

# Land at Latton Priory

## Potential Development Quantum Increases

20<sup>th</sup> March 2019

### 1 Introduction

Brookbanks Consulting Limited (BCL) is commissioned by both Hallam Land Management (HLM) and Commercial Estates Group (CEG) to provide technical advice on delivery of the proposed allocation site at Latten Priory, south Harlow. BCL has been involved with this project since 2012 and has undertaken a range of technical and infrastructure-based studies in support of the proposals.

The purpose of this note is to highlight the opportunities to increase the quantum beyond the 1,050 units currently proposed by Policy SP5 F of the Local Plan Submission Version (LPSV).

### 2 Development Impact

#### Background

As stated above, the LPSV proposes at least 1,050 homes at Latton Priory up to 2033, under Policy SP5 F(i). The traffic modelling undertaken by Jacobs, presented in several reports, identifies that this level of development can be delivered without resulting in an unacceptable impact on the highway network. A range of highway interventions have been identified, that include specific improvements at junctions together with more strategic interventions that include Sustainable Transport Corridors (STCs) and a link road through the site.

It is the recommendation that the development quantum on the Latton Priory site can be increased without effecting the operation of the road network and more crucially, there are benefits to the wider area should a greater quantum be delivered.

#### Trip generation

As indicated, BCL has been supporting the promotion of this site over an extended period. This included the production of a Scoping Note that identified a protocol to model the impact of the development. This note was discussed with Essex County Council (ECC). The Scoping Note identified trip rates that were used to identify the total vehicle trip generation.

A development of this size will deliver a substantial housing stock of mixed type and tenure. Local Planning Policy indicates that developments should deliver the equivalent of 40% affordable housing.

The trip rates for both types of housing are presented below.

Trips	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Open market Housing	0.114	0.361	0.475	0.299	0.191	0.490
Affordable Housing	0.153	0.287	0.440	0.260	0.185	0.445
Combined Housing	0.130	0.331	0.461	0.283	0.189	0.472

Figure 2a: Vehicle Trip rates - housing

The difference in vehicle traffic generation is indicated below.

Trips	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
1050 Units	136	348	484	298	198	496
1500 units	194	497	692	425	283	708
Difference	58	149	207	128	85	212

**Figure 2b:** Vehicle Trips - housing

This indicates that increasing the development quantum increases the two-way flow by circa 210, equivalent to less than four trips per minute. When dispersed through the road network, the increased impact on any single junction will be negligible.

Furthermore, the assessment work undertaken by Jacobs has been based on robust generic trip rates, as highlighted in the report identified as EB503 (Table 6-4), as repeated below.

Trips	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Open market Housing	0.232	0.453	0.685	0.614	0.132	0.746
Affordable Housing	0.154	0.305	0.459	0.283	0.218	0.501
Combined Housing	0.201	0.394	0.595	0.482	0.166	0.648

**Figure 2c:** Vehicle Trip rates – housing extracted from EB503

This results in the following trip generation for 1,050 units.

Trips	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
1050 Units EB503	211	413	624	506	175	680
1500 units BCL	194	497	692	425	283	708
Difference	-17	84	68	-81	108	28

**Figure 2d:** Vehicle Trips – housing EB503

This indicates that assuming trip rates that are not generic reduces the impact of uplifting the unit numbers to undiscernible levels. This demonstrates that the 1,050-unit level of impact will be very similar to the impact of 1500 unit scheme, when considering more realistic trip generation trip rates.

### Highway impact

The technical assessments carried out by Jacobs has indicated a range of interventions that will mitigate the development impact. This included junction improvements along Southern Way and to Junction 7 of the motorway. The report produced by Jacobs clearly demonstrates that the impact of the development can be mitigated.

The increase to 1500 units, as indicated in Figure 2d, will not increase trips significantly. Therefore, this demonstrates that the impact from a larger, 1500-unit, development can also be mitigated, when considering more realistic trip generation trip rates.

As part of the long-term promotion of this site, BCL assessed the impact of using the ECC Saturn traffic model. This assessed the impact on the road network within Harlow as well as the strategic road network. The assessment work highlighted that several junctions would need upgrading, including several junctions along Southern Way.

The conclusions of the BCL report reiterated the conclusions of the Jacob report, that development at Latton Priory can be accommodated and that a larger development can be accommodated.

### Critical Mass

There are several benefits to delivering a larger development than currently identified. As identified below:

**Land uses:** The allocation for 1,050 homes already makes provision for primary and secondary schools. It might be better to say that increased housing capacity will assist the delivery and viability of supporting community facilities and the proposed Local Centre.

**Internalisation:** Through the delivery of enhanced facilities on site, these will cater for a greater proportion of everyday needs, reducing the need to travel outside the development. This would increase the development internalisation and reduce the highway impact.

**Public Transport Viability:** The increase in housing numbers would increase the number of trips that would be carried out by public transport. This would increase the revenue generated by public transport which would help support the long-term viability of the services provided. There is a call the LPSV has an objective to achieve a significant modal shift and increase in development quantum can only support this objective.

**Support for Sustainable Transport Corridors (STC):** Within Harlow, several STC have been identified that will support sustainable modes of travel. The deliverability of these has been considered at a high level, including the cost implications. Increasing the development quantum will provide additional funds through s106 / CIL that can be used to support the delivery of the STC's.