



- 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

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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

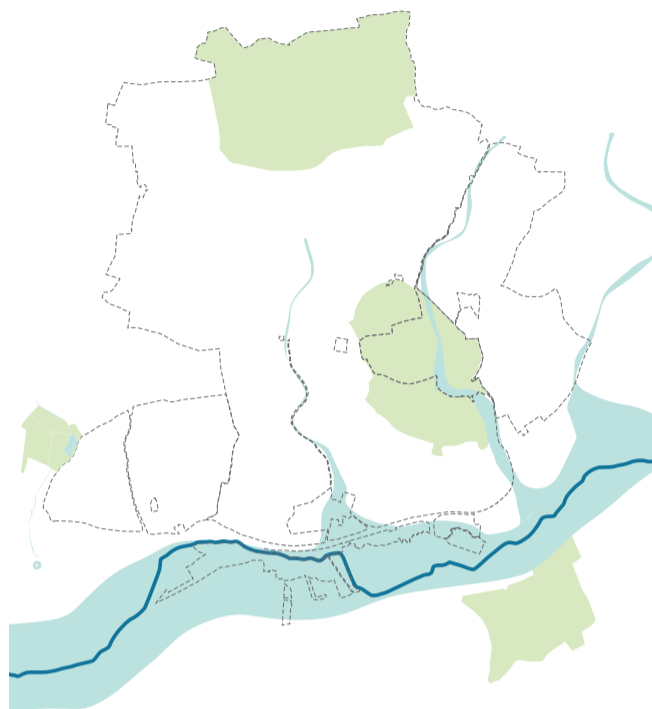
## A LANDSCAPE LED APPROACH

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.

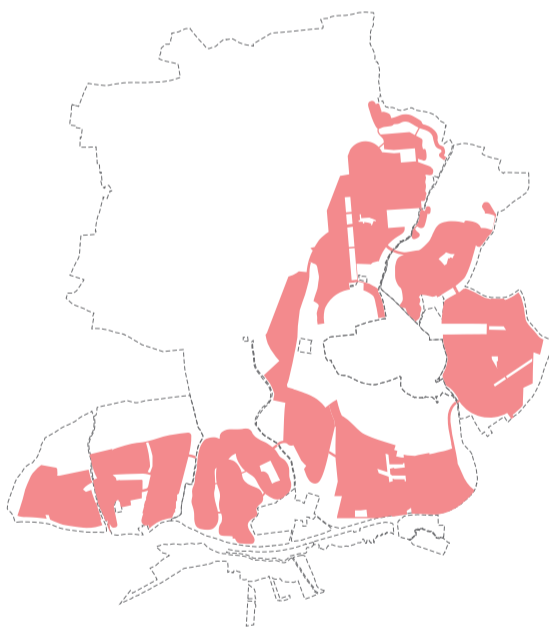
The demarcation of character areas comes naturally after understanding the site constraints. The outcome is the creation of seven typologically and topographically distinctive villages surrounding the historic Gilston Park, and the protection and enhancement of the most important existing assets on site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



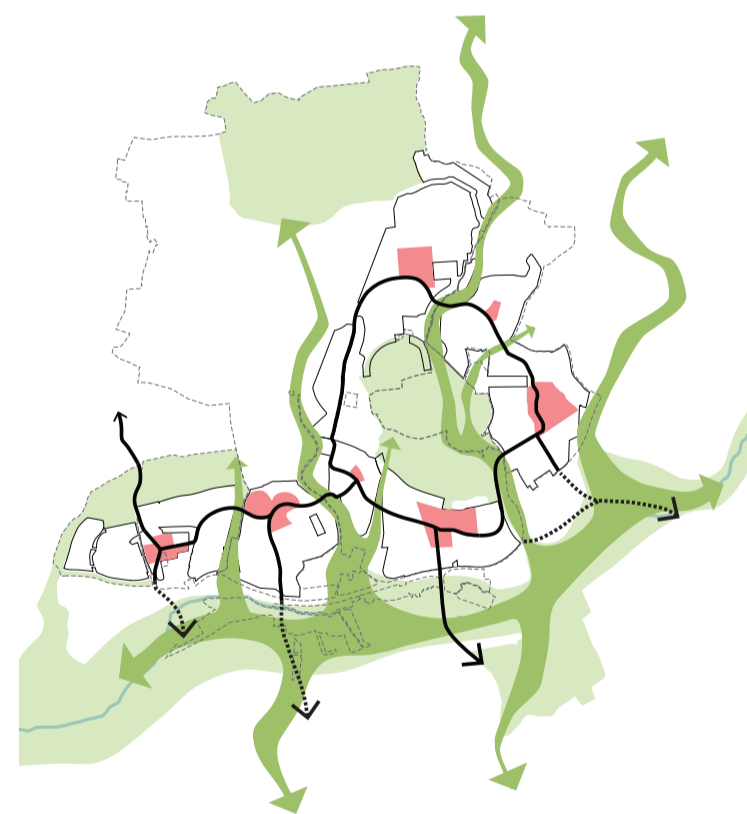
1. KEY LANDSCAPE FEATURES



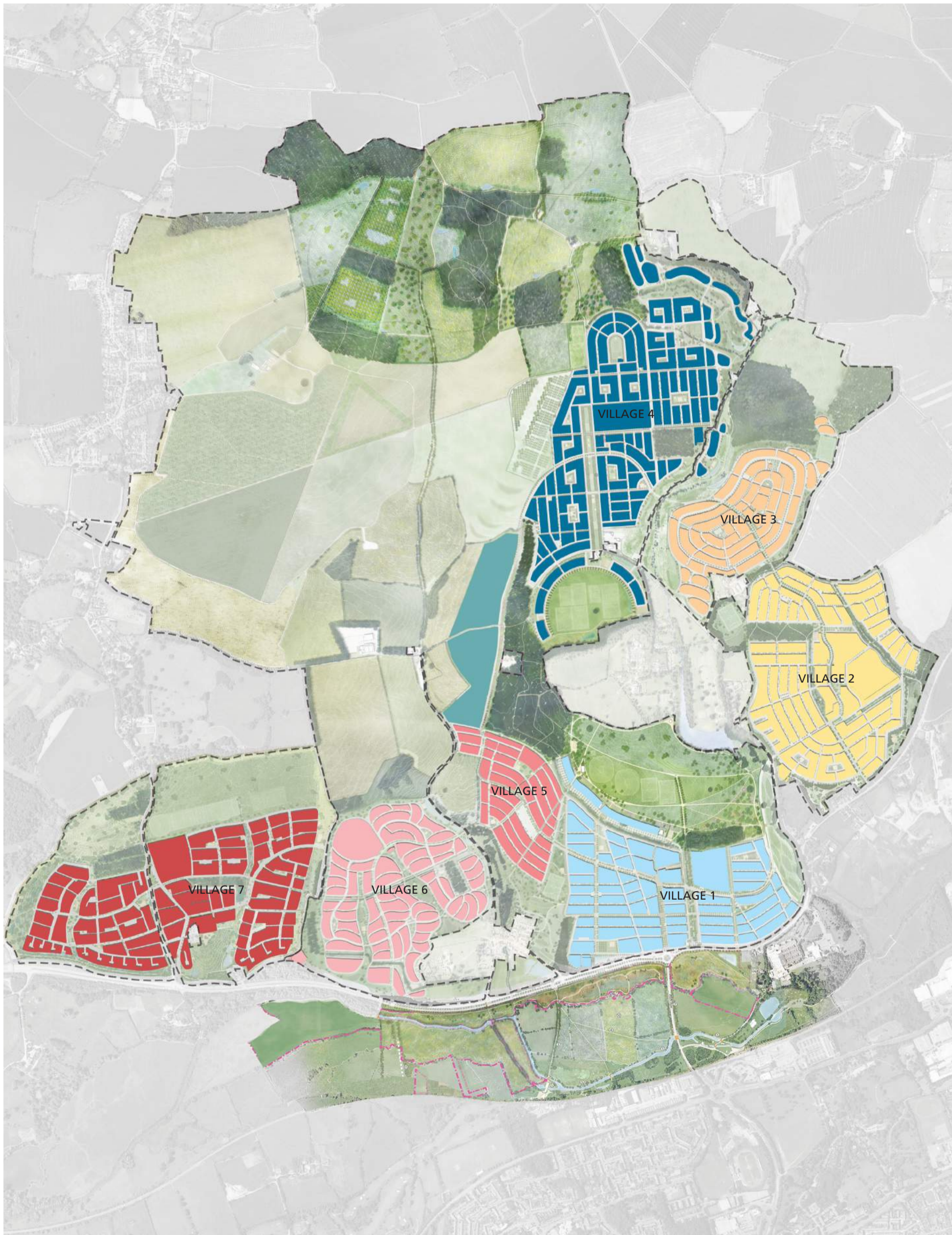
2. MAPPING CONSTRAINTS



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.

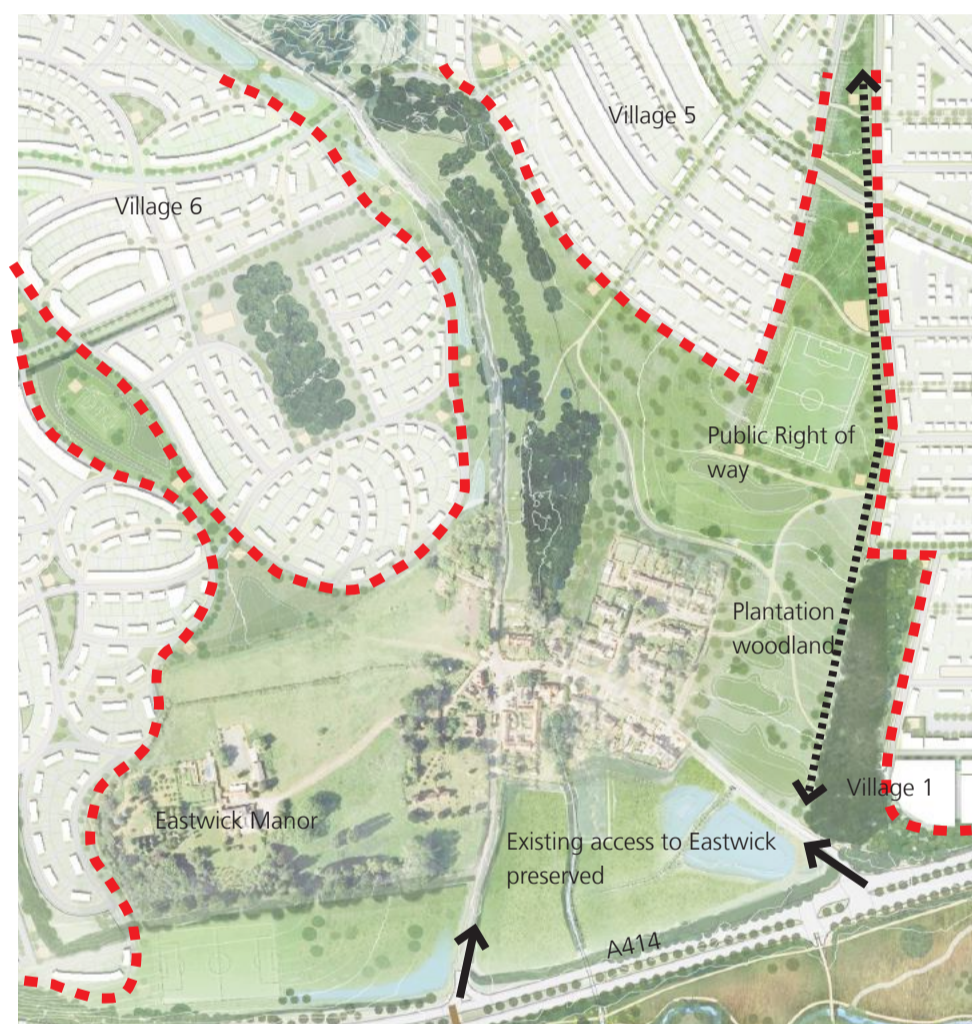
## STRATEGY 1 - CREATING APPROPRIATE LANDSCAPE BUFFERS

### 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.

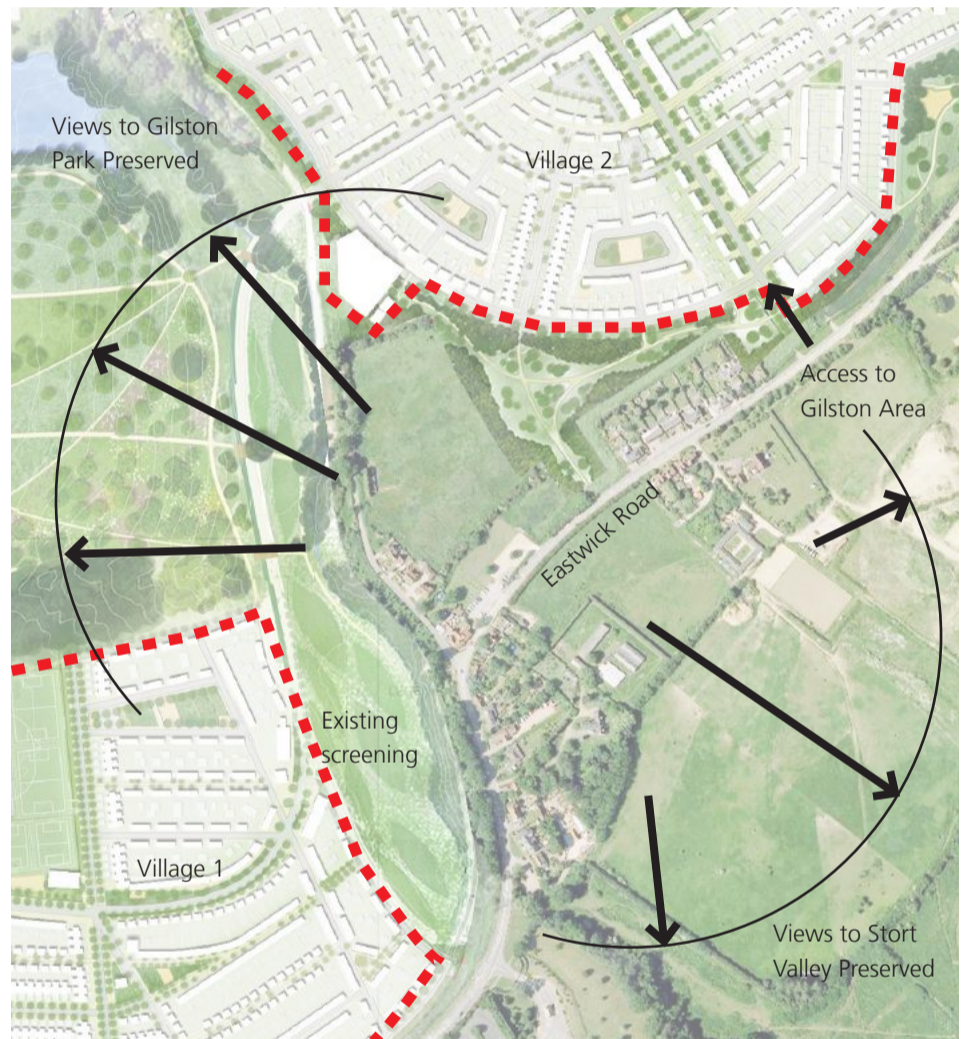
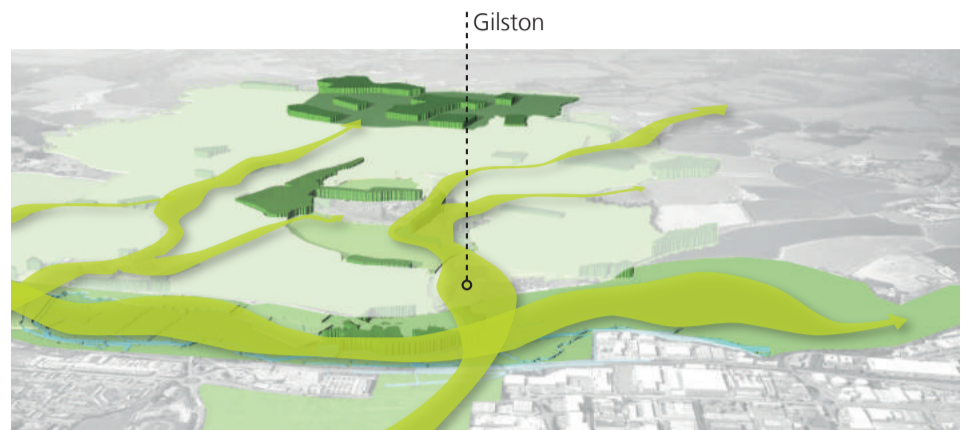
The green buffer around Eastwick provides an overall green buffer as indicated on the adjacent plan.

**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.



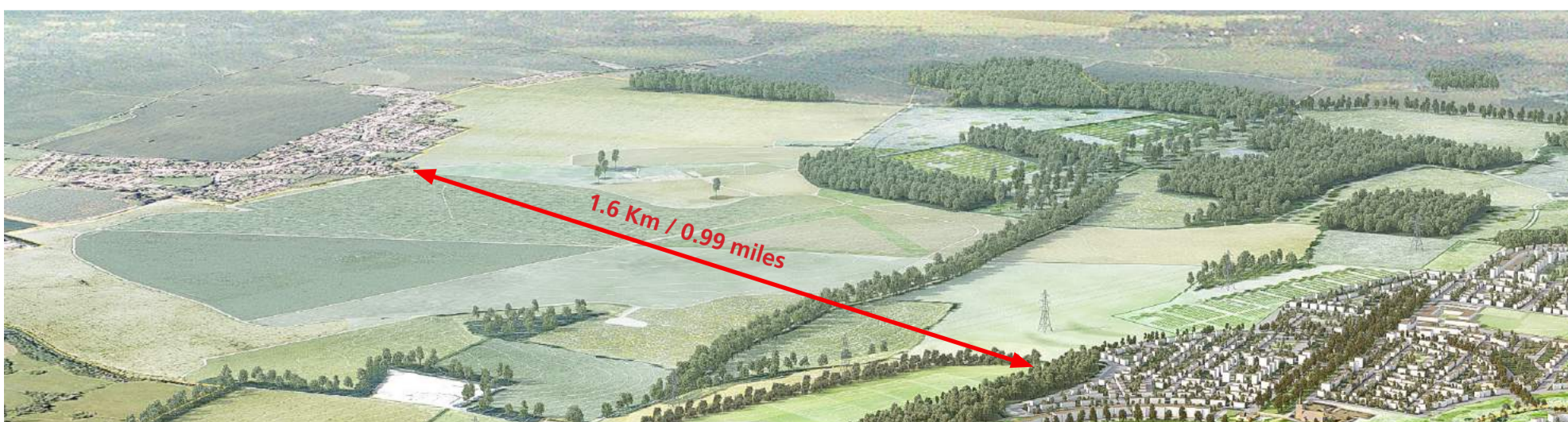
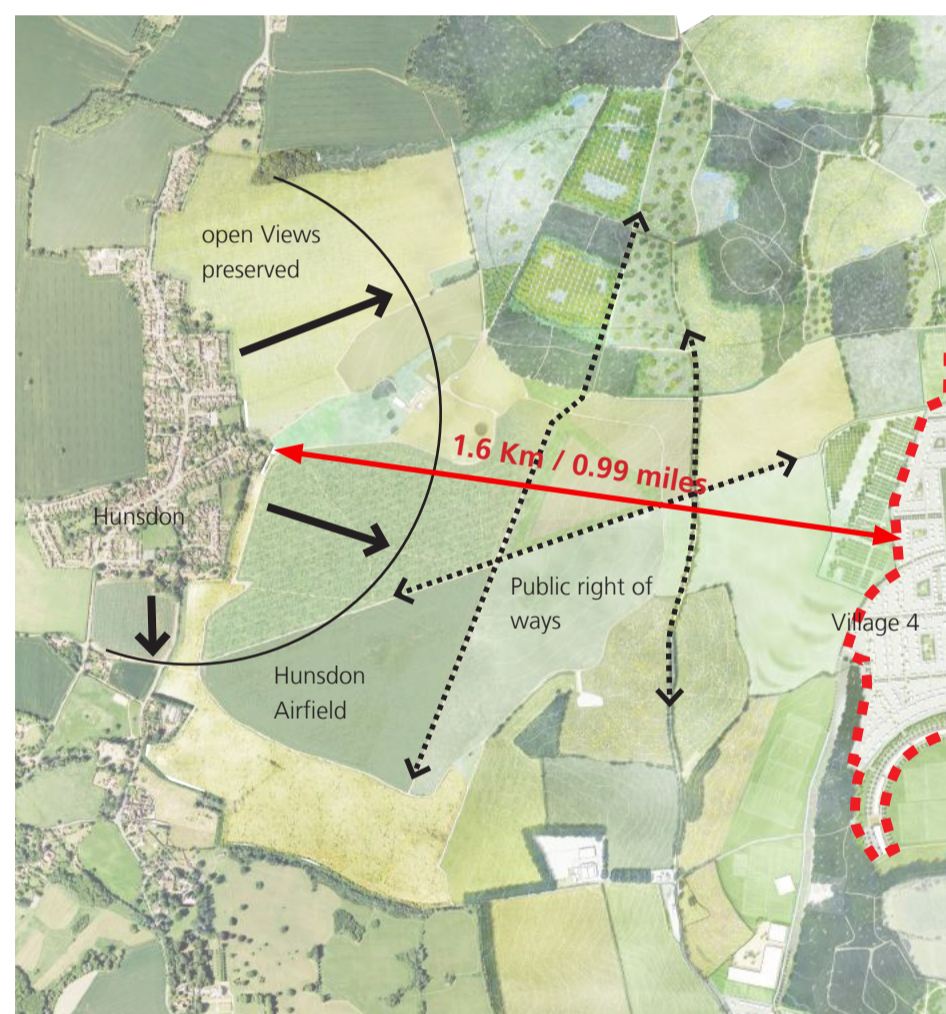
## STRATEGY 2 - MINIMISING VISUAL IMPACT

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

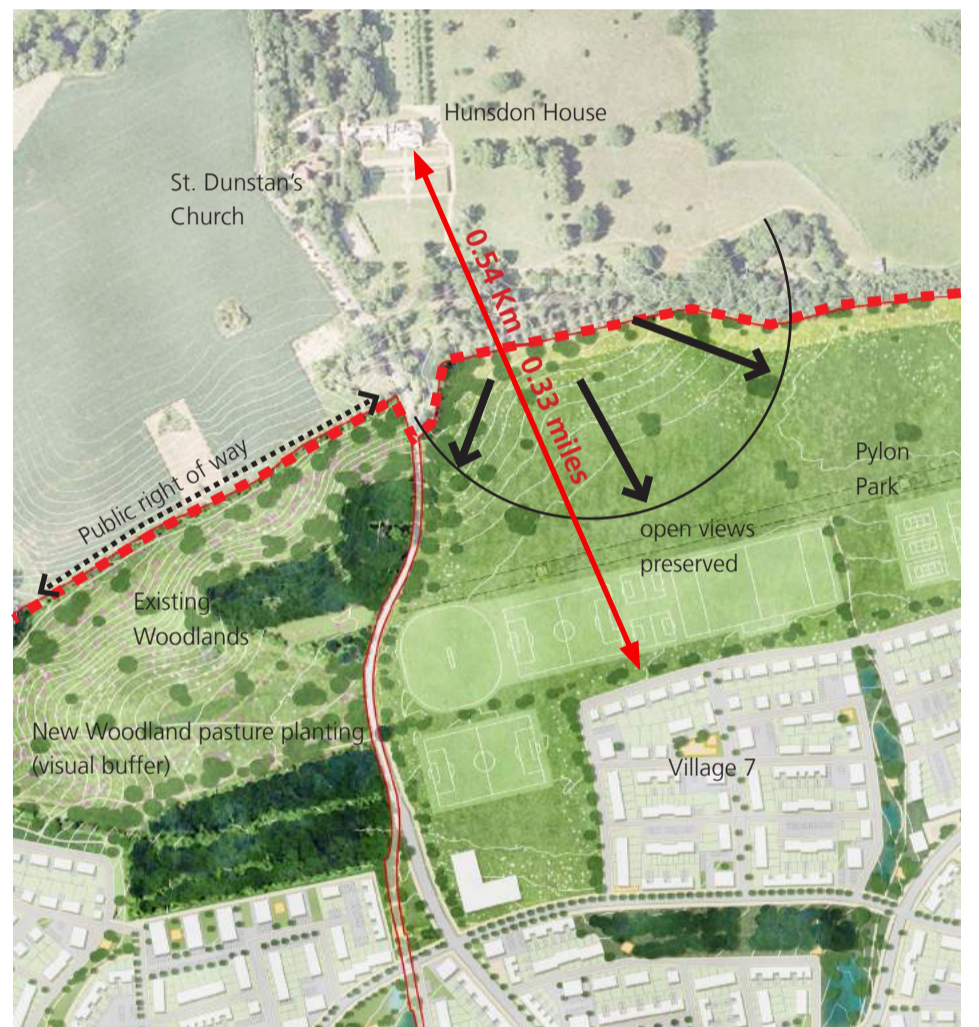
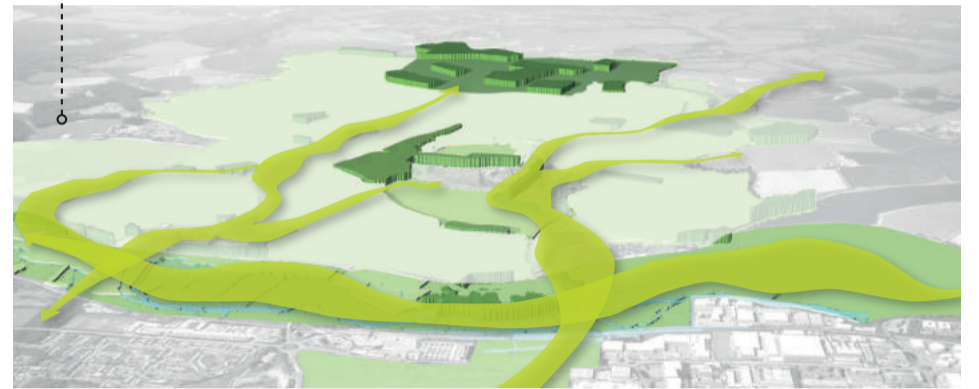
Given that the countryside to the north of the site and along the plateau embodies this inherent image of Hertfordshire, it has been critical to ensure that any visual impact within these long views from existing settlements is minimised. This is particularly significant from Hunsdon given its location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

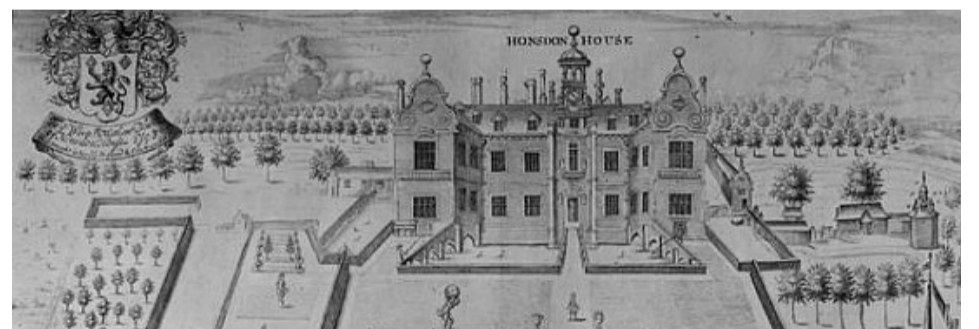


**HUNSDON HOUSE**

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

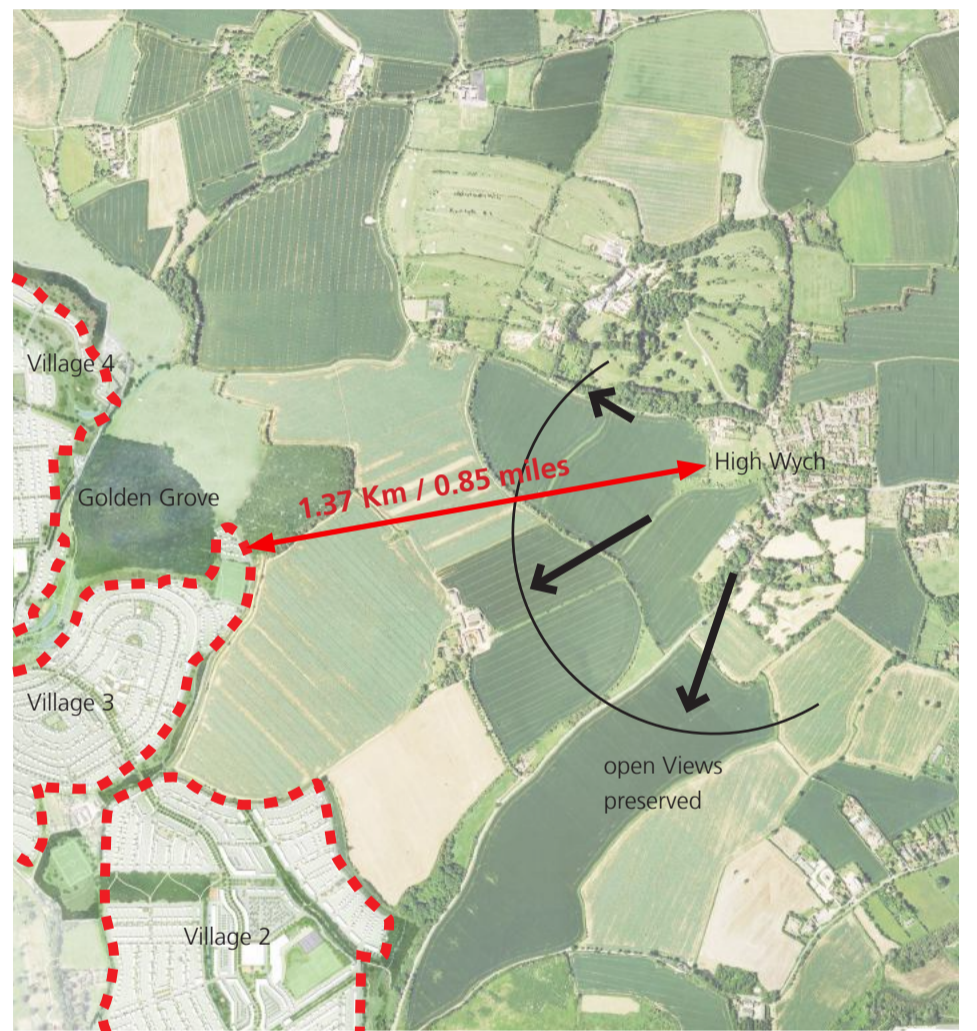
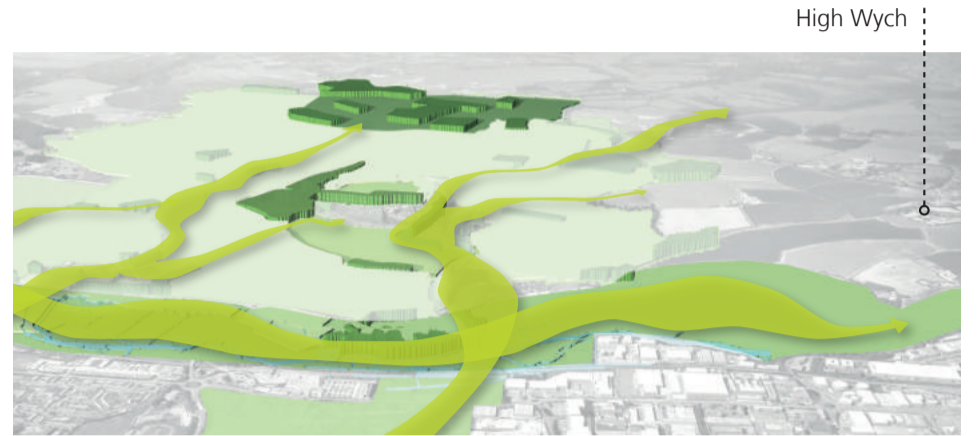
The proposed 'Pylon Park' forms a landscape buffer between Hunsdon House and Village 7, which preserves the open views from and towards the listed building. The majority of new housing within the development is located on the Eastwick slopes falling towards Harlow, which further minimises the visual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



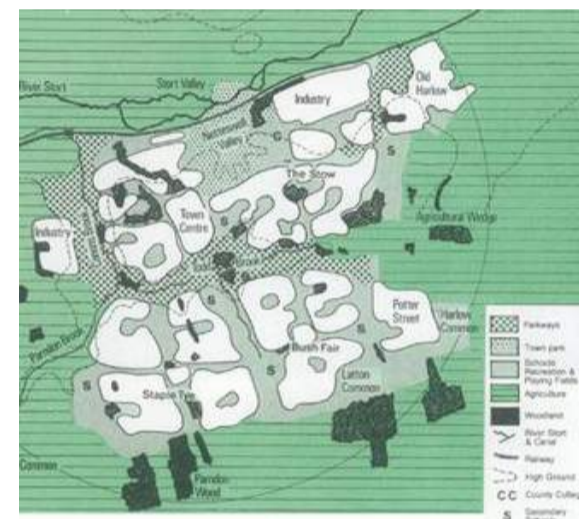
Local amenity spaces described as 'outdoor rooms' by Gibberd offer places to stop, play and interact



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

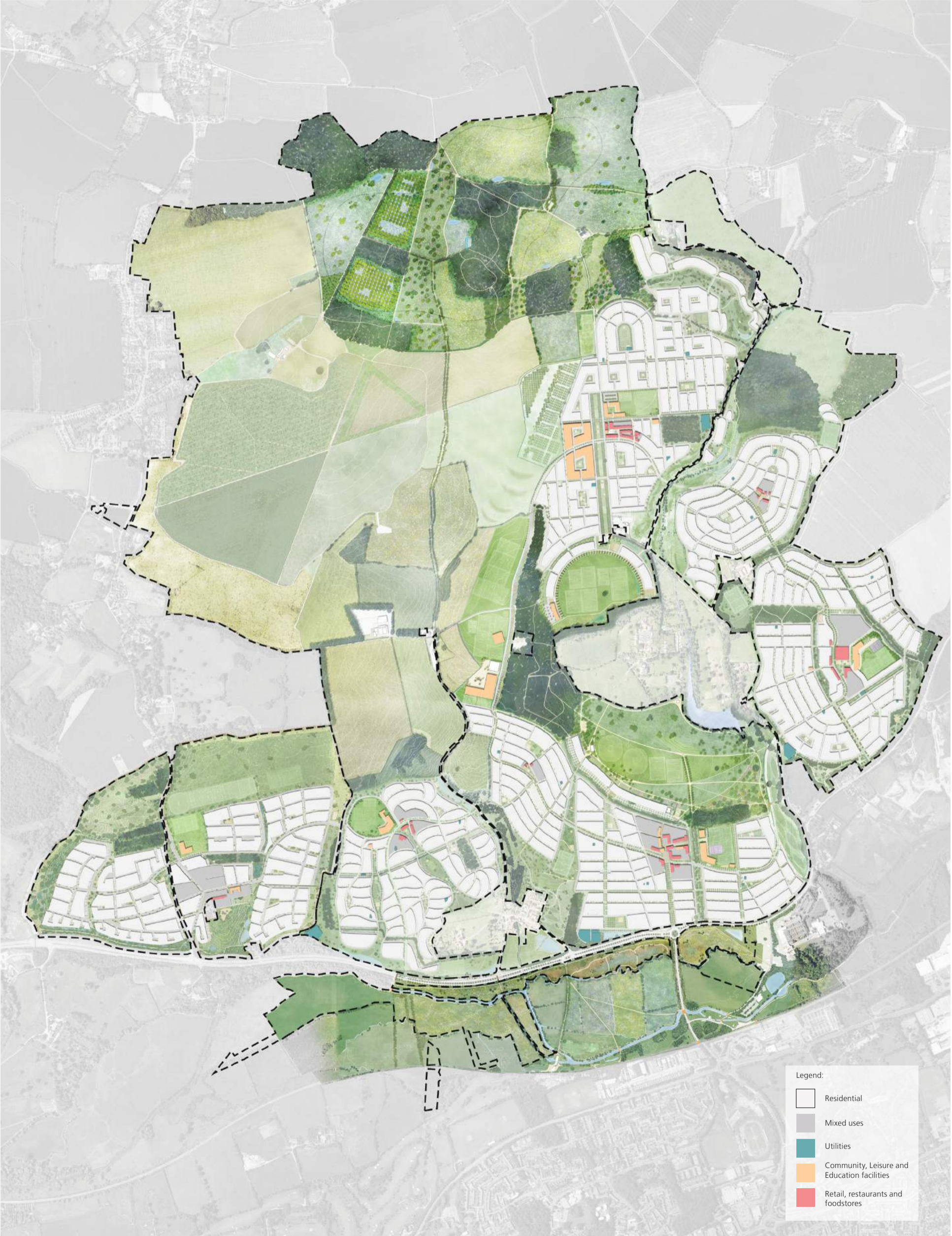
The edges to the open landscape allow the residential neighbourhoods alongside to benefit from their proximity to this natural amenity and open space. These green spaces create a natural and open foreground to the frontages and access streets. This environment is tranquil and surrounded by gardens and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

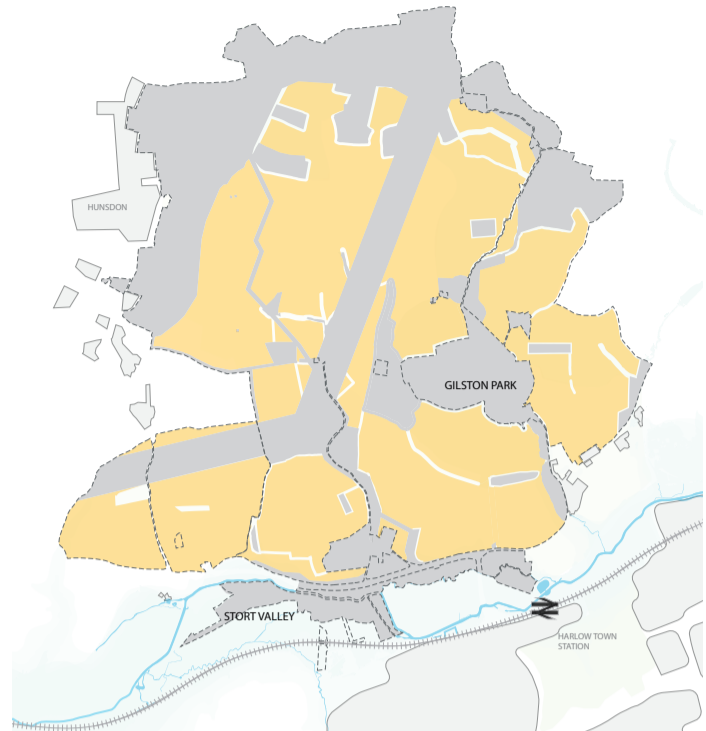
### Gross density vs Net density

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

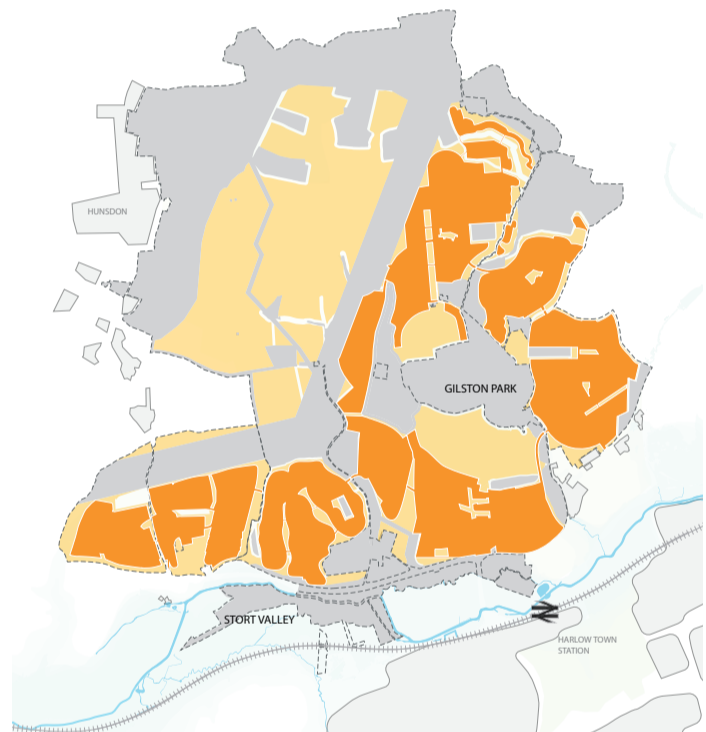


The potential location of built form is informed by the character of the area

Developable Land = 628ha

- Developable land
- Land constrained to development

**55% Theoretically Developable**

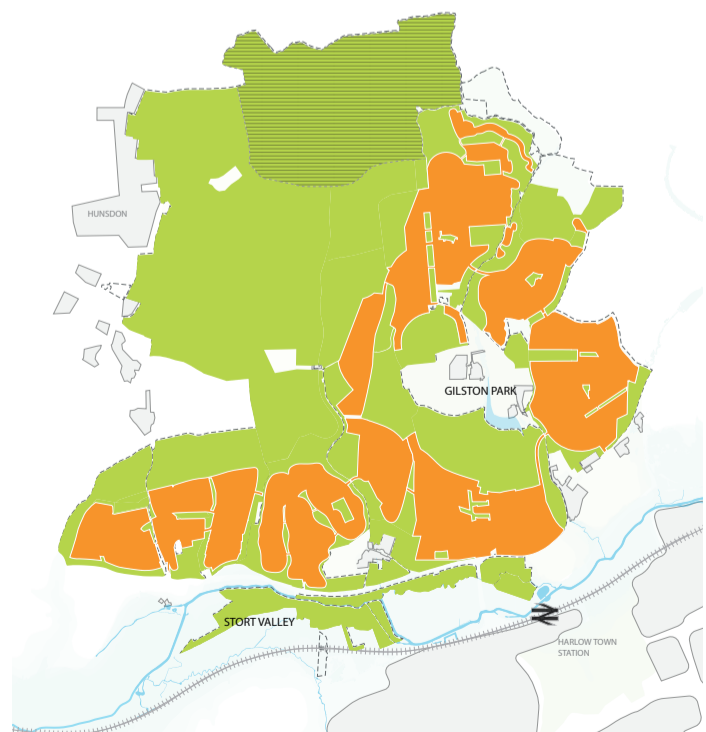


The Gilston Area is to focus development across 7 villages

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

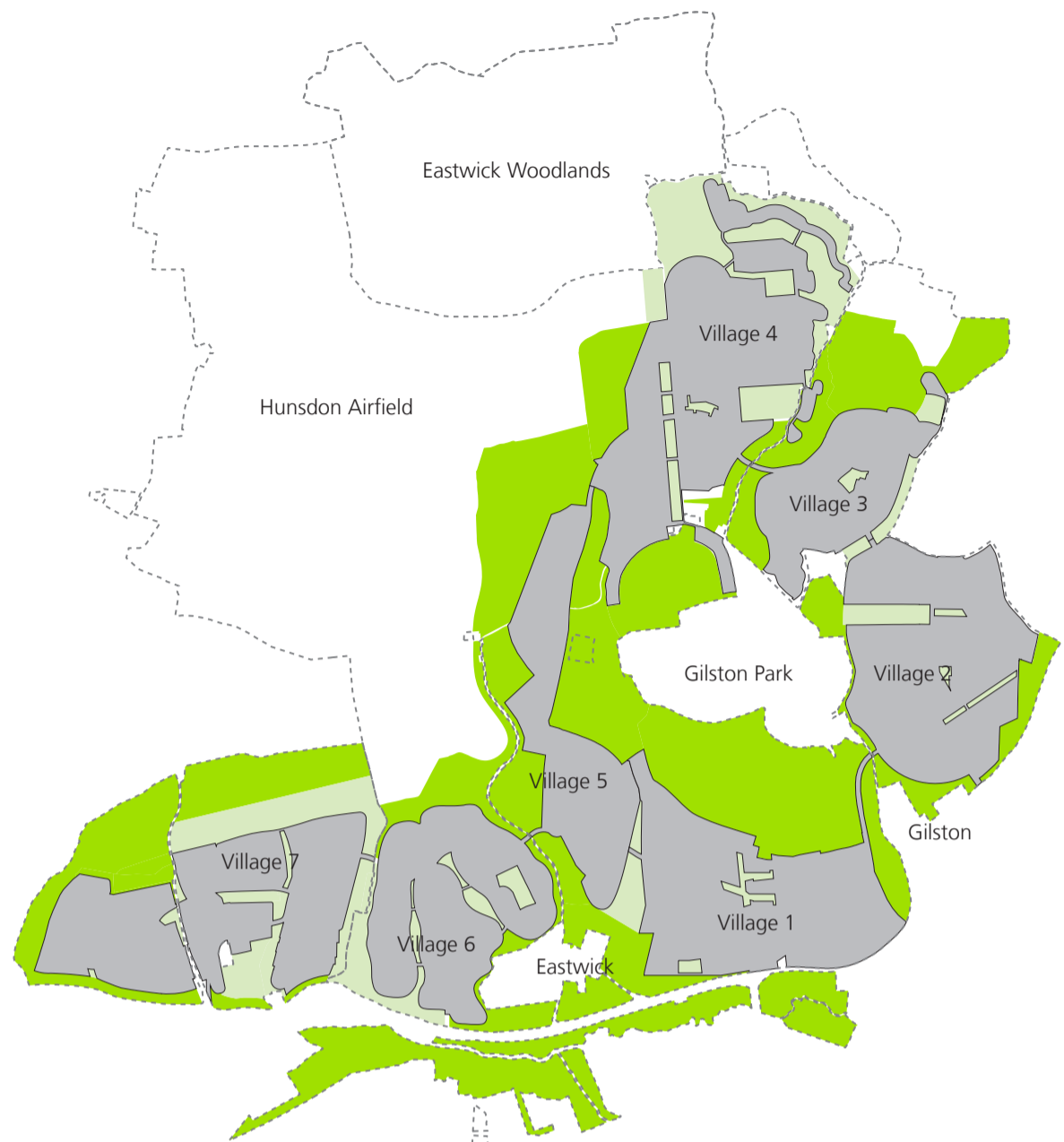
**66% Landscape Area**

**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

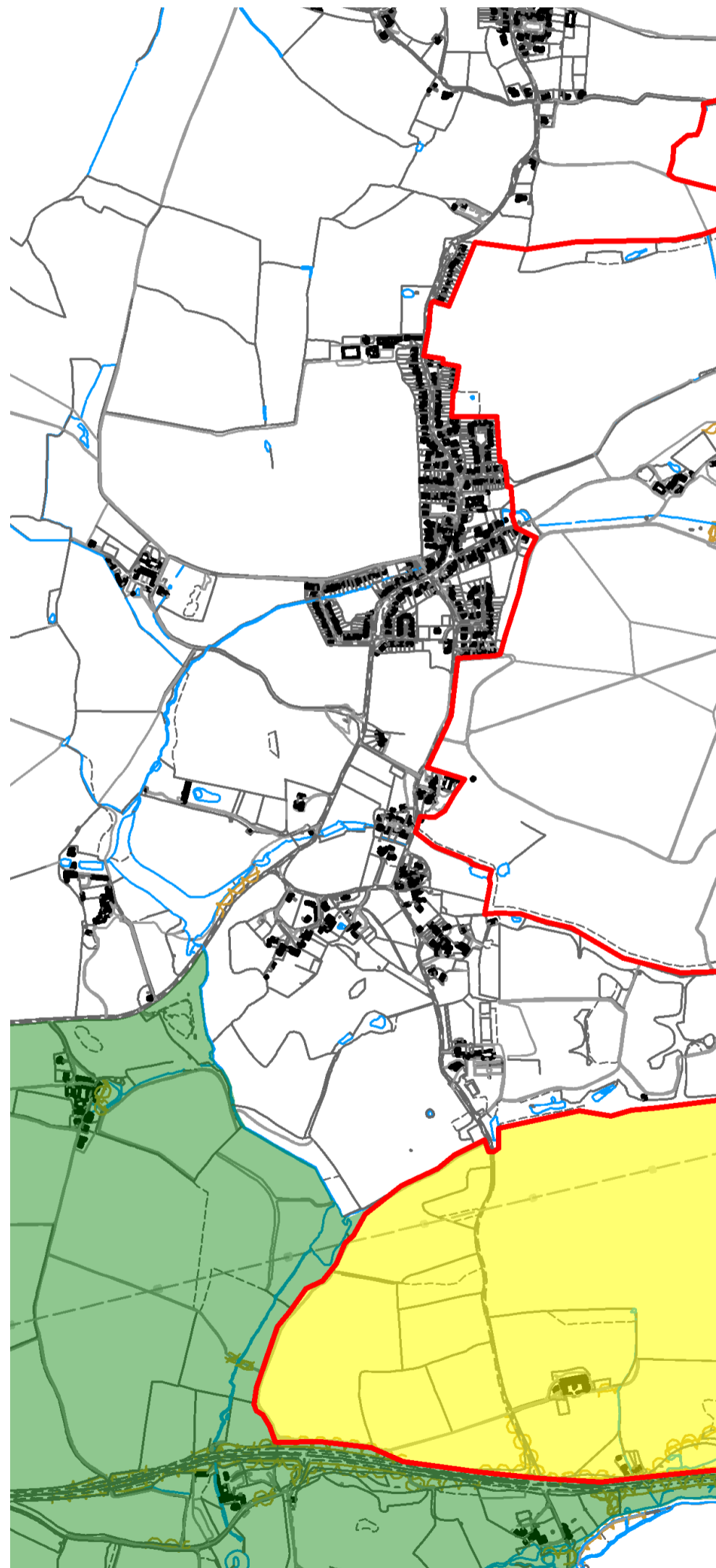
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The Gilston Area site is located partially in the existing Green Belt. East Herts has recognised that some housing development will need to be accommodated within the Green Belt to meet full development needs over the Plan Period and beyond, and in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

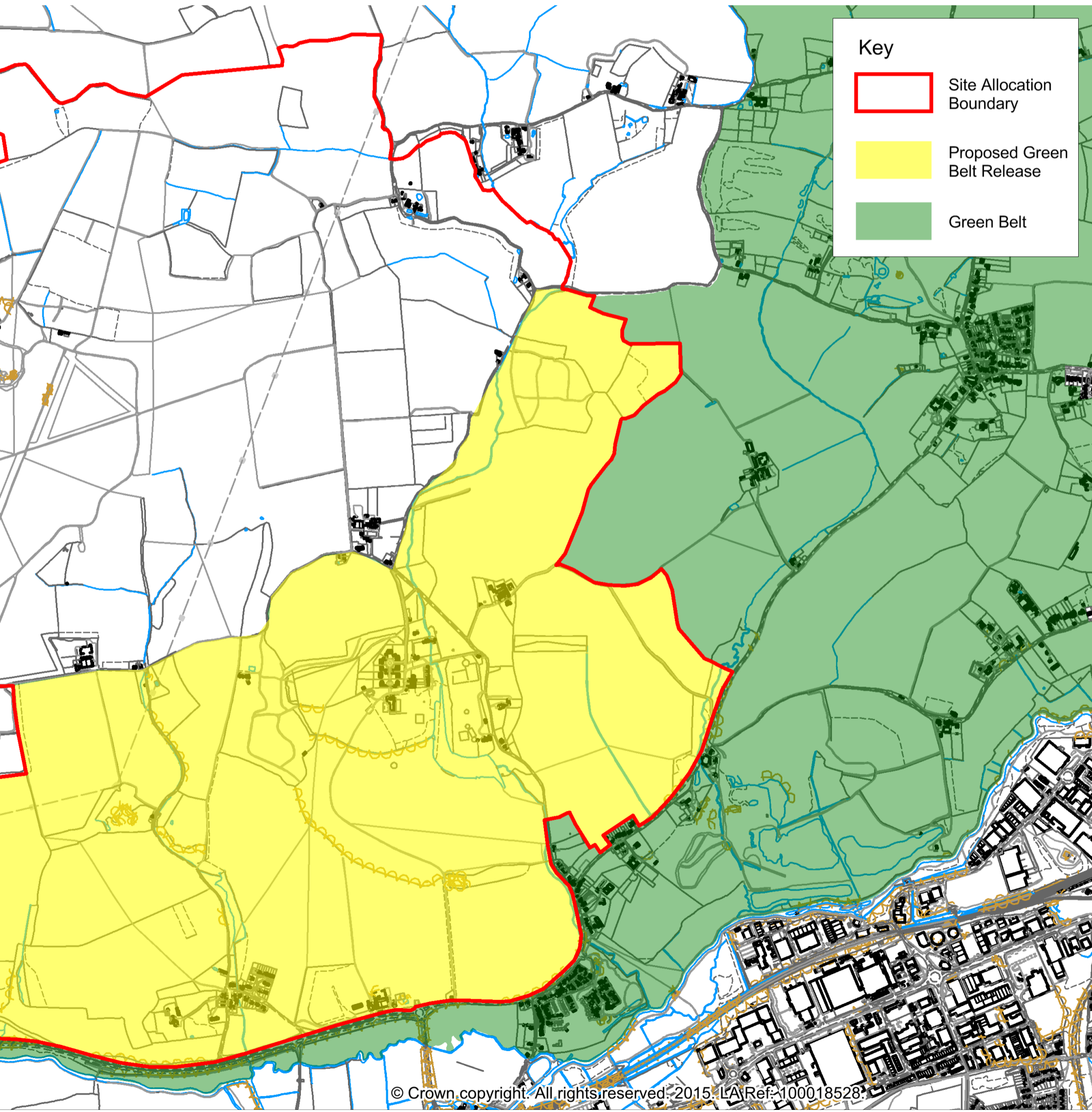
A Green Belt strategy was prepared by Capita and Churchman which has analysed the role of the existing green belt boundary against the tests of national policy, and considered an appropriate Green Belt roll back boundary.

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.



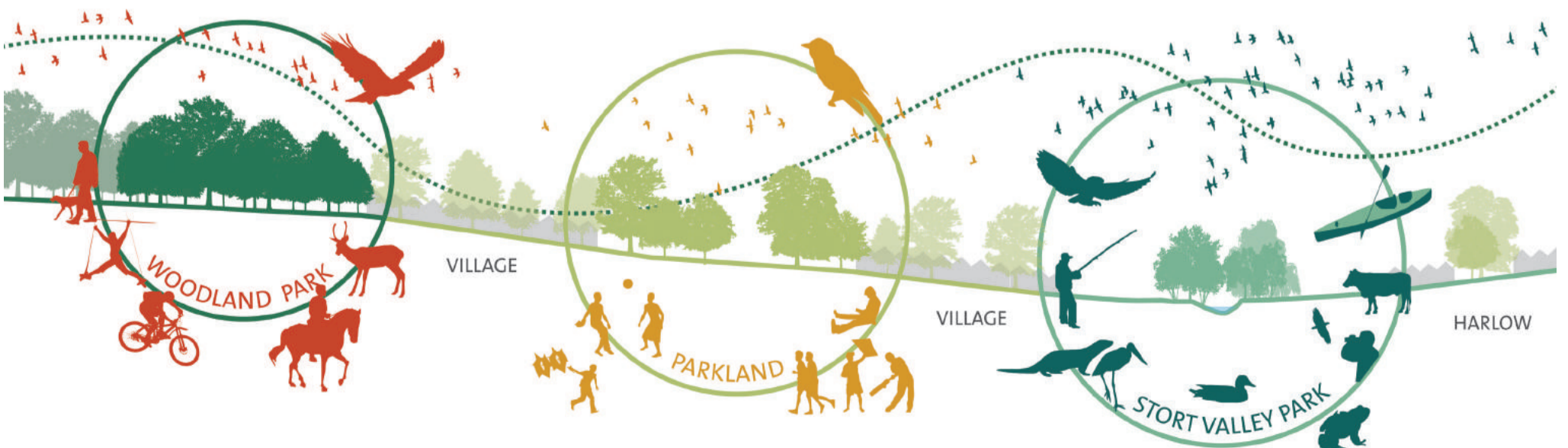
WOODLAND PARK

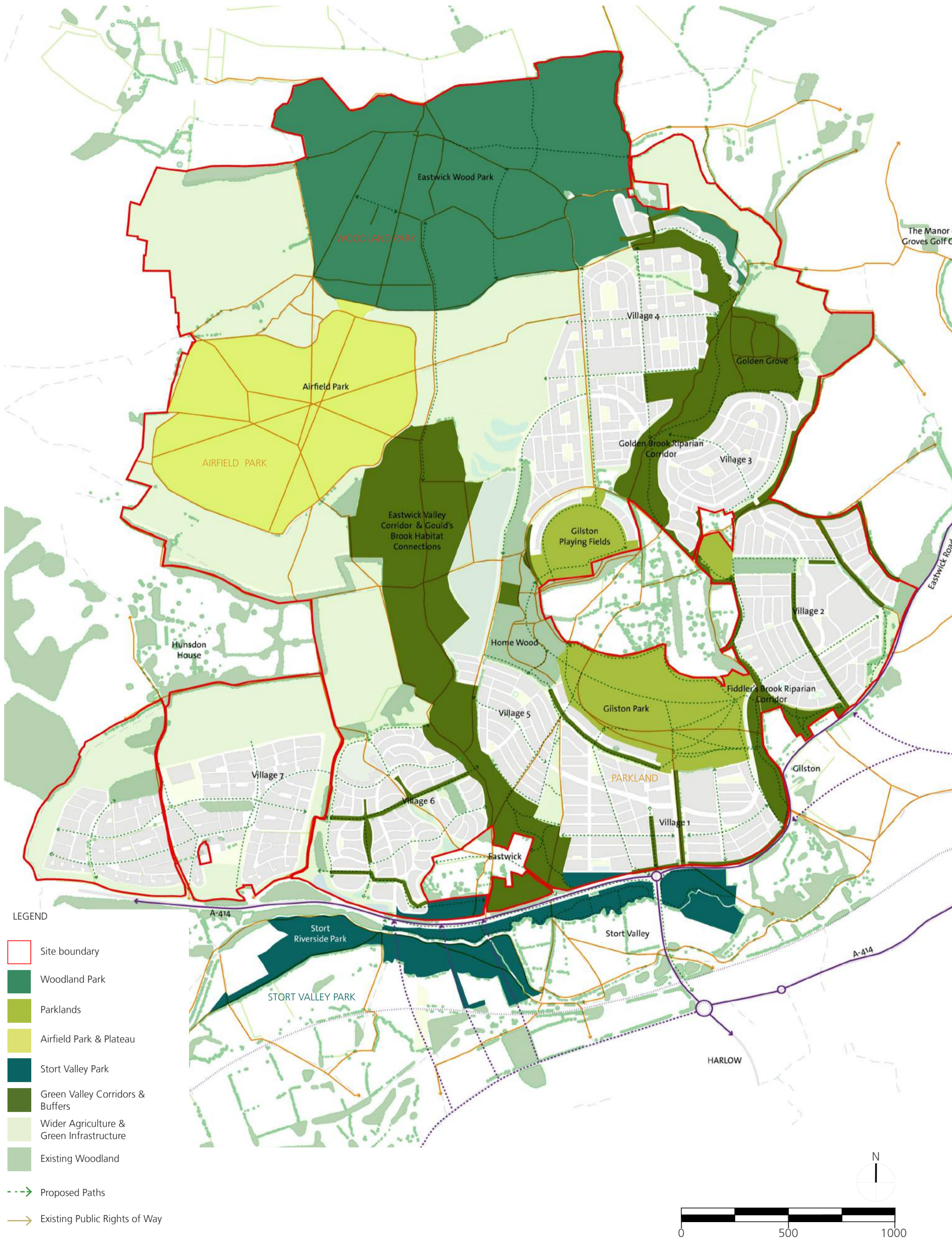


PARKLAND



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.

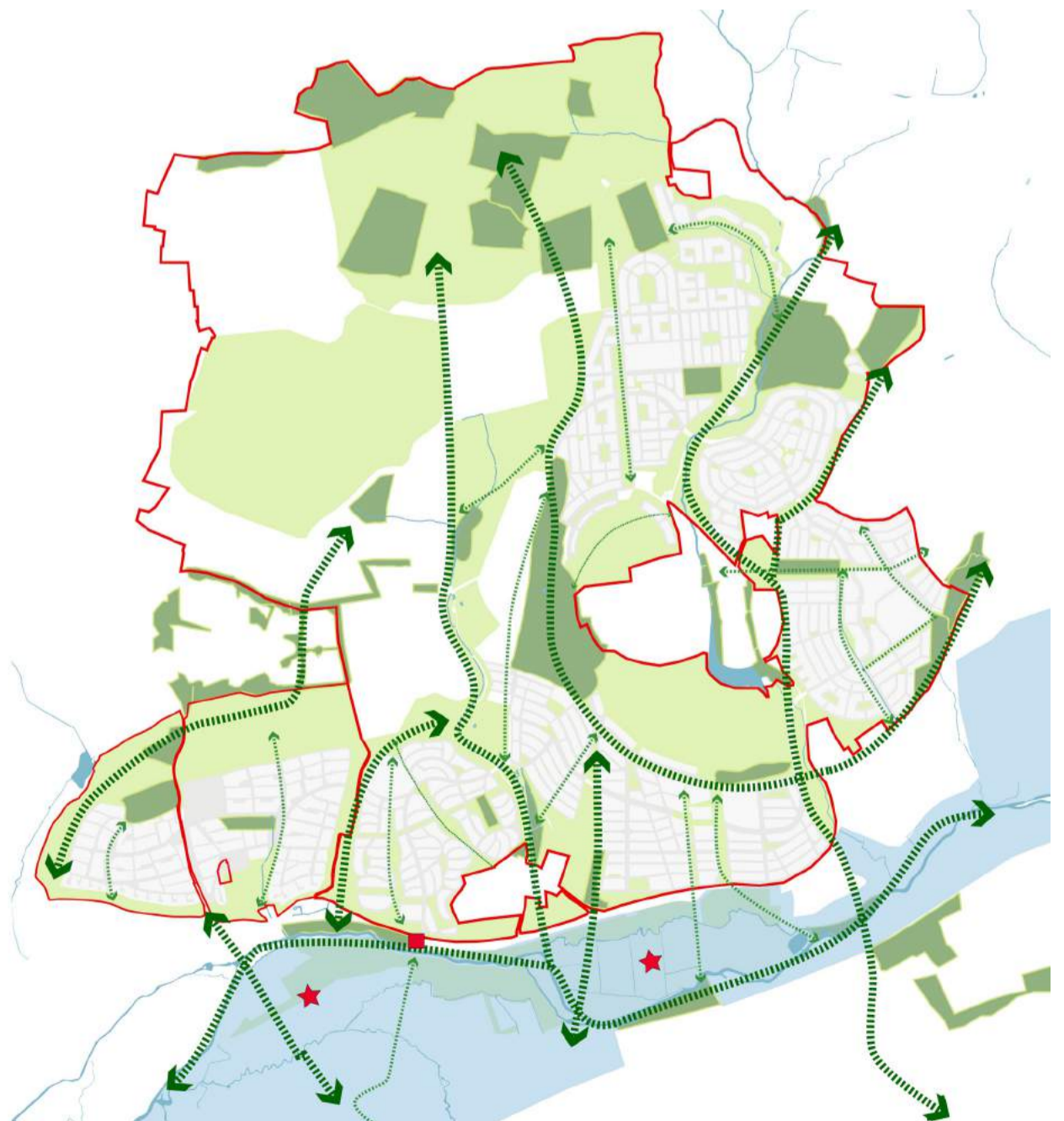


EXISTING SITE PHOTOS

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 \*

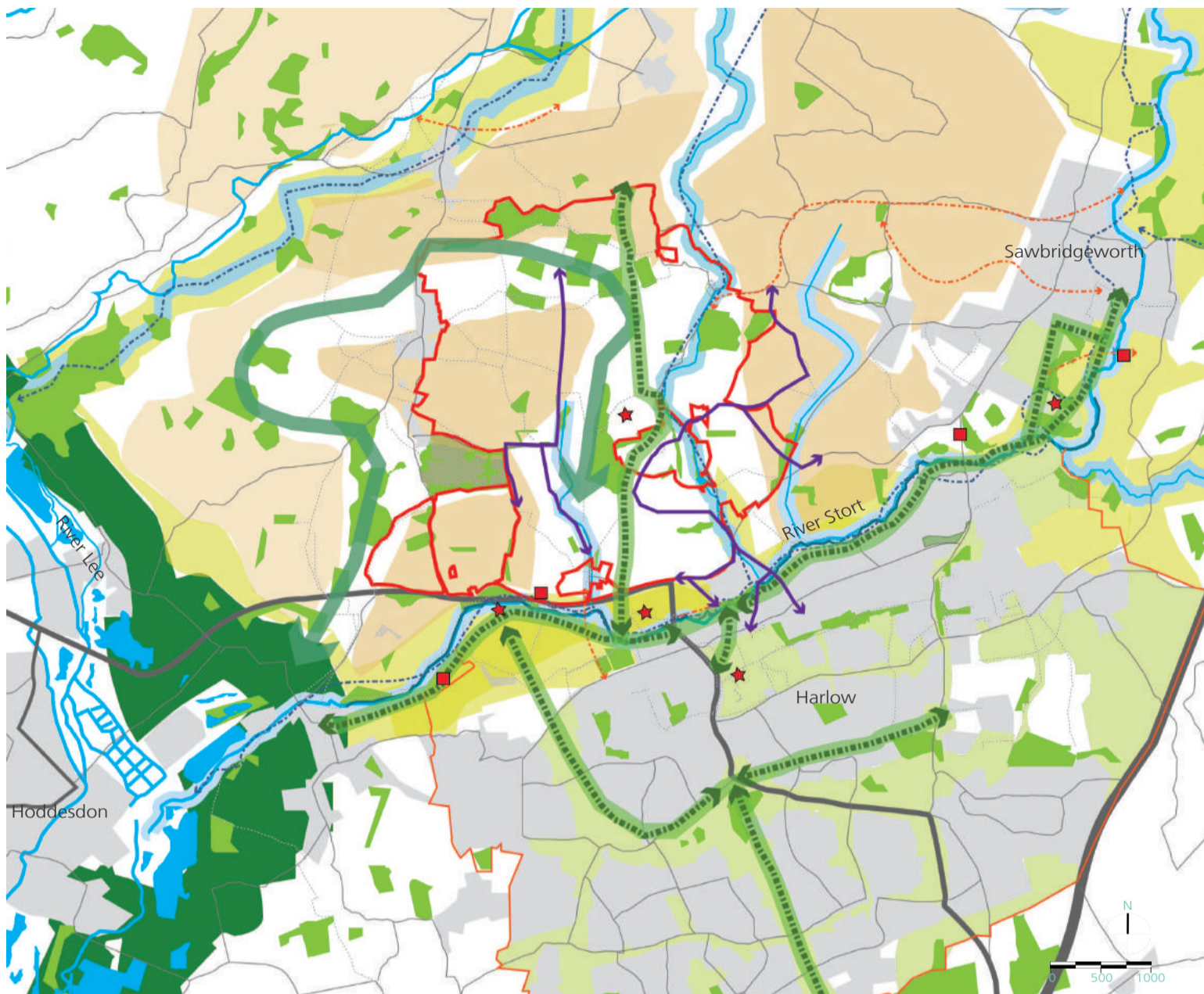
\* As defined by the Harlow Green Infrastructure Plan 2013



INDICATIVE GREEN INFRASTRUCTURE PLAN BASED ON THE ILLUSTRATIVE CONCEPT MASTERPLAN

LEGEND

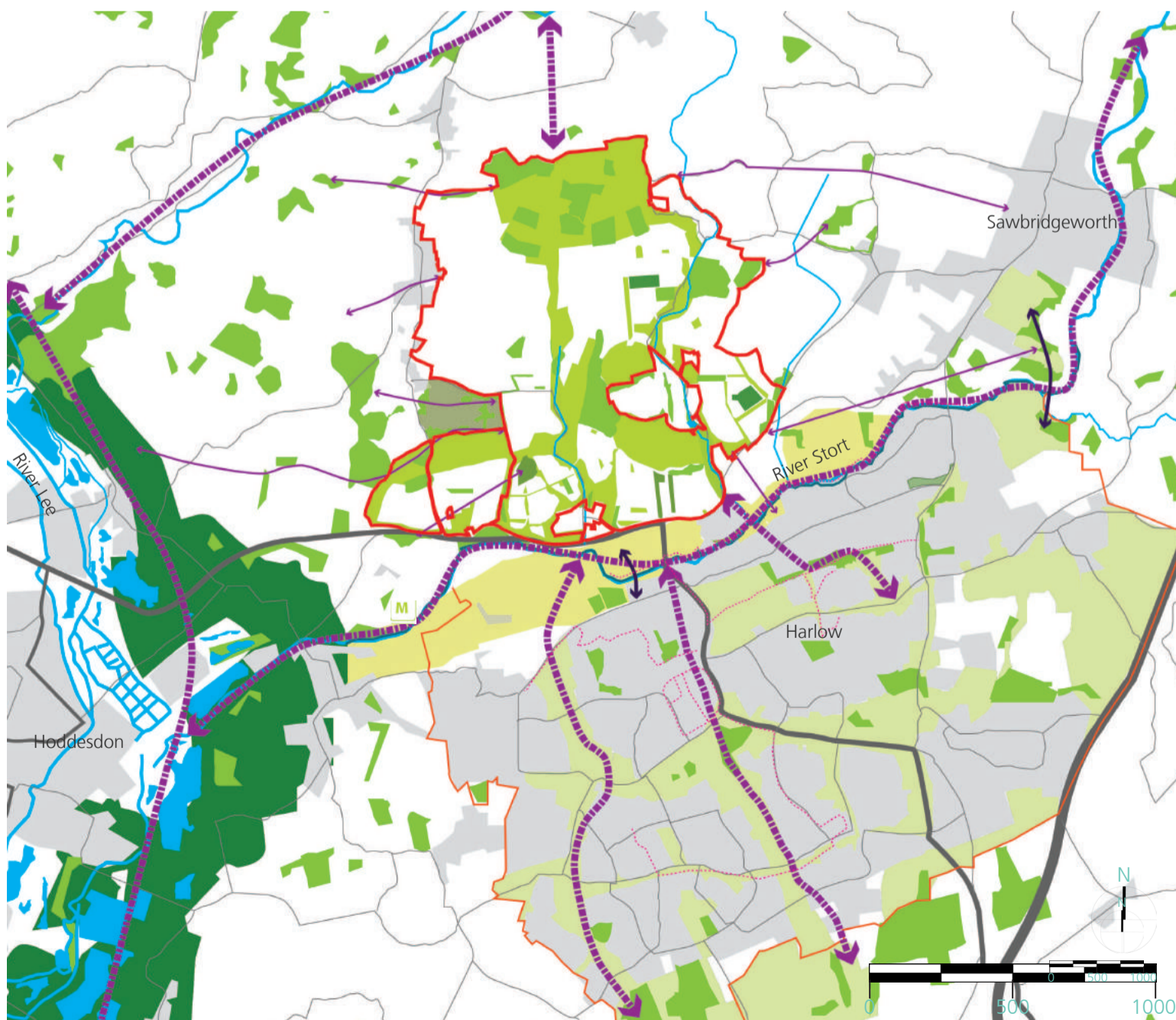
- Site boundary
- Harlow Town Boundary
- Woodland
- Ancient woodland
- Parks, gardens & public green space
- Towns & villages
- Proposed farmland conservation & enhancement zone
- Proposed woodland enhancement zone
- Strategic green link
- Proposed wetland habitat zone
- Valley conservation area
- Lee 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

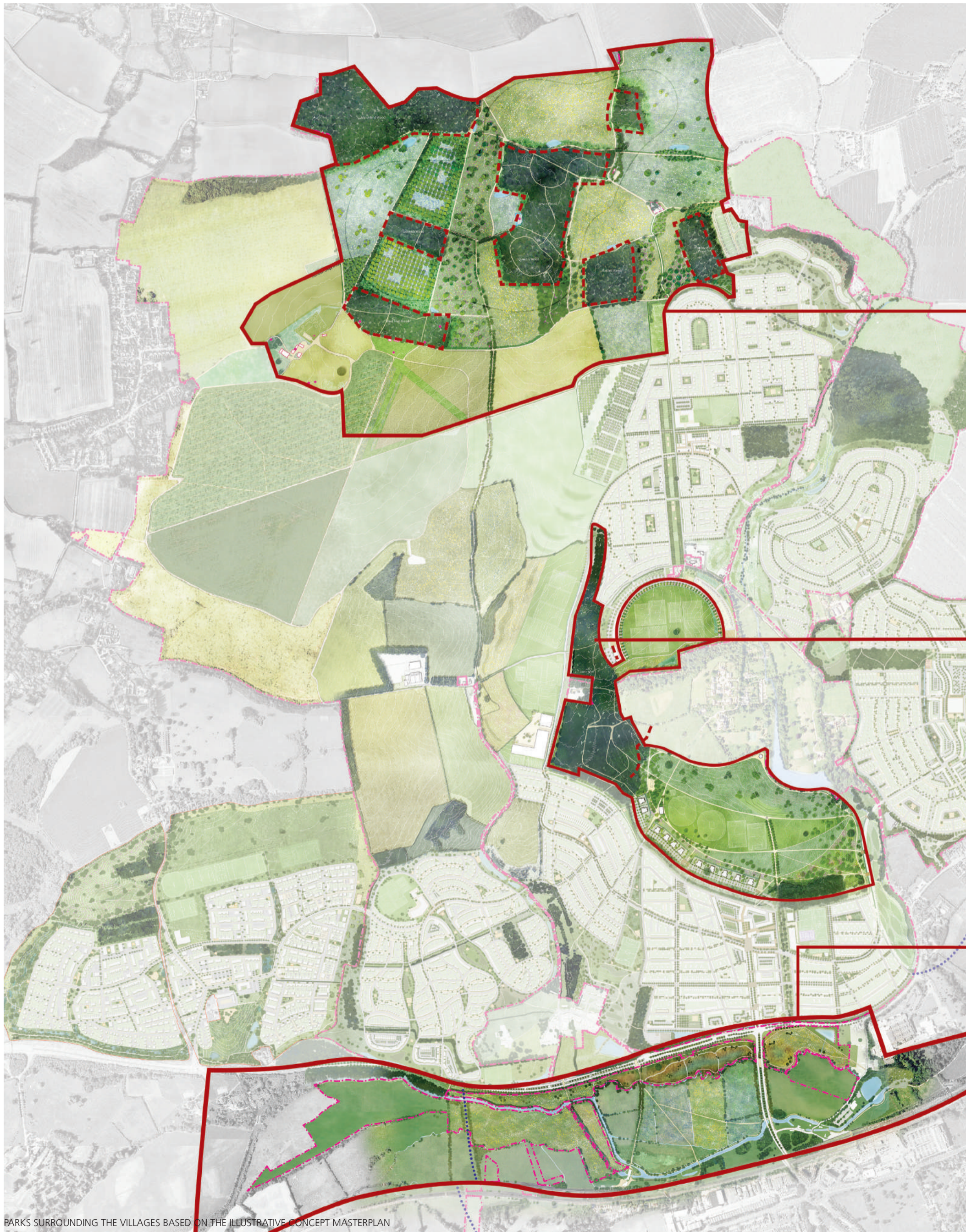


LANDSCAPE STRATEGY - SHOWN ON THE ILLUSTRATIVE CONCEPT MASTERPLAN

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

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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.

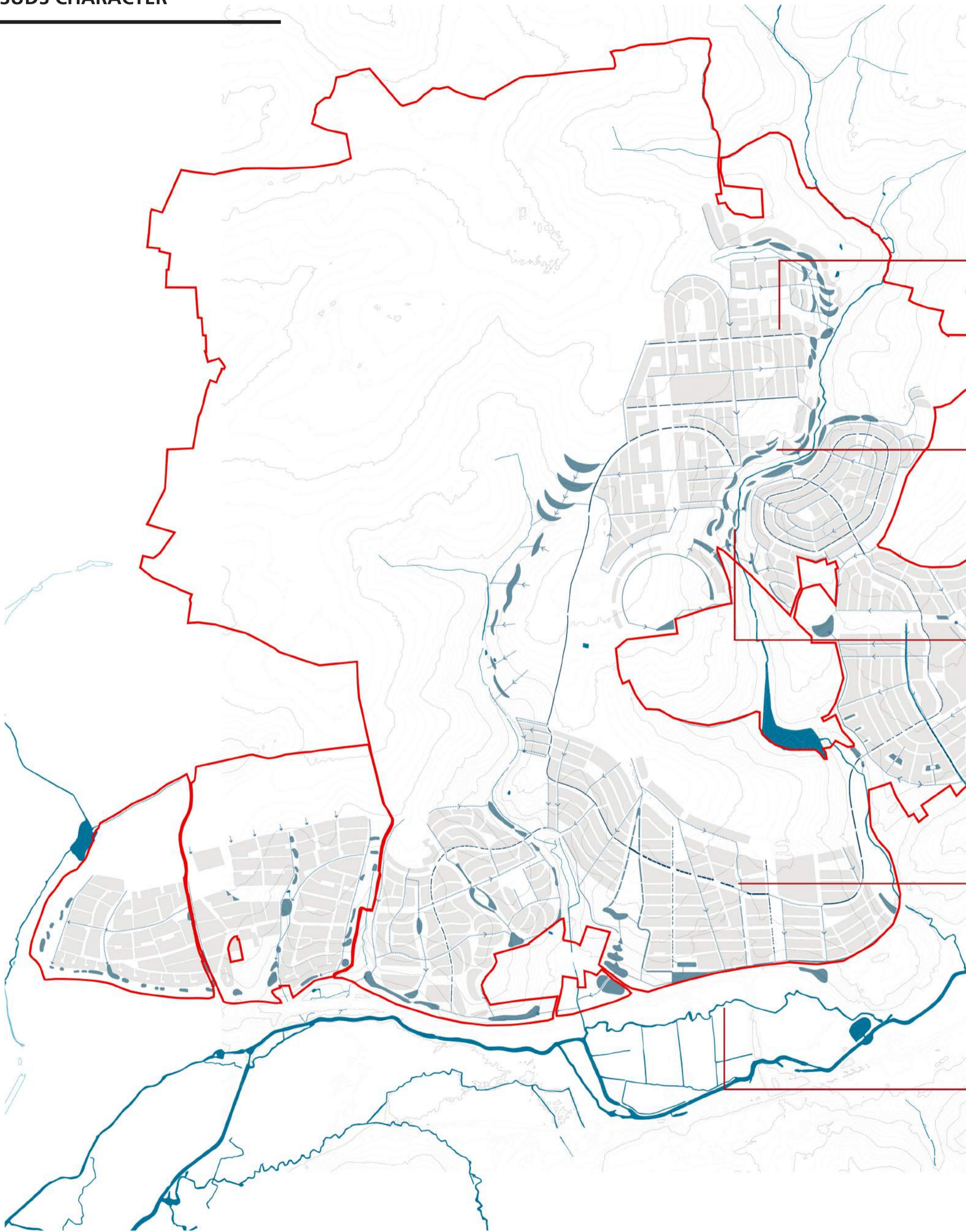
To the north the Grand Avenue boulevard creates a powerful green axis central to Village Four that integrates sports and play courts. Orchard squares create productive landscapes throughout the public realm of the northern villages for community enjoyment.

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.

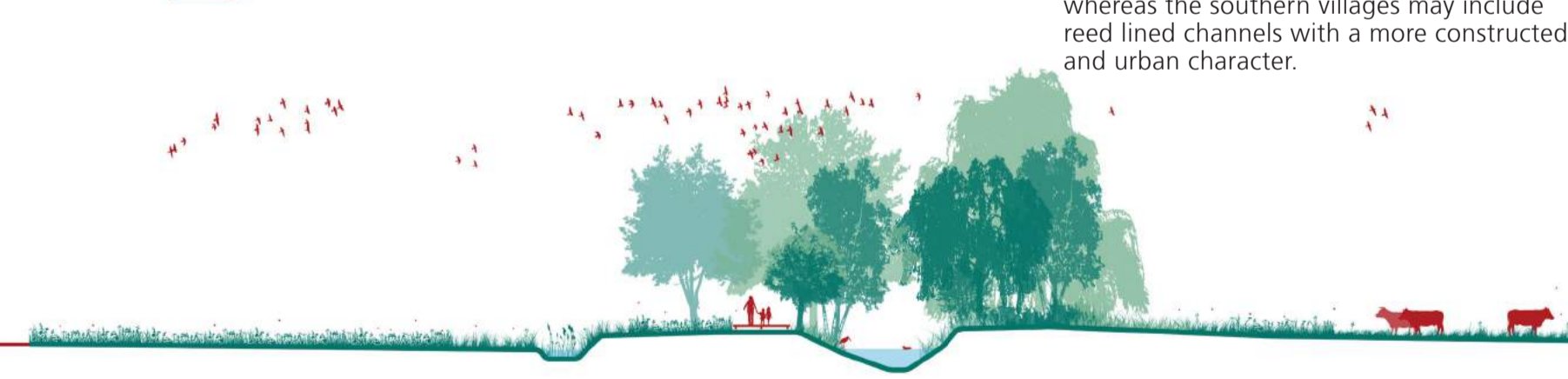
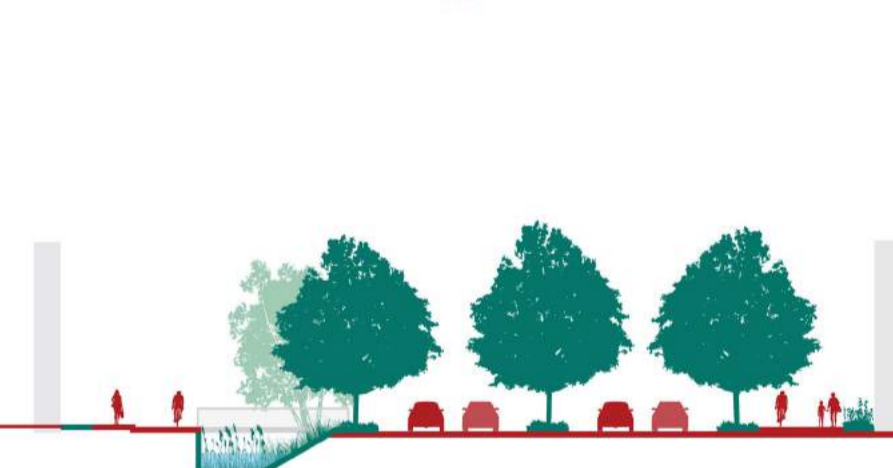
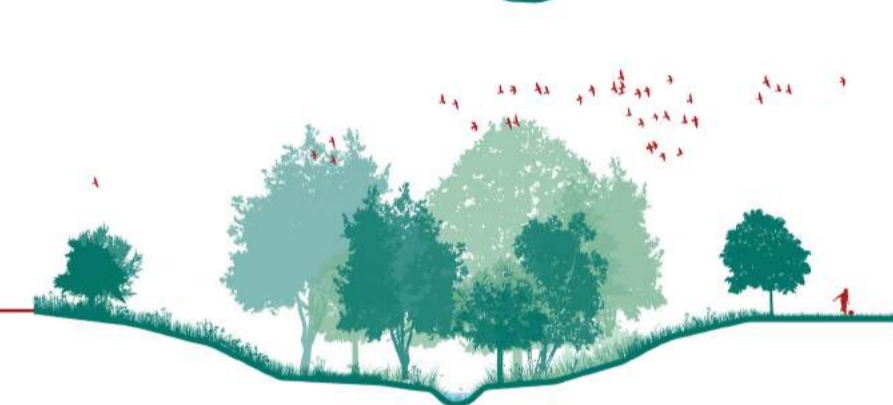
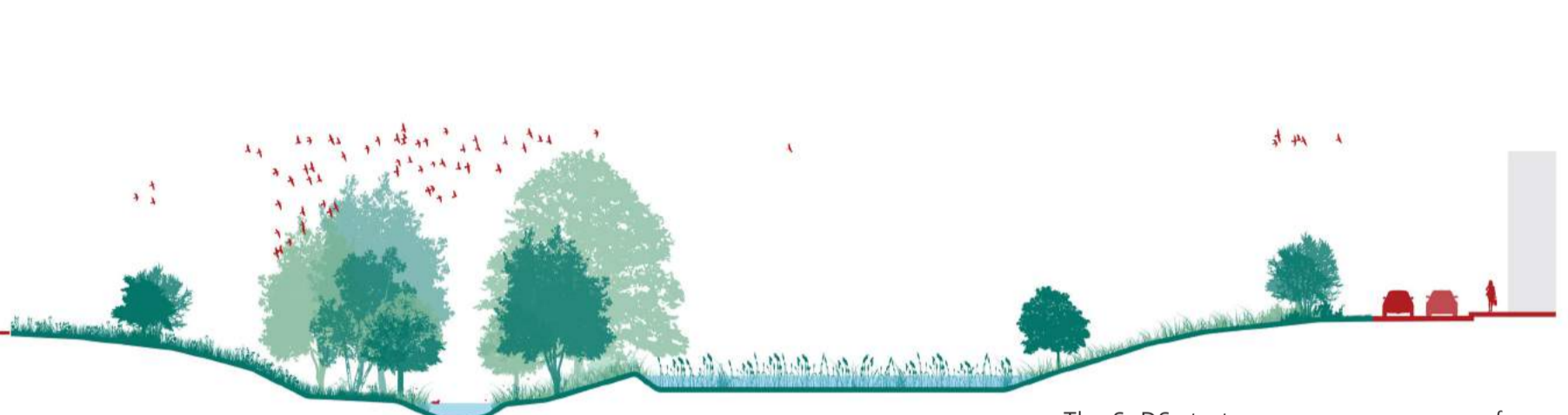
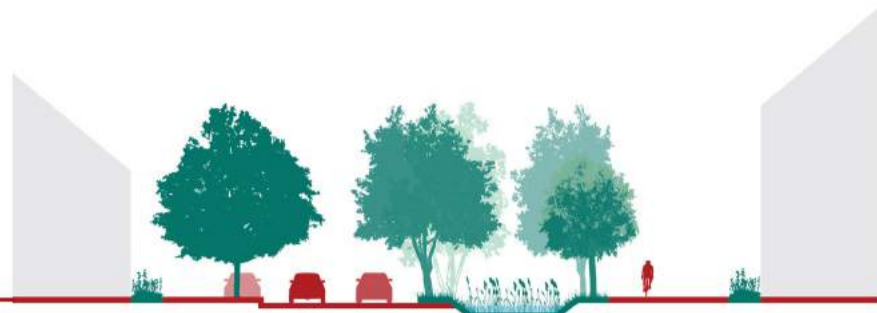
The reference of existing avenues and alignments of trees is introduced into the streetscape of the southern villages as an attractive landscape signature with great benefits for the environment and ecology of the development.

## SUDS CHARACTER

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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.



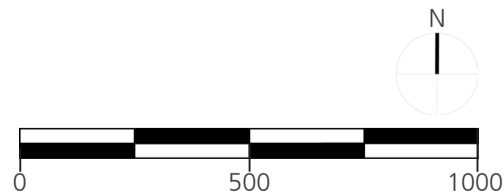
OUTDOOR SPORTS FACILITIES



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.

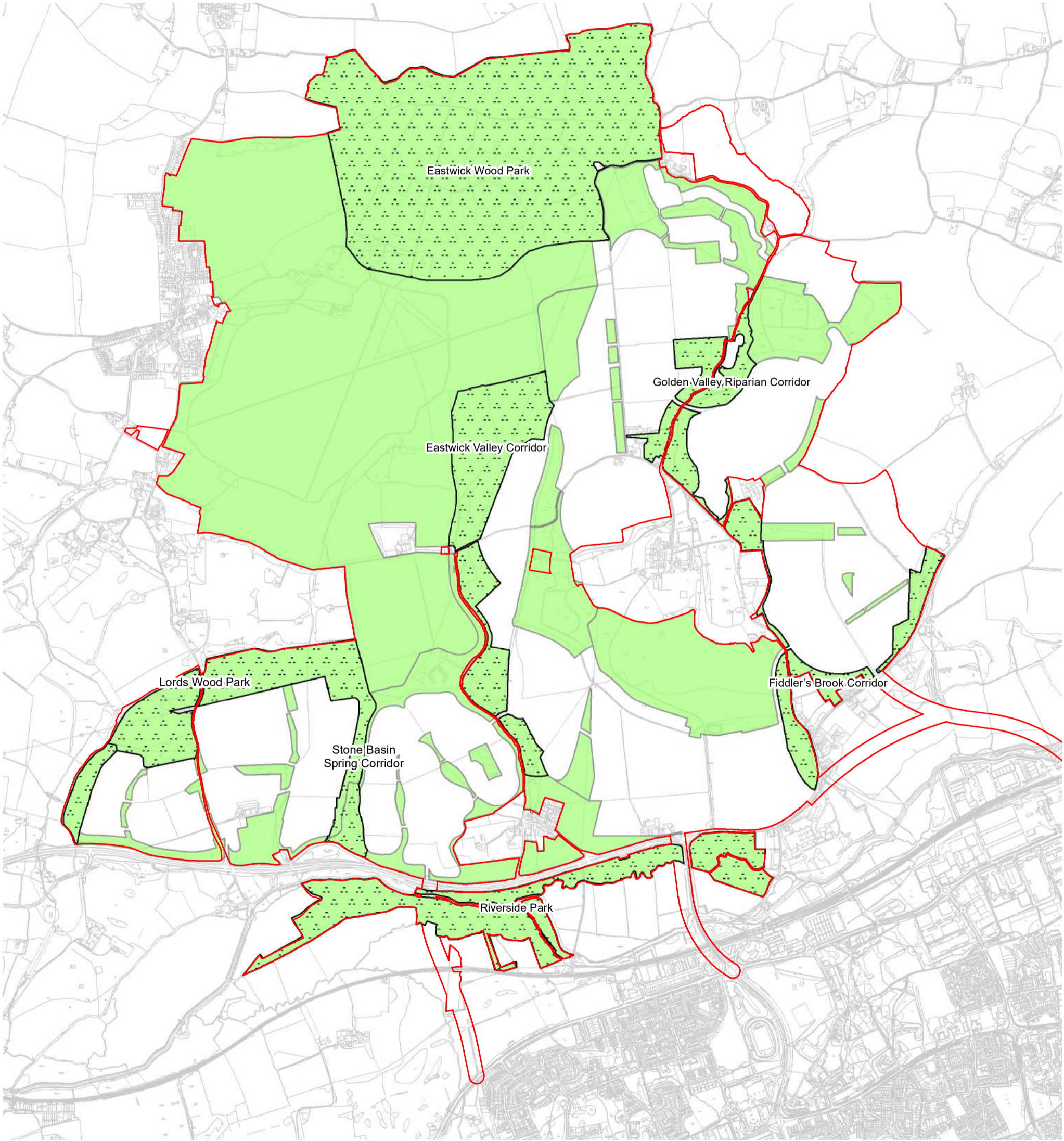
Local ecological parks are proposed to be created, retaining ecologically important hedges, banks or other routeways (where possible) with cover suitable for small mammals and breeding birds to link to neighbouring sites. The network of public open space incorporated within the 'parks' and the retained 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 habitats
-  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:

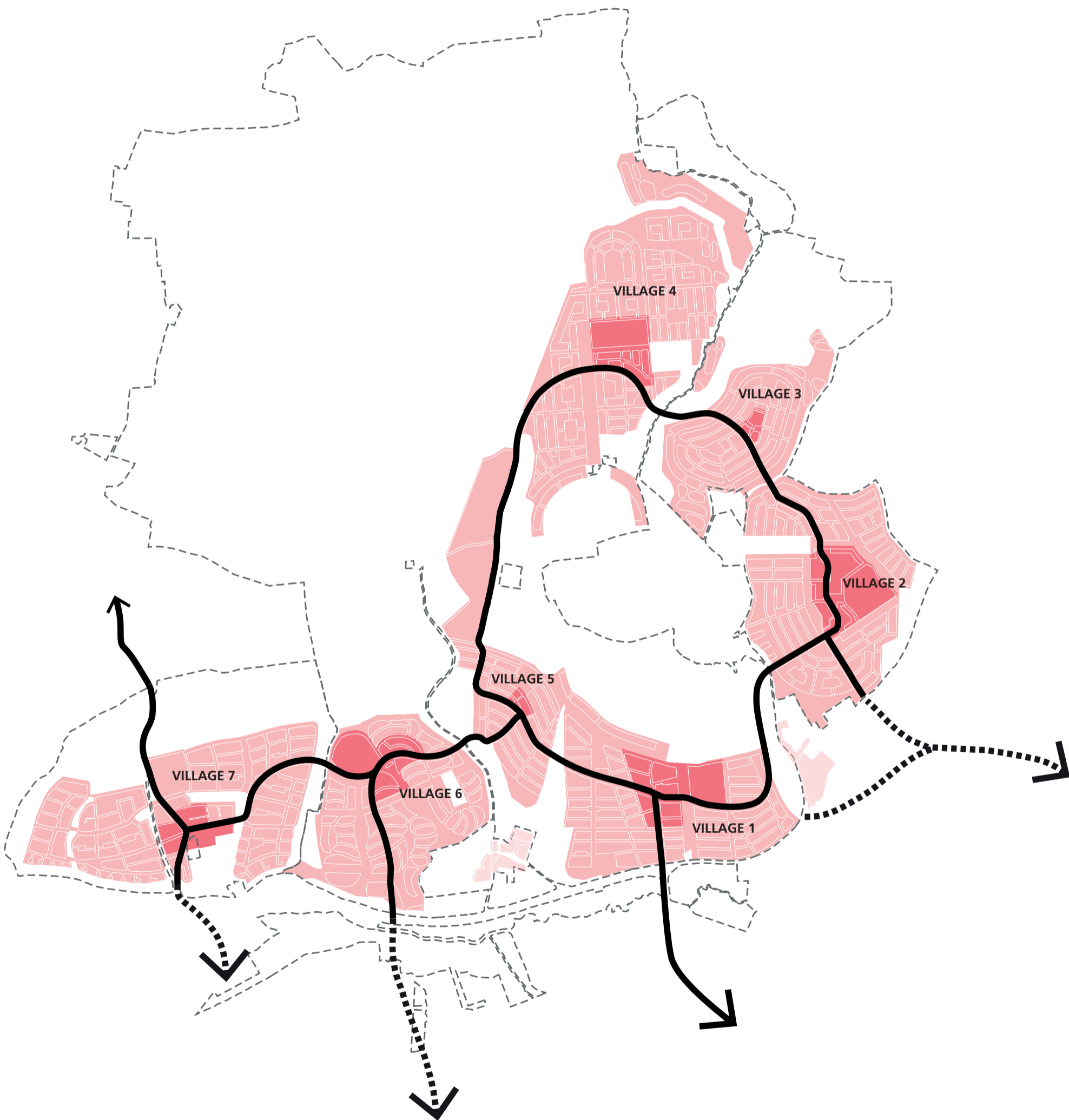
- Gilston Area will exploit the rural setting with all the amenities of a town. A positive frontage to the landscape is provided along the edge of all the villages, adapted to the varying landscape typologies.
- Buildings will deliver a diverse range of high quality, low- carbon homes that support the 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



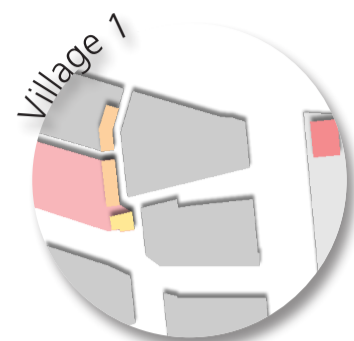
Education and Leisure Facilities - based on the Illustrative Concept Masterplan

## 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

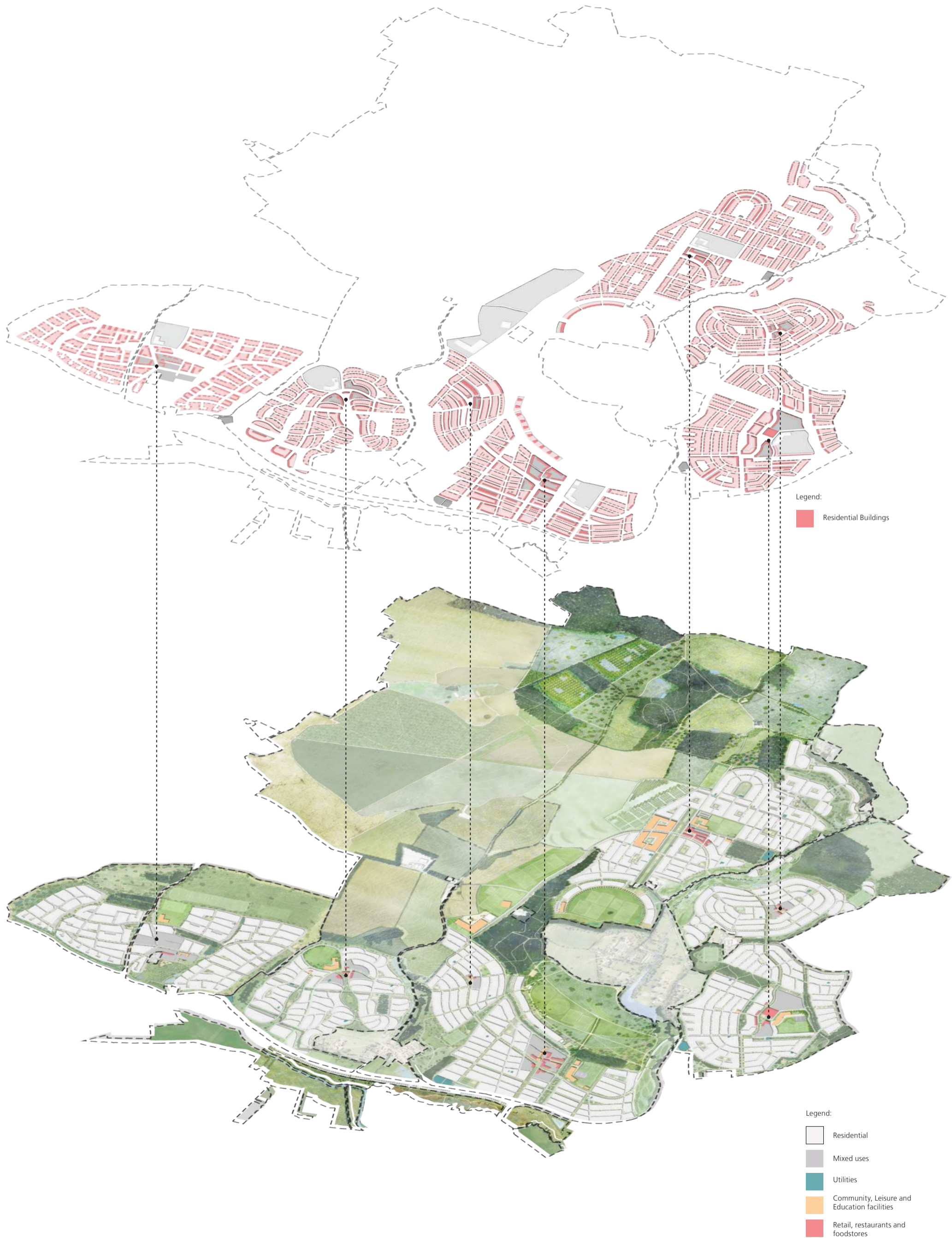
The Gilston Area development will accommodate 10,000 homes and a wide range of housing types addressing the evidenced needs of the local area. The development has been designed to provide a wide range of housing types that can attract a diverse and inclusive community and ensure richness and diversity 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.

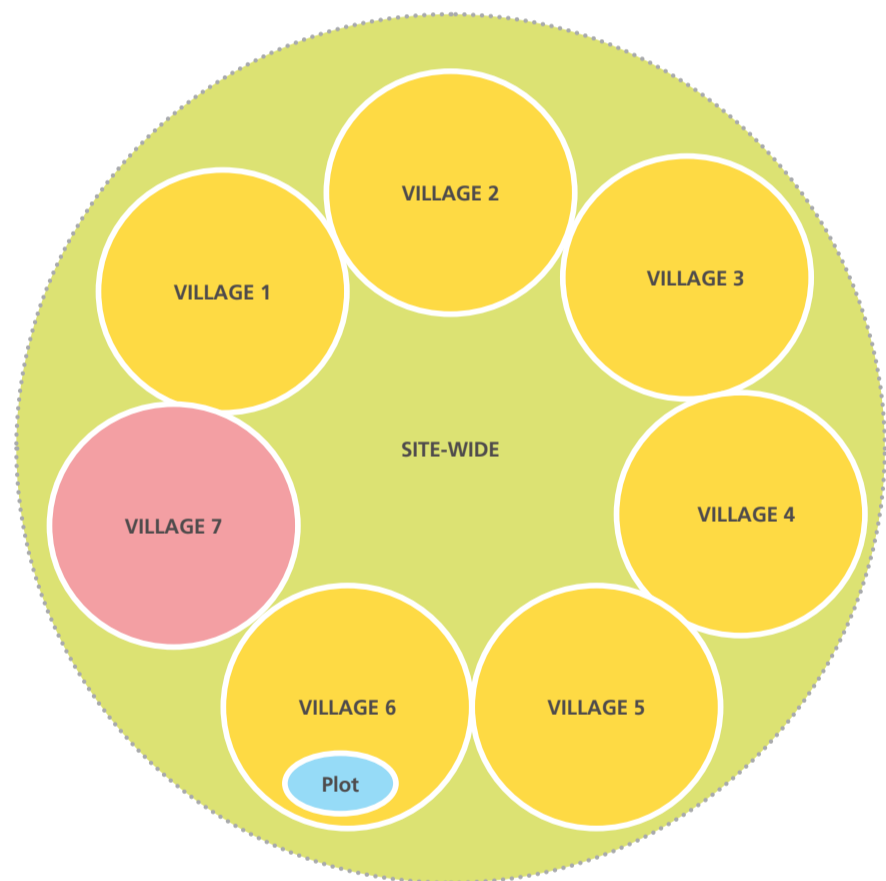
The Principal Landowners will establish these arrangements at the outset, and will include consultation and involvement of local stakeholders. Residents moving in to the development will have a right to be involved in the Governance structures and will be able to influence the ongoing development, and, 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

Introduction

Context

Vision & Objectives

Baseline Summary

Spatial Framework

Delivery & Implementation

Next Steps

## 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

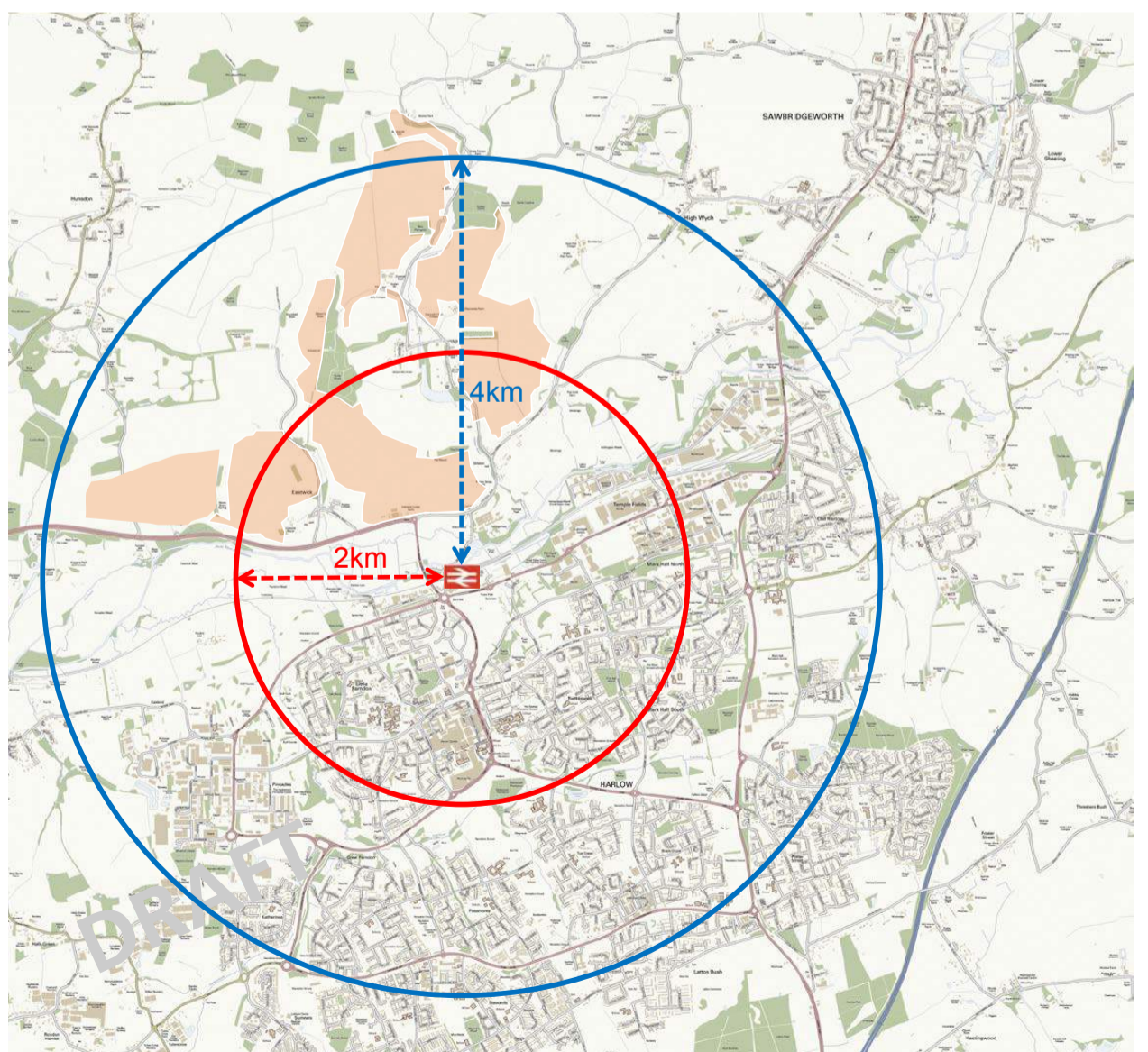
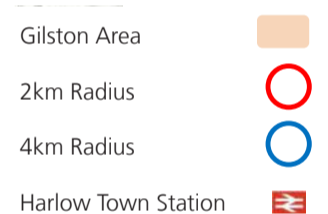
The scale of the development is such that a range of facilities will be provided on site as shown earlier in this document. Facilities include:

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

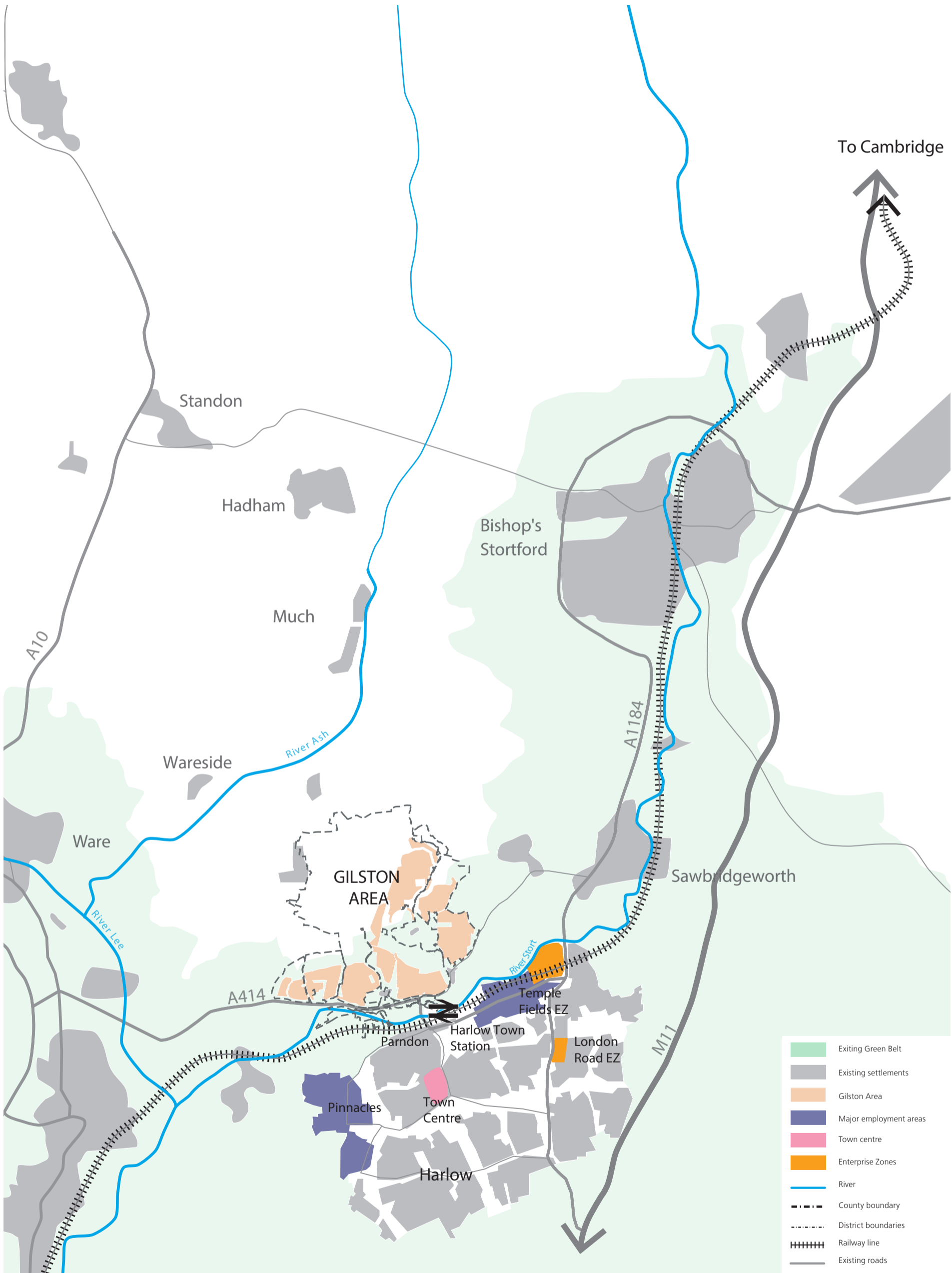
These facilities will make a significant contribution towards reducing the number of trips that need to be made off site. Analysis undertaken, based on other similar locations, demonstrate that circa 30% of trips could be contained within the site during the peak periods. These internal trips will also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

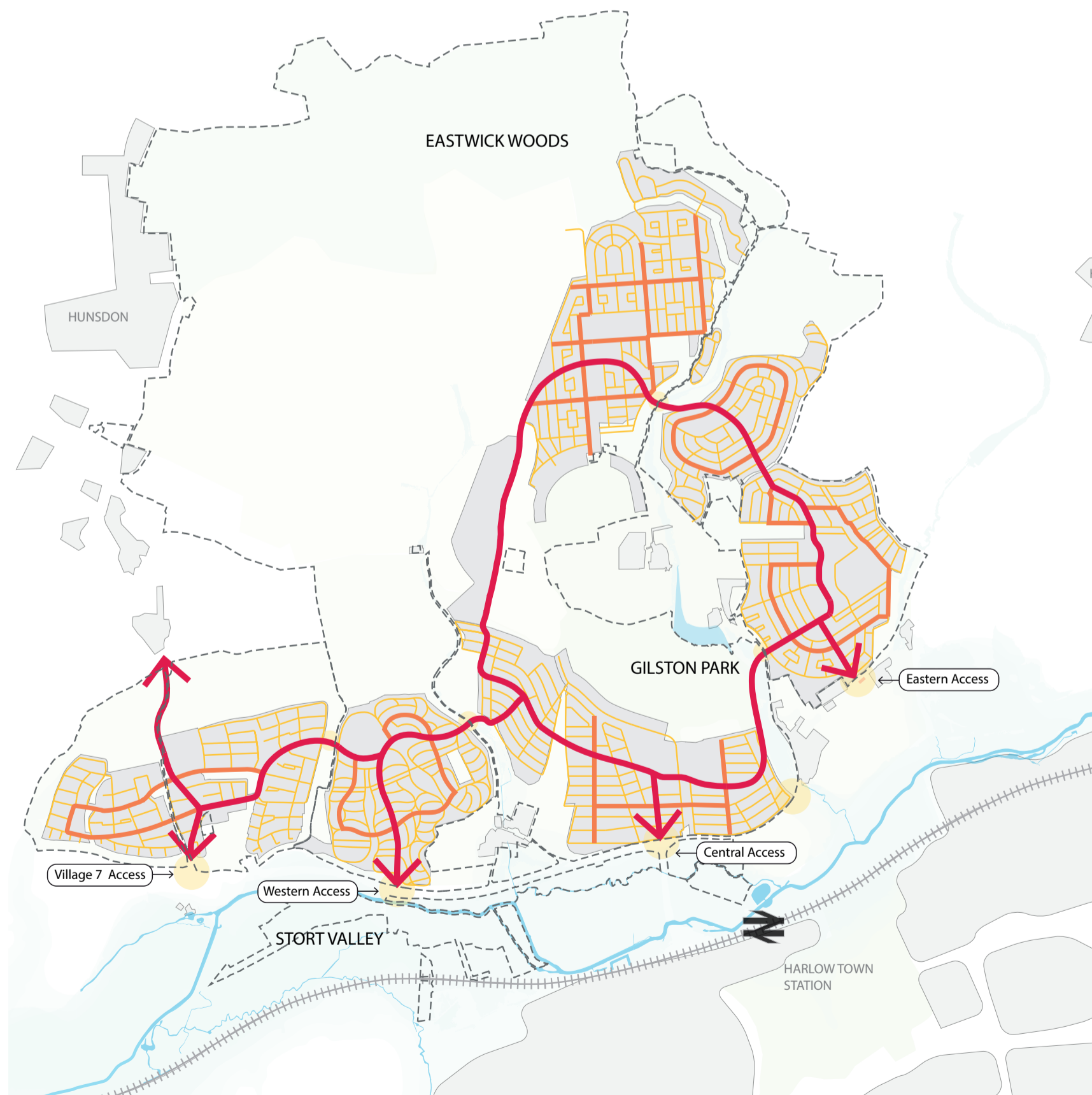
#### Eastern Access:

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

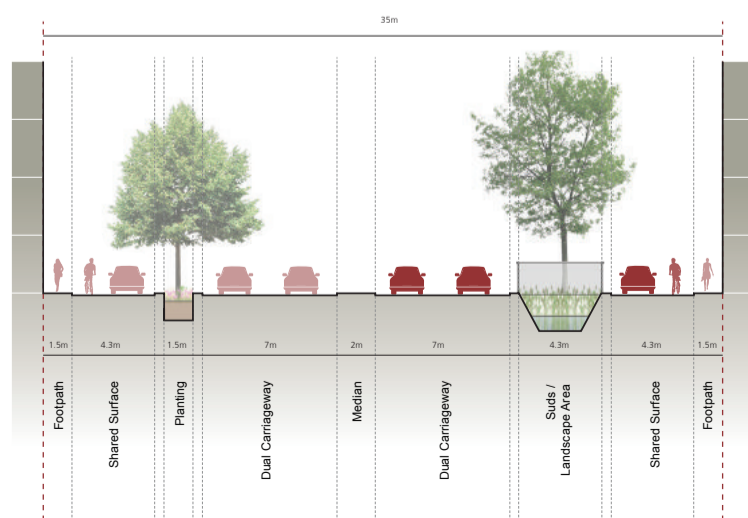


Tertiary Street Precedent: Accordia, Cambridge

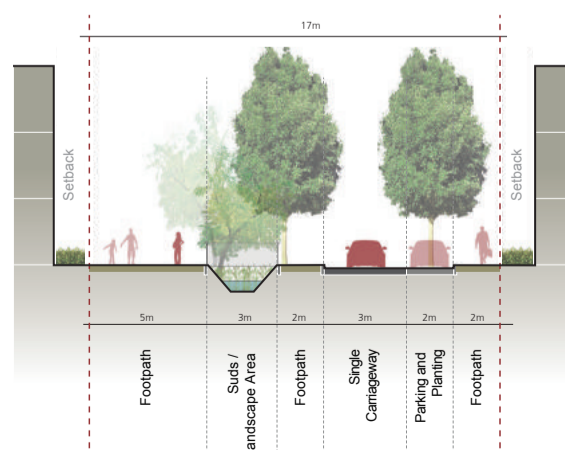


Boulevard Precedent: Mathenesserlaan, Rotterdam

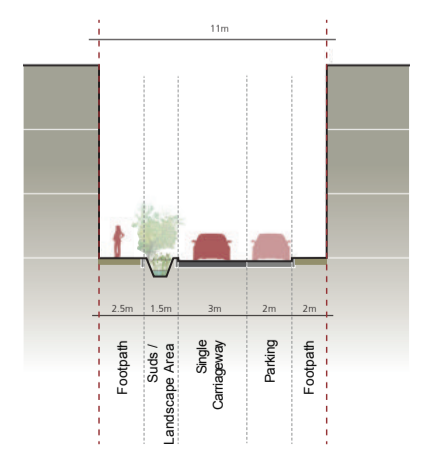
### Primary Street



### 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



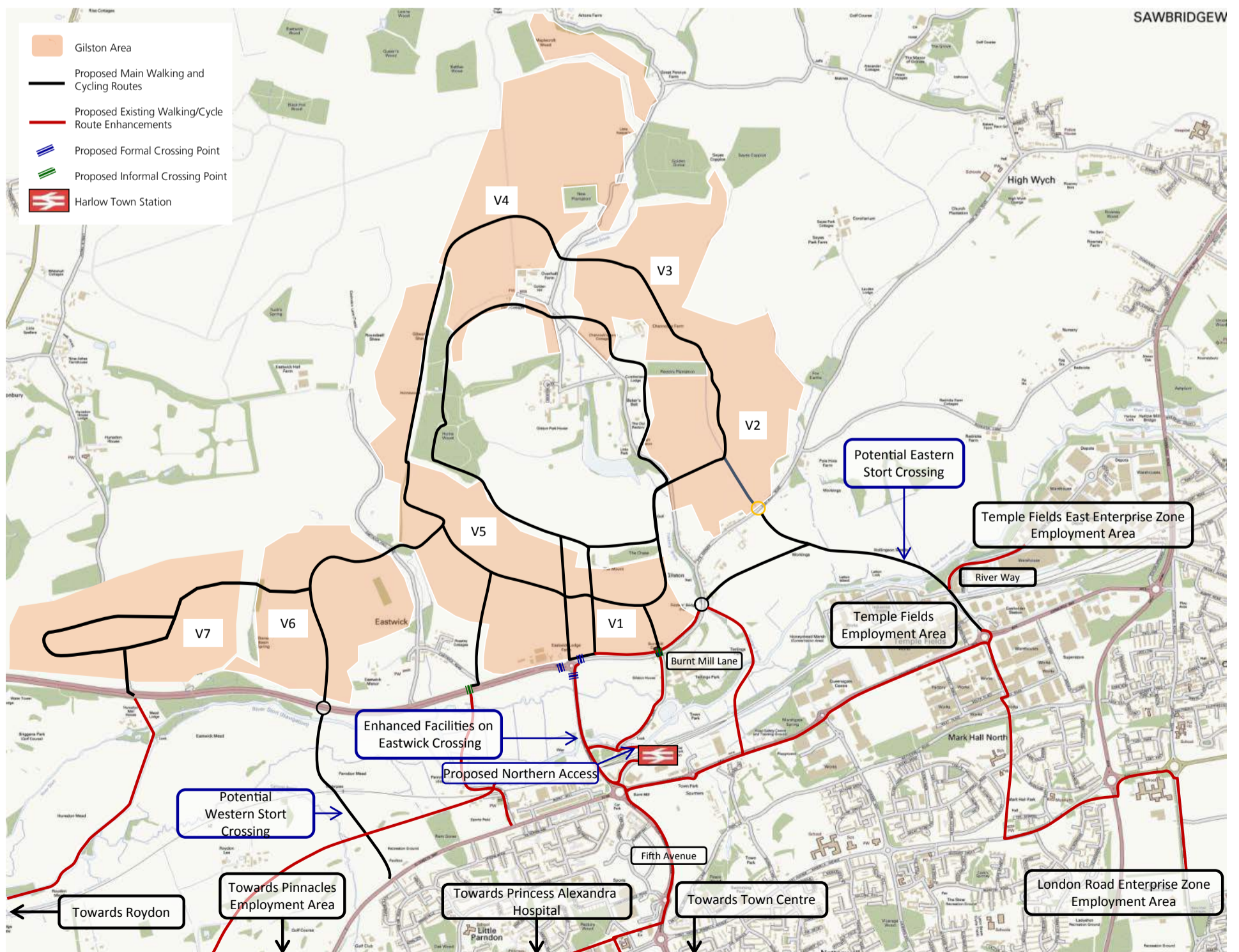
Indicative Pedestrian and Cycle Routes based on the Illustrative Concept Masterplan



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:

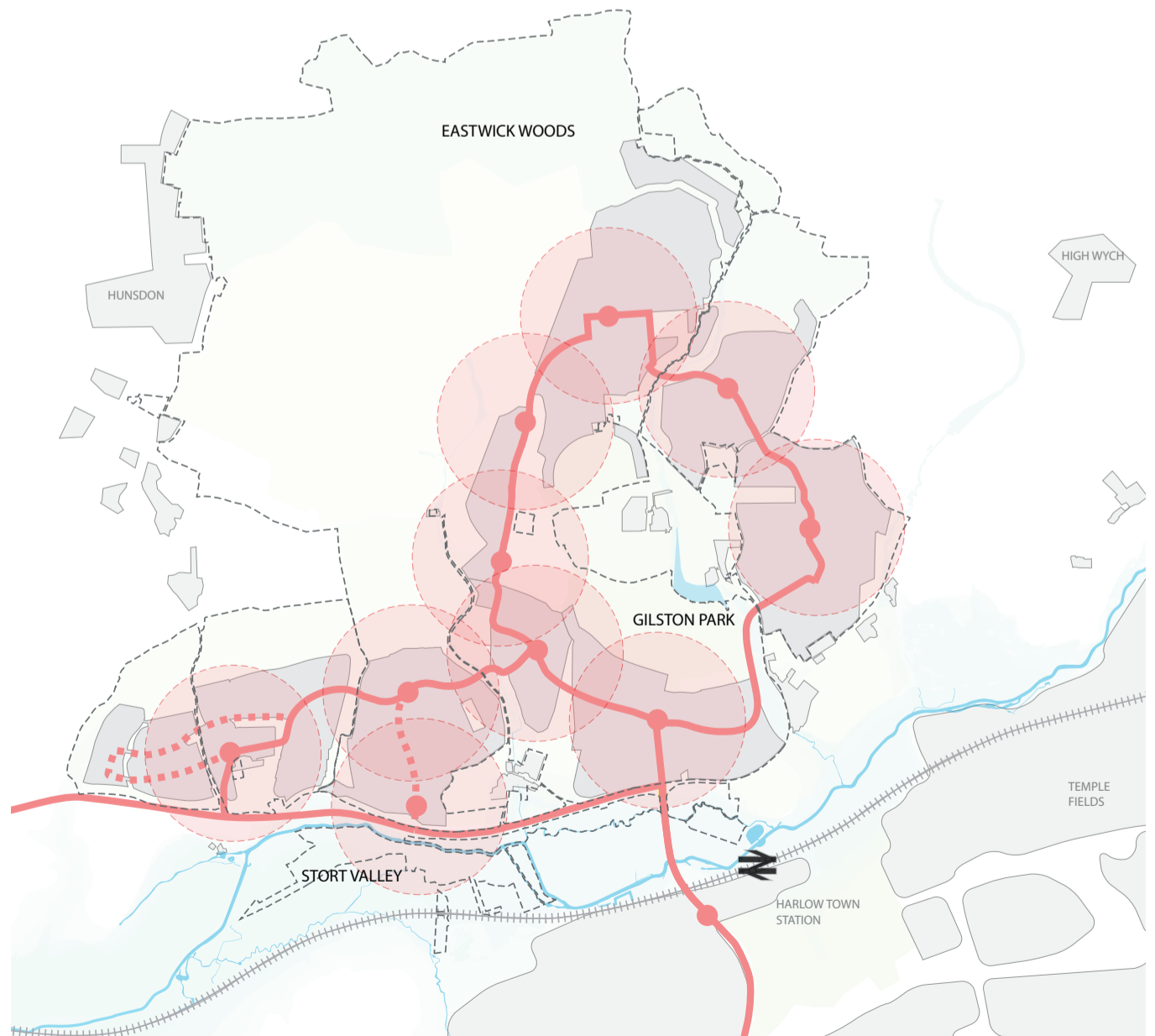
New Central (Eastwick) Stort Crossing:  
Initially this route may be open to all traffic but bus priority may be introduced through lengths of bus lane etc. Once the second Stort Crossing is open, there is the potential for the new Eastwick crossing to provide more significant priority for buses (eg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

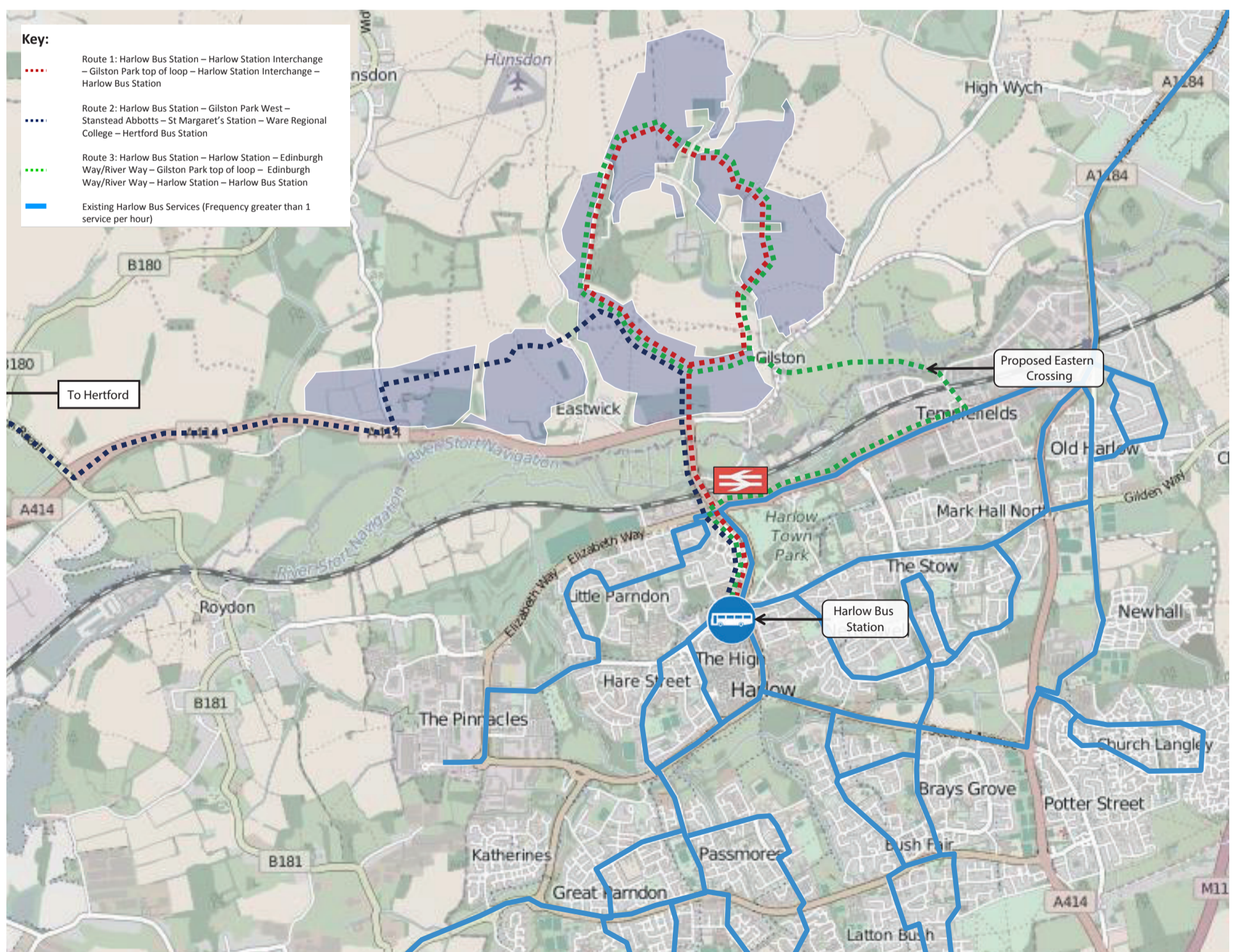


Indicative Additional Bus Routes based on the Illustrative Concept Masterplan

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

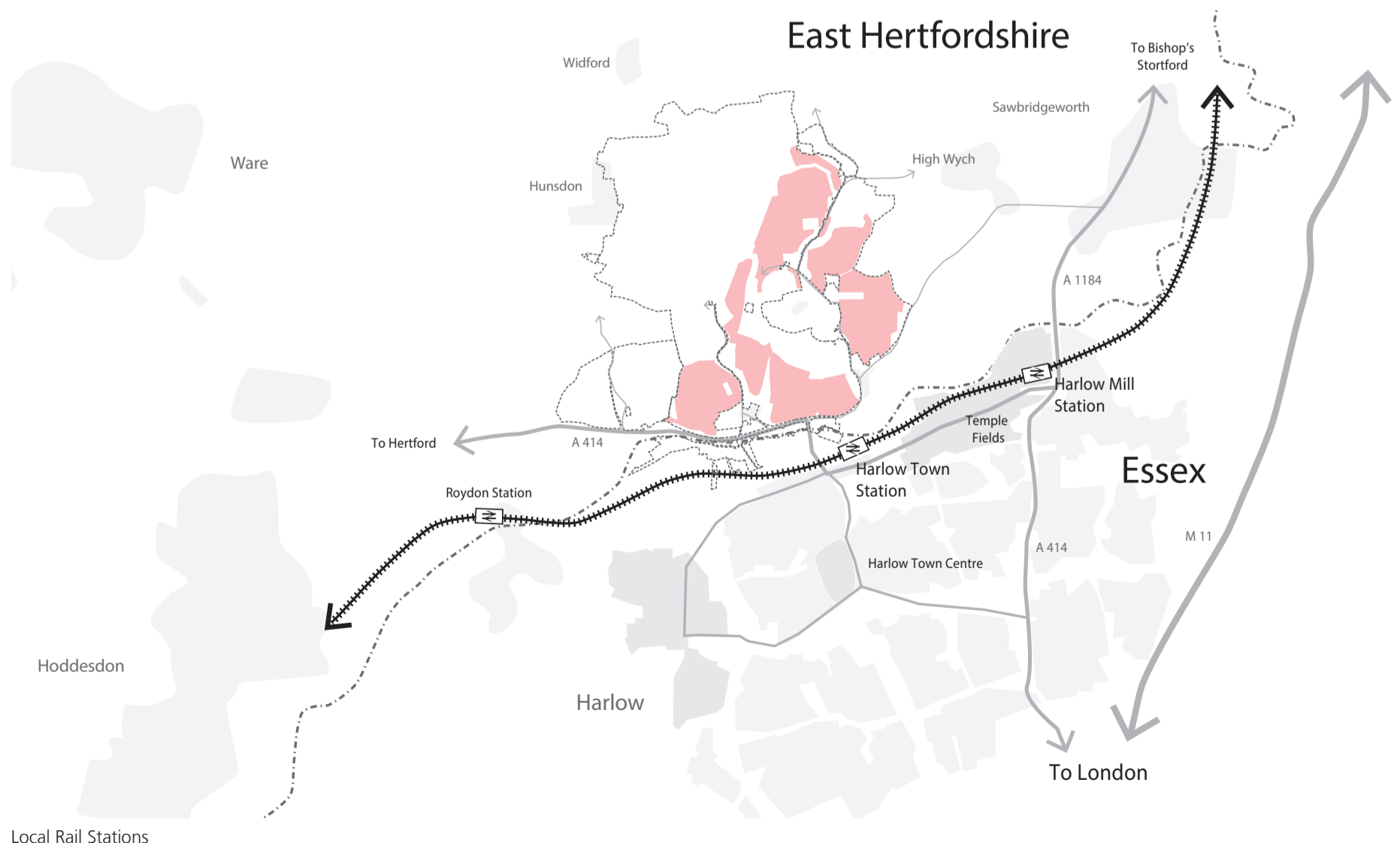
Research undertaken for the DfT's Sustainable Travel Towns (STTs) project has demonstrated that a town-wide approach can reduce traffic levels by 7 to 10%. However, these results are for existing towns. In the context of the Gilston Area, and the wider Harlow area, the aim is to reduce traffic levels 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.

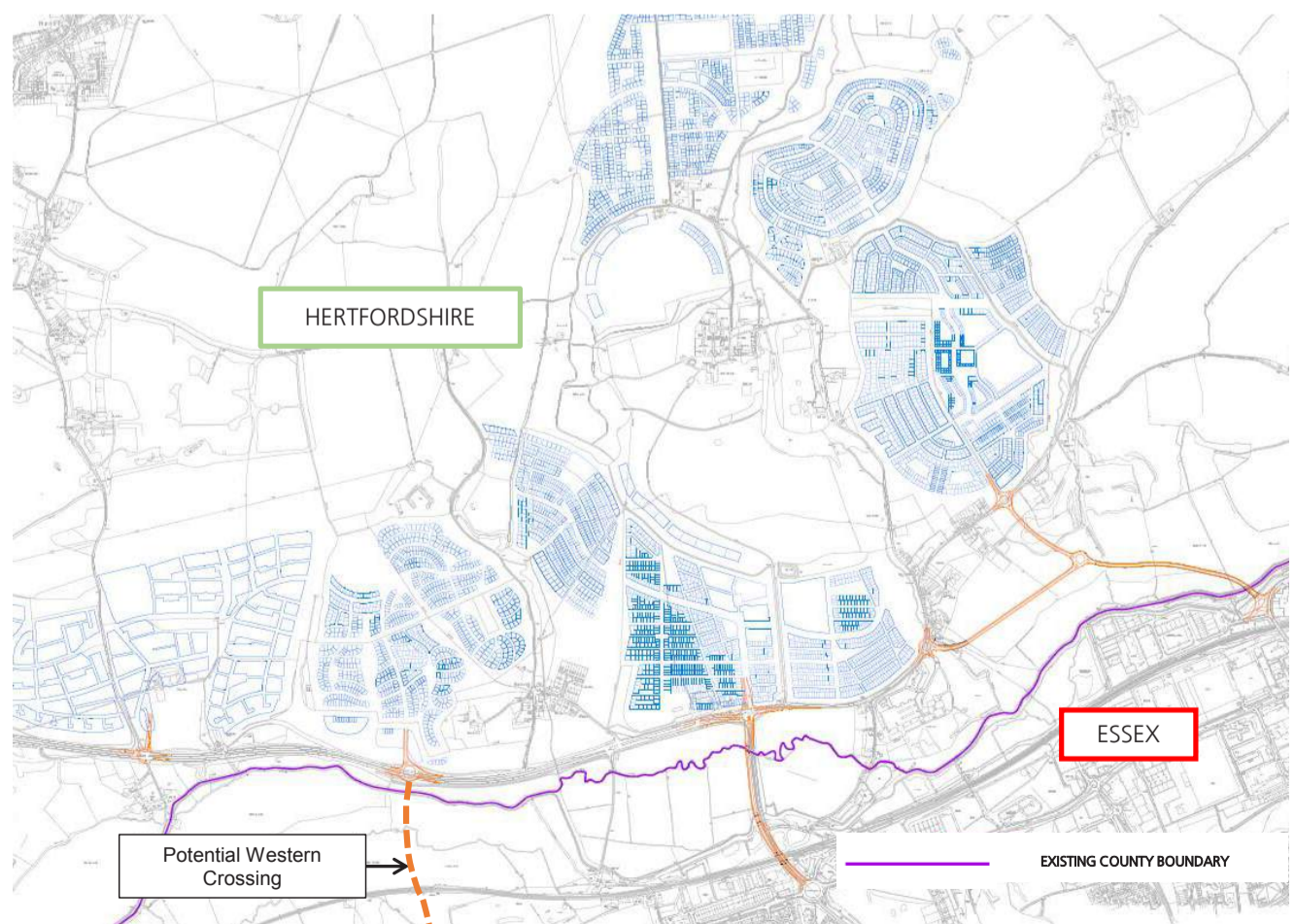
Signalisation of the West Road/Station Rd/A1184 junction in Sawbridgeworth is likely to be required as a result of proposed growth in Sawbridgeworth as identified within the District Plan, and upgrades to the High Wych Rd/A1184 junction may also be required as a result of the same growth. Consideration 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).



Indicative Transport Strategy Plan

# 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

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### 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

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### 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

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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



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