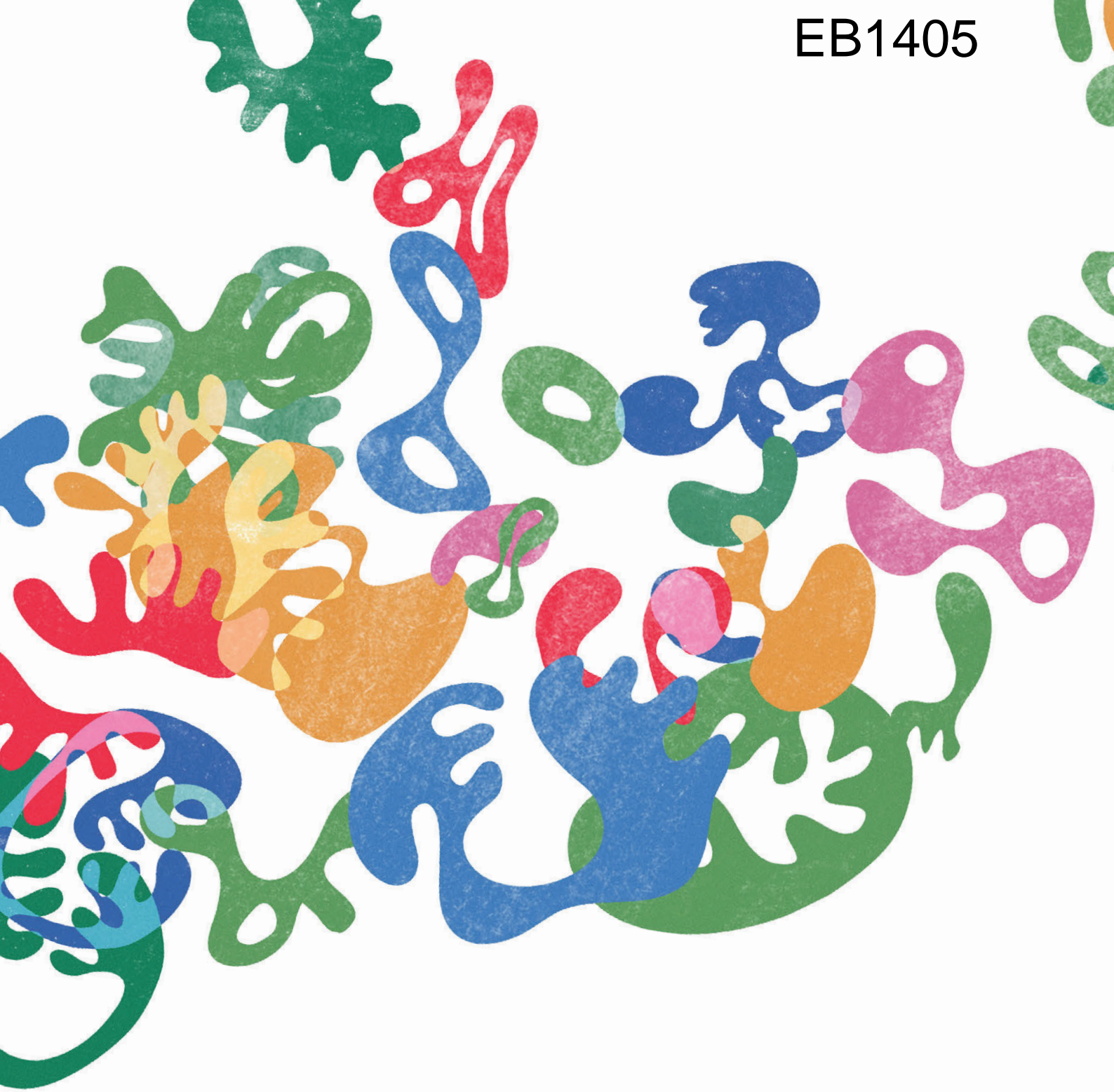


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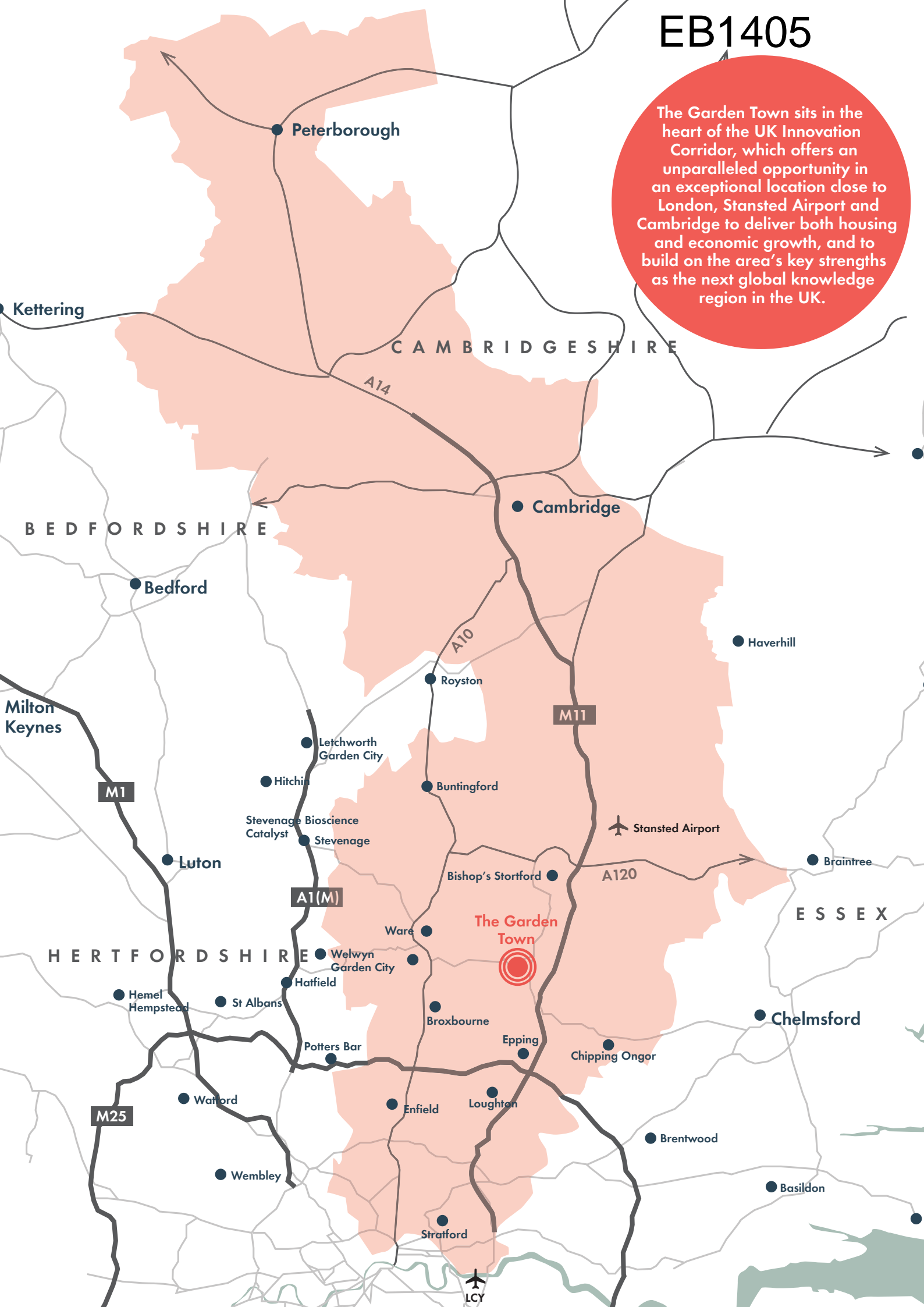


HARLOW AND GILSTON GARDEN TOWN

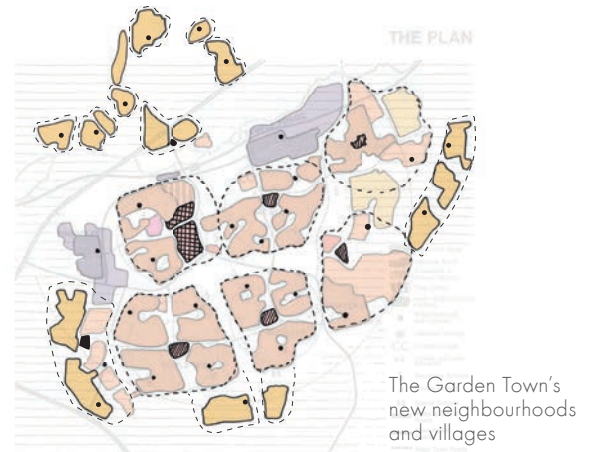
DESIGN GUIDE
NOVEMBER 2018

EB1405

The Garden Town sits in the heart of the UK Innovation Corridor, which offers an unparalleled opportunity in an exceptional location close to London, Stansted Airport and Cambridge to deliver both housing and economic growth, and to build on the area's key strengths as the next global knowledge region in the UK.



INTRODUCTION



Harlow and Gilston was designated as a Garden Town by the Ministry for Homes, Communities and Local Government in January 2017 and will comprise new and existing communities in and around Harlow. Set in attractive countryside, new neighbourhoods to the east, west and south and new villages to the north will be established, with transformative investment in transport and community infrastructure.

East Herts, Epping Forest and Harlow District Councils are working together with Hertfordshire and Essex County Councils to ensure plans for the Garden Town support sustainable living and a healthy economy; provide a good quality of life for existing and future residents; and respond to local landscape and character. The Garden Town Vision has been prepared to help shape the future of the Harlow and Gilston Garden Town.

Purpose of the Design Guide

The guidance in this document has been produced to support the Garden Town Vision, through setting out the Garden Town expectations and aspirations for the delivery of high quality and sustainable developments.

The Design Guide is aimed at those involved in the delivery of developments within the Garden Town, including in the context of the growth and regeneration of the new Garden Town Communities and Town Centre. Specific users will include: Land Owners, Developers, Designers, Architects, Landscape Architects, Engineers, Garden Town and Local Authority Officers and the Garden Town Quality Review Panel (QRP). The Vision and Design Guide will be used as a consideration when proposals for growth and regeneration are presented to the Garden Town QRP.

Relationship with the Garden Town Vision

Although this document is presented in a stand alone format, it should be read in conjunction with the Harlow and Gilston Garden Town Vision. The Design Guide takes the principles and objectives of the Vision as its starting point and provides a framework and considerations to help deliver these principles, based on suggested characteristics and opportunities of the new Garden Town growth areas. These will help inform a collaborative masterplanning and application process.

Relationship to Local Plans and other documents

The NPPF, Local Plans and Local Transport Plans should therefore be viewed as the starting point for planning policy and guidance covering the Garden Town. The three District Council's emerging or recently adopted Local Plans support the Garden Town development and the associated social and physical infrastructure required for this. The Vision and Design Guide have been developed in accordance with these Local Plans, and reflect the principles for the Garden Cities originally developed by Ebenezer Howard, and more recently by the Town and Country Planning Association (TCPA).

The Vision and the Design Guide have been endorsed as material planning considerations by each District Council, and are intended to remain a consideration alongside and beyond the life of the respective Local Plans and their allocations. They will not be superseded by emerging policies or guidance, unless indicated.

Reviewing and monitoring this document

This document will be reviewed regularly (maximum every two years) to ensure that it remains fit for purpose, and updated as necessary.

Land value capture and stewardship

New facilities will not be sustainable without well organised management structures supported by consistent revenue streams. As such, the capture of land value from the uplift in granting planning permission and the stewardship of community and natural assets is central to the original Garden City principles, and to the TCPA's contemporary vision for Garden Towns.

The District Councils will, therefore, review the most appropriate framework required to establish an effective system of land value capture and long-term stewardship for Harlow and Gilston Garden Town.

Application of design policies and design review

The Vision and Design Guide forms part of the evidence base of each of the District Councils' Local Plans, though is not formal planning policy. The Local Plans for each of the District Councils, and existing design policy such as the Essex Design Guide and Harlow Design Guide, should all inform the development for masterplans and proposals.

A Quality Review Panel (QRP) has been established for the Garden Town, to ensure the highest quality at each stage of the process in the design and delivery of the town. The Panel, which comprises a team of multi-disciplinary design and development experts, will review Garden Town guidance as it is developed, and emerging masterplans and proposals for sites within the Garden Town.

Planning performance agreements and resource recovery

To promote efficient and effective joint working and to front load the planning process, the use of Planning Performance Agreements will be strongly encouraged for sites located within Strategic Masterplan areas. This will promote joint working between all parties, including statutory consultees, and will assist in focusing the issues that will need to be addressed prior to the submission of planning applications.

KEY PRINCIPLES FOR HEALTHY GROWTH

Four themes have been identified and each of these have a set of principles to help guide development and growth across every aspect of the Garden Town. A series of indicators sit beneath these principles to shape and inform strategic decisions and support the transformation of the Garden Town.

The key principles and indicators can be viewed in the companion Garden Town Vision document. Settlement-wide plans setting out the broad spatial approach for each theme are set out on the following pages.



A diagram setting out the inter-relationship between the four themes, their set of relating principles and the page numbers to find them in this document. Long term stewardship ties these themes together. New facilities will not be sustainable without well organised management structures supported by consistent revenue streams.

VISION FOR THE GARDEN TOWN

The pioneering New Town of Gibberd and Kao will grow into a Garden Town of enterprise, health and sculpture at the heart of the UK Innovation Corridor. Harlow and Gilston will be a joyful place to live with sociable streets and green spaces; high quality homes connected to fibre optic broadband; local centres accessible by walking and cycling; and innovative, affordable public transport. It will set the agenda for sustainable living. It will be....

...ADAPTABLE

- Buildings which are designed to be flexible in their use over time rather than being replaced
- Transport infrastructure that can adapt to new technologies and changing habits
- Green infrastructure that supports a variety of uses such as play, walking, cycling and community events
- Local industry that can respond to economic shifts and the emergence of new sectors.
- A place that can adapt to climate change

...SUSTAINABLE

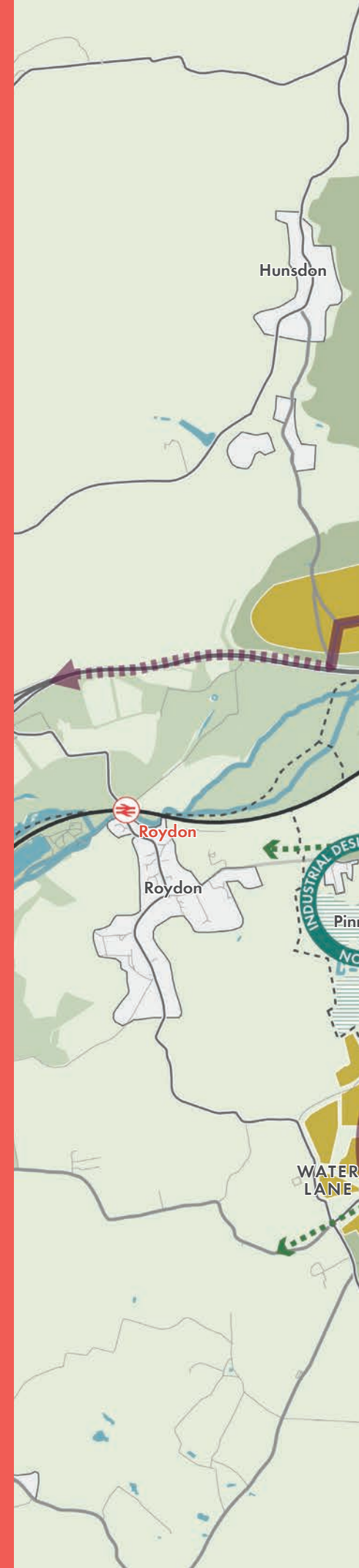
- A fully integrated public transport network that connects within and beyond the Garden Town
- A place where people are inspired to work locally and encouraged to travel actively
- Self-sufficient neighbourhoods with their own centres
- Efficient use of energy and wider resources over the life of the Garden Town
- A biodiverse place with continuity of habitats

...HEALTHY

- Accessible routes that encourage people to move actively - to walk, cycle and skate - and are inclusive to all abilities
- Sociable streets and local centres that encourage daily interaction
- Space for food production - improving mental health and access to good nutrition
- An active and vibrant town centre with a strong cultural and commercial offer
- A good range of active leisure facilities

...INNOVATIVE

- At the forefront of public rapid transit technology
- Innovative building design, construction and performance
- New models for housing types and housing delivery
- Pioneering temporary interventions and quick wins
- Spearheading the nation's response to the UK Industrial Strategy through science, technology and education





- District boundaries
- Employment clusters
- Train stations
- New homes (within existing neighbourhoods)
- New neighbourhoods and villages
- Land only to be developed for potential hospital relocation
- Harlow Town Centre and local centres
- Industrial areas
- Enterprise Zones / PHE
- Existing neighbourhoods and villages
- Sustainable Transport Corridor
- Sustainable Transport Corridor (potential extension)
- New / improved road river crossing
- New / improved pedestrian and cycle link
- Potential road extension
- Junction 7a
- Potential hospital redevelopment

PLACEMAKING AND HOMES

Four principles have been identified to ensure healthy neighbourhoods that are attractive and can support community life. These are:

- **Responsive and distinctive – neighbourhoods that sit comfortably in their context**
- **Balanced, diverse and functional communities – the right kind of homes and densities**
- **Healthy, safe and connected neighbourhoods and villages**
- **Maximising visibility and appreciation of our heritage**

The diagrammatic plan to the right sets out the broad spatial implications across the Garden Town for these principles.

The plan reflects the existing assets of the Garden Town area, including the listed buildings, the strategic views and landmarks, local centres and small local centres.

The plan also provides indicative guidance for the strategic growth areas in the Garden Town and for intensification within the existing town. These are not intended to represent specific locations for new facilities, but to communicate the need and desire for facilities to be provided somewhere within the new neighbourhoods.

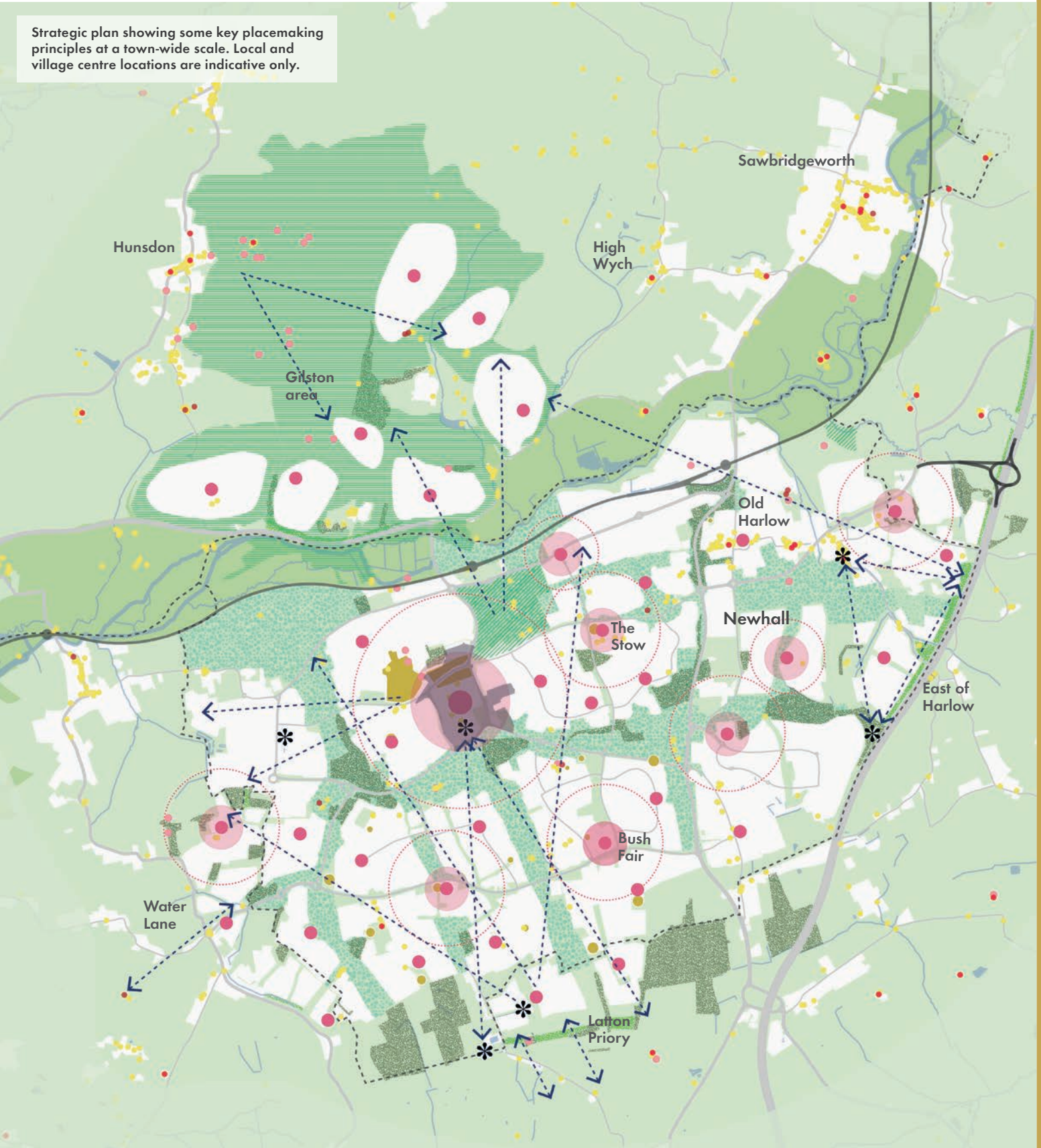
The preferred location and form of new facilities will be determined through the masterplanning processes for new developments. However, masterplans should reflect the principles and indicators set out in the Garden Town Vision, and should demonstrate sound reasoning for the spatial approach through the Quality Review Panel process that has been established by the three District Councils and two County Councils.



Heritage and the town's sculpture tradition should inform new neighbourhoods

- Town Centre
- Green Wedges (active)
- Green Fingers
- Civic Parkland
- Woodland
- Proposed new woodland
- Proposed Green Wedge extension
- Proposed Green Fingers extension
- Existing/new neighbourhoods
- Local / village centres
- Higher density area
- Catchment area
- River
- Roads
- Authority boundaries
- M11 motorway
- Junction 7a
- Strategic views
- Landmarks
- Listed building grade I
- Listed building grade II*
- Listed building grade II
- Scheduled monument

Strategic plan showing some key placemaking principles at a town-wide scale. Local and village centre locations are indicative only.



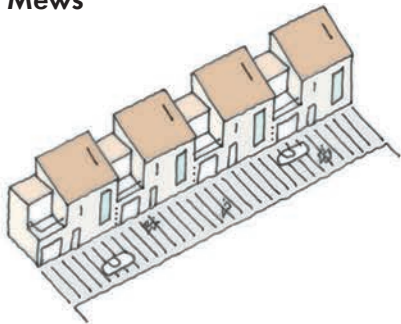
DENSITIES AND TYPOLOGIES

The Garden Town will need a range of housing densities and typologies to provide the right mix of homes for people at all stages of life and for all budgets, including affordable homes. This could include apartments at new local centres or small local centres, maisonettes, terraces, mews housing and large family homes. Typologies can also respond to existing buildings, with small local centres being established around farm shops;

employment space which makes use of these forms and homes that reflect New Town typologies. Land is a precious commodity therefore densities must be considered carefully and in context.

Examples are provided here, along with the broad density levels that they can deliver. Further information on density considerations is provided on the following pages.

Mews



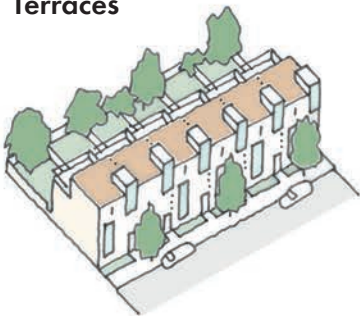
Intimate, low-rise style, with private front doors alternating with garage doors. Flexible options to cater to a variety of changing household sizes, needs and lifestyles. Smaller average plot sizes can therefore achieve intermediary to high densities.

Semi-detached



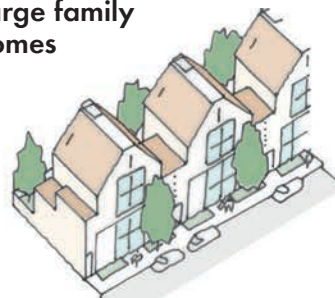
Paired dwellings of typically two to three storeys, set back from the street and suburban in character. Off-street parking with strong visual links to front, side and rear gardens. Adaptable to changing needs and lifestyles, particularly that of a family.

Terraces



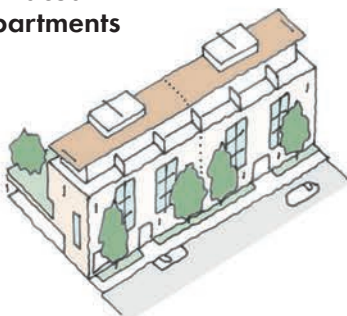
Typically one to four storeys terraces can be converted into flats or remain as individual houses, allowing for variation in unit types along any given street. All the while maintaining the desired street condition with well defined fronts and backs.

Large family homes



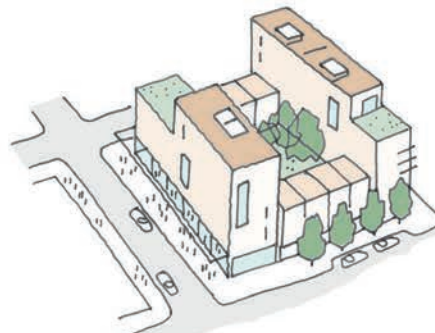
Typically two to three storeys on large plots with generous and safe outdoor private amenity space. Good connections to communal or doorstep play space. Private garage spaces can be appropriate but should be adaptable for conversion, as should loft spaces.

Terraced apartments



Terraced apartments can cater to many needs. Lower-levels can form maisonettes with private entrances or shops; whilst upper level apartments can have private terraces and balconies. Can achieve high densities and can vary in scale to suit local context.

Local centres



Local centres provide opportunities for apartment perimeter blocks. High densities and a critical mass can be achieved with shops at ground levels to create active fronts. Suitable in urban contexts.



Short terrace rows
35-55 dph



Terraced townhouses/maisonettes
50-80 dph



Apartments
50-120 dph

Good examples of building typologies and their typical densities

OVERALL DENSITY CONSIDERATIONS

- The development areas are on the edge of the existing Harlow settlement and should, therefore, step down in density to an 'edge condition'. However, much of Harlow is relatively low density, taking into account the extensive Green Wedge and open space network, and like many New Towns, has struggled to support transport infrastructure and services.
- This suggests that density levels should, therefore, respond to adjacent neighbourhoods/settlements rather than be of lower density than existing development, as per a typical edge condition. Good quality design and townscape merit should not preclude higher densities.
- Density should be ideally sufficient to support social infrastructure, local facilities and public transport including Sustainable Transport Corridor routes.
- Density need not be uniform across the site areas. It can help to define a local centre, or build up close to transport infrastructure.
- Density can be expressed very differently according to different scale and massing – this will be an important consideration.
- Building aspect can be as important as density and scale in affecting character. Street orientation can impact on this.
- Overall, density levels across Harlow (existing) are currently considered low. Intensification of the town will be needed to support the modal shift towards sustainable travel and local community and commercial amenities. This will be more appropriate in some locations than in others.
- Development in strategic growth areas should demonstrate how higher densities can be achieved through good design, whilst carefully considering their relationship with adjacent neighbourhoods and settlements.

WATER LANE CONSIDERATIONS

- This area looks to the villages and market garden uses around Nazeing, a conservation area is close by, along with a number of veteran trees.
- The area is not on high ground itself and, therefore, not overly visible. However, it will be visible from the higher ground to the south west, including strategic views from All Saints Church at Perry Hill.
- The area is close to the employment zone to the north, and to the planned Public Health England site
- This area is closest to Broxbourne. If the STC links to Broxbourne in the future, it would likely pass the new neighbourhoods, increasing PTAL and therefore possible densities
- Adjacent densities in Sumners are c. 30dph. Adjacent densities in Katherines are c.34 dph. Residential streets are linear cul-de-sacs, with varying levels of frontage.

These examples and considerations provide contextual information relevant to each strategic growth area. Prevalent densities, settlement structures and edge conditions can be used as a starting point to provide cues for new development, helping to make existing and new relate to one another. The masterplanning process will decide appropriate densities and other detailed elements.

KATHERINES

PLOT AREA

12.6 HA

DENSITY

34 dwellings/ha

STREET WIDTH

9-3m

AVERAGE BUILDING HEIGHT

2.5 storeys

MIN - MAX BUILDING HEIGHTS

2-3 storeys



Character overview:
No tree planting on street, cars parked on top of pavement, dwelling-garden-pavement-road.

KINGSMOOR

PLOT AREA

10.8 HA

DENSITY

30 dwellings/ha

STREET WIDTH

10-5m

AVERAGE BUILDING HEIGHT

2.5 storeys

MIN - MAX BUILDING HEIGHTS

2-4 storeys



Character overview:
Some planting, car parking bays, no pavement, dwelling-front garden-brick wall-parking-road

DENSITIES IN ADJACENT AREAS TO WATER LANE

LATTON BUSH

PLOT AREA

14.3 HA

DENSITY

32 dwellings/ha

STREET WIDTH

11-5m

AVERAGE BUILDING HEIGHT

2.5 storeys

MIN - MAX BUILDING HEIGHTS

1-4 storeys

LATTON PRIORY CONSIDERATIONS

- This area is on high ground and very visible from central Harlow – it sits atop Rye Hill, the area Gibberd identified as cradling the original New Town settlement. A row of Poplar trees and the water tower are both visible on the ridgeline.
- The ridgeline is also visible from Epping to the south.
- The Listed Latton Priory is nearby, and the general area also includes ancient woodland and SSSIs.
- The area is reasonably close to the Bush Fair and Staple Tye local centres, but is not close to any significant employment. The Sustainable Transport Corridor Bus Rapid Transit is planned extend to the new development area, and could possibly link to extend to Epping.
- Adjacent densities at Latton Bush are c. 32 dph
- Scale, massing and orientation will be a very important consideration.
- Street orientation should avoid east-west connections that would create a ‘wall’ of rooflines on the horizon. Terraces in any direction should also be avoided. Any linear streets should be considered carefully and tested thoroughly for their visual impact.



Character overview:

No tree planting on street, parking on pavement and bays, dwelling-shared garden-pavement-road



The development area sits close to two key landmarks south of the town. The water tower on Rye Hill sits at its western edge, and a row of Poplar trees at Dorrington Farm sit within the western area.

The line of trees and wooded areas to the east also provide a natural horizon. These wooded areas are identified on the photo view of Rye Hill, top right.



View from the first floor of the Water Gardens in Harlow Town Centre. Red highlights the development area and orange the indicative height of development.

CHURCHGATE STREET

PLOT AREA

13.7 HA

DENSITY

18 dwellings/ha

STREET WIDTH

8-4m

AVERAGE BUILDING HEIGHT

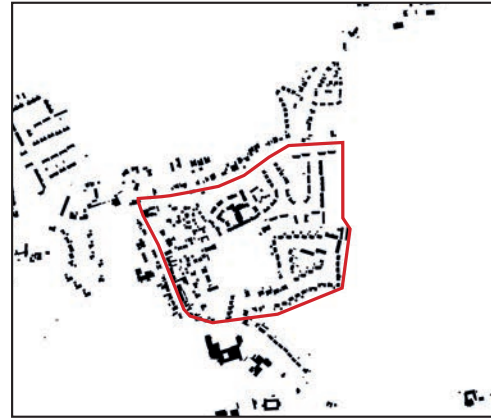
2 storeys

MIN - MAX BUILDING HEIGHTS

1-3 storeys

EAST OF HARLOW CONSIDERATIONS

- This area is on land which is slightly higher than the town centre, and visual links exist between the two, but not to the same extent as the Latton Priory area to the south
- The East of Harlow land is fairly close to Harlow Mill station, and close to the proposed M11 7a junction. The Sustainable Transport Corridor Bus Rapid Transit is proposed to extend to the new neighbourhoods.
- Churchgate Street is a historic settlement, covered by a conservation area and with a number of listed buildings. Strong visual links exist between St Mary's Church in Churchgate Street, the water tower adjacent to the M11 and land at Moor Hall Road/Matching Road.
- Overall, however, the area has a lower level of landscape sensitivity than the other strategic growth sites.
- Adjacent densities at Churchgate Street are c. 18 dph, though the measured area includes an open green space and allotments. Newhall has an average density of 50 dph.



Character overview: Some tree planting, benches with wide pavement, dwelling-front gardens with private driveway-pavement-road

HUNSDON

PLOT AREA

2.6 HA

DENSITY

20 dwellings/ha

STREET WIDTH

9-5m

AVERAGE BUILDING HEIGHT

2 storeys

GILSTON AREA CONSIDERATIONS

- The land in the Gilston area rises to the north as it extends away from the Stort Valley. Strong visual links exist from Hunsdon Airfield south over the valley and to the town centre.
- The area includes a number of mature and veteran trees which otherwise mask strategic views to and from the area.
- The existing villages within the Gilston area vary in character but are generally low in density and low in scale.
- The Gilston area contains a number of listed and locally listed buildings, including Gilston Park, which must be given appropriate setting.
- Densities at Hunsdon, to the north west are c. 20 dph, though the measured area includes a school and its playing field. Central parts of Sawbridgeworth, to the north east, have densities up to c.80 dph.
- The southern central village will be located close to Harlow Town rail station and to the town centre, and could, therefore, accommodate higher densities. Village centres will have a mix of uses, and so could accommodate a broader range of typologies.



LANDSCAPE & GREEN INFRASTRUCTURE

Four principles have been identified to ensure that the Garden Town responds to its distinctive landscape setting; expands and enhances the town's much-loved Green Wedge network; improves access to, and the quality of, the surrounding Green Belt; and support a sustainable and biodiverse environment. These are:

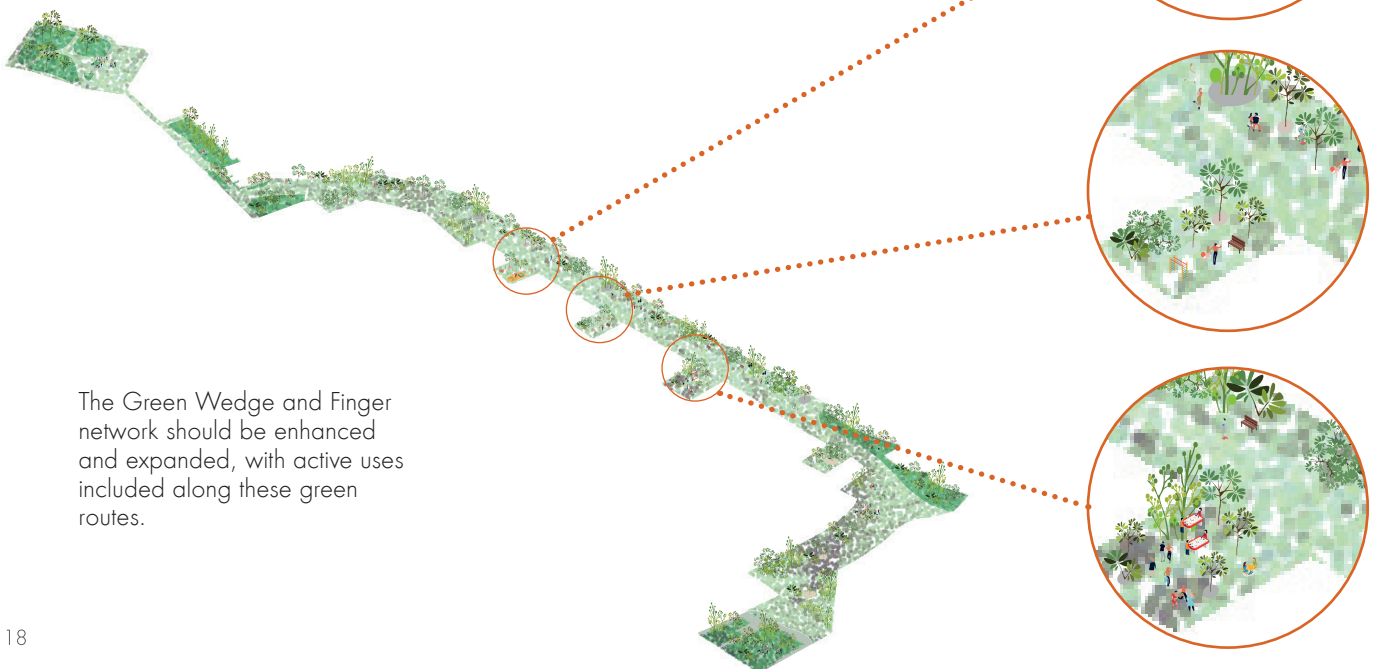
- **Enhancing the Green Belt and expanding the Green Wedge network**
- **Landscape-led masterplanning: responding to natural character and function**
- **Designing in biodiversity, climate resilience and food security**
- **Making best use of technology in energy generation and conservation**

The diagrammatic plan to the right sets out the broad spatial implications across the Garden Town for these principles.

The plan reflects the existing assets of the Garden Town area, including the Stort River and Stort Valley; the existing Green Wedge and Green Finger network, existing woodland, including Ancient Woodland; and neighbourhood allotments.

The plan also provides indicative guidance for the strategic growth areas in the Garden Town and for intensification within the existing town. These are not intended to represent specific locations for new green infrastructure, but to communicate the need and desire for this to be provided somewhere within the new neighbourhoods, and for investment to be made in existing assets. This enhancing of the Green Belt, expanding the Green Wedge network, providing new allotments and 'Super Greenways' which encourage people to walk and cycle.

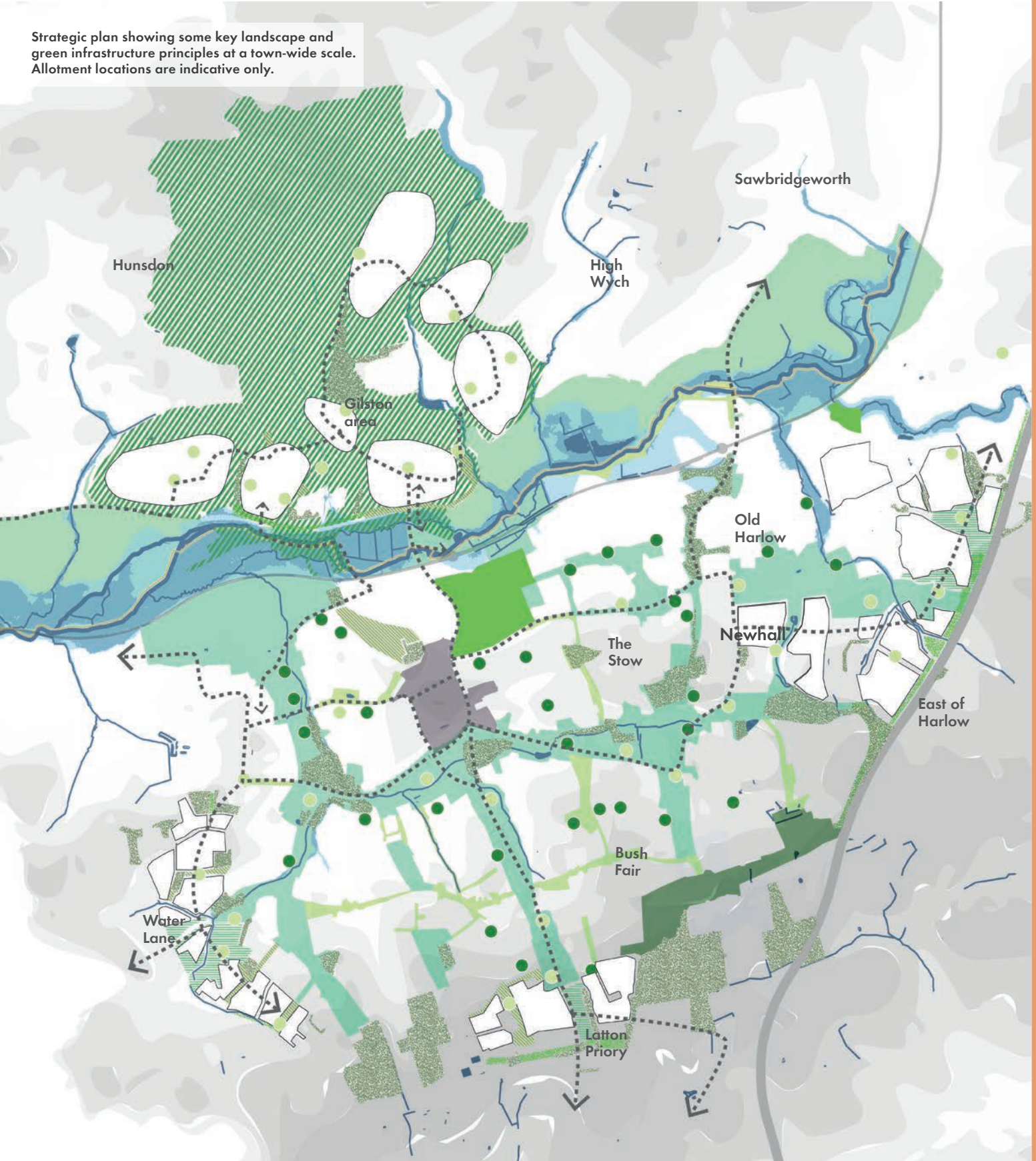
The preferred approach will be determined through the masterplanning processes for new developments. However, masterplans should reflect the principles and indicators set out in the Garden Town Vision, and should demonstrate sound reasoning for the spatial approach and present this for review through the Quality Review Panel process that has been established by the three District Councils and two County Councils.



The Green Wedge and Finger network should be enhanced and expanded, with active uses included along these green routes.

- Town centre
- Green Wedges
- Green Fingers
- Town Park
- Proposed neighbourhoods / villages
- Woodland
- Proposed new woodland
- Green Wedge extension
- Landscape enhancement
- Proposed Green Fingers extension
- River
- Flood zone 2
- Flood zone 3
- Common land
- Canal towpath
- M11 motorway
- Super Greenways
- Topography
- Existing allotments
- Proposed allotments

Strategic plan showing some key landscape and green infrastructure principles at a town-wide scale. Allotment locations are indicative only.



VIEWS AND LANDMARKS

Harlow lies to the south of the valley of the River Stort set below the higher ground to the south and north. It was part of Frederick Gibberd's original vision to contain the town within the natural landform pattern. Land to the east and west is more undulating. The future development areas will extend the built footprint of the town and its siting should respect the local topography and reduce adverse effects on the wider landscape. Areas of new development should minimise visual effects of built form both on views towards Harlow and on outward views on skylines.

There are a number of key landmarks and views across the Garden Town that will be important to retain and enhance. Churches, water towers, residential tower blocks and tree lines form an important part of the town and nearby settlements' fabric.

The following pages identify some of these important views and landmarks that will be important to take into consideration through the masterplan process.



Strategic views across the Garden Town should be carefully considered when planning new development; protecting and framing views of landmarks and assets.



View from East of Harlow looking towards St. Mary's Church, the industrial chimneys at Templefields and the Gilston slopes beyond.



View looking west from Fourth Avenue towards Pinnacles and the Public Health England site



View from Rye Hill looking north towards the town centre and the Gilston slopes beyond

Some key strategic views across the Garden Town

1. Hunsdon Airfield
2. Public Health England
3. Water Gardens
4. Templefields Chimneys
5. St. Mary's Church
6. M11 Water Tower
7. Rye Hill Poplars
8. Rye Hill Water Tower
9. All Saints Church

Some distinctive local assets

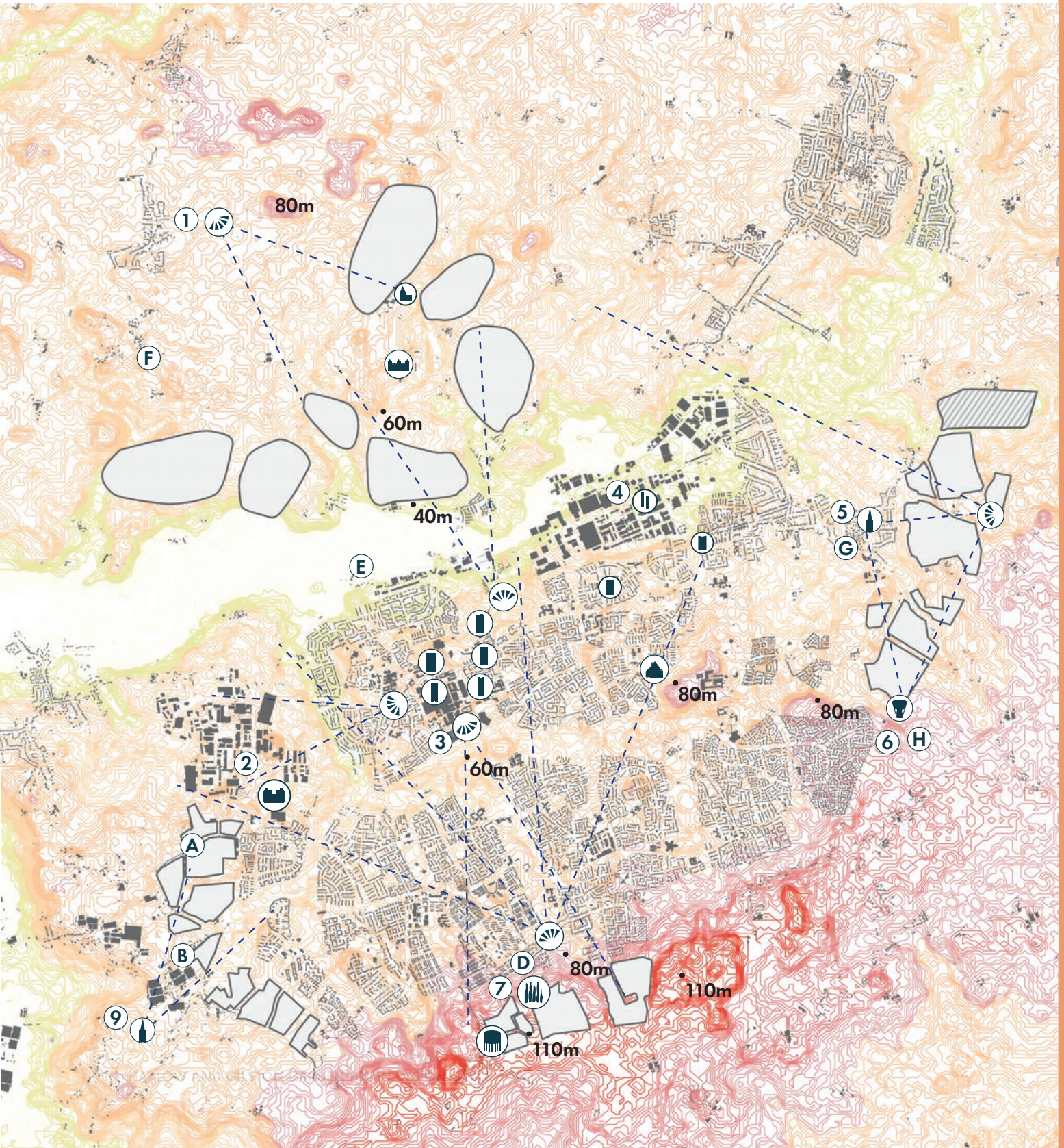
- A. Water Lane Water Tower
- B. Tylers Cross Farm Shop
- C. Latton Priory
- D. Rye Hill Poplar Trees
- E. Parndon Mill
- F. St. Dunstan Church
- G. St. Mary's Church
- H. M11 Water Tower

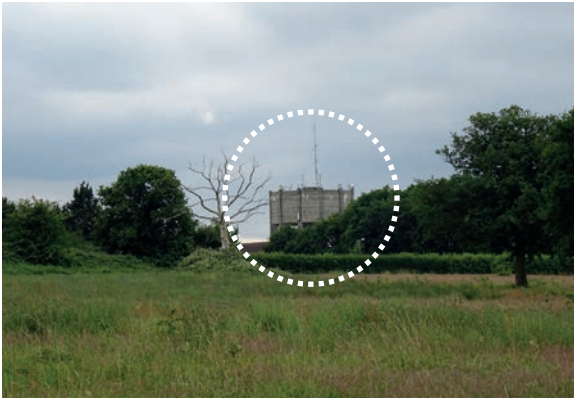
Land level



Low

High





Clockwise from top left:

The distinctive water tower on the ridgeline of Rye Hill.

The v-shaped water tower located at the southern tip of the East of Harlow growth area.

St Mary's Church at Churchgate Street and the industrial chimneys from Templefields are visible on the horizon from a number of locations in the eastern growth area. Views to these landmarks should be retained and framed.

St Mary's Church looking west from the eastern growth area.

The distinctive water tower on the horizon, at the southern tip of the eastern growth area.



Clockwise from top left:

The row of poplar trees near Dorrington Farm. Extending planting along this elevation will reinforce views from the town centre.

Views from the Rye Hill ridge, looking north east. Only the residential towers at Marks Hall are visible above the greenery of the town.

The view of GSK, soon to be Public Health England offices from Fourth Avenue. A strong visual connection exists with the town centre.

Looking south from the Watergardens in the town centre, the fields, ridgeline and a row of poplar trees are clearly visible. Residential neighbourhoods are masked behind the first row of development. Residential towers stand out, but in isolation, do not have a negative impact.



SUSTAINABLE MOVEMENT

Four principles have been identified to ensure that the Garden Town can be established with sustainable transport infrastructure and active travel as a central tenet to underpin growth, and to establish this early in the process so that positive travel habits are formed as growth occurs. These are:

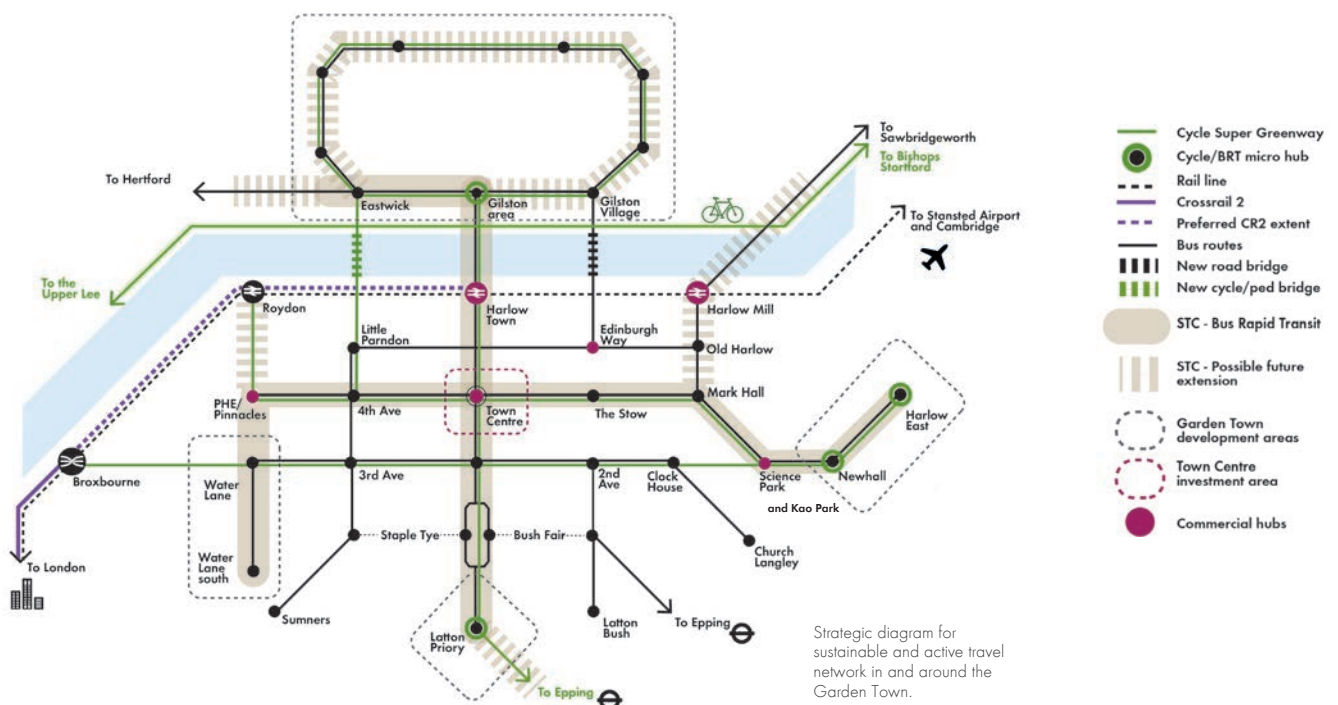
- **Revitalising the walking and cycling network**
- **The value of place: changing the character of roads to streets**
- **Integrated transport: a viable and preferred alternative to cars to achieve a modal shift of 50% of all journeys in the Garden Town to be by sustainable transport, and 60% in new neighbourhoods and villages**
- **Anticipating change and future proofing infrastructure**

The diagrammatic plan to the right sets out the broad spatial implications across the Garden Town for these principles.

The plan reflects the existing assets of the Garden Town area, including the existing bus routes and the extensive cycle network established when Harlow was originally built as a New Town.

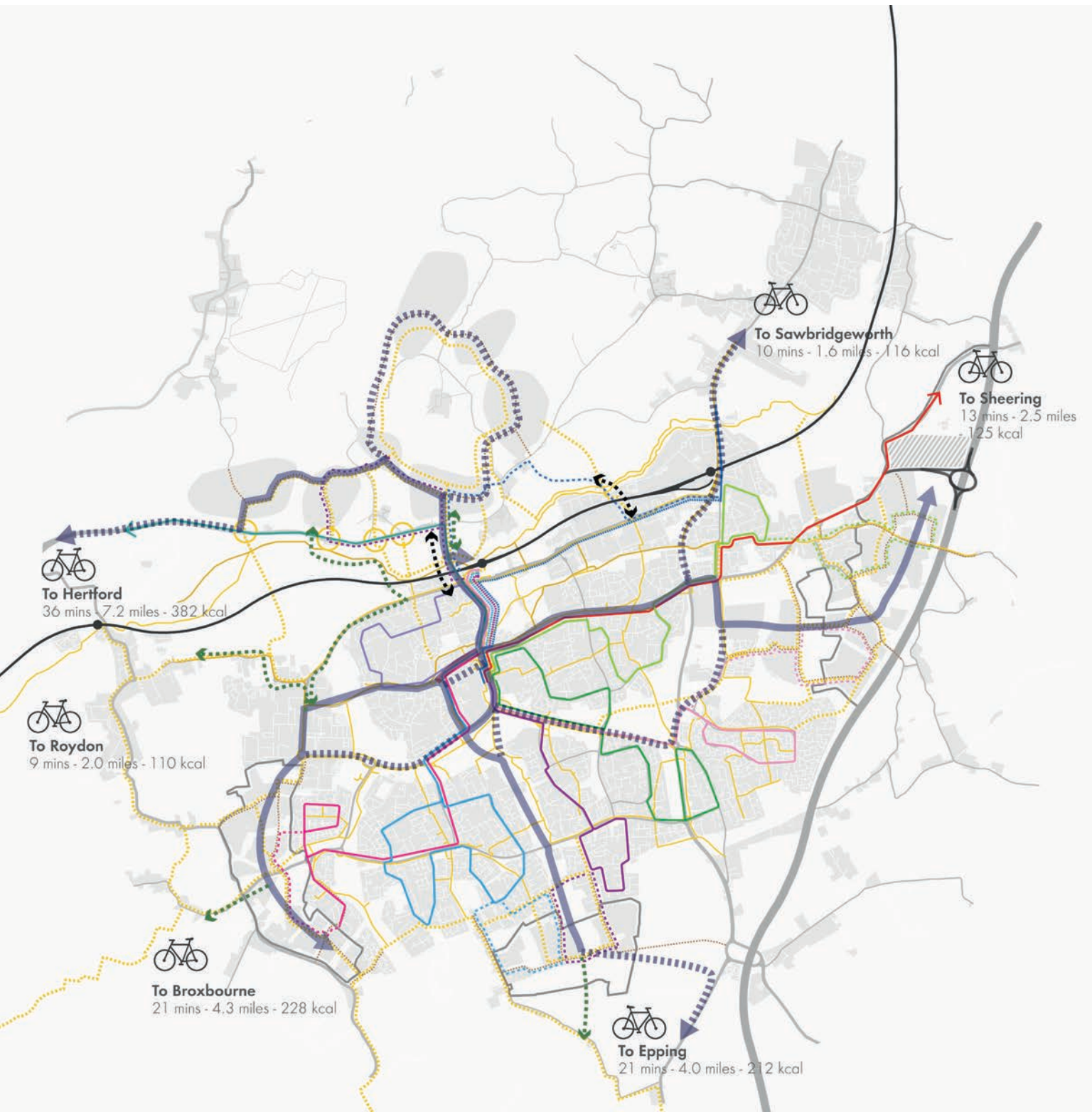
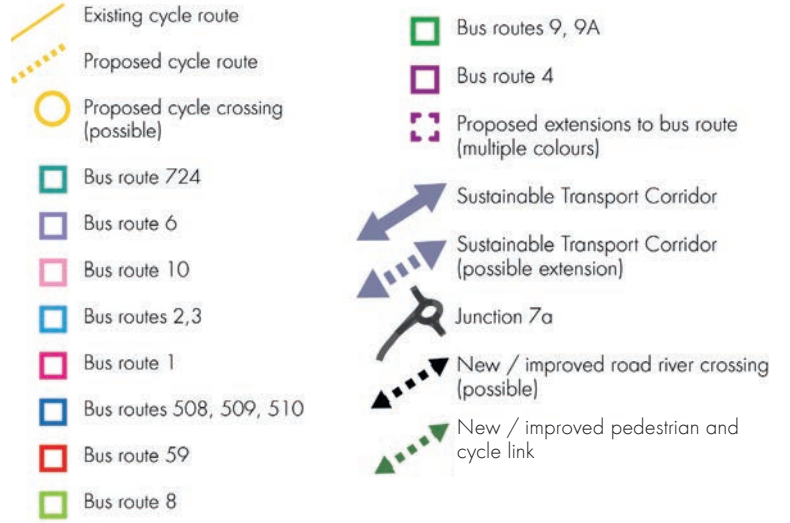
The plan also provides indicative guidance for the strategic approach to public and active travel infrastructure at the Garden Town grows. This reflects the proposed route for the Bus Rapid Transit between the station and town centre and the new neighbourhoods, and possibly on to other nearby towns and rail connections. It also sets out a requirement for a high quality network of cycling and walking routes through the new neighbourhoods, on to nearby towns and rail connections, and out into the countryside.

The preferred location and form of new cycling and public transport facilities will be developed as masterplans come forward. However, masterplans should reflect the principles and indicators set out in the Garden Town Vision, and should demonstrate sound reasoning for the spatial approach and present this for review through the Quality Review Panel process that has been established by the three District Councils and two County Councils.



Strategic diagram for sustainable and active travel network in and around the Garden Town.

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ECONOMY AND REGENERATION

Four principles have been identified to ensure the Garden Town is underpinned by a healthy economy and can provide a good quality of life, decent home and employment opportunities for residents, whatever their age or stage in life. These are:

- **At the heart of the LSCC UK Innovation Corridor**
- **The right work spaces, homes and community facilities**
- **A diverse employment base and skilled labour supply**
- **A vibrant and resilient Town Centre for all the Garden Town**

The diagrammatic plan to the right sets out the broad spatial implications across the Garden Town for these principles.







The plan reflects the existing ingredients that will help to support a healthy economy, such as the town centre, local neighbourhood centres and small local centres. These are identified as locations of

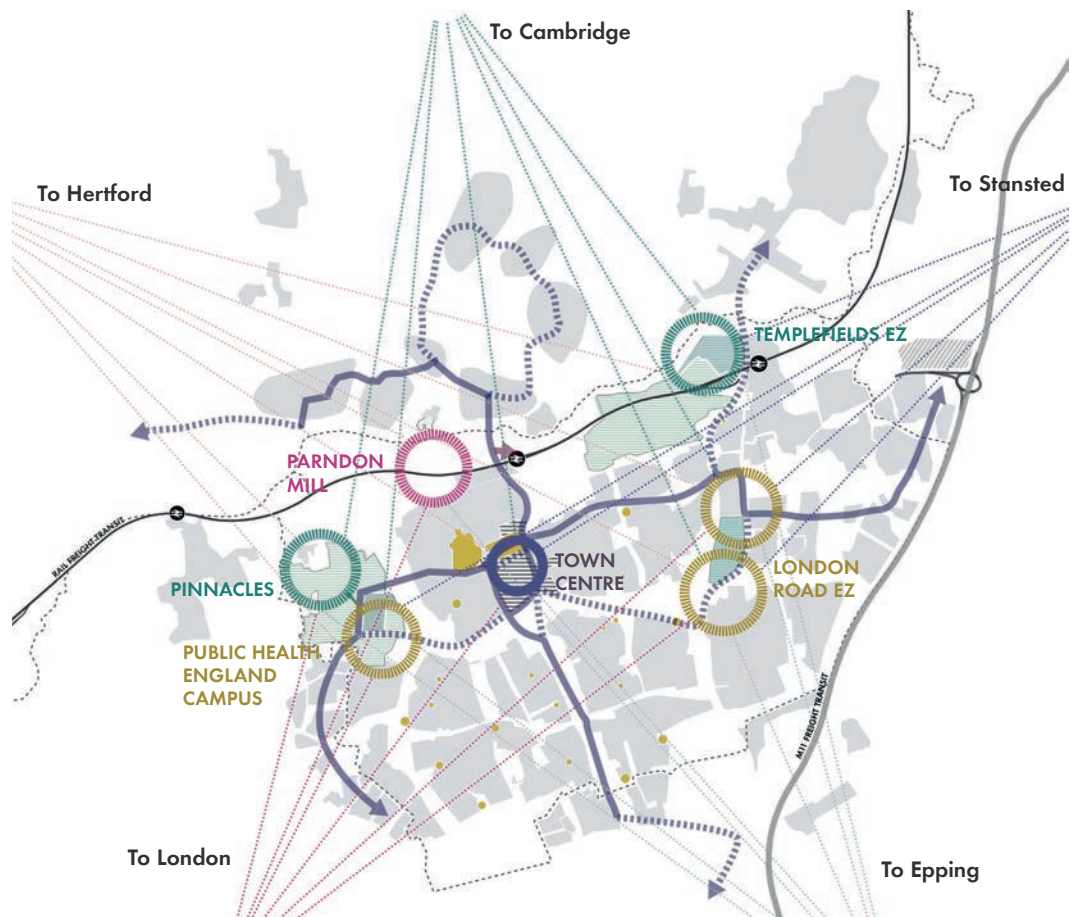
investment and innovation, and possibilities for new typology mixes, as well as simply representing the commercial uses that already exist.

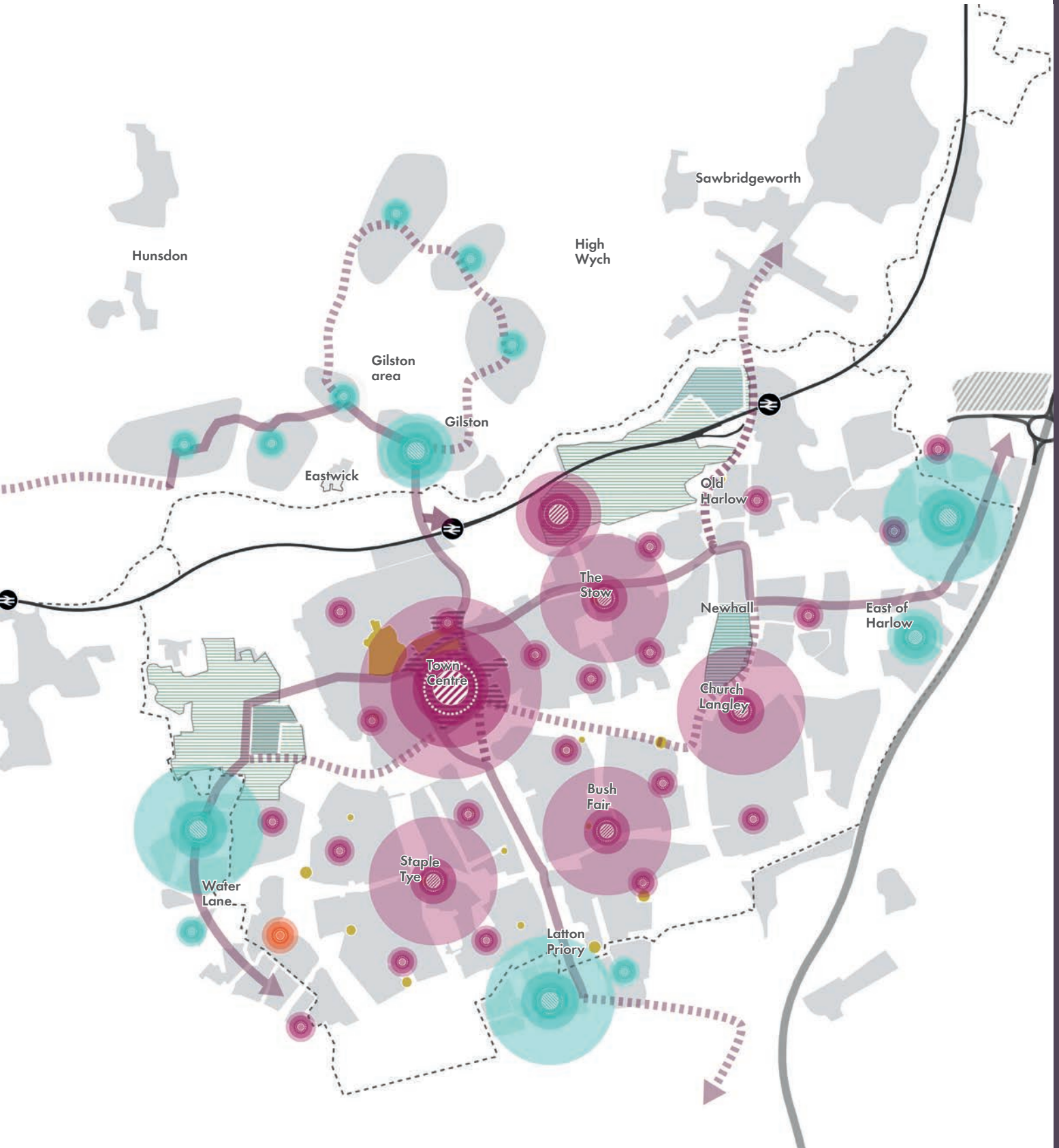
The plan also provides indicative guidance for the strategic growth areas in the Garden Town, including new local centres and small local centres. These are not intended to represent specific locations for new services, but to communicate the need and desire for services to be provided somewhere within the new neighbourhoods.

The preferred location and form of local centres and small local centres, and their relationship with existing buildings, will be determined through the masterplanning processes for new developments. However, masterplans should reflect the principles and indicators set out in the Garden Town Vision, and should demonstrate sound reasoning for the spatial approach through the Quality Review Panel process that has been established by the three District Councils and two County Councils.

Strategic diagram for the Garden Town's employment and industry, and the broader economic relationships

-  Offices, start-ups, SMEs
-  Bio-tech, life sciences R&D, pharma, big data, education, electronics
-  Creative Industries
-  Industrial design, smart tech, fabrication, precision casting, manufacturing
-  Sustainable Transport Corridor
-  Sustainable Transport Corridor (potential extension)







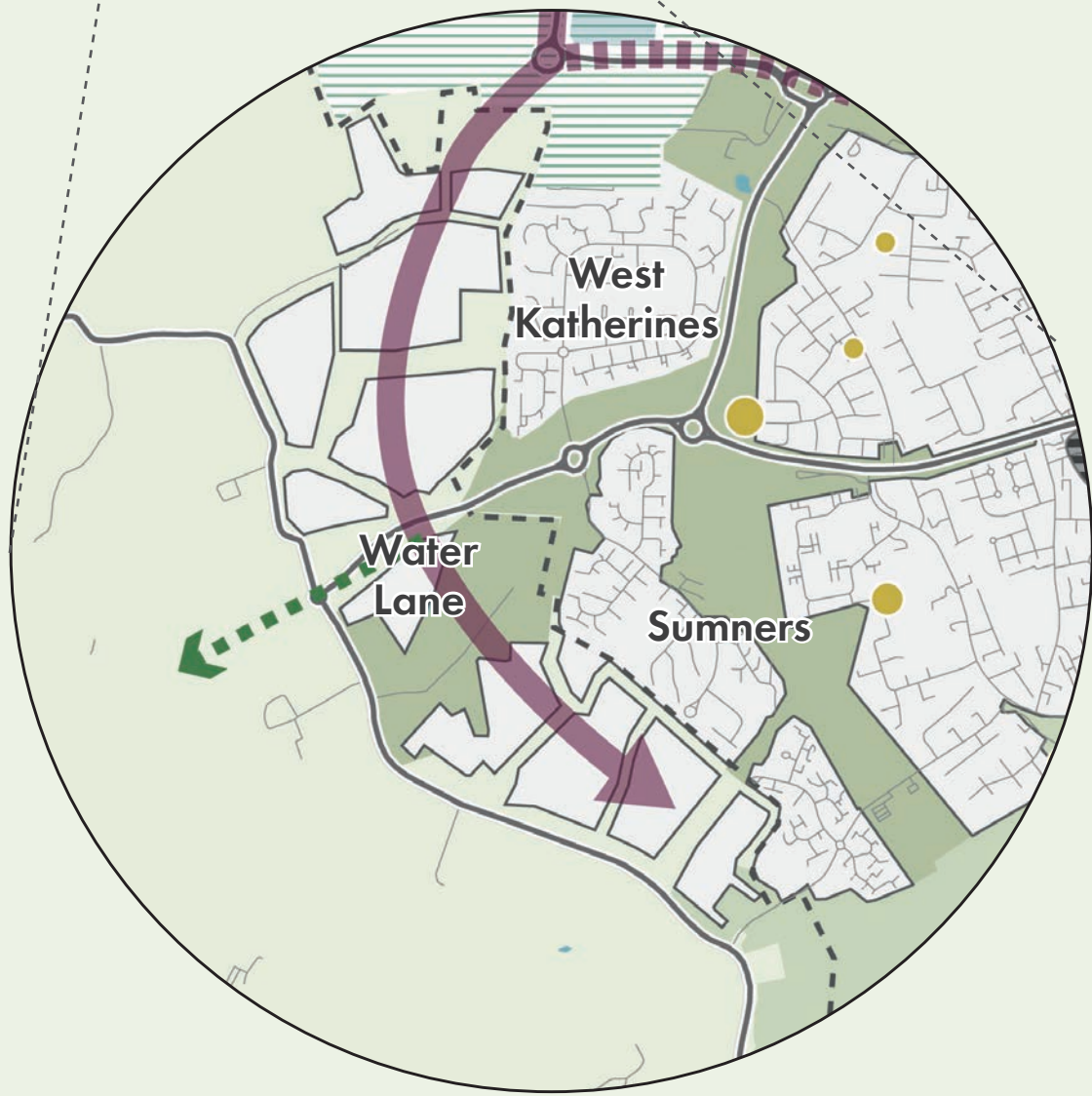
STRATEGIC SITE GUIDANCE



EB1405

District boundaries

-  Train stations
-  New homes (within existing neighbourhoods)
-  New neighbourhoods and villages
-  Land only to be developed for potential hospital relocation
-  Harlow Town Centre and local centres
-  Industrial areas
-  Enterprise Zones / PHE
-  Existing neighbourhoods and villages
-  Sustainable Transport Corridor
-  Sustainable Transport Corridor (potential extension)
-  New / improved road river crossing
-  New / improved pedestrian and cycle link
-  Potential road extension
-  Junction 7a
-  Potential hospital redevelopment



WATER LANE

Overview

The Water Lane area is located to the west of the existing Harlow New Town within Epping Forest District Council's administrative area and has been identified for at least 2100 new homes in the next plan period up to 2033, a new primary school, traveller pitches, local shops and services.

The new neighbourhoods will have direct relationships with the existing Katherines, Sumners and Kingsmoor communities, and will have good access to the Public Health England campus and broader employment area at Pinnacles industrial estate.

Adjacent to the Green Belt, the neighbourhoods will need to respond sensitively to the landscape. Historic field patterns and settlements, within the Nazeing and South Roydon Conservation Area, extend to the west of the masterplan area. This closed field pattern is distinctive and highly valued from key views to and from All Saints Church and Perry Hill. This has an impact on the role of hedgerows in informing development, integration of old and new, and density levels.

The surrounding road network is largely rural, with access being provided from Water Lane to the north, Epping Road to the west and Parsloe Road to the south. This makes the neighbourhoods' connection to a sustainable Bus Rapid Transit (BRT) or similar particularly important.

Good opportunities exist for a cycle network, with the neighbourhoods being the Garden Town's closest to both Roydon station (1.7 miles to the north) and Broxbourne station (3.1 miles to the west), which is planned to be on the Crossrail 2 line.



2,100 (minimum)



c60 ha



Densities to support place-making, modal shift and viability by quality design



2-4 storeys



1 primary school



Early Years Facilities



Health / community facilities



Bus Rapid Transit connection



New local centre



Micro-hub



0.5 ha for up to 5 traveller pitches

Two neighbourhoods that sit in a historic farming landscape and integrate sensitively with existing settlements. Great access to the Public Health England campus, direct Green Wedge and Sustainable Transport Corridor links to the town centre, and a cycling route to Broxbourne ready for the arrival of Crossrail 2.

Contextual images



Framework for development: place specific guidance

Placemaking and homes

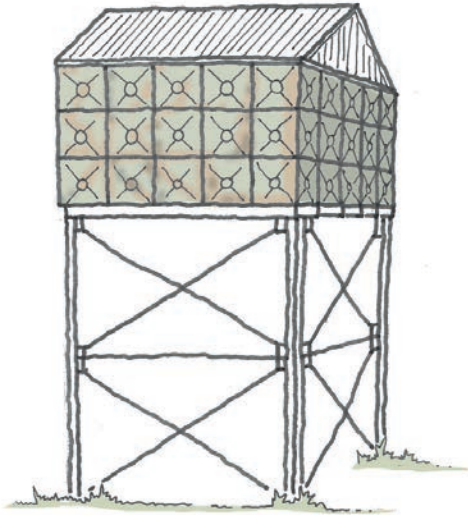
- Historic buildings at Broadley Common should be retained and given breathing space or integrated sensitively.
- New homes should take cues from both the New Town legacy and nearby rural settlements in terms of scale and materials. The east of the area should build on the village character of Broadley Common, Roydon and Nazeing; the west of the area should look towards the Harlow neighbourhoods of Katherines and Sunners.
- Views to/from All Saints Church at Nazeing and Perry Hill should be considered and retained. Other views should also be explored and considered.
- Homes should front streets and some green spaces to provide sociable and safe neighbourhoods.
- A buffer should be provided, or garden space to new homes that back onto existing back gardens,

such as at Old House Lane.

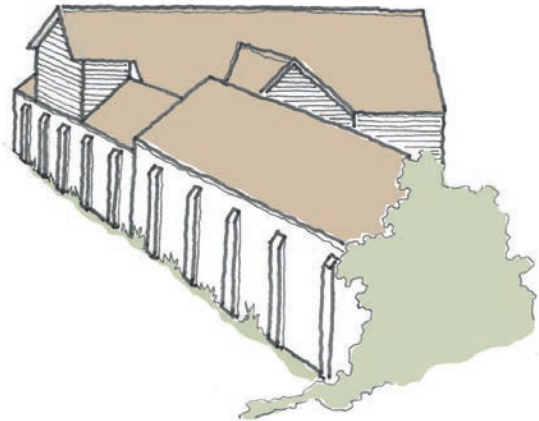
- The density of homes can increase close to local centres and community facilities (40 dph), and should decrease at the western edge (25 dph) to provide a suitable relationship with the landscape Conservation Area.
- Land should be identified for traveller pitches in appropriate locations that are accessible from highways and, where practical, sheltered from views into the site through planting.

Landscape and green infrastructure

- Existing trees and hedgerows should inform the structure of development in masterplans, given the importance of the closed-field network to local character.
- A green wedge and green fingers should be connected through the neighbourhoods, linking to the footpaths in the Nazeing and Roydon countryside.
- SUDs should be provided, particularly given the flood risk at Water Lane, but archaeological tests should also identify where there will be sensitivity, given the medieval heritage.



Water Lane Water Tower
(See views map page 19)



Tylers Cross Farm Shop
(See views map page 19)

- A landscape feature could be made of Pardon Brook, to help establish a broad range of open space and support biodiversity.

Sustainable movement

- The neighbourhoods should be well connected for cycles, pedestrians and cars with PHE and Pinnacles to the north.
- The communities should integrate with existing neighbourhoods at Katherines, Sumners and Kingsmoor. Broadley Road and Phelps Road could provide a good local links.
- The Rapid Transit should be accommodated along Water Lane and/or connected south from Pinnacles roundabout.
- Attractive and safe cycle links should be made into the town centre, north to Roydon station and west to Broxbourne station and the Upper Lee Valley.

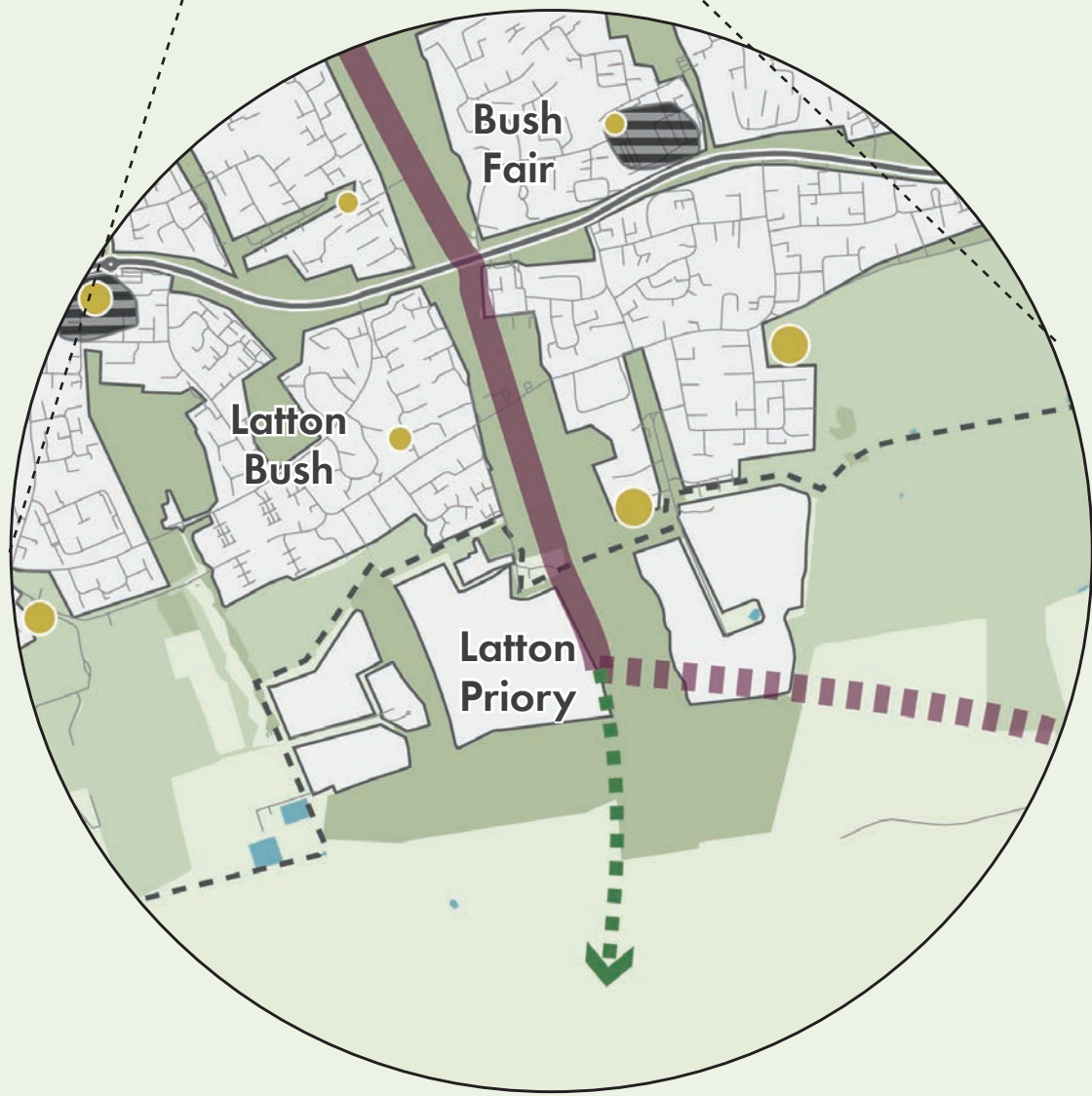
Economy and regeneration

- The existing small local centre at Broadley Road should be invested in and expanded.
- The shops on Water Lane (Bonnie's Oak and Tylers Cross Farm Shop) should be complemented by new local commercial uses.
- A new small local centre should be provided in the northern neighbourhood.
- A new primary school should be provided serving both neighbourhoods.
- New community facilities and schools should be co-located with new or expanded local centres, to better support shops and services.

EB1405

District boundaries

-  Train stations
-  New homes (within existing neighbourhoods)
-  New neighbourhoods and villages
-  Land only to be developed for potential hospital relocation
-  Harlow Town Centre and local centres
-  Industrial areas
-  Enterprise Zones / PHE
-  Existing neighbourhoods and villages
-  Sustainable Transport Corridor
-  Sustainable Transport Corridor (potential extension)
-  New / improved road river crossing
-  New / improved pedestrian and cycle link
-  Potential road extension
-  Junction 7a
-  Potential hospital redevelopment



LATTON PRIORY

Overview

Latton Priory is located to the south of Harlow Town, beyond the existing most southerly neighbourhoods of Staple Tye and Latton Bush. The area is identified for at least 1050 new homes in the next plan period up to 2033, a new primary school, a secondary school and a new local centre or small local centre.

The rapid transit system will extend to the Latton Priory neighbourhood, with potential for onward connections to Epping, to the south. Access may be provided from Rye Hill Road, to the west, and from the neighbourhoods to the north. Vehicle access from Latton Priory to Epping could be via a new road connection to London Road, preserving the narrow and rural character of Rye Hill Road that would make a positive cycle link.

The proposed neighbourhood is at an elevated position close to the ridge of Rye Hill, and has a strong visual connection with Harlow town centre to the north, and with Epping to the south. This will give wonderful views to new homes but the sensitive location limits the density and scale of development. Carefully considered building aspects should all step away from the ridge line or plateau, avoiding creating a 'wall of development' visible on the horizon. Irregular street tree planting will also help fragment views of new development.

The nearby listed buildings and scheduled monument at Latton Priory itself are key heritage sensitivities. New development must maintain sufficient distance from these assets to preserve their setting.

-  1,050 (minimum)
-  c30 ha
-  Densities to support place-making, modal shift and viability by quality design
-  Up to 2 storeys
-  1 primary school
1 secondary school
(minimum 10 ha)
-  Early Years Facilities
-  Health / community facilities
-  Bus Rapid Transit connection
-  New local centre
-  Micro-hub
-  0.5 ha for up to 5 traveller pitches
-  1ha of employment land

Neighbourhoods, with views from an elevated position; a direct connection to the town centre through the green wedge and STC and good walking and cycling connections out to the Essex countryside and to Epping.

Contextual images



Framework for development: place specific guidance

Placemaking and design

- In collaboration with Historic England, a substantial distance should be established between any new development and the Latton Priory site. Views to the farm should be retained/framed where possible.
- Development should be set back from the Rye Hill ridgeline. A survey of the ground levels is required to assess the extent to which buildings should be set back. The roofline of homes should not extend above the level of the horizon.
- Buildings should be two-storeys to limit the height of the roofline and maintain a natural horizon.
- Masterplans should carefully consider the aspect/orientation of buildings and streets, and avoid creating a 'wall of development' in an east-west direction which could be visually prominent from Harlow and/or Epping.
- Sufficient space should be given to the existing farmstead and residence within the masterplan area, particularly in regard to the creation of employment space identified. New development

should respond sensitively to these existing features.

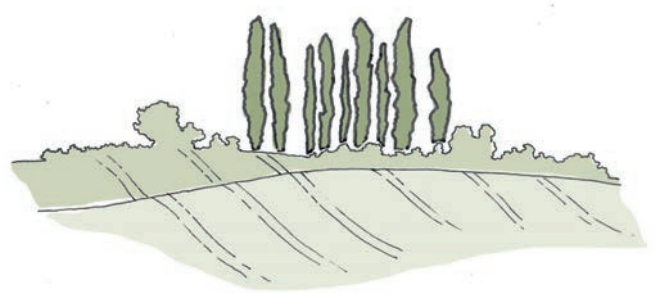
- A Traveller Site is located on Fern Hill Lane which is to be retained and considered in future masterplans. The masterplan must also accommodate up to 5 additional pitches.
- The density of homes can increase close to local centres and community facilities (40 dph), and should decrease at northern edge (25 dph) to create a sensitive relationship with views to and from Rye Hill horizon.

Landscape and green infrastructure

- Existing trees should be retained and new tree planting established, to provide a natural horizon.
- Views to the existing Poplar trees from the Water Gardens in the town centre should be retained. This line should be taken as a lead for further tree planting along the same elevation line.
- More irregular tree planting will also be an important feature, for breaking up the roofline of new development.



Latton Priory
(See views map page 19)



Row of poplar trees near Dorrington Farm
(See views map page 19)

- Existing Public Rights of Way should be upgraded and considered in masterplan designs. New footpaths should be provided, such as between the development and the ridgeline. A maintenance programme should be established for these.

Sustainable movement

- The neighbourhood should be well connected for cyclists, pedestrians and cars with Rye Hill Road and London Road.
- The community should integrate with existing neighbourhoods at Staple Tye and Latton Bush. Extending Fern Hill Lane and Riddings Lane would provide good links.
- The Rapid Transit should be accommodated, with an STC Microhub (potential for cycle parking and facilities, confluence of walking links, cafe) in the neighbourhood centre.
- Attractive and safe cycle links should be provided onto Epping and connecting into surrounding bridleways.

- Consideration should be given to a potential future extension of the Rapid Transit onto Epping - designs should not preclude this from happening.

Economy and regeneration

- A local centre or small local centre should be provided at the nexus of local routes
- A primary school should be provided.
- Potential location for new secondary school.
- The school should be co-located with the local centre, to help support shops and services.
- 1 hectare of employment land is to be provided at Dorrington Farm, with opportunities to create flexible workspace that meets the needs of different spin-off and supply chain businesses including administration, finance and marketing.

EB1405

District boundaries

-  Train stations
-  New homes (within existing neighbourhoods)
-  New neighbourhoods and villages
-  Land only to be developed for potential hospital relocation
-  Harlow Town Centre and local centres
-  Industrial areas
-  Enterprise Zones / PHE
-  Existing neighbourhoods and villages
-  Sustainable Transport Corridor
-  Sustainable Transport Corridor (potential extension)
-  New / improved road river crossing
-  New / improved pedestrian and cycle link
-  Potential road extension
-  Junction 7a
-  Potential hospital redevelopment



GILSTON AREA

Overview

The Gilston Area Villages will be located to the north of the existing Harlow Town within East Herts District Council's boundary. The villages will sit between the existing villages of Eastwick and Gilston, Hunsdon, Widford and High Wych in the Hertfordshire countryside. This concept is set out within the Gilston Area Concept Framework produced jointly between the Council, the landowners and the Community.

The Gilston Area villages will have connectivity to the wider Garden Town through the Sustainable Transport Corridors and good walking and cycling links into and across the Stort Valley to the railway station and the employment centres, neighbourhoods and Town Centre. Improvements to the A414, the existing river and railway crossings and a new eastern river crossing will help deliver this connectivity.

At least 3,000 new homes are expected to be delivered within the District Plan period up until 2033 with the remaining 7,000 homes expected beyond this period. The Villages will have vibrant centres providing for the needs of the communities and integrating with the neighbouring existing villages and the wider Garden Town including schools, jobs, shops and health facilities as well as significant sports and open space provision. Significant public access will be provided through substantial parkland, woodland and farmland to the north and north east secured through a community land trust or other governance process.

East Herts Council will work with landowners, stakeholders and the community to prepare a Charter for the Gilston Area to demonstrate how it will be delivered in accordance with the village concept and the Garden Town Vision.



At least 3,000 (2033)
up to 7,000 (2033+)



Primary and secondary
schools



Early Years Facilities



Health /
community facilities



Bus Rapid Transit
connection



New village centres



Micro-hubs



Travelling showpeople
plots and gypsy and
traveller pitches



Employment space

A series of villages of a distinctive character set within the context of historic settlements and landscape character. Direct connections into the Stort Valley and nearby train station, and sustainable transport links with each other and the wider Garden Town.

Contextual images



Framework for development: place specific guidance

Placemaking and homes

- Each village should be designed to have an individual identity and character. The palette and materials from existing villages could be used as a design cue.
- The organic historic pattern of lanes could be retained, and used as a cue for the structure of new villages.
- Density levels could vary more than for the urban neighbourhoods, typically with intensity in the centre and greater fragmentation at the edge, to respond to the landscape setting.
- Rooflines should be varied in terms of building heights and may have predominantly pitched roofs, to reflect the character of surrounding villages.
- Development should respond positively to the landscape and topography to avoid being too visually prominent from the existing villages, Stort Valley, Rye Hill, the town centre and Churchgate Street area.
- Development should be set back from distinct existing villages to protect their character.
- New development should respond sensitively to existing buildings and settlements, with careful consideration given to sensitive integration where appropriate.

Landscape and green infrastructure

- Gaps with rural character should be retained between villages to protect the existing landscape character and establish a setting for villages.
- 'Green Wedges' running between villages could be agrarian in character with or without being fronted. 'Green Fingers' running through villages, such as village greens, should have active frontages to define these as social spaces.
- Existing trees, hedges and rights of way should be retained where appropriate as part of an open space network.
- The setting of the historic park and garden at Gilston Park and other heritage assets should be carefully taken into account in masterplans.
- A comprehensive understanding of the landscape should be referenced to inform proposals.



Parndon Mill
(See views map page 19)



St. Dunstan Church
(See views map page 19)

Sustainable movement

- New villages should be integrated into the wider, network of roads and lanes, to avoid these becoming isolated and to ensure a village character informed by a classic village structure.
- Attractive, safe and convenient cycling and walking links should be provided between the villages, to the Stort Valley, to the town centre, Harlow Town railway station and employment locations.
- New, safe cycling and walking crossings across the A414 should be explored, connecting into Harlow Town Centre and the train station where appropriate.
- The Rapid Transit should be accommodated, with a STC Microhub (cycle parking and facilities, confluence of walking links, cafe).
- Sustainable travel is integral to serve and support all new villages. Masterplans for new development should support the possible future extension of Sustainable Transport Corridors to wider settlements.

Economy and regeneration

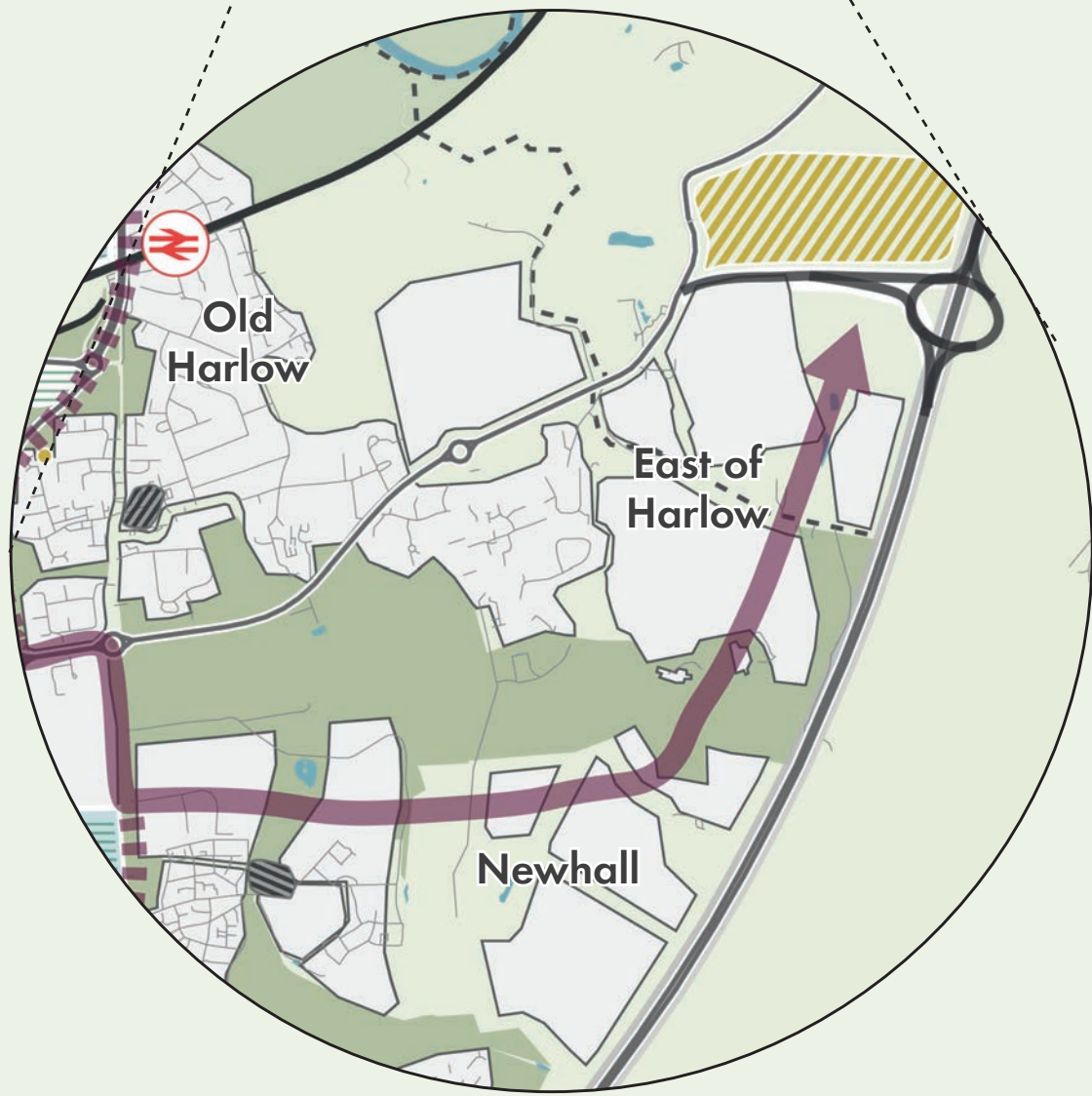
- A village centre (food shop, pub/restaurant/cafe, community use) should be provided in each of the villages, at the nexus of local routes.
- Schools should be co-located with the local centre, to help support shops and services.

For more detailed guidance on the Gilston villages, please see East Herts' policy documents and evidence base.

EB1405

District boundaries

-  Train stations
-  New homes (within existing neighbourhoods)
-  New neighbourhoods and villages
-  Land only to be developed for potential hospital relocation
-  Harlow Town Centre and local centres
-  Industrial areas
-  Enterprise Zones / PHE
-  Existing neighbourhoods and villages
-  Sustainable Transport Corridor
-  Sustainable Transport Corridor (potential extension)
-  New / improved road river crossing
-  New / improved pedestrian and cycle link
-  Potential road extension
-  Junction 7a
-  Potential hospital redevelopment



EAST OF HARLOW

Overview

The East of Harlow neighbourhoods are located between the historic settlement at Churchgate Street, the successful recent neighbourhood of Newhall to the west, and the M11 to the east. Church Langley is to the south and the northern neighbourhood will extend towards the village of Sheering.

The neighbourhoods are divided between Harlow District Council (the southern neighbourhood) and Epping Forest District Council (the northern neighbourhood) with 3,350 homes proposed in total; 750 in the north, and 2,600 in the south, up to 2033. The area will have a new primary school and a secondary school, serving both the new areas and the expanded Newhall neighbourhood. Located within the Green Belt, landscaping must be sensitive and respond to existing features; including Flood Zone 2 and 3 where no development shall be permitted. This area might also have a future, relocated Princess Alexandra Hospital (as one of two short listed locations), which could take the form of an expanded Health and Well-being Campus.

Road access will come from Moor Hall Road, which runs between the two neighbourhoods. The planned Junction 7a will connect through the northern neighbourhood, giving good access to the M11, and Harlow Road also provides a good access point for the north. For the southern neighbourhood, Hobbs Cross Road can provide access from the west.



3,350 (minimum)



c90 ha



Densities to support place-making, modal shift and viability by quality design



2-4 storeys



1 primary school
1 secondary school



Early Years Facilities



Health / community facilities



Bus Rapid Transit connection



New local centre



Micro-hub



0.5 hectares for up to 5 traveller pitches

A series of sustainable neighbourhoods which extend the success of Newhall. Easy cycle and walking access to Kao Park and Harlow Science Park, new strategic links through M11 Junction 7a, and a possible new Health and Well-being Campus.

Contextual images



Framework for development: place specific guidance

Placemaking and homes

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

Landscape and green infrastructure

- Bunding with mound and tree planting should be established between the M11 and new homes, with this operating as a Green Finger.
- A Green Wedge should extend from Mark Hall in the west through to the M11 in the east, with varied character, including allotments.
- Other Green Fingers should also be provided, taking cues from existing waterways, hedgerows and rights of way.
- Rights of Way should be enhanced and expanded, with connections to the links over the M11 and to the River Stort improved.
- Mature trees and hedgerows should be retained and should inform the structure of new neighbourhoods.



St. Mary's Church
(See views map page 19)



Water tower
(See views map page 19)

Sustainable movement

- The M11 Junction 7a to be delivered alongside development.
- Masterplans should accommodate the Sustainable Transport Corridor route, extending from Newhall through the southern then northern neighbourhoods. This could also connect to the access road to J7a.
- Sustainable Transport Corridor micro-hubs to be provided in neighbourhood centres and at Newhall. At the access road to J7a, this could include parking facilities.
- Safe and attractive cycle links should be provided through the neighbourhoods to the Kao Park Enterprise Zone and London Science Park, and to Princess Alexandra Hospital (should it relocated here).

Economy and regeneration

- New small local centres should be provided in each of the main neighbourhoods.
- Newhall's local centre can be enhanced
- Two new primary schools to be provided, one in the southern neighbourhoods (Harlow District Council land), one in the northern neighbourhoods (Epping Forest District Council land). A new secondary school will need to be located in a highly accessible location to support a wide catchment.
- Possible new Princess Alexandra Hospital, perhaps taking the form of a Health and Well-being Campus.
- Should this happen, then space for support services and SME space related to this and the Enterprise Zone should be encouraged.

PARTNERSHIP WORKING

PARTNERSHIP AND CROSS-BOUNDARY WORKING

The three District Councils (East Herts, Epping Forest and Harlow) and two County Councils (Essex and Hertfordshire) have collaborated on the development of the Design Guide for the Garden Town, and will continue to do so in the preparation of more detailed guidance and delivery of the Garden Town vision.

Partnership working will deliver the many different elements of infrastructure required to make the Garden Town a successful place. The delivery of this vision will be through public, private and third party actions and funding.

In addition to cross-boundary working as part of the Councils' Duty to Cooperate, the Councils are committed to working with relevant organisations, service providers and community groups to ensure proposals are developed collaboratively and with thorough consideration of local priorities.

Identified partners include, but are not limited to:

- Active Essex
- Arriva bus company
- Canal and Rivers Trust
- Community and resident groups
- Developers and site promoters
- Herts LEP
- London Stansted Cambridge Consortium
- Harlow Civic Society
- Harlow College
- Harlow Enterprise Zone
- Historic England
- Natural England
- Neighbourhood Plan groups
- Network Rail
- NHS Trust: Princess Alexandra Hospital
- Public Health England
- South East LEP
- Sport England

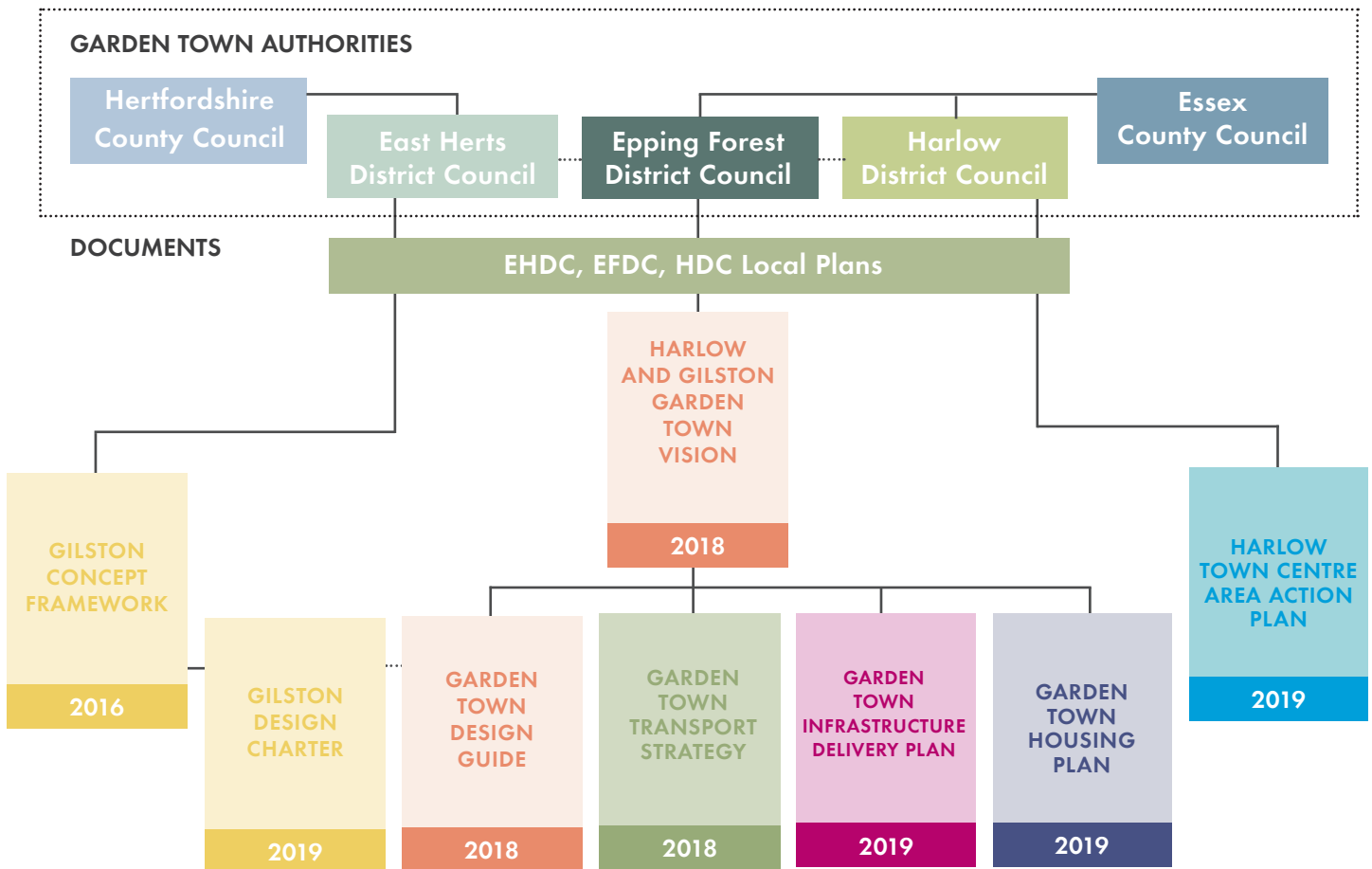


Diagram showing the relationship of the relevant authorities to the family of documents guiding and informing growth across the Garden Town.

GLOSSARY

Area Action Plan

A statutory development plan document prepared by local planning authorities which is aimed at establishing a set of proposals and policies for the development of a specific area (such as a town centre or area of new development).

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.

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.

Duty to Co-operate

The duty to cooperate is a legal test that requires cooperation between local planning authorities and other public bodies to maximise the effectiveness of policies for strategic matters in Local Plans.

Enterprise Zone

A designated geographical area in which state incentives such as tax concessions and simplified local authority planning procedures are offered in order to encourage business investment.

Four Tracking

A railway line consisting of four parallel tracks, with two tracks used in each direction. Four-track railways enable fast trains to pass stopping trains heading in the same direction. They can handle large amounts of traffic, and so are used on very busy routes.

Green Finger

A smaller, narrower green space to the Green Wedges, which provide local parks and play spaces within residential neighbourhoods and villages.

Green Wedge

Green space between neighbourhoods and villages that reinforces spatial separation and enables access links from the town to the wider countryside, embracing natural features such as valleys, woods and brooks.

Land Value Capture

Mechanisms that enable the recovery and reinvestment of a percentage of the uplift in the value of land associated with granting planning permission. Current methods focus on linking the delivery of infrastructure to the contribution of funds from landowners/developers. The best model will be explored through the Garden Town Infrastructure and Delivery workstreams.

Local Centre

Centres with shops, cafes and community facilities located at the juncture between a few neighbourhoods. The original New Town local centres have a range of 20-30 local shops.

Local Development Orders

Local Development Orders (LDOs) provide planning permission for specific classes of development within a defined area, subject to certain conditions and limitations. The purpose of a LDO is to simplify the planning process and provide certainty for potential investors, developers and businesses.

Long-term Stewardship

The Councils know that new facilities will not be sustainable without well organised management structures supported by consistent revenue streams. Community assets must be actively managed and properly looked after in perpetuity. Putting local people at the heart of the process can help to generate increased local support e.g. Community Land Trusts. The best models will be explored through the Garden Town Infrastructure and Delivery workstreams.

Micro-hub

An interchange point within new neighbourhoods between the Bus Rapid Transit and the cycling and walking routes of the Super Greenways. Often found at local centres, small local centres and other intersections, it will provide facilities such as cycle hire, repair and parking and live updates for the Bus Rapid Transit service.

Neighbourhood

A residential community with homes, local shops, community facilities and work spaces, which is physically, socially and visually integrated with surrounding neighbourhoods that together, in this context, form part of the Garden Town.

Small local centre

A small cluster of commercial uses in the New Town's original neighbourhoods, usually consisting of a nursery, local shop and church or pub.

SME Business

Small and medium-sized enterprises (SMEs) are non-subsidiary, independent firms which employ fewer than 250 employees.

Super Greenways

High quality cycling and walking routes located along the Sustainable Transport Corridors, and often within the Green Wedge network, which provide attractive and enjoyable transport choices which are accessible to all ages and abilities.

Sustainable Transport Corridor

A series of strategic corridors in the Garden Town providing high quality public and active travel options, connecting neighbourhoods quickly with key destinations such as the town centre and rail station.

Sustainable Drainage Systems (SuDS)

Sustainable drainage systems (SuDS) are a natural approach to managing drainage and mitigating flood risk in and around properties and other developments.

UK Innovation Corridor (LSCC)

A pioneering region connecting London to Cambridge which has a cluster of world renowned bioscience and advanced technology companies and is highly connected both digitally and physically. The London Stansted Cambridge Consortium is a strategic partnership of public and private organisations formed to organise and promote the UK Innovation Corridor.

Ultrafast fibre

Ultrafast broadband is defined as internet speeds of over 100Mbps. This is usually delivered using Fibre to the Premise (FTTP) technology, and is not currently available in all areas of the UK.

Village

A residential community with local community facilities, shops and work spaces, which is set in rural countryside and is physically and visually distinct but in this context, will maintain strong links with surrounding villages and the Garden Town.

DESIGN QUALITY QUESTIONS

Applicants and designers should demonstrate how their proposals answer these design quality questions, addressing the key principles for healthy growth as set out in this document. This should be through creating a clear vision for the proposal, understanding and analysis of the site, proposed engagement with stakeholders and the community, and showing how the proposal will contribute to the wider Garden Town Vision, throughout the life of the development.

- 1** How will the proposals respond positively to the existing context, including heritage assets, and make a positive contribution to the character and quality of place?
- 2** What steps have you taken to ensure high quality architecture and construction that achieves distinctive neighbourhoods and villages that contribute to a harmonious whole?
- 3** How have the proposals incorporated different architectural typologies to support balanced, sustainable and diverse communities, in terms of the range of uses, spaces, housing types and tenures?
- 4** Demonstrate how the proposals will facilitate social interaction and help improve the physical and mental health of residents and visitors.
- 5** Explain how the proposed buildings and places could adapt to changes in lifestyles, climate change and future requirements?
- 6** How will the proposals demonstrate a landscape-led approach that preserves hedge rows, mature trees, water ways and other existing natural landscape features?
- 7** How will the proposals extend and enhance the network of Green Wedges, Green Fingers and open spaces? How do these vary in character and in what ways are they usable?
- 8** Demonstrate how proposals have been informed by stakeholders to contribute to a clear net biodiversity gain and climate resilience?
- 9** How have the proposals incorporated approaches to sustainable energy, water, waste, design and construction and other practices that will improve household sustainability?



- 10** How will the proposals establish and contribute to an attractive walking and cycling network that people will want to use, including access to the Super Greenways?
- 11** How will the proposals encourage a behavioural change to facilitate the overall modal shift towards sustainable travel required across the Garden Town?
- 12** How will the proposals integrate with and support the Bus Rapid Transit network across the Garden Town and beyond? How does this appropriately balance both movement and placemaking?
- 13** Explain the measures taken to ensure the proposals support changing working patterns and future working needs?
- 14** Explain in what ways your approach supports the success of Harlow Town Centre, and the network of existing or new local centres.
- 15** How have proposals considered and taken account of feedback from local consultation? What changes have been made to demonstrate this? Have any community 'quick-wins' been identified and how will they be delivered?
- 16** What is the approach to phasing and how will proposals support early delivery of key infrastructure in conjunction with homes e.g. landscape, transport, digital, community?
- 17** Demonstrate how collaboration with the community has positively informed arrangements for the long-term stewardship of community assets within the proposals?

CASE STUDIES



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Accordia, Cambridge, UK

Accordia is an award winning housing development in Cambridge. Built on a former military site, it is home to a mix of different sized apartments and houses. Terraces, mews and flats have generous shared amenity spaces including rooftop spaces, internal courtyards and large semi-public gardens.

Flexible floorplans have allowed mews garages to be converted to studios, offices and annexes. This development has succeeded in providing Cambridge with an attractive and robust housing option.

www.academyofurbanism.org.uk/accordia/

Bracknell, Berkshire, UK

Bracknell town centre has faced similar problems to those of Harlow in terms of under-performing retail offer, lack of mixed uses and poor quality public realm.

New shops, restaurants and a cinema have transformed the ability of the town centre to act as a leisure destination. Redevelopment has also been sensitively undertaken and responds to the New Town traits and nuances.

www.bracknelltowncouncil.gov.uk/bracknell/bracknell-town-centre-regeneration/



Photograph: Allies and Morrison



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Dunsfold Park, Surrey, UK

Dunsfold Park intends to be a sustainable community from a transport perspective. Designing a walkable village entirely within 10 minutes' walk of the Market Square, a site-wide Travel Plan aims to make internal car use unnecessary.

Where residents do need to travel outside of the village, a range of sustainable travel options will exist including a high-quality bus service, cycle and walking routes, car-clubs and car share schemes.

www.dunsfoldparkmasterplan.com/



Copyright: [Barratt and David Wilson Homes](#)

Kingsbrook, Broughton, UK

2,450 homes have been built on greenfield land, designed so wildlife can move freely through the residential areas. The development is connected by green wildlife corridors of hedges, strips of wildflower grassland, as well as gaps in fences and walls.

The RSPB worked closely with developers to develop 'swift-bricks' (see image opposite) for swifts to live without causing damage to properties.

www.rspb.org.uk/our-work/conservation/projects/kingsbrook-housing/

Mobile Garden City, Stratford, UK

The Mobile Garden City in Stratford provides a community-facing space for local residents and community groups. Since 2015 it has been connecting local people to nature and teaching them new skills in food growing through workshops and training.

A meanwhile use, the garden is mobile and relocates across different sites around Queen Elizabeth Olympic Park and sites are developed.

www.groundwork.org.uk/Sites/london/pages/mobile-garden-city



Copyright: [Groundwork London / The Landscape Institute](#)



Photograph: [Allies and Morrison](#)

Mini-Holland, Waltham Forest, UK

£30 million investment from Transport for London transformed cycling infrastructure and streetscapes across Waltham Forest. With over 40% of households with no access to a car, the rates of walking and cycling have increased since implementation in 2016.

A thorough review of quantifiable benefits revealed on average, local people were walking and cycling for 41 minutes a week, more than comparable areas, coupled with wide-ranging health and well-being benefits.

www.enjoywalthamforest.co.uk/about-mini-holland/



Photograph: Allies and Morrison

Newhall Be, Harlow, UK

Consisting of 84 units across four typologies, the scheme demonstrates how high densities can be achieved through good design. Halving the size of gardens was balanced through creating roof terraces in total equalling the land 'lost', as well as generous communal green spaces; around 40% of the area.

Adaptable design means loftspaces can be used as bedrooms, gamesrooms or workspaces; an asset increasingly important for changing work lifestyles.

www.alisonbrooksarchitects.com/project/newhall/

Older Women's Co-Housing, Barnet, UK

Older Women's Co-Housing (OWCH) created a community in a purpose built block in High Barnet, North London, as an alternative to living alone.

The development includes 17 leasehold flats, and 8 for social rent, with a programme of common meals and some shared activities. The group are confident that senior shared co-housing can enrich the last years of many, and reduce pressures on health and care services.

www.owch.org.uk/



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Stansted Airport College, Stansted, UK

A joint venture between Harlow College and Stansted Airport, the college is the first of its kind in the country. Based on strong partnerships with a range of employers at the airport, students will be equipped with the skills needed to enter the workplace.

Courses focus on a range of technical and professional courses, in the disciplines of Aviation, Engineering, Business, Hospitality, Retail and Events.

www.stanstedairportcollege.ac.uk

NOTES



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Bogota, Colombia

Bogota is home to the world's largest bus transport system. Its Bus Rapid Transit system was launched in 2002, now operating 12 lines and carrying 1.5 million passengers each day.

This pioneering initiative has achieved a nine percent modal shift from private car to public transport. Its network reaches more than 80% of the city's population. Elevated stations stand beside segregated lanes and allow passengers to purchase tickets before they board.

www.centreforpublicimpact.org/case-study/transmilenio/

Bologna, Italy

Bologna has been incentivising sustainable travel by rewarding people walking, cycling and taking public transport with free ice cream and cinema tickets. The Bella Mossa scheme was set up by in 2017 and works via an app, letting users log their sustainable trips. Once they've racked up enough they can redeem their points at over 100 businesses across the city.

Running for six months of the year, 3.7 million km of sustainable journeys undertaken in 2017.

www.bellamossa.it/



Copyright: [Bella Mossa / Twitter](#)



Copyright: [Fred Bigio / Flickr](#)

Borneo Sporenburg, The Netherlands

This low-rise, high-density residential neighbourhood demonstrates the success in re-interpreting a traditional vernacular. Drawing on Dutch architectural heritage, it was inspired by villages where small houses descend towards the waterfront.

A framework set key principles and requirements including access, parking, streetscape, private open space, storey height, plot width and building materials.

www.west8.com/projects/borneo_sporenburg/



Copyright: [MVRDV / Dezeen](#)

Eindhoven, The Netherlands

Eindhoven is a town in the Netherlands that hosts Dutch Design Week. Market Square is the city's natural civic centre and is framed by shops, restaurants, bars and cafes with outside seating populating the square. The square accommodates regularly changing events and activities, including the colourful, futuristic hotel opposite on show during the design week.

www.mvrdv.nl/projects/mvrdv-at-dutch-design-week-the-future-city-is-wonderful

Nantes, France

The French city of Nantes has been transformed from a de-industrialised, faceless city into a pioneer of free public art installations. Public art festivals take over every part of the town each year which has reintroduced Nantes to the rest of the world as a trendy, creative city.

As one of the fastest growing cities in France, between 6,000 to 9,000 people move there every year, with unemployment levels also consistently below the national average.

www.levoyageanantes.fr/en/



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Vauban, Freiburg, Germany

Vauban in Germany is a pioneer of sustainable, community-led housing schemes. Co-Housing schemes are common and have used mid-rise, high density apartments to great effect.

Densities increase up at local centres and at parts of the town lining tram stops. Largely a car-free town, this greets a critical mass of residents with convenient public transport on their doorstep, supporting the tram and cluster of complementary uses around it.

www.freiburg.de/pb/,Len/618445.html

NOTES



**Allies and Morrison
Urban Practitioners**

85 Southwark Street
London SE1 0HX

telephone +44 20 7921 0100
web alliesandmorrison.com
email info@alliesandmorrison.com



Essex County Council



Hertfordshire

