

Introduction to Harlow North



1. Aerial photo of Harlow with white Harlow/Harlow North outline superimposed

Following a series of studies and an Enquiry by Design¹ process run on our behalf by The Prince's Foundation, we believe that the creation of a sustainable urban extension to the north of Harlow offers great potential to facilitate the prosperity of the East of England region and provide much needed homes for Essex and Hertfordshire.

We have come to the view that this can be done in a way that creates a very fine town that has a much lower total environmental impact or footprint than alternative growth scenarios.

Harlow North would add vital mass, quality and dynamism to the existing town of Harlow. We want to build a new network of attractive, mixed use neighbourhoods that integrate with the existing community rather than turn their back on the current town. We are committed to the very highest standards of design to create buildings that look good, use resources wisely and stand the test of time.

As pension fund owners of over 1,000 hectares of land north of Harlow adjacent to the River Stort, we will be able to deliver the development within the Government's timeframe for meeting new housing targets and put in place the foundations for long term stewardship.

Given the cross-boundary nature of the Harlow North proposal and in the absence of a housing allocation, despite our best endeavours it has been difficult to obtain widespread local stakeholder involvement in the development of the principles and plan so far. If an allocation is made, a detailed proposal for local participation and consultation will be prepared; the Enquiry by Design process will be used widely to enable maximum creativity and responsiveness to local perceptions, needs and aspirations.

While it is still early days in the conception and planning of Harlow North, I hope that this prospectus illustrates our determination to work with local regeneration partners to create a place of quality and integrity that rises to the environmental challenges of the 21st century while enhancing the opportunities and quality of life for future residents and neighbours.

Brian Tisdall

Portfolio Manager, Ropemaker Properties Limited²

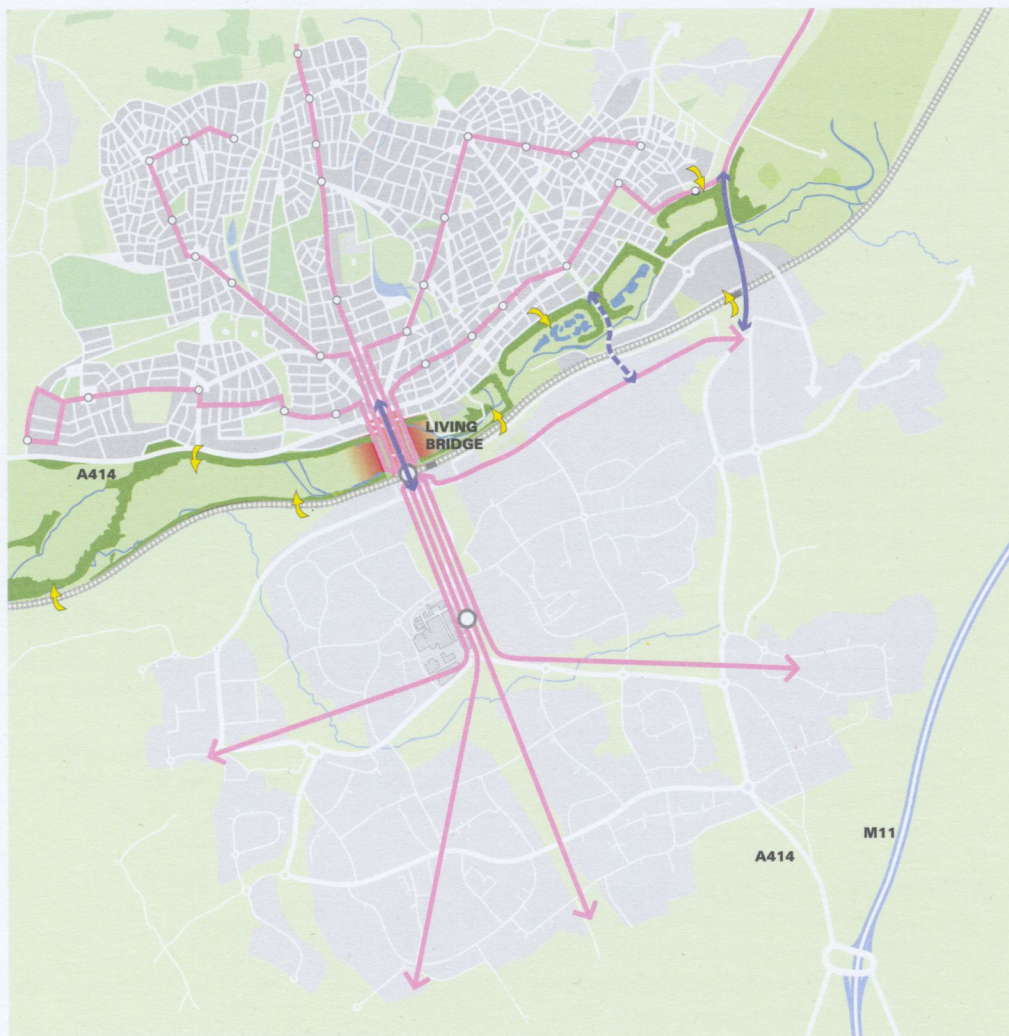
¹Enquiry by Design is an inter-disciplinary planning and design tool that ensures a sophisticated iteration between a wide range of factors in planning and place-making. It enables trade-offs between the competing objectives facing any significant new development. Environmental issues and concerns are weighed against social and economic objectives, good urbanism and design is mapped out and costed, 'whole life' issues are explored and core values and principles are drawn out to ensure the best possible foundations for a new community.

²Brian Tisdall BSc (Est.Man.) FRICS is the Portfolio Manager for the BP Pension Fund's property holdings, which comprise investments in the retail, office, industrial, leisure and residential sectors. Ropemaker Properties Limited is the property nominee of the Fund.

The Enquiry by Design masterplan for Harlow North



Masterplan: One place, one town



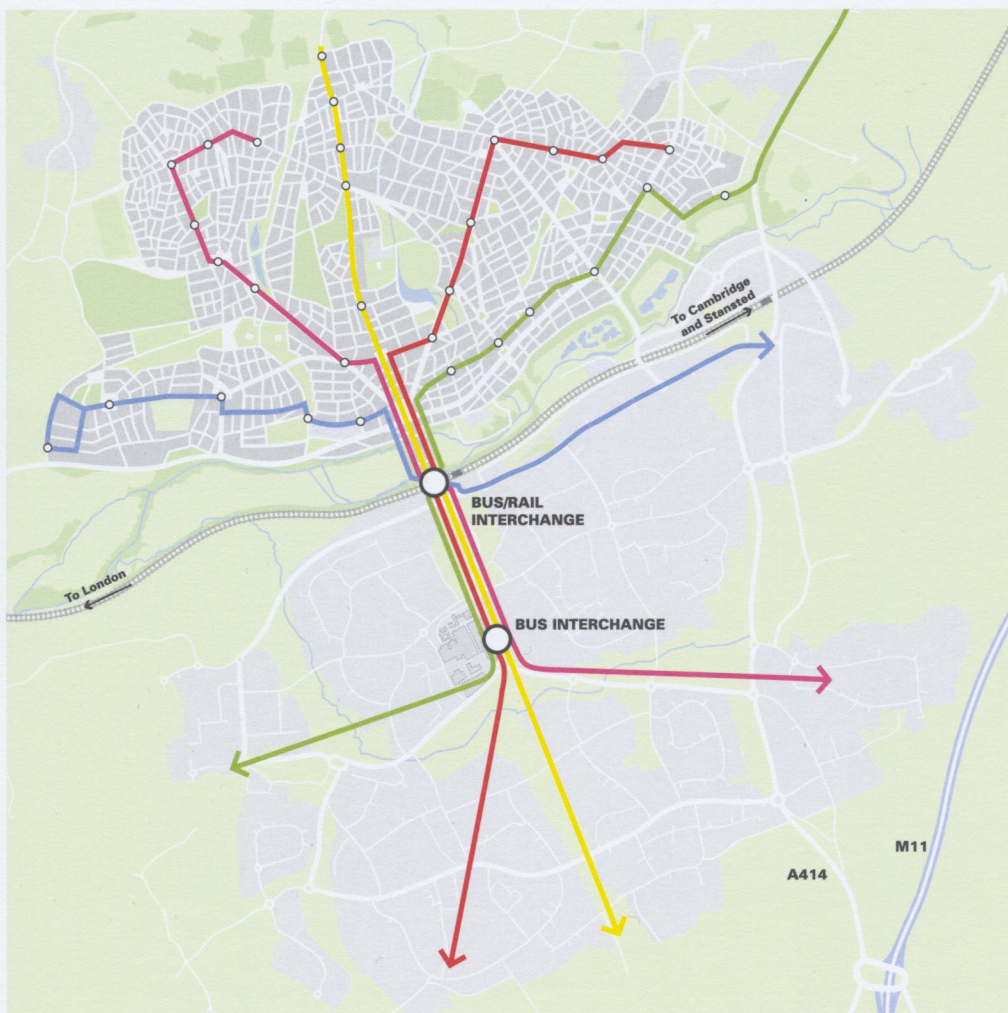
- Park/grassland
- Woodland
- Existing/proposed settlement
- Water
- Public transport
- Improved road connections
- Connections through the urban park/floodplain

Socio-economic mix and the opportunity for regeneration

Over time the new development would accommodate an increasing range of household size, age, tenure and income in Harlow, offering the potential for regeneration of existing residential stock without massive geographical relocation. Such diversity across the whole of Harlow would be a vital factor in delivering the characteristics of community that Government regards as 'sustainable'. But more importantly, it would help to create one town with one identity.

The proposed plan is of a scale that allows for an effective and efficient public transport system. It has been designed so that practically every residence and workplace is within 300 metres of a bus stop.

Moving around the town



Suggested bus routes linking Harlow and Harlow North



Harlow North has been designed around an efficient, high quality transport and movement network. The streets and spaces are designed for enjoyable journeys by foot, bicycle, car or public transport. The aim is to provide everyone, particularly the young and elderly, with real independence of movement in a clean and attractive 'low carbon' town.

Walking and cycling

Harlow North is planned to encourage walking and cycling as functional rather than just recreational activities. Designing for a variety of daily needs such as shops, employment, education and leisure within reasonable walking distance would encourage people to walk rather than drive, because it would be simply quicker, easier and more enjoyable.

Harlow North's streets are designed as much for *people* as for the car, with attractive buildings and green space and safety from crime and traffic. A network of cycle routes would be provided throughout the town, with particular emphasis on links to local public transport and to the central transport hub at the Living Bridge and railway station. Generous provision would be made throughout for secure storage of bicycles.

1. Town centre bicycle storage
2. Hoxton Square, London: a good street for walking, cycling (and careful driving)
3. Poundbury, Dorset: a courtyard providing unobtrusive car parking



Public transport

As planned, Greater Harlow would have the capacity to sustain an efficient public transport network, linked to neighbourhood centres, rail links and employment. Higher densities at village and neighbourhood centres would provide appropriate building concentrations within easy walking distance from bus stops – typically not more than 300m from most homes and workplaces. This would make public transport a viable alternative to the car.

The bus services envisaged would incorporate user-friendly technologies such as real-time information and signalisation priority, providing the cheapest and quickest way for many people to travel.

Cars

Cars are carefully designed for. Vehicles travelling at appropriate speeds can enliven a street, and in the modern world help bring in the social and economic exchange that defines the reasons for building town in the first place.

Car parking would be convenient for homes, shops and offices, without dominating them. The plans for Harlow North integrate car parking into the networks of avenues, streets, lanes and mews, but the streets are not designed

around the car. In residential areas, cars would be housed in secure courtyard blocks, away from the street, leading to private gardens at the rear of most houses. Houses with front doors, not double garages, would line the streets.

