

Public Document Pack



Leader and Members
of the District Planning Executive
Panel

Your contact: Martin Ibrahim
Ext: 2173
Date: 2 September
2016

cc. All other recipients of the District
Planning Executive Panel agenda

Dear Councillor

DISTRICT PLANNING EXECUTIVE PANEL - 8 SEPTEMBER 2016: SUPPLEMENTARY AGENDA NO.1

Please find attached the following reports which were marked “to follow” on
the agenda for the above meeting:

3. Minutes (Pages 3 - 14)

*To approve as a correct record the Minutes of the meeting of the Panel
held on 25 August 2016.*

10. East Herts Draft District Plan – The Gilston Area – Draft Concept
Framework, Settlement Appraisal and New Draft Chapter 11 (Pages 15 -
156)

Note – Essential Reference Paper ‘D’ enclosed.

Please bring these papers with you to the meeting next Thursday.

Yours faithfully

Martin Ibrahim
Democratic Services Team Leader
Democratic Services
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MEETING : DISTRICT PLANNING EXECUTIVE PANEL
VENUE : COUNCIL CHAMBER, WALLFIELDS, HERTFORD
DATE : THURSDAY 8 SEPTEMBER 2016
TIME : 7.00 PM

MINUTES OF A MEETING OF THE
DISTRICT PLANNING EXECUTIVE PANEL
HELD IN THE COUNCIL CHAMBER,
WALLFIELDS, HERTFORD ON THURSDAY
25 AUGUST 2016, AT 7.00 PM

PRESENT: Councillor L Haysey (Chairman)
Councillors E Buckmaster and G Jones.

ALSO PRESENT:

Councillors A Alder, P Ballam, R Brunton,
M Casey, G Cutting, I Devonshire,
M Freeman, J Goodeve, J Jones,
M McMullen, S Reed, P Ruffles, S Rutland-
Barsby, R Standley, M Stevenson and
G Williamson.

OFFICERS IN ATTENDANCE:

Chris Butcher	-	Principal Planning Officer
Martin Ibrahim	-	Democratic Services Team Leader
Lorraine Kirk	-	Senior Communications Officer
James Mead	-	Assistant Planning Officer
Kay Mead	-	Principal Planning Officer
Laura Pattison	-	Senior Planning Officer
George Pavey	-	Planning Officer
Jenny Pierce	-	Principal Planning Officer
Claire Sime	-	Planning Policy Manager
Helen Standen	-	Director
Kevin Steptoe	-	Head of Planning and Building Control Services

Adele Taylor - Director
Liz Watts - Chief Executive

27 **EAST HERTS DRAFT DISTRICT PLAN – NEW DRAFT
CHAPTER 1 – INTRODUCTION**

The Panel considered a new draft Chapter 1 (Introduction) for subsequent incorporation into the final draft District Plan. Following the Panel’s consideration of the issues raised through the consultation with regard to Chapter 1 at its previous meeting, this report presented an updated Chapter.

The Panel supported the recommendation as now detailed.

RECOMMENDED – that the draft revised Chapter 1 (Introduction), as detailed in Essential Reference Paper ‘B’ to the report submitted, be agreed as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.

28 **EAST HERTS DISTRICT PLAN – NEW DRAFT CHAPTER 2
– VISION AND STRATEGIC OBJECTIVES**

The Panel considered a new draft Chapter 2 (Vision and Strategic Objectives) for subsequent incorporation into the final draft District Plan. Following the Panel’s consideration of the issues raised through the consultation with regard to Chapter 2 at its previous meeting, this report presented an updated Chapter.

The Panel supported the recommendation as now detailed.

RECOMMENDED – that the draft revised Chapter 2 (Vision and Strategic Objectives), as detailed in Essential Reference Paper ‘B’ to the report submitted, be agreed as a basis for inclusion in the final draft District Plan, with the content being

finalised when the consolidated plan is presented in September 2016.

29 **EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 3 –
DEVELOPMENT STRATEGY: RESPONSE TO ISSUES
RAISED DURING PREFERRED OPTIONS CONSULTATION**

Consideration was given to a report highlighting the issues raised through the Preferred Options consultation in connection with Chapter 3 (Development Strategy) of the Draft District Plan Preferred Options version, together with Officer responses to those issues.

In response to Members' comments and questions, Officers clarified that the revised chapter, when presented to the next Panel meeting, would identify new employment sites. Officers also reconciled the housing figures on the basis of the plan period, 2011 – 2033. In respect of affordable housing, the Panel noted that the situation was more complex now and that Officers sought to maximise at all times.

The Panel supported the recommendations as now detailed.

RECOMMENDED - that (A) the issues raised in respect of Chapter 3 (Development Strategy) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper 'B' to the report submitted, be received and considered; and

(B) the Officer response to the issues referred to in (A) above, as detailed in Essential Reference Paper 'B' to the report submitted, be agreed.

30 **EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 4 –
GREEN BELT AND RURAL AREA BEYOND THE GREEN
BELT: RESPONSE TO ISSUES RAISED DURING
PREFERRED OPTIONS CONSULTATION**

The Panel considered a report highlighting the issues raised through the Preferred Options consultation in

connection with Chapter 4 (Green Belt and Rural Area Beyond the Green Belt) of the Draft District Plan Preferred Options version, together with Officer responses to those issues.

The Panel supported the recommendations as now detailed.

RECOMMENDED – that (A) the issues raised in respect of Chapter 4 (Green Belt and Rural Area Beyond the Green Belt) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper ‘B’ to the report submitted, be received and considered; and

(B) the Officer response to the issues referred to in (A) above, as detailed in Essential Reference Paper ‘B’ to the report submitted, be agreed.

31 **EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 6 – BUNTINGFORD: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION**

The Panel gave consideration to a report on the issues raised through the Preferred Options consultation in connection with Chapter 6 (Buntingford) of the Draft District Plan Preferred Options version, together with Officer responses to those issues.

In response to Members’ comments and questions, Officers explained the likely timetable for the publication of the Open Spaces Study and the Infrastructure Study. Officers also undertook to consider including references to the community transport project, a new burial ground and Bury Football Club in the revised chapter to be submitted to the next Panel meeting.

The Panel supported the recommendations as now detailed.

RECOMMENDED – that (A) the issues raised in respect of Chapter 6 (Buntingford) of the Draft

District Plan Preferred Options, as detailed at Essential Reference Paper 'B' to the report submitted, be received and considered; and

(B) the Officer response to the issues referred to in (A) above, as detailed in Essential Reference Paper 'B' to the report submitted, be agreed.

**32 EAST HERTS DRAFT DISTRICT PLAN –
SAWBRIDGEWORTH – SETTLEMENT APPRAISAL AND
NEW DRAFT CHAPTER 8**

The Panel considered a Settlement Appraisal and new draft Chapter 8 (Sawbridgeworth) for subsequent incorporation into the final draft District Plan. Following the Panel's consideration of the issues raised through the consultation with regard to Chapter 8 at its previous meeting, this report presented the Settlement Appraisal, which provided the Council's justification for the proposed redrafted chapter, having regard to the issues raised during the Preferred Options consultation, further technical and delivery assessment and sustainability appraisal.

The Panel supported the recommendations as now detailed.

RECOMMENDED – that (A) the Sawbridgeworth Settlement Appraisal as detailed at Essential Reference Paper 'B' to the report submitted, be agreed; and

(B) the draft revised Chapter 8 (Sawbridgeworth), as detailed in Essential Reference Paper 'C' to the report submitted, be agreed as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.

33 **EAST HERTS DRAFT DISTRICT PLAN – WARE –
SETTLEMENT APPRAISAL AND NEW DRAFT CHAPTER 9**

The Panel considered a Settlement Appraisal and new draft Chapter 9 (Ware) for subsequent incorporation into the final draft District Plan. Following the Panel's consideration of the issues raised through the consultation with regard to Chapter 9 at its previous meeting, this report presented the Settlement Appraisal, which provided the Council's justification for the proposed redrafted chapter, having regard to the issues raised during the Preferred Options consultation, further technical and delivery assessment and sustainability appraisal.

In response to Members' comments and questions, Officers outlined the discussions held with Thames Water in respect of capacity issues at Rye Meads in dealing with future forecast growth. Officers also referred to the masterplanning process involving the town council and two neighbouring parishes. The Panel noted the need for all to work together.

The Panel supported the recommendations as now detailed.

RECOMMENDED – that (A) the Ware Settlement Appraisal as detailed at Essential Reference Paper 'B' to the report submitted, be agreed; and

(B) the draft revised Chapter 9 (Ware), as detailed in Essential Reference Paper 'C' to the report submitted, be agreed as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.

34 **EAST HERTS DRAFT DISTRICT PLAN – EAST OF
WELWYN GARDEN CITY – SETTLEMENT APPRAISAL
AND NEW DRAFT CHAPTER 13**

The Panel considered a Settlement Appraisal and new

draft Chapter 13 (East of Welwyn Garden City) for subsequent incorporation into the final draft District Plan. Following the Panel's consideration of the issues raised through the consultation with regard to the East of Welwyn Garden City Chapter at its previous meeting, this report presented the Settlement Appraisal, which provided the Council's justification for the proposed redrafted chapter, having regard to the issues raised during the Preferred Options consultation, further technical and delivery assessment and sustainability appraisal.

The Panel supported the recommendations as now detailed.

RECOMMENDED – that (A) the East of Welwyn Garden City Settlement Appraisal as detailed at Essential Reference Paper 'B' to the report submitted, be agreed; and

(B) the draft revised Chapter 13 (East of Welwyn Garden City), as detailed in Essential Reference Paper 'C' to the report submitted, be agreed as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.

35 **EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 13 – HOUSING: RESPONSE TO ISSUES RAISED DURING PREFERRED OPTIONS CONSULTATION AND DRAFT REVISED CHAPTER (RENUMBERED CHAPTER 14)**

The Panel considered a report that highlighted the issues raised through the Preferred Options consultation in connection with Chapter 13 (Housing) of the Draft District Plan Preferred Options version, together with Officer responses to those issues. The report also detailed why further amendments to Chapter 13 (Housing) were required to ensure that the final draft District Plan reflected the most up-to-date policy position and the latest available evidence. The Panel was also asked to support a draft revised chapter (renumbered Chapter 14),

for subsequent incorporation into the final draft District Plan.

Officers explained the reasons for the significant changes that had been proposed. The Panel also noted the legal position in respect of the threshold for affordable homes and how they were now defined to take account of the latest national policy.

The Panel supported the recommendations as now detailed.

RECOMMENDED – that (A) the issues raised in respect of Chapter 13 (Housing) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper ‘B’ to the report submitted, be received and considered;

(B) the Officer response to the issues referred to in (A) above, as detailed in Essential Reference Paper ‘B’ to the report submitted, be agreed;

(C) the further amendments in respect of Chapter 13 (Housing) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper ‘B’ to the report submitted, be received and considered; and

(D) the draft revised Chapter 14 (Housing), as detailed in Essential Reference Paper ‘C’ to the report submitted, be agreed as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.

36 **EAST HERTS DRAFT DISTRICT PLAN – CHAPTER 25 –
DELIVERY: RESPONSE TO ISSUES RAISED DURING
PREFERRED OPTIONS CONSULTATION, FURTHER
AMENDMENTS AND DRAFT REVISED CHAPTER
(RENAMED DELIVERY AND MONITORING)**

The Panel considered a report that highlighted the issues

raised through the Preferred Options consultation in connection with Chapter 25 (Delivery) of the Draft District Plan Preferred Options version, together with Officer responses to those issues. The report also detailed why further amendments to Chapter 25 (Delivery) were required to ensure that the final draft District Plan reflected the most up-to-date policy position and the latest available evidence. The Panel was also asked to support a draft revised chapter for subsequent incorporation into the final draft District Plan.

The Panel supported the recommendations as now detailed.

RECOMMENDED – that (A) the issues raised in respect of Chapter 25 (Delivery) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper ‘B’ to the report submitted, be received and considered;

(B) the Officer response to the issues referred to in (A) above, as detailed in Essential Reference Paper ‘B’ to the report submitted, be agreed;

(C) the further amendments in respect of Chapter 25 (Delivery) of the Draft District Plan Preferred Options, as detailed at Essential Reference Paper ‘B’ to the report submitted, be received and considered; and

(D) the draft revised Chapter 25 (Delivery and Monitoring), as detailed in Essential Reference Paper ‘C’ to the report submitted, be agreed as a basis for inclusion in the final draft District Plan, with the content being finalised when the consolidated plan is presented in September 2016.

37 **STRATEGIC LAND AVAILABILITY ASSESSMENT,
AUGUST 2016**

Consideration was given to a report presenting the Strategic Land Availability Assessment, August 2016.

National planning policy required all Local Planning Authorities to produce a technical study known as the Strategic Land Availability Assessment (SLAA) in order to identify sites with potential for future development. The results of the SLAA were intended to inform ongoing work on the District Plan and Neighbourhood Planning, along with the identification of future land supply.

The Panel supported the recommendation as now detailed.

RECOMMENDED – that the Strategic Land Availability Assessment, August 2016, be supported as part of the evidence base to inform and support the East Herts District Plan.

38 **FINAL VILLAGE HIERARCHY STUDY AUGUST 2016**

The Panel considered a report on the Final Village Hierarchy Study August 2016. This used the same methodology as set out in Stage 1 of the Study and took into account further information received during the Interim Village Hierarchy consultation. The Final Village Hierarchy Study also considered information received from Parishes throughout 2016 and reflected the most up-to-date position.

The Panel supported the recommendation as now detailed.

RECOMMENDED – that the Final Village Hierarchy Study August 2016, be supported as part of the evidence base to inform and support the East Herts District Plan.

39 **DUTY TO CO-OPERATE UPDATE REPORT**

The Panel received the notes of the latest round of Member-level meetings with adjoining Local Planning Authorities. Members were reminded of the Duty to Co-Operate and the need to engage constructively with a range of bodies throughout the plan-making process.

The Panel supported the recommendation as now detailed.

RECOMMENDED – that the notes of the Member-level meetings held with neighbouring local authorities be noted.

40 CHAIRMAN'S ANNOUNCEMENTS

The Panel Chairman welcomed Members, Officers and the public and reminded everyone that the meeting was being webcast.

She detailed the dates of forthcoming meetings with parish and town councillors on 30 August and 20 September 2016. She also advised that further Panel meetings had been scheduled for 8 and 15 September 2016. Recommendations from these Panel meetings would be considered by the Executive on 19 September 2016 and an Extraordinary Council meeting on 22 September 2016 would consider and determine the District Plan for publication and a further six week consultation period.

Finally, the Chairman also summarised the timeline for the publication, consultation and subsequent collation of responses, which would hopefully be sent to the Inspector by the end of March 2017.

41 MINUTES

RESOLVED – that the Minutes of the meeting held on 21 July 2016 be approved as a correct record and signed by the Chairman.

The meeting closed at 8.25 pm

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GILSTON AREA

CONCEPT FRAMEWORK

SEPTEMBER 2016



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Introduction



INTRODUCTION

PURPOSE OF THE CONCEPT FRAMEWORK

This Gilston Area Concept Framework has been prepared to support a strategic Site Allocation in the emerging East Herts District Plan for 10,000 new homes, along with supporting social and physical infrastructure.

This document represents a first draft of the Concept Framework. Places for People & City and Provincial Properties (“the Principal Landowners”) and the Council are committed to working collaboratively with Harlow Council and local communities in order to finalise the document prior to submission of the District Plan in March 2017.

A plan showing the Gilston Area within its surrounding context is shown on the facing page.

East Herts and Harlow Councils support the principle of development at the Gilston Area, which was identified within the Preferred Options draft of the emerging District Plan (February 2014) as a Broad Location for a strategic scale mixed use development of between 5,000 and 10,000 homes. It was recognised that the Gilston Area represents a sustainable location to accommodate development that will assist meet local housing needs, whilst also contributing to the economic regeneration of Harlow.

Since that point additional technical evidence has been prepared and following further collaborative working, the Councils and Principal Landowners have agreed to jointly prepare this Gilston Area Concept Framework with its purpose being to support the Gilston Area as an identified Site Allocation for 10,000 homes within the Pre-Submission version of the District Plan scheduled for November 2016.

In addition to supporting the Site Allocation, the Gilston Area Concept Framework also serves to:

- support the comprehensive approach to development across the landholdings of the Principal Landowners;
- establish a basis for high quality design and place-making;
- establish key principles for the development including, land use, movement, green infrastructure, etc; and
- inform future planning decisions.

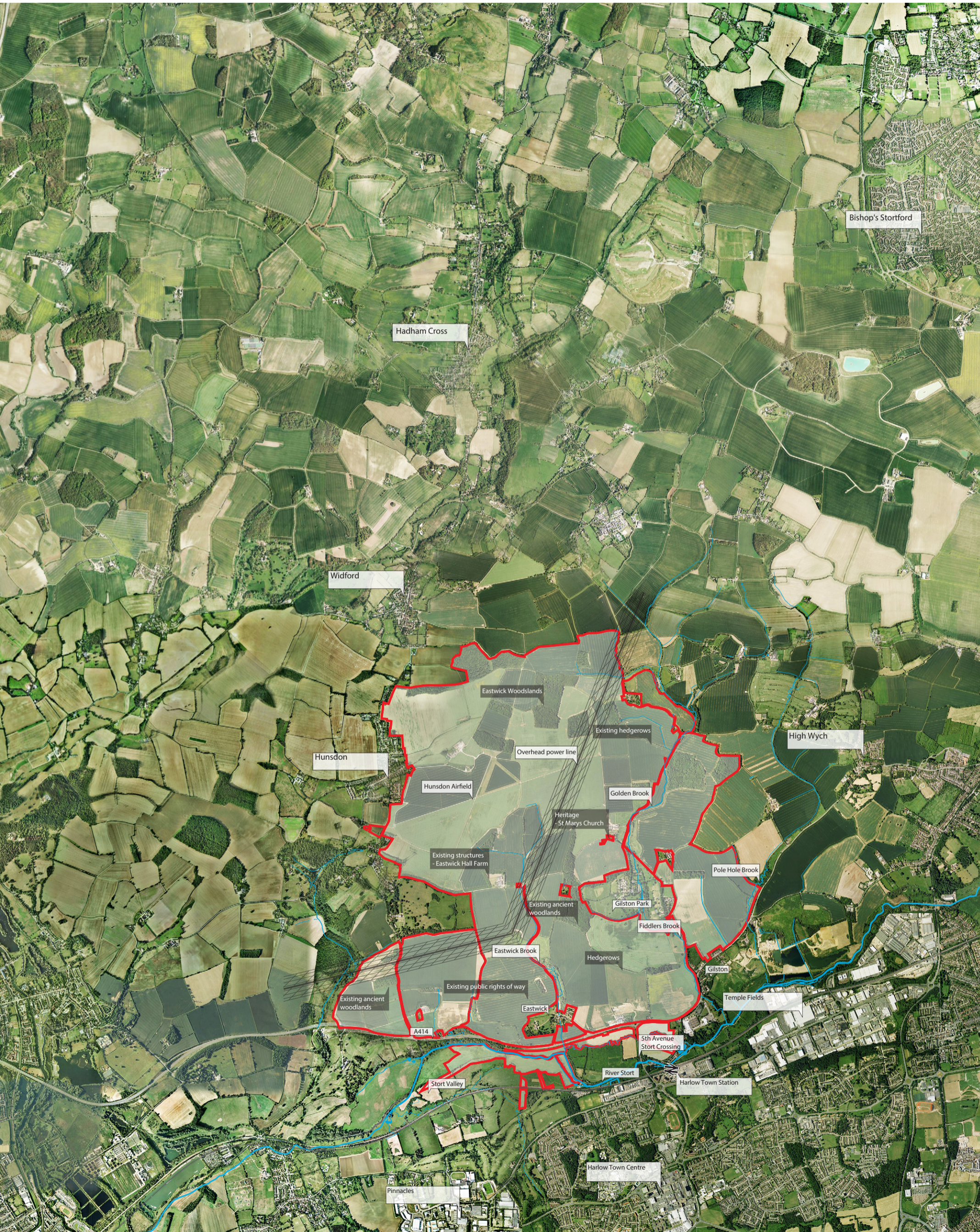
The Gilston Area Concept Framework is based upon the evidence currently available. In light of the constraints and opportunities identified, the Concept Framework establishes the key principles that should underpin the redevelopment of the Gilston Area and guide the preparation of future detailed proposals.

The application of these key principles is shown in the illustrative spatial proposals developed for the Gilston Area by the Principal Landowners - the Illustrative Concept Masterplan. This illustrative masterplanning work, which is shown throughout this Concept Framework, provides an indication of one way in which the key site principles would be developed into a spatial layout. This masterplan is purely illustrative at this stage. Detailed proposals for the Gilston Area will need to be shaped by further technical and design work, which will involve the participation of key stakeholders including the local communities. However, it provides a useful tool in showing how a high quality outcome could be achieved and forms the basis for assessing broad development impact and mitigation as a result of the proposals at this strategic location.

It is anticipated that the key strategic principles identified in this Concept Framework will inform the Site Allocation policy in the District Plan and assist guide the detailed design process.



Site Context Plan



CONTENT

The Concept Framework is structured to address the following:

- Chapter 2 – provides the local and strategic context to the Gilston Area, including a summary of the relevant planning policy framework;
- Chapter 3 – establishes the overall vision and development objectives for the Gilston Area;
- Chapter 4 – evaluates the baseline constraints and opportunities of the Gilston Area, based on the technical evidence collected to date;
- Chapter 5 – establishes the key design parameters and principles which together define the spatial framework and place-making aspirations for the Gilston Area;
- Chapter 6 – summarises the principles that will inform the delivery of the development, including the Site Allocation status of the site, phasing and implementation; and
- Chapter 7 – describes the anticipated next steps toward the detailed design and realisation of proposals at the Gilston Area.

CONCEPT FRAMEWORK STATUS

This Concept Framework will demonstrate that there is sufficient evidence to enable the site to be allocated within the Publication version of the District Plan, and in turn influence the content of the Site Allocation policy for the Gilston Area, which will guide the preparation of future planning applications at the site.

The status of the Gilston Area Concept Framework is as an evidence based document produced to inform plan making and specifically support the Site Allocation policy for the Gilston Area in the Publication version of the District Plan. East Herts may in the future decide to 'adopt' the document for Development Management purposes, or undertake the further necessary work to evolve the document into a supplementary planning document.

The Gilston Area Concept Framework is based upon the evidence currently available including that collated by East Herts and the considerable body of technical evidence which has been commissioned by the Principal Landowners (as listed at Appendix 1).

The Publication version of the District Plan and its supporting evidence base (including the Concept Framework) will be subject to public and stakeholder consultation. As the project moves forward through to detailed design, further testing and analysis will be required in the preparation of any future planning applications which will include further public and stakeholder consultation.

The land holdings of the Principal Landowners (which is shown on the facing page) has formed that basis of the study area for the Concept Framework. The study area has been the main focus for examining the technical and environmental issues of the Gilston Area, however, the extent of the assessment for some disciplines has gone well beyond the study area such as determining visual impact, transportation and ecology to examine the wider implications of the development.

All land required to deliver the development within the villages proposed for the Gilston Area is available and is within the control of the two Principal Landowners. Some third party land will be required to deliver the river crossings over the River Stort and the Principal Landowners anticipate that this land will be acquired, where necessary, at the appropriate stage of the planning process. The Councils are able to use their Compulsory Purchase Powers, if necessary, to facilitate the delivery of the river crossings given their importance to securing economic and social growth in the wider Harlow area.

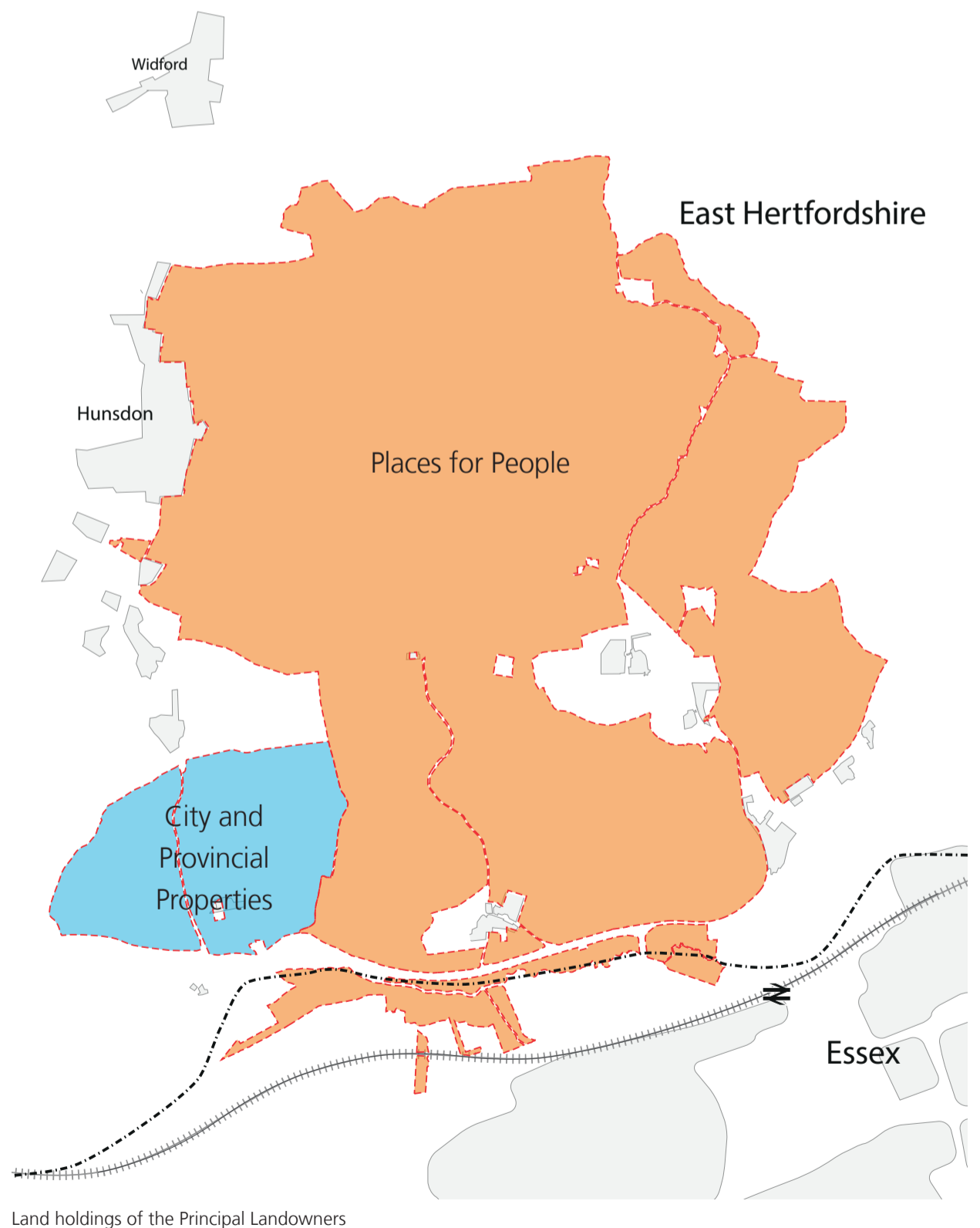
PARTNERSHIP WORKING

The Principal Landowners and East Herts are working collaboratively to prepare this Concept Framework. This collaboration has established a shared vision and a series of development objectives that are embraced by both groups to support the objectives of both districts within their respective Local Plans.

The Advisory Team for Large Applications (“ATLAS”) have been fully engaged from an early stage of the project as a facilitator providing both spatial planning and project management advice. ATLAS have supported joint working between the Councils and with the Principal Landowners, as well as the scoping and preparation of the Concept Framework and supporting evidence base.

It was agreed between the parties that during the preparation of the Concept Framework joint working sessions would be arranged with relevant officers and members from the Councils to ensure a comprehensive understanding of the proposals for the Gilston Area in the form of a Site Allocation, aiding the production and agreement of the document.

This Concept Framework deals solely with matters relating directly to the Gilston Area ie place making principles, direct site access, green infrastructure, etc. Wider planning matters concerning the greater Harlow area, including the potential for a new Junction 7A on the M11, relocation of the Princess Alexandra Hospital and other growth locations are being initially considered in other cross-boundary forums including via officer joint working, the Co-operation for Sustainable Development Board, etc.



Land holdings of the Principal Landowners

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- A. Strategic Context
- B. Local Context
- C. Planning Policy Context

Context

2

Provides the local and strategic context to the Gilston Area, including a summary of the relevant planning policy framework

SITE CONTEXT

A. Strategic Context

The Gilston Area lies in the middle of one of the most important economic sub-regions in the UK. Just north of Harlow and south of Cambridge, with direct road and rail links running between London, Stansted and Cambridge, the Gilston Area is within a strategically important corridor of the UK. It is almost halfway between one of the great global cities and one of the best universities in the world, and close to one of Europe's fastest growing airports.

The M11 sub-region is one of the most economically productive and fastest growing areas of the UK. New jobs in this area generate more Gross Value Added ("GVA") than anywhere else in the country. The sub-region is home to world-leading clusters in education, life sciences, health, pharmaceuticals and technology – meaning it is home to the country's highest skilled workers.

Alongside its major strengths and opportunities, the sub region faces constraints. Due to its economic success, people want to live and work here – and businesses want to locate within it. Housebuilding has not kept up with population growth, and house prices are climbing – well in excess of wage growth with high and rising costs of housing and workers. A public-private partnership – The London Stansted Cambridge Corridor Growth Commission - has been set up to provide independent analysis, set out strategies for change and advice to raise the global economic potential of the sub-region.

The Growth Commission published its formal recommendations in July 2016. They have set out the key strengths of the sub-region as well as the threats and risks to its continued and sustainable success. Specifically, the Commission has identified five major risks and five priorities for intervention:

Risks

- Failure to provide quality locations to live and work
- Labour market shortages, which will reduce business investment
- Increased housing pressures that could reduce skills supply
- Continued polarisation of the workforce and communities, increasing inequality
- Growth in London exerting greater challenges and pressures on localities within the Corridor

Opportunities

- New powers and investment vehicles for infrastructure, housing and placemaking
- Place-making for tech and life sciences (improving the space offer and creating suitable supporting communities)
- Building talent and ensuring everyone can benefit (skills investment)
- Investing in Stansted Airport as a source of growth
- Working more closely with London would help to develop new and more effective responses to shared challenges and opportunities across all major areas of shared policy, including transport, infrastructure, health, business competitiveness, international connectivity, housing, education and skills.

The Gilston Area can make a strategic contribution to addressing these challenges and priorities through commitment to deliver homes and through investment in skills, communities and exemplary placemaking.

For the sub-region to realise its economic growth potential, the working age population must grow at a faster rate than is currently predicted. Thousands of new homes and associated infrastructure are required to offer younger workers and their families attractive places to live. Without major investment in new homes, skilled working age people will continue to be priced out of the regional housing market



Eastwick



Aldbury



Harlow Town Centre



Hunsdon



Bishop's Stortford

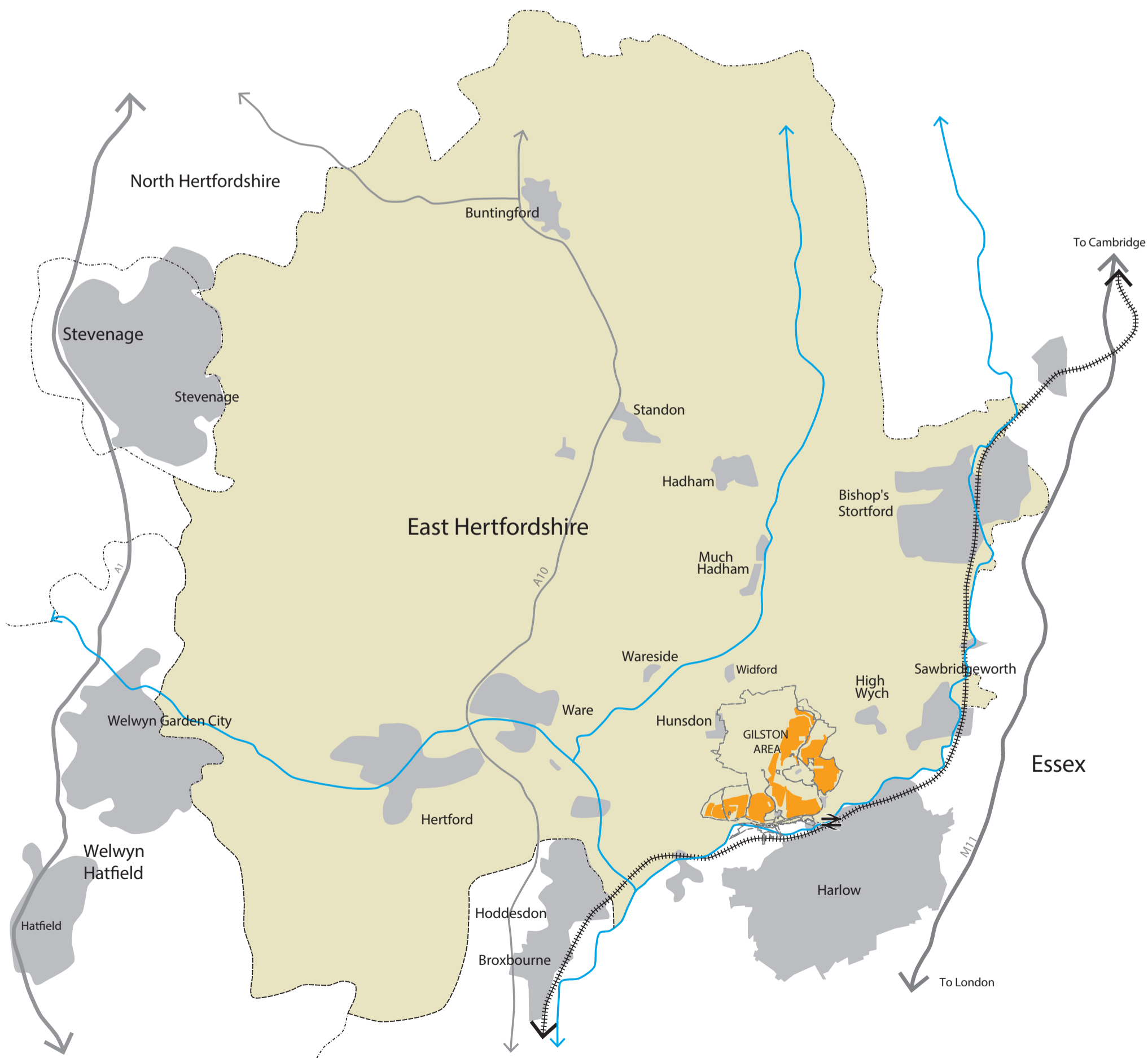


St Albans



Temple Fields

- East Herts boundary
- Existing settlements
- River
- District boundaries
- Railway line
- Site boundary
- Proposed development



B. Local Context

The Gilston Area is just to the north of Harlow, separated from the town by the River Stort Valley and the A414 dual carriageway. The village of Hunsdon is situated to the west, Widford to the north and High Wych to the east, beyond which is Sawbridgeworth. The site lies around, but does not include, the settlements of Eastwick and Gilston.

The Gilston Area development is within East Herts, with access corridors linking over the boundary into Harlow. The Gilston Area will have strong ties to Harlow – with the town providing many of the large scale retail shops, services and leisure facilities for the new community that are not provided at a neighbourhood level on-site. This includes the hospital, theatre and shopping centre. There is an acknowledged need for regeneration in Harlow. New residents and homes in the area will boost local spending, support growth and vitality of the town centre, and improve the attractiveness of Harlow to investors.

The Gilston Area extends to approximately 1,120 hectares. Much of the site consists of countryside, primarily in agricultural use, interspersed with areas of woodland.

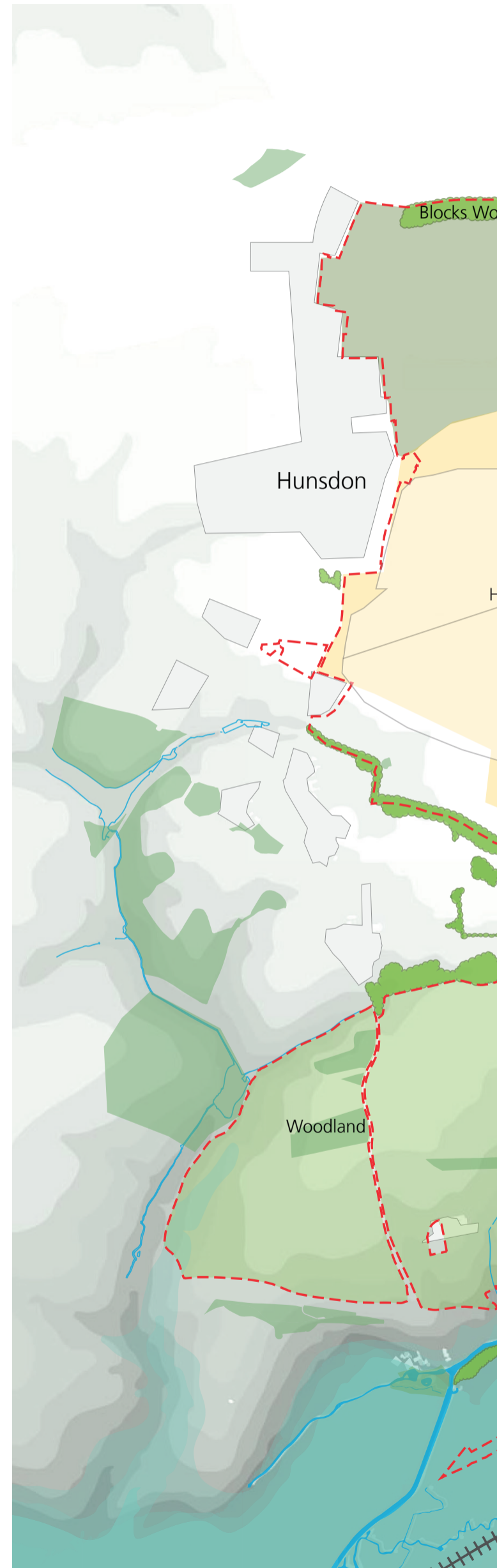
This agricultural land largely comprises of arable fields. The main blocks of woodland are situated in the northern and the northeastern parts of the site and effectively form its boundaries in these locations. The northwestern part of the area comprises of Hunsdon Airfield - a former RAF base - which has a number of grass runways that are used for micro-light flights.

The topography of the site is informed by three tributaries of the River Stort, which run from north to south before flowing into the Stort - Fiddlers Brook, Pole Hole Brook and Eastwick Brook. A 400kV overhead power line enters the north-east corner of the site and runs south-west to the north-west of Eastwick village, continuing over Hunsdon Brook.

The site as a whole is interspersed with a handful of farmsteads, dwellings and other buildings, and is crossed by a number of public footpaths and some minor roads.

A thorough review of the site context is set out in Chapter 3.

- Gilston Park
- Woodland
- Ancient Woodland
- Woodland Glade
- Plateau
- Eastwick Valley
- Hunsdon Airfield
- Floodplain
- Rivers
- Settlements
- Site Boundary



Gilston Area - Landscape Character Zones



Introduction

Context

Vision & Objectives

Baseline Summary

Spatial Framework

Delivery & Implementation

Next Steps

C. Planning Policy Context

National Planning Policy Framework (NPPF)

Core Principles

The NPPF was published on 27 March 2012 and sets out the Government's planning policies and how these are to be applied. The NPPF is underpinned by a presumption in favour of sustainable development, which should be "seen as a golden thread running through both plan-making and decision-taking". Local planning authorities are required to positively seek opportunities to meet the development needs of their local area and Local Plans are to meet objectively assessed needs.

Paragraph 17 of the NPPF identifies twelve core planning principles. Those that have been particularly influential in terms of progressing this Concept Framework are as follows:

- Recognition that the planning system should be planned and should be based on a joint working and cooperation to address larger than local issues;
- Proactively drive and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local places that the Country needs;
- Securing high quality design and good standard of amenity, and take account of the different roles and character of different areas;
- Promote mix use development and encourage multiple benefits from the use of land in urban and rural areas recognising that some open land can perform many functions; and
- Actively manage patterns of growth to make the fullest possible use of public transport, walking, and cycling, and focus significant development in locations which are or can be made sustainable.

Boosting Housing Supply

The Government is committed to the delivery of housing and economic growth. Paragraph 47 requires local planning authorities to "boost significantly the supply of housing", and provide a wide mix of homes to suit the full, objectively assessed needs for market and affordable housing in the housing market area.

The planning system is required to "deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities" (paragraph 50).

Local Plans Positively Prepared

The NPPF confirms at paragraph 150 that Local Plans are key to delivering sustainable development that reflects the vision and aspirations of local communities. Local Plans should be aspirational but realistic (paragraph 154) and importantly, they should:

- Plan positively for development and infrastructure required in the area to meet identified objectives and key principles;
- Indicate broad locations for strategic development on a key diagram and land use designations on a proposals map;
- Allocate sites to promote development and flexible use of land and provide detail on form, scale, access and quantum of development where appropriate;
- Identify land where development would be appropriate for instance because of its environmental or historic significance; and
- Contain a clear strategy for enhancing the natural build and historic environment.

The NPPF contains principles for the Green Belt. Paragraph 85 requires LPA's to satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period.

National Planning Practice Guidance (NPPG)

The Government launched the NPPG which provides supporting guidance to the NPPF, and has replaced previous supporting national guidance.

The importance of good design is emphasised within the NPPG, which states that "achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations" (Design - paragraph 001).

The NPPG guides local planning authorities to resolve and secure the necessary cooperation prior to the submission of their Local Plans for examination. The duty to cooperate seeks to ensure that local planning authorities address social, environmental and economic issues by collaboratively working with other local planning authorities beyond their own administrative boundaries.

The Government's adopted policy guidelines set out in the NPPF/PPG together with the draft Housing and Planning Bill (October 2015), the Autumn Spending Review Statement (November 2015), the NPPF consultation (December 2015) and the former Prime Minister's Statement (January 2016) all indicate a top priority towards housing growth in bringing forward thousands of homes across the country to meet critical housing shortfalls and needs within boroughs.

East Herts Local Plan

The East Herts Local Plan Second Review was adopted in 2007, and continues to form part of the statutory development plan. The Proposals Map identifies the following designations within the Gilston Area:

- Green Belt – the southern portion falls within this designation;
- Rural Area beyond the Green Belt – this relates to the northern portion of the site;
- Area of Archaeological Significance – various locations across the site;
- Wildlife Sites - various locations across the site; and
- Scheduled Monuments - various locations across the site.

The Local Plan set out the development strategy to 2011 and as a result a replacement District Plan is currently in the process of being prepared.

East Herts District Plan

The Pre-Submission version of the District Plan, which sets out the development strategy for East Herts up to 2033, will be published for a period of public consultation in November 2016. The Plan contains a number of Strategic Objectives which have underpinned the rationale behind the Concept Framework. In particular,

- **Objective 2:** To encourage safe and vibrant mixed communities that provide for the needs of all East Herts residents including young, old, disabled and disadvantaged.
- **Objective 3:** To balance the housing market by delivering a mix of market, low cost, and affordable homes and accommodating the housing needs of an ageing population.
- **Objective 9:** To ensure that development occurs in parallel with provision of the necessary infrastructure, including enhancement and provision of green infrastructure.

Draft Policy DPS1 identifies that the level of housing need in the District is for 16,390 new homes by 2033. In addition, there is a need to provide for a minimum of 435 to 505 new jobs each year. The development strategy contained within the District Plan has been informed by a series of 'Guiding Principles', a number of which are relevant to this Concept Framework:

- **Guiding Principle 3:** To promote self-containment by directing development to areas where there is reasonable proximity to services and facilities, and which reflect existing travel to work areas, school catchments, and retail spend patterns and functional geographies;
- **Guiding Principle 4:** Wherever possible to utilise readily available features to provide clear and unambiguous Green Belt boundaries;
- **Guiding Principle 5:** To co-operate with adjoining authorities on cross-boundary strategic matters where it is reasonable to do so;
- **Guiding Principle 7:** To acknowledge that the capacity for the market towns and villages to grow is constrained, and therefore large-scale strategic development will be required;

The Plan identifies the Gilston Area as an allocation to deliver 10,000 new homes, within this Plan period and beyond, along with supporting infrastructure such as new roads, schools, health centres and green space.

This Concept Framework seeks to support the allocation of the site by providing additional information with regards to various issues including design and layout principles, proposed land uses, and key infrastructure requirements.



- A. Gilston Area Vision
- B. Meeting Aspirational Objectives
- C. Strategic Influences

Vision and Development Objectives

Establishes the overall vision and development objectives for the Gilston Area



VISION AND DEVELOPMENT OBJECTIVES

A. Gilston Area Vision

The vision for the Gilston Area puts people first by creating a physical environment that promotes and sustains community life.

Whilst delivering much needed housing, Gilston Area gives due regard to the tangible human factors that affect the liveability of a place. Nurturing culture, diversity, affordability and providing a high quality of life for both existing and new residents is key to the philosophy of the new place.

The Gilston Area vision is founded on five key principles:

- **Collective Cohesion and Individual Character;**
- **Openness and Accessibility to all;**
- **Supporting Healthy and Sustainable Lifestyles**
- **Harmony with Nature;**
- **Enabling Prosperity and Supporting Innovation.**

The approach to the identification of strategic design principles for the Gilston Area development has evolved through a sensitive and measured response connected to its context and landscape heritage. The existing form, its distinct character and landscape have been the starting point, creating a natural framework for the site that defines boundaries to development, while maintaining key axes and views.

Character areas have developed naturally following an understanding of the site constraints. This has led to the creation of seven distinctive villages surrounding the historic Gilston Park. Each village is separated by and directly facing onto green space. While each village has its own centre and benefits from individual and differentiated character and identity, all are bound together in a single landscape vision.

Designed in the spirit of a 'managed estate', Gilston Area provides substantially increased access to open spaces and amenity for all. Each village is to have its own unique character and will be supported by a local centre providing essential day to day services and facilities.

The Gilston Area development is to be based on the original 'Garden City' principles of equality, good health, quality of life, a sense of community and access to employment, facilities and the countryside. The aim is to apply these principles in a contemporary context to create an enduring but beautiful place.





VISION AND DEVELOPMENT OBJECTIVES

B. Meeting Aspirational Objectives

THE DEVELOPMENT OBJECTIVES FOR THE GILSTON AREA ARE AS FOLLOWS:

- ▶ 10,000 new dwellings arranged in 7 distinct villages, each separated by green space;
- ▶ Enhancements to historic Gilston Park as a centrepiece of the development;
- ▶ Provide a range of housing types, densities and tenures across the villages which respond to the various housing needs in the area;
- ▶ Each village supported by an appropriate range of social infrastructure including education, health and community facilities, etc;
- ▶ Use the site's natural features to sustainably manage water;
- ▶ Create major publically accessible parklands, as well as extensive hard and soft landscaping within the villages. Every house within 300m of open space;
- ▶ To mitigate traffic impact of the development and promote sustainable modes of transport and travel planning;
- ▶ Provide a network of pedestrian, cycle and green linkages to connect the site internally and to wider destinations and facilities;
- ▶ Ensure high quality design and a distinctive character that positively responds to local landscape character;
- ▶ Address the local housing needs of East Herts and support the lasting economic regeneration of Harlow;
- ▶ Sensitively integrate heritage, ecological and landscape assets into the development where possible.



Village 3, frontage to landscape - based upon Illustrative Concept Masterplan

View from Harlow over the Stort Valley of the Illustrative Concept Masterplan



Introduction

Context

Vision & Objectives

Baseline Summary

Spatial Framework

Delivery & Implementation

Next Steps

C. Strategic Influences

TOWN-COUNTRY VISION: THE LEGACY OF THE GARDEN CITIES

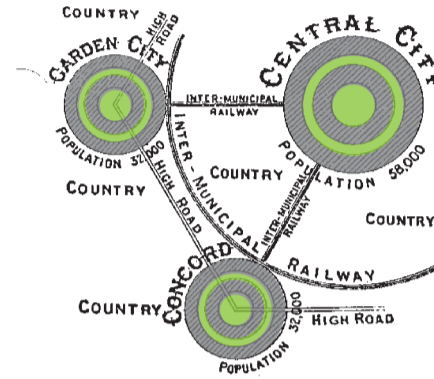
The Garden Cities Movement originated from Ebenezer Howard's 19th-century vision, proposing a network of garden cities combining the advantages of town and country, set in productive open land; in effect a sustainable model for urban development in today's terms.

From this the following points were considered of significance for the Gilston Area:

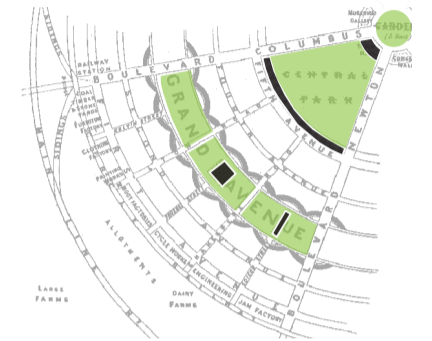
- Value of strong central open space "owned" by the community
- Idea of whole sustainable lifestyle integrated in one place
- Strong frontages to open spaces
- Movement structure
- Potential to support a vision aligned to original objectives of Garden Cities



Ebenezer Howard's town country vision



A network of Garden Cities



Building around a central green focus. Providing balance between open and built environment

"A Garden City is a Town designed for healthy living and industry; of a size that makes possible a full measure of social life, but not larger; surrounded by a rural belt; the whole of the land being in public ownership or held in trust for the community."

Ebenezer Howard

GIBBERD: BUILDING ON A VISIONARY LEGACY

Harlow was regarded as an exemplar of modern architecture and town planning. Developed by architect Sir Frederick Gibberd, the town was developed on landscape principles that sought to bring together aspects of town and country.

This approach helped shape the principles for the Gilston Area as described below:

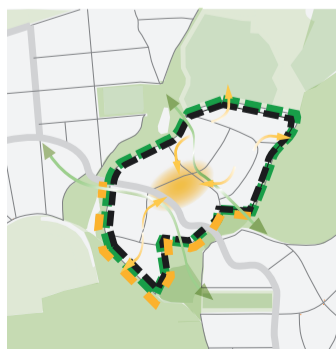
- Compact Development - A place of attractive, self-sufficient, walkable neighbourhoods.
- Integrating Natural and Historic Environments - A place shaped by its landscape and natural setting.
- Role of Green Wedges - A green place giving pedestrians easy access to well-connected open spaces, areas of nature conservation importance and the countryside.
- Housing Quality - A place that is built to the highest standards of contemporary design and performance.
- Well-Defined Urban Spaces - A place with attractive and distinctive neighbourhoods.
- Introverted to Extroverted Frontage - In contrast to parts of Harlow, the Gilston Area will have positive frontage onto the shared landscape spaces.



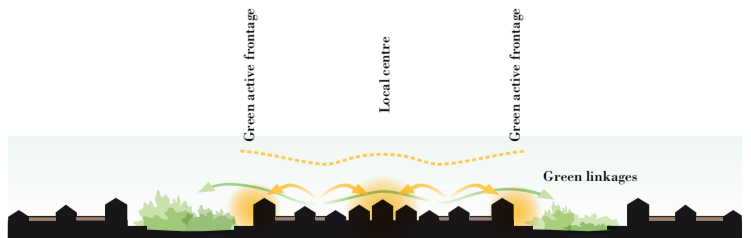
Gibberd's Original Vision was to provide direct access to Landscape by creating green wedges or links through the town. He wanted to provide easy access to well connected open spaces.



Not all parts of the town reflect the original vision. At places, the surrounding housing, rather than fronting onto the open green, turns away from it thus creating spaces that are not directly overlooked or addressed.



Gilston Area aims to build on the idea of green wedges but activates them with direct and open frontage providing overlooking and definition to the surrounding green.



THE ENGLISH LANDSCAPE

TRADITION

The concept takes inspiration from the heritage of the site: the Gilston Area, and the English landscape tradition.

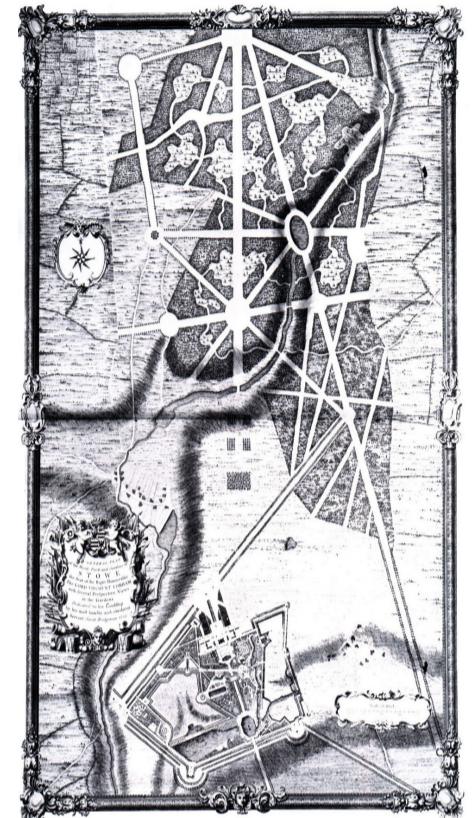
This tradition - careful orientation of building and landscape with grand avenues, houses and parkland, offset by informal variation, and interlinked with agricultural production - is recognised worldwide.

Treating the site as one total landscape or experience, with the full integration of built and landscape form, is significantly different from the idea of a conventional urban extension, which often turns its back on the wider landscape. Central to the Gilston Area approach is maximising frontages in relation to landscape.

The Gilston Area develops this idea, offering extensive access to open space, and at the same time restoring and recovering historic landscape routes and elements overlaid on the old order, a new interpretation.



Landscape axis, Norton Common



Formal layout and strategic axis, Stowe

VILLAGE LIFE

Fundamental to the success of the proposed development is the creation of a strong sense of place as a natural extension of a historic landscape and wider district character. To inform its character, existing spatial and functional typologies of many villages in and around Hertfordshire have been studied and scales compared.

Successful local villages offer amenity and services to their surrounding local communities. Depending on the scale of local demand, they often also include a range of pubs and café/restaurants, providing places for people to meet and socialise.

In addition to commercial uses, local communities are brought together and defined by the cultural and public services available to them. These include schools, doctor's surgeries and meeting places for faith and other community groups.



Standon



Aldbury



Hunsdon



Much Hadham



Braughing



Ardeley



- A. Background
- B. Archaeology and Heritage
- C. Visual & Landscape Character
- D. Ecology and Natural Habitat
- E. Surrounding Settlements & Built Form
- F. Surface Water Drainage & Flooding
- G. Services & Utilities
- H. Access & Movement
- I. Minerals
- J. Market Demand
- K. Overall Summary

Baseline Summary

Evaluates the baseline constraints and opportunities of the Gilston Area,
based on the technical evidence collected to date



BASELINE SUMMARY

A. Background

Paragraph 158 of the NPPF requires that a Local Plan is based on adequate, up to date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. The NPPF requires that local authorities should ensure that their assessment of and strategies for housing, employment and other uses are integrated, and that they take full account of relevant market and economic signals.

As described in Chapter 1, a substantial amount of evidence is now available for the Gilston Area including that collated by East Herts and the considerable body of technical evidence which has been commissioned by the Principal Landowners (as listed at Appendix 1).

The main purpose of this technical work is to demonstrate that there are no show stoppers to the site's development, that any constraints are capable of being mitigated, that sufficient capacity exists to accommodate the spatial proposals and that the scheme is viable and deliverable.

This chapter provides a summary of key site characteristics, and the nature and scale of any constraints as identified in the evidence base collated to date.

A thorough understanding of the site context forms the basis of the proposals for the Gilston Area. These are broadly summarised under the following:

- Archaeology and Heritage
- Visual and Landscape Character
- Ecology and Natural Habitat
- Surrounding Settlements and Built Form
- Surface Water Drainage and Flooding
- Services and Utilities
- Access and Movement
- Minerals
- Market Demand



Existing conditions



B. Archaeology and Heritage

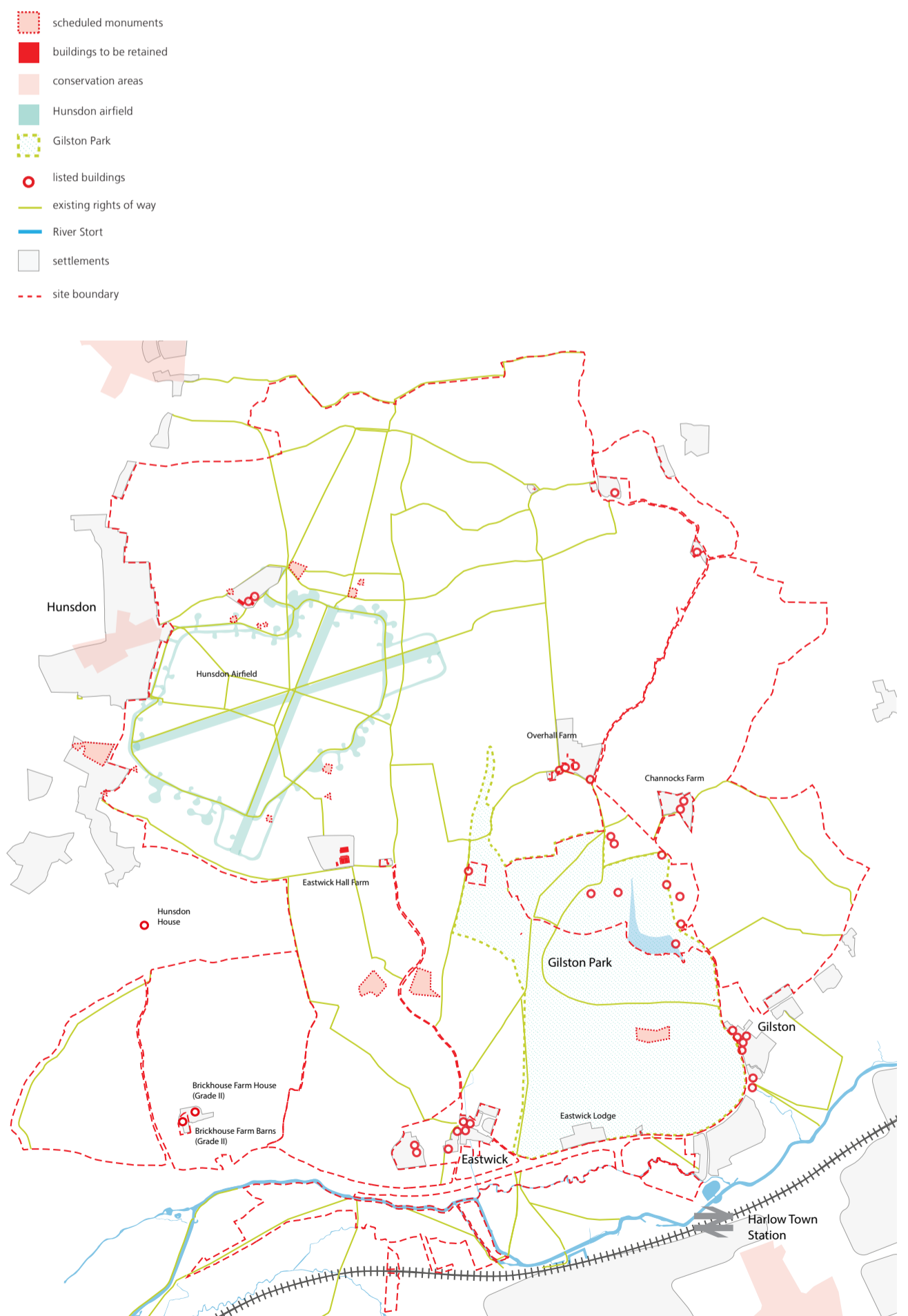
ARCHAEOLOGICAL BACKGROUND

Archaeological research and evaluation has revealed a complex landscape that suggests that archaeological evidence will reflect rural and agricultural subsistence, over a period of at least 4000 years.

Trial trenching has noted the presence of residual assemblages of flint material from the Mesolithic/ Neolithic periods but as yet it has been difficult to categorically establish any occupation prior to the late Bronze Age. From this period onwards, research has indicated that the site has been subject to a pattern of shifting settlement which has maintained a character of small nucleated settlements reliant upon an agricultural economy.

The earliest identified settlement of the site is during the Late Bronze Age. This appears to have been abandoned in the early Iron Age, and then repopulated with small farmsteads in the late Iron Age which continue through to the 2nd century AD. The Saxon through to early Post Medieval periods sees the development of the landscape, much as it is today. Hamlets and villages lie within tributary valleys to the River Stort. Between them lay a forested upland of heavy clays and tangle of narrow lanes and pathways winding from one isolated farmstead to another, with a dozen or so farms named after their occupiers.

Parkland estates such as Hunsdon and Gilston within the area were re-modelled in the 17th century and then again in the 19th century, when mechanised farming also impacted the landscape. Much of the archaeology encountered during geophysical surveys and trial trenching has been indicative of the 19th century alterations to the field systems and drainage across the estate. The modern period sees a marked change in the character of the site, with Hunsdon plateau being utilised for the airfield of RAF Hunsdon. The airfield is considered of national importance in particular, because the perimeter defences retain much of their original configuration and battle headquarters are in exceptional condition.



Existing archeological sites and built heritage

HISTORICAL DEVELOPMENT

The area includes three structures of Medieval origin (the churches at Eastwick, Hunsdon and Gilston), one site of 15th century origin (Hunsdon House), eight dating to the 17th century, ten to the 18th century and the great majority dating to the 19th century. Four further buildings are of late 19th-early 20th century date with the remaining structures all from the 20th century.

The overall arable and rural nature of the site has not been significantly affected by development since the Medieval period. The origin of the three churches indicates Medieval activity but no surviving domestic structures of the same date have been observed. The main phases of activity appear to have taken place in the 17th century in and around the settlements at Hunsdon and Pye Corner with the addition of a number of isolated farmsteads, including Brickhouse Farm. The 18th century follows a similar pattern with continued development at Hunsdon and again at Pye Corner and the addition of a number of agricultural buildings throughout the area, particularly in association with the 17th century sites.

The main focus of sustained activity takes place in the 19th century when the Gilston Estate is taken over and remodelled by Hodgson. The results of Hodgson's overhaul is the planned model Victorian Estate, much of which survives unaltered. The development that takes place in the same century out with the Estate development is comparatively slight. The 20th century additions also concentrated around the same area - including extending the established settlement at Pye Corner at the east end of Redericks Lane, in Hunsdon and Eastwick.

Two rare and significant resources within the proposal area are the pre-Gilston Estate structures, many of which are already listed. These earlier buildings are significant in that they survived the overhaul of the estate when many earlier structures were lost or incorporated in the new build.

The second significant resource is that of the Gilston planned Estate. The model estate is a rare resource, of regional significance and although many of the buildings that had been constructed to carry out specific tasks have now been converted to domestic accommodation, the survival in situ of the structures provides a near complete picture of the estate as it had been intended.

In 1939 a large area of the plateau to the east of Hunsdon was requisitioned for the construction of an airfield. The airfield opened in March 1941 as a night fighter station within No.11 Group of Fighter Command, and played host to over 20 squadrons.



Listed Buildings: St. Mary's church



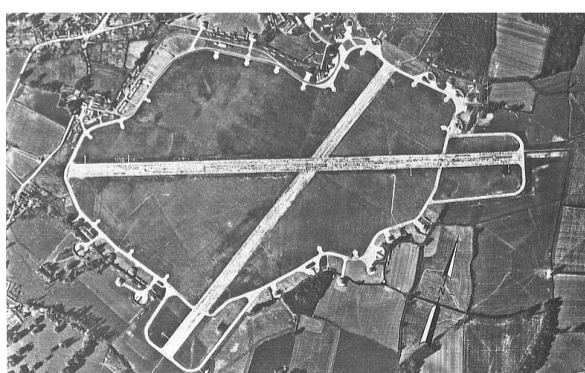
Hunsdon House



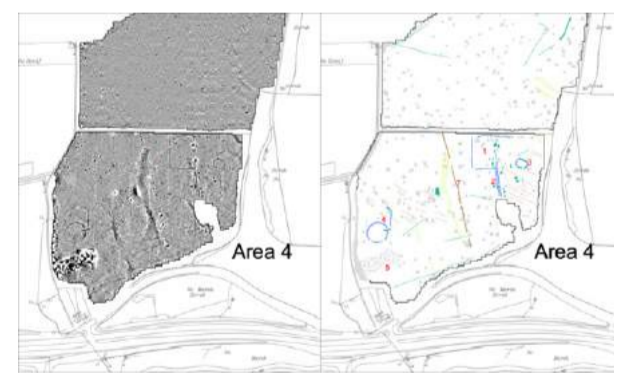
19th Century Gilston Estate



Scheduled Ancient Monuments



Hunsdon Airfield



Geophysical Anomalies



Gilston, c. 1904 (source: W. Lyon)

C. Visual and Landscape Character

SURROUNDING PARKS AND OPEN SPACES

The location of the Gilston Area on the northern valley slopes of the Stort Valley provides great potential for connections to strategic Green Infrastructure and leisure and recreational activities as illustrated in the plans opposite.

The Stort Valley is home to a wide variety of outdoor pursuits, leisure and recreational activities that form a regionally significant green corridor that links to the Lea Valley and the Olympic Park beyond. The site is also located close to two important forests and a Regional Park. Several smaller parks and gardens are also found in the wider area:

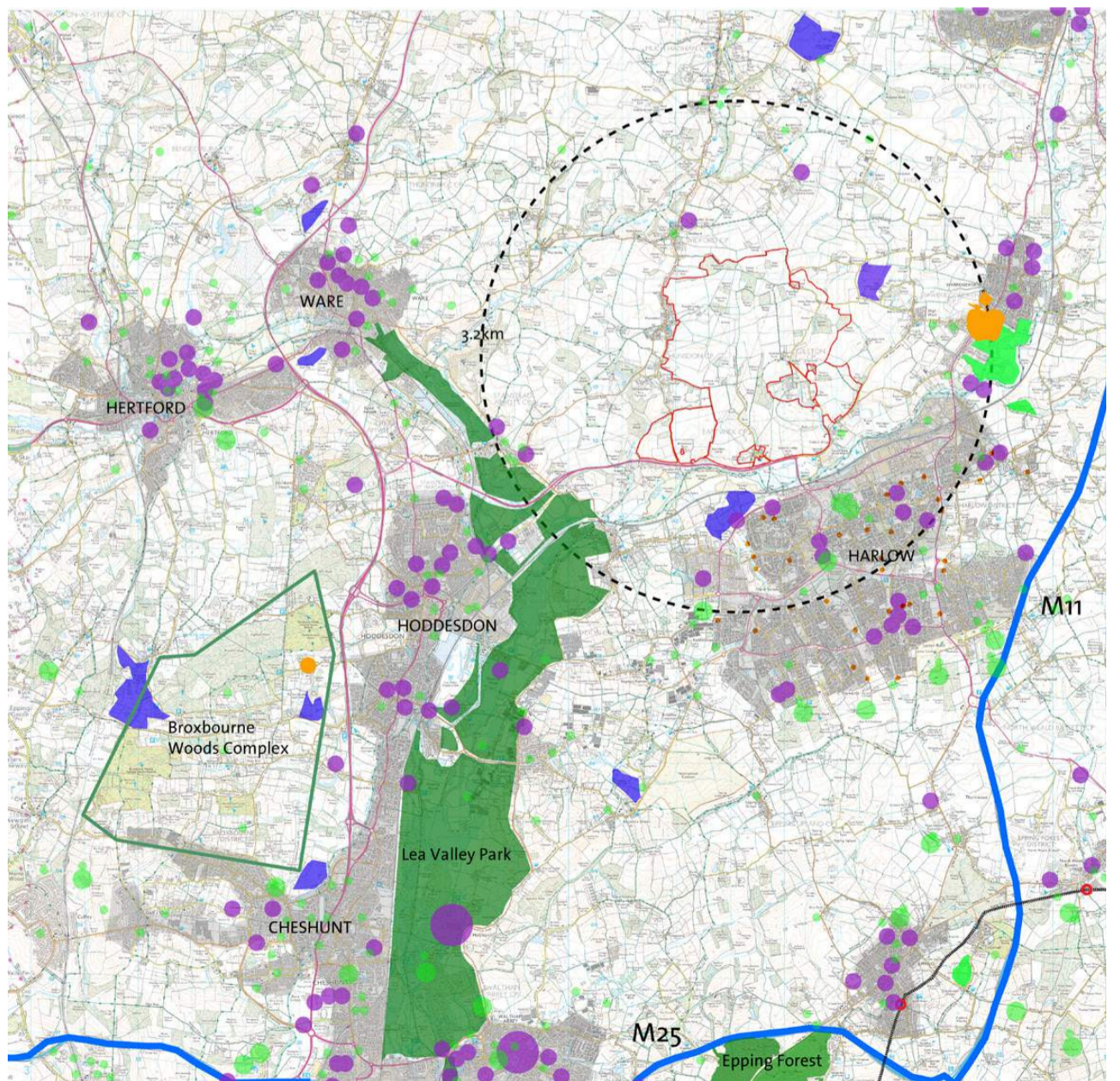
- Lee Valley Regional Park is a 10,000-acre (40 km²), 26-mile (42 km) long linear park. Much of it is green spaces, running through the northeast of London, Essex and Hertfordshire from the River Thames to Ware, in an area generally known as the Lee Valley. The park follows the course of the River Lea (Lee) along the Lea Valley. The park is made up of a diverse mix of countryside areas, urban green spaces, heritage sites, country parks, nature reserves and lakes and riverside trails, as well as leading sports centres.
- Hatfield Forest in Essex is owned by the National Trust and is 1,049 acres (4.245 km²) of woodland, wood pasture (grass plains with trees), lake and marsh.
- Epping Forest is an area of ancient woodland that covers 2,476 hectares. It contains areas of woodland, grassland, heath, rivers, bogs and ponds and is a Site of Special Scientific Interest.

The wider area is well served by golf courses and sport centres.

The following studies have been carried out to identify the Green Infrastructure problems and opportunities of the wider area:

- East Herts District Council Green Infrastructure Strategy, 2011
- A Green Infrastructure Plan for the Harlow Area, Chris Blanford Associates, Nov 2005
- Stort Valley Feasibility Study, March 2007

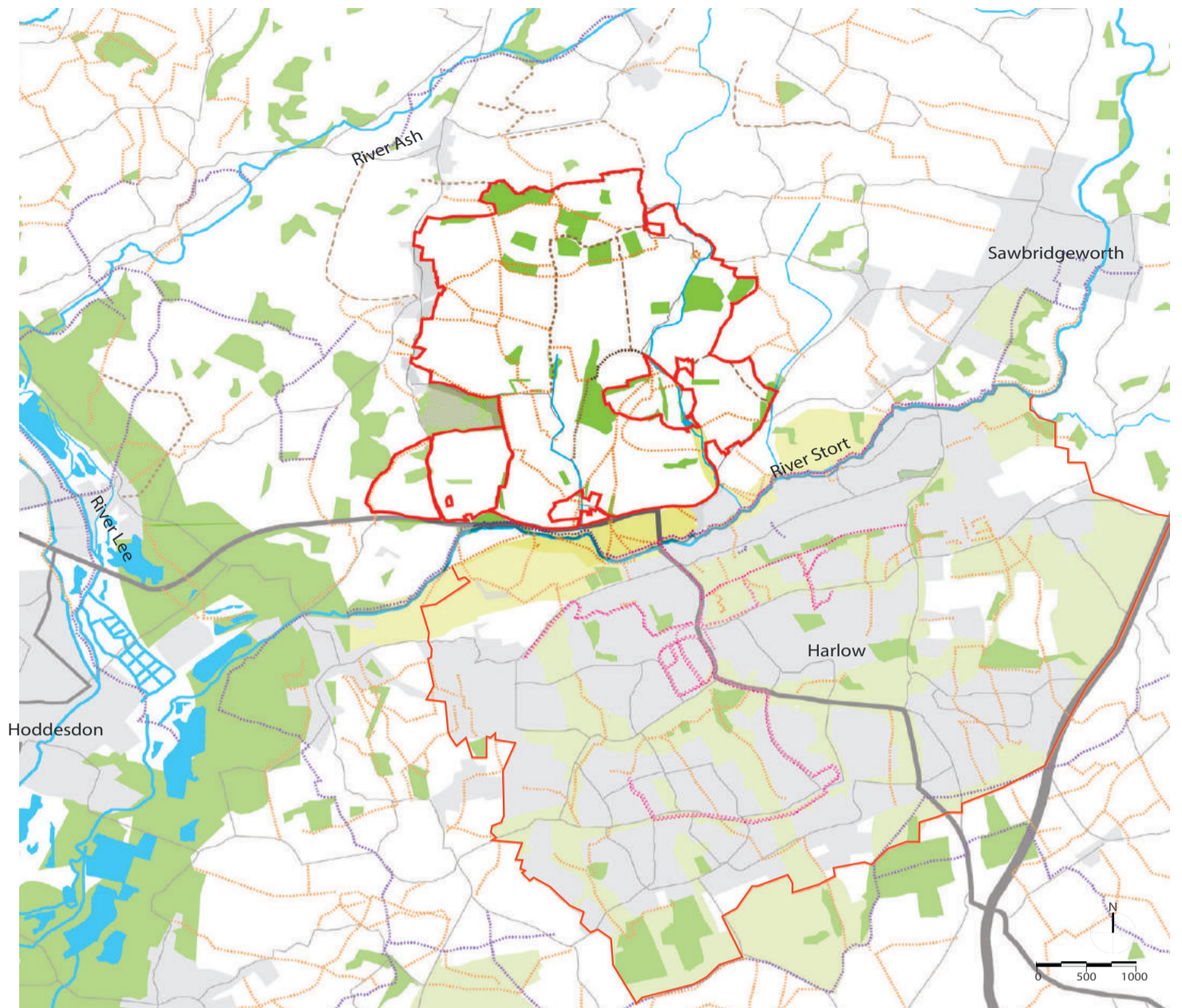
- KEY
- Natural Open Space / Regional Parks
 - Parks & Gardens
 - City Farms, Allotments & Community Orchards
 - Sports Facilities
 - Golf Courses



Open Spaces, Green Infrastructure and Sport Facilities

















LEGEND

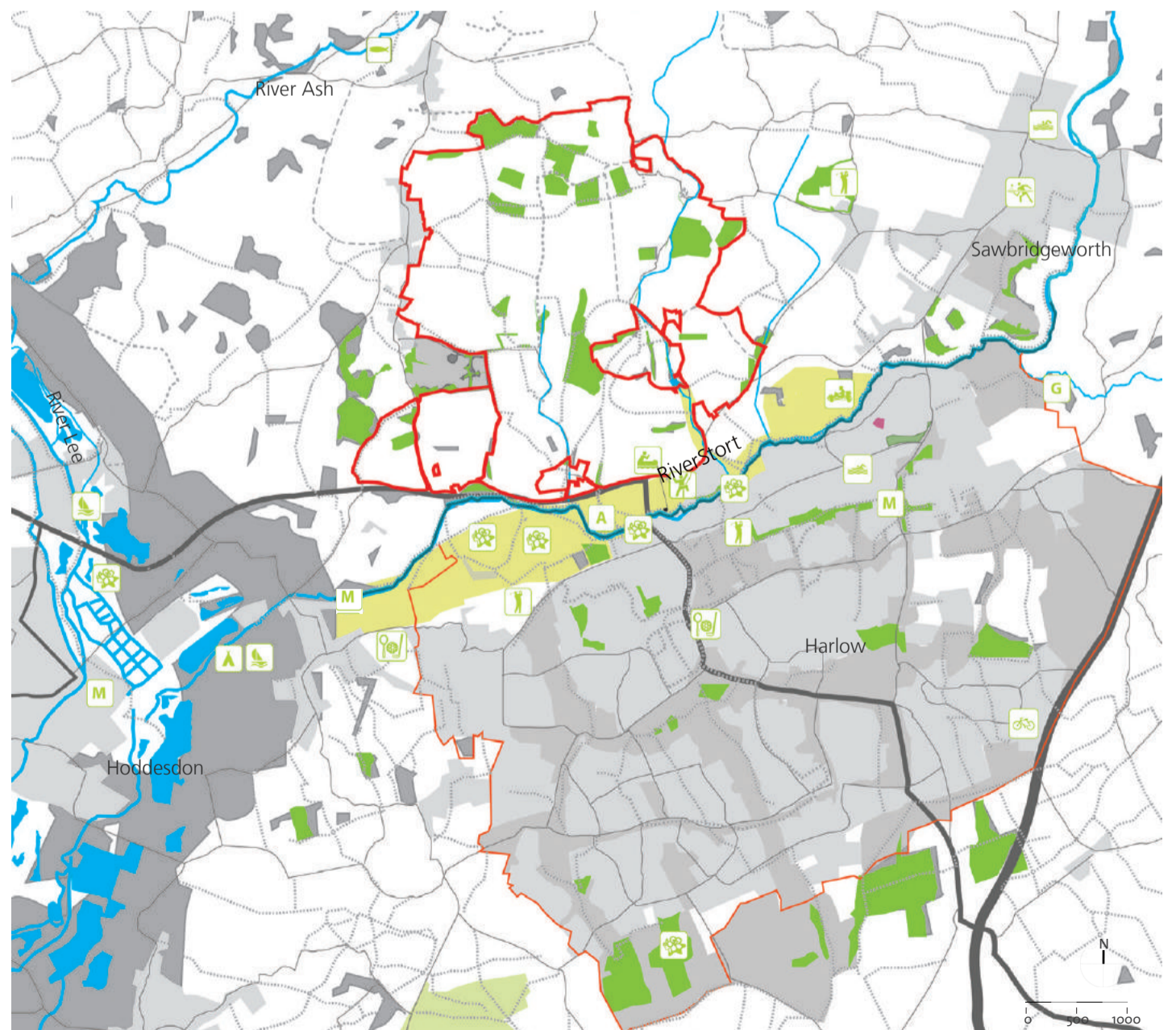
-  Site boundary
-  Harlow town boundary
-  Existing parks & green spaces
-  Towns and settlements
-  Existing woodland
-  Lee valley regional park
-  Rivers
-  River Stort navigation
-  Public footpath
-  National trail/ recreation
-  Road used as footpath
-  Byway
-  Bridleway
-  Other right of way
-  Harlow sculpture trail in town



Existing Green Infrastructure and Public Rights of Way

LEGEND

-  Swimming pool/ leisure centre
-  Tennis club/ sports centre
-  Go-karting
-  Golf course
-  Harlow outdoor education centre: climbing
-  Harlow outdoor education centre: canoeing
-  Sailing
-  Camping
-  Fishing
-  Harlow cycling stadium
-  Sports centre/ stadium
-  Harlow museum
-  Parndon Mill arts centre
-  Nature reserve
-  Henry Moore museum
-  Gibberds Garden



Existing Public Recreation Facilities

SITE LANDSCAPE CHARACTER

East Herts have undertaken a landscape character assessment of the wider area which was adopted as a Supplementary Planning Document (SPD) in October 2007 and forms part of the evidence base for the emerging East Herts District Plan.

Site observations and the landscape characters described in the SPD have been considered to create a high level site specific landscape analysis which reveals four areas of distinct character, shaped by topography, aspect and the overall environmental quality as well as the degree of connection to Harlow and East Herts.

1. The northern character area, 'woodland glade', contains clusters of ancient woodlands that fragment the open space and shorten views. This area feels very disconnected from Harlow and seems fully immersed in the Hertfordshire countryside.

2. The central character area, 'the plateau', runs as a central east-west strip of landscape across the site, north of the slopes. With the exception of the dips in the landscape formed from the two stream valleys, the area is predominantly flat and feels more visually disconnected from Harlow to the South. Views are more expansive across the site, punctuated by large human interventions in the form of a line of pylons and Hunsdon Airfield.

3. The southern character area, 'the slopes', consist of south-facing terrain sandwiched between the Stort Valley and the ridge lines across the middle portion of the site. Overlooking the Stort Valley this is, visually and physically speaking, relatively well connected to Harlow.

4. The Stort Valley runs along the southern perimeter of the site and represents one of the most influential landscape features in the area. The floodplain in the valley, borders upon the urban fringes of Harlow, provides natural habitats for a diverse ecology of wild life. The landscape setting of the Stort Valley between the site and Harlow presents an opportunity to enhance existing movement networks and to create a well connected gateway to the new development.



1. Woodland glade



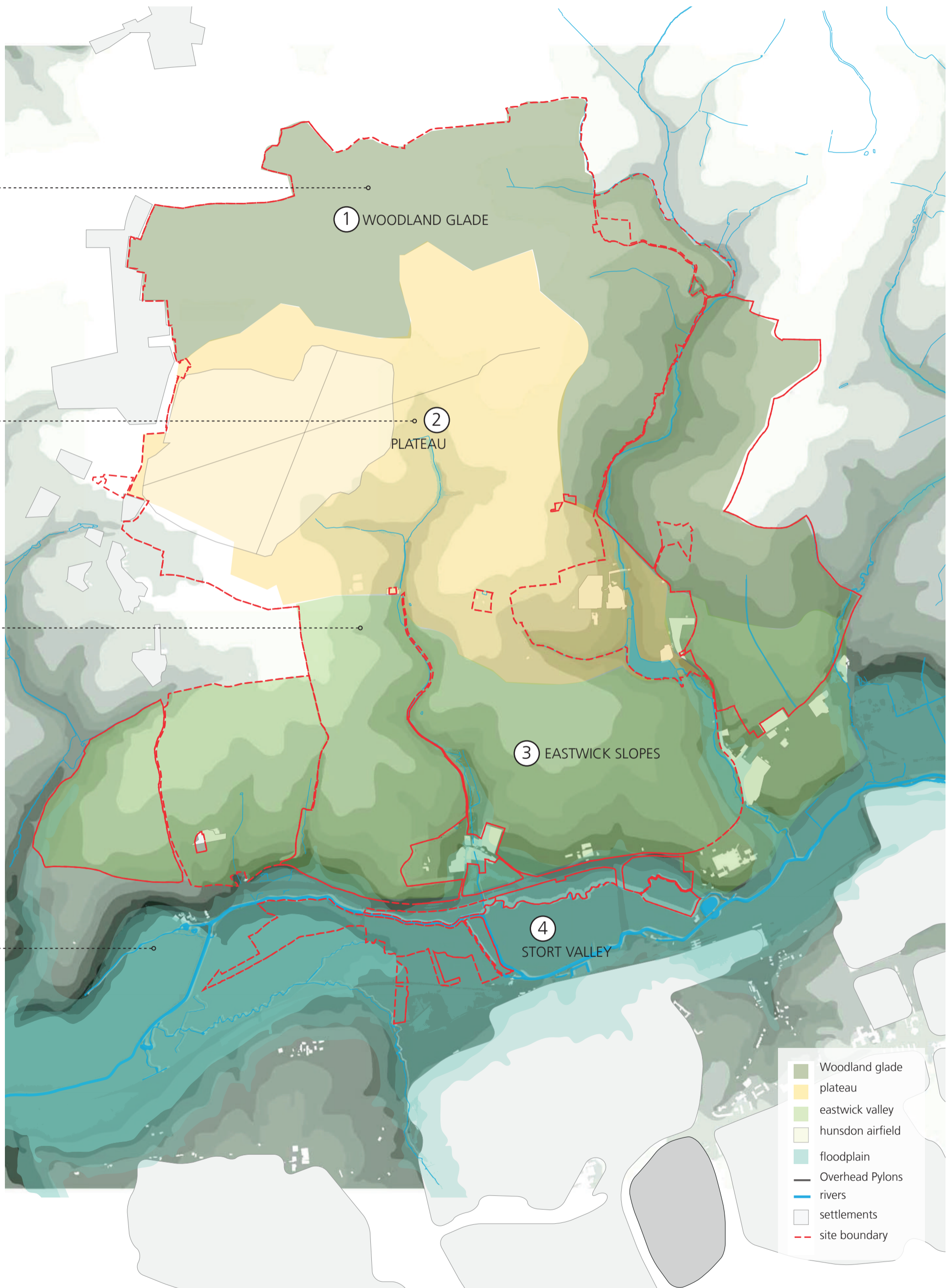
2. Plateau and Hunsdon Airfield



3. Eastwick Slopes



4. Stort Valley



Gislton Area - Landscape Character Zones

SITE MORPHOLOGY AND LANDSCAPE FEATURES

TOPOGRAPHY AND GEOMORPHOLOGY

The site rises gently from the valley flood plain of the River Stort to the south of the site at circa 30m AOD to the Eastwick wood at circa 80m AOD on the East Hertfordshire plateau. Small valleys formed by three tributary watercourses of Golden Brook/Fiddlers Brook, High Wych Valley stream and Eastwick Valley stream cut through the northern slopes of the plateau from north to south across the site.

The River Stort flowing from east to west has been canalised to create the Stort Navigation, however, a meandering backwater section of the original river course exists accompanied by riparian trees.

GEOLOGY AND SOILS

The site geology consists of drift deposits of boulder clay resting on glacial sand and gravel. Where the boulder clay has become eroded on the valley sides, sand and gravel are present in localised areas on the surface.

Where the three north-south valleys have cut through the sand and gravel, the streams flow on head deposits of locally derived clays, silts and sands.

The floodplain of the Stort Valley consists of alluvial silty sand clay and peat, which is underlain by a variable thickness of chalky flinty terrace gravels, which crop out in small patches on the extreme south western edge of the study area. Generally the porosity of soils is poor and high in clay content which will have an impact on the site soil management strategy through construction and be a consideration for the project water management strategy.

LAND USE AND HABITAT

Much of the site comprises of large arable fields enclosed by hedges. However, there are some significant blocks of woodland (many of which are classified as ancient woodland) across the site and are particularly concentrated in the north-western corner of the site on the high ground.

The character of woodland and tree cover across the site varies with this topography from the riparian character of the Stort and its tributary valleys predominantly marked by Willow and Alder to the Oak and Hornbeam woodlands of the plateau.



HOLLOWAY



HOMEWOOD



ROYDON MEAD



AIRFIELD



HUNSDON MEAD AND THE RIVER STORT



ELECTRICITY PYLONS

GREEN LANES & HOLLOWAYS

Several Green Lanes cross the site and have formed a Holloway lined by mixed native hedgerows and coppice stools. Over the centuries, the use of these tracks have worn the ground away below the levels of the surrounding fields to create a sheltered and more internal experience of the landscape for the walker or rider. In the Holloway section of the Channock Farm Green Lane, the path is sunk 3.5m below the level of the surrounding landscape as it rises from the valley of High Wych Stream.

Also of particular relevance is the Holloway of Cock Robin Lane that leads from Eastwick valley and historically continued across the Hunsdon plateau but was truncated during the construction of the airfield.

HABITATS AND LANDSCAPE DEFINITION

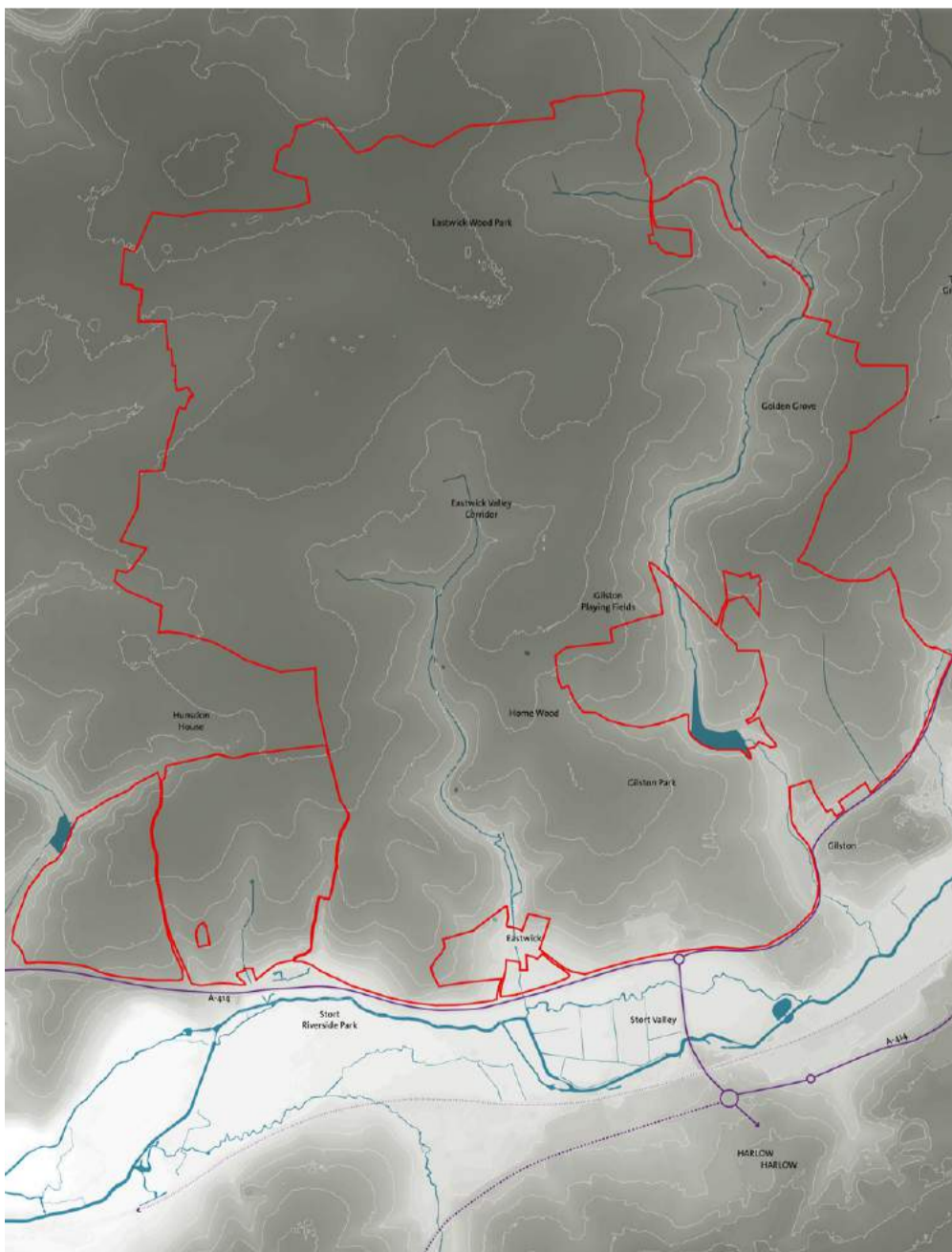
The local habitat and landscape are defined by:

- Woodland from Woodland Park to Valley: Hornbeam and Oak to north to Riparian habitats to south and in tributary valleys
- Key habitat types: grasslands, meadows, woodlands, wetlands, heathlands
- Designated sites: Site of Special Scientific Interest, Local Nature Reserve, County Wildlife Site, Local Wildlife Site, Ancient woodlands
- Veteran trees

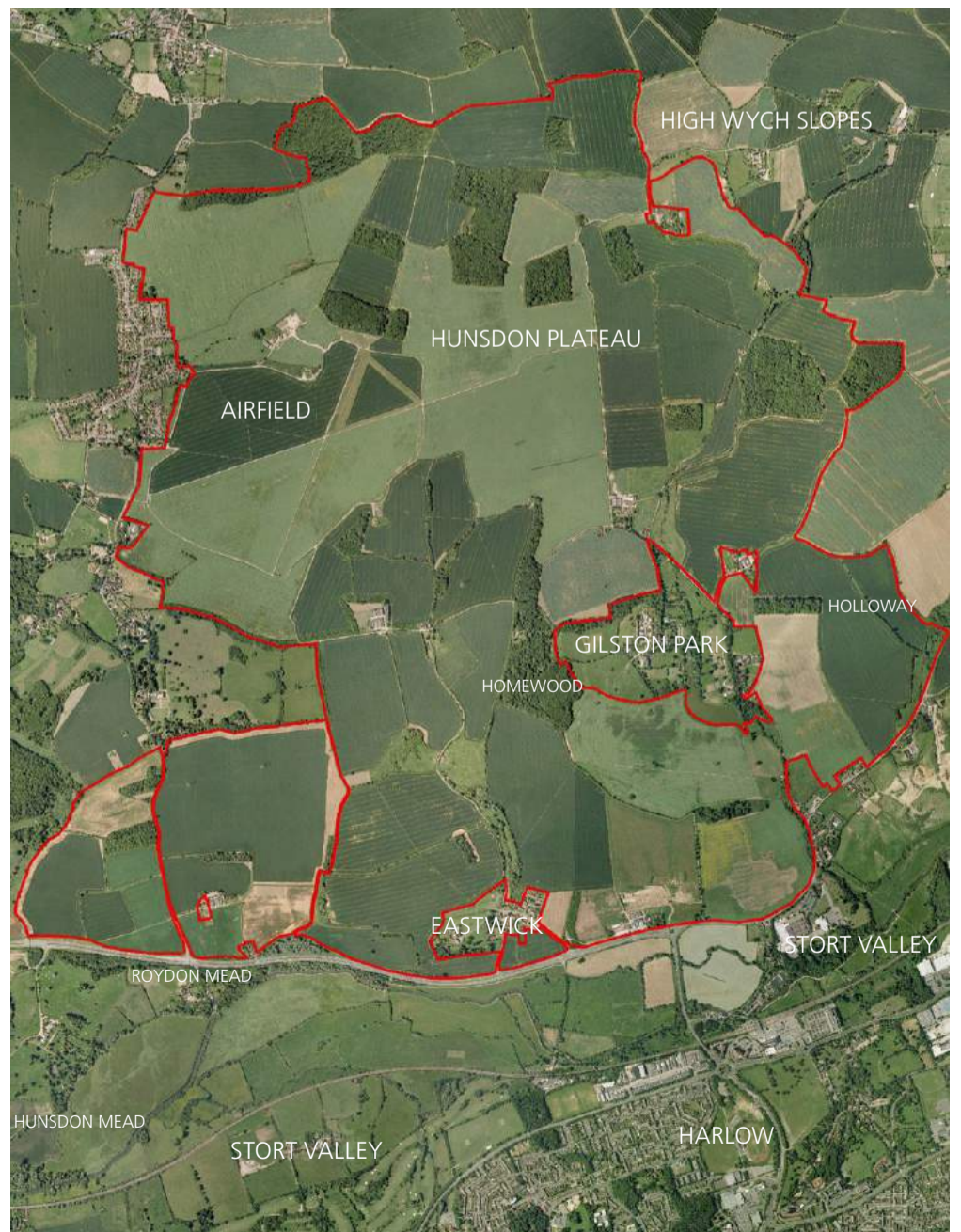
OTHER FEATURES

Other landscape features, detractors or constraints of the site are:

- A414
- Electricity pylons (SW to NE of the site) & Services
- Designations and constraints within and immediately adjacent to the site include SSSI, LNR, CWS, LWS and Conservation Areas.



TOPOGRAPHY



GEOMORPHOLOGY AND LAND USE

GENERAL VISIBILITY

Views are available towards the Gilston Area across the Stort Valley from Harlow and across the Hunsdon Plateau. Visibility in most other parts of the surrounding landscape is generally restricted by localised variations in topography, dense vegetation and built form.

The majority of views across the Stort Valley from Harlow are from Elizabeth Way on the northern edge of the town. Glimpsed views are also available from some of the larger road corridors which align north south through the town (notably from the A1019 and A414). Additional to these, some properties aligning Harlow Road (near Roydon) and the Stort Valley itself (notably Parndon Mill) also experience views over the valley and towards the Gilston Area.

Hunsdon and the nearby airfield are located on a raised and open plateau enabling panoramic views across the area to the east. To the south the settlement of Hunsdonbury is more enclosed with open views only apparent at its northern edge. Further north, the settlement of Widford similarly is visually enclosed and sits on the far side of a ridgeline from the site.

Some raised and open fields are present in the vicinity of South-end and Allen's Green but longer views from these areas towards the site are generally curtailed by mature field boundaries and stands of established vegetation. Similarly to the east of the site (notably from High Wych) longer views tend to be limited to the tops of ridgelines with views into the Stort tributaries generally screened by established vegetation. Further east, a ridgeline visually separates Sawbridgeworth from the site.

Several key views within the Gilston Area have been identified as part of a high level Landscape and Visual Appraisal prepared by Capita. The location of these views are shown on the adjacent image.

Viewpoints

01	Turtle Farm
02	Carters Farm
03	High Wych
04	High Trees
05	Hunsdon
06	Gilston Park Lodge
07	Gilston Village
08	Redricks Farm
09	Maymeads Marsh
10	Town Park
11	Little Parndon
12	Hunsdon Mead
13	St Botolph's Church
14	Parndon Lock
15	Harcamlow Way (Square Spring)
16	Public Footpath near Eastwick Hall Farm



Location of Key Viewpoints



View into the Stort Valley

LANDSCAPE HERITAGE

The blocks and remnants of ancient woodland are important visual and historic features. Ancient woodland is land that has had continuous woodland cover since at least 1600 AD. The woodlands will require protection and careful integration into the development together with a potential buffer zone to help protect them from increasing recreational pressures.

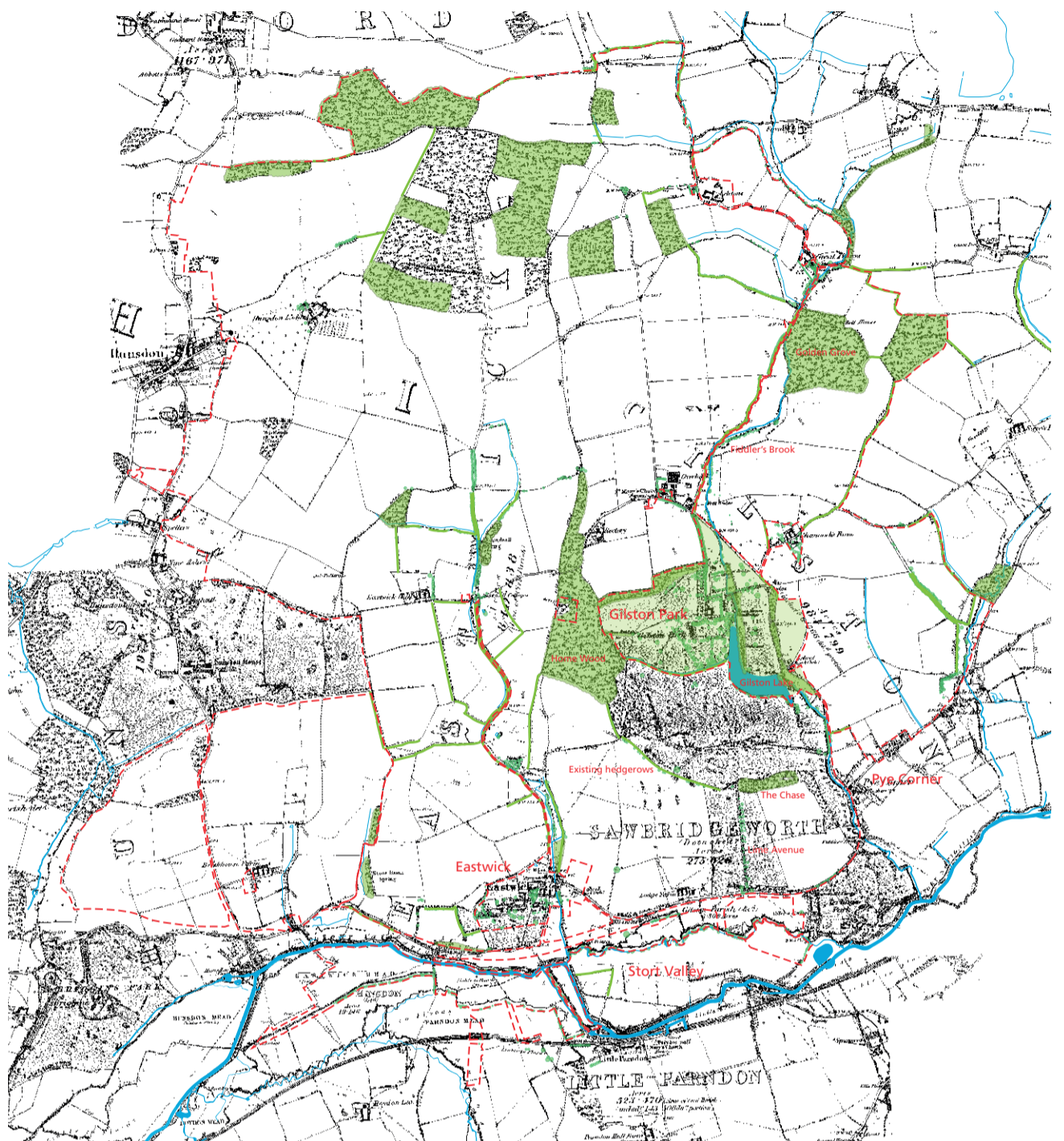
Gilston Area does not contain any nationally registered parks or gardens. The nearest sites are Stansted Bury and Pishiobury which are approximately 1.4km and 2.4km respectively.

Gilston Park House is a Locally Important Historic Park and Garden as defined under the SPD Historic Parks and Gardens September 2007. Gilston Park comprises the house and accompanying parkland although the boundary definition of the park is not set out in the SPD. Key landscape features include the line of Lime trees; serpentine lake and terraces and parterres around the house.

Hunsdonbury, south of Hunsdon, is a listed Locally Important Historic Park. This sits outside the development site, approximately 380m from the western boundary. Hunsdon House in Hunsdon also lies approximately 380m outside the western boundary of the Gilston Area site.

The past two hundred years have taken their toll on the historic countryside. The removal of hedgerows through post-18th century enclosure has resulted in widespread boundary loss; modern arable farming techniques of deep ploughing and sub-soiling have removed archaeological sites often leaving only soil or cropmarks to indicate their existence. The removal of old field systems can also create new cultural monuments as with Hunsdon Airfield.

Hunsdon Airfield has 20th century military remains, partially dilapidated, and a memorial to those who flew from the airfield. Whilst there is historical military interest the landscape is open and exposed and there is an absence of structural vegetation or notable landscape features. The airfield is considered to be of relatively low landscape value.



History and Heritage of the Area



View across Gilston Park

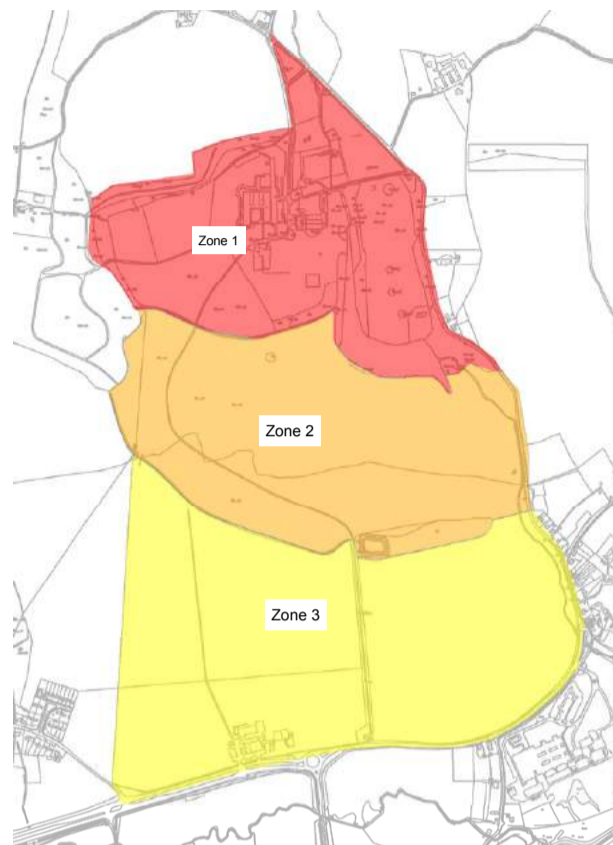
HISTORICAL ASSESSMENT

A historical assessment was carried out on Gilston Park to guide the development approach of the proposals. Three zones of sensitivity were identified (see adjacent diagram on opposite page):

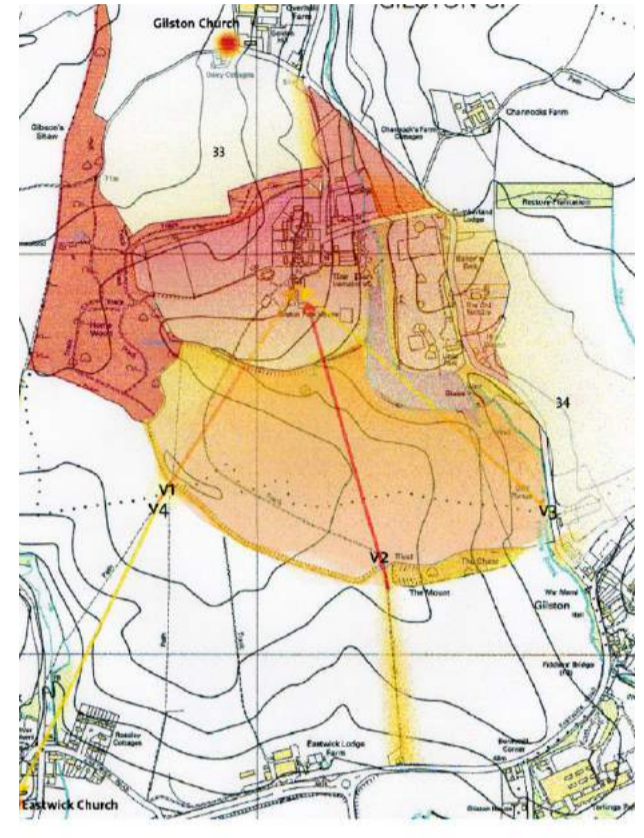
Zone 1: Gilston Park House, the landscaped garden and the water features are historically highly sensitive. This zone is outside of the site ownership and proposed development boundary.

Zone 2: This zone has moderate historic significance as parkland due to its visual link to zone 1. This zone provides highly significant views toward Gilston Park House. Important ecological features include Home Wood, The Chase, Gilston Lake CWS, Fiddler's Brook and the existing hedgerows.

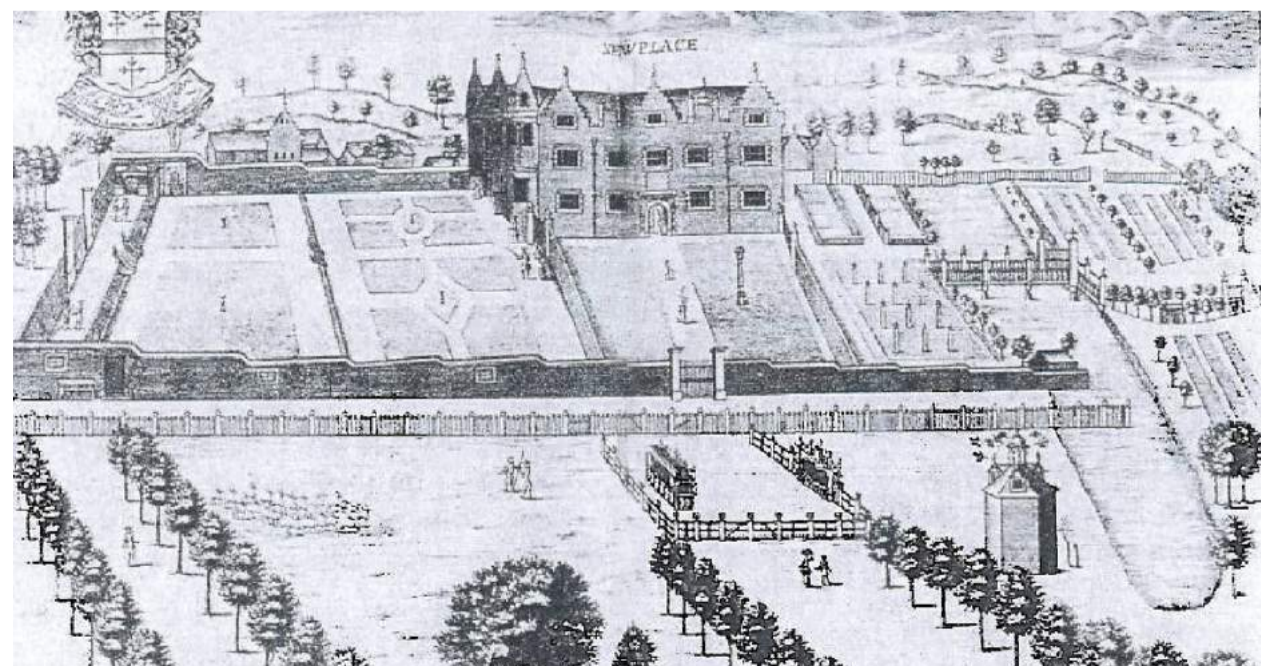
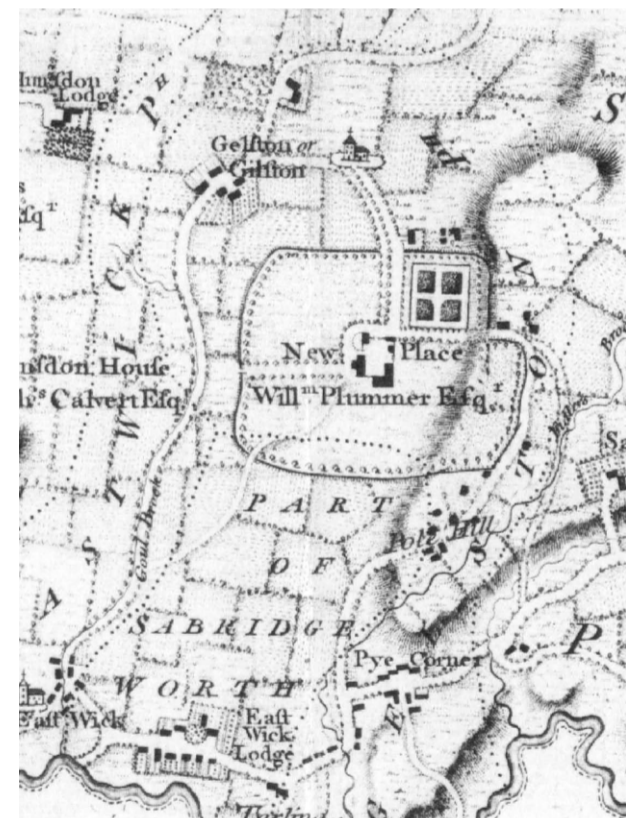
Zone 3: The existing avenue of lime trees is the only remaining park element within this area and the collective sensitive features of this zone are considered low. Important ecological features like the veteran and mature trees along Lime Avenue however, should be retained and incorporated in the proposed development with appropriate protection and management strategies.



Gilston Park sensitivity zones



Gilston Park sensitive access and view points



Historical maps Gilston Park



D. Ecology and Natural Habitat

The key natural assets are identified on a plan on the adjacent page and include sites designated for their conservation value, priority species and habitats designated under national legislation and other habitats and species of conservation value. Locally designated wildlife sites (County Wildlife Site (CWS) and Local Wildlife Sites (LWS)) have mostly been designated due to the presence of Ancient Semi-Natural Woodland (ASNW) or species rich grassland. The site also supports other areas of woodland and grassland outside of the designated sites that are of ecological value.

The site supports a network of hedges of varying value dependant on their age and the number of species they contain. There are also a number of veteran trees across the site.

The three tributary streams to the Stort Navigation and the River Stort provide important corridors allowing movement of wildlife north to south across the site.

The habitats present support populations of a number of species and species groups, the key groups include bats, Great Crested Newts, Birds and terrestrial invertebrates. The bat activity is centred around areas which provide roosting and foraging opportunities and include the Gilston, Eastwick, the Stort Navigation and the blocks of ancient woodland in the north of the site. A total of eleven different species have been recorded on the site including the nationally rare species of Barbastelle bat.

The Stort floodplain supports Kingfisher and Cetti's Warbler, which receive a high level of protection under the national legislation. Outside of the floodplain the remaining area of the site supports a number of other bird species including Skylark, Song Thrush, House Sparrow and Linnet during the summer and large numbers of Lapwing, Golden Plover Fieldfare and Redwing in the winter.

Although the majority of the Site contains arable land which is considered less favourable (but still of value) for Great Crested Newt (GCN), suitable GCN terrestrial habitats and features are present across the Site in the form of woodlands and hedgerows and ponds. Five ponds in the north of the site support small populations of GCN and another 2 ponds support a single population.

The site also supports Badgers, a small number of common reptiles (Slow Worm, Grass Snake and Viviparous Lizard) and terrestrial invertebrates, with the woodland, particularly Golden Grove and Sayes Coppice supporting the invertebrate assemblage of the most value within the site.

The River Stort and the Stort Navigation also provide suitable habitat for Otter and Water Vole although no evidence of either species has been recorded in recent surveys. Otters are known to be in the Lee and Stort catchment (the Stort is a tributary of the River Lee) and there is a potential project to reintroduce Water vole to the Stort upstream of the site identified in the River Stort Catchment Management Plan. The development proposals will include measures beneficial to the dispersal/movement of these species.



Eastwick Valley



Green Lane

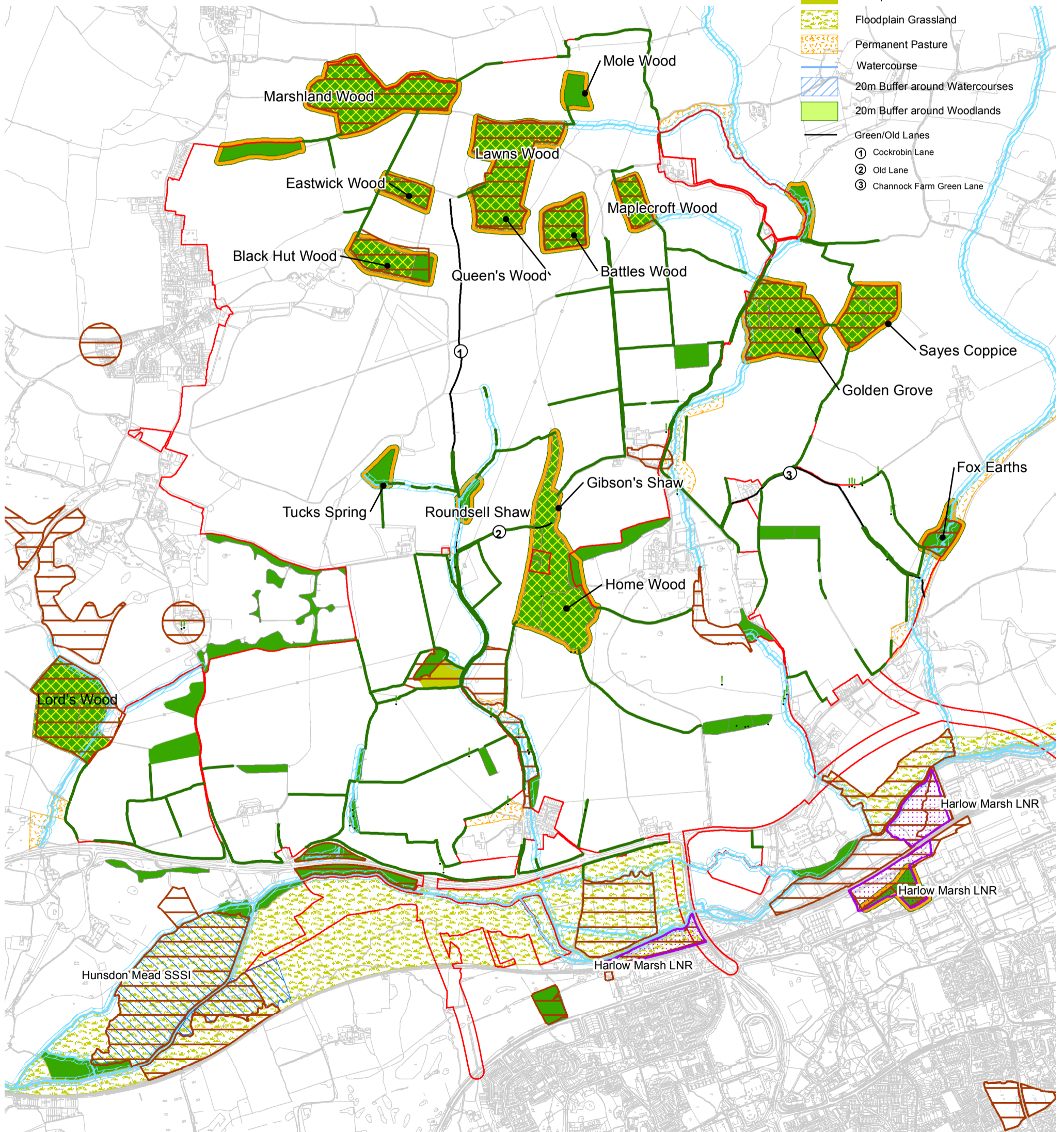


Large ancient boundary hornbeam



Veteran trees

- KEY**
- Site boundary
 - Survey area 1
 - Survey area 2
 - Site of Special Scientific Interest (SSSI)
 - Local Nature Reserve (LNR)
 - County/Local Wildlife Sites (CWS/LWS)
 - Ancient Woodland
 - 20m Buffer around Ancient Woodlands
 - Woodland
 - Hedgerows
 - Veteran Trees
 - Unimproved Grassland
 - Floodplain Grassland
 - Permanent Pasture
 - Watercourse
 - 20m Buffer around Watercourses
 - 20m Buffer around Woodlands
 - Green/Old Lanes
 - ① Cockrobin Lane
 - ② Old Lane
 - ③ Channock Farm Green Lane

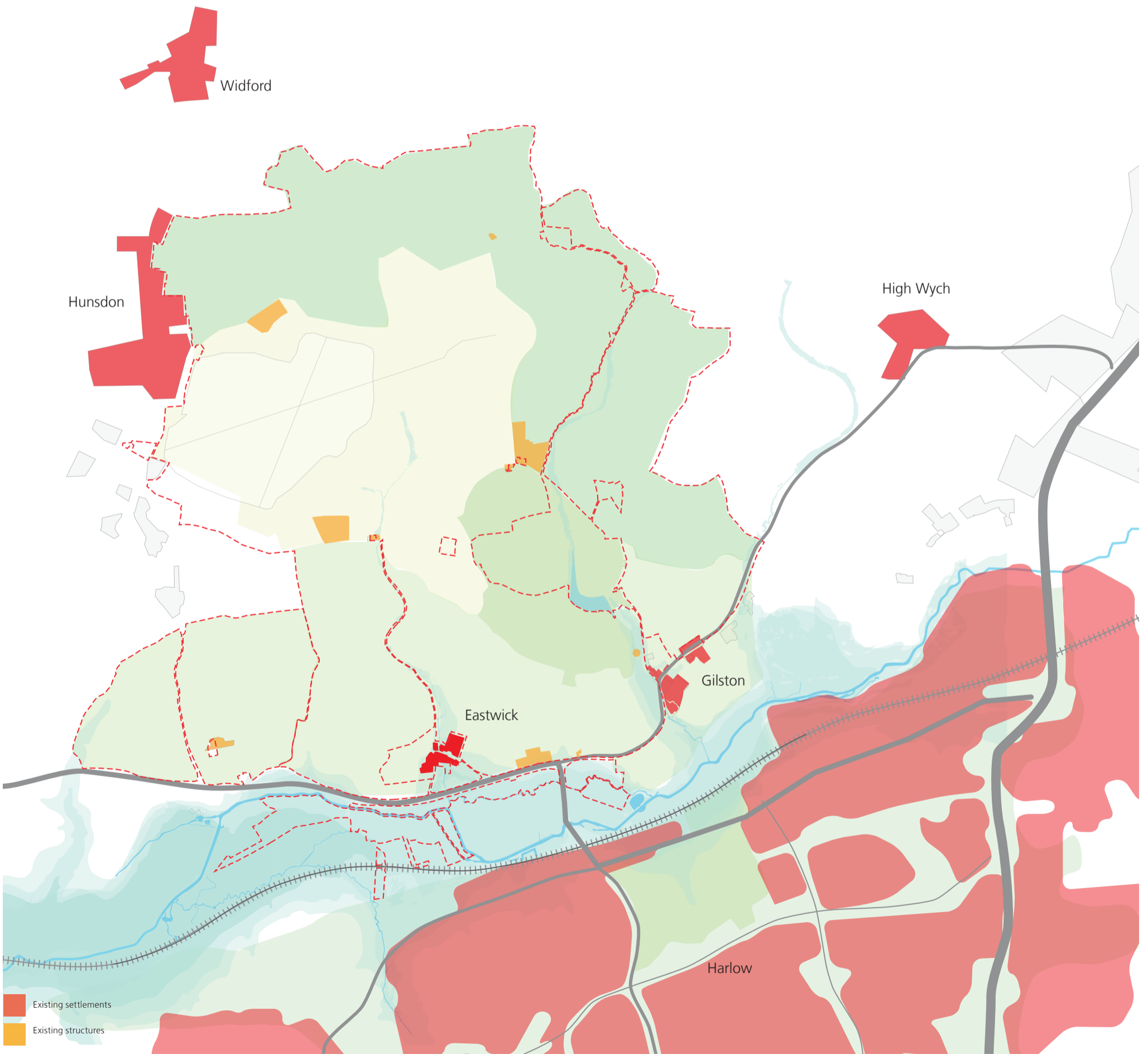


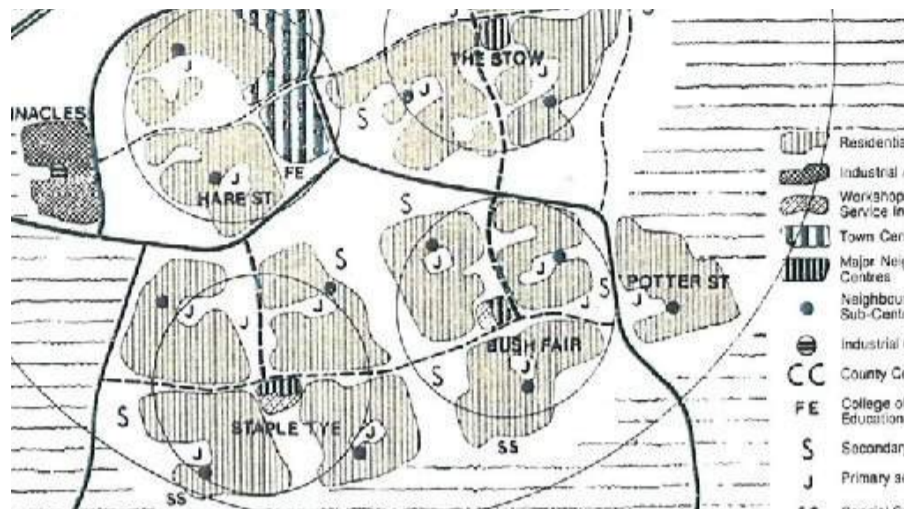
Summary of Ecological Features & Constraints - Habitats

E. Surrounding Settlements & Built Form

There are five existing settlements that are in close proximity to the Gilston Area; Harlow, Hunsdon, Eastwick, Gilston and High Wych. The settlement of Widford located to the north of the site will not be visually impacted due to the woodland blocks along the northern extent of the site.

The relationship of the Gilston Area to its surrounding landscape and the villages of Eastwick and Gilston has been carefully considered. This has included an assessment of the existing physical and social functions of these two neighbouring villages.





Spatial arrangement of Neighbourhood Centres and Hatches (indicated as Neighbourhood Sub-Centres) (from 'The Design of Harlow', F. Gibberd, 1980)



Harlow Town Centre



Harlow Town Centre



Harlow approach



Aerial view Harlow Town Station

HARLOW

Harlow is the largest settlement in close proximity to the site with the northern extent of the town facing the Gilston Area across the Stort valley. The land use distribution in Harlow is a prime example of New Town masterplanning and provides the town with large, valuable areas of landscape, identified as 'Green Wedges'. The new town, designed by Sir Frederick Gibberd was built after World War II to ease overcrowding in London due to the mass devastation caused by the bombing during the Blitz. The town is divided into four main areas or 'clusters', situated on high ground and separated by open land in the valleys. Within each cluster are two to four residential 'neighbourhoods'. The northwest cluster includes the town centre which is located approximately 20 minutes walking distance from the Gilston Area. The 'Green Wedges' between the clusters carry the main roads into the town centre and accommodate secondary schools, playing fields and the town park in the north adjacent to the station.

Harlow Town station located on the northern edge of the town adjacent to the Stort Valley is ideally located to provide excellent access to Gilston Area.

HUNSDON

Located adjacent to Hunsdon Airfield, the village of Hunsdon borders the northwest part of the Gilston Area. The 1884 historic Map shows Hunsdon laid out on an east west axis along High Street and Drury Lane with the village centre at the junction. The village has more than trebled in size since then, with the majority of buildings located along the High Street changing the axis of the village to north/south. The development has stretched so far south that the rectory has now been absorbed into the village.

The village has 3 distinct character zones;
 1) The Historic Core
 2) New developments to the South
 3) New developments to the North

Allotments were present on the 1884 historic map in the same location as they currently exist, however the overall area of allotments has greatly decreased.

The village is surrounded by agricultural land, with public right of ways to the east through the airfield. These are regularly used by residents for recreation and leisure. In the 1884 map the right of way which extends from Drury Lane led through a wooded area to Hunsdon Lodge. This is now the location of a farm and airfield buildings and the landscape has been flattened to accommodate the airfield.



Hunsdon 1884



Aerial view of hunsdon



The main junction of the Historic Core where Drury Lane meets High Street



View of the eastern boundary of the site from the airfield

EASTWICK

Located at the bottom of the Eastwick Brook tributary and adjacent to the A414, the village of Eastwick has a boundary with the Gilston Area. The 1884 historic Map shows Eastwick as a village centred around the junction of East Hall Lane and Eastwick Road. The village has marginally increased in size with the additional development of Roseley Cottages on Eastwick Road to the east of the village. This forms an immediate boundary with the Gilston Area. St. Botolph's Church, the Rectory and surrounding land appears to have remained relatively unchanged since 1884.

The village has 3 distinct character zones;
 1) The Historic Core
 2) Eastwick Manor
 3) New development of Roseley Gardens

The St. Botolph Church was rebuilt in 1872 by A W Blomfield and is a local landmark and centre of the Eastwick village group.

- ROSELEY GARDENS
- HISTORIC CORE / MEMORIAL
- VILLAGE PUB
- ST BOTOLPH'S CHURCH
- EASTWICK MANOR
- WOODED BOUNDARY
- VIEWS OF STORT VALLEY
- STORT VALLEY



Aerial view of Eastwick



Eastwick 1884



Eastwick Road

GILSTON

Located on Eastwick Road and Pye Corner, this village lies to the east of the Gilston Area boundary. The 1884 historic Map shows Gilston as a village stretched along Eastwick Road with the village centre at Pye Corner. The village has marginally increased in size with additional developments on Eastwick Road to the east of the village.

The village has 3 distinct character zones;
 1) The Historic Core
 2) Fiddlers' Brook green edge
 3) Eastwick Road grouping

The village lies within the valley of the Fiddlers' brook tributary. The western edge of the village is screened by a thick copse of trees which runs north along the valley and Fiddlers Brook. This copse is also present on the 1884 Historic map.

- EASTWICK ROAD GROUPING
- HISTORIC CORE / PUB
- STABLES
- OPEN VIEWS TO COUNTRYSIDE
- FIDDLERS BROOK GREEN EDGE



Aerial view of gilston



Gilston 1884



Vine Grove



- THE MANOR OF GROVES
- RESIDENTIAL CORE
- OPEN VIEWS INTO COUNTRYSIDE
- HISTORIC ROAD JUNCTION
- HIGH WYCH MEMORIAL HALL
ST JAMES CHURCH
- CHURCH OF ENGLAND
PRIMARY SCHOOL
- HIGH WYCH ROAD

HIGH WYCH

Located south west of Sawbridgeworth, High Wych was formed into an ecclesiastical parish 1862, and became a separate civil parish 1901.

The 1884 historic map shows High Wych as a village centred around the junction of High Wych Road and High Wych Lane. The 19th Century flint church St James and the Church of England Primary school form the historic core of the village. Adjacent to the church the village includes some historic houses and thatched cottages, while the north eastern part of the village consists predominantly out of red brick and rendered buildings.

Despite the proximity to Sawbridgeworth, High Wych retains a quiet village character within. The village is affected, however by the main route along High Wych Road, which forms the southern edge of the village.

The village has 3 distinct character zones;
 1) Historic St James church quarter
 2) Residential village core
 3) High Wych Road

High Wych lies approximately 1,5 km to the east of the Gilston Area, surrounded by open farmland with dispersed isolated old houses, farms and one hamlet, Allen's Green.

Aerial view of High Wych



High Wych 1884



Open views into the countryside



St James church



1 - Hunsdon Lodge Farm



2 - Actons Farm



3 - Eastwick Hall Farm



4 The Towers



5 Dairy cottages

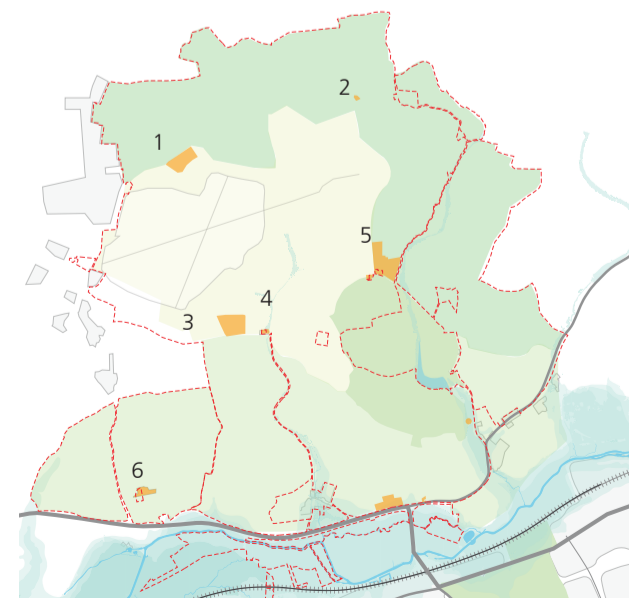


6 Brickhouse Farm

EXISTING STRUCTURES

There are a number of existing structures dispersed across the site. The majority of these existing buildings will be retained and carefully integrated into the new development.

Some of the existing barns have potential to be converted to accommodate new uses within the Gilston Area. Such appropriate changes or sensitive alterations can secure the continuing beneficial use of historic buildings, provided its original character and the surrounding settings are acknowledged.



F. Surface Water Drainage & Flooding

There are four main watercourse systems on and near the site:

- Hunsdon Brook, which sits beyond the western edge of the proposed site area and runs in a north-south direction before passing under the A414 via a large culvert;
- Eastwick Brook, which sits central to the site area and follows the route of Eastwick Hall Lane in a north-south direction through Eastwick, before passing under the A414 via a culvert;
- Golden/Fiddlers Brook, which runs adjacent to Gilston Lane and runs in a north-south direction before passing under Eastwick Road via a small culvert;
- Pole Hole Brook which collects a catchment to the East of the site before passing under Eastwick Road in the area of Pole Hole Farm.

The site area is predominantly greenfield in character with topography sloping gently towards the four local water courses. Due to the existing ground conditions the use of soakaways across the site is unlikely and there are no plausible local public sewer networks within the site area. Therefore the preferred drainage strategy for surface water is to discharge into the local watercourses in compliance with the principles of sustainable drainage.

An assessment of the impermeable areas across the site has been undertaken and work has been carried out to determine the necessary areas required for dry attenuation features (swales & basins) throughout the development areas, which will be linked in a cascade fashion down the hillside prior to discharging back to the water courses. These have been assessed for the 1in100 year storm event plus climate change allowance.

Flood modelling of the River Stort valley and its tributaries has been undertaken, including modelling of the Stort floodplain, in order to define the development edge. The flood model has been submitted to and approved by the Environment Agency. Further work will be undertaken to incorporate the recent amendments to climate change allowances in order to ensure no impact on the development edge.

The Council is updating its Strategic Flood Risk Assessment which will also inform the approach to mitigating flood risk.

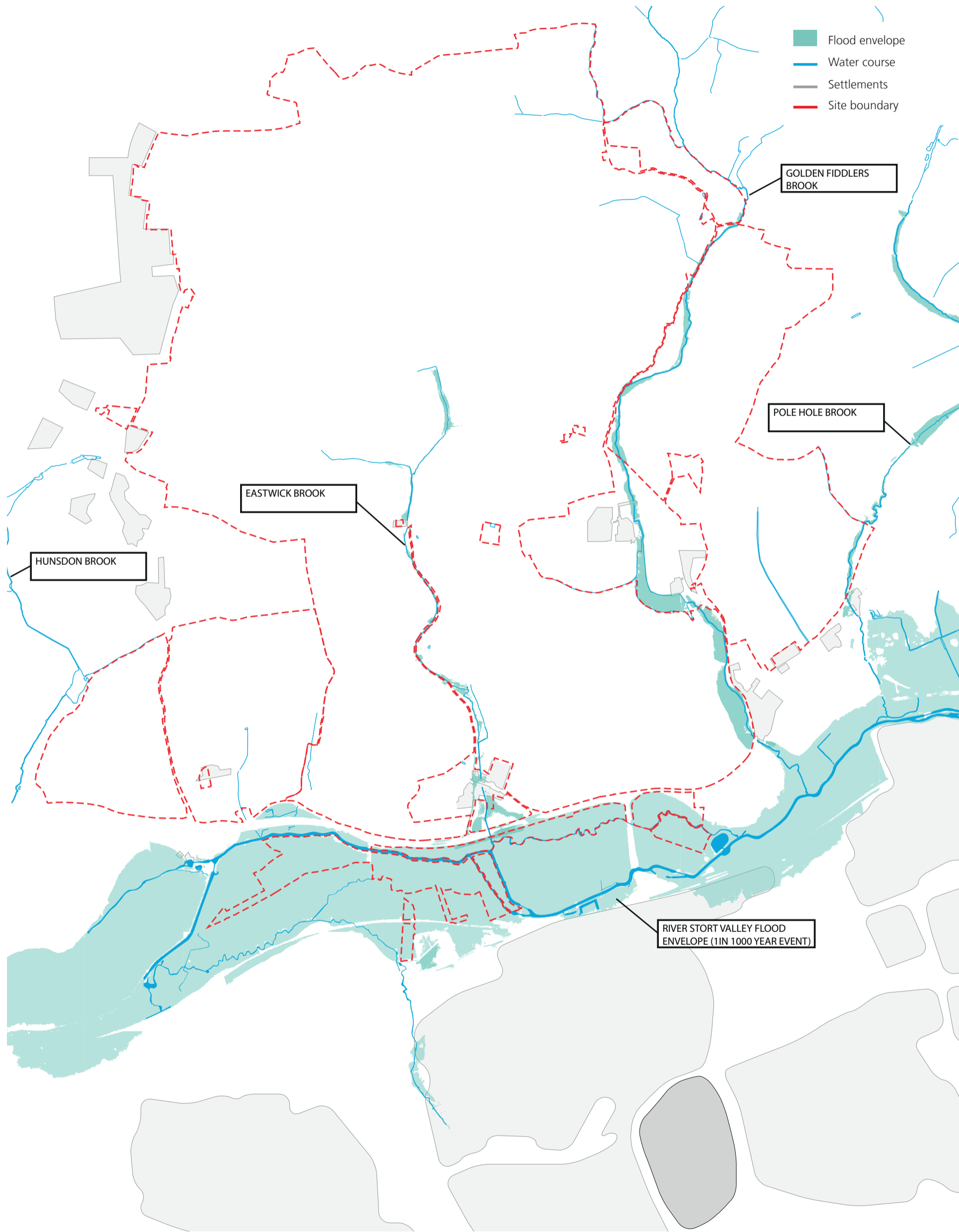
Thames Water have recently advised that within the existing Rye Meads Sewerage Treatment Works there is capacity for development up until the year 2040, which includes development in the Gilston Area. The preferred drainage strategy for the foul water is to discharge via gravity sewer to the existing Trunk Main running through the Stort Valley. 2 connection locations will be required and pumping stations will be provided where changes in topography necessitate them.



SuDS Pond/Wetland, Hopwood Service Area, M42



Roadside Swale, Elvetham Heath, East Hampshire



Existing Surface Water and Floodplain

G. Services & Utilities

WATER

Affinity Water are the water supply authority for the Harlow area. An assessment of the proposed water demand for the proposed Gilston Area has been undertaken by Affinity Water. They have confirmed that there is capacity within their existing infrastructure to supply the proposed Gilston Area development. The supply will be from their existing twin trunk mains which run north-south through the development just to the east of Eastwick.

GAS

National Grid operates the National Gas Transmission System and have carried out an assessment for the provision of gas to the proposed Gilston Area. National Grid have confirmed that there is capacity within their existing infrastructure at Redricks Lane to supply the proposed development. A main will be laid from the connection point at Redricks Lane to the development via Eastwick Road.

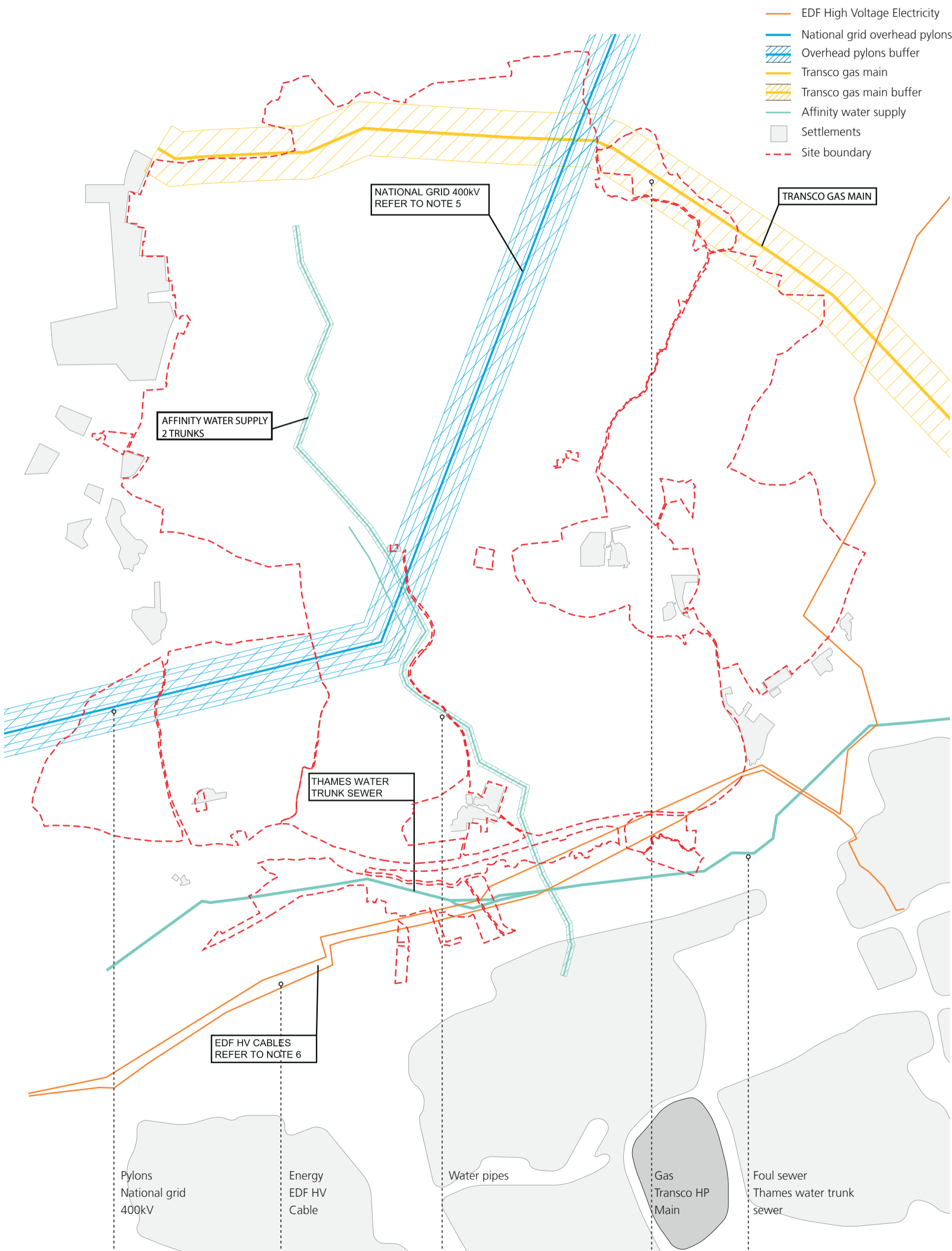
ELECTRICITY

UKPowerNetworks (UKPN) are responsible for the power network in the Harlow area. There are existing 400kVA overhead power lines to the north west of the site. The proposed Gilston Area development plan sits outside the EMF proximity zone for these power lines. UKPN have confirmed that the proposed Gilston Area can be supplied from the existing Harlow West primary sub-station to the west of Harlow. A new primary sub-station will be required within the Gilston Area development in order to provide the power supply to the proposed secondary sub-stations throughout the Gilston Area.

BROADBAND

Superfast Broadband can be supplied to the area and may be provided in conjunction with the "Connected Counties" broadband programme depending on timings and roll out.





Existing Utilities

H. Access & Movement

The Gilston Area is located immediately to the north of the A414, the main link connecting Hemel Hempstead in the west to Maldon near Chelmsford in the east. The A414 provides initial access from the Gilston Area to Harlow via the Eastwick Roundabout and Burnt Mill Roundabout. From the Burnt Mill Roundabout, Harlow Town Centre is connected via Allende Avenue (A1019).

The A414 also provides the main connection to Junction 7 of the M11 to the south east of Harlow. The M11 connects Cambridge and North-East London via Epping, Bishop's Stortford and Stansted Airport. Essex County Council is currently consulting on a new Junction 7a on the east side of Harlow, with access to be provided via Gilden Way.

Eastwick Road, which becomes High Wych Road, forms the south eastern boundary of the Gilston Area which connects to Sawbridgeworth and in turn to Bishop's Stortford via the A1184.

The location of the Gilston Area in relation to local bus routes is shown in the adjacent figure.

Harlow is well served by buses. A number of bus services operate throughout the town, with the main hubs at Harlow Town Rail Station and Harlow Town Centre Bus Station. However, at present there is not a particularly good service to the employment areas at Templefields and Pinnacles.

The main bus operator within Harlow is Arriva who operate in conjunction with a number of additional smaller companies.

Harlow Rail station is well located for the Gilston Area and provides a service with six trains per hour to central London (some to Liverpool Street and some to Stratford) in the peak hours. Services are also provided to Stansted Airport and Cambridge.

In 2018 Crossrail services will commence through Liverpool Street which will further enhance the connectivity of the Gilston Area to areas within London.










The main existing link from the Gilston Area is via a footway which runs alongside Fifth Avenue, connecting the site to Harlow Town Station. From here, wider shared footway/cycleways connect to Harlow Town Centre. In addition, there are a number of public rights of way connecting the site to the Stort Valley and beyond.

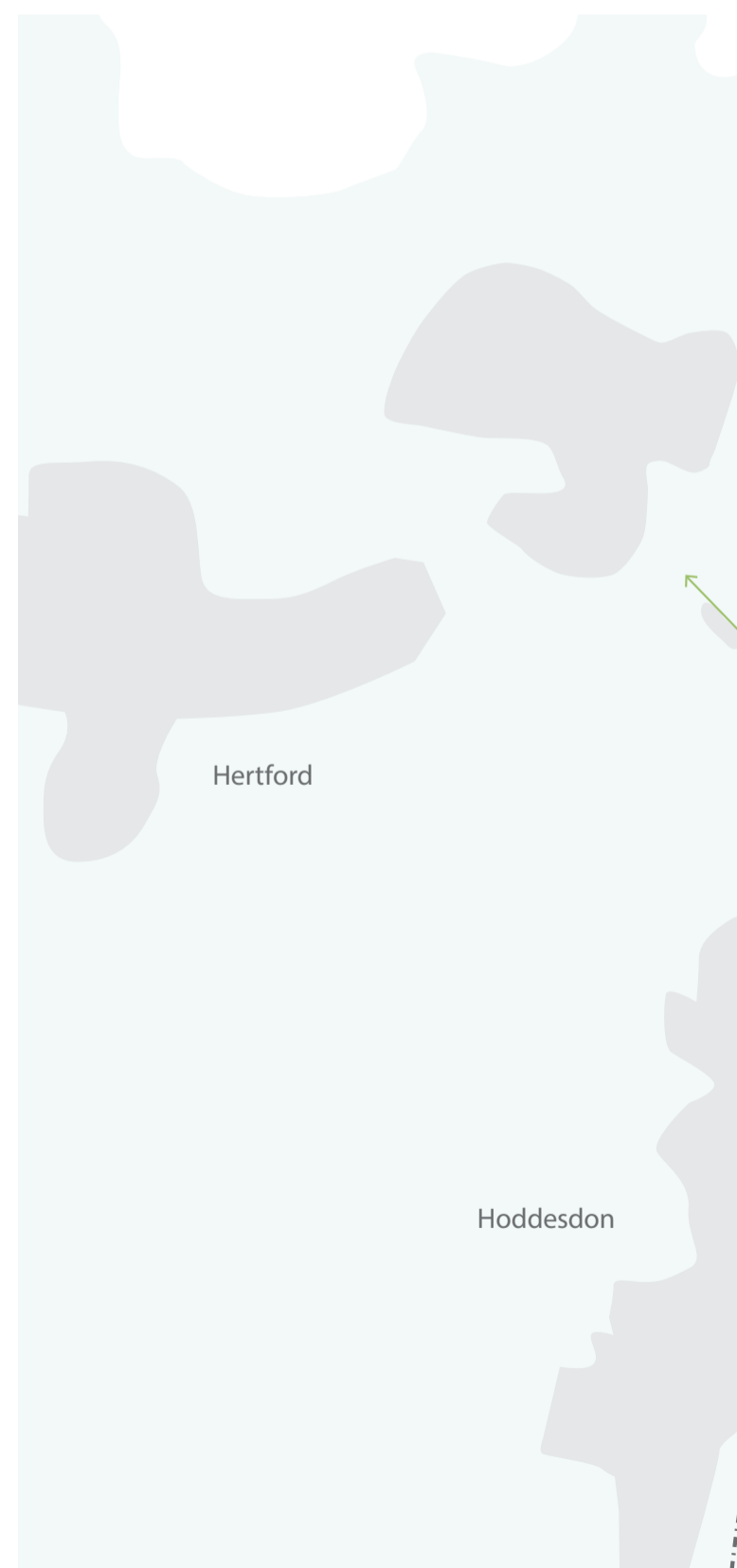
Vectos, on behalf of the Principal Landowners, has assessed likely vehicle movements associated with the Gilston Area. The highway network has been assessed using a series of traffic models.

Essex County Council has developed a VISUM model that considers traffic movements at a strategic level. This has been used to assess both the planned housing growth within the various Local Plans and the effects of the potential M11 Junction 7a.

Hertfordshire County Council has developed a COMET model that covers the majority of the County but focusses on the key strategic routes and in particular the A414 corridor. It is designed to look at a strategic level at potential interventions. Whilst it has been agreed that the VISUM model is the more appropriate strategic model for the Gilston/Harlow area, the modelling results that arise from VISUM will need to be reflected within the COMET model, particularly with regards to the potential for increased traffic heading westbound along the A414.

In addition, Vectos has developed a Paramics model, looking at the operation of highway network within Harlow and the southern areas of East Hertfordshire. This model considers junction performance in more detail than the strategic models. The base model has been agreed by Essex CC and Hertfordshire CC as being fit for purpose for this assessment work.

-  Bus route
-  Roads
-  Railway line
-  Cycle routes
-  County boundary
-  Site boundary
-  Important employment areas
-  Settlements
-  Green Belt Area



Existing Site Access and Movement

I. Minerals

A Minerals Evaluation has been commissioned for the site. The geological data available confirms the presence of sand and gravel within the site. However the deposit does not meet minimum criteria stipulated by HCC for site identification of economic resources.

British Geological Society (BGS) data supports the safeguarding provisions of the Mineral Consultation Area unless the prospective developer of an alternative land use, which may sterilize mineral resources, proves otherwise. The borehole information supplementing the BGS data forms a fuller picture of the site geology and indicates that economic resources are not present in the development footprints of the proposed Villages of the Gilston Area.

From information available the land does not contain potentially workable deposits and there is no opportunity for prior working because the deposits are not economic to extract.



J. Market Demand

East Herts and the M11 sub region are under significant housing market pressure. Prices are high and the projections for household growth have been revised upwards in recent years. Unless housebuilding is significantly increased this will lead to even higher prices. Young people are being priced out of both the purchase and rental market. The local housing market is increasingly failing to meet the needs of older residents too. The effects could threaten the sustainability of the local economy.

East Herts and its neighbouring districts continue to be amongst the most unaffordable districts in the country. The five Districts around Harlow have some of the least affordable house prices in the country. Half of all East Herts residents earn less than £40,000 a year. To buy a home at the district average price requires an income of c.£72,000. The income required to afford the average private rented property is just over £36,000.

For first time buyers the challenge of buying locally is substantial with the cheapest 25% homes costing 10 times the salary of a local resident in the lowest 25% of earners.

This is therefore an area of acute housing need.

A Strategic Housing Market Assessment (SHMA) has been prepared which covers the West Essex/ East Herts housing market area, comprising the administrative areas of East Herts, Harlow, Epping Forest and Uttlesford. The SHMA identifies that the level of housing need across the four authorities is for 46,058 homes up to 2033. This figure has been disaggregated amongst the four authorities. For East Herts, the level of need is 745 homes per year.

This represents a significant challenge. Historic delivery has not reached these levels for many years. There has been consistent and substantial under delivery against plan targets.

The Hertfordshire LEP has identified "accelerating delivery of housing sites" as one of its top priorities and a game changer for the Hertfordshire economy – and the Gilston Area is one of these strategic housing sites. The LEP's objectives is to deliver enough homes to meet demand and reduce prices and to exceed historic delivery and future targets and support the delivery of 4,500-5,000 homes per year. Strategic sites should be progressed urgently so that homes can be delivered within the next 10 years (rather than 20 years).

The latest DCA East Herts Housing Need Study 2015 suggested the following the following priorities:

- focus new delivery in market housing to address future demographic and household formation change and to meet the need for smaller units across the stock;
- address the under-occupation of almost 950 social rented properties to improve the turnover of family units and address the needs of 350 over-occupied households and those on the waiting list;
- link new affordable delivery to the growth in population of older people and enabling a better flow of the existing stock; and assess the Extra Care delivery strategy to meet the growth in 85+ year olds.





Introduction

Context

Vision & Objectives

Baseline Summary

Spatial Framework

Delivery & Implementation

Next Steps

K. Overall Summary

OPPORTUNITIES AND CONSTRAINTS MAPPING

As set out in this chapter there are a wide range of constraints within the site of varying importance. These have been mapped to build up an overall picture of the site.

The key utility constraints include the pylon corridor, the water main that runs down the western valley, and the gas main that skirts the eastern and northern boundary of the site. Of these the gas main has limited effect as the corridor does not exclude residential building, and is mostly outside the site. The water main excludes building within a relatively small easement of 8m. The 400kV power lines are considered the most challenging, with an exclusion corridor for residential development at 230m applied.

There are a number of scheduled monuments along the historic parklands, in and around Hunsdon airfield and Gilston Park. An extensive network of PRoW has been identified and the aim is that the majority of them will be retained. In case of any changes in PRoW, the spatial quality and character of the paths will be enhanced and integrated within the proposed design.

In regards to the 1,000- year flood plain data. All development is located outside this line. This affects the site around three waterways: River Stort and Pole Brook to the west and Fiddlers Brook to the east.

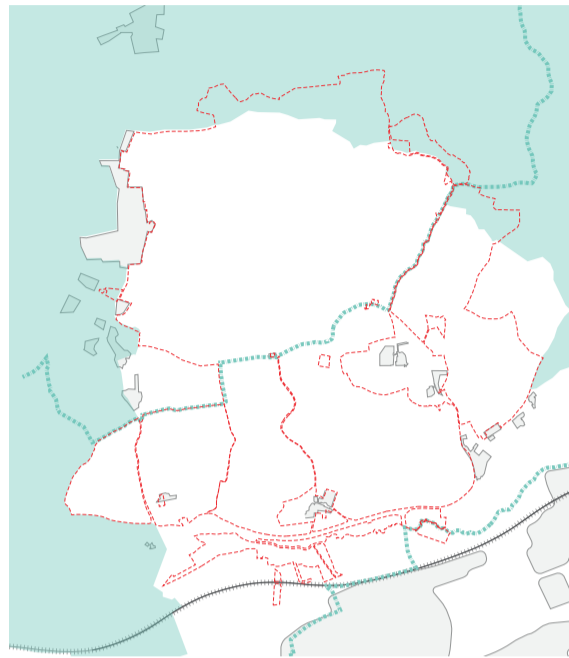
For the ecological constraints, sites have been identified and the aim is to maintain and enhance them in any development proposal. There are also a number of hedgerows. Those of higher ecological value have been identified and should be maintained where possible.

The constraints drawing establishes the baseline constraints for the site from which the Gilston Area proposals are to be developed. The information shown is based on baseline reports which contain full details of the environmental, cultural heritage and ecological constraints as well as transport and utilities considerations.

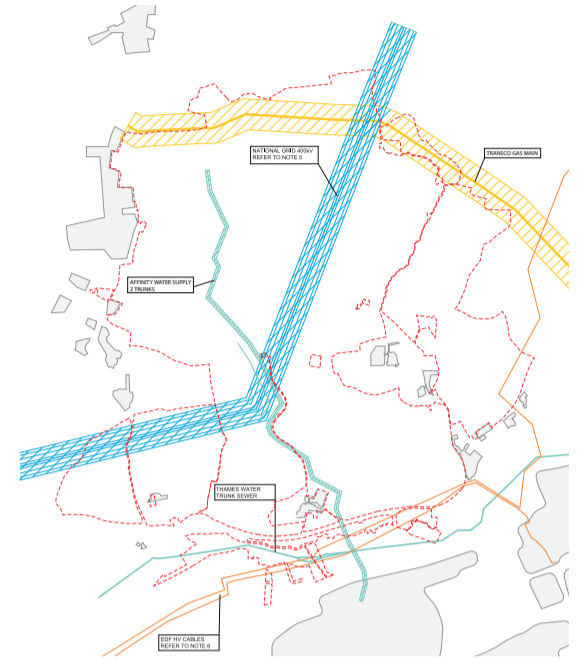
DEVELOPABLE AREA

By mapping all the constraints a total of 55 % of theoretical developable capacity of the site has been identified, however, as explained in Chapter 5 this has been further refined as part of the spatial framework strategy.

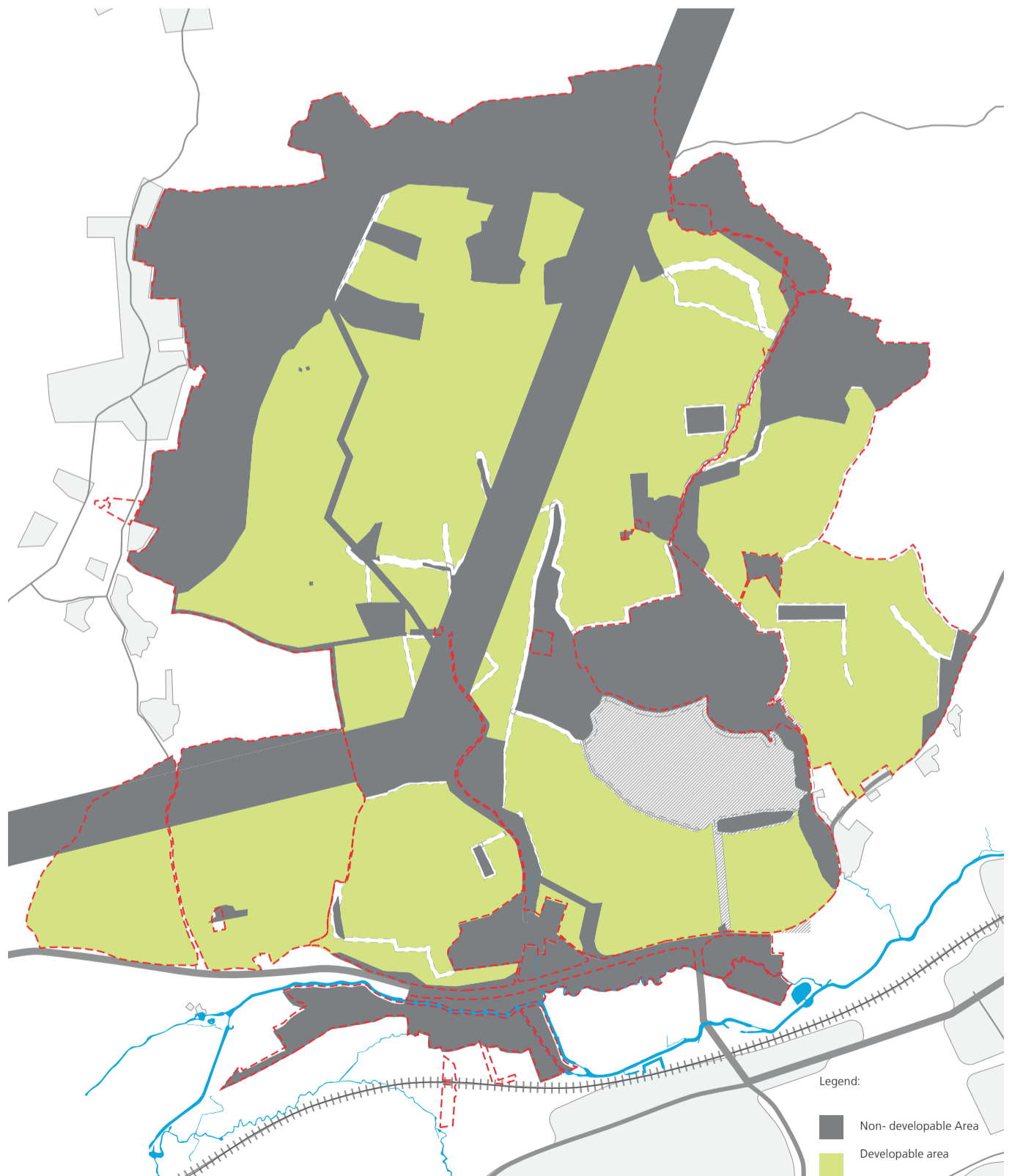
Overall, the detailed assessment of the existing site context has not identified any constraints that would prevent the Gilston Area vision being realised.



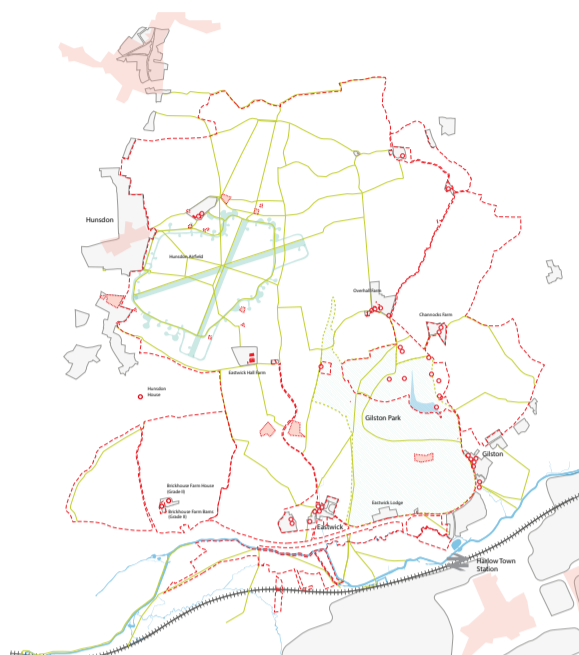
Green Belt



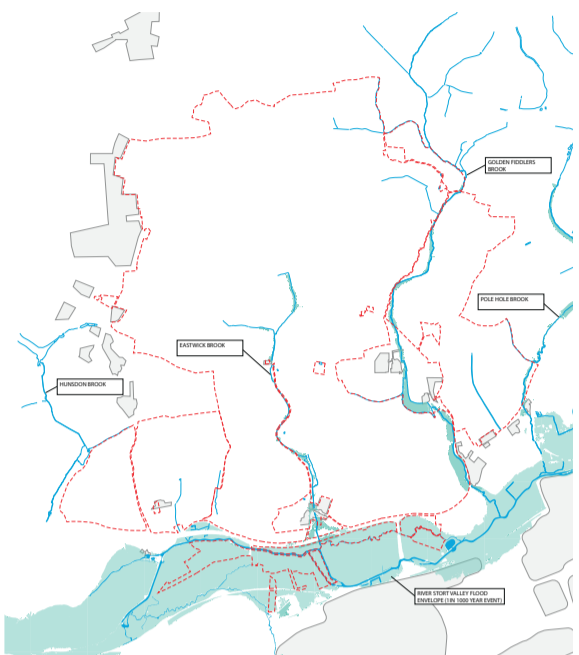
Utilities and Services



Theoretically Developable Land



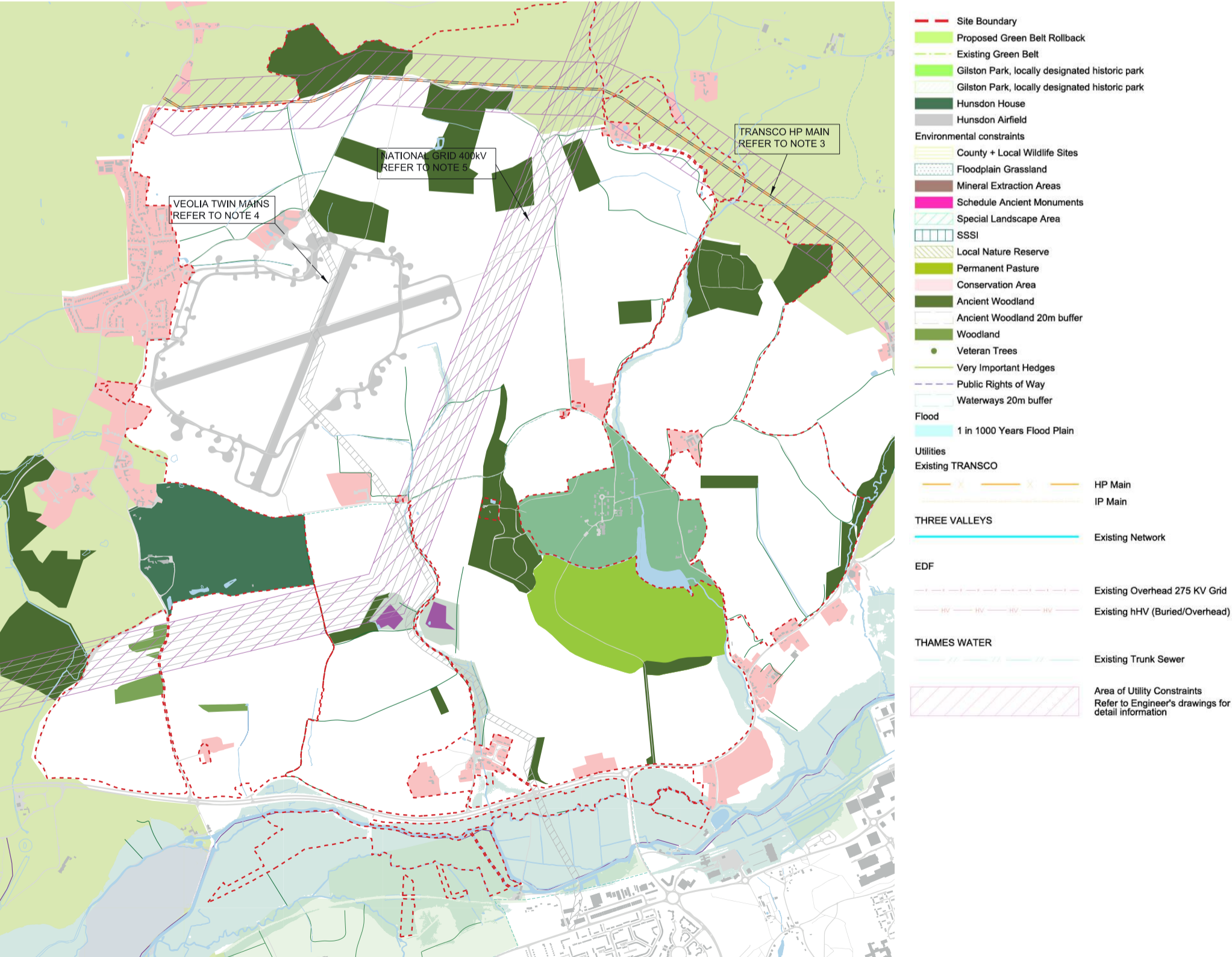
Archaeology, heritage and public rights of way



Floodplain to River Stort



Ecology and natural habitat



Constraints map



- A. Placemaking Framework
- B. Green Belt
- C. Green Infrastructure
- D. Land Use
- E. Transport
- F. Sustainability Framework

Spatial Framework

Establish the key design parameters and principles which together define the spatial framework and place-making aspirations for the Gilston Area

5

SPATIAL FRAMEWORK

A. Placemaking Framework

INTRODUCTION

This section on the Placemaking Framework describes the key principles that are considered to be central to shaping the sense of place and the unique identity of the Gilston Area. It provides further information on the design, form and character of the proposed 7 villages which make up the Gilston Area. In particular it highlights principles relating to public realm within the context of bringing landscape, place, communities and the built environment in close harmony. The result is a multilayered proposal which draws on the character of the site and relates it to its surroundings.



Illustrative view of Village 2 - based on the Illustrative Concept Masterplan



Introduction

Context

Vision & Objectives

Baseline Summary

Spatial Framework

Delivery & Implementation

Next Steps

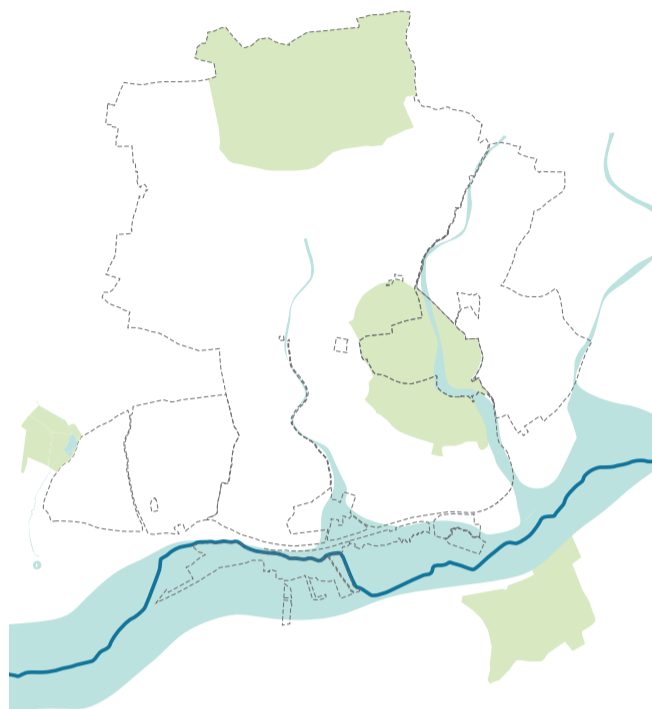
A LANDSCAPE LED APPROACH

The overall vision for the proposed development is in response to a series of design principles.

All significant heritage, landscape and ecological features will be retained or enhanced, where possible. Wherever opportunities arise, areas of ecological significance or potential will be integrated into the development through the creation of landscape features, such as woodland parks, playing fields, central parkland and riverside park. These key spaces reinforce the connectivity between the proposed development and its immediate natural surroundings.

This bottom-up design approach avoids the spatial constraints of formal block configuration and opens up possibilities based on resilience and site characteristics.

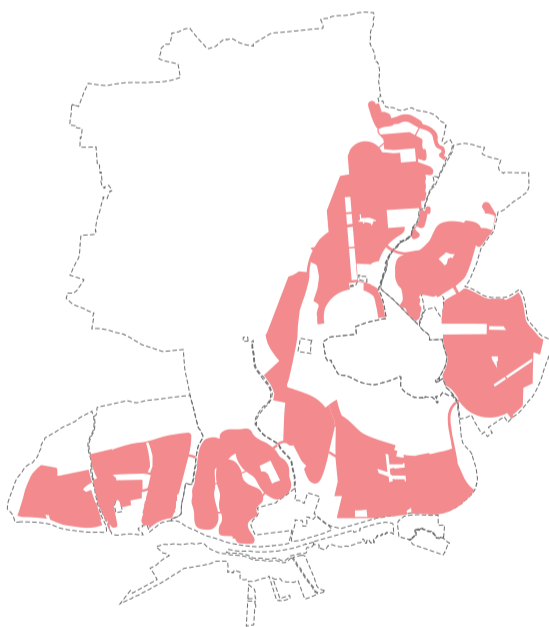
The demarcation of character areas comes naturally after understanding the site constraints. The outcome is the creation of seven typologically and topographically distinctive villages surrounding the historic Gilston Park, and the protection and enhancement of the most important existing assets on site eg Hunsdon airfield. The proposed character of each village is described on the pages that follow.



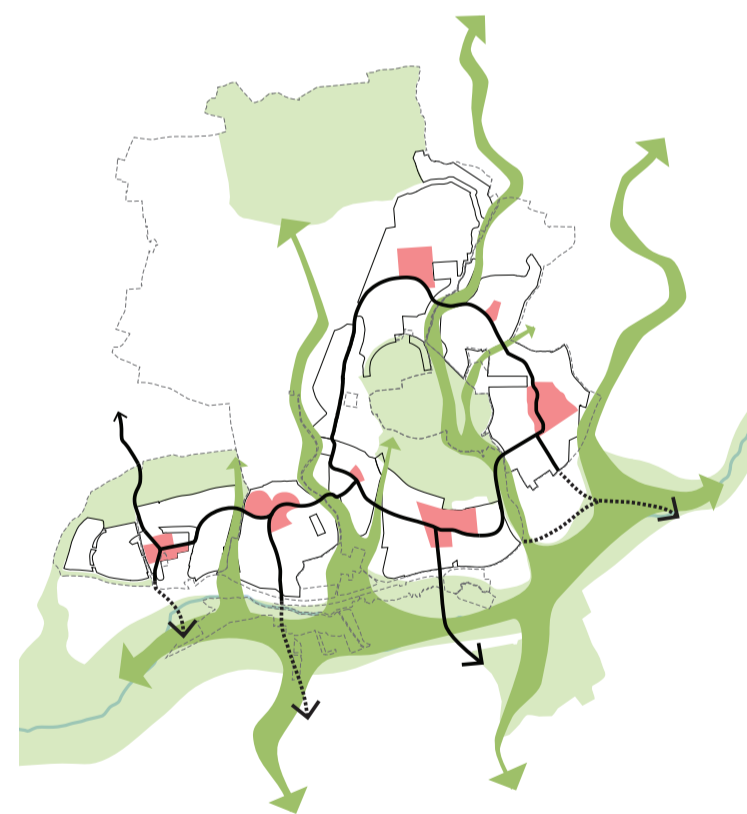
1. KEY LANDSCAPE FEATURES



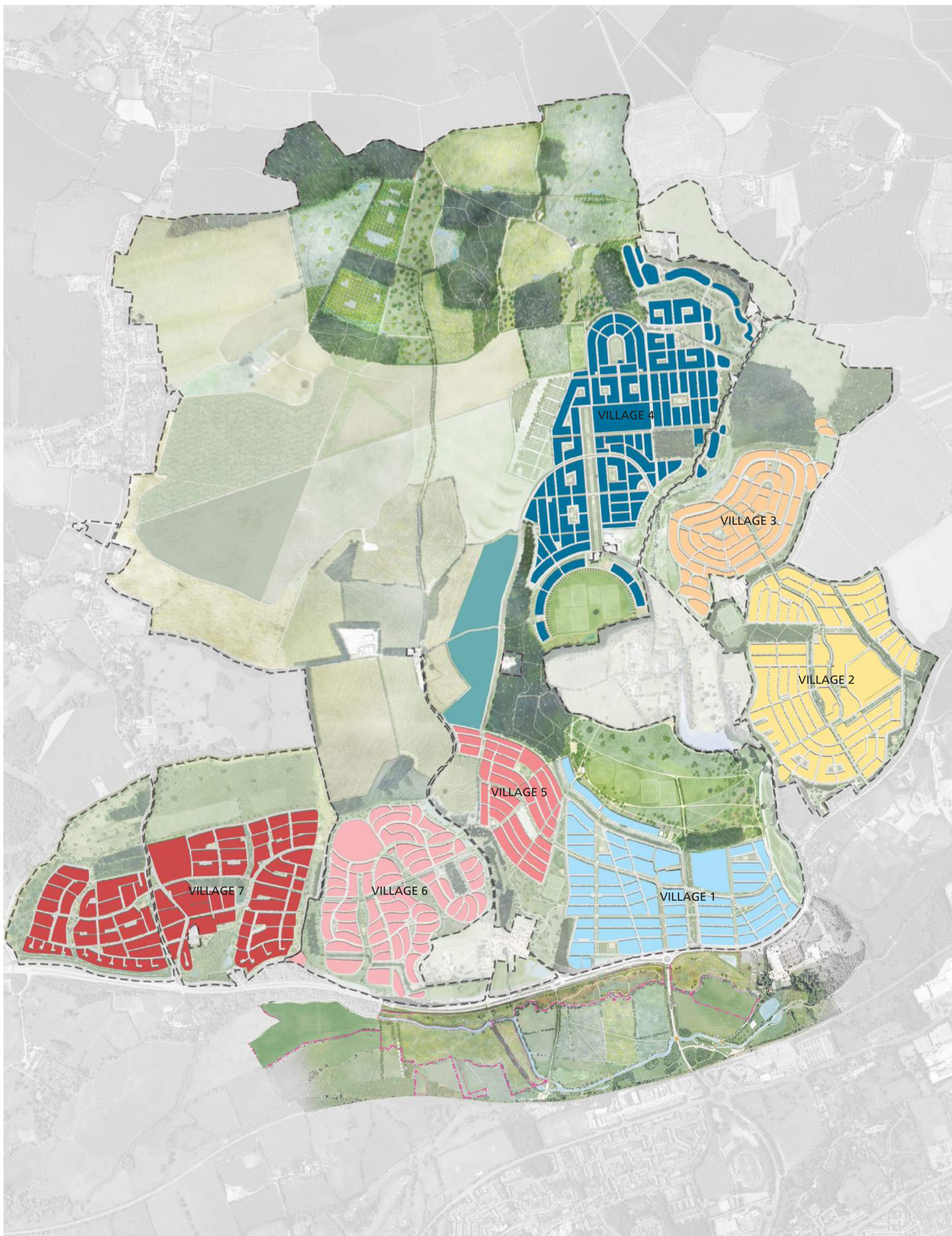
2. MAPPING CONSTRAINTS



3. A SERIES OF UNIQUE VILLAGES



4. STITCHING IT ALL TOGETHER



The 7 Villages of the Gilston Area - based on the Illustrative Concept Masterplan

VILLAGE CHARACTER



VILLAGE 5

Village 5 is characterised by south-west facing slopes facing the Eastwick Brook tributary valley. Even contoured slopes on a distinctive curve to the south of Home Wood preserve sightlines and access to Gilston Park. Built form to be set back by a landscape buffer to respect the setting of Eastwick Village and the tributary valley.

Key features are:

- South and south-west facing slopes
- Wide horizon and views to west of Harlow and Eastwick
- Proximity to Eastwick Village and Eastwick Valley



VILLAGE 7

Characterised by gentle slopes to the south which offer wide views over Harlow and the Stort River Valley. At the centre of the village lies the existing ensemble of historic Brickhouse Farm buildings. Green, low density typologies to the south and west provide a softer edge.



VILLAGE 6

A series of curving valleys sloping north south towards the Stort Valley, with Eastwick valley to the east. The most undulating profile of the villages. This village features:

- Existing hedgerows
- Plantation woodland dominating horizon
- Proximity to Eastwick village and Eastwick Valley





VILLAGE 4

Gentle and generally even sloping terrain this village benefits from an elevated position with views west to the airfield and east to Golden Brook river valley.

Key features include:

- St Mary's church and associated structures
- Southern curved profile to Gilston Park
- Contrast of exposure and shelter, openness and intimacy
- Open horizons of the agricultural plateau
- Hedgerows



VILLAGE 3

Located south of Golden Brook tributary valley and bounded by Golden Grove woodland to the north, with the outer environs of Gilston Park to the south, on gradually rising terrain.

This village's key features include:

- Proximity to Golden Grove Woodland
- Riparian woodland and meadows of Golden Brook Valley



VILLAGE 2

Located to the east of Gilston Park on gently rising contours this village includes:

- Woodland block of Rectory Plantation
- Specimen Oaks including veteran trees within boundary hedges
- Ancient Holloway with Hornbeam and Spindle coppice
- Proximity to Gilston village



VILLAGE 1

Located on the south facing slopes fronting onto the Stort valley and rising to Gilston Park this village benefits from two major park frontages. Key historical features include: historic lime avenue, curved hedgeway and ditch, and moat within woodland block The Chase. This village is also in proximity to Gilston village.

STRATEGY FOR AN APPROPRIATE RESPONSE TO CONTEXT

Critical to the success of the Gilston Area has been the need to ensure that an appropriate response is created to its immediate context and its local and strategic heritage. From the provision of appropriate landscape buffers to specific layout variations, these responses vary in line with their context but work to achieve the singular aim of a development that merges and grows organically within its surroundings.

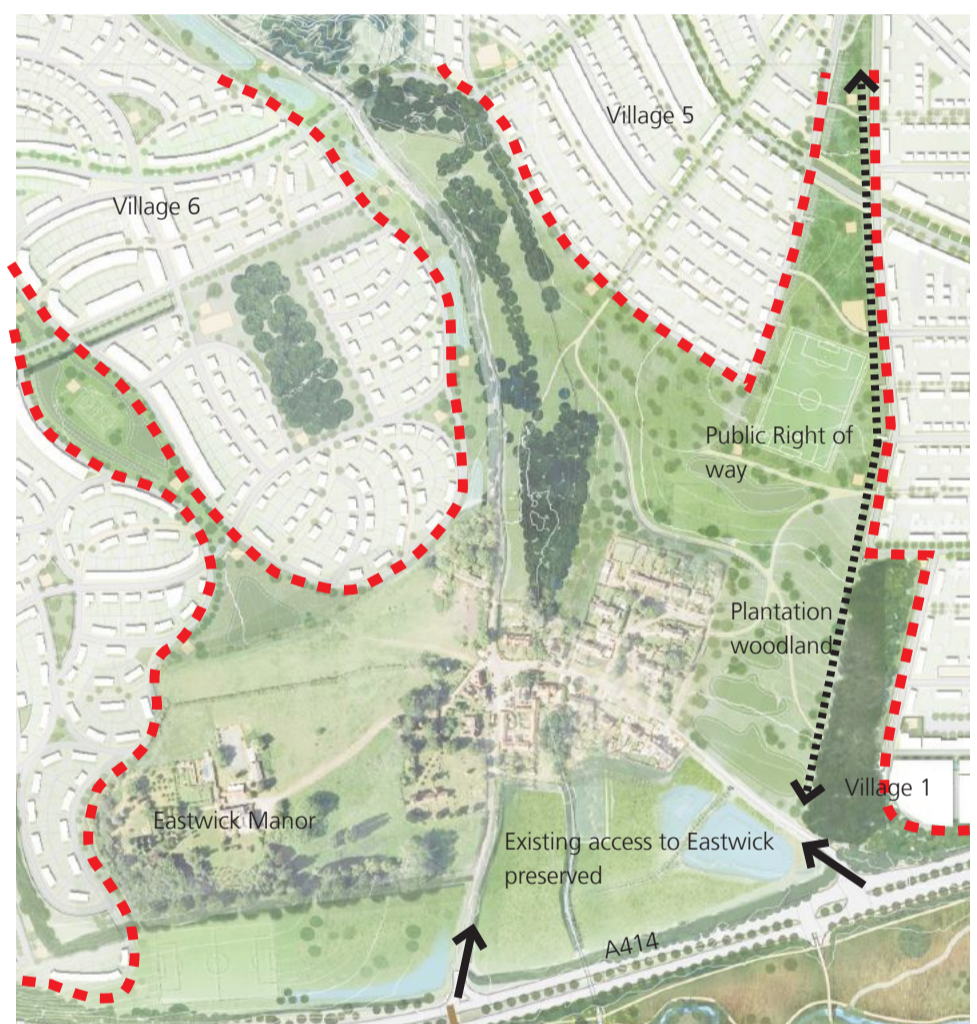
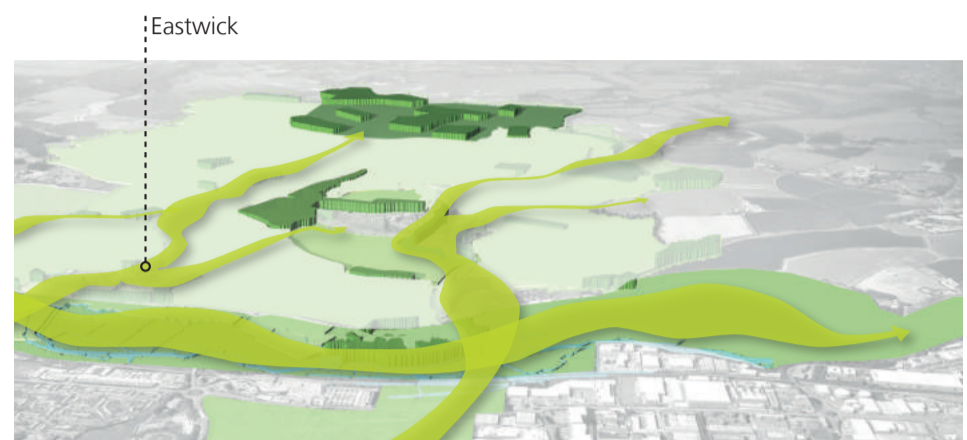
STRATEGY 1 - CREATING APPROPRIATE LANDSCAPE BUFFERS

PROTECTING LOCAL HERITAGE

The concept for the Gilston Area draws on the language of Sir Frederick Gibberd's designs for Harlow with green wedges providing defined landscape corridors between the villages. These broadly follow the alignment of the tributary valleys and existing landscape features, including historic hedges, micro-valleys, woods and rights of way. These defined green corridors also serve to provide a buffer to protect the character, immediate setting and identity of neighbouring villages of Eastwick and Gilston.

EASTWICK

Eastwick village, located at the bottom of the Pole Brook tributary is fairly compact in its arrangement with only Eastwick Manor positioned as a separate isolated structure to the east of the village. The setting for St Boltoph church which is a local landmark is retained and preserved.



To the east a landscape buffer is proposed and extends as far as the existing right of way running alongside the existing plantation woodland. This existing wood visually protects views of Village 1 located to the west of Eastwick and on the other side of the woods. The green buffer is delineated by the existing right of way that extends as far as Gilston Park and forms the green landscaped separation between Village 1 and Village 5. The existing tributary valley and landscape corridor is retained and enhanced with the incorporation of SUDS elements and associated planting and habitat. To the west a green buffer is provided between Eastwick and Village 6. A localised micro-valley within Village 6 retains long views up the valley from Eastwick as well as providing a framed view and connection to St Boltoph Church.

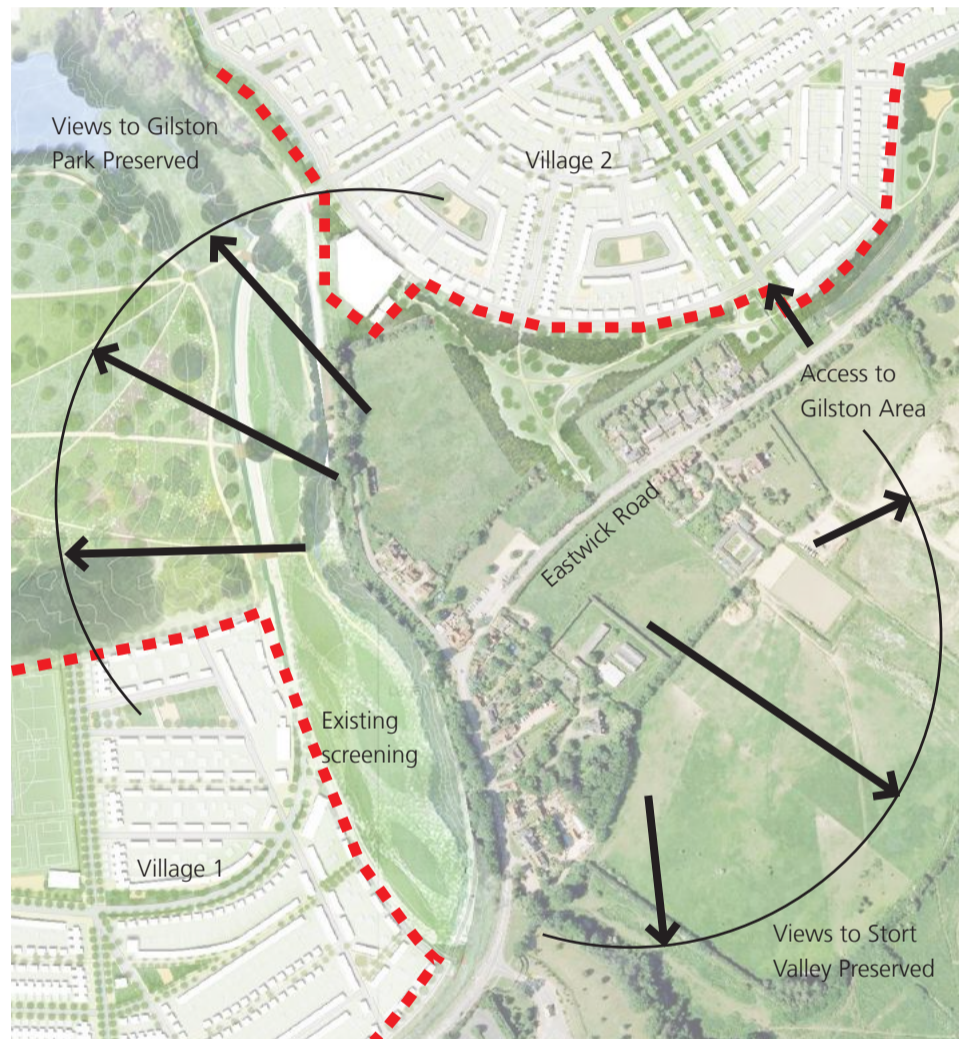
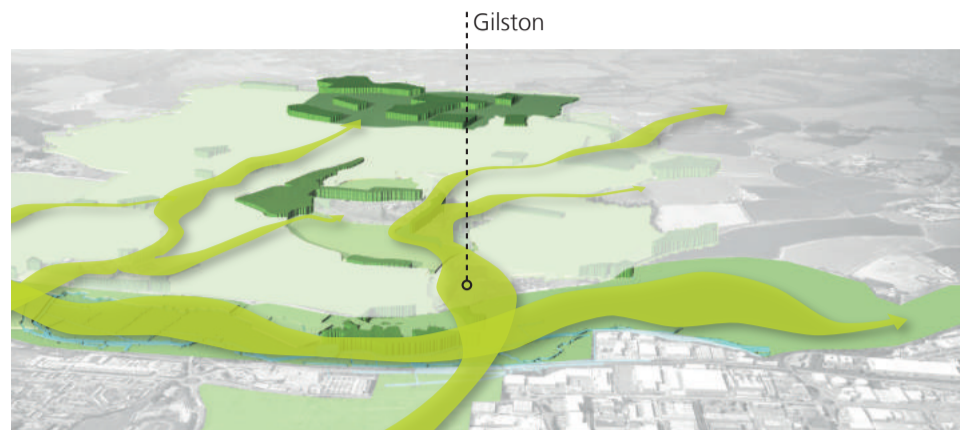
The green buffer around Eastwick provides an overall green buffer as indicated on the adjacent plan.

GILSTON

Gilston is a linear village that runs primarily along the Eastwick Road. The village is situated at the end of Fiddlers Brook tributary before it is culverted as it passes under Pye Corner and connects to the River Stort. Along the eastern edge of the village running along Fiddlers Brook strong and defined natural screening is afforded by dense woodland which follows the valley. Beyond this and occupying the 1 in 1000 year flood plain a further green buffer is provided.

Open views to Gilston Park to the north east and to the Stort Valley to the west are retained maintaining the village character and identity. A separate grouping of houses are located further along the Eastwick Road - split by a green space. This space is retained and to the rear of the houses located on the north side of Eastwick Road a green buffer is proposed between the dwellings and the development.

For further information on the movement response please refer to the transport strategy.



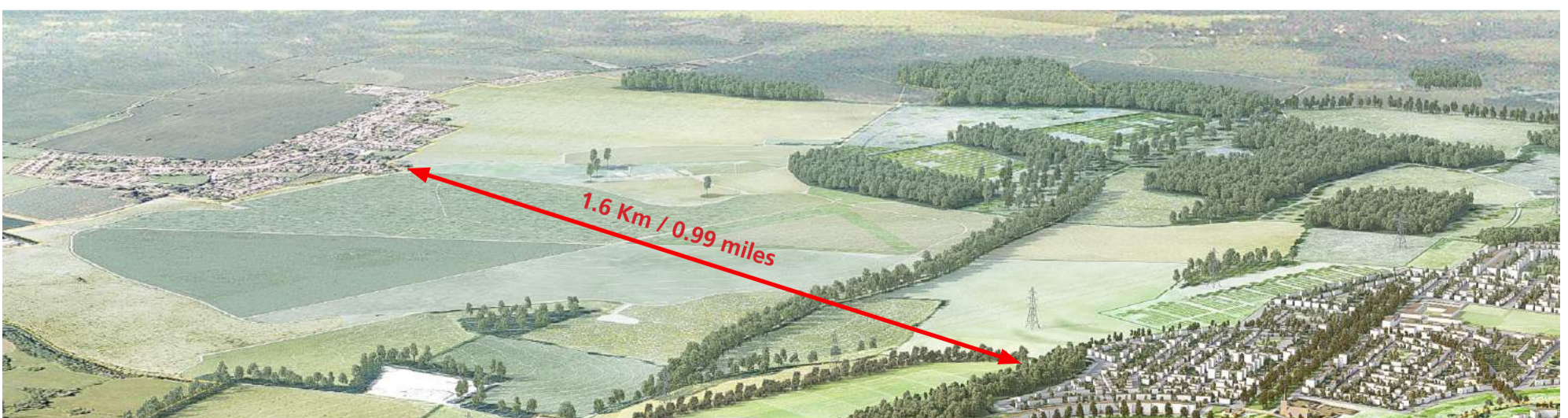
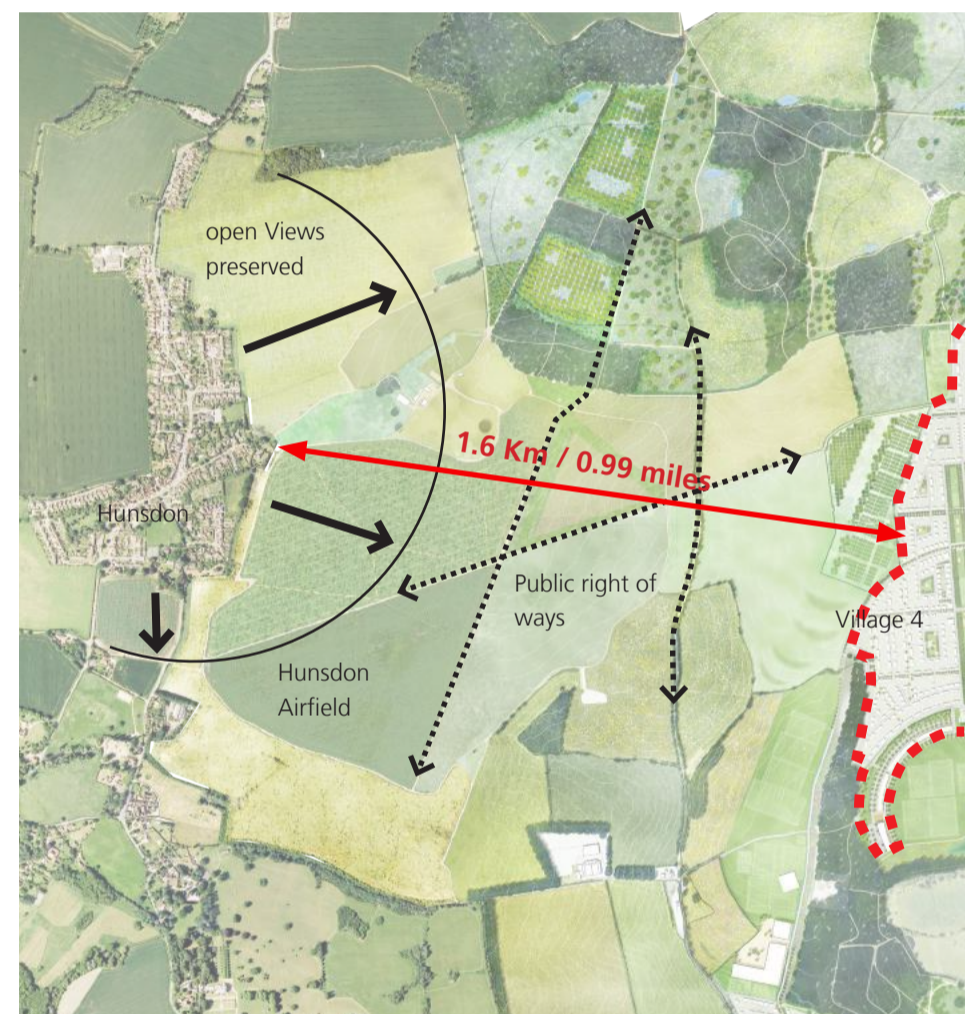
STRATEGY 2 - MINIMISING VISUAL IMPACT

The inherent nature of the Hertfordshire countryside is of long views that extend across rolling hills often with villages nestled within their folds.

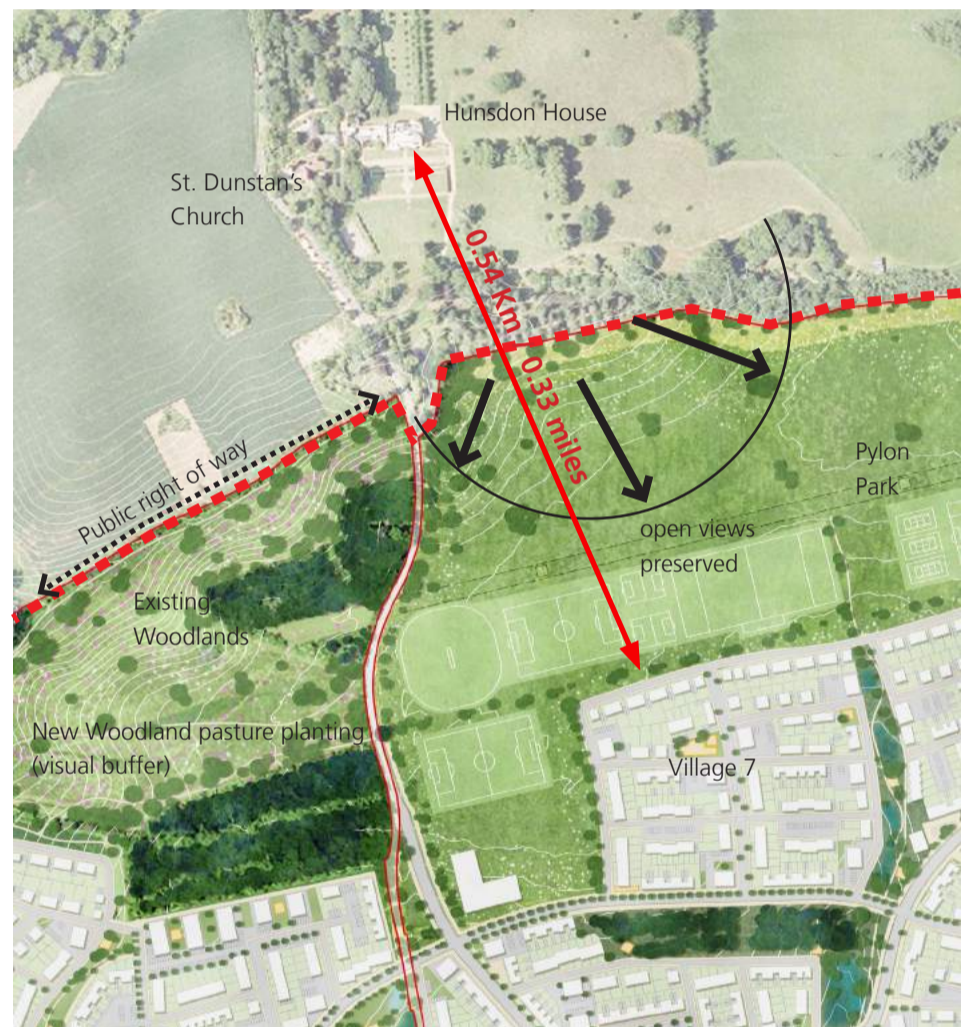
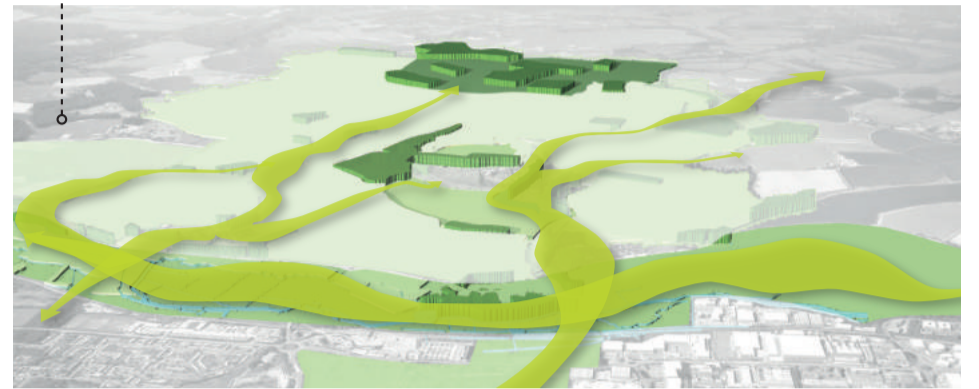
Given that the countryside to the north of the site and along the plateau embodies this inherent image of Hertfordshire, it has been critical to ensure that any visual impact within these long views from existing settlements is minimised. This is particularly significant from Hunsdon given its location to the west of the plateau and the flat land of the airfield.

HUNSDON

Located adjacent to the Hunsdon Airfield, Hunsdon borders the northwestern part of the Gilston Area site. The village is surrounded by agricultural land, with public rights of ways to the east through the airfield. These are regularly used by residents for recreation and leisure. The closest development will be in excess of 1.6km away from Hunsdon. The area between Hunsdon and the western extent of Villages 4 and 5 is to be retained as Parkland and managed under the governance arrangements proposed. Therefore the impact of the development on Hunsdon is unlikely to be significantly adverse.



Hunsdon House



HUNSDON HOUSE

Hunsdon House is a Grade I listed historic house located to the north of Village 7.

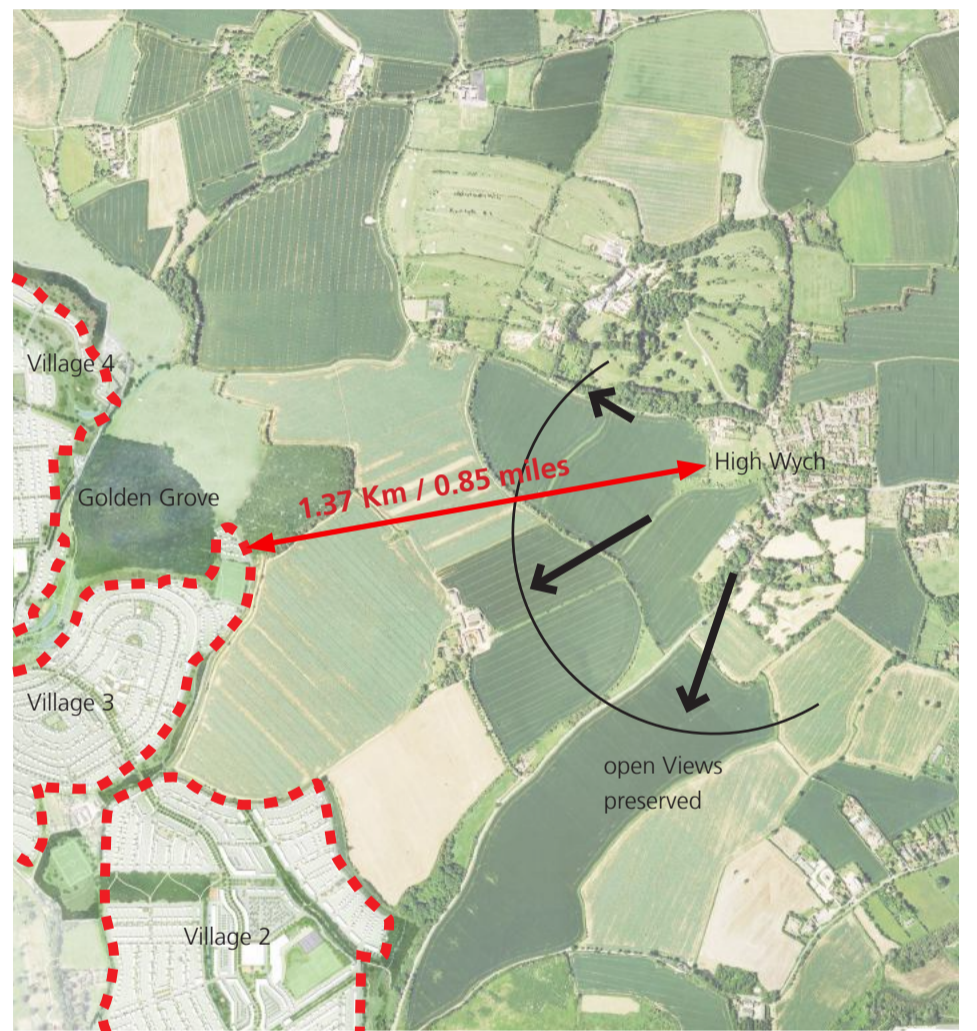
The proposed 'Pylon Park' forms a landscape buffer between Hunsdon House and Village 7, which preserves the open views from and towards the listed building. The majority of new housing within the development is located on the Eastwick slopes falling towards Harlow, which further minimises the visual impact on the wider views towards and from Hunsdon House.

Additional woodland pasture tree planting is proposed around the two existing woodlands to the west of Church Lane, which will enhance the natural tree buffer present in this area.



HIGH WYCH

Located approximately 1.5km to the north-east of the Gilston Area along the Eastwick Road continuing onto High Wych Road is the village of High Wych. Existing woodland blocks Sayes Coppice and Golden Grove located to the north of golden brook valley corridor and 1.3 km to the west of High Wych provide natural visual screening to Villages 3 and 4. The edge of Village 2 and Village 3 is positioned in excess of 1.2 km away from High Wych therefore is considered to have low visual impact.



STRATEGY 3 - LEARNING FROM HARLOW

Harlow was once regarded as an exemplar of modern architecture and town planning. Developed by visionary Architect, Sir Frederick Gibberd, the town has its origins in the original Garden Cities of Letchworth and Welwyn and was developed on landscape principles that sought to bring together aspects of town and country. There are four main built clusters on high ground, separated by open land in the valleys. The green wedges between the clusters carry the main roads into the town centre, and accommodate secondary schools, playing fields, the town park in the north, and a golf course in the north-west.

Many of the guiding principles from Gibberd's pioneering masterplan remain relevant today. Gilston Area offers an opportunity to capture the ethos of the original vision, to meet contemporary demands whilst rooting the design in the locality. This connection is essential to integrating Gilston Area in its context, and informing Harlow's own long-term regeneration. Mutual benefits are envisaged - not least helping to create more sustainable travel to work patterns for the major employment locations in the town.

The Gilston Area builds on Gibberd's vision for Harlow by considering:

- Creation of green wedges - ensuring clear separation between each neighbourhood and walkable access to open spaces for all
- Builds on Gibberd's original vision by providing frontage to landscape
- Series of village centres to ensure each neighbourhood is sustainable and has the infrastructure and services it needs close by to support the community
- Strong cultural and public art strategy accessible to all

The Gilston Area provides the opportunity to learn from Gibberd's positive legacy, including the Garden City principles and green wedges, whilst recognising the aspects of the town which have over time, not been able to respond to changing needs such as the lack of housing choice, congestion and road layouts - and to use growth to the north of the town to support investment into its essential infrastructure and its sustainable regeneration.



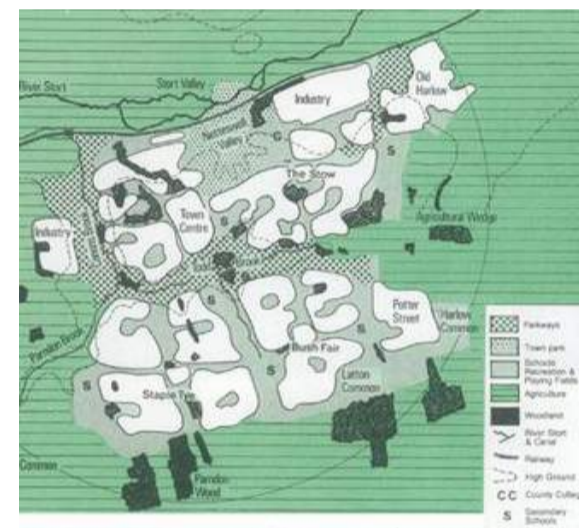
Local amenity spaces described as 'outdoor rooms' by Gibberd offer places to stop, play and interact



Neighbourhood Centre



Public Art



Creating green wedges and links across the town



The original Harlow Town Master plan

SCALE AND MASSING

The scale of development within the villages of the Gilston Area has a strong functional rationale informed by the existing topography and landscape character. Careful consideration has been given to sensitively integrate the Gilston Area with its immediate surroundings and to create a high quality and distinctive living environment. It is proposed that building heights be utilised to perform specific functions such as the creation of defined building edges, provision of appropriate street frontage and sense of enclosure to key urban spaces.

The scale of the buildings is considered especially significant in the creation of the edges to the development where they respond directly to the surrounding landscape. These vary across the boundary of the site, some of the more significant ones are -

STORT VALLEY

Along the southern boundary of the development, facing the A414, new frontage and taller buildings (4-5 stories) are proposed in Villages 1 and 6 to improve the relationship with the Stort Valley. Its value as a significant amenity and ecological attraction is enhanced and a relationship with Harlow is established. As this edge forms the lowest area of the site a series of SUDS bodies are anticipated that provide a landscape buffer along parts of the A414, which creates a softer green edge including towards the south-western boundary of the development in Village 7 .

RIVER TRIBUTARIES

These valleys are ecologically sensitive and the building frontages respond to this. Lower heights, green roofs, and integrated built form that would typically be proposed to follow the existing contours.

PARK FRONTAGES

Strong and defined frontages shape the edges of the parks to benefit their amenity value and their delineation. This affords and benefits from greater height in proposed building scale and continuity.

OPEN LANDSCAPE

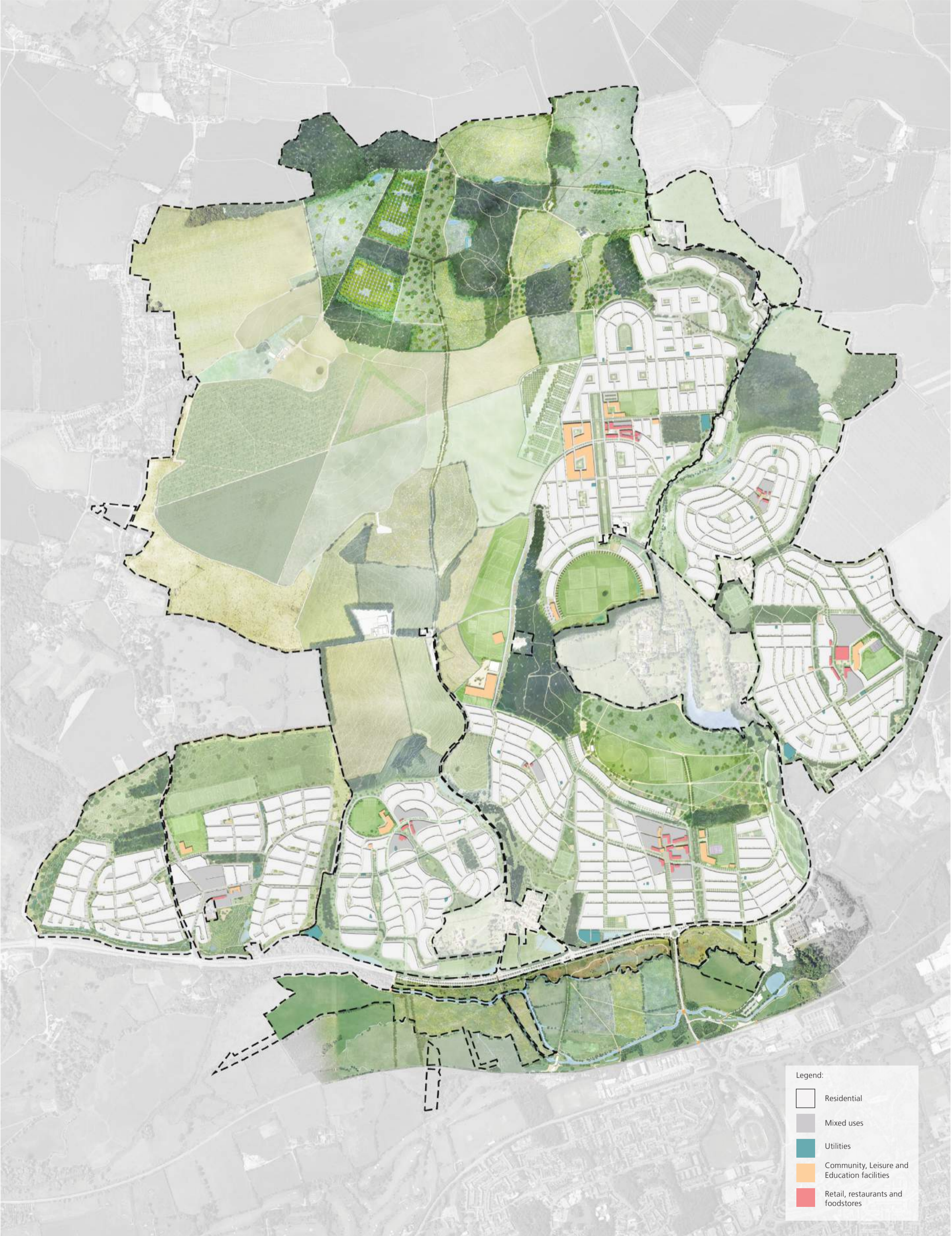
The edges to the open landscape allow the residential neighbourhoods alongside to benefit from their proximity to this natural amenity and open space. These green spaces create a natural and open foreground to the frontages and access streets. This environment is tranquil and surrounded by gardens and nature. Lower density and massing is therefore proposed to provide a sensitive response.



Frontage to the landscape in Village 3 - based on the Illustrative Concept Masterplan



Frontage to the landscape in Village 4 - based on the Illustrative Concept Masterplan



Illustrative Concept Masterplan

DENSITY APPROACH

Central to the approach to density has been the need to create a high quality environment within the development, which focuses on quality of place rather than quantity of development.

Key principles governing the distribution of density across the site are –

- Higher densities in areas in proximity and within walking distance to Harlow Town Station
- Higher densities along bus routes
- Higher densities in village centres
- Lower density along sensitive edges especially those with greater biodiversity and ecological value
- Lower densities within areas in proximity to existing villages of Gilston and Eastwick, and in areas that fall within strategic views such as those from Hunsdon.

Density has been calculated whilst giving due regard to national and local policy. This has ensured a consistency of approach in the methodology applied to the calculation of density.

The average density across the villages has been established through the approximate number of dwellings per net land parcel taking into account housing typologies and proposed character. This calculation is based on the Illustrative Concept Masterplan and a series of assumptions that will continue to be refined and tested as the project develops into more detailed design.

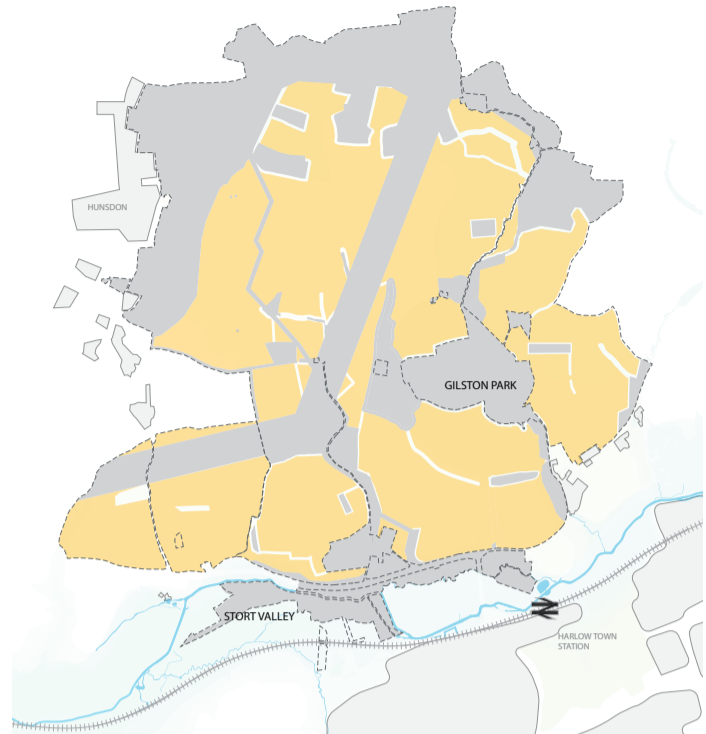
Gross density vs Net density

For clarity, the following definitions have been applied:

Net residential density: This is a normal way of expressing residential density and includes those areas which will be developed for housing and directly associated uses such as access roads within the site, private garden space, car parking, incidental open space and landscaping, and children's play areas. This is consistent with the approach set out in Policy HOU2 of the Pre-Submission version of the District Plan.

Gross residential density: In addition to the above, gross density includes all uses and amenities such as schools and playing fields, all roads, open space and landscaping, needed to support the housing.

Further details on the approach to density are set out in a Gilston Area Density Note dated February 2016

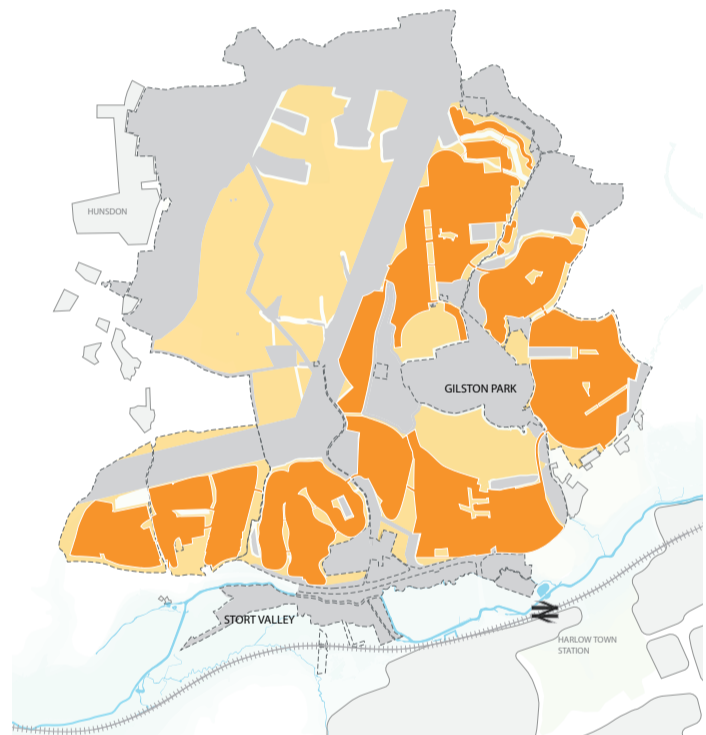


The potential location of built form is informed by the character of the area

Developable Land = 628ha

- Developable land
- Land constrained to development

55% Theoretically Developable

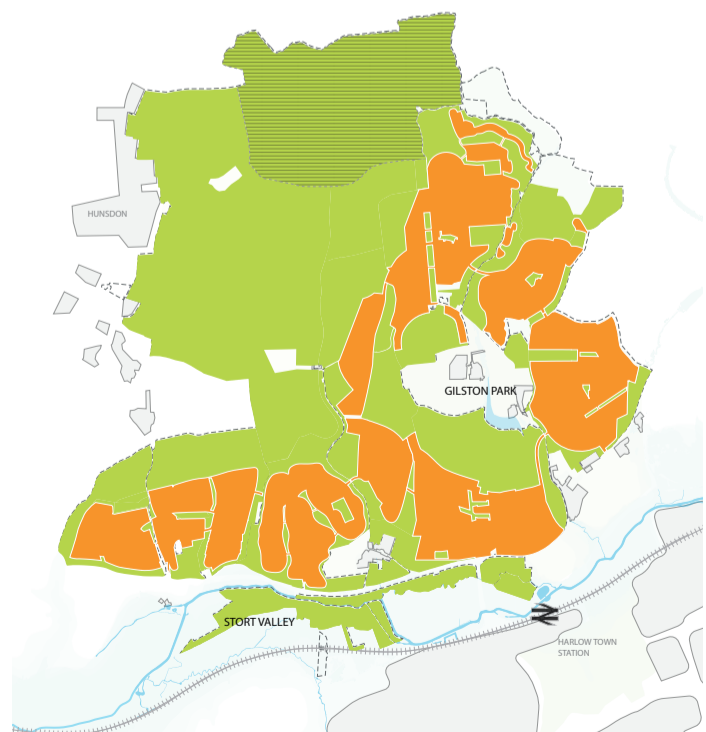


The Gilston Area is to focus development across 7 villages

Developed Land = 378 ha

- Developable land
- Developed Land

34% Developed Land



Equal emphasis on landscape and built form

Landscape Area = 742 ha

- Landscape Area
- Developed Land

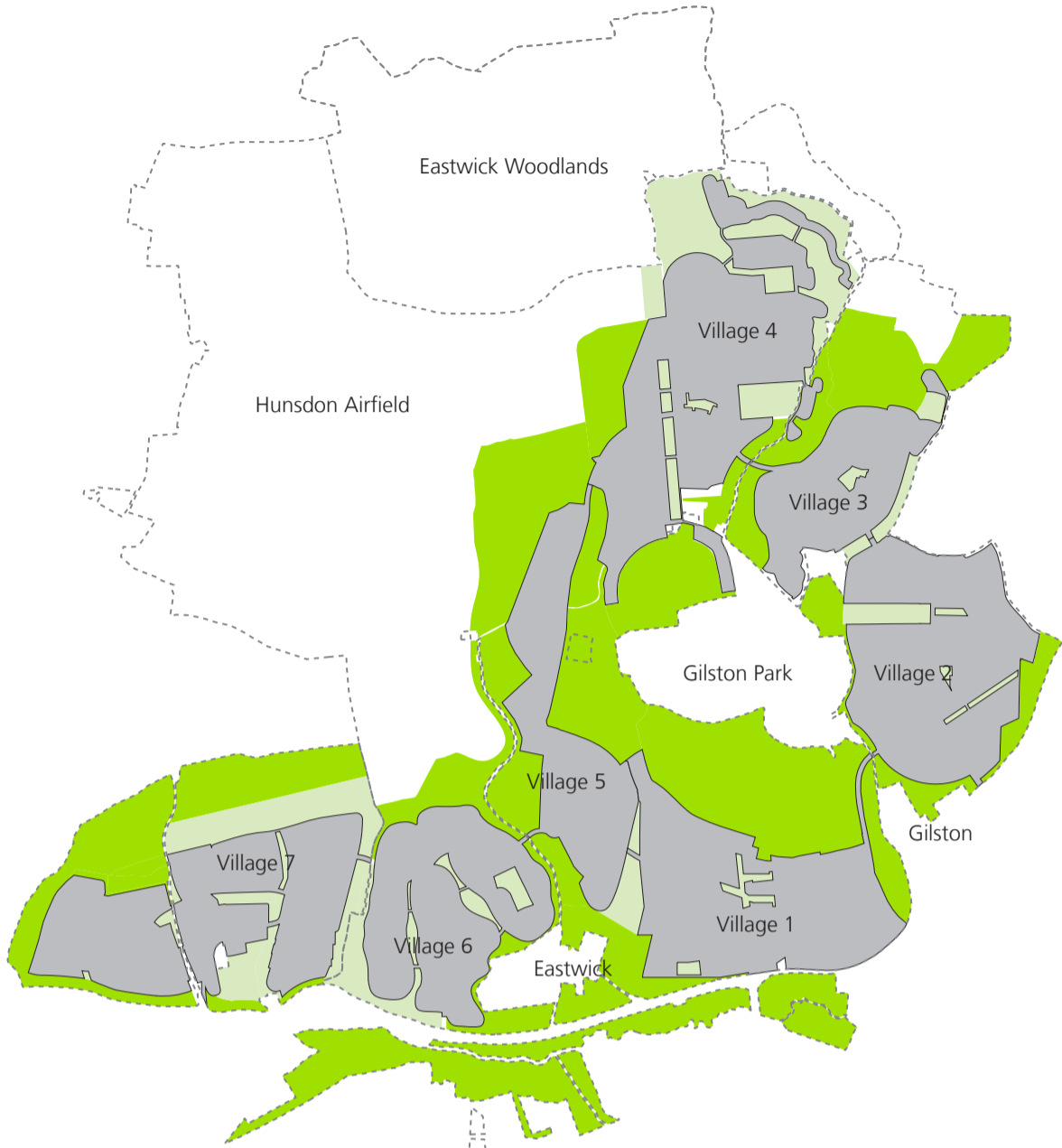
66% Landscape Area

GROSS DENSITY

15 dph

- Strategic open space
- Incidental open space
- Gross developed area

Total gross area = 674 ha
10 000 dwellings



Gross Density based on the Illustrative Concept Masterplan

NET DENSITY

33 dph

- Net developed area
- Incidental open space

Total net area = 304 ha
10 000 dwellings



Net Density based on the Illustrative Concept Masterplan

B. Green Belt

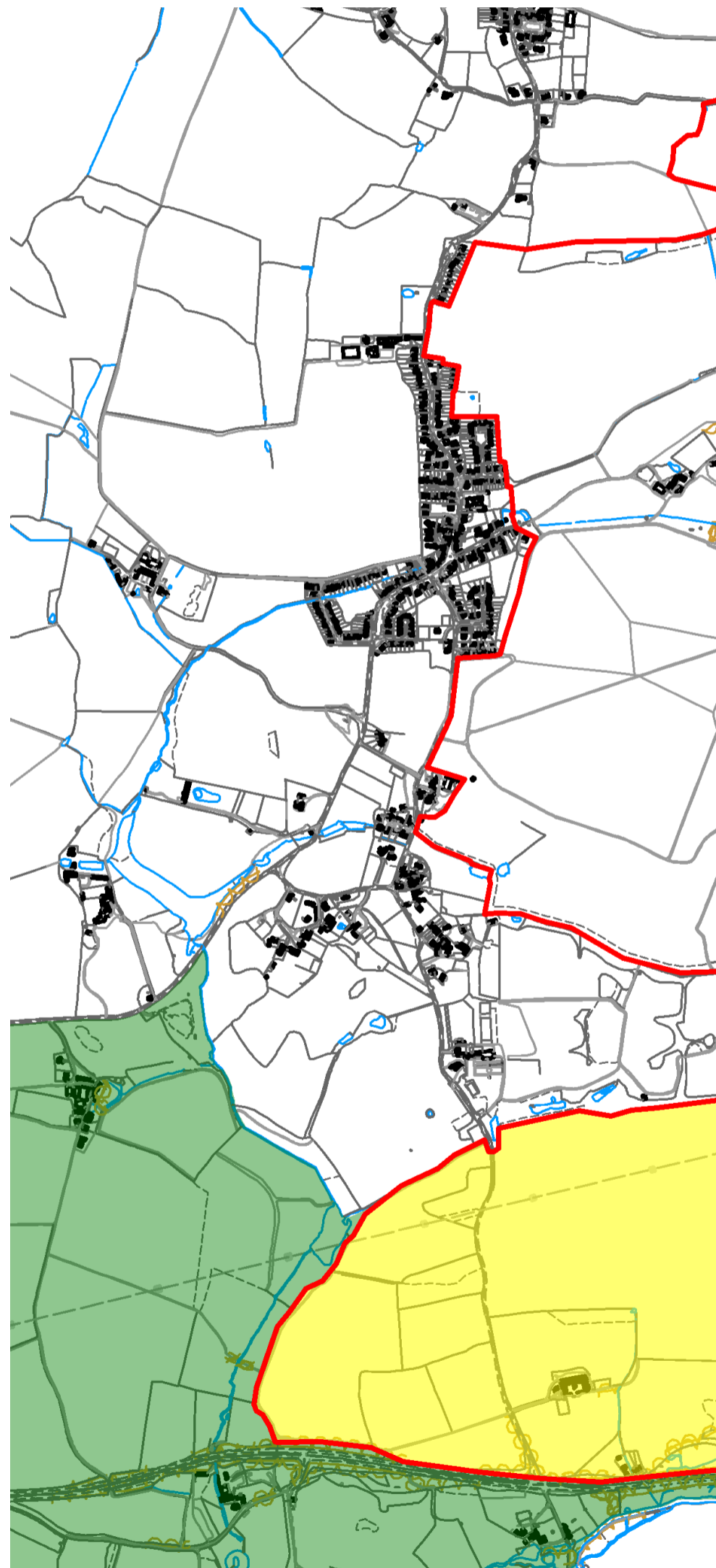
OVERVIEW

The Gilston Area site is located partially in the existing Green Belt. East Herts has recognised that some housing development will need to be accommodated within the Green Belt to meet full development needs over the Plan Period and beyond, and in respect of the Gilston Area it is accepted that the existing Green Belt boundary will need to be amended to facilitate the development.

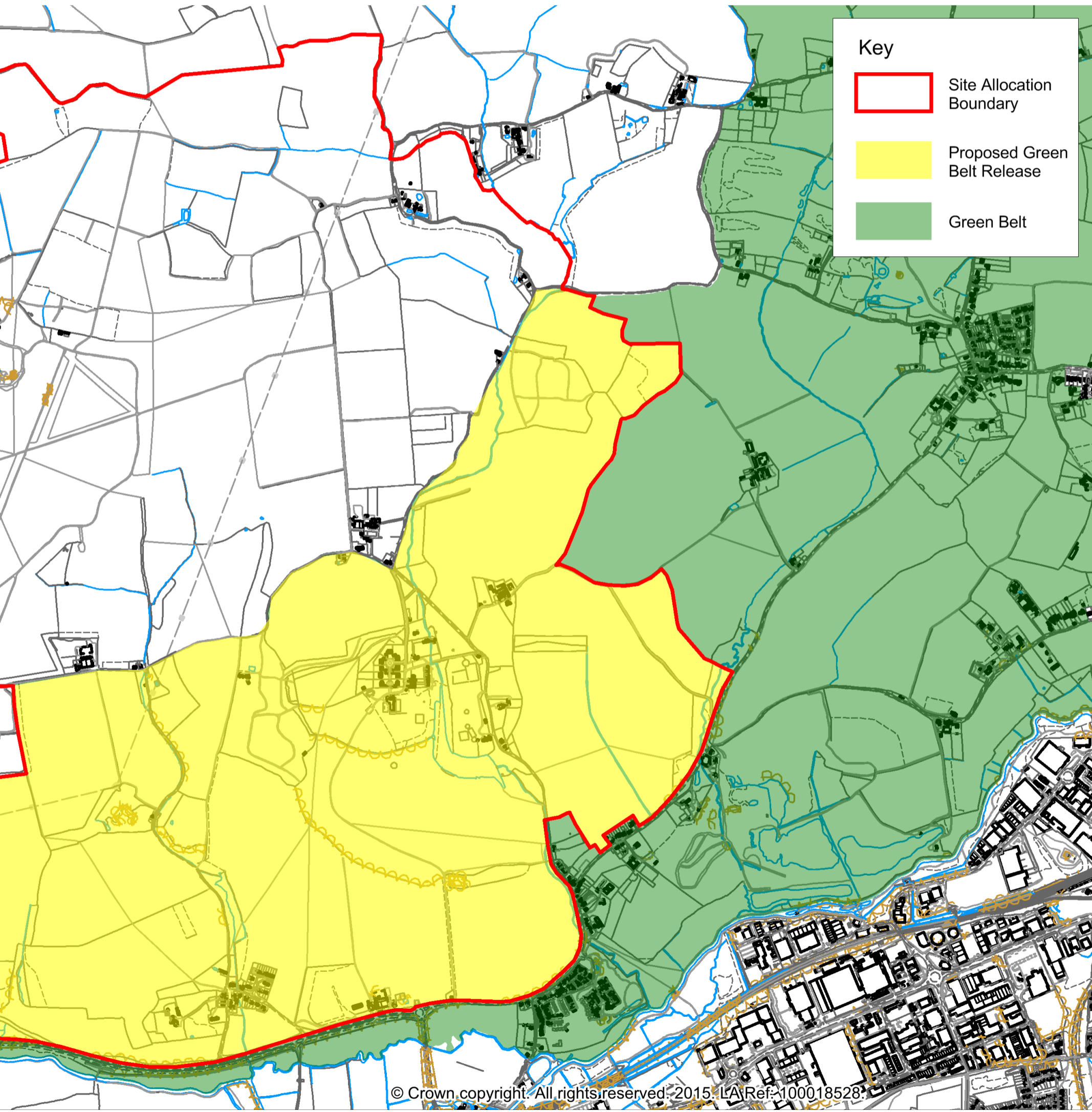
A Green Belt strategy was prepared by Capita and Churchman which has analysed the role of the existing green belt boundary against the tests of national policy, and considered an appropriate Green Belt roll back boundary.

Based on this work, a revised Green Belt boundary has been agreed which seeks to facilitate delivery of the site, while minimising Green Belt loss as far as possible.

It is accepted by the Councils that the enhanced Central Crossing and the new Eastern Crossing (or Western Crossing) will be located within the Green Belt, and specific policies are to be prepared in the District Plan that will acknowledge the acceptability of the proposed strategic infrastructure within the Green Belt.



New Green Belt boundaries



C. Green Infrastructure

LANDSCAPE CONCEPT

In the same that way Gibberd made the most of the existing landscape features to inform the 'green wedges' of Harlow, a fundamental part of the Gilston Area development has been to identify and develop the unique landscape signature for the project.

The site and context inform deliberate design decisions. From this core identity, the web of open spaces and the fabric of public realm can be built up and will bind the various neighbourhood villages together.

Central to the successful integration of the development in the wider landscape are four large strategic parks and three green valley corridors that retain and enhance important existing site landscape features as multifunctional green infrastructure assets. The character of these parks are defined by their habitats, that of Stort Valley wetland, Central Parkland and Woodland & plateau.

The proposed village neighbourhoods are to be situated on the gentle slopes and shoulders of land allowing green habitat links and public rights of way to extend along the tributary valley bottoms. In this way the proposed parks of the Gilston Area are connected to Harlow, the Stort Valley and the wider countryside and landscape beyond.



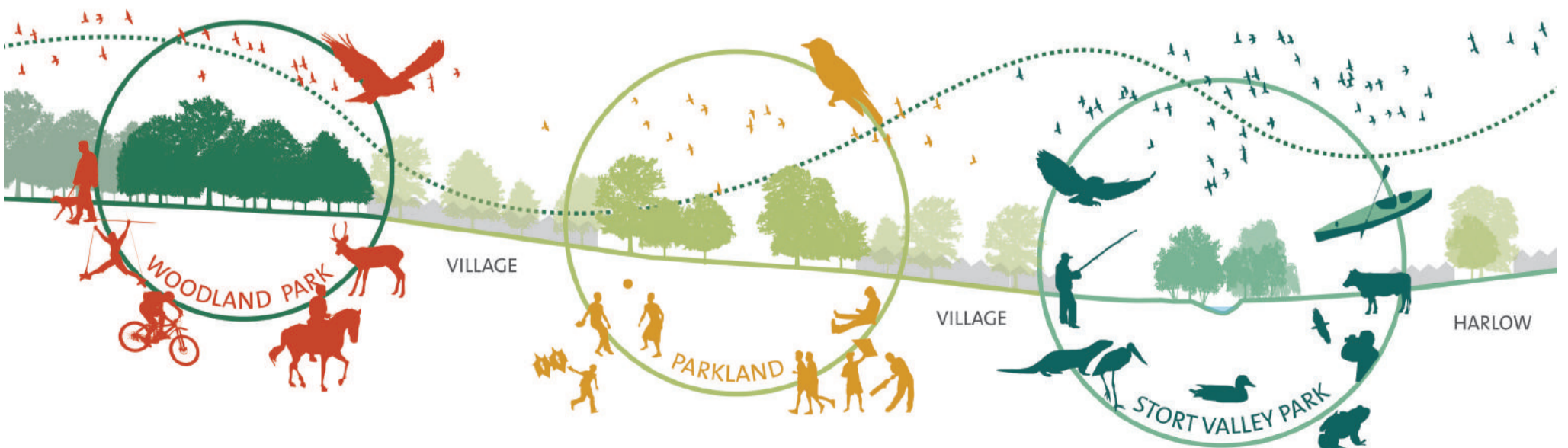
WOODLAND PARK

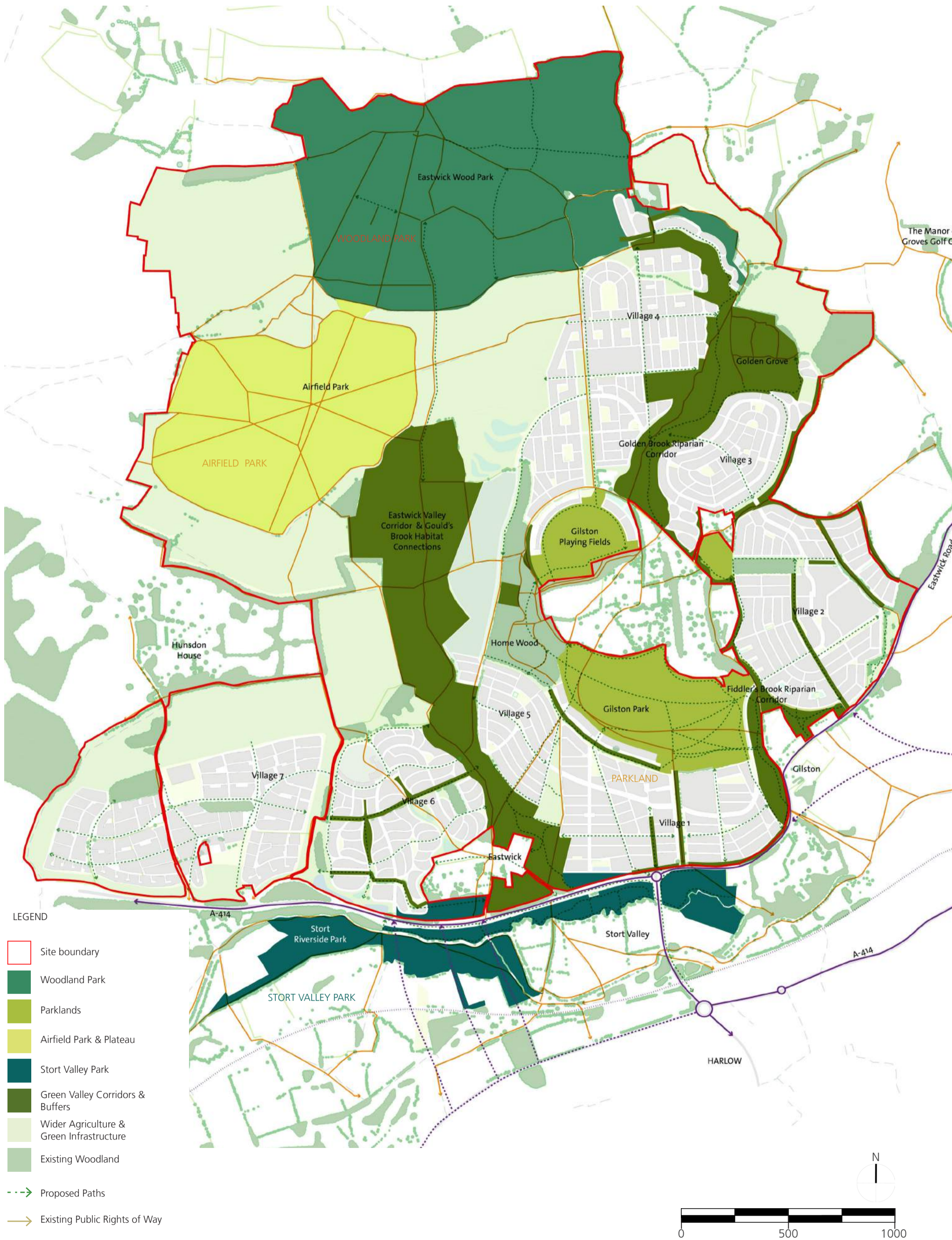


PARKLAND



STORT VALLEY PARK





LEGEND

- Site boundary
- Woodland Park
- Parklands
- Airfield Park & Plateau
- Stort Valley Park
- Green Valley Corridors & Buffers
- Wider Agriculture & Green Infrastructure
- Existing Woodland
- Proposed Paths
- Existing Public Rights of Way

PLAN OF STRATEGIC PARKS

GREEN INFRASTRUCTURE

STRATEGY

At the core of the Gilston Area is the retention and enhancement of existing and valued landscape features such as designated wildlife sites, ancient woodlands, watercourses.

GILSTON AREA: DELIVERING STRATEGIC GREEN INFRASTRUCTURE ASSETS

The Green Infrastructure proposals described below identify how a managed estate can provide important habitat enhancements and access for all through a high quality open access landscape that would be a substantial benefit over the existing restricted access farmland currently covering the site.

These proposals for permanent public access to new open spaces interwoven throughout the development will become part of the regional strategic green infrastructure network connecting Essex to Hertfordshire, running right through to the Olympic park and Lee Valley.

The plans opposite summarise how the East Herts and Harlow Green Infrastructure Policies relate to the existing site and how the landscape proposals respond to the wider Green Infrastructure. Key Green Infrastructure objectives can be summarised as follows:

- Improve access to the Stort Valley and the countryside north of Harlow. A 'Green Infrastructure gateway' to Harlow is identified south of Eastwick village.
- Identify the Stort Valley as an area for enhanced river environment for informal recreation, natural play and discovering and accessing nature. Increase people's awareness and involvement with nature.
- Habitat enhancements aimed at improving habitat connectivity include grassland, wetland, reed beds, aquatic vegetation and riparian environments linking the Stort Valley and its tributary streams.
- Reinforcement of Broad leaved woodland habitats.
- Gilston Park is recognised as a strategic/significant Green Infrastructure asset and a historic landscape for conservation and historic connectivity.
- Enhancement of site heritage, including moated sites and the airfield.

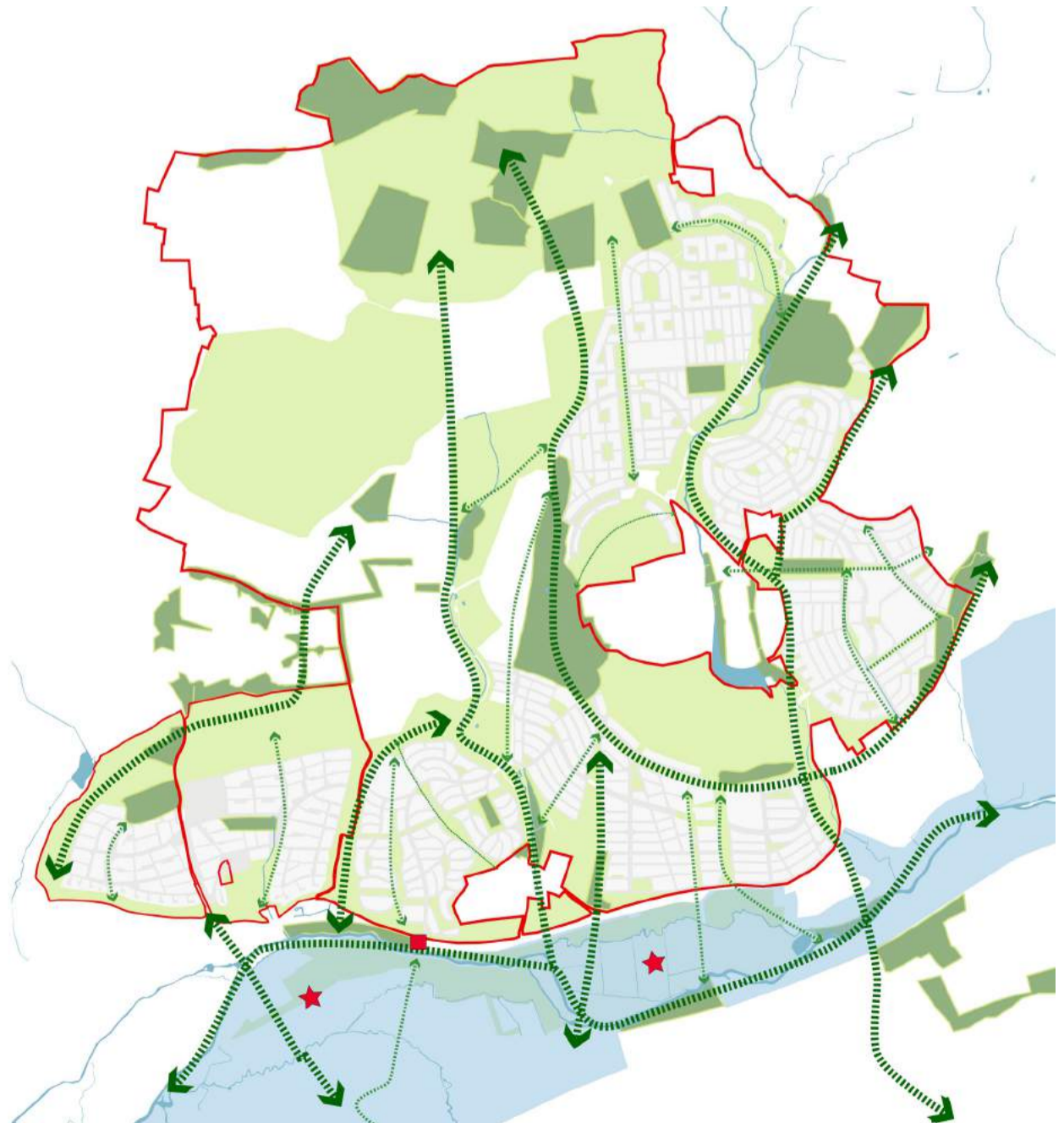


EXISTING SITE PHOTOS

LEGEND

- Site boundary
- Existing woodland
- New green infrastructure
- Towns & villages
- Stort River Park
- Strategic green link
- Secondary green link
- ★ Strategic / Significant GI assets/resources *
- Harlow Gateways *

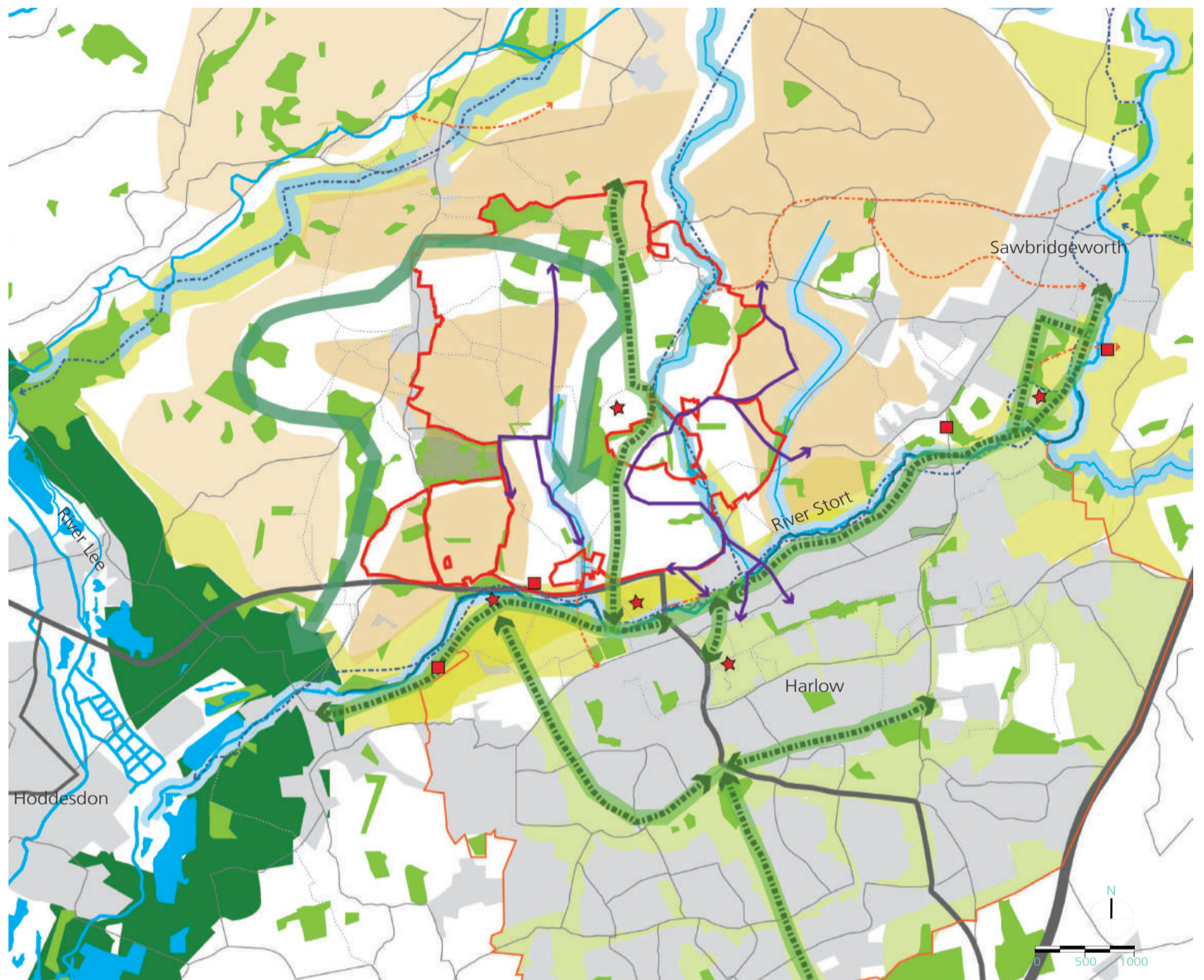
* As defined by the Harlow Green Infrastructure Plan 2013



INDICATIVE GREEN INFRASTRUCTURE PLAN BASED ON THE ILLUSTRATIVE CONCEPT MASTERPLAN

LEGEND

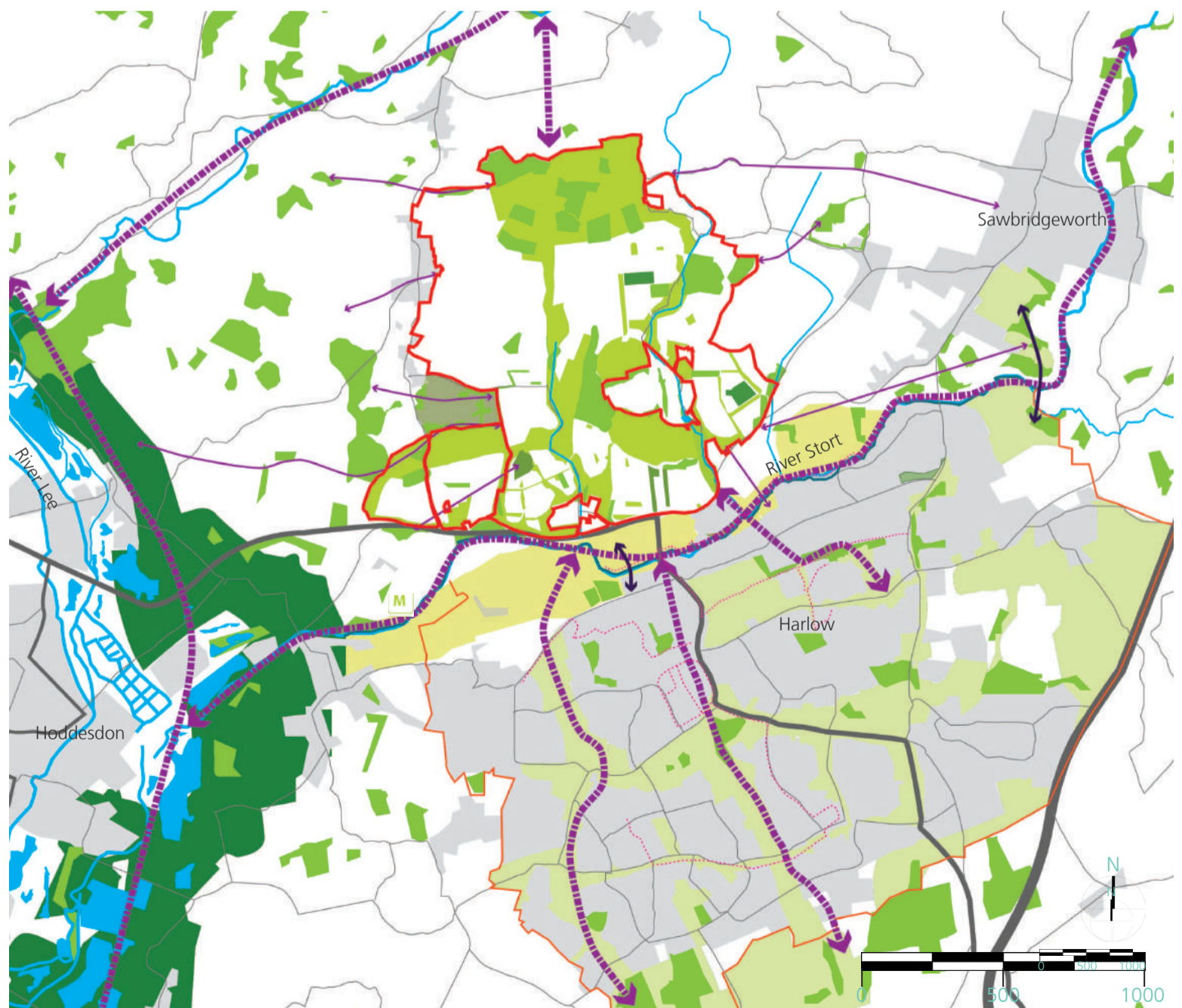
- Site boundary
- Harlow Town Boundary
- Woodland
- Ancient woodland
- Parks, gardens & public green space
- Towns & villages
- Proposed farmland conservation & enhancement zone
- Proposed woodland enhancement zone
- Strategic green link
- Proposed wetland habitat zone
- Valley conservation area
- Lee Valley Regional Park
- Strategic link
- Local link
- ★ Strategic / Significant GI assets/resources *
- Harlow Gateways *



PLAN SUMMARISING OBJECTIVES OF THE EAST HERTS GREEN INFRASTRUCTURE PLAN 2011 & HARLOW GREEN INFRASTRUCTURE STUDY 2013

LEGEND

- Site boundary
- Harlow town boundary
- Existing parks & Amenity green space
- Lee Valley Corridor
- Woodland
- Towns & settlements
- Proposed strategic Green Infrastructure
- Strategic green links
- Links to wider landscape
- Gateways



STRATEGIC CONTEXT OF GREEN INFRASTRUCTURE AT GILSTON AREA



INDICATIVE ECOLOGY STRATEGY PLAN BASED ON THE ILLUSTRATIVE CONCEPT MASTERPLAN

LEGEND

- Site boundary
- Stort River
- Towns & Settlements
- Existing woodland
- New woodland park
- Primary green corridors
- ➔ Woodland connections
- - ➔ Enhanced hedgerow connections

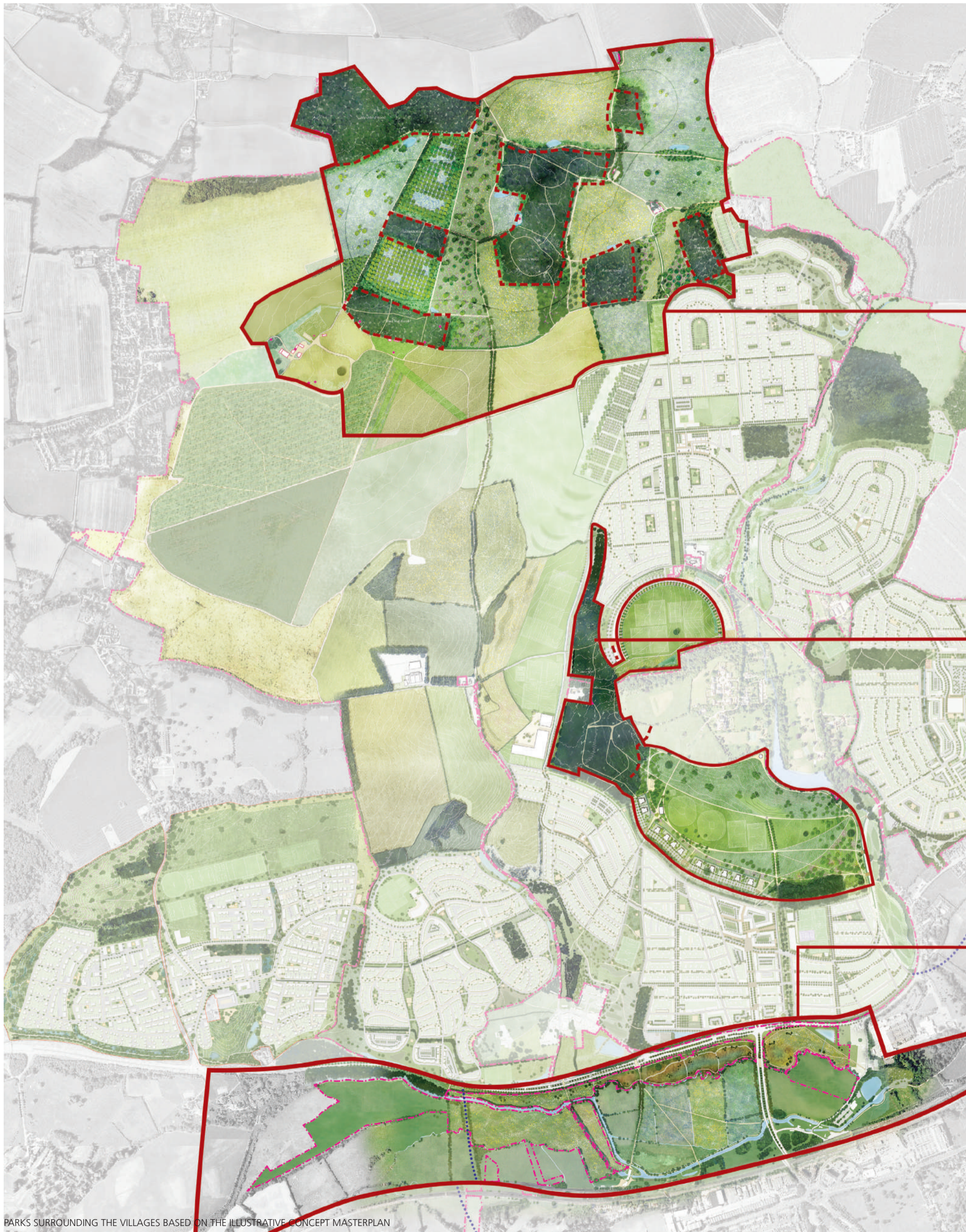


LANDSCAPE STRATEGY - SHOWN ON THE ILLUSTRATIVE CONCEPT MASTERPLAN

LEGEND

- | | | |
|--|---|--|
| 01. Start Valley Park | 12. Village 02 Playing Fields | 23. Village 03 Playing fields |
| 02. Village 06 Buffer & Landscape Corridor | 13. Home Wood Village Woodland Park | 24. Hunsdon Airfield |
| 03. Village 06 Primary School | 14. The Holloway Landscape Connection | 25. Cock Robin Lane Landscape Connection |
| 04. Village 06 Linear Parks | 15. Eastwick Valley Landscape Corridor | 26. Eastwick Woodland Park |
| 05. Gilston Village Buffer | 16. Gilston Park Playing fields | 27. Golden Grove & Sayes Coppice accessible Woodlands |
| 06. Village 05 Wedge Park & Playing fields | 17. Village 04 SuDS Features | 28. Secondary School |
| 07. Village 01 Lime Tree Avenue | 18. Community Allotments | 29. Fiddlers Brook and Pole Hole Stream Landscape Connections and Gilston village Buffer |
| 08. Village 01 Primary School | 19. Village 04 Grand Avenue Linear Park | 30. Airfield Park |
| 09. Home Wood & adventure Play | 20. Village 04 Primary School | 31. Pylon Park |
| 10. Gilston Park | 21. Golden Brook Valley Corridor | 32. Brickhouse Farm Park |
| 11. Village 02 Primary School | 22. Village 03 Buffer and Park | 33. Village 07 school |

PARKLAND CHARACTER



PARKS SURROUNDING THE VILLAGES BASED ON THE ILLUSTRATIVE CONCEPT MASTERPLAN

The three examples below illustrate the overarching concept of the landscape strategy 'from valley-to parkland-to woodland' and describe the character of three of the principal parks that the scheme is developed around.



WOODLAND PARK

On the plateau to the north of the site, the Woodland Park will form a significant regional Green Infrastructure asset of enhanced ancient woodlands, proposed woodland blocks, woodland scrub and woodland pasture inspired by the existing hornbeam, elm and oak woodlands that are found there.

This will create the perfect arena for the enjoyment of openly accessible countryside and for outdoor pursuits such as cycling, riding, walking and running.



PARKLAND

At the heart of the development, the proposed Gilston Park is an area of open parkland sensitive to the context of the listed Gilston House and surviving features of the former Gilston Area landscape grounds and historic deer park.

The park will be similar in character to Hampstead Heath with a parkland character incorporating extensive areas of woodland, informal grassland, wildflower swards and majestic parkland trees including Oak, Lime, Chestnut, Cedar and where appropriate non-native species to create a lasting legacy for the enjoyment of future generations.

To the north, the Gilston Park playing field site will be gently contoured to form a significant component of the Gilston Area sports and recreation provision.

Woodland paths through Home wood and the woodland playground connect this sports and recreation ground with the parkland to the south.



STORT VALLEY PARK

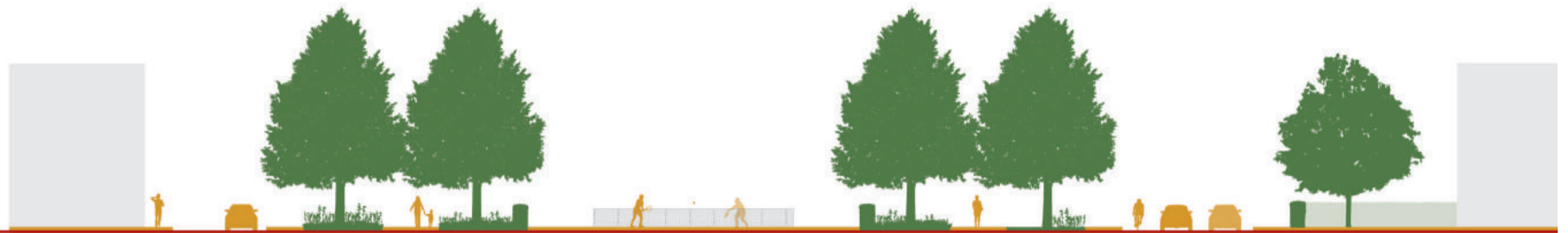
The Stort Valley Park creates an enhanced river valley environment through the creation of wetlands, wet woodlands and significant areas of flood meadow habitat. The proposals create a strategic habitat linkage along the valley and improve access to and from Harlow to deliver strategic green infrastructure objectives for the Stort.

The matrix of existing riparian trees, native hedgerows and grassland habitats will be enhanced and reinforced by the creation of flood meadow habitats, wetland scrapes and river restoration to enhance the river environment and reinforce this strategic local and regional Green Infrastructure link.

VILLAGES CHARACTER



VILLAGE LANDSCAPE FEATURES BASED ON THE ILLUSTRATIVE CONCEPT MASTERPLAN



PARK BOULEVARD



PRODUCTIVE ORCHARD SQUARES



HOLLOWAY



VILLAGE SQUARE



URBAN BOULEVARD



AVENUES AND ALIGNMENTS

LANDSCAPE AND VILLAGE CHARACTER

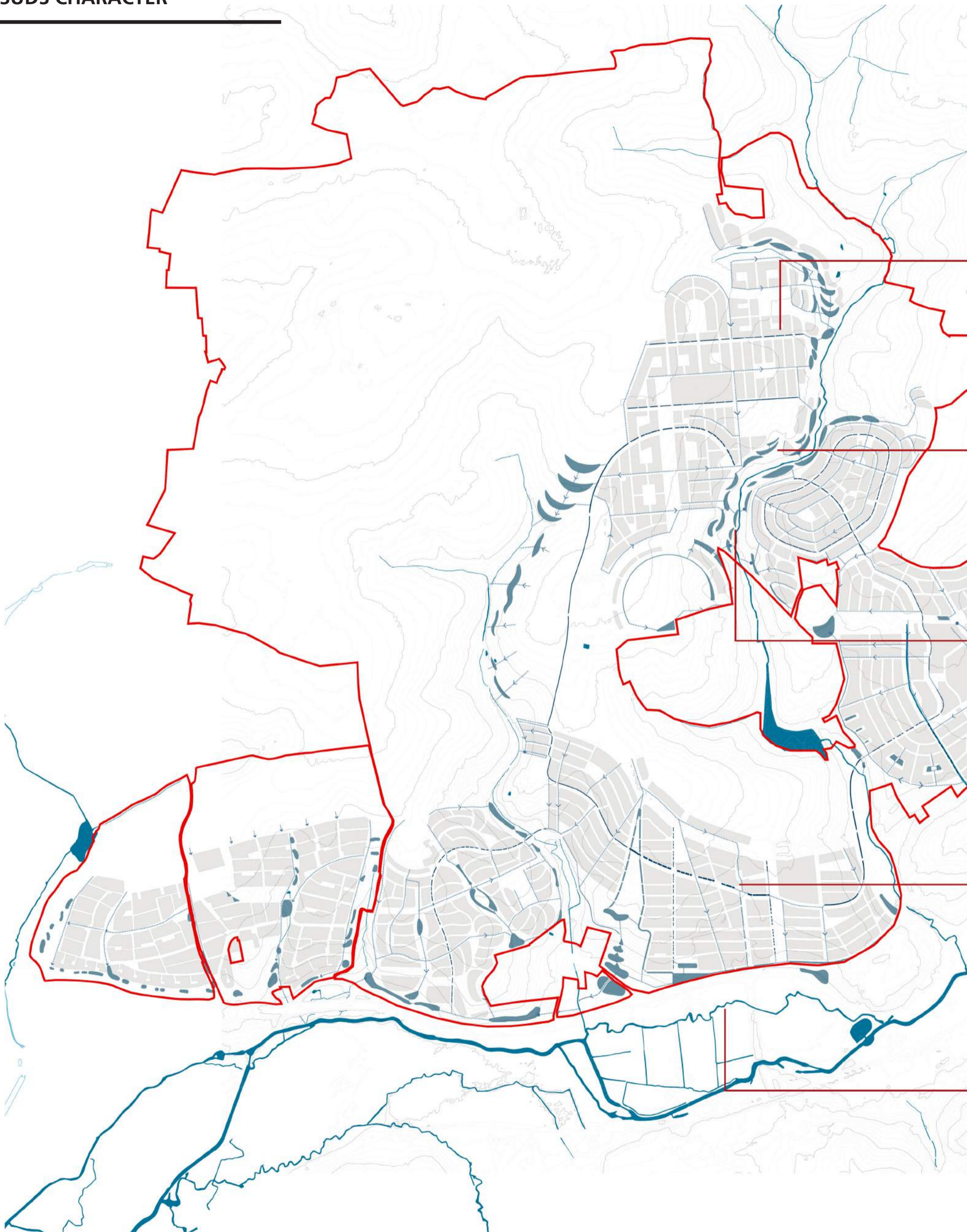
In a similar way that the existing site landscape character informs the character of the parks, the villages each have an individual character expressed through existing and proposed landscape features that shape the fabric of each neighbourhood to create a recognisable identity. These illustrations describe specific examples of how this character could be expressed within individual villages.

To the north the Grand Avenue boulevard creates a powerful green axis central to Village Four that integrates sports and play courts. Orchard squares create productive landscapes throughout the public realm of the northern villages for community enjoyment.

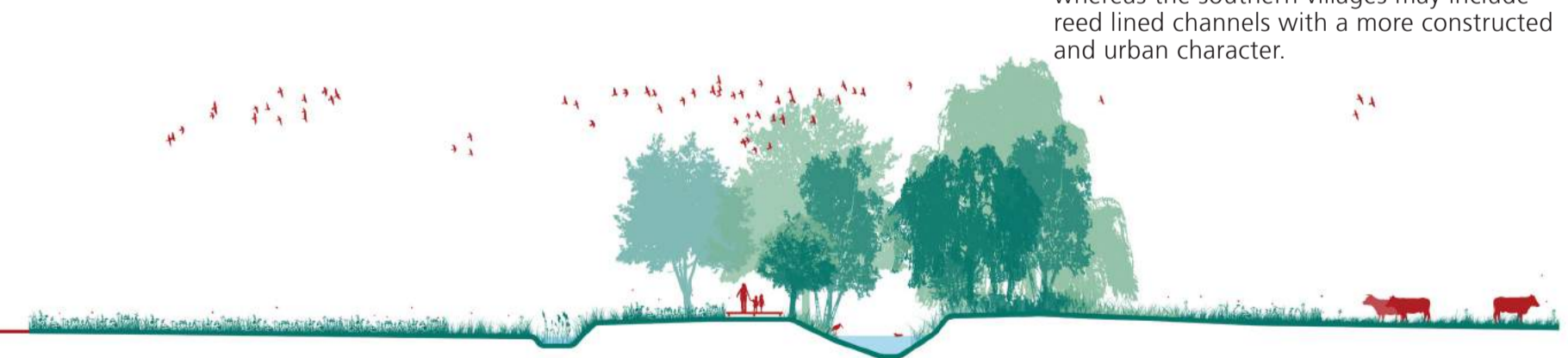
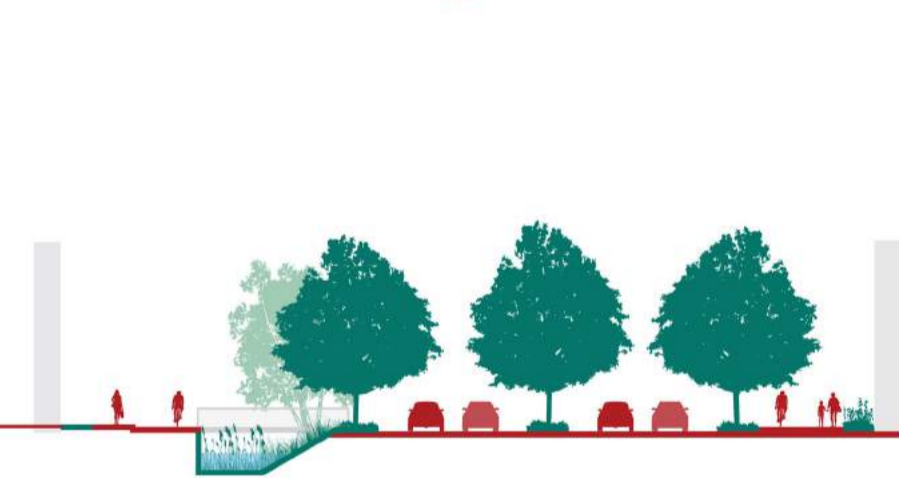
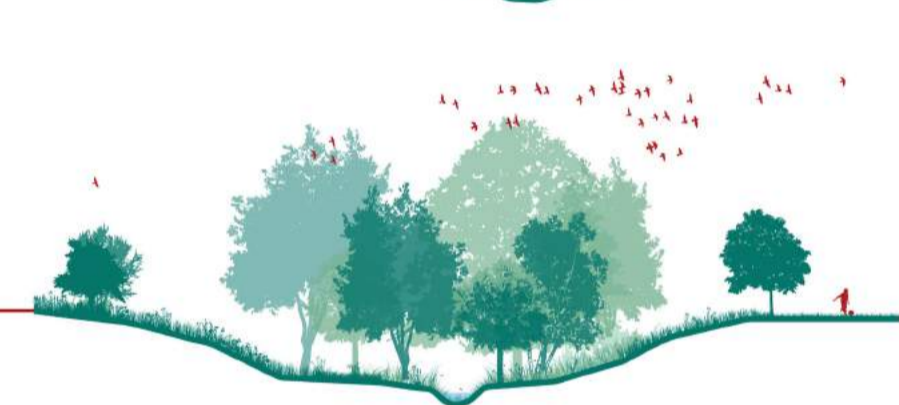
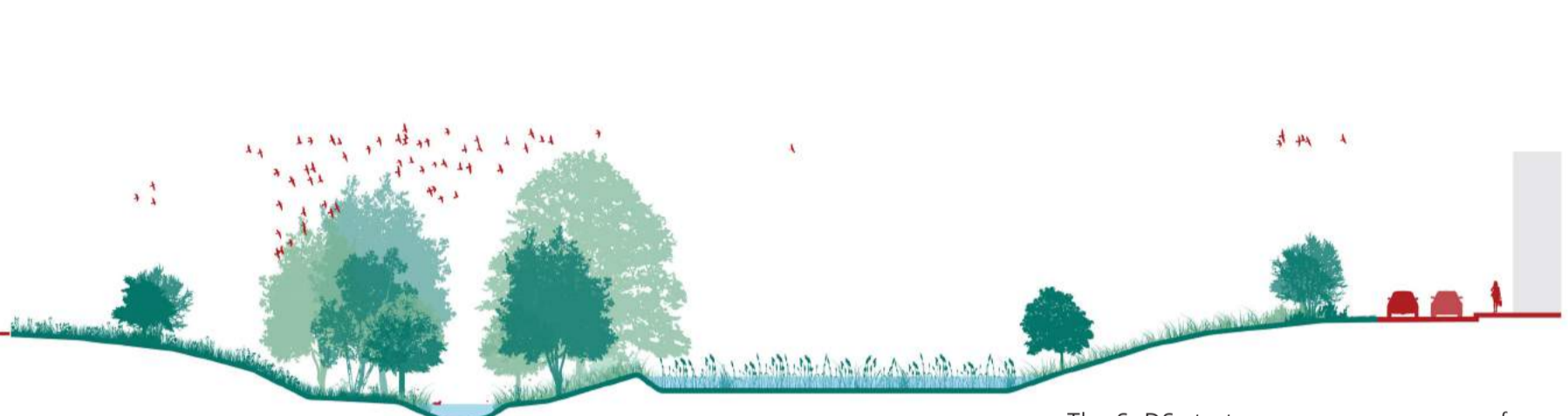
Other significant site features such as the existing holloway and historic avenue found to the south of the site are retained and enhanced to create distinctive green links and tree lined pedestrian walks across the southern villages.

The reference of existing avenues and alignments of trees is introduced into the streetscape of the southern villages as an attractive landscape signature with great benefits for the environment and ecology of the development.

SUDS CHARACTER



SUDS SYSTEM BASED ON THE ILLUSTRATIVE CONCEPT MASTERPLAN



An analysis of the existing site topography, ridgeline watersheds and existing waterbodies has informed how surface water is to be collected and retained across the site. The intention is to use water creatively in the landscape and public realm to create an interwoven network of Green and Blue Infrastructure that reinforces the landscape character of the development by adding to visual amenity, structure and greatly enhancing the local biodiversity.

The SuDS system will be designed to accommodate a 100-year storm with a +30% allowance for climate change. This establishes a baseline for considering surface water management on the Development.

The SuDS strategy proposes a range of opportunities for surface water drainage based around a sustainable and creative approach that reflects the commitment to capture surface water on-plot (roof/ courtyard), and attenuate and enhance the quality of water run-off from the public realm prior to discharge.

The way in which rainwater is collected, conveyed and attenuated in the landscape creates the opportunity to underline the landscape character of each area and proposed village. The Riparian corridors of the tributary valleys to the Stort River perform a strategic attenuation function creating the opportunity for new habitats between the villages formed by both damp grassland SuDS basins and reed lined wetlands.

The sections on this page demonstrate for illustrative purposes how the character of SuDS channels will also vary across the site to become a defining feature of village streetscape & character. For example, SuDS channels to the northern villages may be formed by soft edged swales and ditches whereas the southern villages may include reed lined channels with a more constructed and urban character.

OPEN SPACE PROVISION

Consideration has been given to the provision of open space across the Gilston Area. Various typologies are proposed, which builds upon the now revoked PPG17 Open Space typology set out in Appendix IV of the Local Plan, to suit the particular requirements of the Gilston Area development.

Parks & Public Gardens

Within 10min walk (800m)
Includes urban parks, formal gardens and country parks.
Providing space for informal recreation, community events & biodiversity.

- Formal/ornamental planting
- Seating
- Play (where required/appropriate)
- Sports facilities (where required/appropriate)
- Habitat areas
- Network of paved paths

Village Centres

Within 10min walk (800m)
Includes Market square in Village 1, and each of the six village centres in Villages 2, 3, 4, 5, 6 & 7. Providing a representative space for people meeting in the central and commercial space of their village.

- Village identity hard landscaping
- Formal/ornamental planting
- Seating
- Play (where required/appropriate)
- Sports facilities (where required/appropriate)

Natural & Semi-natural Green Spaces

Within 5min walk (400m)
Includes publicly accessible woodlands, urban forestry, scrub, grasslands (e.g. commons and meadows), wetlands, open and running water. Providing space for wildlife conservation, biodiversity, environmental education & awareness, informal recreation.

- Creation/enhancement of wide variety of natural habitats particularly suited to the site and its surroundings
- Network of pedestrian, cycle and equestrian paths & trails linking through park and to wider access network
- Play provision, where required/appropriate
- Informal play opportunities in wider green space
- Information boards and signage
- Small shelters/hides
- Minimal/no lighting to minimise impact on wildlife



PARKS & PUBLIC GARDENS- STORT VALLEY PARK

Outdoor Sports Facilities

Within 10min walk (800m)
Natural or artificial surfaces either publicly or privately owned used for sport and recreation. Including school playing fields.

- Outdoor sports pitches
- Cricket grounds
- Tennis courts
- Bowls club
- School playing fields
- Club house(s)
- Car parking
- Floodlighting (where appropriate)
- Fitness trails
- Bike trails

Amenity Green Spaces

Within 5min walk (400m)
Most commonly, but not exclusively, found in housing areas.
Includes informal recreation green spaces and village greens.
Providing opportunities for informal activities close to home or work and the enhancement of the appearance of residential or other areas.

- Planting
- Seating
- Lighting
- Network of paths
- Play provision, where required/appropriate
- SUDS
- Habitat creation/ enhancement

Allotments

Within 10min drive (4km)
Opportunities for those people to grow their own produce as part of the long-term promotion of sustainability, health and social inclusion. May also include urban farms, but does not include private gardens.

- Allotment plots
- Network of paths
- Secure boundary
- Car parking
- Services, e.g. water supply
- Communal storage facilities
- Communal planting, e.g. orchard, bee meadow, etc.



NATURAL & SEMI-NATURAL GREEN SPACE - GOLDEN VALLEY RIPARIAN CORRIDOR

Green Corridors

No standard set as the widths and areas of Green Corridors varies in size and scale to work with existing topography, providing sufficient buffer from the proposed development to site assets and constraints whilst retaining and enhancing meaningful green infrastructure links.

Includes towpaths along canals and riverbanks, cycleways, rights of way and disused railway links.
Providing opportunities for walking, cycling or horse riding as well as opportunities for wildlife migration.

- Restoration of historic hedgerows, woodland, etc.
- Enhancement of existing green corridors
- Inter-connection/ reconnection of local green corridors
- Network of paths & trails for pedestrians, cyclists and/or equestrians
- Seating and/or low-key play provision where appropriate
- Minimal lighting to minimise impact on wildlife

Sports & Play strategy

A play strategy and hierarchy of playable space has been developed in response to the East Herts Children and 'Young People's play strategy 2007-2012' and the Field's in Trust (FIT) guidelines that the East Herts Local plan and Open Space, Sport & Recreation SPD state should be considered by developers.

Play has not been seen as an activity which can be compartmentalised, the strategy instead seeks therefore integrate play for children and young adults at two levels:

- Through a series of site-specific free play features and to encourage spontaneous play within the public realm by creating a safe street environment that is conducive to play.
- Create carefully integrated and equipped play enclosures within the public landscape along FIT guidelines (LAP, LEAP, NEAP and destination play) and in compliance with the requirements of the East Herts Local Plan and Open Space, Sport and Recreation SPD.

The strategy sets out a variety of formal sports provisions to cater for diverse sporting needs that vary from MUGA courts and bowling clubs at the heart of village neighbourhoods to the large sports and recreation grounds of Gilston Playing Fields and the School grounds. The distribution of sports facilities ensures that the majority of homes are within 400m of formal sports facilities and near to an area of informal sports provision and recreation at all times.



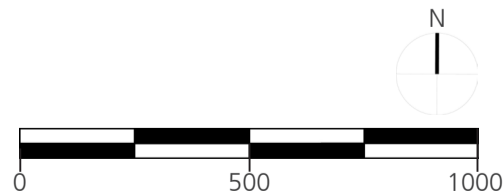
OUTDOOR SPORTS FACILITIES



LEGEND

- Site boundary
- Stort River
- Towns & Settlements
- Retained as existing
- Parks and Public Gardens & Village centres
- On -Plot Parks & Public Gardens
- Natural & Semi- Natural Green Spaces
- Amenity Green Space
- On -Plot Amenity Green Space
- Outdoor Sports Facilities
- Allotments
- Green Corridors
- School Grounds
- Sport Grounds

OPEN SPACE PROVISION TYPOLOGIES PLAN - BASED UPON ILLUSTRATIVE CONCEPT MASTERPLAN



RESPONSE TO ECOLOGICAL CONSTRAINTS

Much of the development's unique sense of place has been developed through its response to the existing site conditions, its landscape and ecological constraints and opportunities. Lines of existing hedgerows, veteran trees, holloways and the tributaries of the Stort has played a significant part in the shaping of the villages and the layout of the individual neighbourhoods. The proposals seek to enhance the green infrastructure of the area by linking to existing green networks and wildlife habitats.

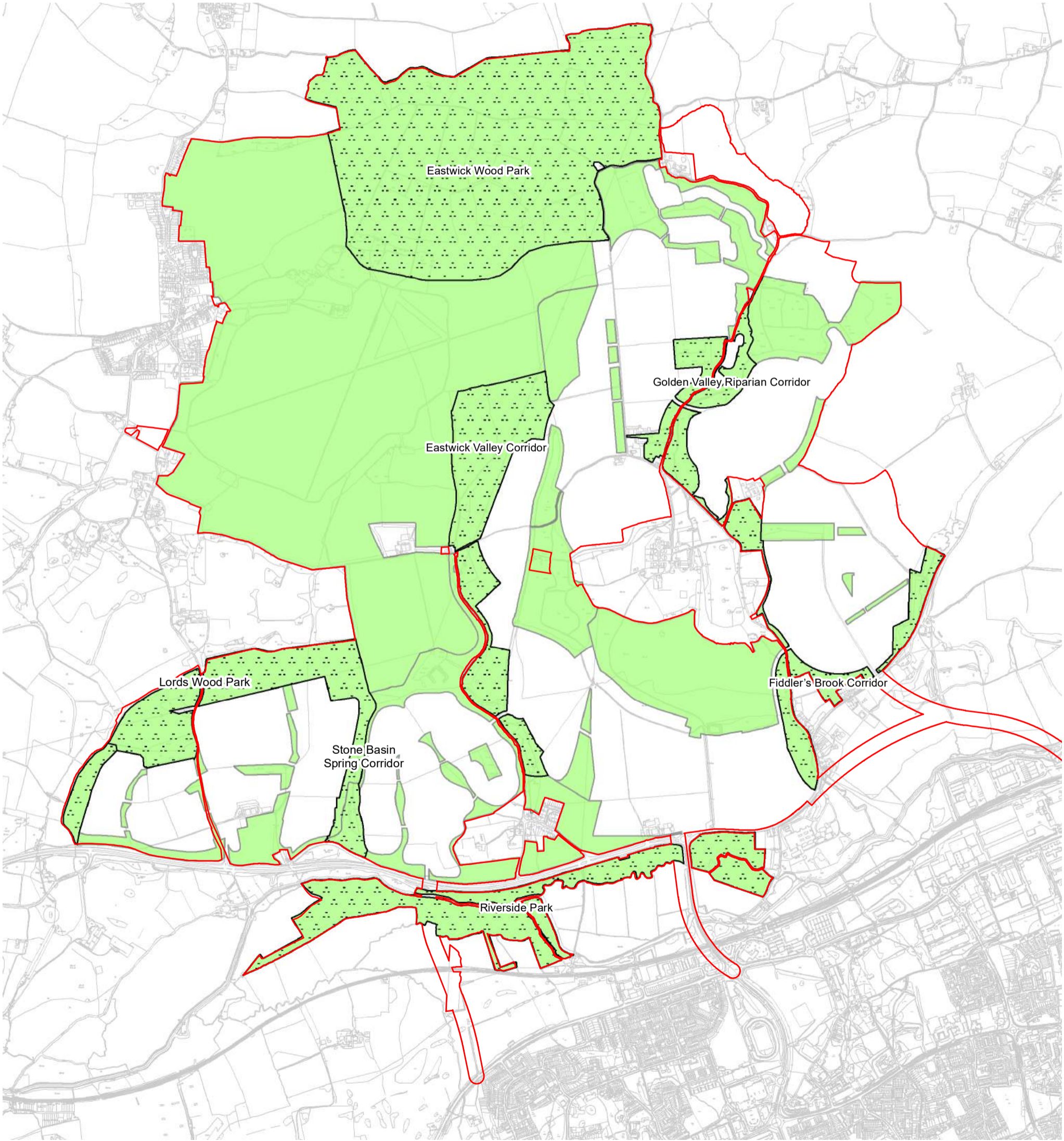
Local ecological parks are proposed to be created, retaining ecologically important hedges, banks or other routeways (where possible) with cover suitable for small mammals and breeding birds to link to neighbouring sites. The network of public open space incorporated within the 'parks' and the retained open space is designed to support ecology and maximise opportunities for recreation and public use, whilst minimising adverse effects of inappropriate use. The local ecological parks will form part of the network of wildlife sites throughout the development.

To ensure people can experience wildlife even at the street scale, small scale features of ecological value will be provided, such as for example, the retention of veteran and existing trees will continue to provide bird nesting habitat holes, the planting of new trees will provide future nest sites and insect habitat. Unsurfaced areas could be provided along verges or centres of local roads and back streets, where possible, to encourage the establishment of rough grassland and ruderal species habitats, to provide insect and seed food for birds.

Habitats for birds, bats, insects and plants in gardens and on buildings will be promoted at the detailed design stage, for example by the design and construction of (i) bird, (ii) insect and (iii) bat, roosting sites in buildings. Green and brown roofs will be used and either planted or allowed to colonise with native species to provide new habitats, as well as benefits for storm water amelioration, reduction in heating and cooling costs, noise reduction, and absorption of air pollution.



- Site boundary
- Linked protected & enhanced habi
- Retained open space



D. Land Use

VILLAGE CENTRES APPROACH

Central to the creation of distinct villages each with its unique identity, has been the provision of a clearly defined and delineated village centre. The typology, mix and forms of these centres vary across the villages. The centre forms the 'heart' of the village serving as a gathering space and a meeting point, critical to the creation of a strong community. The majority of village centres within the Gilston Area comprise of a key space such as an urban square or village green, as well as mix of uses including schools, retail and service facilities, nursery/creche, etc - all of which contribute to their vitality and vibrancy.

Key features of the village centres are:

- To have their own unique quality and defined edges in response to their siting.
- Promote active ground floor uses/ activities (workspaces, services, commerce, entertainment), along main thoroughfares and at strategic corners, for visibility and ease of use.
- Provide a range of different facilities and community infrastructure required to support a growing community, including schools, shops and restaurants, leisure facilities, health centres, community centre, faith buildings and civic buildings.

PLACE MAKING:

The Gilston Area scheme is based on an approach that focuses on the creation of high quality place for its people. This 'sense of place' is created by a number of key design moves, such as:

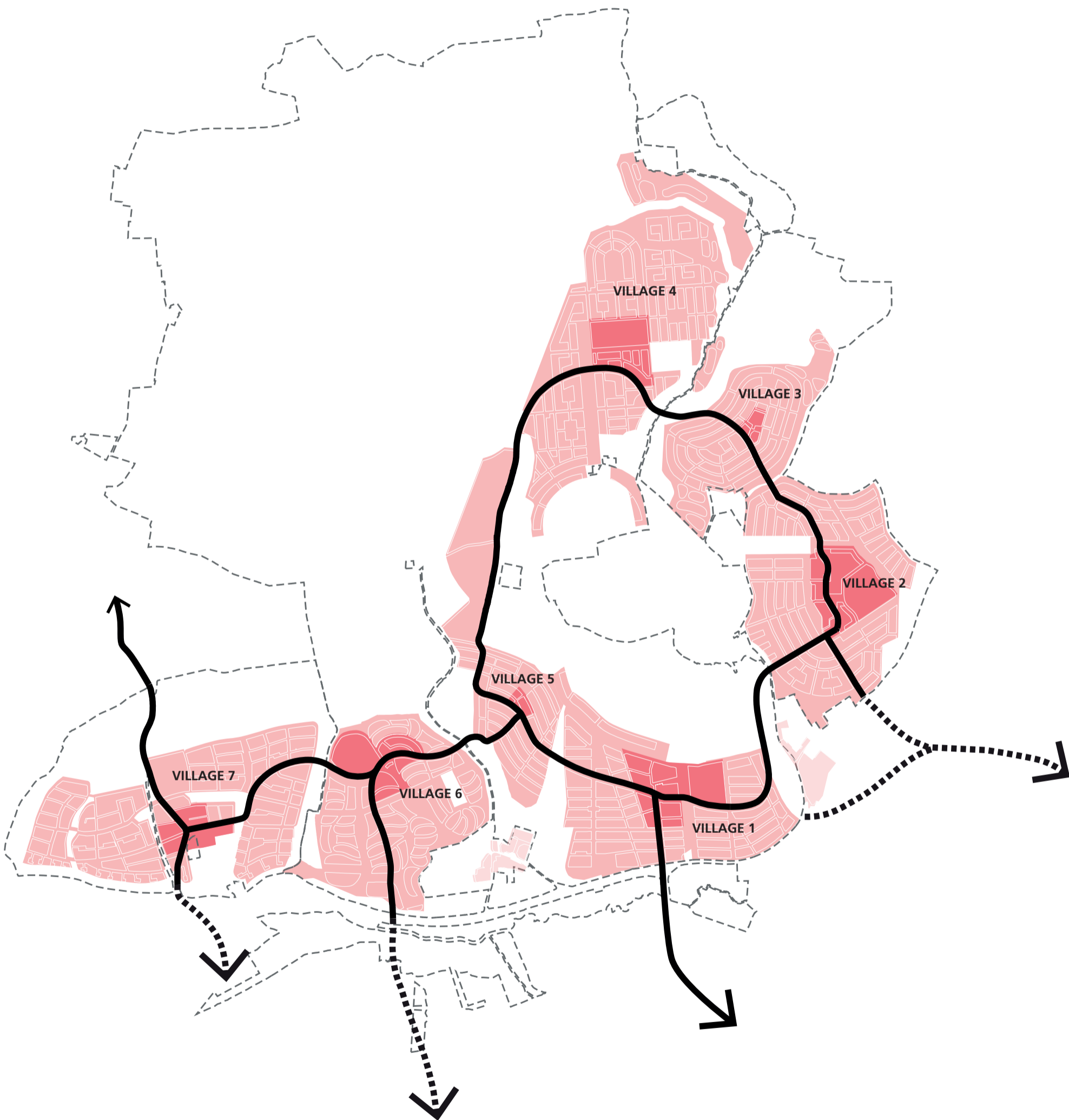
- Gilston Area will exploit the rural setting with all the amenities of a town. A positive frontage to the landscape is provided along the edge of all the villages, adapted to the varying landscape typologies.
- Buildings will deliver a diverse range of high quality, low- carbon homes that support the needs of residents of all ages with a mix of housing types and tenure models.
- Public buildings will be of a high standard of design and construction, in keeping with their status as civic landmarks.
- Streets will be designed as spaces – not corridors. From winding country lanes, to avenues, boulevards and mews – effective streets define life and activity with buildings, landscape and open space integrated. Curves, twists and inflections in the street and plot pattern is arranged to follow contours and to naturally calm traffic and make and define space.
- Landscaped strips and space can accommodate SUDS with an emphasis on pedestrian priority.
- Development will promote sustainable transport choices. More homes and a denser fabric is provided to the southern edge of the site benefitting from the close proximity to Harlow Town Station.



Illustrative view of Village 4 centre - based on the Illustrative Concept Masterplan



Illustrative view of Village 2 centre - based on the Illustrative Concept Masterplan



Village Centres Plan - based on the Illustrative Concept Masterplan

VILLAGE CENTRES: RETAIL AND COMMERCIAL PROVISION

The village centres serve as a focus to the different communities and optimise walking distances from home to the local amenities. While each village centre serves its local vicinity, it is anticipated that each will provide a slightly different and complementary offer to promote movement between each, variety and distinctive character. Local retail will be located primarily at the village centre, animating frontages to public spaces and along the local high streets. These local facilities will complement the more strategic retail provision within Harlow Town Centre.

Comprehensive community facilities will benefit new and existing residents including a supermarket, local convenience stores plus a combination of independent units to support a wide range of local facilities and services. In addition farmers markets, and other market trading will be promoted to add to the offer.

Commercial, civic, leisure and residential frontages will not only engage and activate the public squares, together with the green network throughout the development, the frontages will also form part of the pedestrian experience connecting to pocket gardens, linear parks and the open landscape of Gilston Park.



Indicative Village centre configurations based on the Illustrative Concept Masterplan



Village Centres: Retail and Commercial Provision - based on the Illustrative Concept Masterplan

VILLAGE CENTRES: EDUCATION AND LEISURE FACILITIES

In addition to creating thousands of new homes, the Gilston Area will deliver five new primary schools up to 15FE and one/two new secondary school(s) up to 14 FE to ensure that every resident child has a local school place.

The primary schools are anticipated to be located within each of the four largest villages and situated close to the local centre to be the focus for the communities that they serve. The site selection strategy will take into consideration associated playing fields to promote the flattest sites minimising excavation during construction.

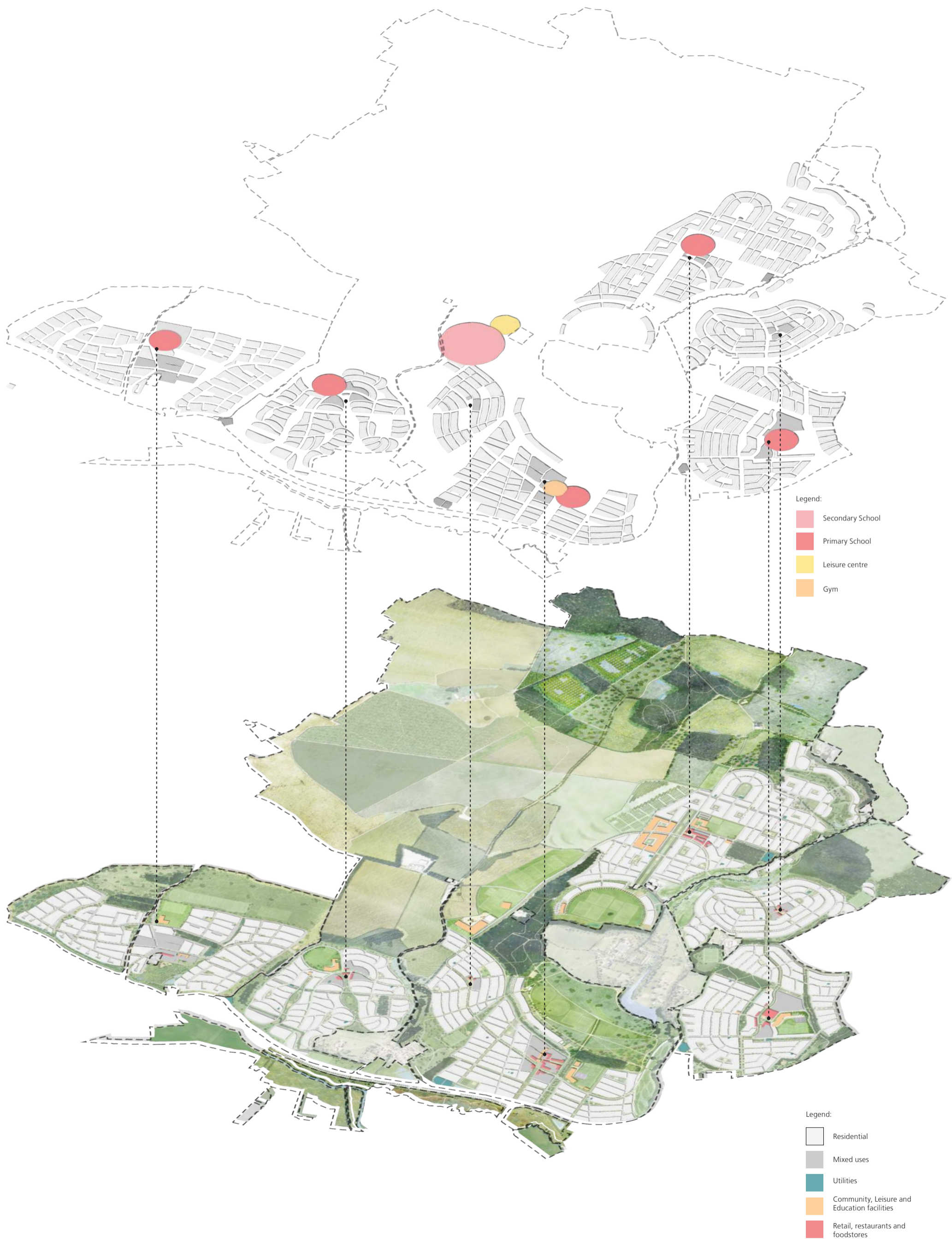
The secondary school(s) is co-located to the west of Home Wood and provide an education campus benefitting from extensive playing fields with some shared facilities such as sports provision. A leisure centre and indoor swimming pool may also be integrated to make best use of facilities and reflect an appropriate level and scale of sport provision for the new development. Secondary school provision could include sixth forms.

It is intended that both primary and secondary school(s) would be designed and managed in such a way as to allow community access for facilities such as sports and halls, and perhaps provide a strategic hub for the community of the Gilston Area as a whole.

Together with other potential leisure uses including Gilston Park, the Stort Riverside Park and Gilston Park Playing Fields, the development will create a new destination and a key asset adding to the overall education and leisure offer for the local area.



Indicative school configurations based on the Illustrative Concept Masterplan



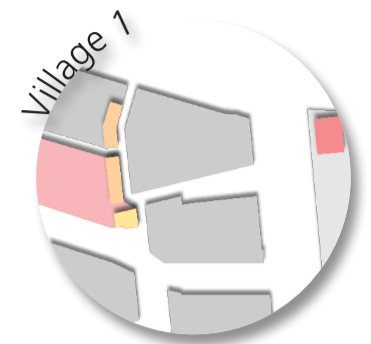
Education and Leisure Facilities - based on the Illustrative Concept Masterplan

VILLAGE CENTRES: COMMUNITY FACILITIES AND HEALTHCARE

The strategy for community infrastructure has been to develop efficient utilisation of public spaces and mixed use buildings to maximise their impact and potential to serve the community. Generally, these will be located close to the village centres, where they can add to the active frontage along the primary public transport route and provide meeting places and event venues for local festivals and activities.

Creating combinations of public spaces with active frontages is a key strategy for getting the full potential out of the village centres where higher density can be accommodated. The village centre is a meeting point for the community, around which a wide range of amenities could be arranged. It is seen as the most suitable area for mixed use development with retail, employment and other local services. Community halls may be found within local primary schools where facilities could be shared among local neighbourhoods.

There is also an emphasis on providing well managed retirement accommodation in Gilston Area. These may be located in Village 1 & 4 where primary health care centre could be built in close proximity, serving local needs.



Indicative community facility configurations based on the Illustrative Concept Masterplan



Community Facilities and Healthcare - based on the Illustrative Concept Masterplan

RESIDENTIAL

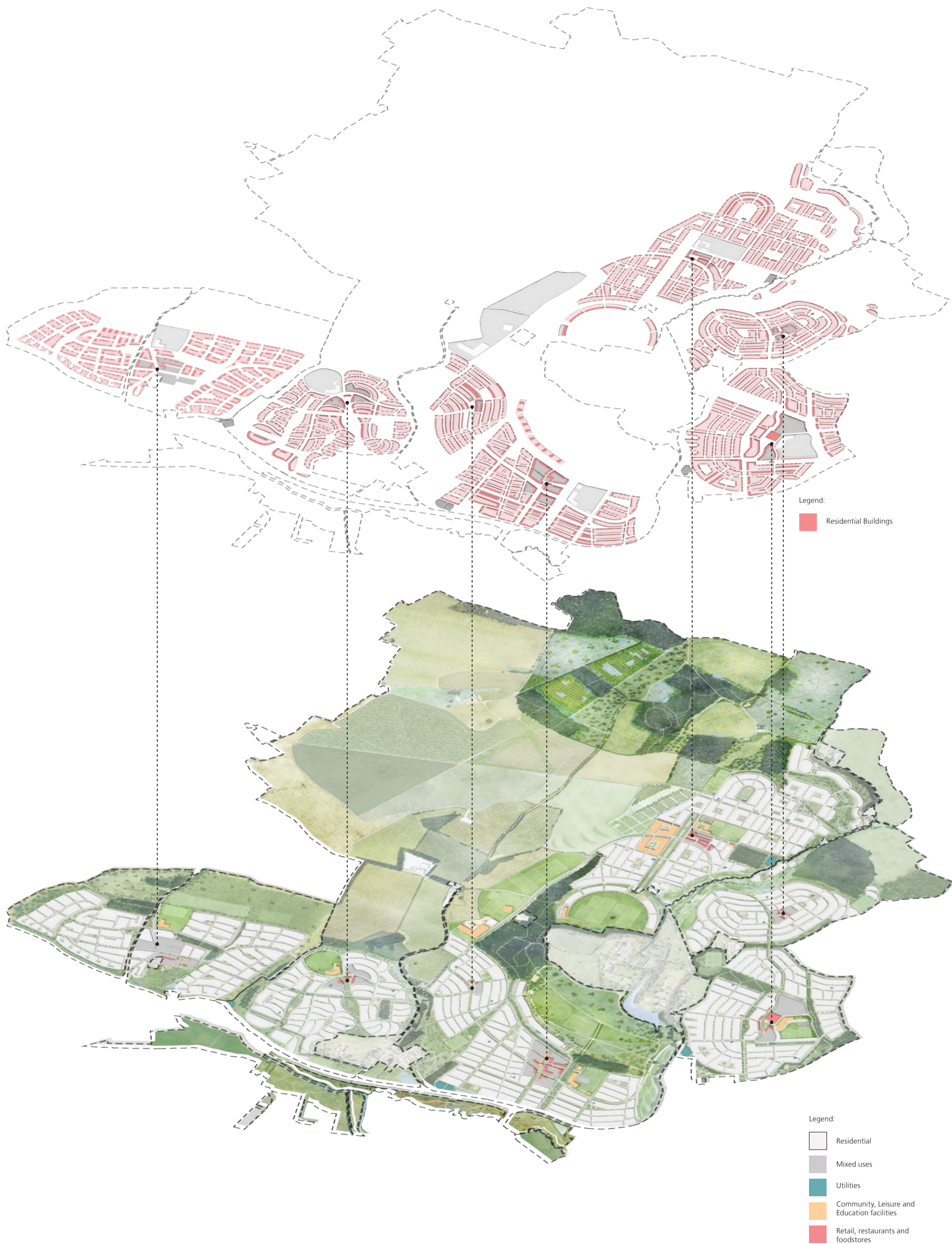
The Gilston Area development will accommodate 10,000 homes and a wide range of housing types addressing the evidenced needs of the local area. The development has been designed to provide a wide range of housing types that can attract a diverse and inclusive community and ensure richness and diversity of offer across the whole site and across individual villages. Emphasis is placed on ensuring that the Gilston Area will offer local young-couples, families and first time buyers a range of options to buy, rent or a combination of both.

DESIGN CRITERIA FOR HOUSING

TYOLOGIES

- Recognise that places are created by the people who occupy them as much as the buildings they occupy, creating the conditions for community life to flourish.
- Provide high quality access to open spaces and the wider countryside connecting the town and its residents to the land around them.
- Establishing a range of densities, being higher in local centres, at public nodes and major frontages.
- Linking homes to business, commercial and community functions, connecting people to the places they want to go.
- Creative and simple designs which are flexible and adaptable and with enough space for appropriate expansion and changing lifestyles
- Use recognised best practice and benchmarking against independently identified targets, industry accepted standards and design guides as appropriate.





Residential Provision - based on the Illustrative Concept Masterplan

APPROACH TO GOVERNANCE

The Gilston Area will be subject to ongoing consultation with East Herts, Harlow District Council, local communities and other groups to set out the scale, scope and location of development and the infrastructure required to support it. This infrastructure includes, for example, enabling works, roads, drainage, utilities, landscaping, community investment, waste management and transport.

As part of this process the Principal Landowners will be required to fund and/or deliver this infrastructure and demonstrate that investment models are in place to ensure that they can be maintained in the long term. This long term maintenance will be secured via a Governance Strategy.

The Principal Landowners will establish arrangements for the planning, development and long-term stewardship of the Gilston Area that will put local people at the heart of the decision making process.

This will include two main parts:

1. Management arrangements for the development as a whole which ensure that:

- funding for maintenance and re-investment is in place;
- uplift in land values is re-invested; and
- residents and other stakeholders can be part of decision making.

2. Land ownership and management arrangements which guarantee independent control of the undeveloped parkland at Gilston Park Estate

The Gilston Area is based on a 'Village Structure', with seven villages, six of which are being brought forward by Places for People and one by City and Provencal Properties.

These villages form the basic building block of the Governance Strategy. Each village will have agreed infrastructure costs and amenities and be required, through policy and legal agreements to meet a common level of investment and standard of maintenance. The detailed approach for each village will be brought forward within the Framework of the overall masterplan.

Alongside the village infrastructure will be site wide infrastructure which serves the development as a whole. This includes, for example, strategic roads, parklands, leisure facilities and secondary schools. Each village will be required to make a proportionate contribution to the cost and maintenance of this infrastructure.

Completed villages will need long term stewardship arrangements, which could be through company or trust vehicles, as will the site wide infrastructure.

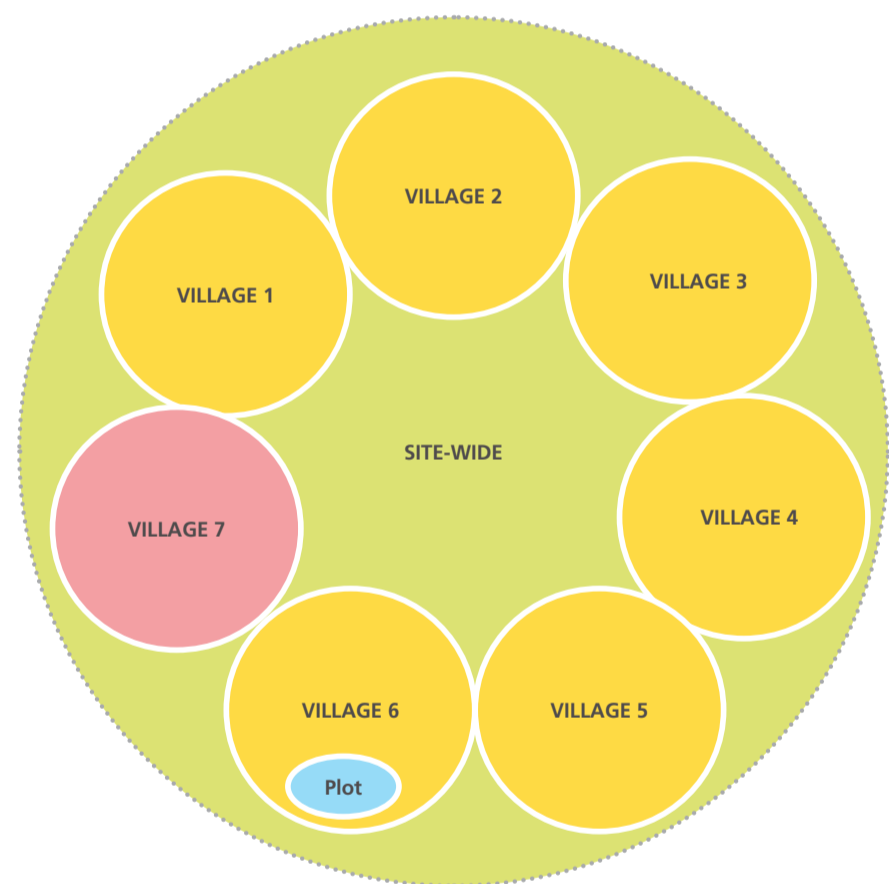
The Principal Landowners will establish these arrangements at the outset, and will include consultation and involvement of local stakeholders. Residents moving in to the development will have a right to be involved in the Governance structures and will be able to influence the ongoing development, and, if they choose, become actively involved in the management of villages or specific types of infrastructure.

Some items will have a clear 'service provider' who will be responsible for ongoing management. This would include:

- Schools –probably through a Trust arrangement
- Policing
- Health service providers

As part of the Governance arrangements the Principal Landowners propose to initiate mechanisms which will guarantee against additional growth beyond the 7 proposed villages. These include:

- Local Plan policies which set out strict controls on the use of the Parkland
- designation of the Parkland as an Asset of Community Value
- ownership and stewardship of the Parkland by a company or trust, as an integral element of the Governance Strategy.



LEVEL	PLOT	VILLAGE	SITE-WIDE
WHO?	Plot Developer	Village Trust	Community Body
WHAT?	Access Common Areas	Parks and Open Space Some Community Facilities	Parklands and Farmland
HOW?	Service Charge	Service Charge Endowment / Asset Income?	Rent / Service Charge (?) Endowment Income Streams



E. Transport

INTRODUCTION AND VISION

The transport vision for the Gilston Area is as follows.

“To create a development where people have the opportunity to undertake many day to day activities within the site and the choice of sustainable transport modes for travel within and outside the site. To provide transport infrastructure and service enhancements that bring forward improvements that benefit local communities in East Hertfordshire and Harlow. To introduce travel planning that acts as a catalyst to shape the habits of the local community.”





Primary street view - based on the Illustrative Concept Masterplan

A WELL LOCATED SITE

From a transport perspective the Gilston Area is suitable for a major residential led, mixed use development. This is for the following reasons:

- It is located close to employment, retail and community opportunities in Harlow;
- It is located close to Harlow rail station;
- A range of facilities can be provided on site thus encouraging containment of travel within the area;
- Infrastructure can be provided in a planned and phased manner.

Located close to Employment and other facilities

A key advantage of locating development close to the urban area of Harlow rather than in more dispersed locations is that it minimises overall trip making and trip distance. This is because there is a significant quantum of employment within Harlow (in locations such as Pinnacles and Temple Fields as shown on the adjacent page, including the jobs created in association with Public Health England) and therefore there is a strong logic to locating new homes close to that employment. Furthermore, the lack of sufficient suitable housing within Harlow means that many higher income jobs are currently filled by those commuting into the town.

This jobs to suitable housing imbalance will be increased by the development of the Enterprise Zone that will bring additional jobs to Harlow. This issue was considered in DIAMOND (Development Impacts Assessment Model of Network Demand) modelling commissioned by East Herts and reported to their committee meeting on 21 February 2013. The modelling looked at various issues but of particular relevance are the tests looking at changes in network speeds, vehicle kilometres and vehicle hours. In essence these tests indicate the additional distance travelled as a result of different development scenarios.

A number of scenarios were considered ranging from 8000 units in the Gilston Area to a more dispersed strategy with more units at Sawbridgeworth, Ware etc. The results of the testing gave the highest ranking to the scenario with 8000 units at Gilston reflecting the reduced travel distance due to the proximity of jobs in Harlow.

Located close to the Rail Station

The Gilston Area is very well located in relation to Harlow Town station as can be seen in the adjacent image. Harlow has generally developed to the south and east of the station and development in the Gilston Area will re-balance the town so that all of the villages within the Gilston Area will be within the same distance of the station as the existing urban limits of the town. Indeed, much of the proposed development will be considerably closer than many existing areas within the town.

This provides excellent opportunities for those wishing to use rail, for example for journeys to London or Cambridge, to easily access the station without the need to pass through the town centre. It will also strongly encourage the use of sustainable means of transport such as walking and cycling to access the station.

Containment

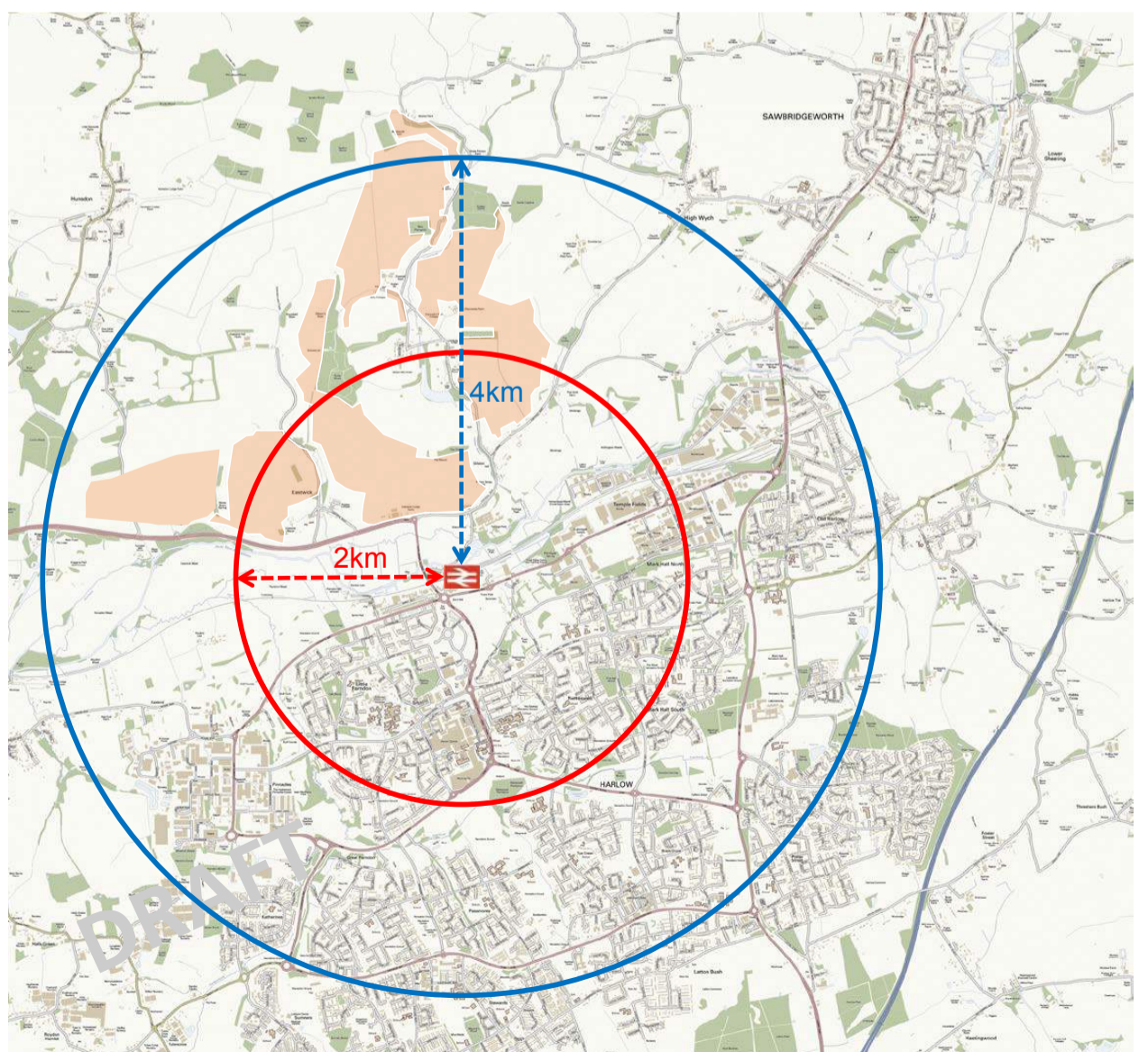
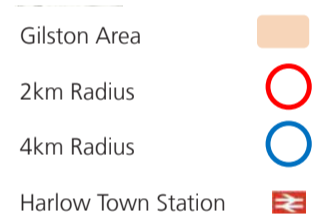
The scale of the development is such that a range of facilities will be provided on site as shown earlier in this document. Facilities include:

- Health care;
- Retail facilities;
- Community and worship facilities;
- Primary and secondary education;
- Nursery facilities

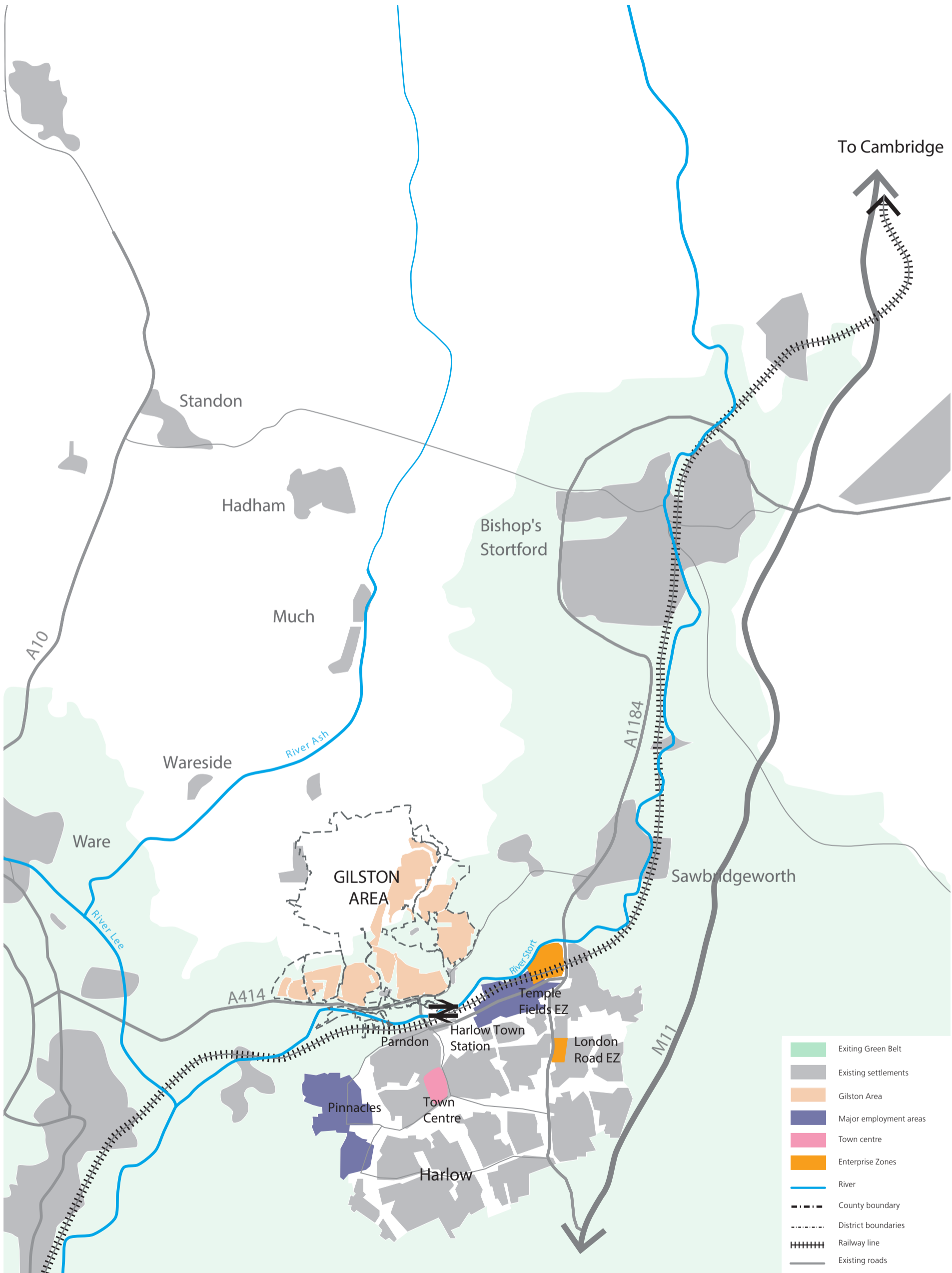
These facilities will make a significant contribution towards reducing the number of trips that need to be made off site. Analysis undertaken, based on other similar locations, demonstrate that circa 30% of trips could be contained within the site during the peak periods. These internal trips will also be suitable for sustainable modes.

Planned Infrastructure Delivery

Growth in East Hertfordshire and Harlow, of which development in the Gilston Area forms part, will require a range of transport infrastructure interventions during the Local Plan period. Development of the Gilston Area assists in provision of this infrastructure in a planned manner.



Proximity to Harlow Town Rail Station



Proximity to Employment Areas and Enterprise Zones

ACCESS & INTERNAL ROAD HIERARCHY

Access

Access to the Gilston Area is anticipated to be provided at four locations as shown on the plan below. These are:

Central Access:

This will be at the northern end of the Eastwick Crossing and feed into Village 1. It is proposed to replace the existing roundabout access with a signalised junction. This will better cater for the predicted flows and will also provide enhanced pedestrian and cyclist crossing facilities.

Western Access:

This may take the form of a roundabout on the A414 to the west of Eastwick village and feed into Village 6.

Village 7 Access:

This may be at the location of the existing Church Lane junction with the A414. The existing priority junction will be signalised

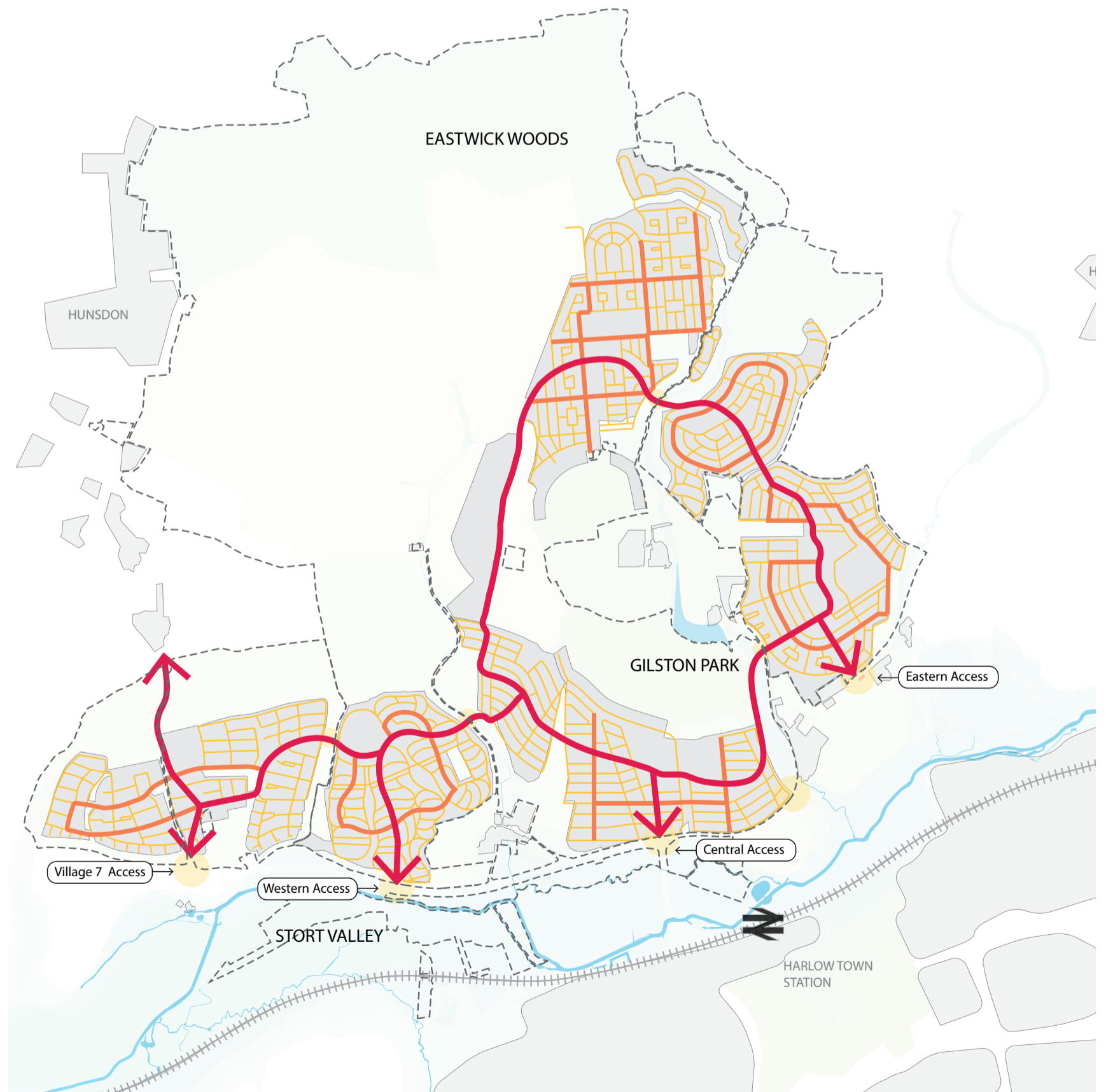
Eastern Access:

This may be a roundabout and will be located at the entrance to Village 2 .

Internal Layout

Within the Gilston Area there will be a hierarchy of routes ranging from Primary Streets to leisure cycling and walking routes. The hierarchy is shown below with the typologies described on the adjacent page.

- New and improved junctions
- Primary Road
- Secondary Road
- Tertiary Road
- New village boundary
- Existing settlements
- Railway line
- River Stort
- Site boundary



Proposed Street Hierarchy - based on the Illustrative Concept Masterplan

STREET TYPOLOGIES

The street network typology has been developed to be in line with and to enhance the overall character of the place. The design of the streets while varied will retain a degree of consistency across the development, hence serving to bind the villages as one place. This is particularly pertinent in the design and layout of the primary route that threads across the villages as the key connector.

The street network is made up of a hierarchy of primary, secondary and tertiary streets. The purpose of the street hierarchy is to create a permeable and legible layout which is attractive to all users.

GILSTON AREA STREETS ARE DEFINED BY:

Moving:

Helping people, goods and services get from A to B, providing for efficient and reliable movement by different modes, supporting access to jobs and services.

Living:

Providing good and inclusive places for all which support vital activity – economic, cultural and community.

Unlocking:

Increasing accessibility, connectivity and urban quality to unlock development potential and deliver new homes.

Functioning:

Ensuring essential access to premises for deliveries and servicing, effective use of kerb space to support activities in village centres.

Protecting:

Improving safety and reducing collisions, particularly for vulnerable users and ensuring streets are places where people feel secure.

Sustaining:

Reducing emissions from the road network and delivering greener, cleaner, quieter streets and a healthy, active place.



Shared Street Precedent: New Road, Brighton

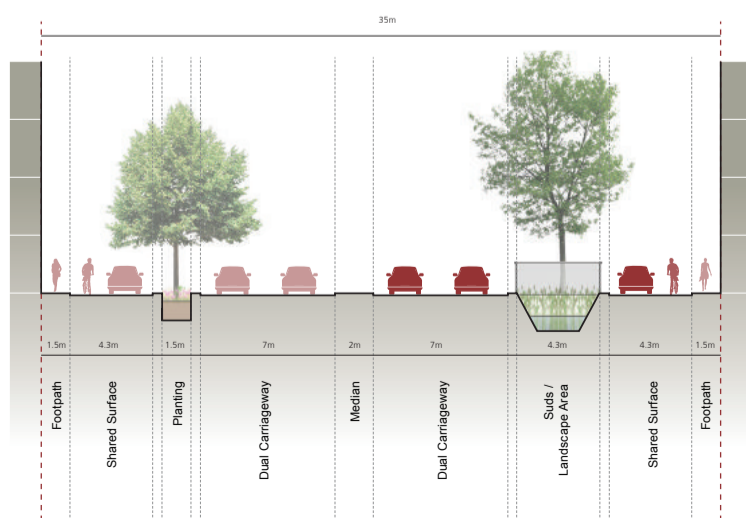


Tertiary Street Precedent: Accordia, Cambridge

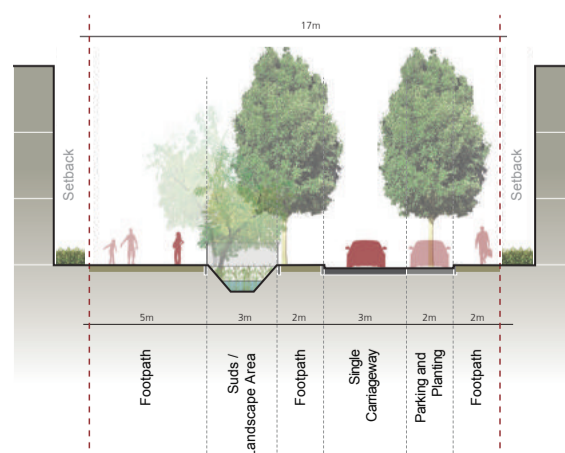


Boulevard Precedent: Mathenesserlaan, Rotterdam

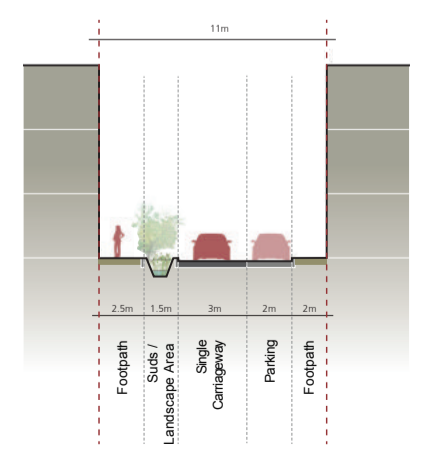
Primary Street



Secondary Street



Tertiary Street



SUSTAINABLE TRANSPORT STRATEGY

Walking and Cycling Strategy

The Walking and Cycling strategy considers the proposals for links within the Gilston Area and connections to the key origins and destinations close by.

LINKS WITHIN THE GILSTON AREA

Within the Gilston Area a range of routes will be provided. These will include:

- Segregated cycle and pedestrian routes and adjacent to roads;
- On-street cycle routes on more lightly trafficked roads;
- Shared surfaces;
- Segregated cycle and pedestrian routes not adjacent to roads

There will be two styles of route. First, those that are hard surfaced and lit and which will, for the most part, be adjacent to traffic routes. These routes will generally be the ones used for commuting and travelling to other facilities such as the town centre. Secondly, there will be less formal leisure routes that may vary from simple unsurfaced footpaths to sensitively surfaced routes suitable for cyclists and pedestrians. These routes can link to existing leisure routes in the area, such as the Stort Valley navigation and Harcamlow Way, as well as a myriad of designated footpaths close to the site.

EXTERNAL LINKS

Walking and cycling are the most sustainable modes of transport and are particularly suited to shorter journeys within urban environments. Guidance suggests that walking and cycling can replace shorter car trips of under two kilometres in respect of walking and under eight kilometres for cycling.

The aim is to create suitable pedestrian and cycle linkages between the Gilston Area and key facilities within the appropriate travel distances. These links will primarily be to the urban area of Harlow although links to villages in East Herts are also relevant.

The principles of the proposed walking and cycling strategy are shown indicatively on the adjacent page and described below:

- The primary pedestrian and cycle link between the site and Harlow is envisaged to be across the Eastwick Crossing of the Stort Valley. Initially, the footway on the east side of the existing crossing will be upgraded. This will allow access to the rail station (existing access and potential new access) and to the town centre.
- At the northern end of this crossing (at the main site entrance) a signalised junction is envisaged to be provided which will provide good quality pedestrian and cycle crossing points. At the southern end the improvements to the Burnt Mill junction recently undertaken by Essex County Council incorporate pedestrian and cycle crossings.
- Continuing south Allende Avenue has a segregated cycleway that provides access to the town centre.

- The proposed new Central Stort Crossing (adjacent to the Eastwick Crossing) will incorporate a combined footway/cycleway providing further links across the valley. This will form part of a sustainable transport corridor which will link the Gilston Area to possible development to the south of the town, within Epping Forest District, via the town centre
- A second crossing of the Stort Valley will be provided, which would also incorporate a combined footway/cycleway. This will allow direct connections, particularly for cyclists, between the site and employment areas including Temple Fields and the Enterprise Zone.
- Two further, informal, crossings are envisaged to be provided. To the west of the Eastwick Crossing there is a footpath route from Pardon Mill which potentially links to Eastwick although there is currently no crossing of the A414. With a potential increase in useage due to the development (particularly people wishing to access the River Stort) it is considered that an informal crossing should be provided.
- To the east of the existing Eastwick Crossing, there are existing footbridges over the railway and River Stort. This route then passes through Terlings Park (developed for residential development) and would then link with Eastwick Road before passing into the development.
- As noted under the Rail Strategy, it is proposed to pursue with Network Rail and the Train Operating Company the possibility

of providing a new northern entrance to the station which will be suitable for pedestrians and cyclists. The walking and cycling distances and times to the rail station are shown below.

The distances between the proposed Gilston Area and key destinations in Harlow are as shown in the table on the adjacent page.

As can be seen, the key facilities within Harlow are within approximately 5km of Village 1 and 8km of Village 4. Importantly, all the routes between the Gilston Area and the key destinations listed above are anticipated to be on routes segregated from traffic (although there are some road crossings).

The Principal Landowners and the Council will discuss with the relevant authorities other ways in which cycling can be encouraged. One option is introduction of a cycle hire scheme. There are a number of such schemes in operation. There could be a series of docking stations within the Gilston Area and at the station, town centre, hospital etc. It should be noted that the Train Operating Company, Abellio Greater Anglia, have recently introduced a cycle hire scheme at the station allowing those arriving by train to use a bicycle in the local area.

Furthermore, the proposed cycle route enhancements will increase the desirability of cycling in East Hertfordshire, potentially increasing the cycle mode share for a variety of journeys and



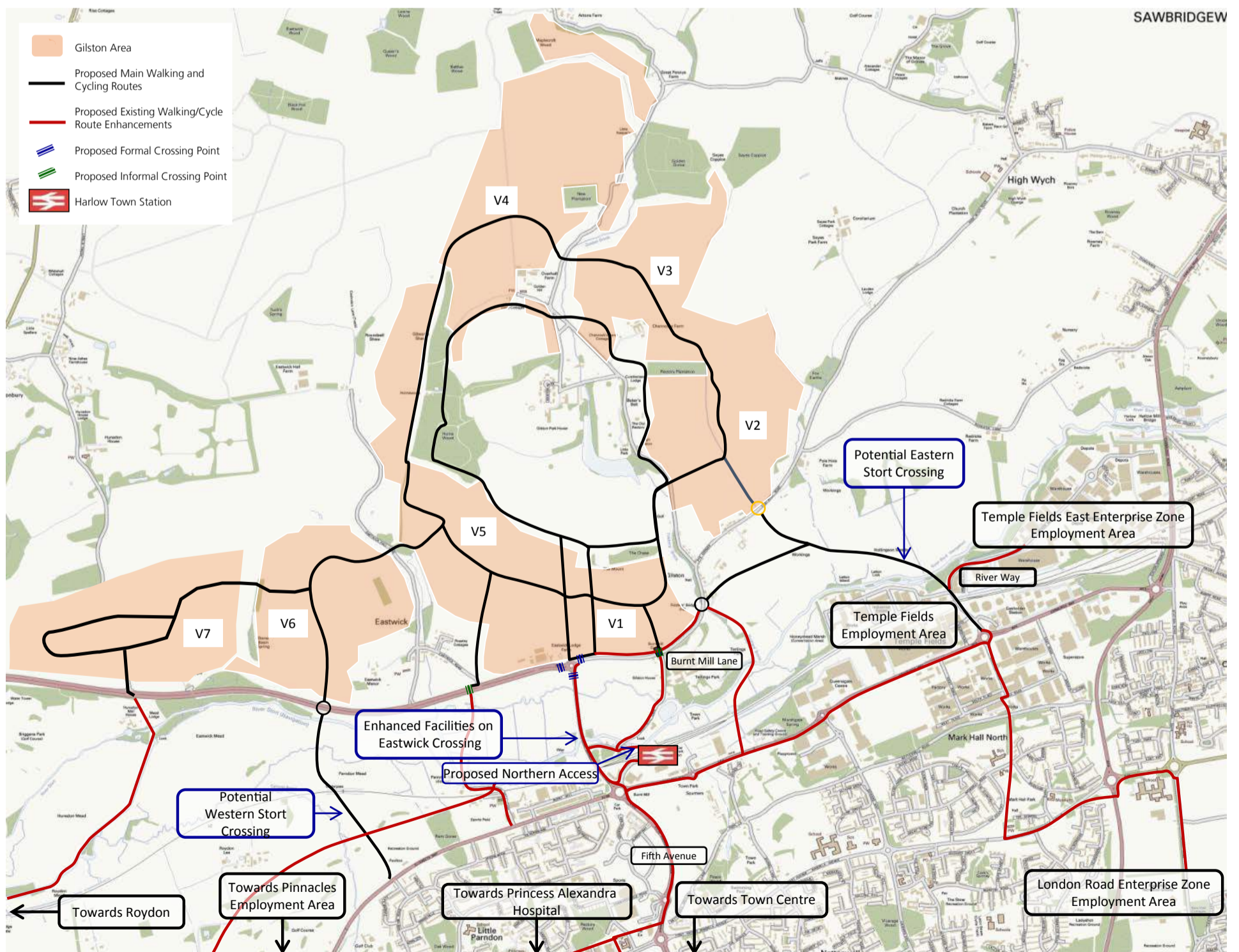
Indicative Pedestrian and Cycle Routes based on the Illustrative Concept Masterplan



Next Bike Cycle Hire Scheme

Location	Distance from Village 1	Distance from Village 4
Harlow Town Station (North Access)	1.3km	3.9km
Harlow Town Station (South Access)	1.5km	4.1km
Harlow Town Centre	2.5km	5.1km
Princess Alexandra Hospital	2.8km	5.4km
Pinnacles Employment Area	3.8km	6.4km
Templefields Employment Area	2.6km	5.2km
Templefields East Enterprise Zone	2.7km	5.3km
London Road Enterprise Zone	5.2km	7.8km

Distances to Key Locations in Harlow



Indicative Pedestrian and Cycle Strategy based on the Illustrative Concept Masterplan

BUS STRATEGY

A development of 10,000 residential units within the Gilston Area provides the critical mass of development to deliver an extensive enhancement of existing bus services. The patronage generated by the development would also enhance the viability and quality of existing services in Harlow and East Hertfordshire thus bringing benefits to the existing local community. Through working in partnership with the highway authorities and local bus operators and by engaging local communities, the development will facilitate attractive and viable bus routes.

Bus services will be delivered in a phased manner responding to increasing demand. The principal landowners will aim for services to be provided early in the life of the development in order to encourage establishment of sustainable habits. The aim has been to provide services that serve the key origins/destinations within Harlow ie:

- Rail Station
- Town Centre
- The Princess Alexandra Hospital
- Templefields Employment Area
- Pinnacles Employment Area
- Enterprise Zone

A number of the bus services in Harlow currently terminate at the rail station. This is convenient since it allows these services to be extended into Gilston Area with no loss of service to existing customers.

However, there is not a particularly good service at present to the employment areas at Templefields and Pinnacles and therefore it is suggested that new services may be provided that will link to these areas.

The details of the services to be provided are yet to be confirmed since it is not feasible to fix services some years ahead of when they will be provided. However, an illustration of potential services is shown on the adjacent page and these have been discussed with the main bus operator in Harlow.

The plan below shows the potential bus routes and 5 minute walking catchment.

In addition, it may be feasible to divert some services serving Much Hadham, Hunsdon, Widford, Bishop's Stortford, Hertford and Sawbridgeworth through the site, increasing connectivity between communities across East Hertfordshire.

BUS PRIORITY MEASURES

There may be the potential to introduce bus priority measures as follows, subject to further discussion with the transport authorities:

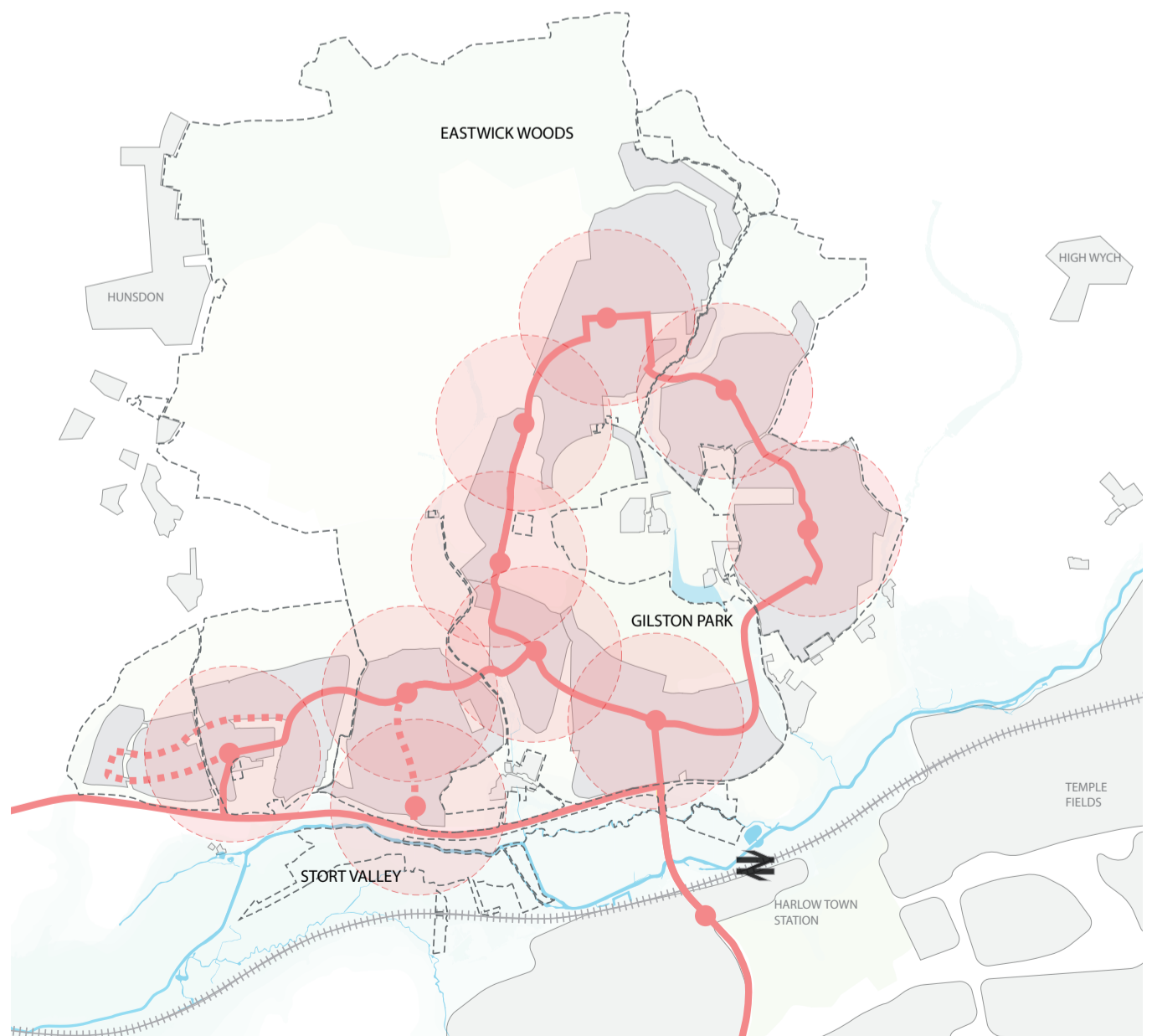
New Central (Eastwick) Stort Crossing: Initially this route may be open to all traffic but bus priority may be introduced through lengths of bus lane etc. Once the second Stort Crossing is open, there is the potential for the new Eastwick crossing to provide more significant priority for buses (eg one lane in each direction dedicated to bus movements);

Burnt Mill and Eastwick Junctions: Priority could be provided to buses at the traffic signals; and

Bus Lanes on A1019 Allende Avenue: Additional sections of northbound and southbound bus lanes could be implemented, possibly including some road widening.

ENHANCING SERVICES

There are a number of ways in which bus services in the area, including in the Gilston Area can be enhanced.

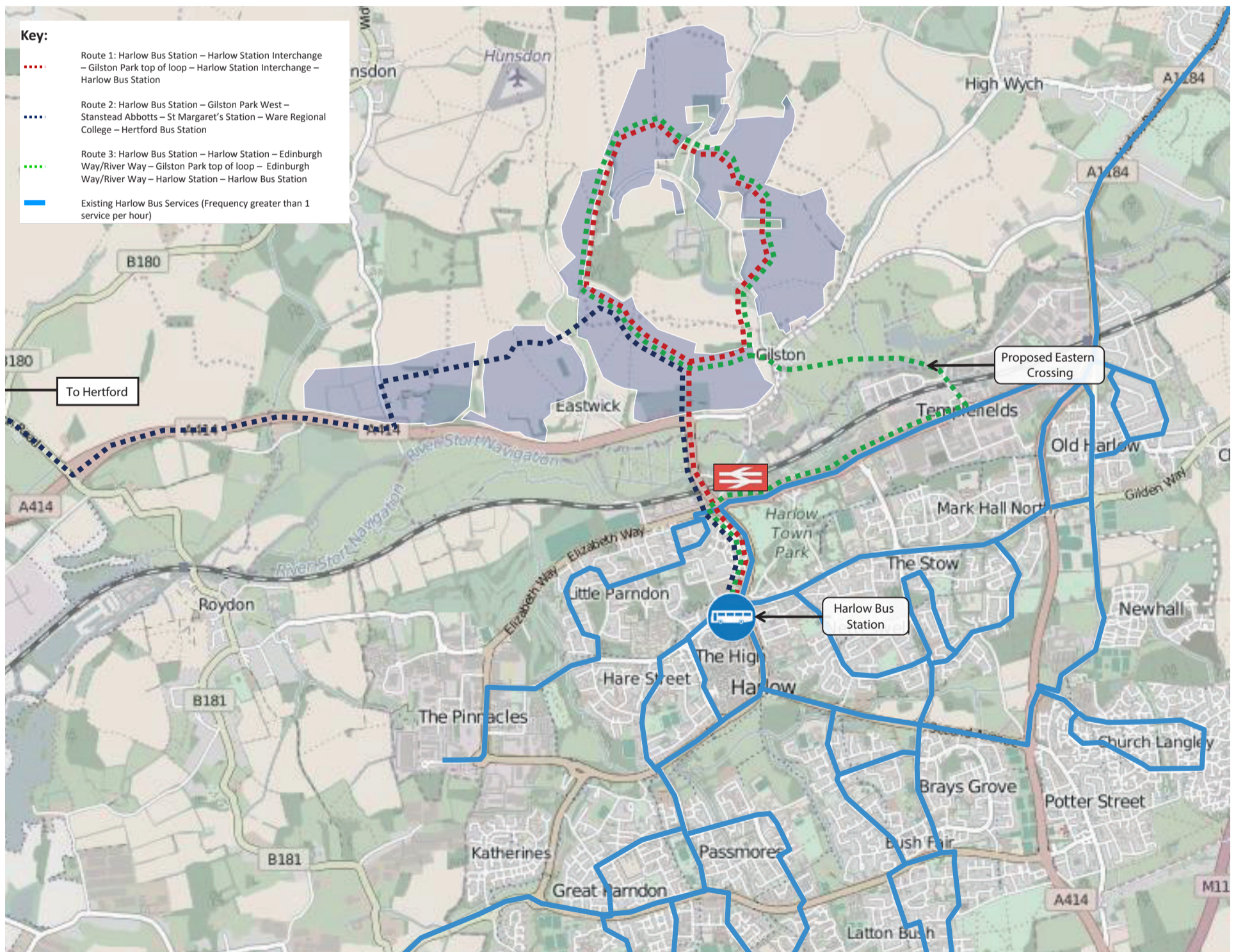


Indicative Additional Bus Routes based on the Illustrative Concept Masterplan

One way is through a Quality Bus partnerships (QBP). This is where the operator and highway authority work in partnership to provide infrastructure improvements (highway authority) and service improvements (operator). Initial discussions have been held with Essex CC, Hertfordshire CC and one of the local bus operators over forming a QBP for delivery of improved services.

The Principal Landowners are committed to working with the other stakeholders in the QBP to deliver this enhanced level of service. This will not be a short term input but rather a long term relationship to assist in creating a step change in bus services in surrounding communities.

A second way is through the introduction of Bus Rapid Transit which involves the provision of a bus service that is faster than traditional services, usually through segregated bus infrastructure (including sections of bus only road) and bus priority measures. The aim is to create an intermediate mode that is of higher quality than conventional bus but more flexible than trams or light rail. As the Gilston Area is developed over time the bus partnerships described above will investigate the possibility of introducing a Bus Rapid Transit System.



Indicative Bus Service Provision based on the Illustrative Concept Masterplan

RAIL STRATEGY

Harlow Rail station provides an excellent rail service with fast Stansted Express Trains between Stansted Airport and Liverpool Street (stopping at Bishop Stortford, Harlow and Tottenham Hale only) and a slower stopping service. Trains from Harlow go to Cambridge as well as Stansted.

In 2018 Crossrail services will commence through Liverpool Street which will further enhance the connectivity of the Gilston Area to areas within London. Strategic rail services are shown on the adjacent page with the relationship between the rail line and the Gilston Area shown below.

Rail services in the region are operated by the Train Operating Company (TOC) which is currently Abellio Greater Anglia. Infrastructure is maintained and upgraded by Network Rail. The Principal Landowners have met with both in developing the rail strategy.

There is generally sufficient capacity to cater for existing rail passenger demand from and to Harlow Town Station.

Provision of additional rail capacity to cater for planned growth in the region is the responsibility of the rail industry, ie, DfT, Network Rail and the TOC. In planning for growth the stakeholders consult with local authorities in the region and take into account growth to be included in Local Plans. Therefore, the planned housing and jobs growth in East Herts and Harlow is factored into future rail plans.

Capacity enhancements can be achieved through improvements in trains and infrastructure. In relation to trains this will be by increasing the number of 12 car trains on the line. In relation to infrastructure the highest priority improvement is four tracking between Tottenham Hale and Broxbourne.

Provision of significant new development in the Gilston Area is likely to encourage further investment in rail services on the route north of Broxbourne.

The Principal Landowners and the Council will continue to work with the TOC and other stakeholders to ensure that train capacity continues to be enhanced in line with the growth aspirations for the area.

HARLOW TOWN STATION

Harlow Town station has been subject to some improvements in the recent past with enhanced passenger waiting facilities introduced on the bridge deck over the tracks. The TOC do not anticipate any capacity issues at the station due to additional passengers from the Gilston Area.

A bike hire scheme has also recently been introduced allowing rail passengers to hire a bike at the station.

As indicated earlier in this report, initial proposals have been developed for a northern station access from Burnt Mill Lane/Burnt Mill Close which would be used by pedestrians, cyclists and possibly a shuttle bus. The TOC and Network Rail have indicated in-principle support for this proposal subject to further discussions on how additional revenue will cover the operating cost of additional barriers.

The new station entrance could be created by extending the existing bridge over the tracks to land between the tracks and the river. It would reduce travel distances from areas to the north of Harlow including the Gilston Area. For example, the distance from Village 1 to the station would be approximately 1.3km, an approximately 15 – 20 minute walk. This is not an unusual walk distance to fast and frequent rail service.

Travel Planning and Management

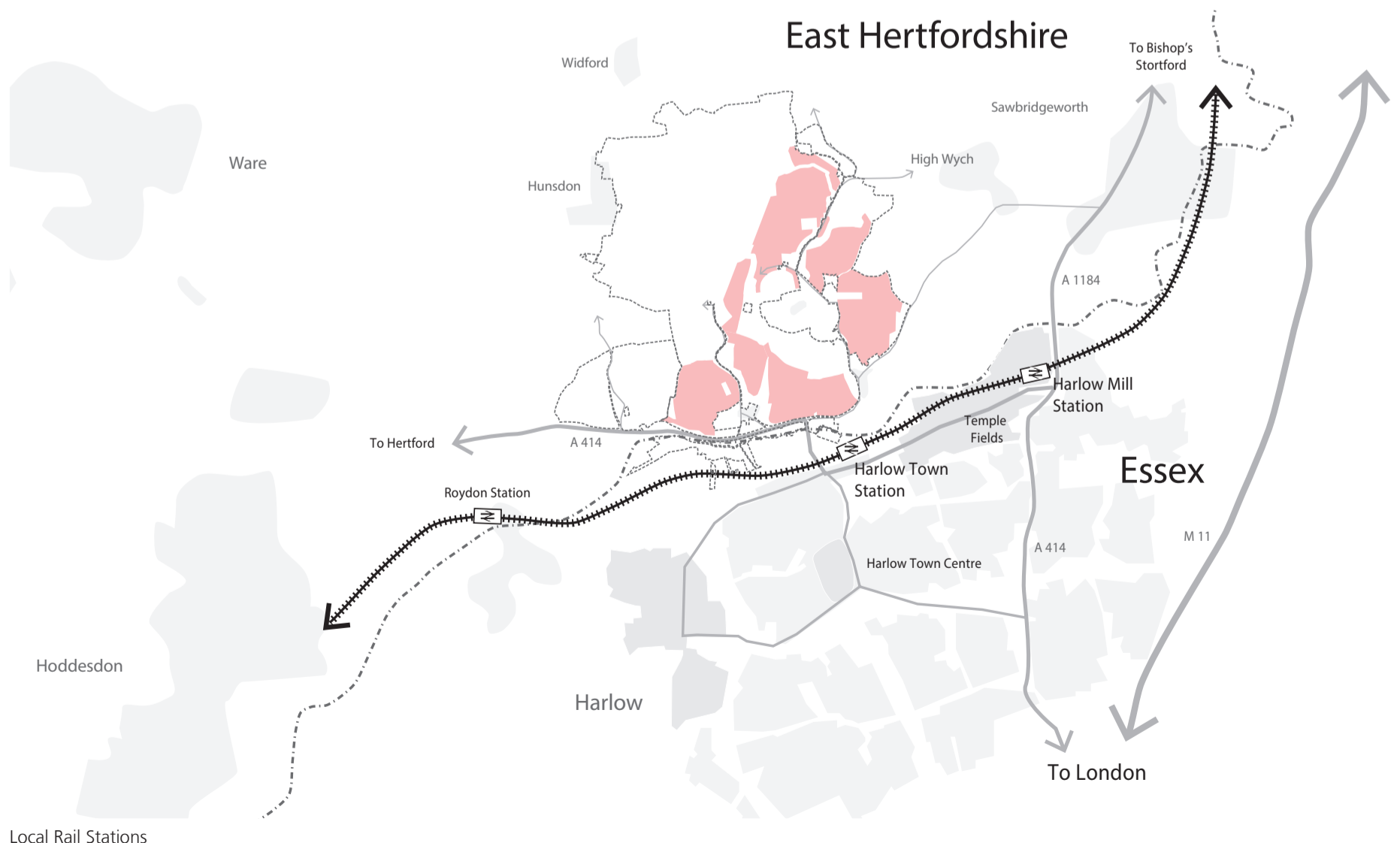
Research undertaken for the DfT's Sustainable Travel Towns (STTs) project has demonstrated that a town-wide approach can reduce traffic levels by 7 to 10%. However, these results are for existing towns. In the context of the Gilston Area, and the wider Harlow area, the aim is to reduce traffic levels by a higher percentage. This is because a new community created at the Gilston Area would be capable of instilling the right culture and attitudes from the start and it is hoped this will positively influence the surrounding areas.

Therefore the Principal Landowners will seek to establish a Transport Review Group (TRG) whose role will be:

- Monitor the performance of the Travel Plan
- Engage with the local community and stakeholders
- Introduce additional sustainable travel measures where appropriate;
- To address any unforeseen impacts of the development;
- To monitor and manage the performance of the highway network.

There are a number of innovative measures emerging in both the UK and overseas that could be introduced in the Gilston Area as development proceeds. These include:

- Local hubs where people interchange between modes (eg bus to cycle);
- Community Delivery hubs where goods are delivered and then the journey completed in a sustainable way (eg electric vehicles);
- Electric bike hire





Strategic Rail Routes

HIGHWAY IMPROVEMENT STRATEGY

The Principal Landowners and the Council have liaised closely with the transport authorities (Essex and Hertfordshire County Council's Highways England), in order to identify the local and strategic highway mitigation measures that may be required to facilitate delivery of the Gilston Area, along with development in the wider Harlow area.

It is recognised that links between the urban area of Harlow and land to the north of the Stort Valley are critical to the successful development of the Gilston Area as well as meeting the growth requirements of the wider Harlow area as a whole.

Strategic Links

The key strategic links for the Gilston Area and the growth of the wider Harlow area continue to be discussed with the highway authorities. Potential Stort Crossings are shown below.

Central Stort Crossing:

Adjacent to the existing Eastwick crossing this will enhance capacity for private traffic, buses, cyclists and pedestrians. The location and design build on preliminary work undertaken by Essex County Council.

Second Stort Crossing:

VISUM modelling has demonstrated that an additional crossing of the River Stort is likely to be required within the plan period in order to facilitate growth, both within the Gilston Area, but also within the wider Harlow area. Whilst the crossing is likely to be needed whether the Gilston Area development proceeds or not, the development will assist with the delivery of the scheme.

There are two options for the crossing. To the east or west of the Eastwick crossing. Following engagement with Essex County Council, the east route is preferred but the west route offers a feasible alternative.

The eastern route utilises the existing rail crossing on River Way before passing over previous mineral extraction works and terminating at Eastwick Road, at the location of the eastern access into the site. The route would be on structure over the floodplain. In addition a "bypass" to Pye Corner will be provided. This will pass from the location of the access to Terlings Park to join with the proposed Eastern Crossing. This will allow the section of Eastwick Road between the western end of the Pye Corner bypass and the eastern site access to be closed to through traffic thus enhancing conditions for the existing community.

The potential Western Crossing commences at the proposed Village 6 site access and passes south over the existing floodplain and railway on structure before joining to the A1169 (Elizabeth Way) at a roundabout.

M11 Junction 7a:

Essex County Council have been progressing with studies into a new Junction 7a on the M11 to the north east of Harlow, close to Gilden Way. This is linked to the regeneration of Harlow and is the top priority highway scheme within Essex. Public consultation took place in early 2014 and 2016. Both the Principal Landowners and the Council support the provision of Junction 7a in order to facilitate growth in the wider area, and to support the regeneration of Harlow.

Local Improvements in Harlow

There are a series of other highway improvements that are being promoted in Harlow by Essex County Council. These focus on the A414 corridor and Allende Avenue/Velizy Avenue towards the town centre. The improvements could enhance bus priority as well as traffic capacity.

Improvements in Hertfordshire

One of the advantages of the location of the proposed development is that the majority of the generated traffic is anticipated to use the A414 and routes through Harlow Town. Therefore, the impact on the existing highway network in East Hertfordshire is minimised. The primary effect is likely to be additional trips generated to/from Bishop Stortford on the A1184 and additional trips to the west of the Gilston Area on the A414.

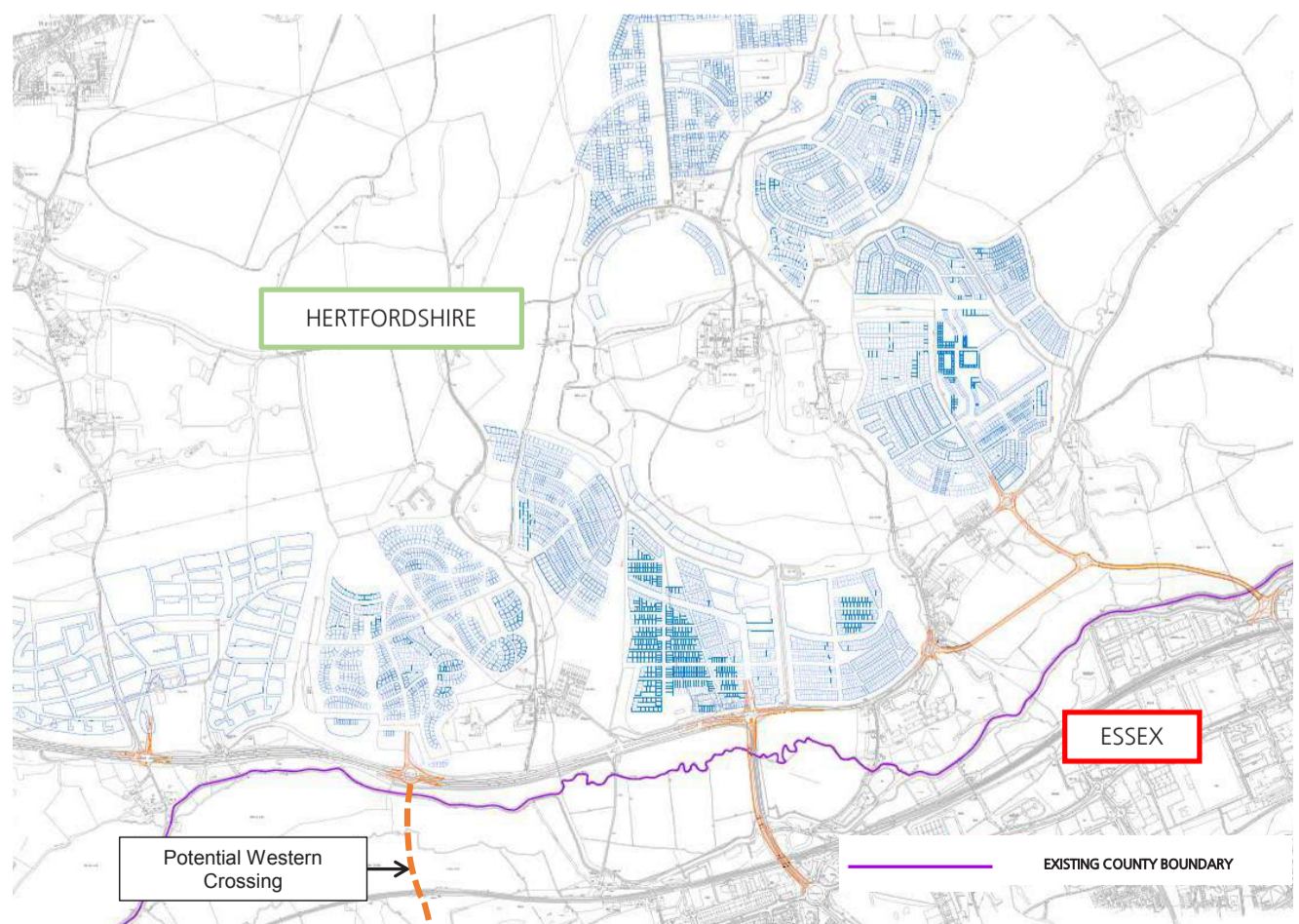
Signalisation of the West Road/Station Rd/A1184 junction in Sawbridgeworth is likely to be required as a result of proposed growth in Sawbridgeworth as identified within the District Plan, and upgrades to the High Wych Rd/A1184 junction may also be required as a result of the same growth. Consideration will be given to both of these locations, particularly the High Wych Road junction, in order to minimise the potential effects of through traffic. Other traffic management measures will also be considered along High Wych Road to minimise the effects of changes in traffic flow. The Amwell junction on the A414 will also need to be considered

Elsewhere on the network, only local traffic is anticipated to pass through locations such as Widford and Hunsdon since these communities are not on a route to any major origins/destinations to the north. Furthermore, the B180 and B1004 will not be attractive routes to access the development as they are minor roads with longer journey times than the primary routes. In addition, the links between the development and these roads will be designed to be only for local access.

Funding of Highway Improvements

The highway improvements identified above are to facilitate growth in the Harlow and East Herts area. A number of sources are available to fund the highway improvements including the Growth Fund, Enterprise Zone and Road Investment Strategy. The Principal Landowners will assist with the funding of the works to the extent that is appropriate based on current legislation and guidance.

The Principal Landowners and the Council are continuing to work with the transport authorities to further develop the detail of the highway improvement strategy and in particular the phasing.



Indicative Stort Crossings Plan

SUMMARY

A summary of the transport strategy is shown below and comprises:

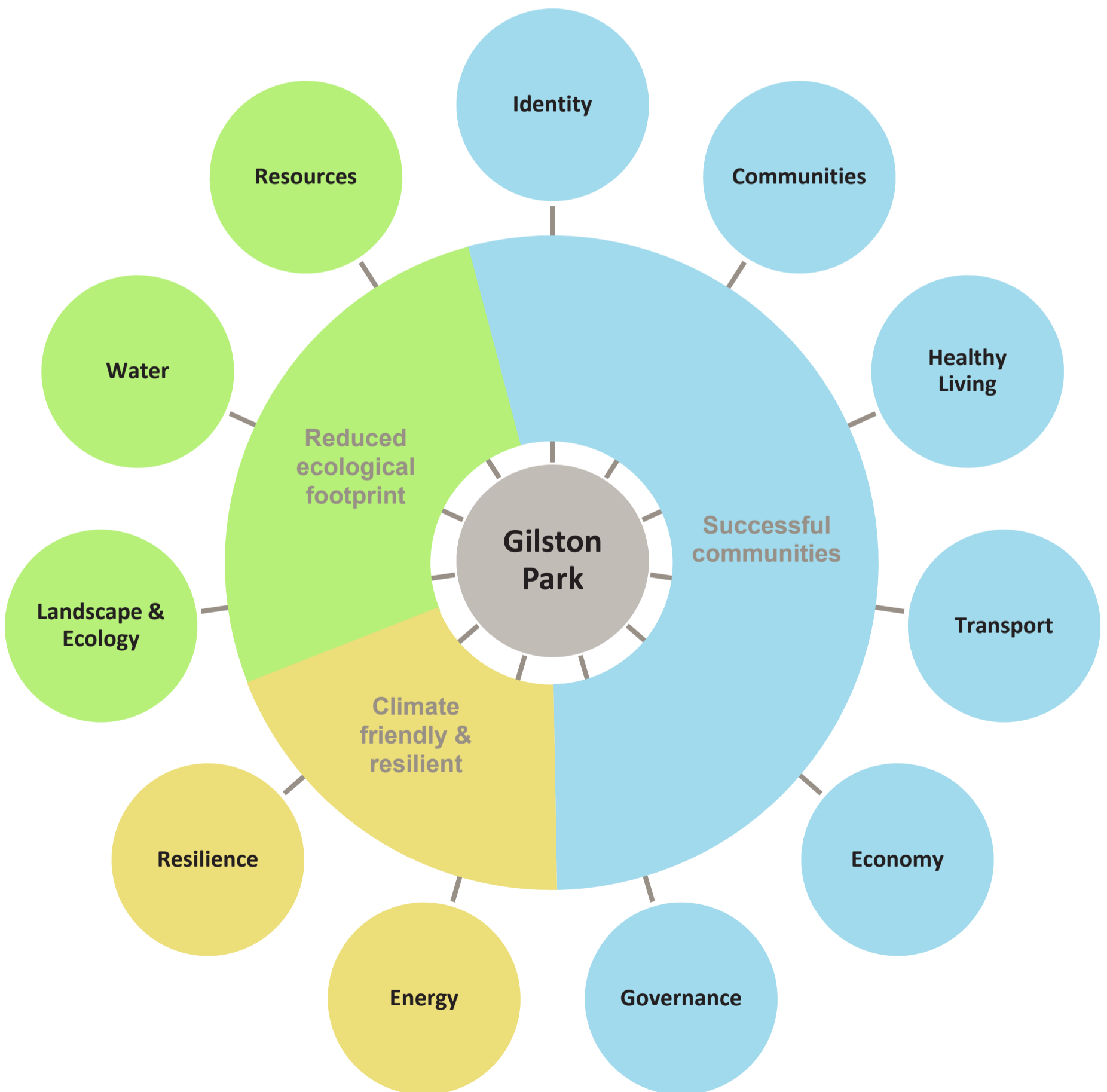
- A walking and cycling orientated development with strong links across the River Stort to Harlow;
- A comprehensive bus strategy that builds on the existing bus routes in the town and East Herts;
- Good links to the nearby Harlow Town rail station which provides access to services to London, Cambridge and Stansted airport;
- A targeted highway improvement strategy including new links across the Stort valley.
- Comprehensive provision and funding of all on-site infrastructure, as well as substantial funding toward off-site infrastructure (some of which serves the wider Greater Harlow Area).



F. Sustainability Framework

INTRODUCTION

The Gilston Area development is underpinned by a strong sustainability agenda. In developing the scheme, sustainability has not been considered as a separate discipline, rather an ideology and approach that has remained at the forefront across all levels of the design and decision making.





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SUCCESSFUL COMMUNITIES

QUALITY OF LIFE FOR GENERATIONS TO COME

The Gilston Area has been designed to create a strong sense of community from the outset. This will be achieved through the delivery of key social infrastructure such as schools, pubs, leisure and community facilities and through the creation of spaces that will encourage interaction and a sense of ownership including allotments and community gardens.

The scheme will be designed to promote healthy active lifestyles. Shops, schools and local amenities, will be within easy walking distance of homes, in keeping with the original principles of Garden Cities.

Sports facilities are integral to the Gilston Area and play areas will be designed to be overlooked, to create a greater sense of security and confidence for outdoor activities. The integration of well-designed pedestrian and cycle routes and convenient cycle storage in homes will encourage cycling for both local commuting and leisure. Allotments will provide opportunities for local healthy food production, and orchard squares may provide opportunities for fresh fruit.

Homes will be designed: to have ample daylight while avoiding overheating; to control and reduce nuisance noise; and with materials selected to reduce indoor pollutants.

IDENTITY

New places shaped by the landscape, with distinct and varied character, firmly rooted in the local heritage, and respectful of the integrity and setting of historic sites and neighbouring settlements

▶ PRINCIPLES

- Green buffer zones to create a defined boundary;
- New locally important landmark buildings and spaces;
- Preserve and integrate historic sites, routes and tree lines;
- Preserve important views, e.g. from Eastwick, Gilston Park and the Stort Valley

▶ FURTHER INFORMATION

- Vision and Development Objectives
 - Place-making Framework
-

COMMUNITIES

A strong sense of community from the outset

▶ PRINCIPLES

- Connected neighbourhoods
- A full mix of housing typologies and tenures
- Inclusive spaces
- Streets designed as spaces
- Social infrastructure

▶ FURTHER INFORMATION

- Place-making Framework
-

HEALTHY LIVING

Neighbourhood design that supports health and wellbeing and improved health outcomes

▶ PRINCIPLES

- Integrate health infrastructure and services
- Design healthy homes, and safe streets and community areas
- Deliver places that are economically active, sociable, environmentally sustainable, well designed, accessible and active, and inclusive
- Promote healthy, active lifestyles

▶ FURTHER INFORMATION

- Land Use
- Place-making Framework



TRANSPORT

A sustainable network for transport and movement providing easy access for all in the community to work, leisure, amenities, and open & green space

▶ PRINCIPLES

- Capitalise on good regional rail and road connections
- Respond to future transport planning for Harlow and East Herts
- Locate key local facilities to create walkable neighbourhoods
- Create the conditions for walking and cycling to be the preferred choice for shorter journeys

▶ FURTHER INFORMATION

- Transport

ECONOMY

Stimulate economic growth and regeneration in the local economy, including Harlow

▶ PRINCIPLES

- Capitalise on location along key London – Cambridge – Peterborough economic corridor
- Provide job opportunities including apprenticeships and support for local supply chains
- Support the Harlow Enterprise zones
- Provide opportunities for people to work and live locally

▶ FURTHER INFORMATION

- Land Use
- Place-making Framework



GOVERNANCE

A strategy for committed, long term governance securing a lasting legacy of park-wide green infrastructure, village community amenities and open spaces, and everyday communal facilities

▶ PRINCIPLES

- Establish a governance strategy ensuring effective long-term management of park-wide green infrastructure, village community facilities, and on-plot common areas
- Secure investment from house builders and landlords for sustainable funding of management and place-making in perpetuity
- Put residents at the heart of decision-making

▶ FURTHER INFORMATION

- Place-making Framework



CLIMATE FRIENDLY AND RESILIENT

A DEVELOPMENT THAT IS ADAPTABLE AND RESILIENT TO A CHANGING CLIMATE

All homes will achieve reductions in regulated on-site carbon emissions (relative to Building Regulations Part L) through highly efficient fabric and services specifications and potential renewable technologies, in addition to passive layout and design including optimising southerly façade and roof orientation, fixed solar control measures, window design for controlled and secure natural ventilation.

The design of SUDS will address the particular site constraints including a relatively steep gradient and the locations of the Stort River and the tributaries that cross the site. An integrated green infrastructure strategy will ensure SUDS features, such as swales and holding ponds, are coordinated with the strategies for the landscape and enhanced biodiversity, for instance creating wetland habitats or water features. The SUDS will provide flood attenuation and will maximise infiltration of runoff into the ground before it is discharged to watercourses.

All development parcels have been designed to be outside the 1 in 1000 flood event. Proposed bridge crossings over the River Stort between Harlow and the A414 will have piers and abutments within flood zone 3 and the effects of these will be compensated for.



ENERGY STRATEGY

A flexible approach focused on delivering energy efficient, low carbon homes.

PRINCIPLES

- Percentage reductions in regulated carbon emissions relative to prevailing Part L (Conservation of fuel and power) of the Building Regulations
- Highly efficient building fabric and fixed services
- Potential use of renewable or low-carbon technologies such as photovoltaics, solar water heating or heat pumps
- Deliver low carbon homes that also keep energy bills low for householders and small businesses



RESILIENCE TO CLIMATE CHANGE

Greater resilience to the future impacts of climate change

PRINCIPLES

- Multifunction SUDS contributing to landscape and ecology, run-off attenuation and improved water quality
- Flood resistant and resilient development with protection measures that address projected increases in rainfall
- Extensive integration of trees and green infrastructure to provide shade in hotter summers and reduce the 'urban heat island' effect
- Passive design approach to limit risk of overheating through appropriate window design and shading strategies

FURTHER INFORMATION

- Green infrastructure



REDUCED ECOLOGICAL FOOTPRINT

The Gilston Area is sensitive to the existing landscape features, protecting and enhancing a diverse range of habitats including riparian habitats around the River Stort and its tributaries, parkland and woodland. Valuable habitats including ancient woodland and hedgerows will be protected and enhanced. The integrated network of green spaces, community gardens, and family parks will provide ecological corridors for migration and assist the ecological colonisation of habitat.

A range of measures will promote more efficient use of resources and avoidance of waste. This will include: a comprehensive site waste management plan; the provision of convenient recycled storage facilities in homes; provision of composting facilities within homes and schools, potentially linked to use within allotments and community gardens; and potential reuse of soils during construction to minimise importing or exporting of soils from the site.





LANDSCAPE & ECOLOGY

A landscape vision with attractive habitats for nature as well as publically accessible open and green spaces for people.

▶ PRINCIPLES

- Protection of existing ecological features (where possible) and future management to promote biodiversity
- Extensive integration of trees and green infrastructure to provide shade in hotter summers and reduce the 'urban heat island' effect

▶ FURTHER INFORMATION

- Green infrastructure



WATER

Homes and buildings that play their part in reducing average household water consumption.

▶ PRINCIPLES

- Homes designed to reduce water use through water efficient showers, baths, taps, and white goods
- Water butts for rainwater collection for irrigation which form part of the SuDS management, collecting surface water run-off at source. These can be provided to assist with rainwater harvesting for new dwellings within the proposed development.



RESOURCES

Contributing to the development of the 'circular economy'.

▶ PRINCIPLES

- Optimise resource use in design and construction
- Minimise waste and maximise recycling during construction
- Enable good ongoing waste management and high recycling rates



Illustrative Concept Masterplan



Introduction

Context

Vision & Objectives

Baseline Summary

Spatial Framework

Delivery & Implementation

Next Steps



Delivery & Implementation

6

Summarises the principles that will inform the delivery of the development, including the Site Allocation status of the site, phasing and implementation

DELIVERY & IMPLEMENTATION

CONTEXT

The Gilston Area was identified within the Preferred Options draft of the emerging District Plan (February 2014) as a Broad Location for a strategic scale mixed use development of between 5,000 and 10,000 homes. It was recognised that the Gilston Area represented a sustainable location to accommodate development that will assist meeting local housing needs, whilst also contributing to the economic regeneration of Harlow.

Since that point additional technical evidence has been prepared and following further collaborative working the Gilston Area is to be identified as a Site Allocation for 10,000 homes within the Publication version of the District Plan.

The adjacent plan provides an indication of the spatial extent of the Gilston Area that will inform the Site Allocation. Within this area the key diagram in the District Plan is likely to confirm that the built form of the 7 villages is to be located south and east of the existing pylon corridor, leaving the area north and west of the corridor to be retained and improved as green space, woodland and agricultural land, which may include some small scale buildings and structures such as car park facilities, facilities associated with recreation uses, etc. Furthermore, as indicated in Chapter 5 of the document there are areas within that covered by the key diagram allocation that will not be subject to development such as immediately around Eastwick and Gilston village, Gilston House, etc.

PROGRAMMING AND BUILD OUT RATES

The scale of the Gilston Area development is such that the 10,000 homes are expected to be delivered during this plan period and beyond. In light of the significant role the Gilston Area will play in contributing to meet the acute housing need within the housing market area as well as assisting to deliver economic regeneration within Harlow, it is important that development commence as swiftly as possible. Precise details of the anticipated programme and delivery will be discussed in more detail as the project advances to the next stage of detailed design.

Overall, the Gilston Area will make an early and continued contribution to the delivery of homes of varying types and tenures that will significantly assist address local housing needs.

PHASING

The preparation of the Principal Landowners Concept Masterplan is founded on an extensive technical evidence base, as listed at Appendix 1, and early and effective engagement with various key stakeholders including East Herts, HDC, HCC, ECC, Historic England, Highways England, Environment Agency, etc. Through this process it has been possible to identify the indicative phasing of the villages, and the critical infrastructure necessary to support the development of the Gilston Area. A copy of the illustrative phasing plans are provided at Appendix 2.

The timing for the delivery of the main physical or social infrastructure items will be identified through specific development triggers linked to a certain quantum of development or specific event. These development triggers cannot be precisely identified until detailed testing is undertaken as part of the planning application process. However, based on the work undertaken to date the high level delivery principles for the main infrastructure items are set out on the Illustrative Phasing Plans at Appendix 2.

The infrastructure delivery principles provide an indication of the delivery aspirations. The detailed timings for the delivery will be informed by the detailed technical assessments that will be undertaken at the planning application stage. Furthermore, additional work will be required to determine who should be responsible for delivering the various infrastructure items, particularly the strategic items which are to facilitate a wider growth beyond the Gilston Area, across the greater Harlow area.

LEGEND

- Site Allocation
- Parklands



Site Allocation Plan



Next Steps

Describes the anticipated next steps toward the detailed design and realisation of proposals at the Gilston Area



NEXT STEPS

This Concept Framework demonstrates that there is sufficient evidence for the Gilston Area to be allocated in the emerging District Plan. The land is both available and suitable for development which will support the growth and spatial strategy of East Herts, whilst also delivering benefits to Harlow.

This document provides the necessary evidence to demonstrate that at this stage of the development plan process there are no show stoppers which would prevent the required scale and mix of development being delivered on the site. The document also demonstrates the collaborative working that has been undertaken thus far in the process.

Notwithstanding that, there is significant further work to be done in consultation with the interested Councils, the parishes and local communities to develop the principles in this document and initial concept masterplan, to evolve them into a definitive masterplan for the Gilston Area and to realise the homes that are so urgently needed in the local area.

Moving forward the key steps in this process are likely to include the following:

DISTRICT PLAN ADOPTION

The next stage of the District Plan process is the issue of the Publication version, scheduled for November 2016. The District Plan is programmed for Submission in March 2017, and Examination in Summer 2017. This will conclude with an anticipated adoption in December 2017. The process will provide the necessary development plan certainty for the determination of any planning applications on the site. It will be necessary to develop and agree the wording of the site specific policy for the Gilston Area, ensuring it captures the key principles for the development.

PRE-APPLICATION ENGAGEMENT AND DESIGN DEVELOPMENT

As explained throughout this document there is a substantial local housing need and desire to secure the economic regeneration of Harlow. The Gilston Area can make a meaningful contribution to both by maximising the amount of development that is delivered during the plan period. The next step in the process (post completion of this Concept Framework) will be to commence initial pre-application discussions with the Councils in relation to the development of the Gilston Area masterplan and the preparation for a planning application.

STAKEHOLDER AND PUBLIC ENGAGEMENT, AND GOVERNANCE STRATEGY

The Principal Landowners are keen to build on the far-reaching consultation work undertaken to date which has actively engaged with and informed communities and stakeholders across Harlow and East Herts. The next phase of consultation work is expected to include digital and social media activity, on-the-ground events including public exhibitions and community meetings, and targeted stakeholder activity

through workshops and steering committees. The Principal Landowners are also keen to be involved in the development of governance structures, and engage with the parish councils.

FURTHER TECHNICAL ASSESSMENTS

The development of a detailed masterplan for the Gilston Area and preparation of a planning application will need to be underpinned by a further analysis of various technical matters. This will build upon the extensive work undertaken to date, and respond to the specific nature of the scheme being progressed.

PHASING

Having regard to the outcomes of the additional technical assessments consideration will need to be given to the timing and phasing of the development and its associated infrastructure. Whilst ensuring a viable and deliverable development, the phasing strategy will also need to have regard to place making principles to ensure that infrastructure is delivered so to align with the development quantum that triggers the need for it.

A strong collaborative approach between the Principal Landowners and the Council has supported the preparation of the Concept Framework. This will continue to support the next stages of the detailed masterplanning design work.



Village 3, frontage to landscape - based upon Illustrative Concept Masterplan



Appendix **8**



APPENDIX

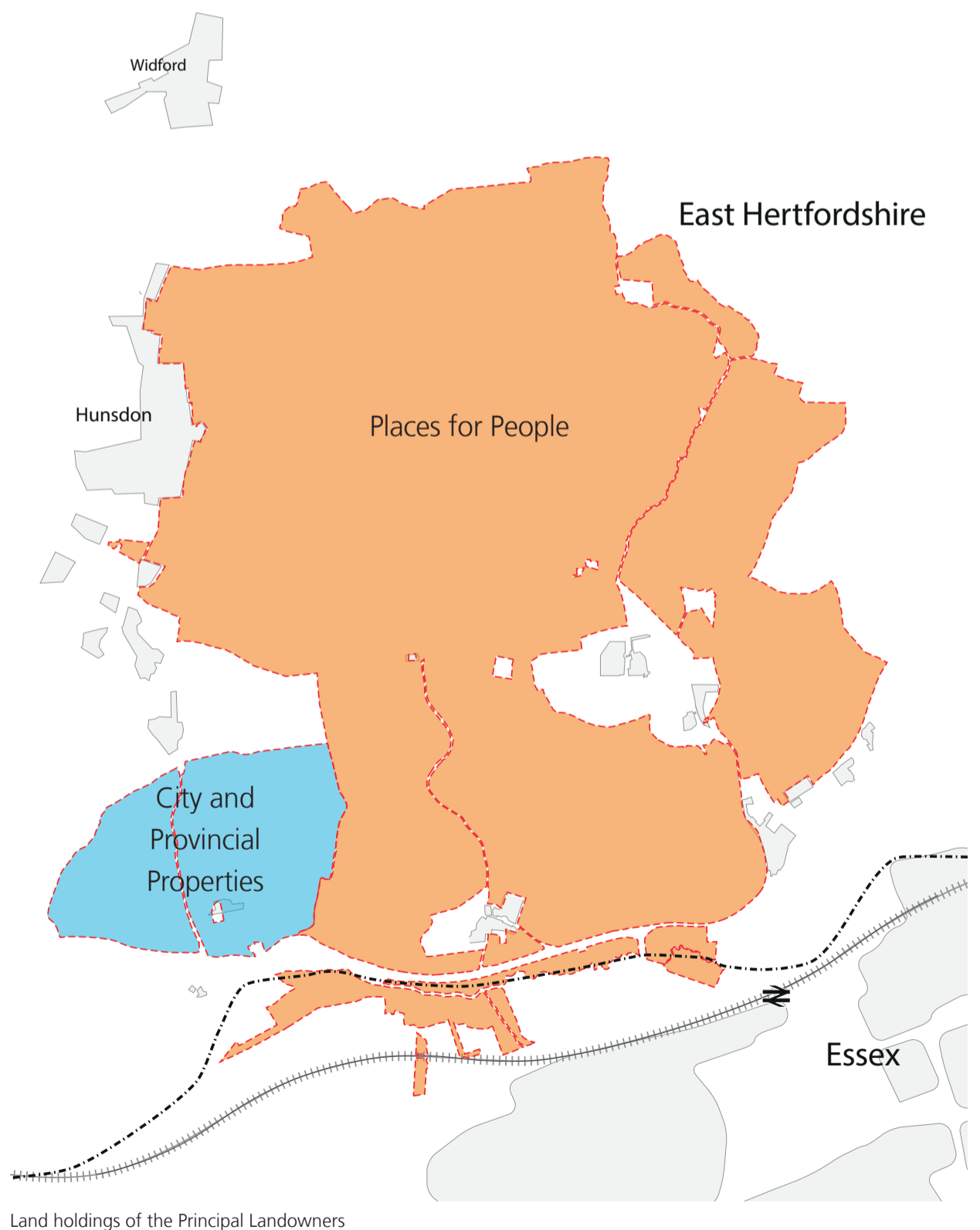
PRINCIPAL LANDOWNER EVIDENCE BASE DOCUMENTATION

Principal Landowner evidence base documentation

- Design Statement (prepared by Grimshaw and Rick Mather Architects with Figure/Ground Architects);
- Regeneration Strategy (prepared by Quod with Savills);
- Delivery Strategy (prepared by Quod with Savills);
- Green Belt Strategy (prepared by Capita with Churchman Landscape Architects);
- Landscape and Visual Appraisal (prepared by Capita with Churchman Landscape Architects);
- Transport Strategy (prepared by Vectos with Alan Baxter Associates);
- Biodiversity Strategy (prepared by EPR with CSA);
- Recreational Impacts Note (prepared by EPR);
- Landscape and Public Realm Strategy (prepared by Grant Associates);
- Flood Risk and Drainage Assessment (prepared by Aecom with Hoare Lea);
- Energy Statement (prepared by Aecom with Hoare Lea);
- Utility Strategy (prepared by Aecom with Hoare Lea);
- Minerals Evaluation (prepared by Matthews & Son);
- Sewerage Treatment & Foul Drainage Strategy (prepared by Aecom with Hoare Lea);
- Heritage and Archaeological Desk Based Assessment, and Archaeological Management Plan (prepared by LP Archaeology); and
- Governance Strategy (prepared by Quod with Savills).



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PROPERTIES PLC





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