



# Latton Priory, Harlow

Epping Forest Local Plan Examination

Response to Matter 13

## Boyer

## Report Control

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Primary Author	Chris Roberts
Checked By:	Mike Newton

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## MATTER 13: TRANSPORT

- 1.1 This statement has been prepared by Boyer, on behalf of CEG and Hallam Land Management, in response to the Inspector Issues and Questions for the examination of Matter 13.

**Issue 1: Has regard been had to the Mayor of London's draft Transport Strategy and London Plan in proposing Policy T1; and are its provisions clear and effective?**

**Q1. Does this policy take account of the strategic transport objectives in the Mayor of London's draft Transport Strategy and London Plan? Would the policy support the objectives of these documents in respect of transportation and have any specific conflicts been identified? (Reps TfL).**

- 1.2 Yes, Policy T1 supports the objectives of the London Plan / Transport Strategy documents in respect to transportation. These documents place a strong emphasis on promoting sustainable transport choices by means of encouraging more people to walk, cycle and use public transport.

**Q2. Should Part A, perhaps A(ii) make reference to the desirability of promoting safer routes to school and to establishing an attractive pedestrian environment around schools to encourage travel by non-car modes? (Reps ECC).**

- 1.3 Yes, reference should be made to the desirability of promoting safer routes to school. This is regarded as justified, as reducing the propensity for school-related car journeys will assist in easing traffic congestion. There also exists an opportunity to help address wider public health considerations, through the promotion of walking and exercise.
- 1.4 With respect to the proposed allocation at Latton Priory, it is noted that the site will include new education provision. To promote safe routes to school, the masterplan will include walking and cycling routes within the development. Highway crossing points will be designed to cater for all types of pedestrian users with the routes lit where appropriate. The walking and cycling paths will connect the individual housing blocks to ensure full connectivity and route choice throughout the development. The use of such provision shall also be promoted via a School Travel Plan.

**Q3. Is it clear what scale/type of development will be required to submit a Transport Statement or Assessment in accordance with Part D?**

- 1.5 The Local Plan does not expressly quantify what scale of development will trigger a requirement for a Transport Statement (TS) or a Transport Assessment (TA), in accordance with Part D. It would be typical to assume that the respective requirement for either, would be based on the likely level of impact. Larger developments would need a TA, whilst a TS would typically suffice for smaller scale developments where the traffic impact is likely to be limited in terms of both volume and area impact. A minor adjustment to the wording of the policy (or its supporting text) would help to clarify this distinction.

**Q4. Are different parts of this policy intended to apply to development of different types/scales? If not, why are Part C and Part F, which both concern the circumstances in which development will be permitted, separate? Should amendments be made for clarity?**

- 1.6 The requirement to assess a wide-range of transport considerations at the planning application stage, and provide appropriate mitigation with necessary, is both reasonable and justified in-principle. Nonetheless, there is scope to reword and/or simplify the policy (in relation to Parts C and F) in order to provide clarification.

**Issue 2: Will Policy T2 be effective in protecting the land required for future transport schemes from development?**

**Q1. Is it necessary to list the particular schemes for which land is required to be safeguarded? Is the relevant land shown on the Policies Map?**

- 1.7 It is considered that it would assist the soundness of the Local Plan if the prerequisite transport schemes were identified and listed. Where transport schemes are necessary to support the delivery of a proposed allocation, then it should follow that these schemes are clearly identified and that the land corridors are reserved. This approach will assist in ensuring that key routes are safeguarded.
- 1.8 In respect of the proposed Latton Priory allocation, two major transport schemes are envisaged. These are the link road and the Sustainable Transport Corridor (STC). The Statement of Common Ground concluded between CEG / Hallam Land and EFDC (ED23) confirms that both of these schemes are required. As such, it is appropriate that both routes should be indicatively identified.
- 1.9 With respect to safeguarding, care must be taken to ensure sufficient flexibility is allowed in case the originally established schemes require alteration in the future, for technical or planning purposes. Appropriate wording around safeguarding, and the flexibility to alter these for schemes for sound reasons in the future, should be considered.

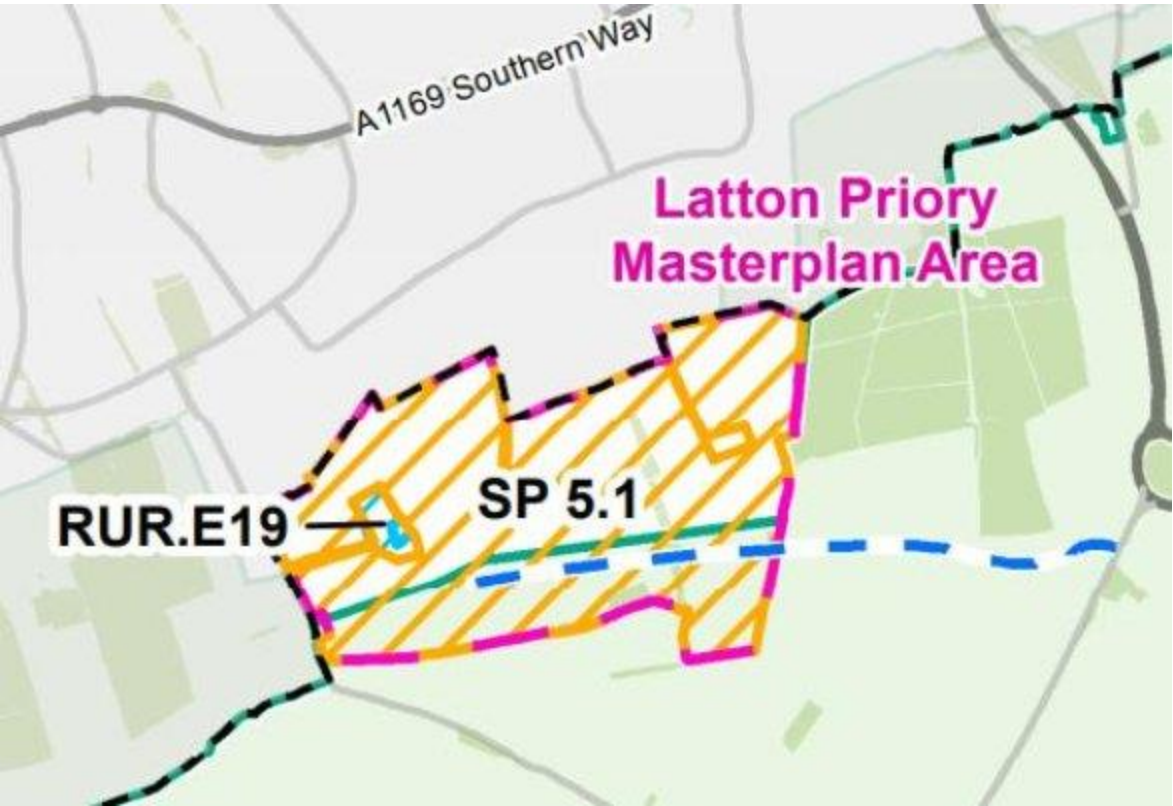
#### **Link Road**

- 1.10 An extract of Map 2.1 of the LPSV “Garden Town Communities around Harlow” (provided overleaf) illustrates a safeguarded access road route through the proposed allocation. An indicative route is important in recognising the need for and establishing the principle of a link road, as it runs through the site directly onto the B1393. It should be retained in the Plan and listed in Policy T2 as a safeguarded route to which this policy will apply. The need to safeguard a link between the Latton Priory allocation and the B1393 should also be referred to in Policy SP5.1

- 1.11 It is noted that the Promoters of the proposed allocation do not agree with the alignment of the link road as currently shown on Map 2.1. Extensive engagement with the Local Highway Authority, spanning many years, has helped to inform a differing alignment, which is technically derived and has been fed into the masterplan process. As a consequence, the promoter's alignment differs from that indicated on Map 2.1 and our preferred alignment is set out in Appendix 3 to our statement for Matter 8 of this Examination.
- 1.12 It is recommended that Maps 2.1 and 2.2 show the alignment as proposed in Appendix 3 to our Matter 8 Statement. However, we suggest that wording associated with Map 2.1 is revised to allow for any necessary alteration of the alignment, as part of the masterplanning and planning application processes and final agreement on the matter with EFDC officers. This is necessary to ensure that the link road may be aligned in a manner which responds effectively to all technical and contextual considerations, including visual, acoustic, heritage and ecology constraints.
- 1.13 Furthermore, we consider that Map 2.2, which does not propose or indicate any points of access to the Latton Priory site, should also safeguard the principle of the link road and depict the promoters preferred alignment on the same basis proposed for Map 2.1 above.
- 1.14 We also consider that Policy SP5.1(F) should make specific reference to the link road as essential site infrastructure as proposed in our Statement for Matter 8. The link road will then be delivered as an integral part of the site layout. This not only secures the delivery of the link road but also the transport benefits that result.
- 1.15 We have set out the evidence in support of the provision of the link road as essential infrastructure in our statement for Matter 8 of the Examination.

#### **Sustainable Transport Corridor (STC)**

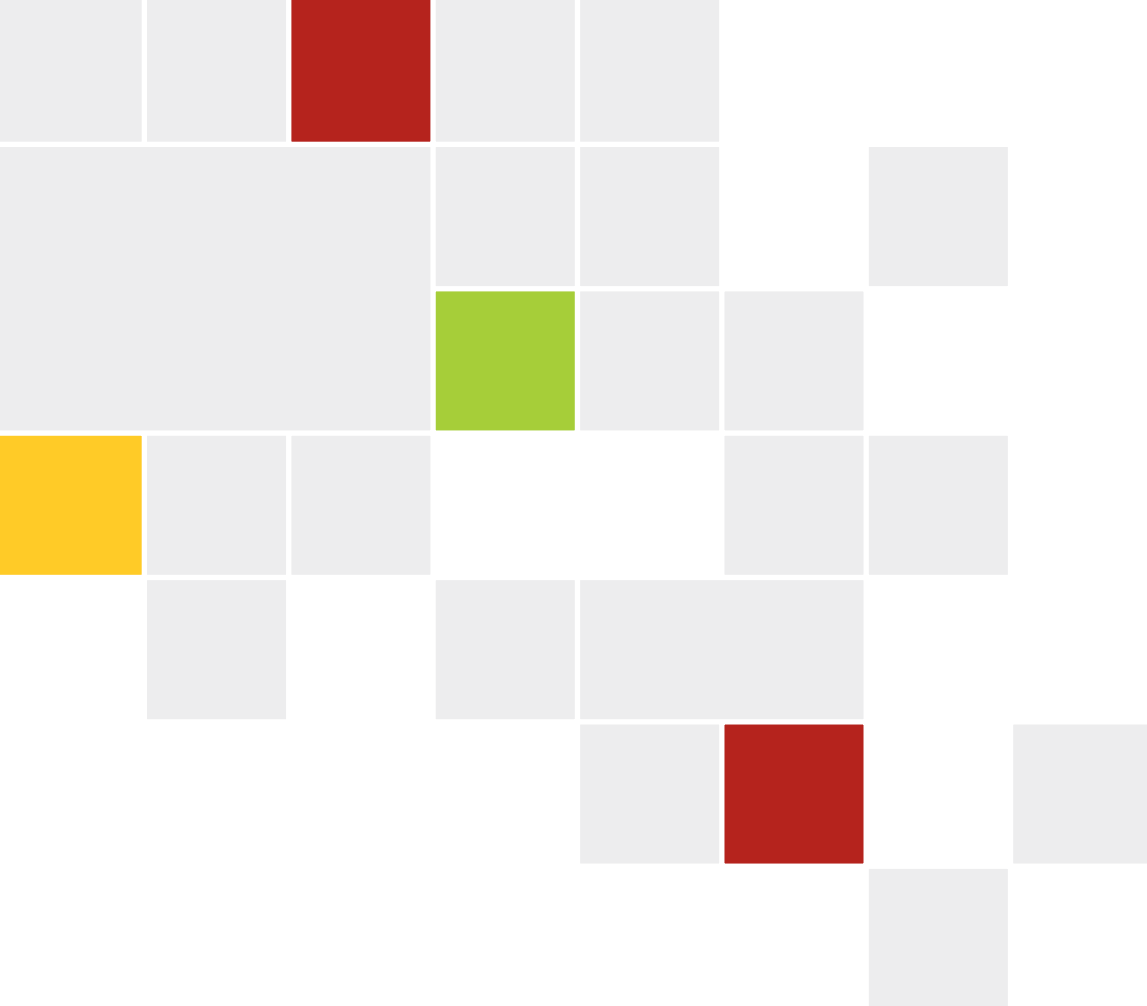
- 1.16 Land for the STC is not presently identified for safeguarding. However, the preparatory masterplanning work (being undertaken in support of a future planning application), has reached a point where we can be reasonably certain regarding the future location of the STC, with it being envisaged that this would align within the proposed Green Corridor. Accordingly, it may be necessary to explore the scope to safeguard land for the STC through Latton Priory within Policy T2. Such safeguarding should nonetheless allow for reasonable flexibility as the masterplanning work continues to progress.



Extract from LPSV Map 2.1

Safeguarded Route





# Boyer

Crowthorne House, Nine Mile Ride, Wokingham, RG40 3GZ | 01344 753 220  
[wokingham@boyerplanning.co.uk](mailto:wokingham@boyerplanning.co.uk) | [boyerplanning.co.uk](http://boyerplanning.co.uk)