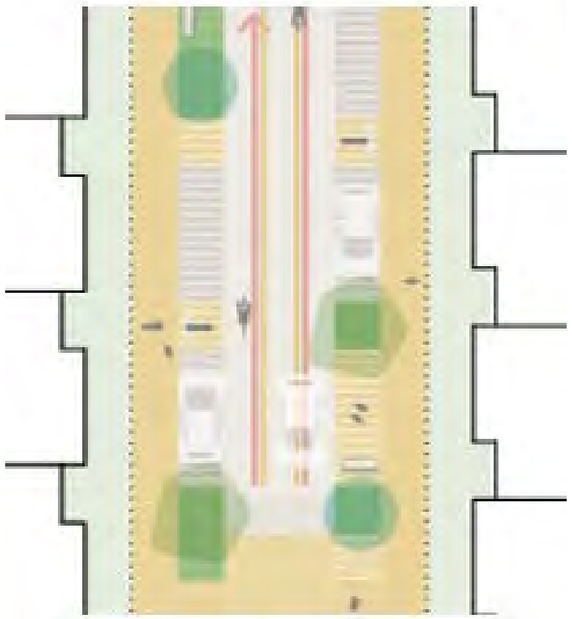
3.49 On-plot vehicle spaces **must** be allocated to the household.

3.50 Car parking spaces **could** be open or in car ports or garages only within a garage mews arrangement.

3.51 Driveways to the sides of houses **must** be long enough to allow all of the car length to be behind the building line whilst providing cycle parking in a more convenient location.

3.52 Driveways **must** be a minimum of 3m wide and, on S1 – S3 streets, provide a 1.5m x 1.5m pedestrian vision splay. Where private frontages/ thresholds are less than 2m, this will require widening of driveways / adjustments to vertical features that limit visibility to accommodate the splay.

3.53 All houses with on-plot parking must have a dedicated (Electric Vehicle) EV charging point.



On-street parking integrated with soft landscaping and pedestrian crossing points. Goldsmith Street, Norwich by Mikhail Riches Architects.

On-street parking requirements

3.54 Secure and overlooked cycle parking **must** be provided in a location that is closer than car parking spaces or car drop off bays to the entrances of schools, shops and other services and facilities in accordance with LTN 1/20.

3.55 Visitor and staff cycle parking **must** also be provided at Sheffield style cycle stands in the public realm and within dedicated facilities at mobility hubs. See mobility hub requirements on P30.

3.56 On-street vehicle spaces **must** be in designated bays and part of a Controlled Parking Zone or Restricted Zone, forming part of the adopted highway network. Where a street does not form part of the adopted highway network, any parking **should** be allocated or privately managed.

3.57 Parallel parking bays on Latton Avenue **should** be 6m long and 2.5m wide, and on other streets where doors can open into the street or footway, **should** be 6m long and 2m wide.

3.58 Parallel bays that are constrained along one edge by a vertical feature over 0.9m high **should** be wider and 2.7m is recommended.

3.59 Where parallel bays on S2-S4 streets do not adjoin a footway, but are unconstrained above 0.9m, their width **should** be increased to 2.5m.

3.60 Runs of parking bays must be broken up by trees and planting. See 'Multi-functional streets' in Section 04: Public Space for individual street requirements.

3.61 Parking bays **should** be located at least 6 metres from minor junctions and **should not** impact pedestrian and cyclist visibility at crossing points.

3.62 All parking spaces **must** have access to on-street EV chargers.

Parking court requirements

3.63 Front parking courts **should** only be used on S4 spur streets (see Multi-functional streets, Section 04: Public Space). Parking **should** be in small clusters of 2 or 3 bays set back from the primary building line.

3.64 Front parking courts **should** be designed to accommodate turning heads and **should** be designed to be an attractive piece of public realm with soft landscaping and street furniture.

3.65 Rear parking courts **must** only be used where necessary to accommodate parking for blocks with multiple car-free frontages.

3.66 Access to rear parking courts **must** be overlooked by properties on the opposite side of the street and **must not** be located directly opposite another rear parking court access.

3.67 Parking courts **should** contain no more than twelve spaces and should include green infrastructure.

3.68 Parking courts **should** be well overlooked.

3.69 Parking courts **should** be designed to encourage front door access to homes and avoid excessive use of rear gates.

Attractive and functional on-street parking court at Loveden Fields, Hampshire by John Pardey Associates.

Car barns

A car barn is a structure that provides covered, semi-outdoor parking spaces for vehicles, typically cars, vans or motorcycles. They have the following key benefits:

• they locate parking remote from the home and therefore discourage car use over more sustainable modes of travel.

• they reduce the requirement for car parking in the public realm, thereby reducing car dominance on streets and open spaces.

• they can more easily accommodate larger vehicles such as vans.

• they provide protection from the weather, helping to preserve the condition of vehicles.

• they offer future flexibility if they are designed to be adapted or replaced with other uses should car ownership fall in the future.

Example of remote parking barn in Zutphen, Netherlands by MoederscheimMoonen Architects.

Car barns requirements

3.70 Car barns **should** be used for extra spaces where homes require more than one space or require parking for oversized vehicles such as vans or trucks.

3.71 Car barns **should** be located within 400m (5 min walk) of the homes served.

3.72 Spaces **could** be allocated to specific properties via permits.

3.73 Car barn size **should** typically start at around 50 spaces over two levels of parking (approx. 36 x 40m).

3.74 Electric vehicle charging **must** be incorporated into all vehicle parking spaces.

3.75 Car barns entrances **must** be overlooked by surrounding active frontage to maximise security. Cladding and fenestration **should** allow clear sight into and out of the structure.

3.76 The design of car barns should be well-considered

3.77 Options for integrating sustainability and biodiversity measures **should** be explored and implemented where feasible. These **could** include PV panels, rainwater harvesting and green walls.

3.78 Car barns **could** be combined with mobility hubs, with forecourts providing EV charging points, car club parking, secure cycle parking and delivery vehicle space.

3.79 Car barns **should** adjoin residential blocks to minimise lengths of inactive frontage.

3.80 Security **should** be well considered including good lighting, motion-detection lighting and CCTV as appropriate.

Fire and refuse access strategy

Fire and refuse access must be strategically planned across the site from the earliest stage to ensure that all buildings can be serviced without requiring all streets to be of a scale and character to accommodate servicing vehicles. The strategy will impact block dimensions, street design and materials and street adoption strategy.

Provision of convenient bin storage will be most challenging on terraced typologies with shallow front threshold spaces and no access to the rear, however there are high-quality precedents where an enclosure is designed as part of the built form and helps to emphasise the rhythm of the houses along the street.

The relevant bodies must be consulted in development of the strategy and where there are potential conflicts between the technical servicing guidance and placemaking requirements, this should be resolved with the local authority and relevant body.

Current standards and guidance:

Fire tenders:

Approved Document B (AD:B) Vol 1 and 2:

- There should be vehicle access for a pump appliance to within 45m of all points within a dwelling house.

Refuse and recycling vehicles:

EFDC Waste and Recycling provisions for new residential and business developments. Good practice guide for developers.

- Refuse collection will be made only from those dwellings within 25m of an adopted road.
- Storage areas for waste containers should be sited so that the distance householders are required to carry refuse does not usually exceed 25m (excluding vertical distance).

Essex Design Guide: Refuse Collection:

- Refuse collection will be made only from those dwellings within 25m of an adopted road.
- In other cases, it is necessary to provide a shared bin-collection point screened by an above eye-level wall. This should be located within 25m of an adopted road.

Refuse and recycling requirements

3.81 A waste and refuse strategy **must** be provided that provides details of service access and bin storage for individual homes, flats and non-residential premises to avoid 'bin blight'.

3.82 No more than 3/4 of the new street network **should** be required to accommodate recycling and refuse collection vehicles. Latton Ave, local streets and neighbourhood streets **should** be used as service loops to maintain the street network strategy as shown on the diagram opposite.

3.83 Refuse vehicles **should** be able to proceed mainly in a forward motion. Any turning heads must be well integrated into the street design. Fire tenders can be reversed subject to meeting AD:B requirements.

3.84 Communal bin stores for flats and non-residential premises **must** be integrated into the main building footprint at ground floor with rear access to avoid blank frontages. These **must** be easily accessible by residents under shelter from a communal door but **must not** be accessed directly from inside the block for security purposes.

3.85 Individual households **should** have waste storage enclosures that are well-designed as part of the built form and street scene and convenient to use.

3.86 For detached/ semi-detached homes without rear access for refuse collection, the enclosure **should** be located behind the building line. On smaller terraced streets such as car-free play streets, it **could** be more appropriate to provide a communal underground waste storage system or well-designed enclosures for communal bins.

Considered bin enclosure design for terraced housing. Riverside Rd housing, Watford by Bell Phillips.

3.87 Where a block has a rear parking court, all homes in the block **should** use the parking court for refuse collection regardless of whether they are served by the parking courts.

3.88 Where refuse access is provided to the rear, a suitable bin enclosure **must** be provided in the rear garden.

3.89 Communal underground storage or bin collection points **should** be provided where any home is further than 25m* from an adopted road with refuse access. These points **should** include dedicated systems and structures that are well designed as part of the street scene.

3.90 The feasibility of a site-wide underground vacuum and / or waste storage system **should** be explored at an early stage to reduce on-street bins and frequency of collections. If this is not found to be feasible at the outset, the layout **should** allow for this to be incorporated in the future.

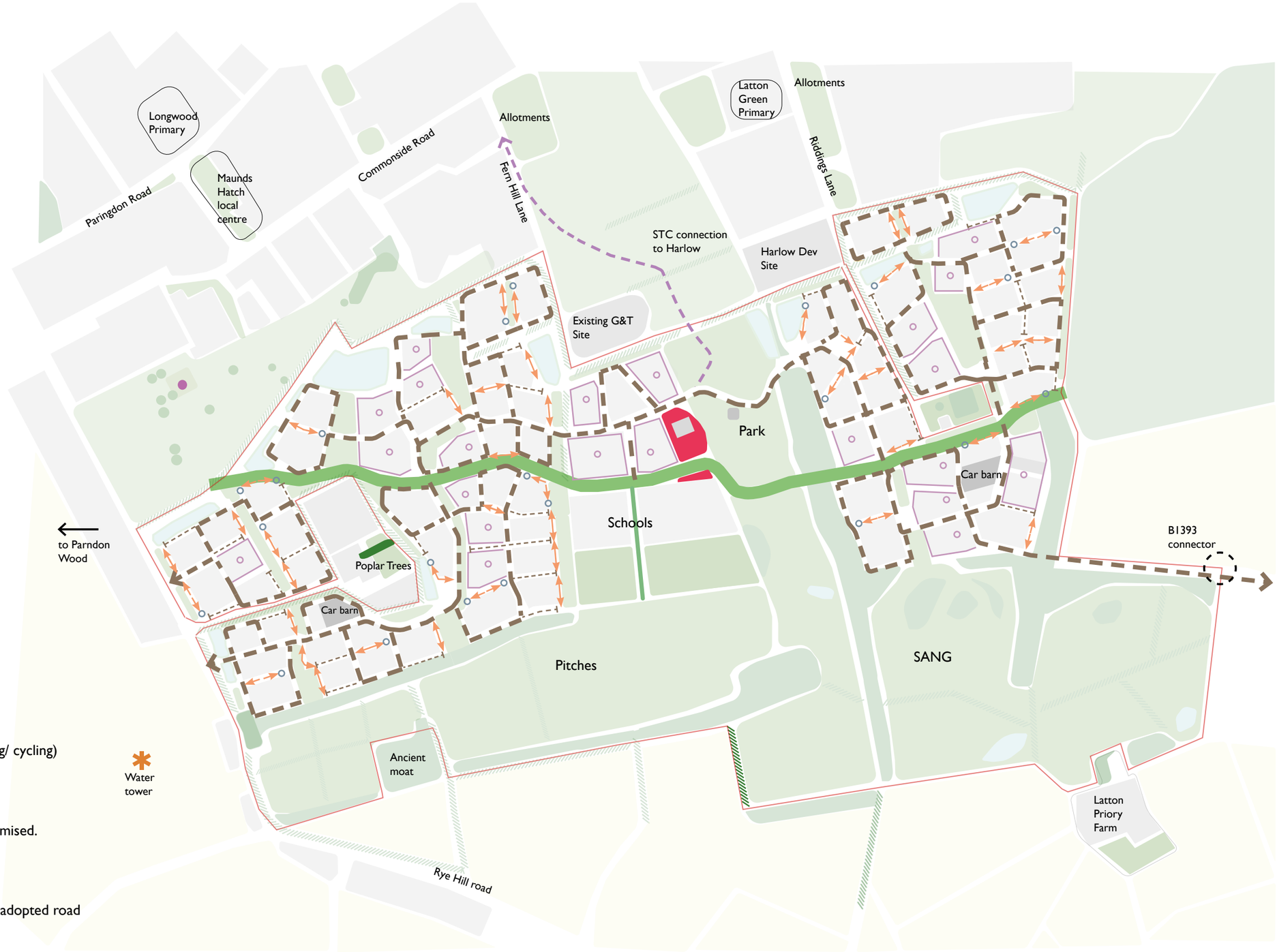
3.91 Waste storage enclosures **must** be designed to accommodate all refuse bins provided by the Council. Currently this is two 180-litre wheelie bins and a 55-litre bin. Road-end collection points **must** be designed to accommodate all the bins from each household served by that collection point on any given bin collection day.

3.92 Community recycling points **should** be provided at strategic, discreet locations.

*Based on Essex Design Guide. Acceptable distance for operatives to drag bins to be confirmed with relevant authority.

Underground refuse and recycling system, Eddington, Cambridge.

Site-wide refuse collection strategy



Refuse collection strategy

- Sustainable Transport Corridor (Bus Rapid Transit/ walking/ cycling)
- Greenway
- Refuse vehicle routes on adopted roads
- Spur streets - use of these for refuse access must be minimised.
- Rear parking court refuse collection point
- Homes with rear refuse collection
- Communal refuse storage or enclosure within 10m of an adopted road
- Approx 25m travel distance

Public space strategy

Key strategies for uplifting and safe streets and spaces

- Design the public realm around people foremost, with a human scale and promoting activity.
- Incorporate overlooking, mixed land uses, generous provision for natural play and a range of informal and formal leisure activities to provide opportunities for all.
- Create a legacy for future generations through the exemplary open space and a sense of ownership.
- Make art and innovative design part of everyday life.
- Use technology and digital connectivity to allow social, cultural, education and business activity in buildings and open spaces to meet current and future needs.

Public space includes open spaces and the network of streets that serve the community by providing the space and setting for daily life. A high-quality, successful public realm will prioritise people and nature, whilst accommodating vehicle movement efficiently. A clear hierarchy to streets and spaces will help people to navigate the public realm with ease. It will also provide the appropriate scale and network of spaces for a range of social and leisure opportunities, from neighbourly chats to cultural events in the community plaza.

Indicative locations of components of the public space network are illustrated on the diagram, including the street types as illustrated in Section 03: Movement. These components are described in this section:

- Multi purpose streets and junctions including car-free play streets
- The Community Plaza
- Neighbourhood Nodes
- Gateways
- Play Spaces

See also:

Nature
Movement - Active travel network

EFDC Local Plan Policy SP2, SP4, DM5 and DM9

EFDC Green Infrastructure Strategy

HGGT Vision and Design Guide

Harlow Sculpture Town

Well integrated art, seating and lighting at Timekeepers Square, Salford by Buttress Architects.

Public space requirements

4.1 Detailed design codes for site-wide coordinated landscape and public realm proposals **must** be provided and endorsed for the whole masterplan area in advance of, or at the same time as any full planning application or Reserved Matters Application.

4.2 High quality art **must** be used to enrich the public realm, aid character, wayfinding and uplifting moments. A site-wide arts strategy **must** be developed with the community and with oversight from the Harlow Arts trust.

4.3 The function of open spaces and their boundaries and the public, private or shared nature of them **must** be clearly defined to encourage their use, maintenance and ownership.

4.4 Lighting **must** be provided on all streets and key open spaces. The type of lighting **must** be appropriate to the character and function of the space and coordinated with tree planting to avoid shadowing.

4.5 Seating **must** be provided in open spaces and along active travel routes. Seating design should be high quality, appropriate to the character of the street or space and vary in design to accommodate different users including shading devices.

4.6 Public toilets and bins (litter, recycling and dog waste) **must** be provided at the local centre, the SANG, Community Park and where the mini-mobility hubs are located as a minimum.

4.7 Active lifestyles and play-on the-way **must** be embedded into the public space network.

4.8 There **must** be a coherent and consistent site-wide approach to material selection that responds to street and open space hierarchy in order to aid wayfinding and sense of place. Consistent signage and landscape approach **should** complement this.

4.9 All streets and junctions **must** be designed to prioritise the most vulnerable street user, starting with pedestrians, then cyclists, then public transport, then private vehicles.

4.10 Vehicle markings and signs **should** be minimised, whilst meeting parking control requirements.

4.11 Ad-hoc parking **must** be discouraged through design measures such as street layout, material choice, planting and street furniture.

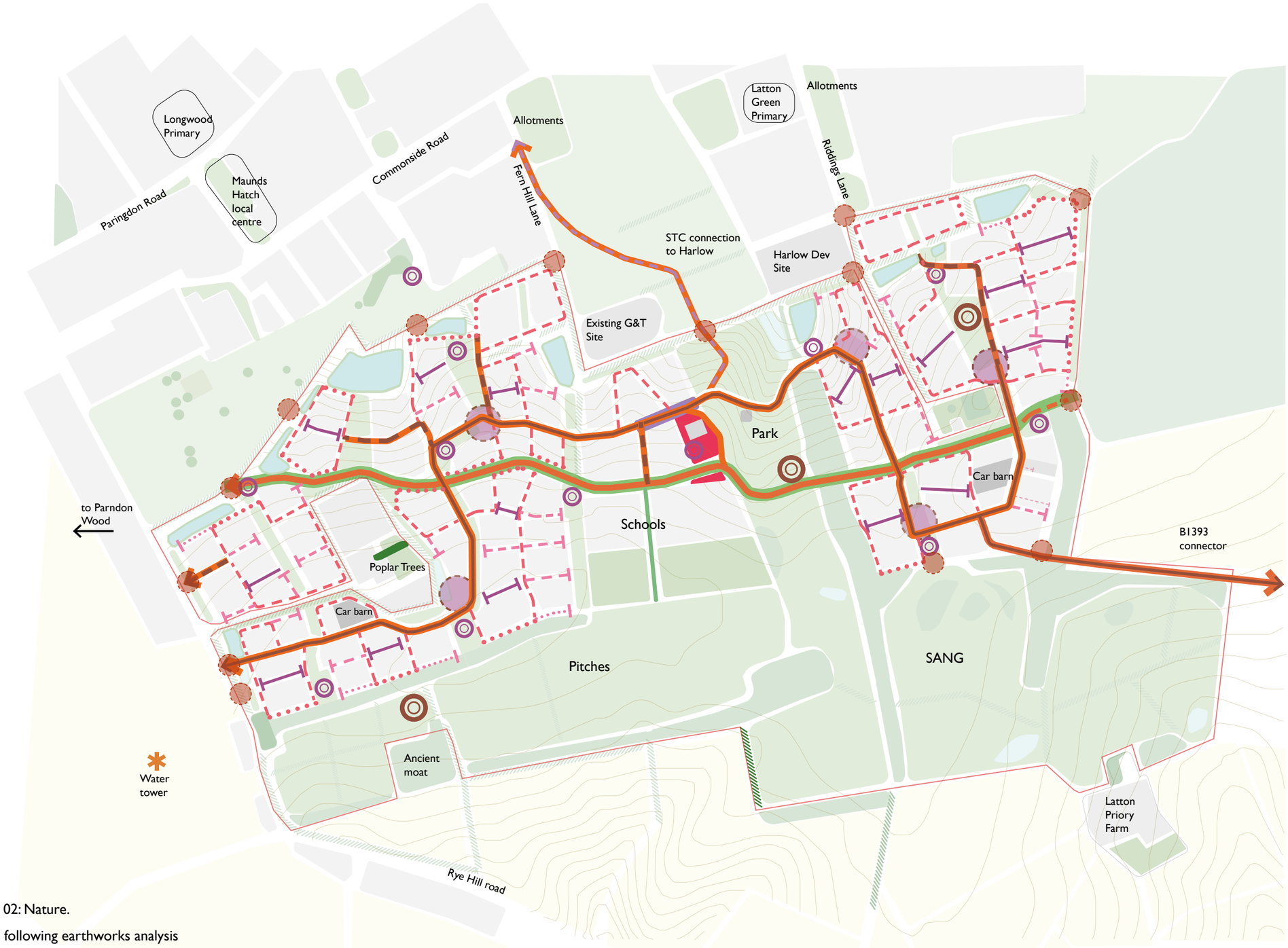
4.12 Underground utilities and service chambers **must** be planned in dedicated zones away from tree root zones and other conflicts.

4.13 All streets and open spaces **must** incorporate soft landscape, street trees and blue infrastructure at some scale. See also Section 02: Nature.

4.14 There **should** be high-speed digital connectivity, including full fibre and 5G to all parts of the public realm network, with flexibility to upgrade to the latest technology in the future. Infrastructure **should** be considered at an early stage and designed sensitively as part of the public realm.

Public space strategy

Site-wide public space network



- Sustainable Transport Corridor
- S1 Latton Avenue inc local high street
- S2 Local streets
- S3 Neighbourhood street on key green edge
- S3 Neighbourhood street
- S4 Spur street on key green edge
- S4 Spur street
- S5 Greenway
- Car-free play street
- Community Plaza
- Neighbourhood node (smaller nodes not shown)
- Gateway
- Destination play space (NEAP)
- Local play space (LAP/ small LEAP)

N.B. Some green spaces are not shown here. Refer to Section 02: Nature.

Contours depict existing topography and will be updated following earthworks analysis

Street design

S1 Latton Avenue

Latton Avenue is the primary vehicular and cycle route through the new neighbourhood, providing safe movement and access to a diverse range of land uses; its design will be a key driver for the character of the masterplan area.

Avenue with green verges/ parking both sides. Great Kneighton, Cambridge by Proctor and Matthews.

Parking with street trees, cycle and footpaths. Eddington, Cambridge by Pollard Thomas Edwards Architects.

Place requirements

4.1 The design of Latton Avenue **must** vary along its length depending on the character or land use of the area it is passing through. Character **should** be varied by changing the mix and design of key street components shown opposite and by varying the built form character.

4.2 Latton Avenue **should** not be wider than 19.2m between private thresholds unless it merges with another aspect of public realm e .g. green finger, or if greater width is appropriate in the local centre e.g. for perpendicular car parking on one side.

4.3 Latton Avenue **must** not comprise more than two vehicular lanes at any point.

4.4 Seating **must** be incorporated at regular intervals and at least at every 50m on both sides of the street.

4.5 Soft landscape verges and buffers **must** be at least the full width of the parking spaces. These must incorporate street trees and SuDS on both sides.

Movement and access requirements

4.6 Kerbed pedestrian zones **must** be provided on both sides of Latton Avenue with continuous and level footways.

4.7 Cycle lanes **should** be continuous and two-way on the south side of the street only, separated from vehicular movement. Cycle lanes **should** be high-quality in line with LTN 1/20.

4.8 Buses will share the carriageway with private vehicles; stops **must** be on the carriageway. Bus shelters **must** be provided without impinging on footway/cycleway widths.

4.9 Latton Avenue **should** provide vehicular access to S2 local streets and S3 neighbourhood streets, but not directly to spur streets or parking courts.

4.10 Latton Avenue **must** have no more than two connections to the external highway network.

4.11 Corner radii leading to side streets **should** be as tight as possible, **should not** be greater than the depth of the verge or buffer between the carriageway and footway/ cycleway, and **must not** be greater than 3m.

Parking requirements

4.12 Car parking along Latton Avenue **should** be on-street in parallel bays. Small clusters of perpendicular on-street bays could be acceptable in the local centre.

4.13 Car parking **should** be provided within the landscape verge zones as shown.

4.14 There **must** be no more than four car parking bays provided continuously between landscape sections.

4.15 Car parking **should** not terminate the vista at the end of streets that connect on to Latton Avenue.

4.16 Allocated car parking **should** be limited to blue badge spaces and car clubs.

4.17 Car parking **should** be controlled by Resident Parking Zones, with strategies to restrict ad-hoc parking and limit the need for excessive signs and lines e.g. parking restricted everywhere except marked bays.

4.18 Where Latton Avenue runs alongside a park or green finger, car parking **should** only be on the residential side of the street.

4.19 Ad-hoc visitor cycle parking **must** be provided within the public realm

Service requirements

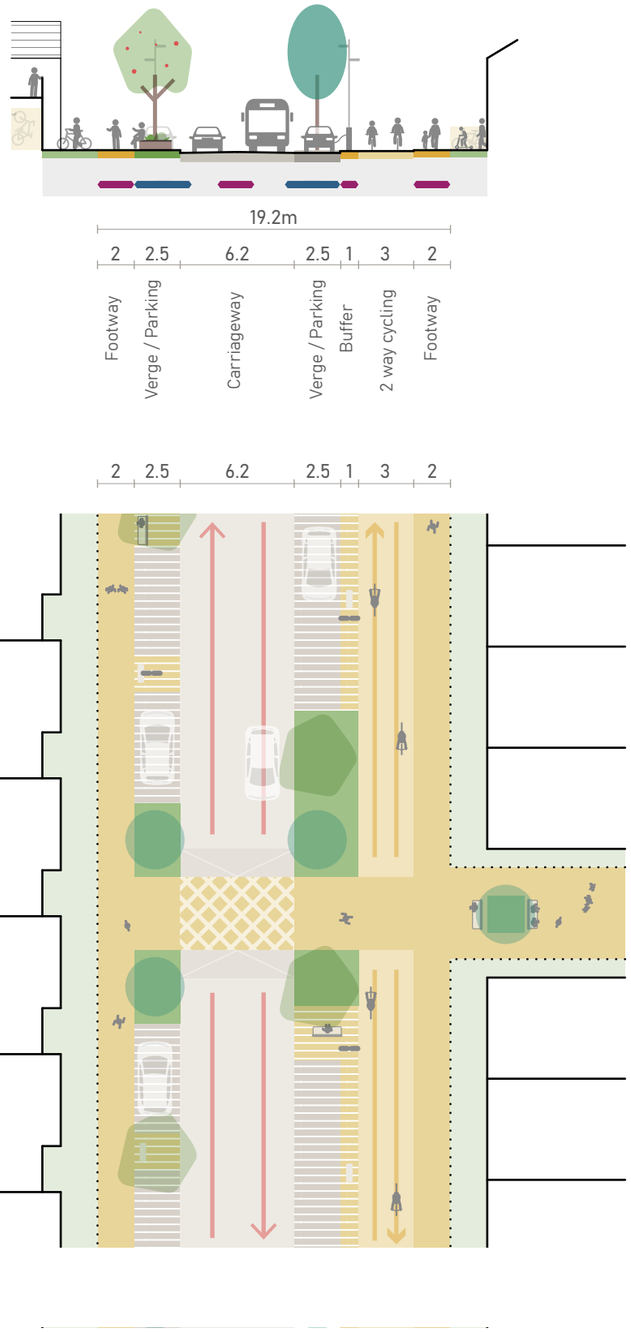
4.20 Street drainage **should** be attenuated through SuDS such as rain gardens and permeable paving.

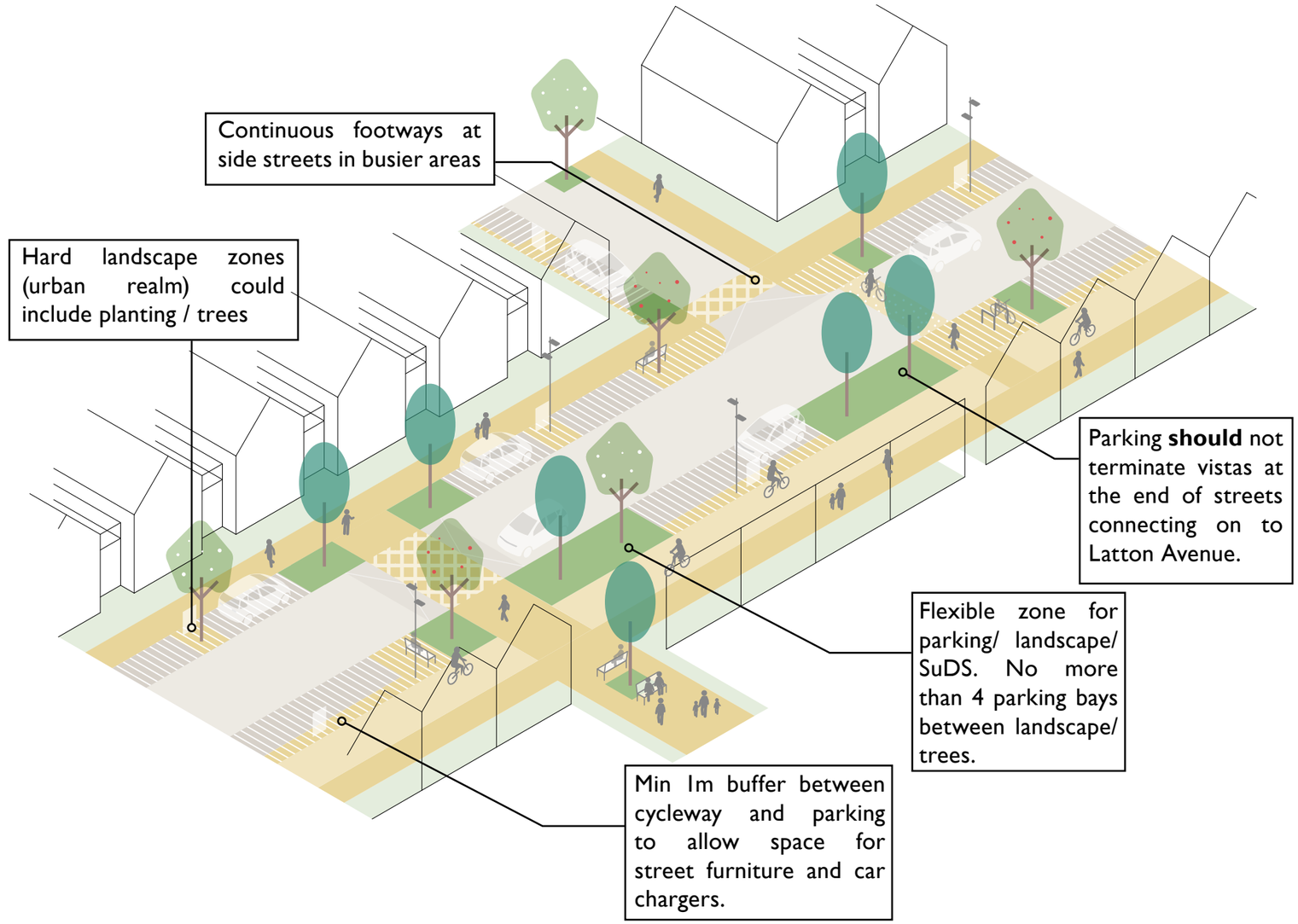
4.21 Lighting **should** be on columns specified to suit the intended character of the street.

4.22 Car chargers and lighting columns **must** be placed in line with car parking zones or adjacent buffer zones so that footway or cycleway widths are not reduced.

4.23 There must be a minimum 1m buffer between cycleways and parking bays to allow space for street furniture, car chargers, etc.

Street design





- Pedestrian space/ cycle priority crossing
- Cycle space/ informal crossing
- Urban realm - Buffer/ street furniture zone (can incorporate soft landscape)
- Car parking
- Carriageway
- Soft landscape/ SuDS
- Pedestrian / cycle priority crossing
- Shared space/ informal crossings
- Ramp to raised table / crossing
- Vehicle movement
- Cycle movement
- Utilities zone
- Drainage/ SuDS zone

S2 Local streets

Local streets are primarily residential in nature, serving pedestrians, cyclists and private vehicles but not buses. They may also have some non-residential uses, such as small businesses, schools or community facilities.

Local Street example at Goldsmith Street. Norwich. Mikhail Riches Architects.

Local Street example at Trent Basin, Nottingham. Marsh Grochowski and URBED.

Place requirements

4.24 Local streets **should** generally be no wider than 12.8m between private thresholds unless they merge with another aspect of public realm e.g. green finger.

4.25 Local streets **must** not incorporate more than two vehicular lanes at any point.

4.26 Space for seating and social activity **must** be incorporated at regular intervals and at least at every 50m along the length of the street.

4.27 Soft landscape verges and buffers **must** be at least the full width of the parking spaces. These must incorporate street trees and SuDS on both sides.

Movement and access requirements

4.28 Kerbed pedestrian zones **must** be provided on both sides of Latton Avenue with continuous and level footways.

4.29 Cycling **should** be on carriageway if traffic modelling shows that the volume of traffic is low enough that this can be achieved safely in line with LTN 1/20 table 4.1. Cycling priority **should** be designed in through choice of materials, traffic calming measures and the design of junctions.

4.30 Local streets **should** provide vehicular access between Latton Avenue and neighbourhood streets, but not directly to spur streets or parking courts.

4.31 Corner radii leading to side streets / parking courts **should** be as tight as possible, **should not** be greater than the depth of the verge or buffer between the carriageway and footway/ cycleway, and **must not** be greater than 3m.

Parking requirements

4.32 Parking along local streets **should** be on-street in parallel bays.

4.33 Parking **should** be provided within the landscape verge zones, as shown opposite.

4.34 There **must** be no more than three parking bays provided continuously between landscape sections.

4.35 Parking **should** not terminate the vista at the end of streets that connect on to local streets.

4.36 Allocated parking **should** be limited to blue badge spaces and car clubs.

4.37 Parking **should** be controlled by Resident Parking Zones, with strategies to restrict ad-hoc parking and limit the need for excessive signs and lines e.g. parking restricted everywhere except marked bays.

4.38 Where local streets run alongside a park or green finger, parking **should** only be on the residential side of the street.

4.39 Ad-hoc visitor cycle parking **must** be provided within the public realm

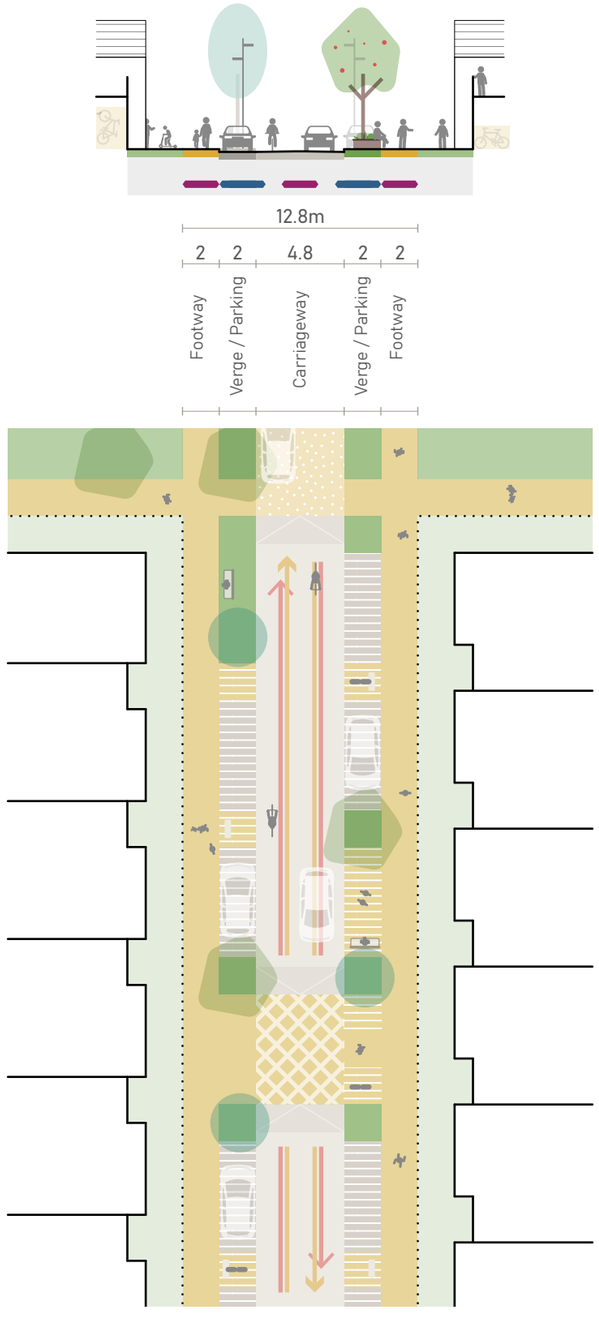
Service requirements

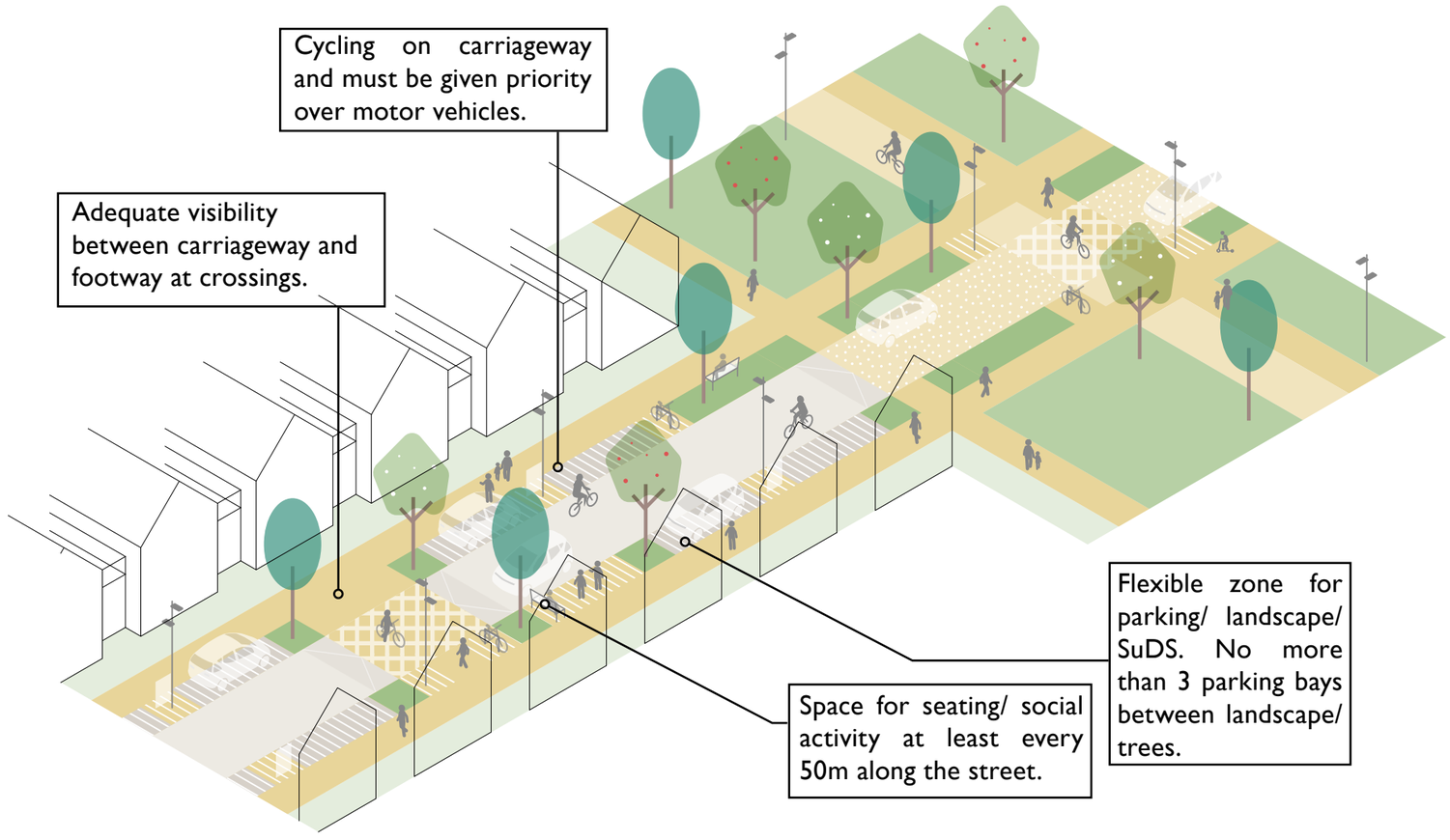
4.40 Street drainage **should** be attenuated through rain gardens and permeable paving.

4.41 Lighting **must** be provided to all local streets and should be on columns specified to suit the intended character of the street.

4.42 Car chargers and lighting columns **must** be placed in line with car parking zones so that footway or cycleway widths are not reduced.

Street design





- Pedestrian space/ cycle priority crossing
- Cycle space/ informal crossing
- Urban realm - Buffer/ street furniture zone (can incorporate soft landscape)
- Car parking
- Carriageway
- Soft landscape/ SuDS
- Pedestrian / cycle priority crossing
- Shared space/ informal crossings
- Ramp to raised table / crossing
- Vehicle movement
- Cycle movement
- Utilities zone
- Drainage/ SuDS zone

S3 Neighbourhood streets

Neighbourhood streets will make up the greatest length of the street network, providing access to homes and loops for refuse access. Neighbourhood streets will have a quiet, residential character and a less structured layout than Latton Avenue and local streets. They provide a safe and sociable environment for residents, with low traffic levels and low speeds.

Neighbourhood Street example at Great Kneighton, Cambridge. Procter and Matthews Architects.

Neighbourhood Street example at Rennes, France.

Place requirements

4.43 Neighbourhood streets **should** be no wider than 9.3m between private thresholds unless merged with another aspect of public realm.

4.44 Informal space for social activity **should** be included in the street layout. Where the street forms part of a primary walking route, this should include some seating.

4.45 Soft landscape verges and buffers **must** be at least the full width of the parking spaces. These must incorporate street trees and SuDS on at least one side of the street.

4.46 Where the carriageway is directly adjacent a private threshold space, a narrow buffer **should** be provided between the two.

Movement and access requirements

4.47 Neighbourhood streets **should** be level-surface with a change of material for pedestrian footways and shared surface crossing zones to indicate pedestrian priority.

4.48 Low traffic speeds **must** be encouraged through narrowing of the carriageway to one lane with landscape, parking and changes to carriageway surface. At single-lane sections a cyclist **must** be able to pass a car comfortably.

4.49 There **must** be a continuous footway on at least one side, free of crossovers.

4.50 Cycling **must** be on carriageway with cycling priority designed in through choice of materials, traffic calming measures and junction design.

4.51 Neighbourhood streets **should** provide vehicular access to spur streets or parking courts as well as servicing access in a loop that starts/ ends on Latton Avenue or a local street.

4.52 Corner radii **must** be 0-1m and as tight as possible. If service vehicle size and turning radii necessitates, localised widening of the carriageway should be implemented rather than increasing corner radii. This **could** include footway use or footway build-outs.

Parking requirements

4.53 Parking along neighbourhood streets **should** be on-street or on-plot in accordance with the site-wide car parking strategy.

4.54 On-street parking **must** be provided within the landscape verge zones as shown.

4.55 There **must** be no more than two parking bays next to each other between landscape sections.

4.56 Allocated parking **should** be limited to on-plot parking and on-street blue badge spaces.

4.57 Parking **should** be controlled by Resident Parking Zones, with strategies to restrict ad-hoc parking and limit the need for excessive signs and lines e.g. parking restricted everywhere except marked bays.

4.58 Where neighbourhood streets run alongside a green finger, parking **should** only be on the residential side of the street, with the exception of green edge parking. See site-wide parking strategy.

4.59 Ad-hoc visitor cycle parking **should** be provided within the public realm

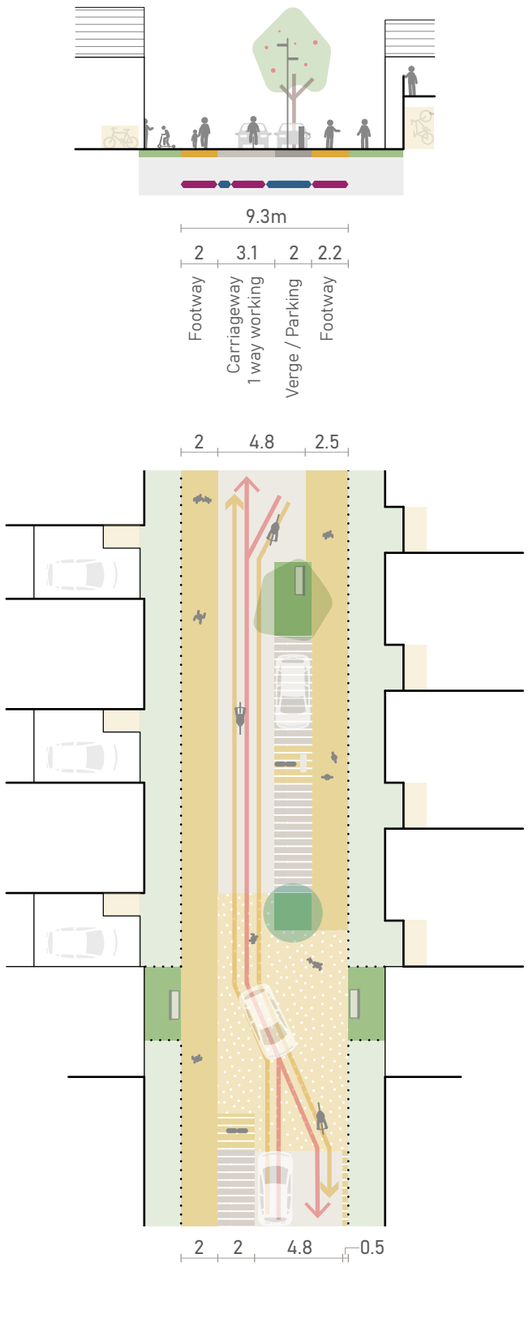
Service requirements

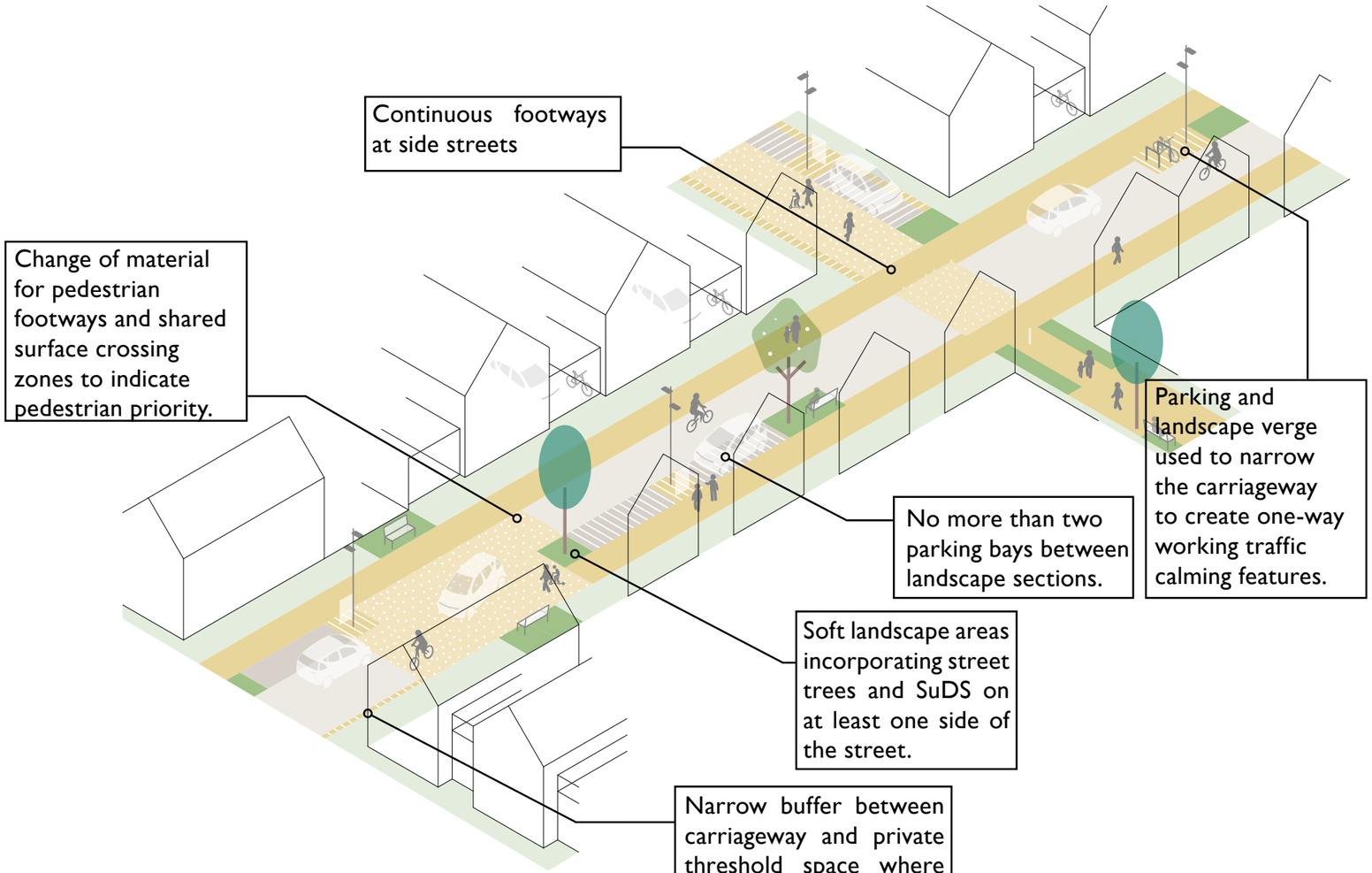
4.60 Street drainage **should** be attenuated through rain gardens and permeable paving or via a flush channel at the carriageway edge.

4.61 Lighting **must** be provided on columns where neighbourhood streets form part of the primary active travel network. Elsewhere, the need for lighting should be assessed to provide safety, balanced with the needs of ecology.

4.62 Car chargers and lighting columns **must** be placed in line with car parking zones so that footway widths are not reduced.

Street design





- Pedestrian space/ cycle priority crossing
- Cycle space/ informal crossing
- Urban realm - Buffer/ street furniture zone (can incorporate soft landscape)
- Car parking
- Carriageway
- Soft landscape/ SuDS
- Pedestrian / cycle priority crossing
- Shared space/ informal crossings
- Ramp to raised table / crossing
- Vehicle movement
- Cycle movement
- Utilities zone
- Drainage/ SuDS zone

S4 Spur streets with modal filters

Spur streets have an ultra-low traffic residential character with a human scale and a strong sense of place. Spur streets have modal filters at one end to prevent through-movement of vehicles. Service vehicle access may or may not be required, however shared surface principles should be used to provide an informal and social environment.

Spur street example at Great Kneighton, Cambridge.

Spur street informal space example at the Avenue, Saffron Walden by Pollard Thomas Edwards Architects.

Place requirements

4.63 Spur streets **should** generally be no wider than 7.1m between private thresholds unless merged with another aspect of public realm. Spur streets should be wider at their ends to facilitate vehicle turning alongside integrated street parking and landscape.

4.64 Informal space for social activity **should** be included, particularly at the wider sections at the ends. This should include seating and informal play elements.

4.65 Small soft landscape areas **must** be provided as shown opposite. These should incorporate street trees at the wider sections of street.

4.66 Where the carriageway or car parking is directly adjacent to a private threshold space, a narrow buffer **should** be provided between the two.

Movement and access requirements

4.67 Spur streets **should** be level-surface with shared surface designed to indicate pedestrian priority.

4.68 Low traffic speeds below 10mph **must** be encouraged through narrowing of the carriageway to one-lane (with passing places) with landscape and parking.

4.69 Cycling **must** be on carriageway with cycling priority designed in through choice of materials, traffic calming measures and junction design.

4.70 One-way vehicle working **must** allow a car and pedestrian / cyclist to pass comfortably.

4.71 Spur streets **must** provide through access for pedestrians and cyclists but must not allow through access for vehicles. If not adopted, the street **must** remain publicly accessible and maintained by an appropriate company.

4.72 Where service vehicle access onto spur streets is not required, corner radii **must** be minimised and may be less than 1m to prioritise pedestrian crossing and reduced vehicle speeds.

Parking requirements

4.73 Parking along spur streets **should** be on-street or on-plot in accordance with the site-wide car parking strategy.

4.74 Car parking **should** not dominate the street-scene and there must be no more than two on-street parking bays together.

4.75 Allocated parking **should** be limited to on-plot parking and on-street blue badge spaces.

4.76 Parking **should** be controlled by Resident Parking Zones, with strategies to restrict ad-hoc parking and limit the need for excessive signs and lines e.g. parking restricted everywhere except marked bays.

4.77 Where spur streets only have built form on one side, parking **must** only be on the residential side of the street in line with the site-wide car parking strategy.

4.78 Ad-hoc visitor cycle parking **could** be provided within the public realm

Service requirements

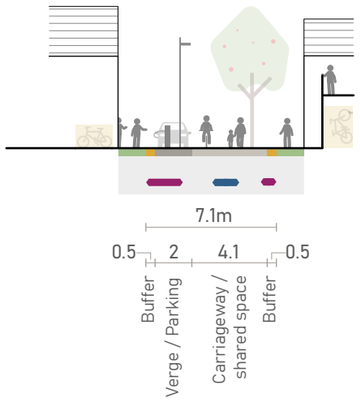
4.79 Street drainage **should** be attenuated through permeable paving or via a flush channel at the carriageway edge or centre.

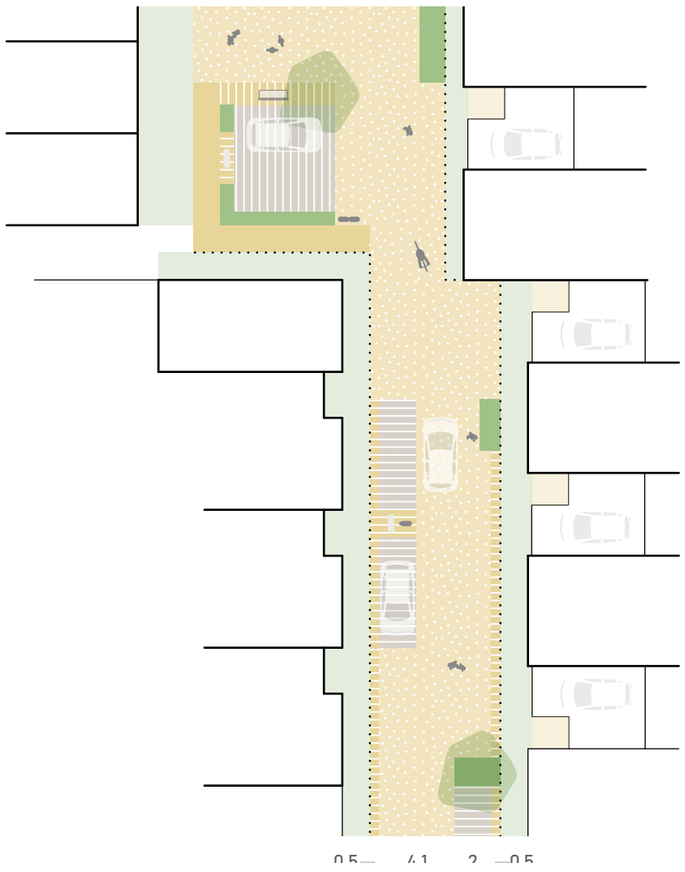
4.80 Lighting **must** be provided on columns where spur streets form part of the primary active travel network. Elsewhere, the need for lighting **should** be assessed to provide safety, balanced with the needs of ecology.

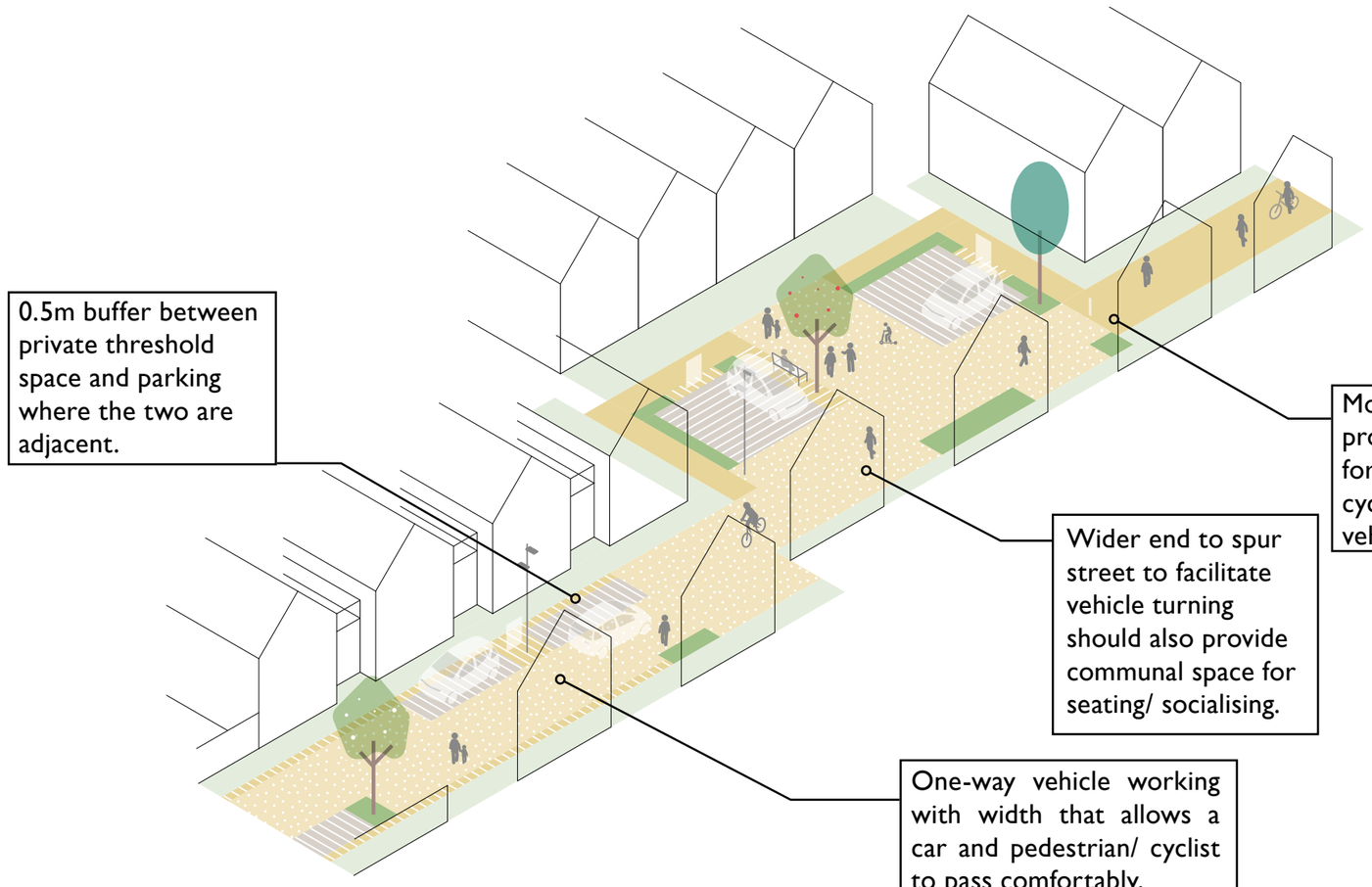
4.81 Car chargers and lighting columns **must** be placed in line with car parking zones, or within adjacent buffers, so that pedestrian and vehicle routes are not reduced in width.

4.82 Refuse servicing and deliveries **should** take place at the junction with the neighbourhood street where possible. See ‘servicing’ section.

Street design







- Pedestrian space/ cycle priority crossing
- Cycle space/ informal crossing
- Urban realm - Buffer/ street furniture zone (can incorporate soft landscape)
- Car parking
- Carriageway
- Soft landscape/ SuDS
- Pedestrian / cycle priority crossing
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- Ramp to raised table / crossing
- Vehicle movement
- Cycle movement
- Utilities zone
- Drainage/ SuDS zone

S5 Greenway

The greenway provides a safe and dedicated space for cycling and walking through a linear natural corridor or park, incorporating trees, plants and SuDS. See also 'nature' section.

Place requirements:

4.83 As a key community asset, landscape, tree planting, SuDS, play, social and recreation spaces **must** be integral to the design of the greenway. See 'nature' section.

4.84 The greenway **should** be a min. 20m width between private thresholds.

Movement and access requirements

4.85 A single two-way cycleway and one or two footways **must** be provided through the greenway. These may be adjacent to each other or separated by green infrastructure. They may be straight or slightly meandering to suit the landscape character.

4.86 The need for safe and overlooked active travel **must** be considered in the provision and location of the footway(s), particularly considering the location and eventual height of trees.

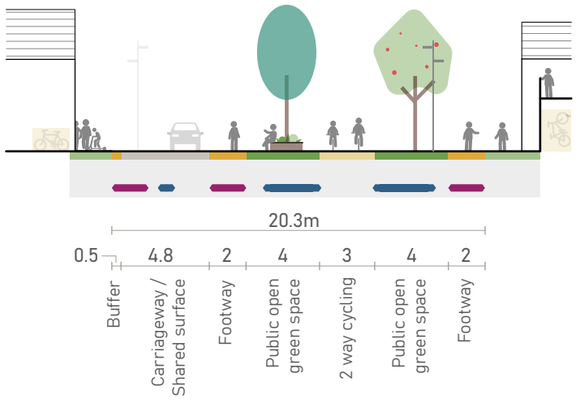
4.87 Convenient walking access **must** be provided from the footway(s) to the homes on either side.

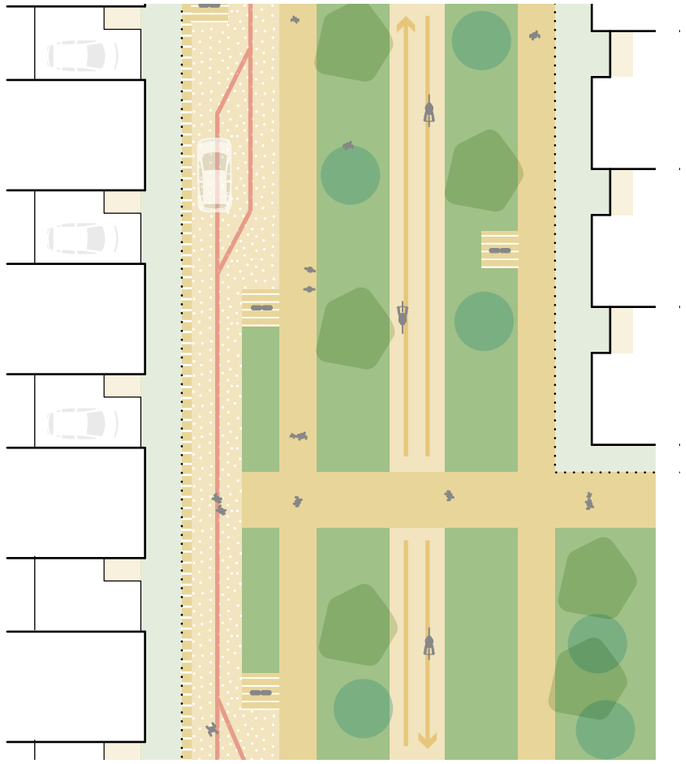
4.88 Vehicle access **must** not be provided along the greenway but residential and servicing access for vehicles is permitted on one side in accordance with the site-wide movement and car parking strategy. The access street **must** be minimised in width.

4.89 Cycle parking **must** be integrated at key nodes.

Service requirements

4.90 Low-level lighting **must** be provided along footways and cycleways for safe active travel.





- Pedestrian space/ cycle priority crossing
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- Car parking
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- Pedestrian / cycle priority crossing
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- Cycle movement
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- Drainage/ SuDS zone

S6 Car-free play streets

Play streets provide safe and sociable spaces for residents and also form a key component of the quiet/ low-car active travel network. They provide an opportunity for smaller scale streets with shade and seating and an attractive outlook for the homes that face on to it.

Place requirements:

4.91 The street has a human scale and **should** be approximately 8m wide between buildings. The street should widen in areas to provide space for play, social interaction, seating and landscape.

4.92 Where the distance between building frontages is constant, private frontages / privacy strips **should** vary in depth to provide variety in the width of the public realm.

4.93 Small soft landscape areas **must** be provided as shown opposite. These **should** incorporate street trees at the wider sections of street.

Movement and access requirements:

4.94 Car-free play streets **should** be level-surface throughout.

4.95 Play streets **should** maintain connectivity at both ends for pedestrians and cycle access, with modal filters to prevent vehicle access.

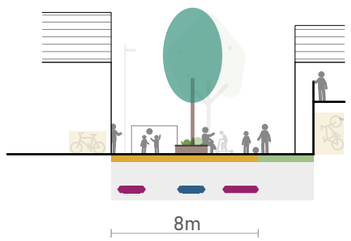
Cycle parking requirements:

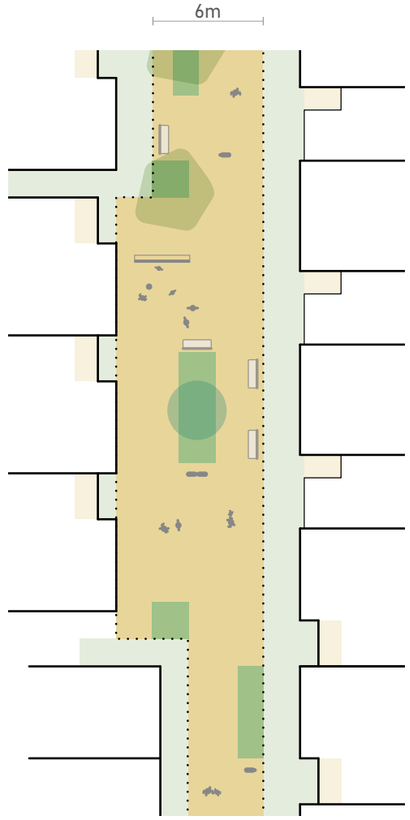
4.96 Resident cycle parking **should** be provided in shared cycle storage that is conveniently located and well-designed as part of the streetscene.

Service requirements:

4.97 Lighting **must** be provided on columns or bollards where car-free play streets form part of the primary active travel network. Elsewhere, the need for lighting should be assessed.

4.98 Landscape and SuDS features **should** double up as child-friendly, interactive play and discovery elements.





- Pedestrian space/ cycle priority crossing
- Cycle space/ informal crossing
- Urban realm - Buffer/ street furniture zone (can incorporate soft landscape)
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- Pedestrian / cycle priority crossing
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- Utilities zone
- Drainage/ SuDS zone

Junction design

Principles of junction design

Junction design has a significant impact on accessibility and the character of the public realm and can reduce the potential for conflict between different street users. Well designed junctions prioritise walking whilst also encouraging lower vehicle speeds. Junction design should also be appropriate to the street hierarchy.

Whilst each junction must be designed in detail at an early stage, including consideration of building footprint at corners, the following pages illustrate key junctions in the street network, particularly along primary active travel routes. Other junctions should be designed with similar principles.

Requirements for all junctions

4.105 All junctions **must** adhere to the Manual for Streets hierarchy, of prioritising pedestrians followed by cyclists, then vehicles.

4.106 Material selection at junctions and crossings **should** make the space feel part of the pedestrian/ cycle zone and that vehicles should pass with care.

4.107 Particularly where there are level changes for vehicles, materials **must** also be specified with consideration for durability and maintenance.

4.108 A variety of crossing types **must** be provided for pedestrians and cyclists, with the type proposed dependent on location and traffic flow analysis. Crossings **could** be formal or informal as appropriate.

4.109 Formal pedestrian and cycle crossings **should** generally be non-signalised except where required to provide bus priority at the junction of the STC and Latton Avenue.

4.110 Non-signalised formal crossings **could** include zebra crossings, 'Copenhagen'/ continuous pavement crossings, parallel crossings or cycle priority crossings.

4.111 Formal crossings **should** be raised to match the level of the footway or cycleway. Where they are not raised, drop kerbs must be provided.

4.112 Informal crossings **should** be at carriageway level, with suitable dropped kerbs where carriageway and footway levels differ.

Junction 1

S1 Latton Avenue / S5 Greenway

Latton Avenue and the greenway are the two main arteries. The greenway is crossed by Latton Avenue at two locations; these are the only vehicle crossing points along the greenway. The greenway will serve as a social and recreational space so it is important that the Latton Avenue junction is sensitively designed, without giving the impression that the greenway is being severed and reducing potential for conflict between cars and other modes.

4.99 For pedestrians, a zebra crossing in accordance with LTN2/95 must be provided over Latton Avenue to afford pedestrians maximum priority allowing movement from any of the 4 footways.

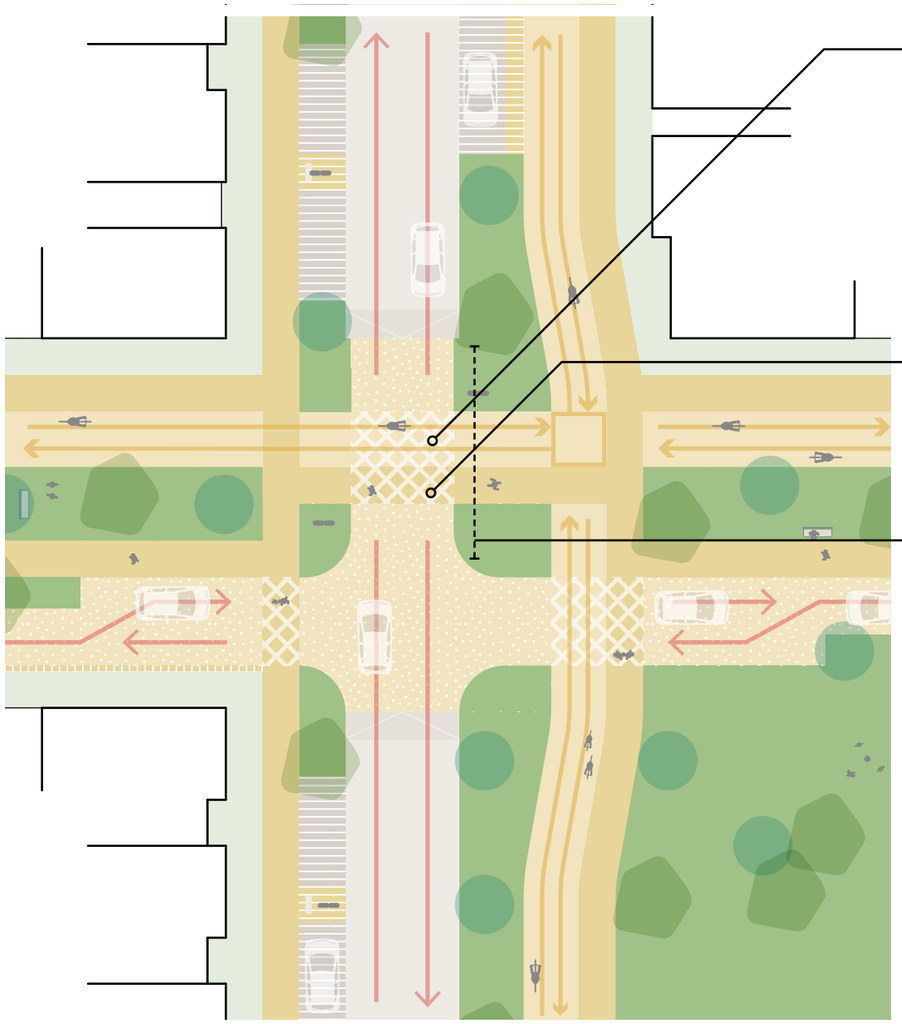
4.100 For cyclists, a parallel crossing must be provided next to the zebra crossing allowing transfer from the Latton Ave bidirectional cycleway to the greenway in accordance with LTN1/20 Table 10-2.

4.101 The crossings should be provided on a raised table at footway level to encourage lower traffic speeds and give pedestrians and cyclists a more continuous flow.

4.102 The Latton Avenue carriageway width must be narrowed to max 5.5m at the crossing to reduce crossing distances, reverting to the standard carriageway width immediately adjacent to the crossing.

4.103 Crossing spacing should be at least 200m offset.

4.104 Where footways or cycleways along Latton Avenue cross a neighbourhood street associated with the Greenway, then an informal crossing or formal Copenhagen, or cycle priority crossing **could** be used.



Junction 2

S1 Latton Avenue / green finger

As with the greenway, the green finger is a key active travel route and serves wider place functions including play and recreation. Therefore, there will need to be similar considerations where Latton Avenue crosses a green finger and provides opportunities to create high-quality spaces that also serve as vibrant nodes for interaction.

4.113 On primary active travel routes along green fingers, at crossings, a zebra crossing in accordance with LTN2/95 **must** be used. For cycles, a parallel crossing **must** be provided. On quiet routes, informal crossings could be provided instead.

4.114 Formal crossings **should** be provided on a raised table at footway level to encourage lower traffic speeds and give pedestrians and cyclists a more continuous flow.

4.115 On raised tables the Latton Avenue carriageway width **must** be narrowed to max 5.5m to reduce crossing distances and revert to the standard carriageway width immediately adjacent to the crossing.

4.116 Where an informal crossing point is provided at grade, the carriageway **must** be narrowed to 5.5m max, or two one-way lanes of 3.1m wide max provided with a central refuge between.

4.117 Spacing **should** be at least 100m offset.

4.118 At key nodal points, social exchange space and informal seating **must** be provided.

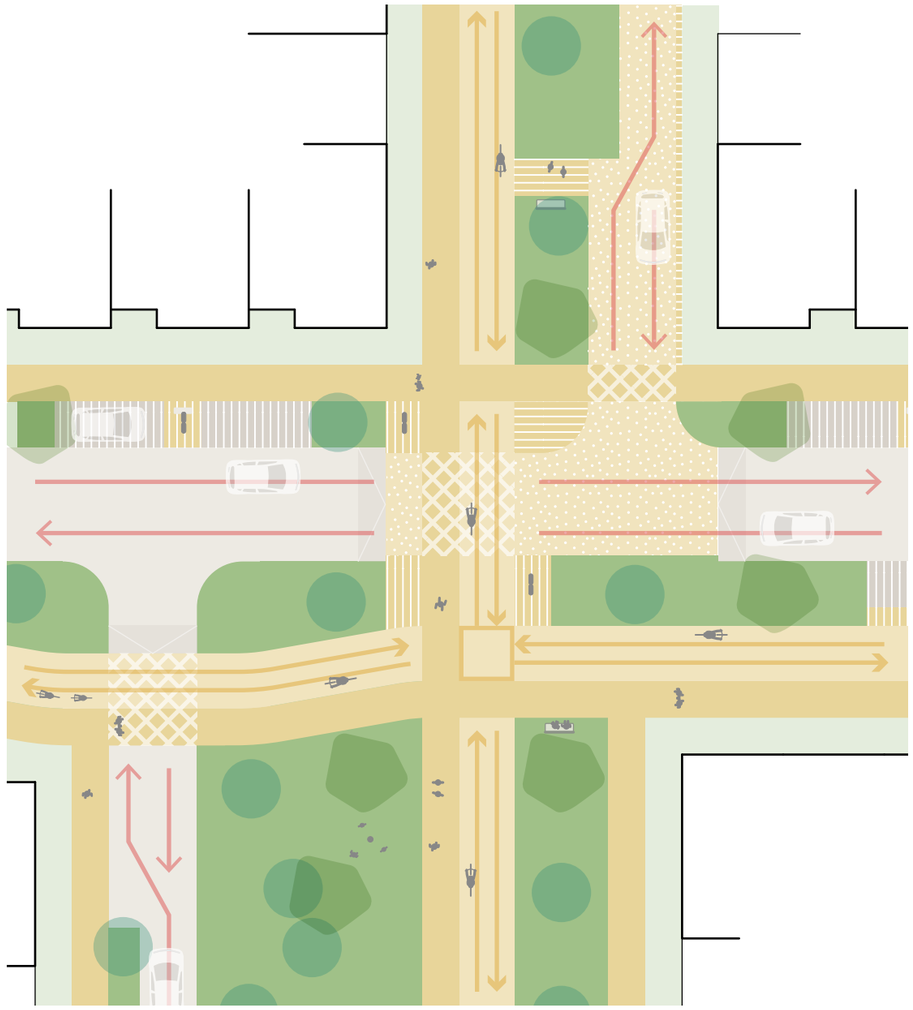



Image © TBC

Zebra/ parallel crossing.

Cycle priority crossing.

Junction 3

Latton Avenue / neighbourhood street

The junction where a neighbourhood street joins or crosses the Latton Avenue could either form a three-arm T-junction or four-arm crossroads.

4.119 Copenhagen style junctions **should** be used for crossing over the neighbourhood street(s) to give pedestrians on Latton Avenue higher priority than vehicles turning into / out of neighbourhood streets. Informal crossings could be acceptable in situations where traffic flows are lower.

4.120 The Copenhagen junction **must** be provided on a raised table to help manage traffic speed and give active travel users priority, over vehicular traffic.

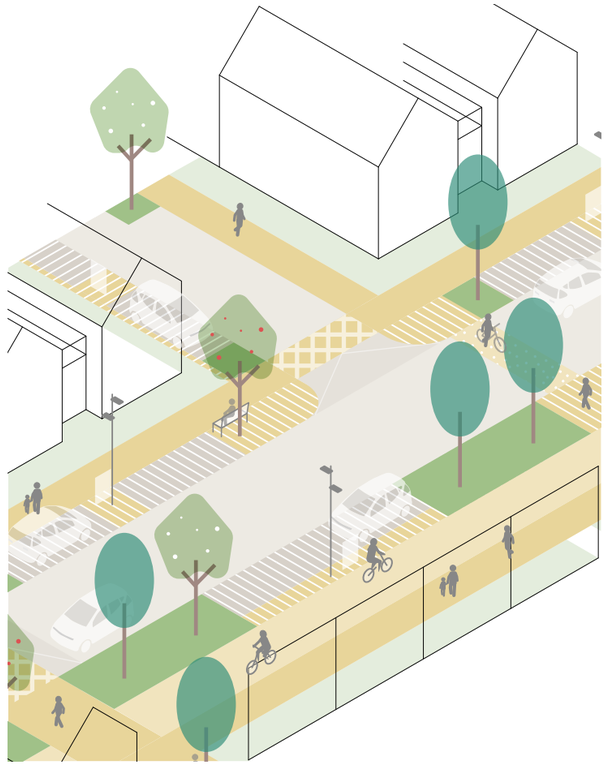
4.121 For cyclists, where there is a bi-directional cycle route on the side street side of Latton Avenue, the cycle priority crossing **must** allow continuous flow for cyclists along the spine street.

4.122 Sufficient set back / variation in the alignment of the cycleway (if required) **should** be provided to allow a vehicle to wait between the Latton Avenue carriageway and cycle lane – allowing continuous vehicle movement along the spine street.

4.123 Further informal crossings over Latton Avenue **should** be provided in situations where there may be a desire to cross Latton Avenue or where the junction is on a primary or quiet active travel route.

4.124 Spacing **should** be at least 60-80m between neighbourhood streets/ side roads.

4.125 On a primary active travel route both footways on the neighbourhood street **must** be continuous to Latton Avenue.



Fishgate, Preston.

Junction 4

Latton Avenue / Play street on quiet active travel route

Active travel routes require crossing design to promote continuous flow of cycling and walking and to promote safety for the most vulnerable road users.

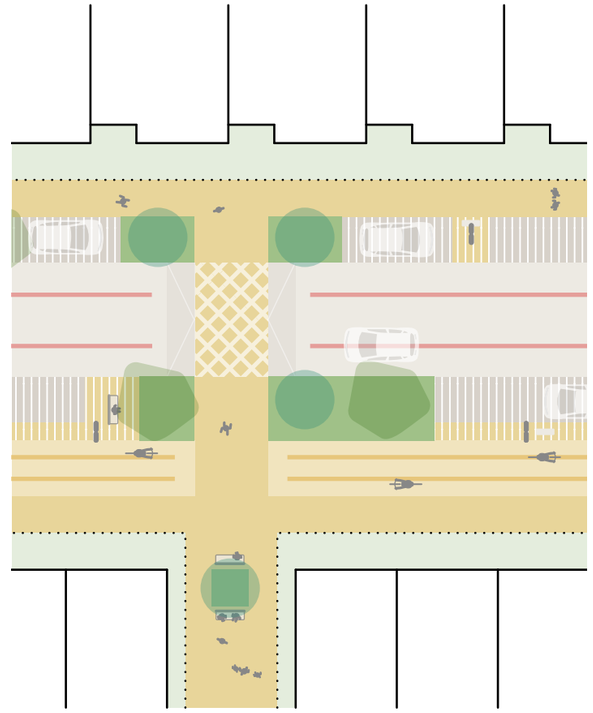
4.126 For pedestrians, an informal crossing **should** be provided over Latton Avenue at carriageway level with surface dressing to denote the crossing. Where there is higher crossing demand in more central areas or near schools, formal crossings such as zebra crossings for pedestrians and parallel crossings for cycles **must** be provided.

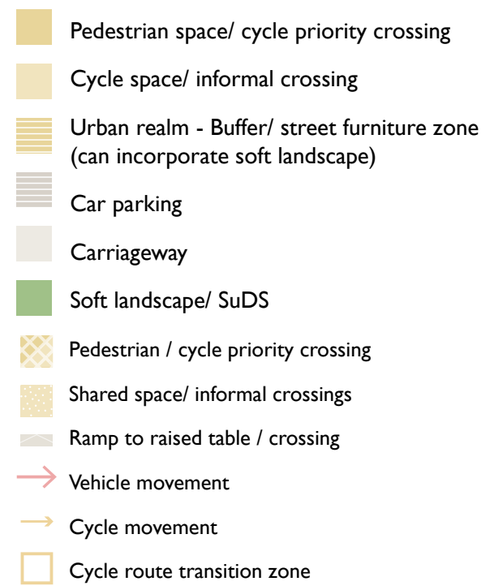
4.127 Formal crossings **should** be provided on a raised table at footway level to encourage lower traffic speeds and give pedestrians and cyclists a more continuous flow.

4.128 On raised tables the Latton Avenue carriageway width **must** be narrowed to max 5.5m to reduce crossing distances and revert to the standard carriageway width immediately adjacent to the crossing.

4.129 Where an informal crossing point is provided at grade, the carriageway **must** be narrowed to 5.5m max, or two one-way lanes of 3.1m wide max provided with a central refuge between them

4.130 Spacing **should** be at least 100m offset.





Junction design

Junction 5

S2 Local Street / active travel route

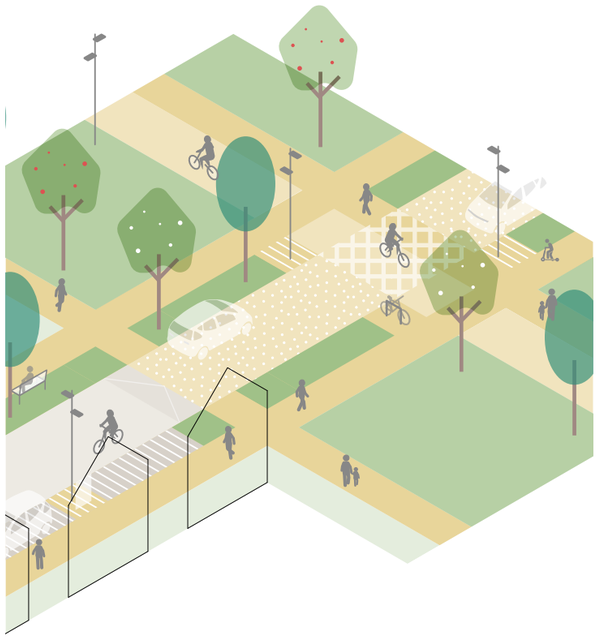
As with Junction 4, this junction should promote continuous flow for pedestrians and cyclists.

4.131 For pedestrians, a formal crossing in accordance with LTN 1/20 **must** be provided over the secondary street to allow pedestrian movement from any of the four arms.

4.132 For cyclists, a formal crossing **must** be provided giving continuity over the secondary street as shown.

4.133 The crossings **must** be provided on a raised table at footway level to encourage lower traffic speeds and give pedestrians and cyclists a more continuous flow.

4.134 Spacing **should** be at least 100m offset.



French example of informal table crossing.

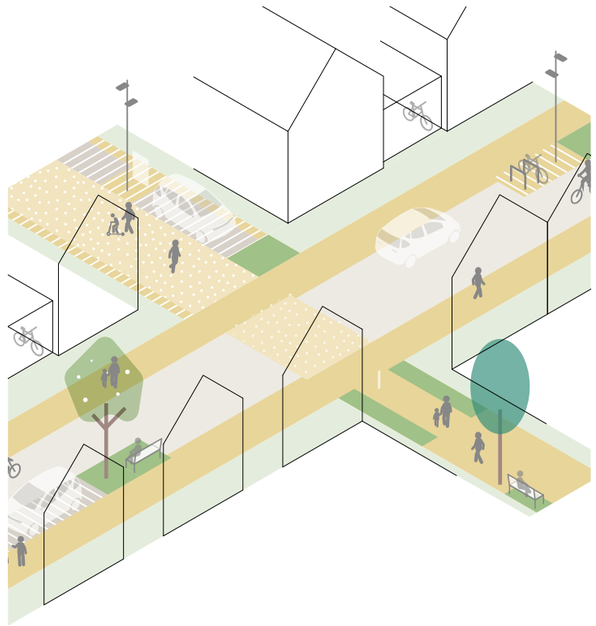
Junction 6

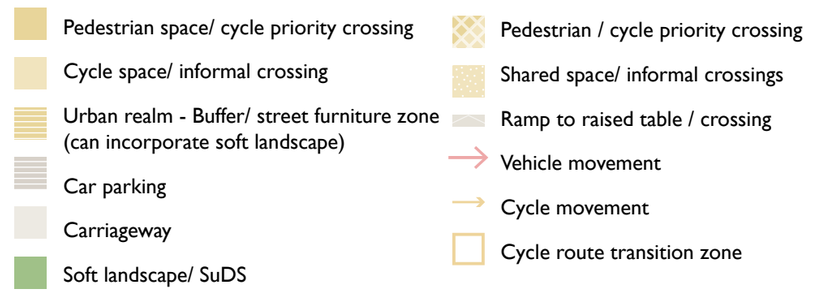
S3 Neighbourhood Street / S6 car-free street

This junction between a low-traffic street and car-free street has less potential for conflict between users and can be used to emphasise high-quality and continuous walking and cycling routes.

4.135 Shared surface zones **should** be coordinated with active travel crossing points to provide an crossing in accordance with LTN 2/95 that spans the length of the car-free street and gives visual continuity to the car-free street.

4.136 Spacing **should** be at least 40m offset.





Public open space design

The key components of open space across the masterplan are the community plaza, neighbourhood nodes including gateway spaces, as well as those open spaces described in Section 02: Nature. The design of these spaces will be critical to the vibrancy, safety and inclusivity of the new place

Design factors that must be considered include the scale of the space, the height and continuity of enclosure around the space, the frontages that surround it, hard and soft landscape design and use. Whilst some essential principles and requirements are described here, the design of these spaces should be developed further in collaboration with residents, stakeholders and different user groups.

Integrated planter and street tree.

High quality public realm materials, Leonard Circus, Hackney.

Well designed public realm surface treatments enhance pedestrian and cycle priority, Copenhagen

'In the round' market building, Copenhagen.

Neighbourhood node requirements

4.146 Indicative locations for the largest nodes and gateway spaces **must** be provided as indicated on the public space network diagram at the beginning of this section. These **should** be supplemented by other greens and pocket parks or nodes of varying scales at natural focal points or intersections.

4.147 Neighbourhood nodes **should** aid wayfinding and the space and infrastructure provision should be appropriate to the scale of the node. At the smallest scale this **could** be shaded seating and a play element.

4.148 Larger nodes **should** provide a wider range of infrastructure, including:

- Public seating
- Tree(s) to provide shade
- A drinking water point
- Cycle parking
- Play elements
- Waste & recycling bins
- Safe lighting levels

4.149 Node spaces **must** have a coherent character of materials to aid wayfinding and consistency.

4.150 Node spaces **should** combine different uses to maximise activity, vibrancy and interaction between different groups.

4.151 Node spaces **should not** require fenced enclosures or railings and should be well integrated with the street network.

Community plaza

4.137 The square **must** include a multi-purpose, flexible market building with frontage on all sides. The design should be innovative and distinctive in line with its role as a marker at the heart of the new community.

4.138 The material treatment of the community plaza area **must** be high-quality, consistent throughout the plaza area and distinct from adjacent landscape treatments.

4.139 The plaza **must** be well enclosed with terraced/ connected buildings an all sides except facing the park which **must** be open.

4.140 Buildings fronting the square **should** have non-residential uses at ground floor or have 3m clear heights with large glazed areas to allow for flexible use.

4.141 There must be an open connection to the park and the STC stop must be well integrated with the square.

4.142 South of the square **must** act as a car free foyer for the school and community building entrances.

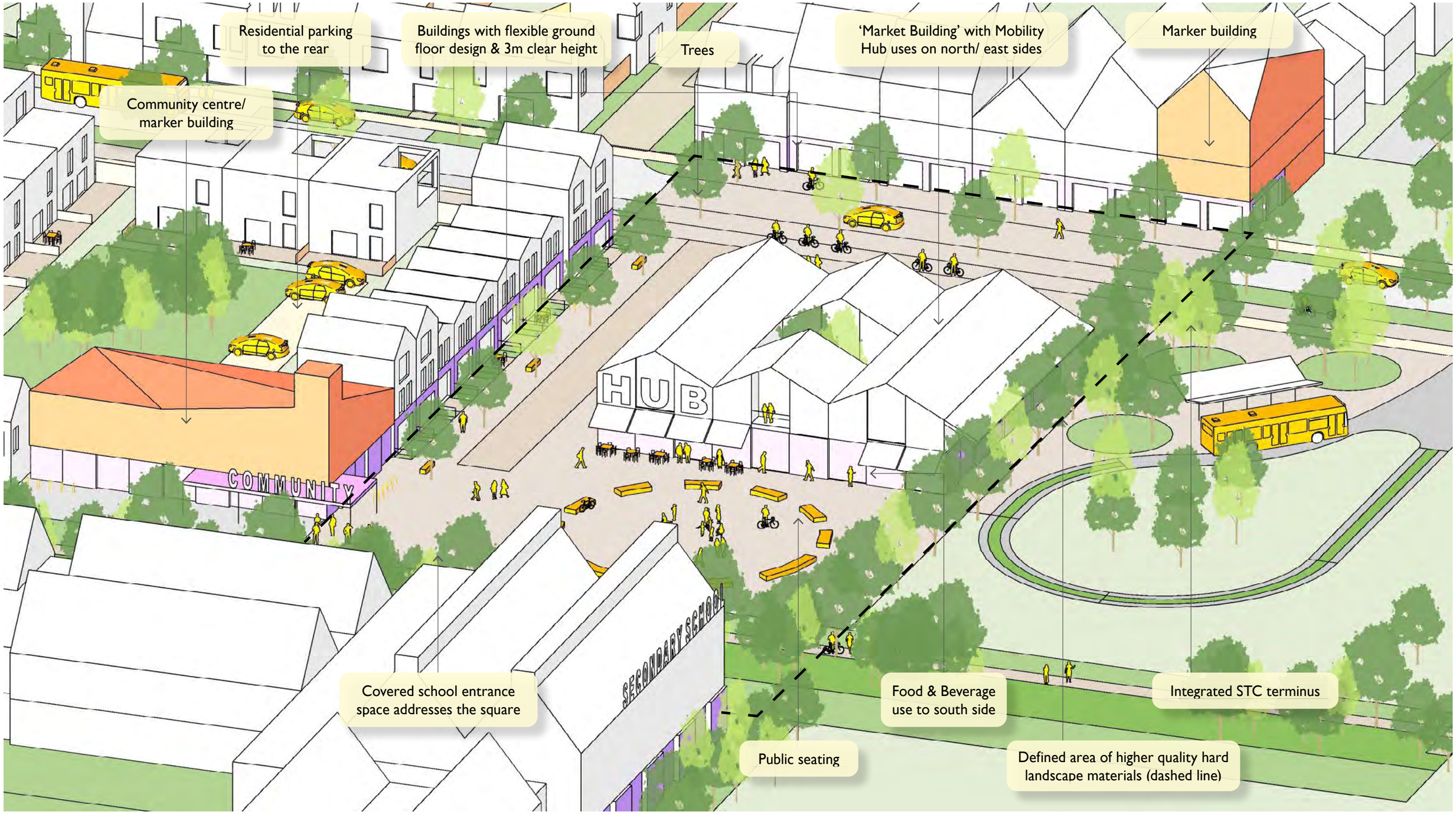
4.143 The school **must** have strong frontage and with a covered external area and provide frontage to the park at the north corner,

4.144 Buildings fronting the square **must not** have railings/ threshold fencing facing the square.

4.145 Items that **must** be included at the plaza:

- Electrical points for events/ market trading
- Trees
- Public seating
- Waste & recycling bin
- Water connection point
- Integrated public art
- Playable objects
- Safe lighting with adjustable lux levels

Public open space design



Play and recreation

Play strategy

Play and recreation will be a key driver of a healthy and uplifting environment, helping to form the identity of Latton Priory and to support different character areas with well-considered and well-integrated design.

Latton Priory will offer a range of safe and accessible play and recreation opportunities to cater for different ages, groups and abilities. It will be socially, mentally and physically engaging and will comprise a hierarchy of play infrastructure including:

Doorstep play

Through the provision of car-free play streets and local areas for play (LAP) spaces very close to homes, children will have independent access to safe play spaces from a young age. Play will also help to create a vibrant and social public realm.

Street play / play-on the way

Through incidental play along key active travel routes such as the greenway, as well as along car-free play streets where these are on active travel routes, play and activity will be embedded into everyday life.

Local play

Neighbourhood play will be available within a short walk from all homes. It will comprise locally equipped areas for play (LEAPs), neighbourhood parks and green nodes.

Destination Play

Play located further from homes will include neighbourhood equipped areas for play (NEAPs) as well as trim/play trails, allotments, multi-use games areas (MUGAs), sports pitches and playing fields.

See also:

- Movement - Site-wide vehicular movement
- Public Spaces - Multi-functional Streets
- EFDC Local Plan Policy DM5 and DM9
- EFDC Green Infrastructure Strategy
- HGGT Vision and Design Guide
- Design for Play - Design Principles, Play England
- Safer Parks: Improving access for women and girls

Use of topography, water and characterful built form at Max Roach Park, Brixton by Muff Art and Architecture.

Bespoke play equipment and ground markings that can be used in different ways at Superkillen Park, Copenhagen by BIG

Play for different ages and groups that is flexible and aids vibrancy at Westfield, Stratford

Play strategy requirements

4.152 A site-wide play and recreation strategy **must** form part of the site-wide public realm strategy or design code. This **must** include play infrastructure as listed and shown on the play strategy diagram.

4.153 The play strategy **should** be integrated with blue and green infrastructure, art and wayfinding, heritage, active travel and architecture. Specialist expertise **should** be appointed in the development of the strategy including play specialists.

4.154 Play provision **must** be designed with the community in line with stewardship best-practice.

4.155 Doorstep play, street play and local play **must** be well integrated into the development, close to homes and community buildings and **should not** be closed off with fences or railings. It should allow safe access, natural surveillance and overlooking.

4.156 Connectivity with the wider community **must** be promoted through new or improved links to existing play spaces in surrounding areas and provision of new play infrastructure along key routes.

4.157 The design of play equipment and the area around it **must** be positive, purposeful, bespoke and characterful. Design **should** draw on the site, heritage, art or more unexpected creative elements.

4.158 Provision **must** be diverse, ranging in scale, formality and user groups including differing abilities and neuro-diversity. The needs of women and girls **must** be specifically considered.

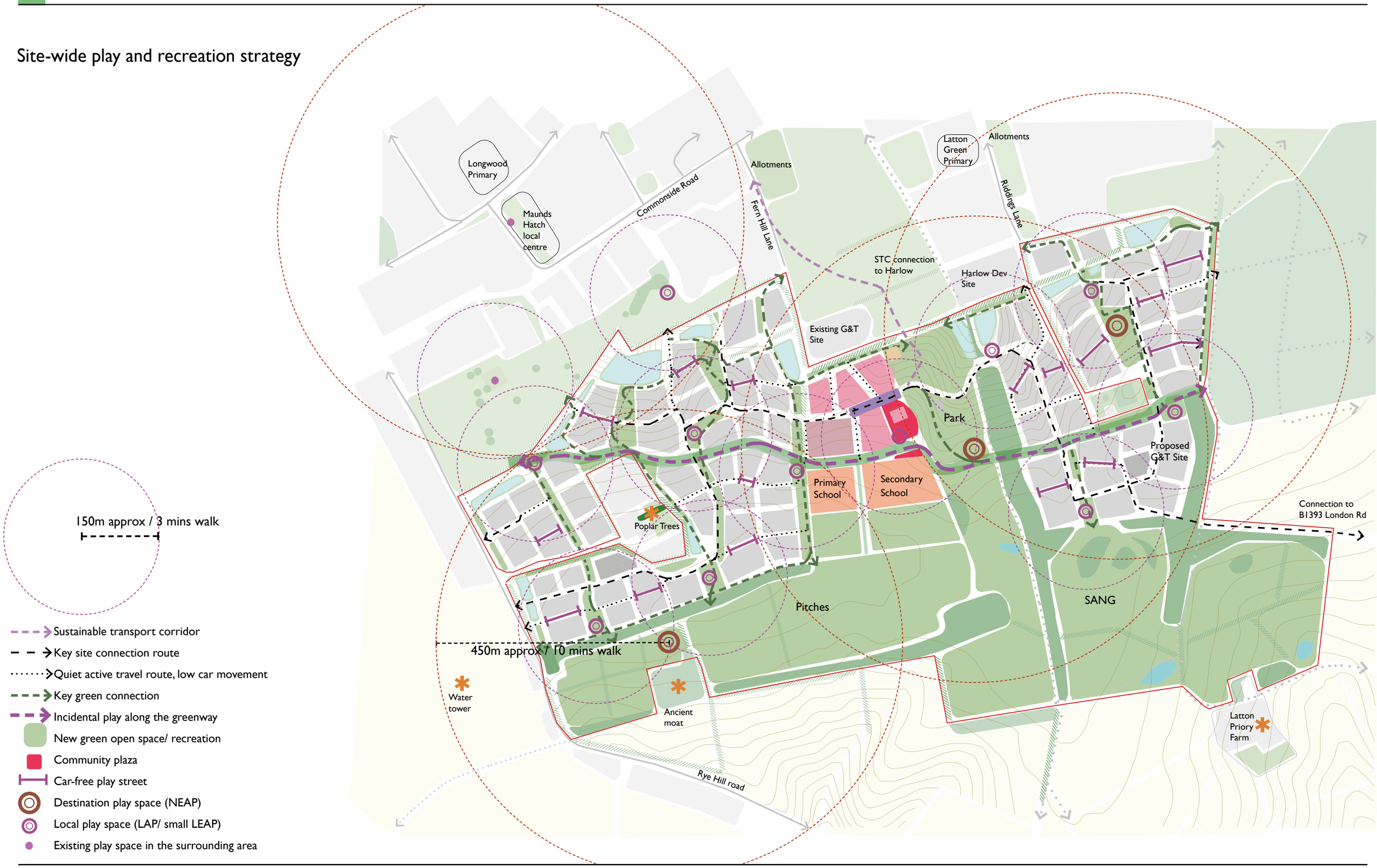
4.159 Play provision **should** provide a wide-range of experiences and include non-prescriptive elements that allows for interpretation, creative risk-taking and challenge. Play spaces **should** allow young people of different ages to play close to each other. The area surrounding play spaces **should** be designed with opportunities for unstructured play, including low hedges or streams.

4.160 Seating, bins and lighting **must** be provided near to play spaces. Destination play and recreation **must** include convenient access to public toilets.

4.161 Play equipment **should** be sustainable, durable and easy to maintain, prioritising natural materials.

Play and recreation

Site-wide play and recreation strategy



Block structure and density

Key strategies for a compact, human-scale built form

- Use the setting and topography of the site to inform the built form, including the distinctive roof forms found locally.
- Allow Latton Priory to sit comfortably in its setting through scale, form, sensitive boundary treatments. Consider key views between Harlow and natural site and heritage assets.
- Create the character of a community nestled on the hillside with an appropriate scale in relation to Harlow.
- Connect the new neighbourhood visually, socially and physically into the surrounding land and neighbouring communities, Harlow Town Centre, Epping Town Centre, surrounding green spaces and local social infrastructure.
- Maximise the potential benefits of passive solar design through effective site layout.

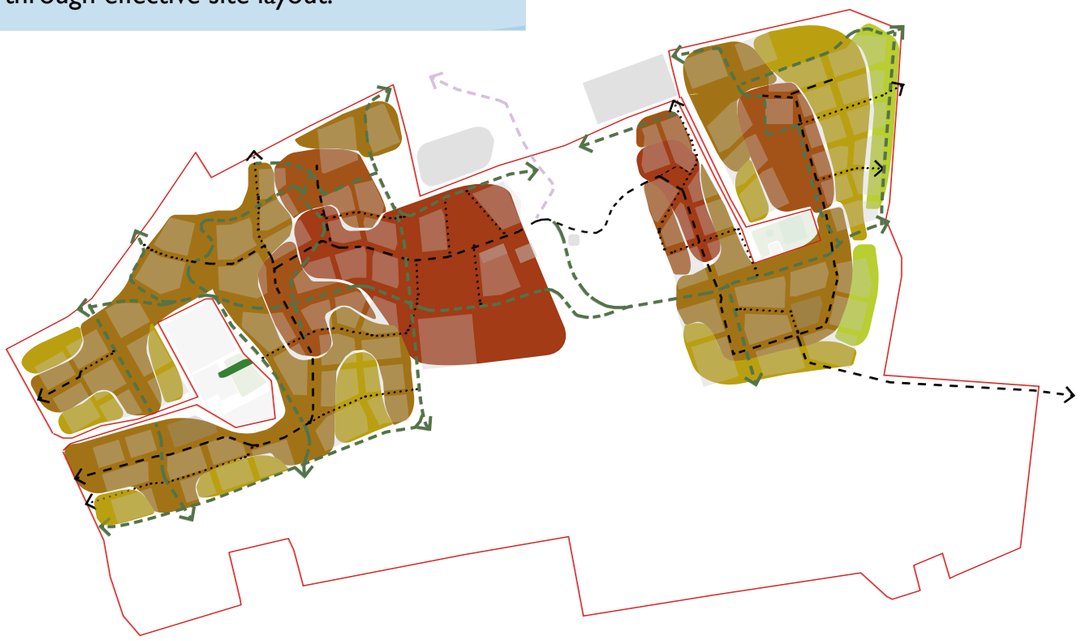
National and local policy promotes density and built form that leads to vibrant and sustainable places and viable services. The development area should be used efficiently, maximising the land available for high-quality landscape and biodiversity.

Compact development will support many of the design ambitions of the code including walkable, legible and human-scale streets, improved overlooking of open spaces and the opportunity to orientate buildings and blocks for maximum energy efficiency.

The sloping site means that building heights will be limited in order to preserve key strategic views. A compact block form will therefore be required to deliver an appropriate density whilst responding sensitively to site conditions, including topography and the character of surrounding built form.

On most parts of the site, the best way to do this will be small perimeter blocks that support a well defined network of streets and open spaces. This means back-to-back distances will be shorter than is conventional in suburban locations, however reduction in rear garden amenity will be balanced with generous, high-quality public space that supports people and nature.

Small, well-orientated perimeter blocks will help to minimise cut and fill and retaining walls on the steepest parts of the site by working with the topography. Innovative, split-level housing typologies could also be used to address topography in a sensitive way.



Site-wide density strategy

- Highest density in local centre, key nodes and STC.
- High density along key connections around local centre
- Mid density around key connections and n'hood nodes
- Low density at edges away from key routes / spaces
- Lowest density at interface with ancient woodland

See also:

- Public Space – Public space typologies
- Movement – Active travel network
- Resources – Passive design
- EFDC Local Plan Policy SP2, SP3 and DM9
- HGGT Vision and Design Guide
- Essex Design Guide: Walkable Neighbourhoods

Block structure and density requirements

5.1 The overall layout **must** be based on a grid of small perimeter blocks that support an active travel network (see Section 03: Movement) and respond to site constraints and strategic green infrastructure including north-south green fingers and greenway.

5.2 Block structure **should** be in line with the block structure shown opposite, with flexibility in precise dimension and geometry of blocks. Blocks **must not** be combined to create larger blocks. Smaller blocks **could** be tested.

5.3 Block structure **must** respond to key strategic views and vistas and maximise opportunities for further views to site features and landmarks.

5.4 Block structure **must** be designed to work with the existing topography as far as possible so that earthworks are minimised and built form reflects the topography of the site.

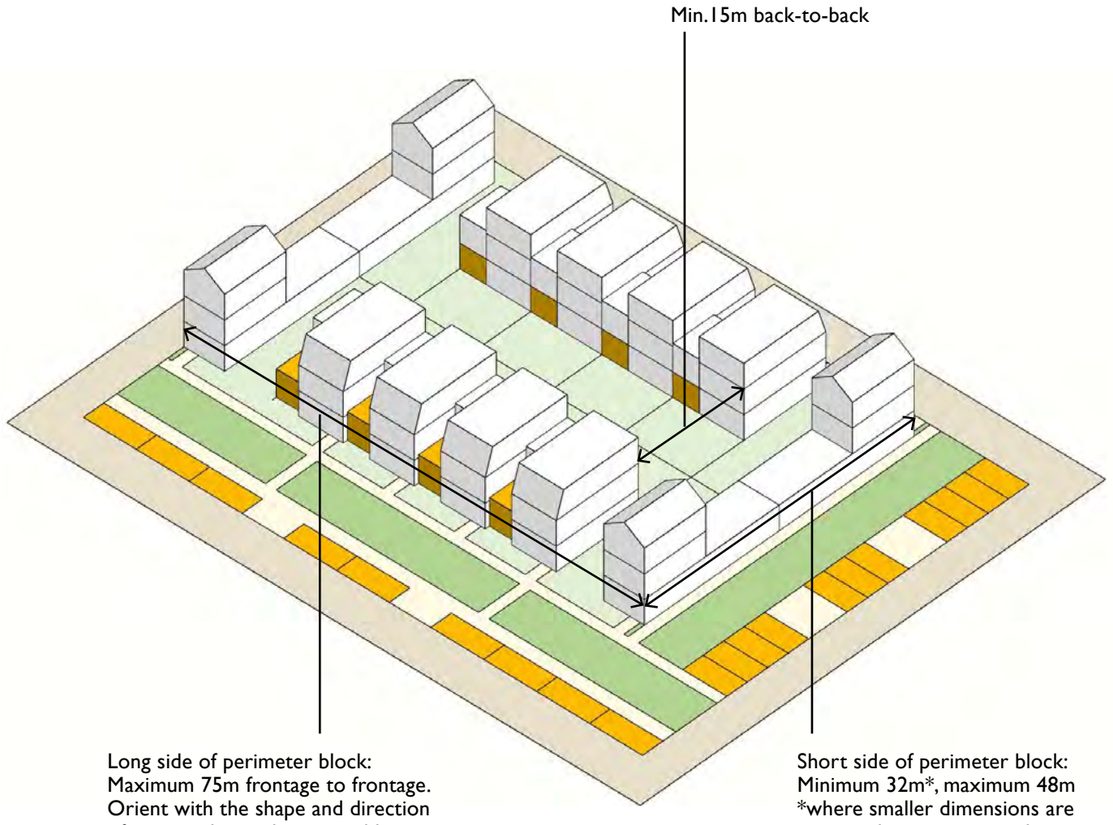
5.5 The site layout **must** be planned to address steep gradients without the need for excessive retaining walls. Where it is shown that retaining walls cannot be addressed through alternative layouts, these **should** be no higher than 0.8m.

5.6 Block size **must** be designed to encourage walking and cycling. Block dimensions **should** be as shown in the diagram opposite. Where density is higher, or site dimensions are particularly constrained, block sizes **should** be at the smaller end; where density is lower, blocks **could** be at the larger end of the scale to reflect the more dispersed character.

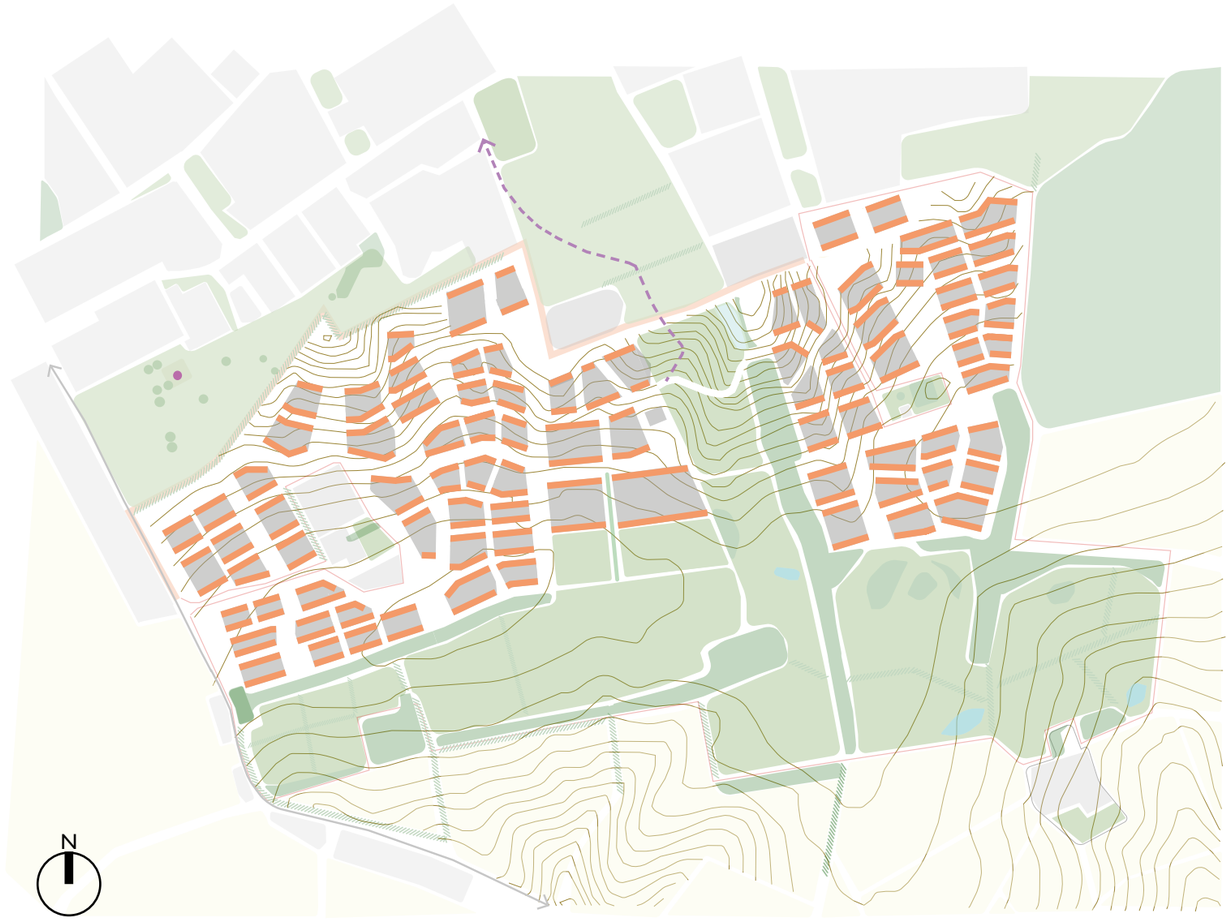
5.7 Blocks **must** be orientated to maximise north-south frontages to dual-aspect homes. At least 75% of dual-aspect homes **should** have predominantly north-south facing aspects.

5.8 Block size and typologies **must** vary across the site in line with the density strategy shown left, as well as the character of the street or space that the building fronts on to. Density is shown higher closer to the local centre, key nodes, movement routes and sustainable transport connections and lowest close to the woodland and Suitable Alternative Natural Green Space (SANG) at the east of the site.

Block structure and density



Perimeter block dimension ranges and factors affecting orientation. Geometry is indicative only.



Block structure plan showing predominantly north-south orientated facades and response to existing topography

- Sustainable transport corridor
- Indicative block structure
- Predominantly north-south orientated frontage
- Existing contours showing 1m level change

Building typologies

Building typologies will have an impact on the density, vibrancy and character of the spaces they front. Dwellings such as apartments and terraced houses provide a more defined street edge, creating an active street scene with natural surveillance. This makes streets and open spaces feel safer for active travel and play.

These dwellings will also have a lower ratio of external wall to floor area (lower form factor) than semi-detached or detached houses, which means heat loss is lower and energy use is reduced.

While building typologies will need to vary depending on the character of the area, the street hierarchy and the need for a variety of homes and streetscapes, lower form factor typologies should be the predominant building form.

The characteristics of different typologies that should be provided are described here and requirements for the location of different typologies are described in the key frontages strategy diagram and matrix.

Standard terrace house

These provide the most robust edge to a street or space as well as maximising natural surveillance. They will therefore be most prevalent along north-south green fingers, green spaces and play spaces. These are also suitable where site constraints limit block size as they require smaller plot sizes relative to dwelling footprint.

Character can vary greatly depending on frontage width, articulation, roof form and entrance/ threshold design. These factors must be carefully considered to contribute positively to the character of the space it fronts. The design of these should also reference high-quality distinctive precedents in Epping and Harlow to establish a positive identity.

Broken terrace house

Terraces that have a broken parapet line or upper floor are useful in setting up a rhythm to a frontage and varying the sense of enclosure to a street or space. These should be interspersed with standard terraces along Latton Avenue and the greenway and used around open spaces at the edges of the development to balance overlooking with a more articulated frontage.

The broken terrace provides opportunities for ground-floor parking behind the building line, keeping the walls and windows of the home close to the public realm. This integrated car parking could be converted to a habitable room when no longer needed. First-floor terraces could provide more overlooking and activity as well as extra amenity where back gardens are smaller.

Smaller scale broken terrace.

Mews terrace house

These should be used on car-free streets to suit the more intimate and human-scale character. Frontage widths, heights, roof forms and private thresholds will be of a smaller scale and pared-back character compared to standard terraces. It is likely that the parapet line will be continuous along the block so that the terrace reads as a single entity, with individual homes marked by entrances and thresholds.

These are likely to be small family homes. Depending on the width required to create an intimate street (approx 8m frontage to frontage), the internal layout may need to be planned carefully to deal with potential privacy issues, for example, by staggering habitable rooms along the frontage.

Strong terraced rhythm through repeated roof forms at St Chads, Tilbury, by Bell Phillips Architects.

Broken terrace with terraces overlooking an open space.

Broken terrace with integrated parking, Knights Park, Eddington, by Alison Brooks Architects.

Smaller scale terrace appropriate for mews streets, Marmalade Lane, Cambridge, by Mole Architects.

Building typologies

Detached or semi-detached houses

Density and character can vary greatly depending on frontage proportions, separation distances and ratio of plot sizes to building footprint. Detached and semi-detached houses should be used in their most compact form in order to maintain the character of a walkable neighbourhood.

Semi-detached and compact detached homes will be particularly useful to provide overlooking on secondary / narrow aspects of blocks where a row of terraces would be impractical. Where more dispersed detached typologies are used, this must be justified e.g. to create a rural character next to the ancient woodland.

Compact semi-detached houses to maximise overlooking at St Chads, Tilbury by Bell Phillips Architects.

Compact detached house typology for corner interest and secondary block frontages at Abode, Great Kneighton, by Proctor and Matthews Architects.

Larger building typologies

Larger buildings such as apartments and mixed use blocks should be used to help define key open spaces and provide density and focal points in the local centre and at key corners. They can also be used to address private amenity and dual-aspect frontages at corners.

Some typologies, such as schools or housing for older people (Extra-care) will require larger buildings and the location of these will need to be carefully considered to contribute to the public realm and maximise opportunities for visual and physical connections between dwellings / communal spaces and the surroundings.

Larger building typology requirements

5.9 Larger residential buildings **must** be well integrated into the street scene with a strong connection with adjacent houses through use of scale, materials, modulated facades, roof forms and a rhythm that reflects the scale of individual dwellings.

5.10 Larger buildings **must** be carefully modulated to reduce the perceived bulk and flat roofs should be avoided in order to prevent a dominant and bulky silhouette.

5.11 All dwellings **should** be dual-aspect for sunlight, outlook and cross-circulation.

5.12 Bin and bike stores for larger buildings **should** be integrated into the blocks and should not occupy excessive frontage, allowing the ground floor to remain active.

5.13 Ground floor entrances should be maximised and innovative typologies used e.g. where two maisonettes overlap, both being accessed from private ground-floor entrances.

5.14 Non-residential buildings, including the schools, **must** be sensitively designed to ensure integration with surrounding buildings. They **should** act as civic landmarks and frontages that contribute positively to the character of the spaces they front on to, whilst avoiding being institutional in character.

Apartment typology to address a key corner, Marmalade Lane, Cambridge. Mole Architects.

Apartment block form integrated with housing , The Avenue, Saffron Walden, by Pollard Thomas Edwards Architects.

Sensitive school design that promotes activity at Brentwood School by Cottrell & Vermeulen Architects.

Frontages and building line

How frontages and building lines relate to streets and spaces will have an impact on character, attractiveness and perceived safety and sense of overlooking. It is important that the building line varies according to the different street or space types to reflect character and hierarchy and to ensure variety and interest across the masterplan.

Site-wide requirements of frontages and building line are described here and the diagram opposite identifies those frontages where typology will be a key contributor to the character of the street or space that it fronts. Building line, frontage and typology requirements for those frontages are described on the following pages. This should be read in conjunction with the vehicle access, parking and wayfinding strategies.

Active and high-quality frontages

5.15 Streets and open spaces, including existing open spaces and parking court access points, **must** be well-overlooked. Activity and natural surveillance **must** be maximised through the placement of doors, windows and balconies as well as the density of dwelling frontage.

5.16 Blank frontages to streets and open spaces **must** be minimised.

5.17 All boundary treatments visible from the public realm **must** be designed to contribute positively to the streetscene and **must** be of high quality e.g. brick wall or hedges.

5.18 All ground-floor dwellings **must** have principal entrances to the street and those entrances clearly defined and emphasised through the architecture.

Roof forms

5.19 Roof forms **must** vary to support character and wayfinding. More varied roof heights and forms **should** be used around key nodes and primary junctions whereas smaller streets **should** have more consistent roof lines.

5.20 Distinctive arrangements in the context, particularly in relation to the way roof forms respond to sloped topography, **should** help inform the type and arrangement of roof forms. Roof forms **must** be tested and illustrated through perspectives and visual impact assessments.

5.21 Where east-west orientated blocks are used along the ridgeline, the impact on long views **should** be mitigated through more dispersed housing typologies and roof form articulation.

5.22 Roof form and orientation **should** consider optimum orientation for photovoltaic panels.

Perimeter block corner requirements

5.23 All blocks **must** have built form on the corners and the corner building frontages **must** contribute to the public realm through habitable room windows and balconies, facade articulation and threshold/ front garden design.

5.24 At intersections between key routes, apartments or specific corner house typologies **must** be used to minimise blank frontage whilst providing adequate rear garden amenity and privacy.

5.25 Specific corner house typologies **must** also be used where a secondary frontage of a block is not well overlooked.

5.26 The design of corner houses **must** be considered as part of a set of corner typologies at each junction that relate positively to each other. At primary intersections, all four corners **should** be corner houses or apartments. At intersections of tertiary and local routes, there **should** be two corner houses opposite each other- see diagram across.

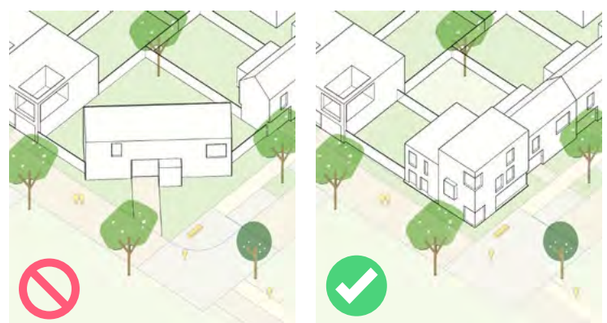
5.27 Corner house typologies **must** have a layout with habitable rooms strongly addressing both aspects. Opportunities for innovative house types that address dual aspects, such as inter-generational living with 'granny annexes' to the rear and a first-floor terrace, **should** be explored.

5.28 Corner buildings **must** maintain the building line or step forward intentionally to provide focal points or pinch points/ bookends for positive placemaking.

5.29 Corner houses and apartments **must** be designed to fit the angle or curve of the street, i.e. where the corner is not a right angle this **must** be reflected in the built form.

Pair of corner houses at a secondary junction

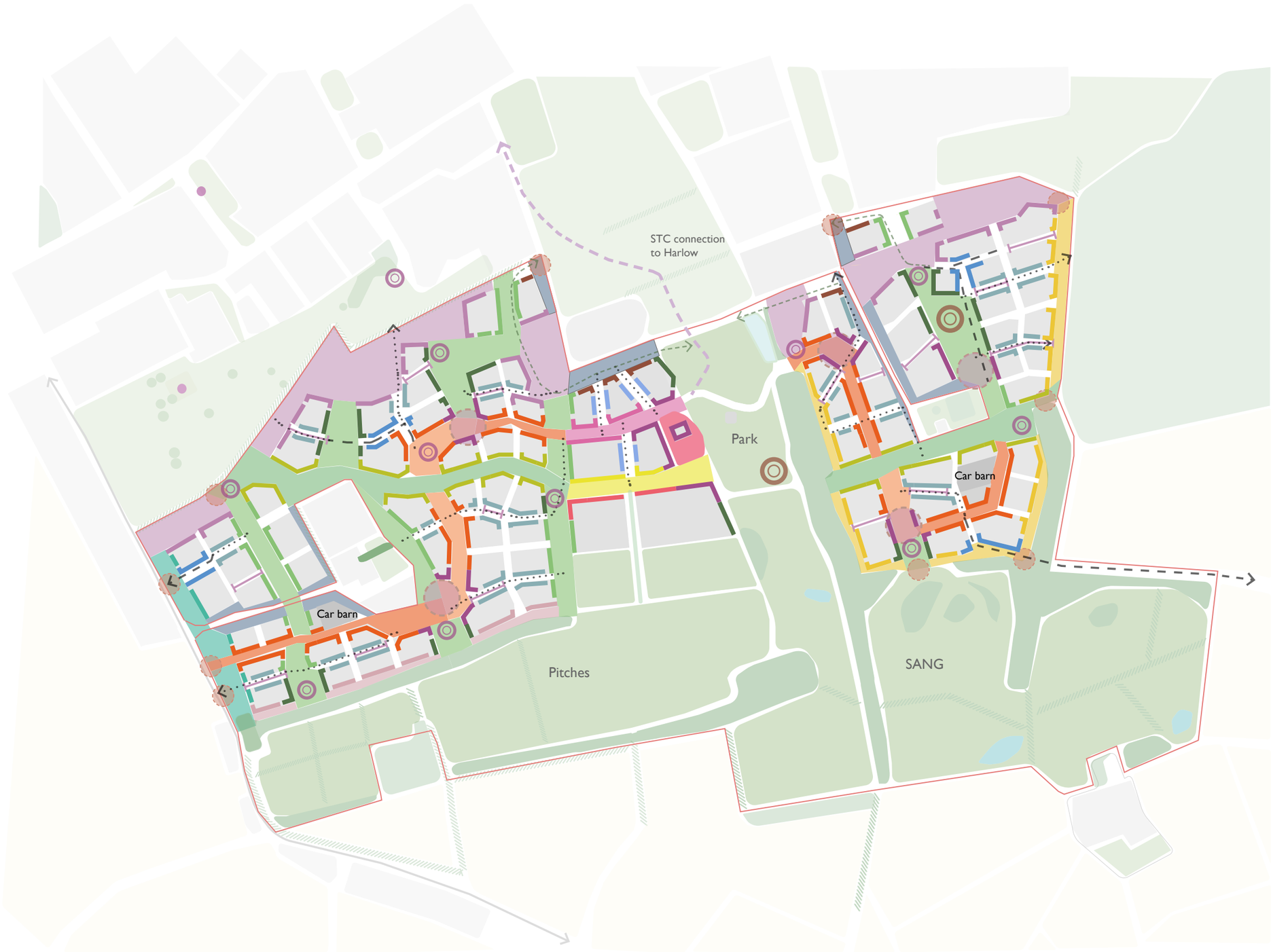
Potential innovative house types at corners to four corners around a primary junction.



Corner buildings should maintain the building or step forward intentionally and fit the angle of the street.

Frontages and building line

Site-wide key frontage diagram



Key for spaces

- Sustainable Transport Corridor
- Greenway
- Greenway through local centre
- Latton Avenue
- Latton Avenue through local centre
- Latton Avenue alongside green finger
- North-south green finger/ green wedge
- Wetland park edge
- Woodland edge
- Ridgline edge
- Rye Hill road edge
- Key edges
- Community plaza
- Neighbourhood node
- Gateway
- Car-free play street

Frontages and building line

Building line requirements

5.30 Primary frontages **must** address the highest ranking street or open space most strongly as prioritised in the order shown in the table.

5.31 The higher ranking frontage **should** feature the most overlooking and most continuity of built form at corners (least blank frontage) and the most articulation. Exceptions to this hierarchy may be made where frontages must also respond to key gateways or vistas.

5.32 The building line and frontages **should** be consistent with the principles described in the table.

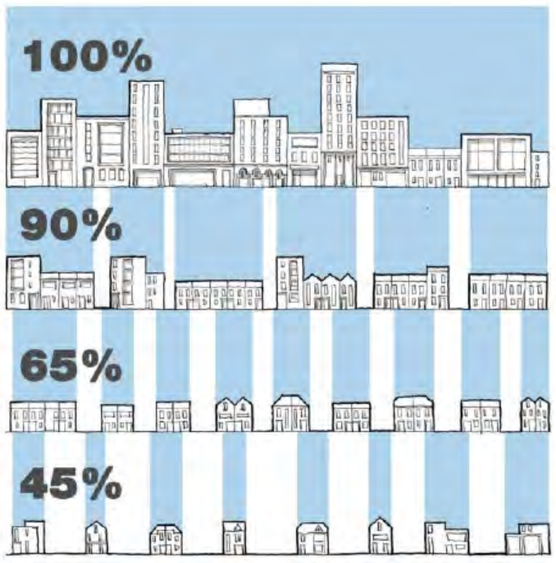
5.33 As well as key frontage typology requirements in this table, typologies **should**:

• have terraced typologies on at least one side of any residential street (homes both sides).

• have small-scale mews terraces on car-free streets for continuous frontages.

• restrict large-plot detached houses to the lowest density areas next to the woodland.

• include the provision of custom-built homes. The design of customisable homes **should** be in line with this strategic design code and any detailed design codes that follow.



Building line density diagram, NMDC Part 2: Guidance notes

Key frontage types in order of priority/ hierarchy from high (1) to low (16).	Building line and threshold requirements	Frontage requirements	Typologies
1. N'hood node/ plaza/ high street frontage	• Maximum density of building line: 90 - 100% built form. • Little or no set-back: 0 - 0.5m. • Low planting. No walls or fences.	• Strong composition and grouping around the neighbourhood node, community plaza/ high street. • Wayfinding/ identity function - see Section 06/ Identity.	• Apartments inc mixed use in local centre. • Elsewhere, apartments inc. mixed use or terraced houses.
2. Greenway frontage	• High density of building line: 80 - 90% built form. • Small set-backs: 0.5m - 1m. • Low planting. No walls or fences except for bin/ bike stores if required.	• Strong rhythm to the frontage to reflect movement function of greenway. • Maximise overlooking and activity. • Roof terraces for overlooking.	• Alternate between terraced houses and broken terraced houses. • Broken terraces where parking strategy requires on-plot parking behind building line. • Compact detached or semi-detached at eastern edge next to ancient woodland.
3. Greenway frontage through local centre	• Maximum density of building line: 90 - 100% built form. • Small set-backs: 0.5m - 1m. • Low planting. No walls or fences.	• Well-defined frontage with high activity levels and interaction between community functions and the street.	• Apartments inc mixed use.
4. School frontage	• Maximum density of building line: 90 - 100% built form. • Little or no set-back except at entrances to create drop-off/ entrance spaces.	• Strong rhythm incorporated into frontages facing greenway. • Park-facing frontage provides strong composition and backdrop to the space.	• School buildings
5. Latton Ave frontage	• High density of building line: 80 - 90% built form. • Small set-backs: 0.5m - 1m. • Low planting. No walls or fences except for bin/ bike stores if required.	• Strong rhythm in response to movement function of Latton Avenue. • Maximise overlooking, activity and sense of enclosure to the street.	• Terraces or apartments close to the local centre and the new park. • Elsewhere, mixture of terraced houses and broken terrace houses.
6. Latton Ave through local centre frontage	• Maximum density of building line: 90 - 100% built form. • Little or no set-back: 0 - 0.5m. • No boundary separation	• Well-defined frontage with high activity levels, particularly at ground floor.	• Apartments inc mixed use.
7. Wetland park frontage	• High density of building line: 80 - 90% built form. • Small set-backs: 0.5m - 1m. • Low planting. No walls or fences except for bin/ bike stores if required..	• Maximise overlooking of open space while complementing, and acting as backdrop to, wetland parks. • Consider roof terraces for overlooking.	• Mixture of terraced houses and broken terrace houses. • Broken terraces where parking strategy requires on-plot parking behind building line. • Compact detached and semi-detached typologies permissible at eastern edge close to woodland.
8. Green node with play space or park frontage	• Maximum density of building line: 90 - 100% • Small set-backs: 0.5m - 1m. • Low planting. No walls or fences except for bin/ bike stores if required..	• Strong composition and grouping around green node or play space. • Maximise overlooking and activity. • Wayfinding/ identity functions - see Section 06/ Identity.	• Apartments inc mixed use in local centre. • Elsewhere, apartments inc. mixed use or terraced houses.

Frontages and building line

Key frontage types in order of priority/ hierarchy from high (1) to low (16).	Building line and threshold requirements	Frontage requirements	Typologies
9. Key site connection frontage	• High density of building line: 80 - 90% built form. • Small set-backs: 0.5m - 1.5m. • Low planting or low walls except higher for bin/ bike stores if required.	• Strong rhythm in response to movement function of Latton Avenue. • Maximise overlooking, activity and sense of enclosure to the street.	• Mixture of apartments inc mixed use, terraced house or broken terrace houses.
10. Woodland frontage	• Low density of building line: 50 - 70% built form. • Varied set-backs: 0.5m - 2m • Low planting to suit woodland edge character. No walls or fences.	• Varied and dispersed frontage to complement woodland character.	• Varied between detached, compact detached and semi-detached houses on eastern edge. • Broken terrace, compact detached and semi-detached houses elsewhere.
11. Ridgeline frontage	• Medium density of building line: 60 - 80% built form. • Varied set-backs: 0.5m - 2m • Low planting or low walls except higher for bin/ bike stores if required.	• Dispersed frontage and undulating roofline for sensitivity to long views and to complement wooded ridgeline character.	• Terraced or broken terraces where parking strategy requires on-street parking. • Compact detached or semi-detached houses where on-plot parking is permitted. See Section 03: Movement.
12. Green finger frontage	• Medium/ high density of building line 70 - 90% built form. • Small set-backs: 0.5m - 1m. • Low planting. No walls or fences except for bin/ bike stores if required.	• Maximise overlooking and activity. • Undulating roofline to reflect green setting. • Rhythm to reflect movement function of green finger.	• Terraced or broken terrace houses
13. Rye Hill Road frontage	• Medium density of building line: 60 - 80% built form. • Varied set-backs: 0.5m - 2m • Low planting or low walls except higher for bin/ bike stores if required.	• Overlooking of open space. • Breaks in frontage for sensitive integration of built form along Rye Hill road	• Mixture of terraced houses, broken terrace houses. compact detached and semi-detached.
14. Key green edge route frontage	• Medium/ high density of building line 70 - 90% built form. • Varied set-backs: 0.5m - 2m • Low planting or low walls except higher for bin/ bike stores if required.	• Good overlooking and activity. • Sensitive to integration with surrounding built form.	• Apartments inc mixed use in the local centre. • Terraces or broken terraces elsewhere.
15. Quiet active travel route frontage	• High density of building line: 80 - 100% built form. • Car-free streets: 0 - 1m set-back. Elsewhere 0.5m - 1.5m setback. • Low planting. No walls or fences except for bin/ bike stores if required.	• Low-scale continuous frontage	• Mews terraces along car-free play streets. • Terraced or broken terrace houses elsewhere.
16. Quiet route in local centre frontage	• High density of building line: 80 - 90% built form. • Small set-backs: 0.5m - 1.5m. • Low planting or low walls.	• Strongly defined frontage but lower in scale and prominence than Latton Avenue and high street frontage through local centre.	• Apartments inc mixed use.

Building heights

Heights strategy

The overall heights strategy is based on the Strategic Masterplan Framework heights strategy with refinements to suit relationships with context and placemaking.

Local landmarks

While general building height ranges span large areas depending on proximity to the ridgeline or other site and placemaking factors, it will be important to include variety in building heights and roof forms within these areas to avoid monotonous streetscapes and skylines. The requirements opposite indicate where moments of height should be used as landmarks at key nodes or along vistas. These height markers will avoid the development appearing as a solid mass of built form, by expressing key moments or landmarks in long distance views of Latton Priory, as is typical for hillside settlements.

Street enclosure

Whilst all streets will need to have a residential scale, the ratio of building height to street width will have a significant impact on the character of the street. Taller buildings and narrower street widths give a greater sense of enclosure. Given limited building heights at Latton Priory, and minimum street widths as defined in the street design section, there will need to be careful consideration of how to give enough of a sense of enclosure for vibrancy, activity and character.

Taller building element at key corner at Charlton, Greenwich by Peter Barber Architects.

Extra floor to provide height landmark at Abode, Newhall, Harlow by Proctor and Matthews Architects.

Building height requirements

5.34 The overall heights strategy **should** be generally in line with the diagram opposite. Where there are deviations, these **must** be justified in technical or placemaking terms.

5.35 Building heights **must** be tested for visual impact on key points in the surrounding areas alongside proposed ground levels that minimise the need to alter existing topography.

5.36 Local landmarks of taller buildings or building elements **should** be provided at the points noted below and the articulation of these should be tested through street view perspectives and longer perspectives from Harlow. Where possible these **should** be coordinated with key frontages and groupings. See section 06: Identity. For example:

- Around neighbourhood nodes and green nodes.
- At key site gateways and local centre gateways.
- At intersections between north-south fingers, and the greenway or Latton Avenue.
- At intersections between the greenway and Latton Avenue and at regular points along greenway and Latton Avenue.
- Either side of key vistas, including north-south green fingers and strategic views.

5.37 Sense of enclosure of streets **must** correspond to street type as shown in the table on the left. Where this cannot be achieved due to limitations on building heights, a sense of enclosure **should** be incorporated by other means such as tree planting or house typologies with terraces for an increased sense of overlooking.

5.38 Building heights **must** consider the micro-climate of the street and public spaces, including wind modelling and sunlight analysis.

5.39 Building heights **must** consider daylight and sunlight to private amenity, habitable rooms and other internal spaces that require natural light.

5.40 Floor-to-ceiling heights at ground level **must** be at least 2.6m throughout and 3m in the local centre, or higher where required for non-residential uses.

Building heights

Site-wide building heights strategy

- Distinctive local assets/ features
- HGGT Design Guide strategic views and other long views and vistas
- Sustainable transport corridor
- Key site connection route
- Quiet active travel route, low car movement
- Key green connection
- Neighbourhood node
- Gateway
- Car-free play street

Existing context building heights

- Up to 2 storeys
- Development with some 3-4 storey blocks

Proposed building heights (local landmarks/ taller elements not shown)

- Up to 2 storeys (up to 9.5m)
- 2 - 2.5 storeys or 3-storey apartments with flat roof (up to 10.5m)
- 2.5 - 3 storeys (up to 11m)
- 3 storeys (up to 12.5m)
- 3 storeys with prominent/ taller roof form

N.B. Roof forms may exceed these heights where required for placemaking and this does not adversely impact strategic views.
Proposed gypsy and traveller site location to be agreed

Wayfinding and sense of place

Key strategies for a distinctive identity

- Draw on the best of key features and characteristics of Harlow New Town and Epping, as well as responses to the landscape context of development clusters within the new neighbourhood.
- Incorporate variety, vibrancy and wayfinding into streets and open spaces, punctuated by moments of joy expressed through architecture, art, and landscape design treatments.

This section describes the strategic approach to key building frontages across the site. These frontages should be identified in any proposals and their design should contribute to a positive character that draws on successful aspects of the context. Local references should be interpreted in imaginative ways to create a contemporary, high-quality response and avoid pastiche or generic architecture.

Key frontages

The diagram opposite highlights where key frontages should be located in relation to the open space and movement network. The aim of giving particular emphasis to these frontages is to:

- help identify key routes and spaces and reinforce the hierarchy.
- provide quality, character and interest to key public spaces.
- add uplifting moments and variety to the townscape.
- provide coherence of built form around key pubic spaces
- provide well-defined framing and enclosure to key spaces and maximise natural surveillance and perceived overlooking to encourage its use and vibrancy.
- aid wayfinding by providing memorable landmarks that can be identified from along key vistas.
- guide movement along key routes.

The identity and sense of place developed by the masterplan must be reinforced through clear wayfinding and legibility. This should draw on the best of the context to ensure that the new place is memorable and locally distinctive. Detailed design codes must demonstrate how building identity, including elevations and materials, responds to character areas, landscape and public realm context.

See also:

Context

Nature

Public Spaces – Public space typologies

Built Form – Frontages

EFDC Local Plan Policy SP2, SP3 and DM9

HGGT Vision and Design Guide

Harlow Design Guide SPD

Harlow Town Centre Framework SPD

Harlow and Epping Conservation Area character appraisals

Marker house proposed at Wilkinsons Brook, Tyrellstown, Ireland by Proctor and Matthews Architects.

Grouping of buildings around a junction at Knights Park, Eddington, Cambridge by Pollard Thomas Edwards Architects.

Example of landmark frontage to key open space, Southwold, by Ash Sakula Architects.

Distinctive frontage requirements

6.1 The primary movement network **must** be articulated with special emphasis on frontages and buildings relating to gateways, vistas and key routes in line with the strategy diagram, shown opposite.

6.2 A secondary wayfinding strategy **must** be established with marker buildings at key points along quiet active travel routes, as shown. There **should** be a consistent approach to building features to identify these markers.

6.3 Neighbourhood nodes and key community spaces **must** be framed by a group of buildings that have a legible and distinctive identity. Grouped buildings do not have to be the same style but **should** have connecting or common features to provide coherence.

6.4 Connecting features do not have to be used in the same way on all the buildings in the group, but **must** clearly relate to each other. Simplified connecting features **could** be used on buildings outside the groupings to express rhythm and continuity.

6.5 Connecting or common features **must** be integral to the design of the building. Connected or common features **could** include: upper floor projections; coherent roof forms that work as a set; distinctive geometric compositions of built form; projecting corner windows; characterful combinations of materials.

6.6 Key open spaces or views **must** be framed by special frontages that contribute to the quality and character of the space as well as the perception of overlooking and activity.

6.7 Successful and distinctive precedents in the context **should** be used to inform the composition of groupings and the design of key buildings and frontages. Examples of relevant references are provided on the following pages.

Site-wide groupings and wayfinding strategy

Wayfinding and groupings

- Sustainable transport corridor
- Key site connection route
- Quiet active travel route, low car movement
- Key green connection
- Neighbourhood node
- Gateway
- Primary gateway, vista and route markers
- Quiet route markers
- Groupings around nodes inc. community plaza
- Landmark frontage to key open space or view

Harlow context

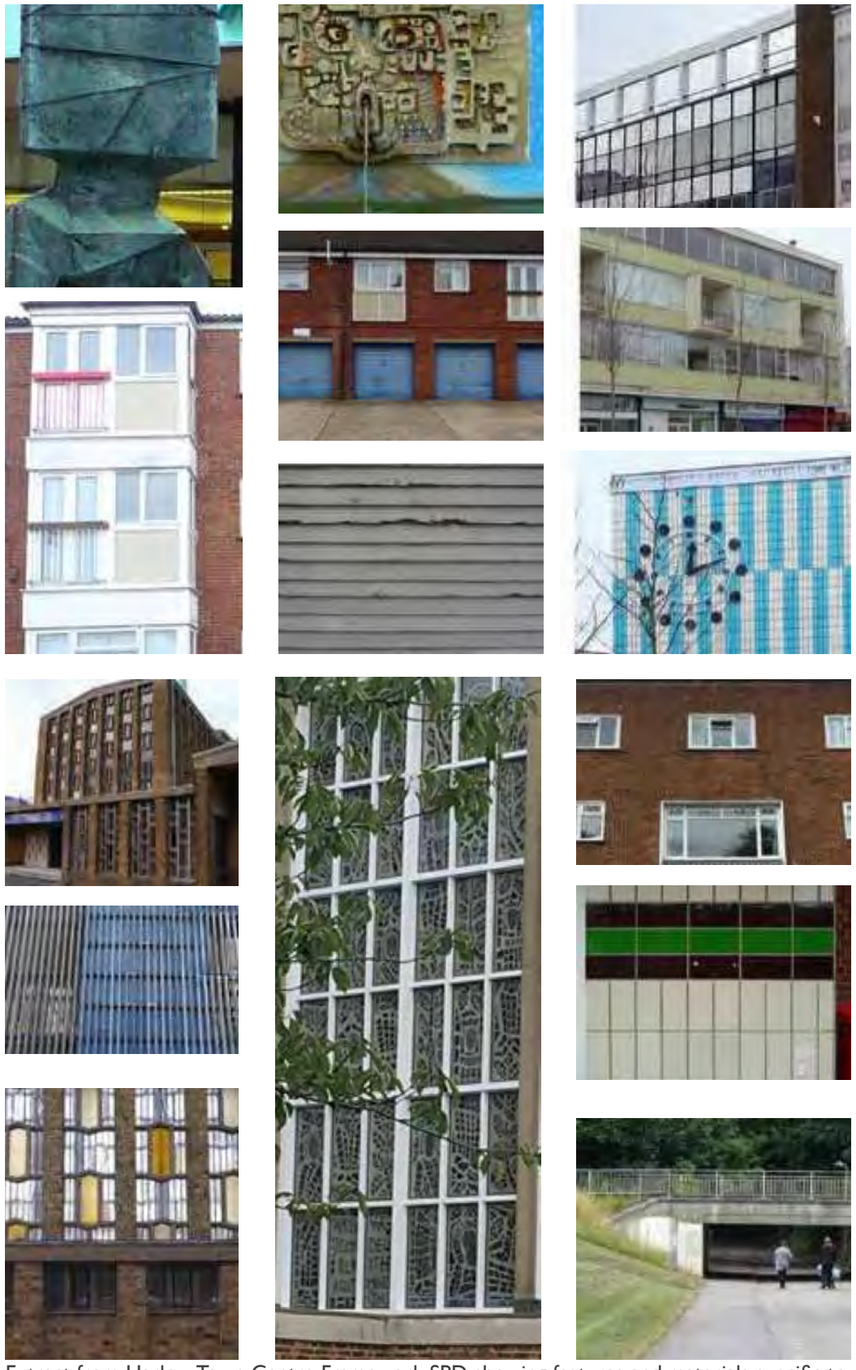
From Gibberd's masterplan through to contemporary developments, Harlow has a rich heritage of progressive architecture and urban planning that should help inform the identity of the new community at Latton Priory. The distinctive aspects of the new town are described in the following documents, which should be referred to for character appraisals to inform future development:

- Harlow Design Guide SPD
- Harlow Town Centre Masterplan Framework SPD
- Harlow and Gilston Garden Town Design Guide

Particular aspects of the prevailing New Town character that could inform identity, include building arrangements around hatches and other open spaces, consistent building lines and open fronts to houses.

There is also scope for drawing on the character of Harlow's historic conservation areas, particularly historic groupings along high-streets and around open spaces.

Modernist and historic articulation, motifs, forms and palettes could also be interpreted in a contemporary way to inform a distinctive identity that strongly relates to the context.



Extract from Harlow Town Centre Framework SPD showing features and materials specific to Harlow Town Centre.

Views and landmark / corner buildings

Source of images: Museum of Harlow

View into High Street (east)

Extract from Old Harlow Conservation Area character appraisal showing landmark building grouping around key gateway to the high street.

Innovative housing, Abode Newhall, Harlow by Proctor and Matthews Architects.

Epping context

Epping high street provides references both in composition of buildings and more detailed aspects of built form. The origins of Epping as a medieval market town has resulted in a distinctive pattern of built form along the high street with variety and hierarchy that relates to building function and the public realm.

The three towers – the Civic Offices, St John's Church and the water tower – punctuate the townscape and provide focal points from open spaces and gateways to the high street. Hierarchy of built form is also seen in the historic civic or social buildings, such as the old inns, being 2.5-3 storeys with cart door entrances to the side. Historic residential and ancillary buildings are lower in scale with more modest facades and a strong horizontal emphasis.

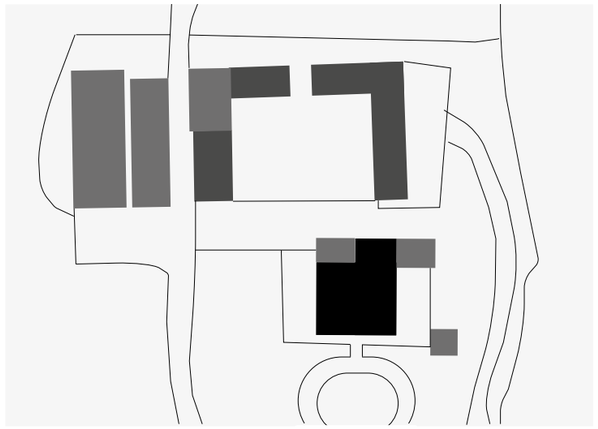
The setting back of buildings at points along the high street adds to the varied character and creates a sequence of spaces for civic life such as the weekly market or seating.

The historic farmsteads that are common across the district could be referenced for character arising through composition and grouping of built form and the spaces created.

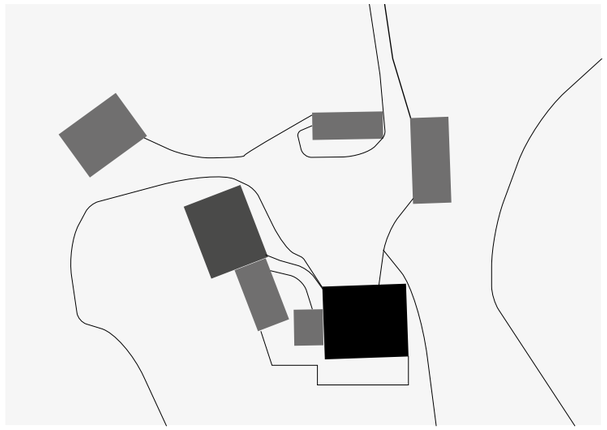
Shown here are some typical examples of farmstead groupings in the district as well as the farmstead at Latton Priory. Whilst they may vary between L-shaped or E-shaped, they are all configured around a central space. The position of buildings, as well as their geometric forms, contributes to the overall character and coherence of the groupings.

Variety and quality along Epping High Street, highlighting focal points and enhancing the visual experience.

Focal point frontages around Church Hill open space at the gateway to Epping High Street.



E-shaped farmstead configuration at Torrells Hall, Willingale, Ongar



L-shaped configuration at Stonards Farm, Stonards Hill, Epping

Pastoral influences, The Avenue, Saffron Walden. by Pollard Thomas Edwards Architects

Energy use

Key strategies for environmental design

- Implement opportunities for energy efficiency at every scale – from site layout through to building elevations – with a target of net-zero operational and embodied carbon.
- Minimise embodied carbon and optimise passive design measures.
- Be resilient to rising fuel costs and the effects of climate change, including more extreme temperatures, increased rainfall and intense weather events.

Climate mitigation

Epping Forest District Council declared a climate emergency in 2019 and made a commitment to '*do everything within its power to become a carbon neutral district by 2030*'. Sustainability standards at Latton Priory must reflect this commitment. Key aspects of sustainable design are woven throughout this design code, including extensive green and blue infrastructure, ecology and biodiversity, compact walkable neighbourhoods and passive design and orientation of built form.

At a strategic level, resources must be minimised through the efficient use of infrastructure in line with the principles of compact walkable neighbourhoods and working with the existing topography as far as possible will avoid unnecessary excavation and transportation.

Energy in use must be minimised through the energy hierarchy and a 'fabric first' approach, prioritising passive design measures. This will be reflected in the orientation and form-factor of built form and dual-aspect, highly-insulated homes and buildings.

Climate resilience

Alongside minimising impact on the environment, buildings and open space will need to be designed so that the new neighbourhood can thrive in a changing climate, including hotter summers, colder winters, increased rainfall, droughts, extreme weather events and poorer air quality.

Minimising hard surfaces/ highways and maximising green and blue infrastructure will help to reduce the urban heat island effect and reduce susceptibility to flooding. A move towards smaller private gardens and more significant public open space with robust stewardship measures will help to ensure these benefits are maintained in the longer term.

The street hierarchy should include car-free streets that are narrower to provide a level of enclosure for shaded active travel routes. Alongside external shading and trees to south-facing frontages this can also help to maintain comfortable internal temperatures.

Distinctive passive design, Goldsmith Street, Norwich by Mikhail Riches.

Seating and tree planting for shade.

See also:

- Nature
- Movement – Active travel network
- Public spaces
- Built form – Passive design
- EFDC Local Plan Policy SP2, SP3 and DM9
- HGGT Sustainability Guidance and checklist
- Essex Design Guide: Walkable Neighbourhoods
- LETI Climate Emergency Design Guide

Environmental design requirements

7.1 Sustainability **must** be embedded at the earliest stage. A sustainability consultant **must** be part of the project team from the masterplan stage.

7.2 Development proposals **must** be accompanied by the HGGT Sustainability Guidance checklist and supporting information. Proposals **should** meet the highest level of sustainability on the checklist to target net-zero carbon and waste by 2030. Deviations **must** have technical justification or evidence of an alternative approach meeting the aims of the development.

7.3 Proposals **should** include plans showing how extents of hard infrastructure have been minimised and extents of green infrastructure (not including private gardens) has been maximised.

7.4 Proposals **must** be shown to work with existing topography as far as possible.

7.5 Passive design measures **must** be a key driver in the site layout and built form design.

7.6 Plans **must** identify how energy sources will be sensitively integrated into the layout and buildings.

7.7 The energy strategy **must not** include fossil fuel use. On-site renewable energy sources **must** be prioritised and opportunities for utilising waste heat across different uses should be explored.

7.8 The public realm **must** be designed to provide seating, shade and shelter along active travel routes and in open spaces.

7.9 Energy efficiency in building construction must be explored, for example through modern methods of construction. This should be investigated at early stages to ensure that building design makes best use of innovative construction technologies.

7.10 Roof forms **must** be designed to consider optimum solar orientation for photovoltaic panels (PVs). PVs on sloping roofs **must** be carefully designed, particularly due to longer views from Harlow, with PV panels mounted flush with the roof finish.

7.11 Proposals **must** allow for best-practice insulation standards and associated wall thicknesses in line with Passivhaus principles.

Adaptability and futurproofing

Key strategies for adaptability and future-proofing

- Accommodate future needs and lifestyles. New buildings will be flexible and adaptable, including the capacity to incorporate future innovations in energy conservation and technology.
- Encourage a long-term, active community through a mix of housing typologies and tenures and adaptable, accessible homes.
- Allow for future developments in travel modes, including reduced parking, EV charging and shared modes such as pick up and drop off points.

Adaptable and future-proofed

In order to meet the needs of people and the environment now and in the longer term, development must be planned to accommodate changes in lifestyle, technology, the climate and social and economic changes.

Where possible, the adaptability of spaces should be considered to serve different uses at different times. For example, open space that provides parking during weekdays could be used as a market square at weekends. Similarly, community hubs may be used for flexible workspace during the day and cultural events in the evenings.

Multi-functionality will also support social sustainability and vibrancy through encouraging different user groups to share space and resources. The opportunities are particularly strong around school and Extra-Care facilities and space being shared with other social and community groups.

Key adaptability requirements:

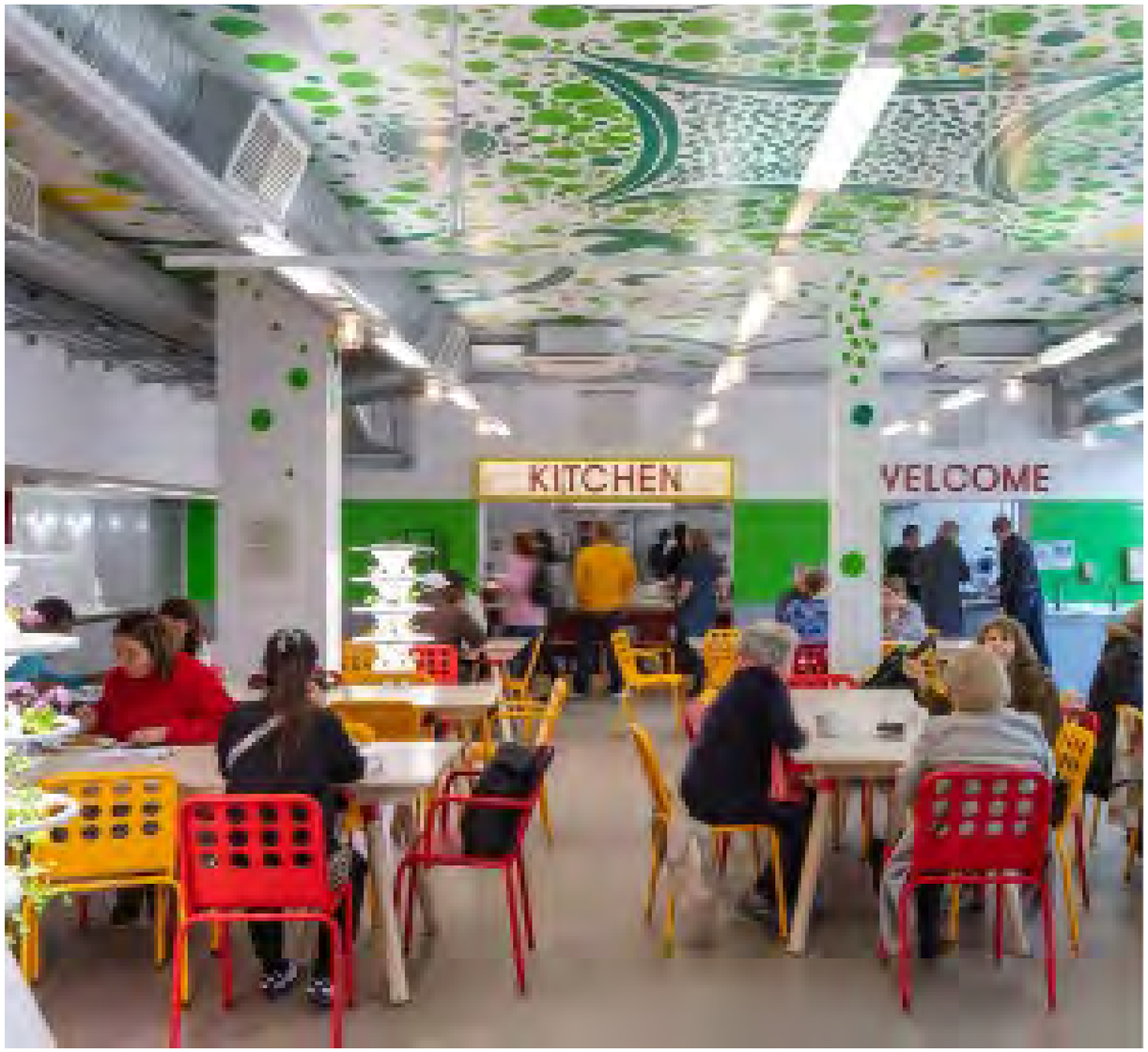
7.12 Proposals must consider future car parking trends i.e. reduced overall demand and increased shared car usage. Most car parking must be shared on-street or in car barns rather than within private curtilages. Potential future uses for those spaces should be illustrated in any proposals.

7.13 Homes should be designed to adapt to changes in accessibility requirements, family structures and lifestyle changes, such as increased home working. A range of innovative and adaptable housing should allow people to stay in the community through their life.

7.14 Buildings should be designed to adapt to changing uses, particularly in the local centre and around key nodes. This will include higher ground floor ceiling heights and internal layout flexibility.

7.15 Buildings and the public realm should be adaptable to accommodate new technology including transport, sustainability and waste / recycling services. This should not have a negative impact on the public realm.

7.16 Social and community buildings and spaces should maximise opportunities for shared and multi-functional use.

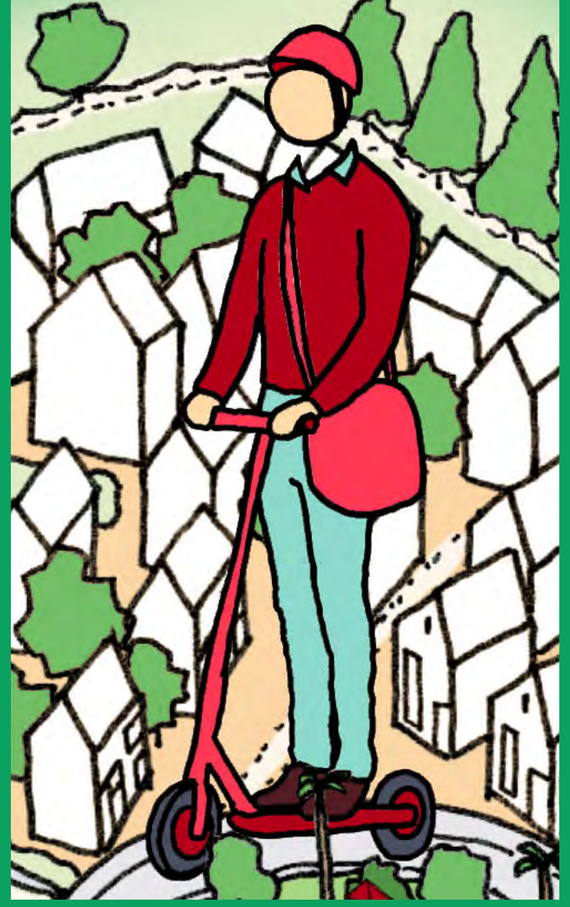


Flexible community hub, Hammersmith and Fulham by RCKA.

APPENDICES:

Appendix A:
Latton Priory Strategic Masterplan Framework,
June 2023 by Broadway Malyan
Extract: Mandatory Spatial Principles.

Appendix B:
Glossary of terms



Mandatory Spatial Principles

06

LATTON PRIORY

HARLOW & GILSTON
GARDEN TOWN

MANDATORY SPATIAL PRINCIPLES

Introduction

This section presents the spatial elements of the masterplan framework which are shown by Mandatory Spatial Principles.

The Mandatory Spatial Principles on the following pages set out key principles covering:

- Land Use and Spatial Organisation
- Landscape Character
- Green/Blue Infrastructure and Strategic Views
- Access and Movement

These principles will need to be incorporated, or any alternative approach explained, in any future proposals for the neighbourhood

These mandatory principles establish the spatial concept and disposition of uses.

Future planning applications will be accompanied by detailed assessment and technical work to set the parameters of the proposed development in line with these principles.

MANDATORY SPATIAL PRINCIPLES
LAND USE AND SPATIAL ORGANISATION

Mandatory Spatial Principles: Land Use and Spatial Organisation

1. **Location and Arrangement of the Local Centre** - will be positioned in the heart of the neighbourhood with primary access from the East-West Green Corridor and Latton Avenue and with frontage onto Latton Park to the east. The local centre will provide a mix of residential and non-residential uses including retail, community uses and employment. Non-residential uses (retail, food / drink, adjacent education and community uses, which help animate the public realm) will be located at ground floor around the Plaza and Latton Avenue.
2. **Location and Arrangement of the Plaza** - will be positioned on the eastern edge of the local centre, predominantly to the south of Latton Avenue and facing onto Latton Park. The Plaza will be designed to a suitable size to support the quantum of non-residential uses intended with retail, food/drink, adjacent education and community uses activating and fronting onto this space. The mobility hub will be within the Plaza.
3. **Nodes** - nodes to provide public space should be located at central locations to residential areas for equal access from homes within the development. A minimum of two nodes to coincide with mini-mobility hubs (see Mandatory Principles for Access and Movement) should be provided to the east and west of the local centre. Further nodes and gateways will be provided with number/ locations fixed through design coding work.
4. **Location of Latton Priory Primary School** - The site for the primary school will be circa 2.1ha. The primary school will be a central component of the neighbourhood and will have frontage onto the proposed East-West Green Corridor to promote sustainable travel. It will have a car-free frontage / dwell space for parents. The primary school will be adjacent to the secondary school to facilitate a through-school if required.
5. **Location of Latton Priory Secondary School** - The site for the secondary school will be circa 10ha. The secondary school will be a central component of the neighbourhood and have frontage onto the East-West Green Corridor to facilitate sustainable travel. The frontage will face onto the Plaza, activating it and using it as dwell space. It will have frontage onto and be visible from Latton Park. It will be adjacent to the primary school to facilitate an all-through school if required. School pitches will be located within the no-build zone south of the school and will be designed in accordance with Sport England standards.
6. **Location of Gypsy and Traveller Site** - will be positioned to allow for good access to the road network. The site will allow for 5 pitches in line with policy, with the final configuration to be determined upon consultation. It will not be positioned near the existing gypsy and traveller site in Fern Hill Lane. Three potential sites are shown opposite but only one site will be provided.
7. **Build-to Line** - This follows the ridgeline in the site. Land to the south will be retained for public open space, landscape or other appropriate open uses including recreational uses and the school playing pitches.
8. **Formal Open Space** - Community cricket pitch and/or football pitches will be located south of the 'build to' line as part of the new Rye Hill Park and will be designed in accordance with Sport England standards.
9. **Other Open Space (parks and gardens, amenity, natural/ semi-natural greenspace, play space, productive landscape, green fingers)** - see Mandatory Principles for Landscape, Green/Blue Infrastructure and Strategic Views.
10. **SANG (Suitable Alternative Natural Greenspace)** - see Mandatory Principles for Landscape, Green/Blue Infrastructure and Strategic Views.
11. **East-West Green Corridor** - see Mandatory Principles for Landscape, Green/Blue Infrastructure and Strategic Views and Mandatory Principles for Access and Movement.


Key
1 Mixed Use Local Centre
2 Plaza/Community Square
3 Indicative Location of Nodes
4 Primary School
5 Secondary School
6 Potential Location for G&T Site
7 Build-to Line
8 Formal Open Space
9 Other Open Space
10 SANG
11 East-West Green Corridor
Residential Areas
Indicative Latton Avenue Alignment
N
NTS

MANDATORY SPATIAL PRINCIPLES
LANDSCAPE CHARACTER

Mandatory Spatial Principles: Landscape Character Areas and Landscape Interfaces

1. Landscape Character Areas

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

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

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

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

2. Landscape Interfaces

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

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

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

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

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

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


Key
1A The Southern Plateau
1B Wetland Landscape
1C Eastern Woodlands
1D Central Green Wedge & Greenways
2A Rye Hill Road interface
2B Wetlands interface
2C Ancient Woodland interface
2D Southern Plateau interface
2E Woodlands interface
2F Parkland interface

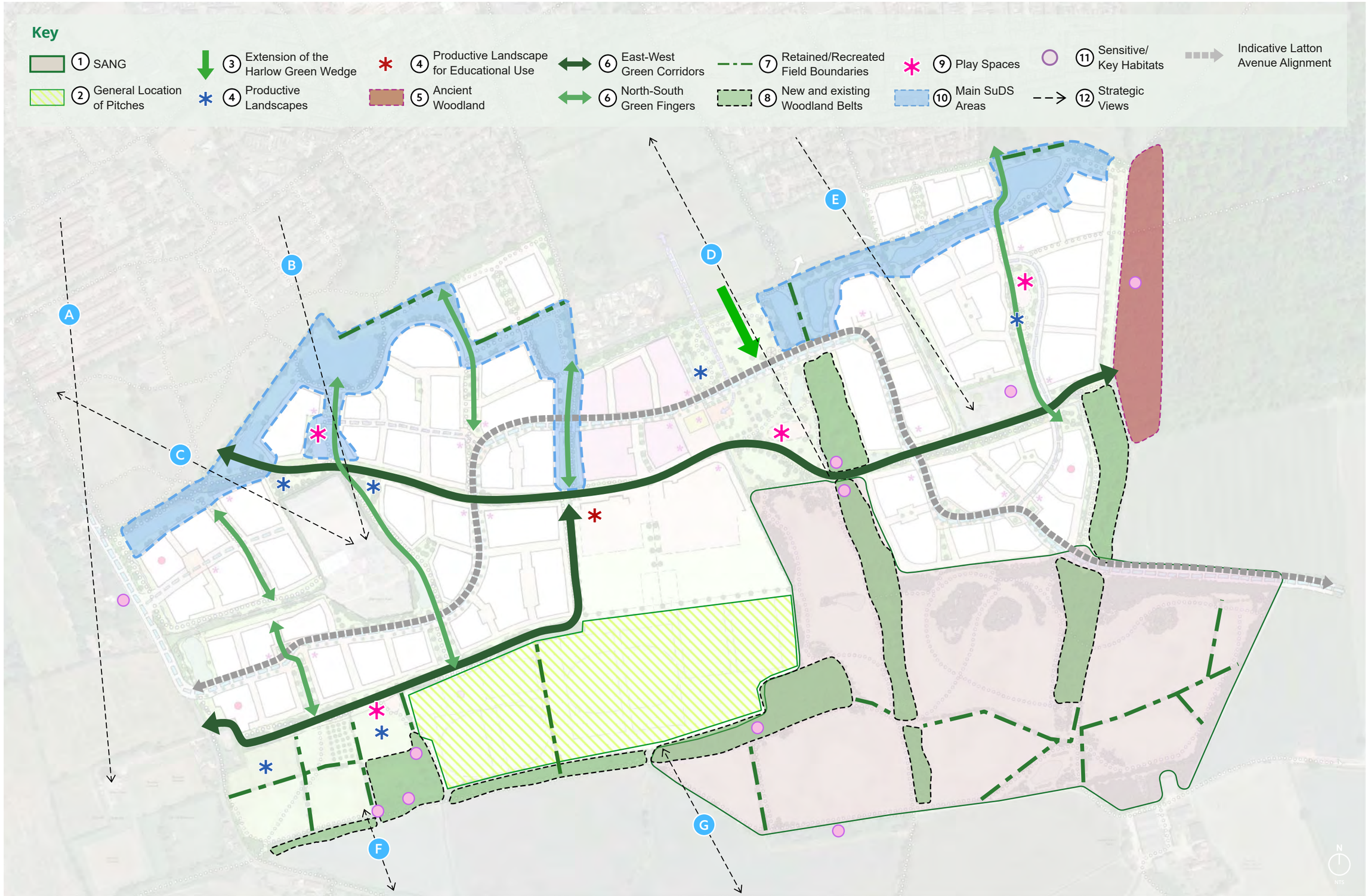
MANDATORY SPATIAL PRINCIPLES
GREEN/BLUE INFRASTRUCTURE AND STRATEGIC VIEWS

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

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

    A. Town Centre to Water Tower
    B. Town Centre to Poplars
    C. Between Water Lane and Poplars
    D. Between Town Centre and Green Wedge Extension
    E. Town Centre to Woodland Backdrop
    F. Between Southern Site Boundary & Epping Countryside
    G. Between Southern Site Boundary & Epping Countryside

8. **Sensitive Lighting Design** - development fringes, interfaces with natural habits (new and existing) and all ecological corridors will consider sensitive lighting design to preserve dark corridors, character and visual impact.


Key
1 SANG
2 General Location of Pitches
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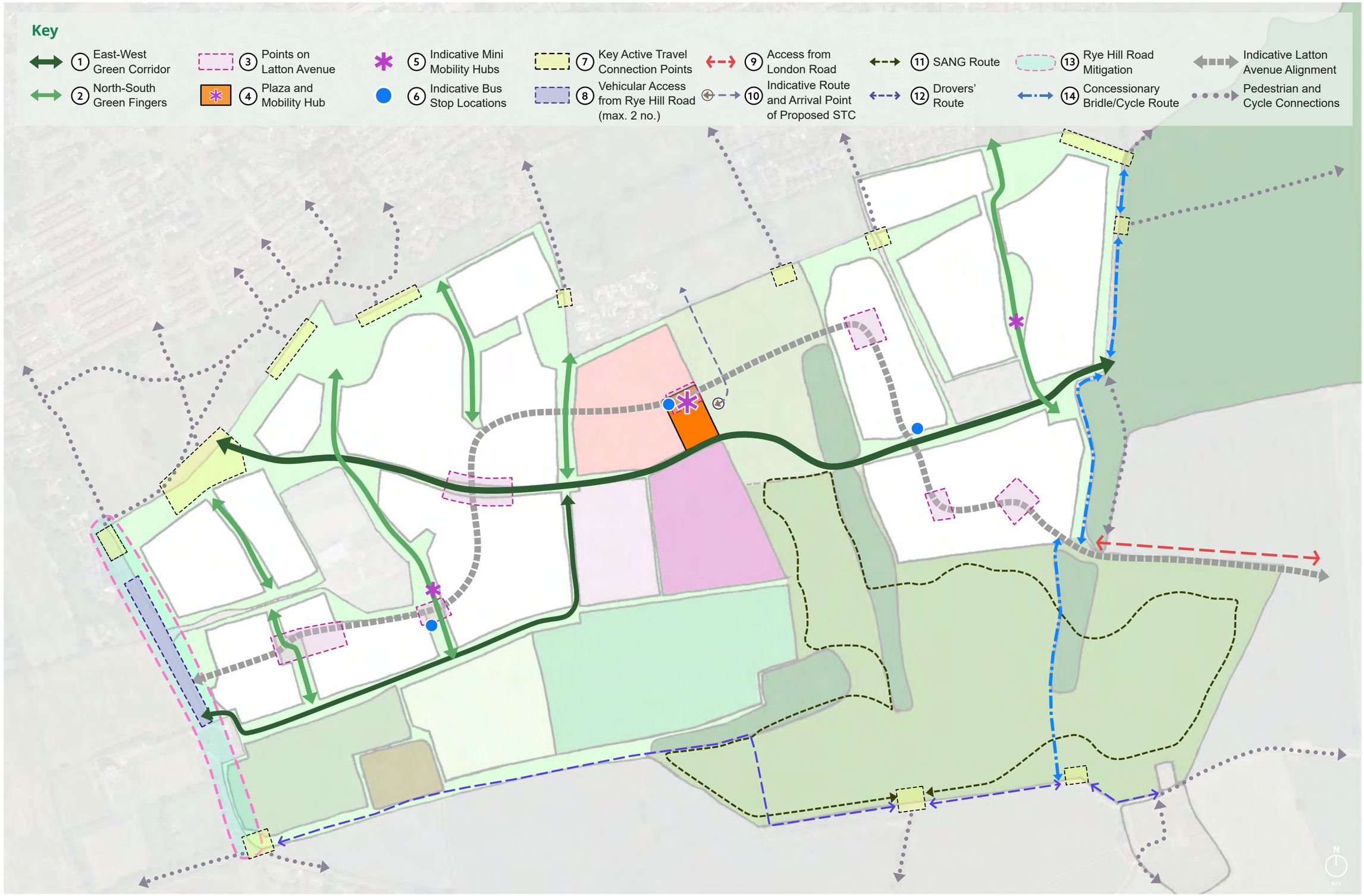
MANDATORY SPATIAL PRINCIPLES
ACCESS AND MOVEMENT

Mandatory Spatial Principles: Access and Movement

1. **East-West Green Corridor (Super Greenway)** - will be the primary east-west sustainable movement corridor across the neighbourhood. It will accommodate pedestrians and cyclists as well as any micro-mobility vehicles. The route will be established across the neighbourhood from the existing recreation ground to the north west to the local centre and on to Mark Bushes in the east. The corridor will facilitate sustainable travel across the site, particularly to the Local Centre and Plaza which will include the Mobility Hub.
2. **North-South Green Fingers** - will be the primary north-south sustainable corridors across the neighbourhood. They will accommodate cycle and pedestrian movement and facilitate connections with surrounding existing routes north and south of the site.
3. **Latton Avenue** - Latton Avenue will accommodate vehicles, pedestrians, cyclists and micro-mobility vehicles. It will be designed to discourage the use of private vehicles by making the route for such vehicles less direct than for sustainable modes. It will have a speed limit of 20mph and be designed accordingly. Priority will be given to active and sustainable modes at junctions. It will be designed to include green verges and street trees. Latton Avenue will pass through the local centre and the points shown on the adjacent plan.
4. **Plaza/Community Square and Mobility Hub** - will be located in the Local Centre in the area to the west of Latton Park. The Plaza will act as a dwell space for the secondary school and will also contain the Mobility Hub and more functional transport requirements on the north side. The Mobility Hub will act as an interchange between public transport and a range of sustainable transport options, as well as providing further related facilities.
5. **Mini Mobility Hubs** - will support the main Mobility Hub in encouraging sustainable travel, facilitating the movement of residents living further away from the Local Centre via bicycles and other micro-mobility vehicles. One will be located on the west side of the neighbourhood within the green finger to the north of Latton Avenue. Another will be located on the east side of the neighbourhood within the green space.
6. **Potential Bus Stop Locations** - All homes should be within circa 800m (or a 10 minute walk) of a Mobility Hub or the Sustainable Transport Corridor, and within circa 400m (or a 5 minute walk) of a local bus stop.
7. **Key Active Travel Connection Point**s - Pedestrian and/or cycle routes within the neighbourhood will connect with these access points into/out of the neighbourhood to link with existing active travel routes in the surrounding areas.
8. **Vehicular Access from Rye Hill Road** - There will be up to a maximum of two vehicular access junctions into the neighbourhood from Rye Hill Road. These will also provide cycle and pedestrian access.
9. **Access from London Road** - Latton Avenue will connect with B1393/London Road at an appropriate stage and location to be determined. Priority will be given to sustainable modes of transport at this junction.
10. **STC** - The primary function of the STC network is to provide direct sustainable travel connectivity between key destinations, primarily Harlow Town Centre. The series of strategic public travel routes will provide high quality public transport and active travel options that will connect existing and new communities and provide the standard for exemplary sustainable travel as one element to achieve the mode share objective. The proposed STC is intended (where practicable) to be designed along its full length to give appropriate priority to active and sustainable modes over the private car (with associated journey time advantages in respect of public transport) to ensure frequent, fast and reliable services.

    The STC is proposed to connect from the Local Centre to the north of the site through to Commonside Road and into Harlow Town Centre, with a terminus at the Mobility Hub in the Local Centre. The STC is proposed to accommodate dedicated facilities for walking and cycling and public transport, and will be designed to the STC Placeshaping Principles (where practicable).
11. **SANG Route(s)** - A choice of shorter and longer recreational circular routes will be provided around the SANG to cater for dog walkers and also to support other walkers. These will vary from 2.3km-3km in length. Paths must be easily used and well maintained and if surfacing is to be provided in order to support greater accessibility this should be done in a sensitive way so as to avoid the site becoming too urban in feel within the SANG.
12. **Drover's Route** - will be a recreational pedestrian, cycle and bridle route.
13. **Rye Hill Road Mitigation** - Appropriate mitigation will be provided on Rye Hill Road as determined by the detailed transport assessment.
14. **Concessionary Bridle/Cycle Route** - A concessionary bridle/cycle route to west of Mark Bushes connects to the reinstated drovers' route and existing bridleway at its southern end, further enhancing local cycle and bridle connections.


Key
1 East-West Green Corridor
2 North-South Green Fingers
3 Points on Latton Avenue
4 Plaza and Mobility Hub
5 Indicative Mini Mobility Hubs
6 Indicative Bus Stop Locations
7 Key Active Travel Connection Points
8 Vehicular Access from Rye Hill Road (max. 2 no.)
9 Access from London Road
10 Indicative Route and Arrival Point of Proposed STC
11 SANG Route
12 Drovers' Route
13 Rye Hill Road Mitigation
14 Concessionary Bridle/Cycle Route
Indicative Latton Avenue Alignment
Pedestrian and Cycle Connections
N
NTS

Glossary of terms

Active travel

Sustainable transport that involves activity, which is often free or low-cost and has associated health and wellbeing benefits. This includes walking, cycling and scooting.

Adaptability

The capability of a place, structure or system to adapt to changing conditions. These include social, economic and technological changes as well as climatic changes such as rising temperatures and more extreme weather events.

Adoption (of streets and spaces)

Where an authority, such as the local authority or highway authority adopts and maintains a public area that is essential to the functioning and appearance of development.

Biodiversity

The variety of plant and animal life in the world or in a particular habitat, a high level of which is usually considered to be important and desirable

Block structure

The shape of development between streets and spaces. Perimeter blocks are a common type of block structure that provide good frontage and overlooking/ activity to streets and spaces, as well as a clear distinction between public fronts and private backs.

Blue infrastructure

Infrastructure provision relating to water. This includes natural features such as rivers, streams and ponds and semi-natural features such as sustainable drainage systems and bio-swales.

Building line

A building line represents the alignment of the front face of the buildings in relation to a street or other public space. The nature of this line and its position in relation to the street contribute to the character and identity of a place. It may be straight or irregular, continuous or broken. A consistent approach to building line in an area type or street type helps to give it a coherent identity. (NMDC definition)

Bus Rapid Transit

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

Design code

A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area.

Doorstep play

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

Car Barn

A structure that provides covered, semi-outdoor parking spaces for vehicles, typically cars, vans or motorcycles. Car bans can help to reduce the number of car along streets and provides flexibility for changing use should car ownership fall in the future.

Climate emergency

Recognition that humanity is in a climate crisis and that organisations with decision making power have a responsibility to mitigate climate change and employ measures to slow down human-caused global warming. Epping Forest District Council declared a climate emergency in 2019 and committed to do everything within its power to become a carbon neutral District by 2030.

Community asset

Buildings, structures, spaces and land constructed or delivered as a result of the development which do not form part of residential properties, and which serve the community in some way. These ‘assets’ may or may not generate income.

Community engagement

A process by which the community is invited, encouraged and enabled to ensure their views are expressed and taken into account.

Glossary of terms

Density

A measure of the number of homes or the number of habitable rooms per hectare f development area.

Dual-aspect

Homes that have opening windows on two different sides, to promote good internal conditions, including sunlight at different times of day and the ability to use cross-ventilation to naturally ventilate and cool the home.

Endorsement

Where a document, such as a design code, provides further detail to policies in a Local Plan, it can be formally endorsed by Councillors. The document can then be regarded as a material consideration in future planning decisions but are not part of a development plan.

Form factor

Is the proportion of floor area to external wall area and can have a significant impact on energy efficiency. Urban building forms such as terraces and apartments minimise heat loss with a low form factor (NMDC definition).

Framework masterplan

The framework masterplan is diagrammatic and illustrates the site-wide strategies and principles of the design code. It illustrates how the design code requirements can be delivered whilst allowing flexibility for innovation and creativity in detailed design proposals.

Frontages

The side of a building fronting on to a public street or open space. A building can have more than one frontage, e.g on a corner plot. The character of frontages are determined by how they look, their relationship with the street or open space and how they are used. E.g. an active frontage is one with well-used entrances and visible activity.

Futureproofing

Design that incorporates innovative and cutting-edge technology, as well as design that anticipates future needs through flexibility and adaptability.

Green fingers

Green spaces that are smaller and narrower than the Greenway or Green Wedges, which provide wildlife habitats, sustainable drainage and local play spaces close to homes.

Green infrastructure

A network of high quality and multifunctional greenspaces, including but not limited to environmental features such as parks, public open spaces, playing fields, sports pitches, woodlands, and allotments, which are capable of delivering a wide range of environmental and quality of life benefits for local communities.

Greenway

High quality cycling and walking route connecting key destinations, including to the Sustainable Transport Corridors and the Green Wedge network. Provides safe, attractive and enjoyable transport choices which are accessible to all ages and abilities.

Green wedge

A series of open and predominantly green spaces, kept free from inappropriate development, which run through Harlow, intended to allow residents to easily access the wider countryside.

Harlow and Gilston Garden Town (HGGT)

The whole of the existing town of Harlow and the proposed new communities to be development on land allocated for that purpose in the Garden Town partners Local Plans. These comprise the Gilston Area to the north of Harlow, land to the East Of Harlow, Latton Priory to the south of Harlow and Water Lane to the west of Harlow.

Illustrative masterplan

The masterplan drawing in the Strategic masterplan framework document that is used to illustrate some of the design principles described. This masterplan is not fixed or approved as detailed elements such as block sizes and geometry will be developed as the scheme progresses.

Infrastructure

The structures, systems and facilities required to ensure that the development can function and achieve the aims of the planning policy and the Garden Town vision. This includes highways, social and community facilities, power and utilities and green infrastructure.

Glossary of terms

Mandatory spatial principles

A series of drawings and written principles in the endorsed Strategic Masterplan Framework that set out key deliverables in future development applications, such as strategic land uses, key movement routes, landscape character and number and approximate location of access points. The strategic design code builds on these mandatory spatial principles.

Modal shift/ modal choice

Supporting and encouraging active and sustainable travel options by providing high quality bus, walking and cycling infrastructure that is safe, accessible, attractive and convenient.

National model design code (NMDC)

A national guidance document published by the Department for Levelling Up, Housing and Communities (DLUHC) in July 2021. Part 1 gives guidance for the coding process and Part 2 provides guidance on content for different types of code based on the National Design Guide characteristics of a well-designed place.

Nature recovery

The process of restoring natural landscapes and nature-rich spaces to help tackle the climate crisis and improve biodiversity and human health.

Net-zero/ zero carbon

Causing or resulting in no net loss of carbon dioxide into the atmosphere. A zero-carbon building is one with zero net energy consumption or zero net carbon emissions on an annual basis.

Nodes

A space at the intersection of key movement routes that can be used for activities such as meeting, play or recreation.

Passive solar design

The design of a building, including orientation, roof shape, window design and shading devices, to maximise the warming capacity of the sun in winter whilst minimising heat loss in winter and preventing overheating in summer. This maximises natural lighting, thermal comfort and efficiency of Photovoltaic technology whilst reducing the operational energy needs of a building.

Placemaking

The process of design and planning and delivering places that are of high quality, that achieve the aims of the development and that maximise the opportunities of the site to enhance the way the place is experienced.

Play-on-the-way

Play and activity along key active travel routes to encourage enjoyment of the public realm and play and activity as a part of everyday life.

Public open space

Public spaces such as parks, squares, nodes that are intended to provide social or recreation amenity and/ or landscape and biodiversity amenity.

Public realm

Any space or place within the development that is experienced by the public. Privately owned spaces can form part of the public realm if they are publicly accessible or visible by the public.

Quality Review Panel (QRP)

An independent panel of planning, architecture, urban design and construction experts set up by the Council to provide impartial expert advice to both applicants and local authorities. The Quality Review Panel's feedback is a material consideration for local authorities and the Planning Inspectorate when determining planning applications. The purpose of the Quality Review Panel is to ensure that new development is of a high quality and contributes to place making.

Sense of place

Where the arrangement of streets, spaces, building types and materials are used to create attractive, welcoming and distinctive places to live, work and visit. (NPPF definition)

Stewardship

Ensuring that long-term community-led care of public places and community development is in place for the new buildings and neighbourhoods for a thriving community and long-term quality of life for residents.

Glossary of terms

Strategic design code

A design code that focuses on the larger elements of design such as streets and open spaces rather than specific materials or styles. These are applicable at masterplan scale or larger and should be followed by more specific and detailed codes.

Strategic design code framework

This section of the strategic design code sets out the framework for the site that the rest of the design code strategies are based on. It incorporates the mandatory spatial principles of the Strategic Masterplan Framework as well as key elements of public realm and infrastructure to meet the aims and vision for the new Community.

Strategic masterplan area

The whole of the Latton priory Strategic masterplan area as shown on Map 2.3 of the EFDC Local Plan, including the whole of the residential site allocation and the employment sites at Riddings Farm and land at Dorrington House. N.B. The Strategic Masterplan Framework and Design code scope is limited to residential site allocation area.

Strategic masterplan framework (SMF)

A strategic masterplan process requires organisations to undertake analysis and prepare strategies, and the proposals that are needed to plan for major change in a defined physical area. The strategic masterplan framework resulting from this process acts as a context from which development projects come forward. The mandatory spatial fixes in the SMF identify those elements that are essential to future development.

Suitable Alternative Natural Greenspace (SANG)

Suitable Alternative Natural Greenspace (SANG) is the name given to greenspace that is of a quality and type suitable to be used as mitigation to offset the impact of residential development and visitor pressure on Special Protection Areas (SPAs) or Special Areas of Conservation. The purpose of SANG is to provide alternative greenspace to attract visitors away from SPAs or Special Areas of Conservation.

Sustainable drainage systems (SuDS)

These are drainage systems designed to manage surface water and groundwater to sustainably reduce the potential impact of new and existing developments on flood risk.

Sustainable transport

Efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Sustainable Transport Corridor (STC)

A fast direct route to the town centre, railway station and business areas for buses, walking and cycling making it quicker and more attractive than using the car for these short trips.

Topography

The shape of the surface of the land, particularly gradients and orientation, which will impact on the way that water drains, planting, views towards and from the area and the shape and position of active travel routes.

Urban greening factor (UGF)

A tool to evaluate the quantity and quality of urban greening provided by a development proposal. The UGF ascribes different factors to different types of surfaces and planting/ vegetation. The area x the factor rating contributes to the overall UGF.

Wayfinding

The ease of finding one's way around a place through well-designed buildings and public realm. Key aspects include features such as natural features, marker buildings, art or key views and a recognisable street and open space hierarchy.

Wetlands/ wetland park

An area characterised by shallow water basins and associated planting and landforms. These form part of a network of sustainable urban drainage system and can also provide peaceful amenity and learning and play opportunities.

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