

GILSTON AREA

CONCEPT FRAMEWORK

JULY 2018



CITY & PROVINCIAL
PROPERTIES PLC





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Introduction



INTRODUCTION

PURPOSE OF THE CONCEPT FRAMEWORK

This Gilston Area Concept Framework has been prepared to support Policy GA1 of the East Herts District Plan for 10,000 new homes, along with supporting social and physical infrastructure.

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

In addition to supporting the Site Allocation in Policy GA1, the Gilston Area Concept Framework also serves to:

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

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

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

The key strategic principles identified in this Concept Framework have informed Site Allocation Policy GA1 and will assist to guide the detailed design process.



Site Context Plan



CONTENT

The Concept Framework is structured to address the following:

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

CONCEPT FRAMEWORK STATUS

The Gilston Area Concept Framework has been produced to support Policy GA1 of the East Herts District Plan. It establishes key place making principles for the development that will be used to inform future masterplanning and planning decisions.

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

The Site Allocation boundary has been the main study area focus for examining the technical and environmental issues of the Gilston Area, however, the extent of the assessment for some disciplines has gone well beyond the study area such as determining visual impact, transportation and ecology to examine the wider implications of the development.

All land required to deliver the development within the villages proposed for the Gilston Area is available and is within the control of the two Principal Landowners. Some third party land will be required to deliver the river crossings over the River Stort and the Principal Landowners anticipate that this land will be acquired, where necessary, at the appropriate stage of the planning process. East Herts Council has confirmed it would be prepared to use its Compulsory Purchase Powers, if necessary, to facilitate the delivery of the new Eastern crossing of the River Stort, recognising the crossing's importance to securing economic and social regeneration in the wider Harlow area.

The Site Allocation boundary of the Gilston Area has been informed by the technical evidence prepared to date, in particular the Harlow Strategic Site Assessment (September 2016) prepared by AECOM on behalf of East Herts, Harlow, Epping Forest and Uttlesford District Councils. Should development proposals be advanced on sites outside, but adjacent to, the Site Allocation boundary they will be expected to demonstrate how they positively respond to the principles and objectives set out in this Concept Framework.

PARTNERSHIP WORKING

Places for People (PfP) / City and Provincial Properties (CPP) and East Herts have worked collaboratively to prepare this Concept Framework. This collaboration has established a shared vision and a series of development objectives that support the objectives of the District Plan.

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

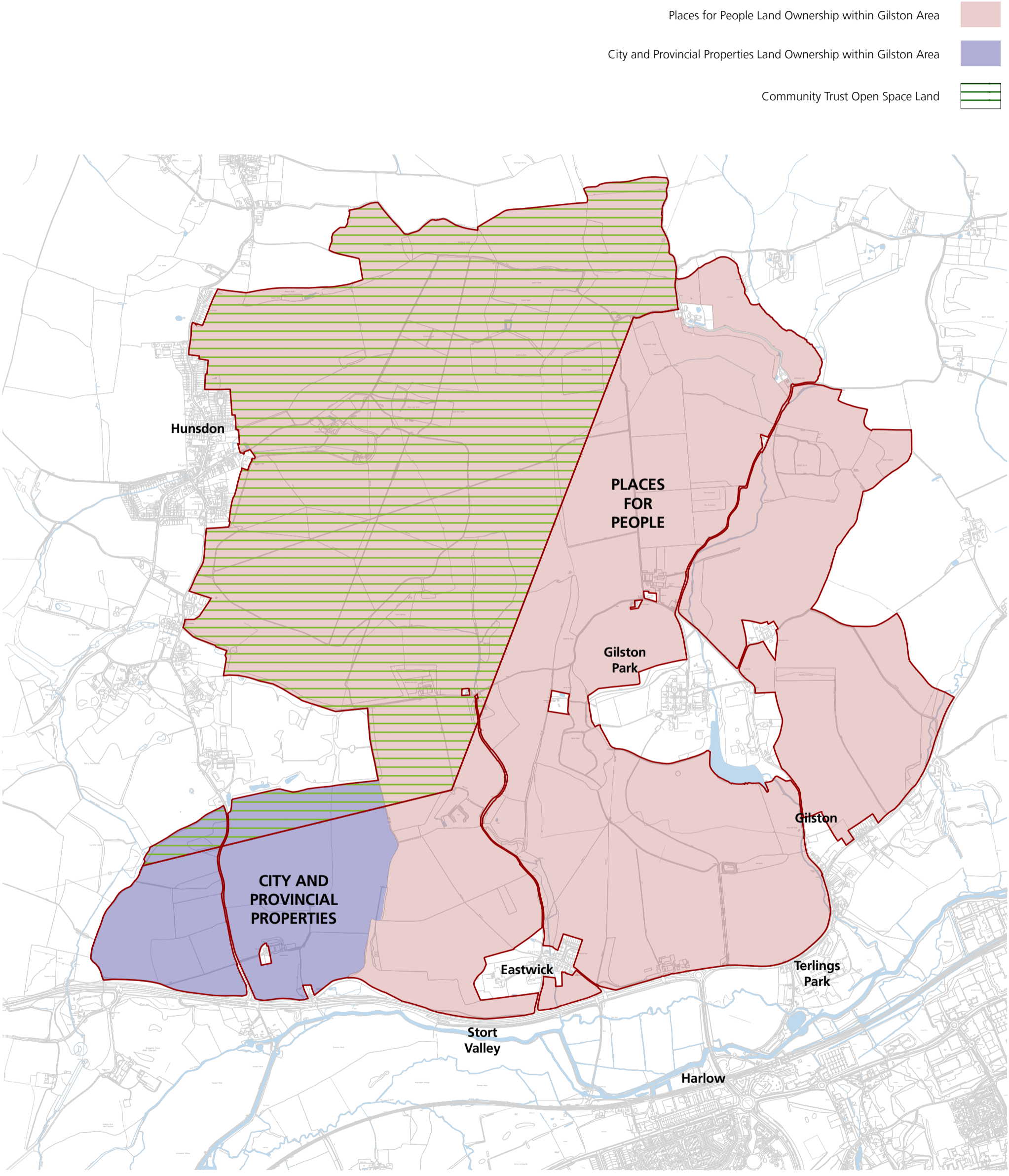
It was agreed between the parties that during the preparation of the Concept Framework joint working sessions would be arranged with relevant officers and members from East Herts and Harlow Councils to ensure a comprehensive understanding of the proposals for the Gilston Area in the form of a Site Allocation,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

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

In January 2017 the Government confirmed its support for the Harlow and Gilston Garden Town (of which the Gilston Area forms part). The Garden Town initiative intends to deliver approximately 16,500 homes by 2033, and coordinated long term growth beyond the plan period. The Gilston Area represents a key part of this Government initiative. Allies & Morrison has been appointed to undertake visioning work for the Garden Town which will have regard to the objectives for the Gilston Area set out in this document to ensure a complementary and consistent approach.

In accordance with Policy GA1 this Concept Framework was prepared in consultation with the local community and key stakeholders. In particular 5 thematic workshops were held between January 2017 and August 2017 with the Neighbourhood Planning Group for Eastwick & Gilston and Hunsdon Parish Councils, and wider public consultation was undertaken during the Summer of 2017. The comments received during this engagement process have influenced the final content of the document.

The local communities will continue to be engaged during future masterplanning and detailed design stages of the project, as explained in Section 7 of this document.



Gilston Area Site Allocation - Ownership Plan



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

Vision and Development Objectives

Establishes the overall vision and development objectives for the Gilston Area



VISION AND DEVELOPMENT OBJECTIVES

A. Gilston Area Vision

East Hertfordshire District Council (EHDC) has identified the Gilston Area (an area within the Metropolitan Green Belt) as an appropriate location for the delivery of housing to meet its long term needs.

EHDC's vision for the Gilston Area is to deliver housing within several distinct villages each of individual character, that are informed by the landscape, topographical and built features of the area.

Each village will be clearly separated by meaningful and high quality landscape. The villages will have a compact centre, with softer edges facing onto green space. The centres will be designed to be individually distinctive and to become natural meeting places, providing a good range of day to day services and facilities alongside housing for groups who will benefit from close location to village services.

Every village will be designed using appropriate materials which respond to existing local context and architecture. The villages will be planned to support healthy community lifestyles, including a range of housing types and tenures, reducing car dependency, encouraging participation in community life, active mobility, sport and enjoyment of the countryside.

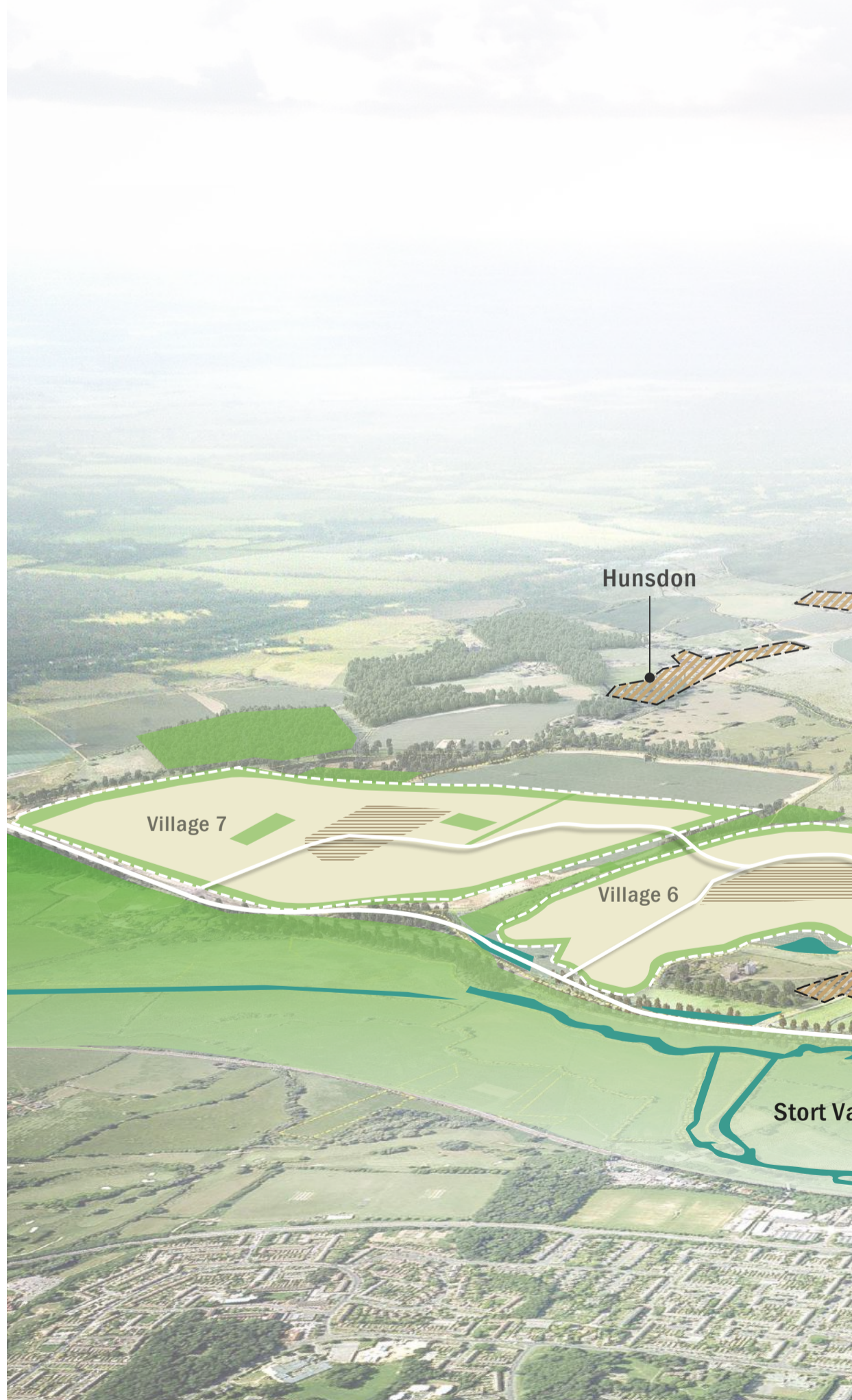
The housing mix will include typologies and tenures suitable for all ages, will support home working and learning and offer a range of accessible tenures including genuinely affordable housing and homes for those with care and support needs. Particular care will be taken to ensure that homes front the streets and lanes and car parking is carefully designed into the new villages so as not to dominate the street scene. Sustainable transport choices, new technologies and the creation of walkable neighbourhoods to reduce the dependence on car borne traffic will be strongly promoted. A cohesive and enhanced rural landscape will bind all the new and existing villages together. Community ownership and management of these areas will ensure an attractive and permanent green setting, offering substantially increased access to open spaces and amenity for all. Existing villages and communities / clusters of houses will be physically respected but functionally integrated to form a unified wider community.

The Gilston Area development will draw on the strategic thinking of the original 'Garden City' values of equality, good health, quality of life, a sense of community and access to employment, facilities and the countryside.

The landowners and EHDC have committed to the principle of land value capture and the funding and delivery of services and infrastructure needed to support the Gilston Area, alongside the long-term community stewardship of community assets and land. New infrastructure will be phased to mitigate the impacts of the development (including on existing communities).

Development of the Gilston Area will be delivered in conjunction with initiatives to further develop and regenerate Harlow through the Harlow and Gilston Garden Town initiative.

This will relate in particular to the delivery of strategic infrastructure to remedy current deficiencies, coordination of the infrastructure delivery to service the growth areas surrounding the town and seeking potential funding/ investment to support its delivery.



THE GILSTON AREA SHALL PROVIDE FOR 10,000 HOMES ACROSS 7 DISTINCT VILLAGES, EACH BASED ON GARDEN CITY PRINCIPLES AS FOLLOWS:

- strong vision, leadership and community engagement;
- land value capture to deliver the essential social and physical infrastructure for the benefit of the community;
- long-term community ownership of land and stewardship of assets;
- mixed-tenure homes and housing types including those that are genuinely affordable;
- a wide range of local jobs within easy commuting distance of homes;
- beautifully and imaginatively designed homes with access to open space, combining the best of town and country to create healthy communities, and including opportunities to grow food;
- development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses energy-positive technology to ensure climate resilience;
- strong cultural, recreational and shopping facilities in walkable, vibrant, sociable communities; and
- integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.



Illustrative Aerial View

B. Meeting the Objectives

THE DEVELOPMENT OBJECTIVES FOR THE GILSTON AREA ARE AS FOLLOWS:

- **CREATING DISTINCTIVE AND BALANCED COMMUNITY** – Seven separate and distinctive new villages, each informed by Garden City principles, with a wide range of homes, employment, local retail, education and community facilities well connected by pedestrian, cycle and public transport routes.
- **MAINTAINING DISTINCTIVENESS AND MANAGING THE IMPACTS OF DEVELOPMENT ON EXISTING VILLAGES** – Protect the distinctive character of existing villages / settlements in the Gilston Area and carefully manage the impacts of the development and construction of the new villages on existing communities through protective green landscape and the timely provision of improved infrastructure (roads, public transport, etc.). Existing communities will be connected to new villages, and have easy access to green spaces and community facilities through an extended network of pedestrian, cycle and public transport routes.
- **DELIVERING A WIDE CHOICE OF QUALITY HOMES** – The development will provide for 10,000 homes distributed across the new villages, which will offer a range of housing types and tenures to create sustainable and inclusive communities. In order to assist in meeting local needs a mix of market and genuinely affordable housing will be provided, as well as a range of specialist housing including assisted living for older residents and opportunities for self-build and custom building.
- **WELL CONNECTED TO, BUT DISTINCTIVE FROM, HARLOW** - The villages will be well connected to the infrastructure, facilities and employment of Harlow, but will be physically separated and distinctive in their spatial form and design. The development will respect the strategy and vision for the Garden Town initiative which covers parts of Epping, Harlow and the Gilston Area, and through this it will contribute to the wider aspiration for the sustained economic regeneration and growth of Harlow.
- **PROMOTING HEALTHY COMMUNITIES** - Each new village will be supported by an appropriate range of social infrastructure, reflecting the scale of each village, including education, health, faith, open space, leisure, retail and community facilities alongside excellent links to the undeveloped open countryside especially that in community ownership and management.
- **PROMOTING SUSTAINABLE TRAVEL** – The development will promote sustainable transport choices, anticipate foreseeable changes in transport technology and mitigate the traffic impact of the development on existing communities and the wider transport network across the locality. It will provide an extensive network of safe and convenient pedestrian and cycle routes linking new and existing villages / communities and be well-integrated with existing Public Rights of Way and routes within and beyond the site. Each village will be developed around a legible street hierarchy which connects new housing to the village centres and other facilities. New efficient and frequent public transport connectivity will link new and existing villages in the Gilston Area with surrounding areas, in particular Harlow Town Station and the town centre. The presence of the car within the villages will be carefully managed to minimise the visual impact on the street scene and to encourage walking, cycling and the use of public transport.
- **CREATING WALKABLE NEIGHBOURHOODS** – New development will be designed on active design principles. New homes will be located within short walking distance of open space, community facilities, shops, and schools to promote a healthy and active community. This will help to create vibrant, inclusive and healthy communities with a distinctive sense of place. Within neighbourhoods walking and cycling will be prioritised.
- **PROMOTING HIGH QUALITY DESIGN** - The development should create a strong sense of place and local character, appropriate to a Hertfordshire village. Durable and high quality buildings and public spaces will positively respond to local landscape character and history and reflect the identity of the local area. Clear and detailed design guidance will be developed for each village.
- **A PROTECTED AND ENHANCED LANDSCAPE AND NETWORK OF GREEN SPACES** – Protect and enhance the landscape setting of new and existing villages / communities through the creation of an extended network of accessible green spaces, with the retention of existing trees, hedgerows and landscape features where possible. The network of green spaces will be linked by a series of environmentally viable green corridors between new and existing villages which will provide walking routes and promote rich biodiversity appropriate to the area. The landowners will transfer the undeveloped parklands into community ownership, supported by a comprehensive long term management strategy
- **PROTECTING AND ENHANCING NATURAL ASSETS** – Existing natural assets, especially woodlands, will be retained and enhanced and incorporated as part of the integrated network of green spaces. Early restoration and management of woodlands will be required. The topography of the site and existing landscape features will inform the configuration of the village layouts and assist in the sustainable management of surface water drainage. Key habitat features will be preserved as a priority and enhanced and new habitats created to improve biodiversity.
- **PROTECTING AND ENHANCING HERITAGE ASSETS** – Existing heritage assets will be respected, protected and, in some instances, enhanced. This includes the historic Gilston Park (a centrepiece of the development but in need of landscape enhancement) Hunsdon Airfield, St Marys and St Botolph's Churches, the local War Memorials, all Scheduled Monuments and the settings of other Listed Buildings. The proposed development layout and set backs will incorporate appropriate mitigation measures to minimise impacts on the settings of local heritage assets alongside celebrating such assets for the qualities they will bring to the new communities as places of quality.
- **ENGAGING LOCAL COMMUNITIES** – Establish early on the framework for governance arrangements for the long term stewardship of the Gilston Area that will bring together the new and existing communities whilst ensuring the long term protection of the green spaces and their high quality management by the community.
- **ENSURING THE PHASED DELIVERY OF NECESSARY INFRASTRUCTURE TO MEET THE NEEDS ARISING FROM THE DEVELOPMENT** – The new infrastructure will be designed to benefit existing and new communities and its provision will be phased to minimise and manage the impacts of the development on the local area.



MEETING LOCAL HOUSING NEEDS



RESPECTING HERITAGE ASSETS



ENHANCING LOCAL ASSETS



PROVIDING FOR THE COMMUNITY



SUDS INTEGRATION



SUSTAINABLE TRAVEL



APPROPRIATE EMPLOYMENT USES



OPEN SPACE ACTIVATION



PLAY

C. Strategic Influences

ANATOMY OF A VILLAGE

Villages are traditionally regarded as attractive and desirable places to live. Analysis of villages in the local area and across the country has shown that there are a number of common characteristics which can be drawn upon as strategic influences for the Gilston Area villages.

There is no universal definition for villages due to their diversity. National Geographic describes villages as being small settlements usually found in a rural setting. They are generally larger than a hamlet but smaller than a town.

The success of a village will be determined not by its scale, but instead by its character. The successful design of the Gilston Area's villages should be informed by the following characteristics, with the application of each determined by local and contextual factors as part of the Village Masterplan stage as described in Section 7:

- Landscape and heritage as an integrated elements: Incorporate natural landscape elements within the village to provide focal points, informality and natural forms. Incorporate historic features to provide a sense of time and place, formality and often strong built forms.
- Enclosure and vista: Have a well-defined centre with a strong sense of enclosure. Views should generally be orientated inwards rather than to the surrounding countryside.
- Scale and composition: generally characterised by lower storey development, with some taller buildings in appropriate circumstances. May incorporate low, medium and high density development from village edge to centre
- Village green: Contain a central green space to act the focus of village life, enabling organised and/or informal recreation.
- Market square: Contain a market square providing a central space for connection, trade, activities, festivals and events.
- Vibrant and activated high street: Incorporate a focused centre of activity along a defined high street, linked to the market square, providing a range of local shops and services, including food and drink uses providing places for meeting and socialising. High streets should be visible, and in most instances at the intersection of routes.
- Mix and density of residential development: Accommodate a range of housing sizes and types at a sufficient density to support the local shops and services, including social and community infrastructure and public transport.
- Locally-derived materials palette and distinctive village architecture: Use a rich and varied vernacular material palette in buildings and also reflected in the streetscape. Building form or architectural style should create **distinct villages and contributes to character.**
- **Diversity: No two villages are the same and with their uniqueness partially derived from the intrinsic landscape and character.**

LITTLE HADHAM

Population: 2 000
Units:500



BRAUGHING

Population: 1 203
Units:347



PUCKERIDGE

Population: 1 940
Units:795



STANDON

Population: 1 379
Units: 558



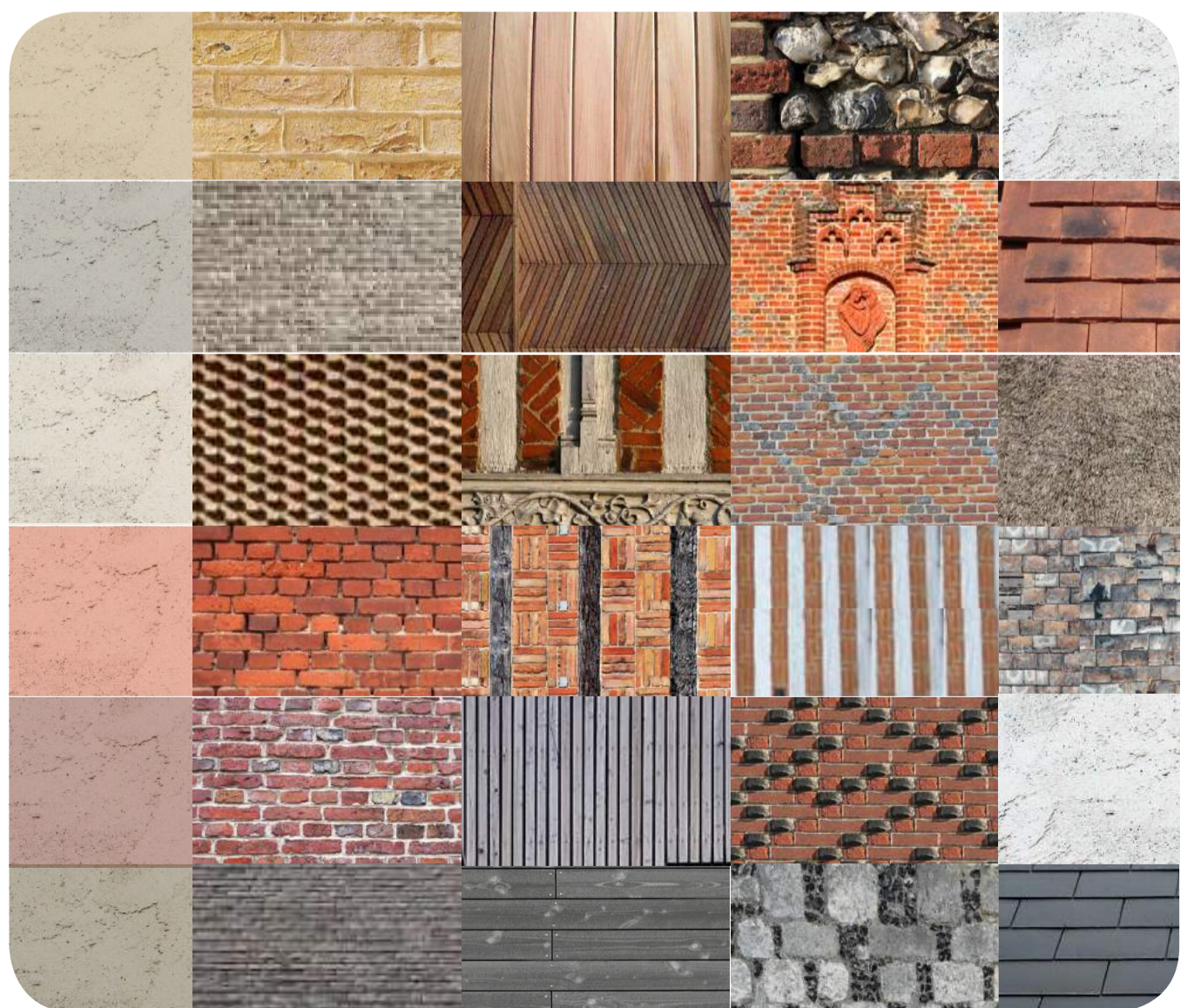
WATTON-AT-STONE

Population: 2 057
Units: 846



MUCH HADHAM

Population: 2 862
Units:1 240



Villages Material Palette

VILLAGES

KEY FEATURES

LESSONS LEARNED

ALDBURY, HERTFORDSHIRE Population: 537



LANDSCAPE AS INTEGRATED ELEMENT

Incorporating natural landscape elements within the village centre provides focal points, informality and natural forms

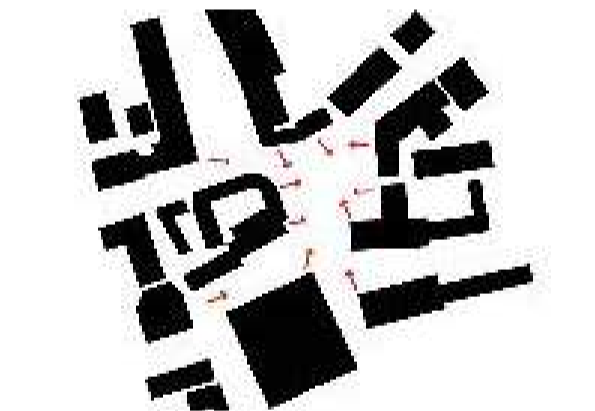
FINCHINGFIELD, ESSEX Population: 1300



SCALE AND COMPOSITION

A formal or informal grouping around a central green space which is the focus of village life is typical of many villages.

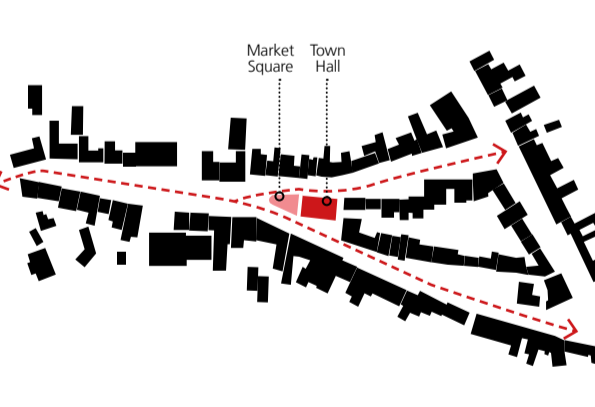
WHEATHAMPSTEAD, HERTFORDSHIRE Population: 6410



INTIMACY AND ENCLOSURE

Successful village centres are well defined with a strong sense of enclosure. Views in the main are orientated inwards rather than to the surrounding countryside.

WOODSTOCK, OXFORDSHIRE Population: 3100



FOCAL POINT & CENTRE

Landmark buildings often with a distinctive form or differentiated scale act as focal points or terminate vistas. These civic or important buildings also serve to create variation in massing and village identity.

BUNTINGFORD, HERTFORDSHIRE Population: 4820



PUBLIC-PRIVATE INTERFACE

A localised and focused centre of activity along a defined high street length provides successful village centres.

TOWN-COUNTRY VISION: THE LEGACY OF THE GARDEN CITIES

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

Howard's influential model was interpreted and implemented at the turn of the 20th century in the form of the Garden City Movement by designers such as Barry Parker, Raymond Unwin and Louis de Soissons in their work at Letchworth, Welwyn and Hampstead Garden Suburb. Hertfordshire is home to the first garden cities in the world; developments at Letchworth and Welwyn broke the mould and created some of the most loved and respected places in the country setting a model that is replicated across the globe.

These are sustainable places created on the fundamental principles of equality, good health, the best quality of life, community ownership and access to employment facilities and the countryside.

As part of the Harlow and Gilston Garden Town, the aim is to build on those enduring principles and apply them within the Gilston Area.

Howard's original model equates broadly to the proposed built area for the Gilston Area, and the size of the central green space equates roughly to Gilston Park.

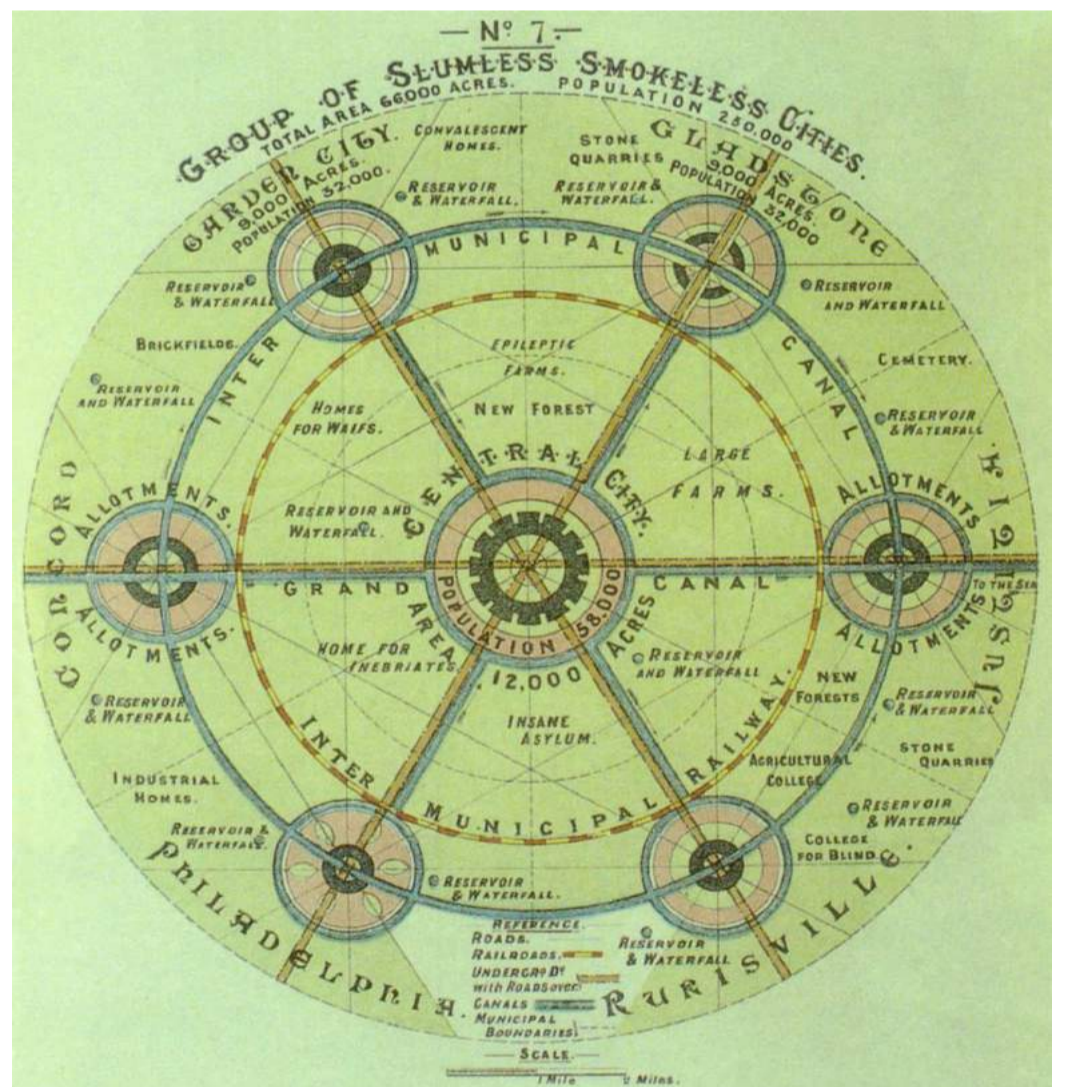
The original model, with its concept of built and open land in harmony, remains valid and is one of the key concepts underpinning the designs for the Gilston Area.

Particular points of significance include:

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

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

Ebenezer Howard



'SOCIAL CITY' NETWORK

The town size of a Garden City was to be limited. Once the population met its limit, a network of cities would be built. Garden cities would connect to each other by linked road and rail.



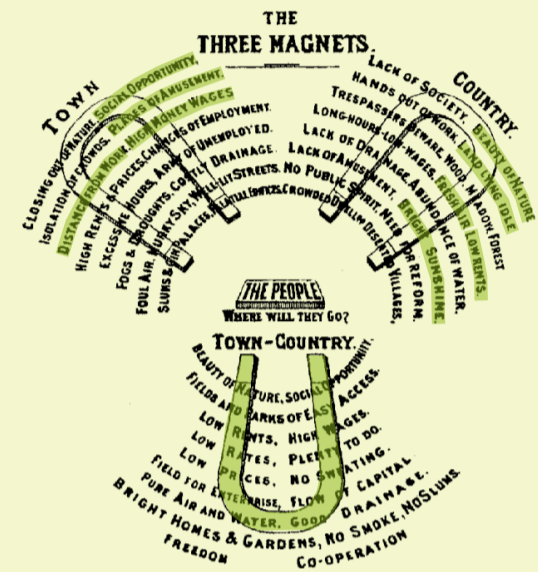
High value frontage to Park



Hampstead Heath



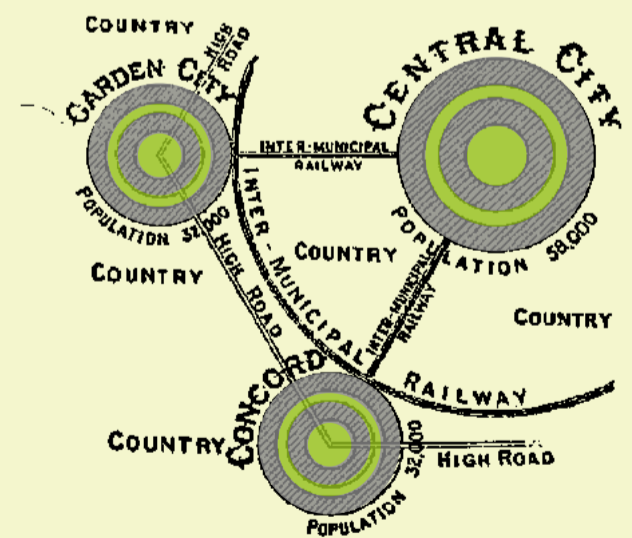
Private front garden



Ebenzer Howards' town country vision



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



A network of Garden Cities



GIBBERD: BUILDING ON A

VISIONARY LEGACY

A FRAMEWORK INFORMED BY GIBBERD'S PRINCIPLES

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

The Gilston Area is not seeking to replicate Harlow, but the following principles from Gibberd's approach are relevant to the Gilston Area:

COMPACT DEVELOPMENT

A place of attractive, self-sufficient, walkable clusters.

- This principle creates a structure of clearly defined focal points separated by green spaces which are within easy walking distance. It helps reduce reliance on private vehicles and improves access to local amenities.
- Compact development should be supported by a network of safe and well-connected walking and cycling routes.
- Centres provide a focus for local services and facilities within walking distance of the home, thereby reducing the need to travel by the private car.

INTEGRATING NATURAL AND HISTORIC ENVIRONMENTS

A place shaped by its landscape and natural setting.

- The Gibberd master plan took a landscape-led approach where the urban structure was formed around the protection of natural features.
- The spaces between built form - the Green Wedges - function as strips of green space so that the countryside flows through the town.
- The protection of, and the design response to, natural assets and historic buildings, fostering a sense of place and providing character for new development.

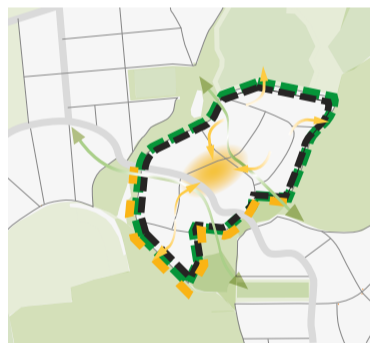
WELL-DEFINED URBAN SPACES

A place with attractive and distinctive spaces.

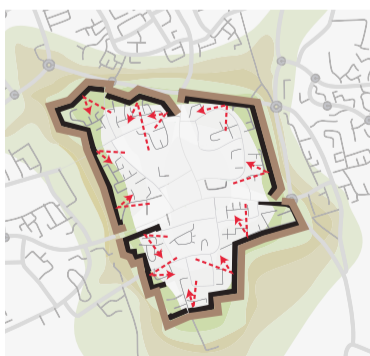
- Clearly defined frontages and well-enclosed public spaces overlooked by the buildings that frame them.
- Safe and accessible open spaces that have a specific purpose were set within an urban environment to encourage passive surveillance and legibility.



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

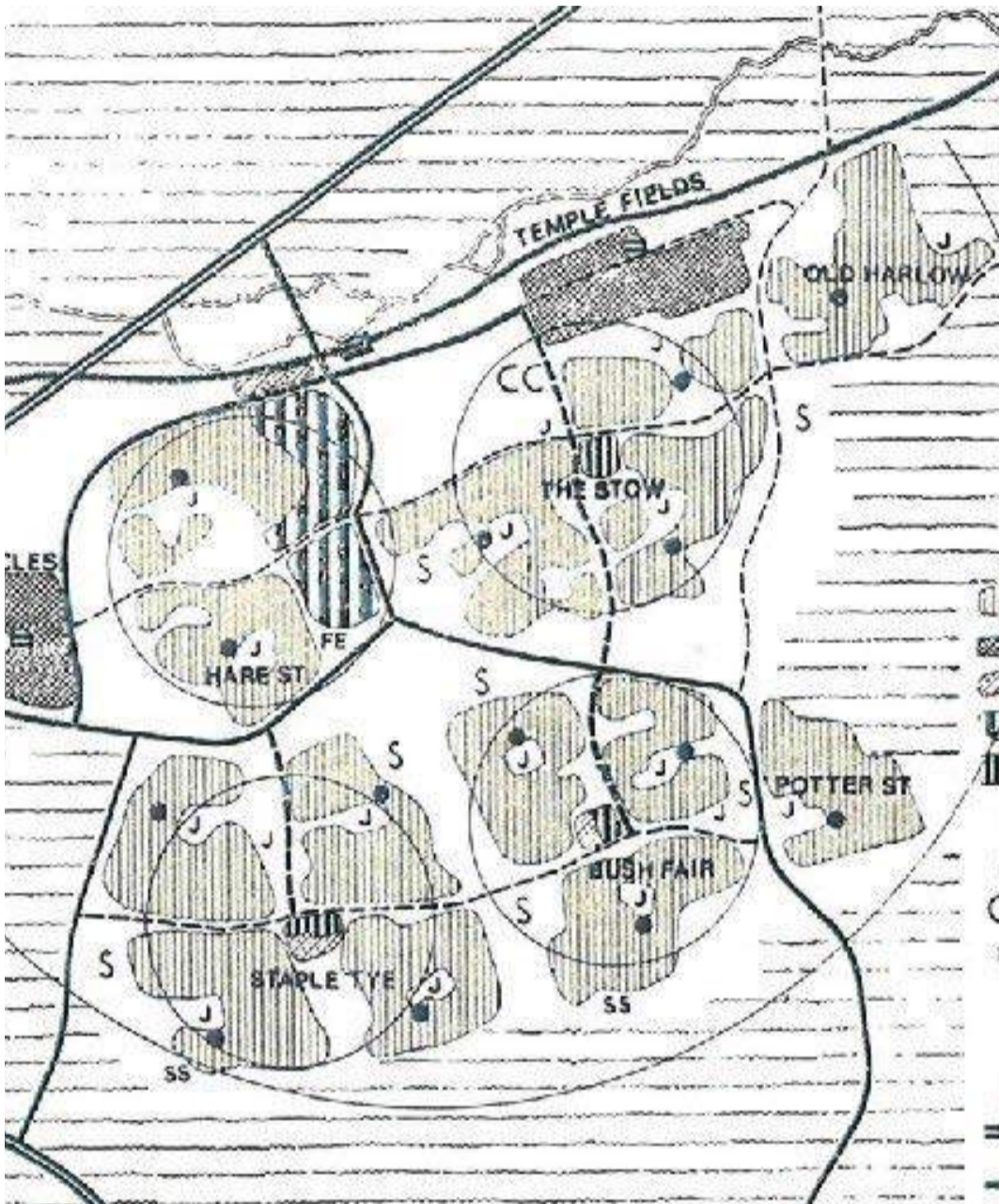


The Gilston Area therefore aims to emulate the idea of green wedges but activates them with direct and open frontage providing overlooking and definition to the surrounding green.



Present day Harlow - Unfortunately the well-defined urban spaces vision has not been realised. The housing that surrounds Harlow turns away from it, rather than fronts onto the open green space, creating spaces that are not over looked or addressed.





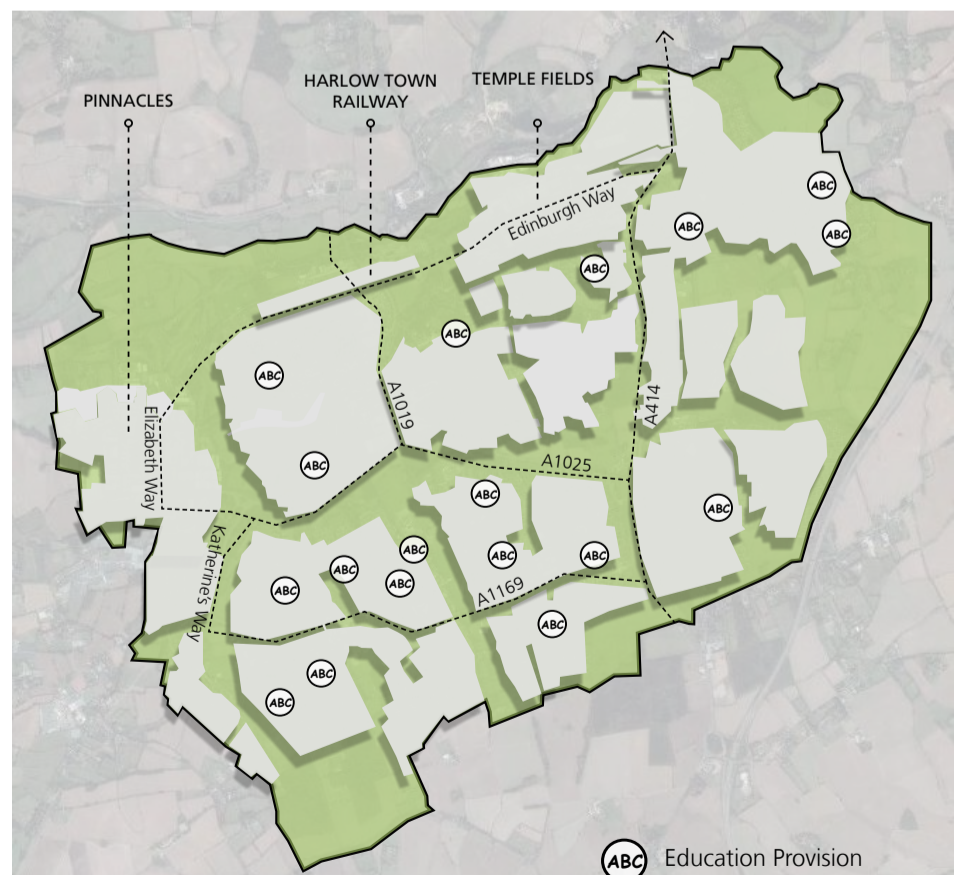
Concept arrangement of Neighbourhood Centres and Hatches (indicated as Neighbourhood Sub-Centres) (from 'The Design of Harlow', F. Gibberd, 1980)



Harlow Materiality



High Street and Post Office, Harlow, 1915



Aerial view of Harlow

THE ENGLISH LANDSCAPE

TRADITION

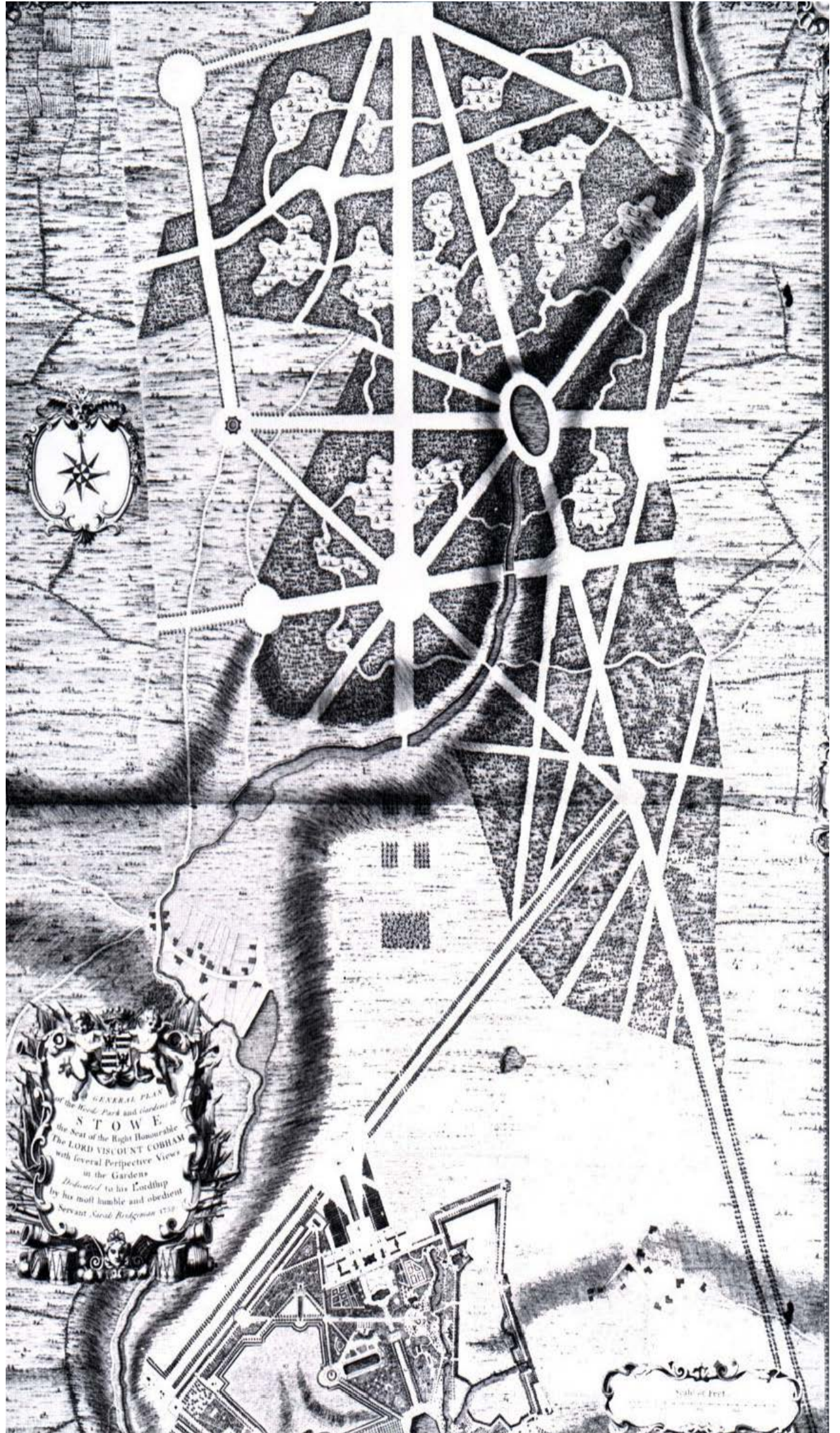
The framework takes inspiration from the heritage of the site and the English landscape tradition.

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

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

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

For further detail on the role of a functional countryside, please refer to the landscape section.



Formal layout and strategic axis, Stowe



Landscape axis, Norton Common



Leisure and recreation facilities



High Value Frontage



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

Context **3**

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

SITE CONTEXT

A. Strategic Context

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

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

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

The Gilston Area is a strategically advantageous location for development because:

- the Hertfordshire Growth Deal and the A10/M11 list it as one of three transport corridors with significant potential for growth;
- Harlow lies in the middle of one of the most important economic sub-regions in the UK;
- the London-Stansted-Cambridge Consortium (LSCC) lists Harlow as an integral economic location and labour market needed to support the prosperity of the LSC corridor.
- It can contribute to the regeneration of Harlow helping it to meet its growth needs, particularly given its existing Green Belt which tightly constrains land surrounding the town



Strategic Location - London - Stansted - Cambridge Corridor



Harlow Town Centre



Eastwick



Hemel Hemstead



Bishops Stortford



Aldbury



St Albans



Hunsdon



Temple Fields

The Growth Commission published its formal recommendations in July 2016. They have set out the key strengths of the sub-region as well as the threats and risks to its continued and sustainable success. The Gilston Area can make a strategic contribution to addressing these challenges and priorities through commitment to deliver homes and through investment in skills, communities and exemplary placemaking. It can support the growth of the Harlow Enterprise Zone, which has been established to capitalise on the excellent opportunities for growth in the region. The Gilston Area will offer an attractive housing option for those working in the Enterprise Zone and Harlow's other employment areas, ensuring the town continues to play a role in the strength of the regional economy.

Specifically, the Commission has identified five major risks and five priorities for intervention:

Risks

- Failure to provide quality locations to live and work
- Labour market shortages, which will reduce business investment

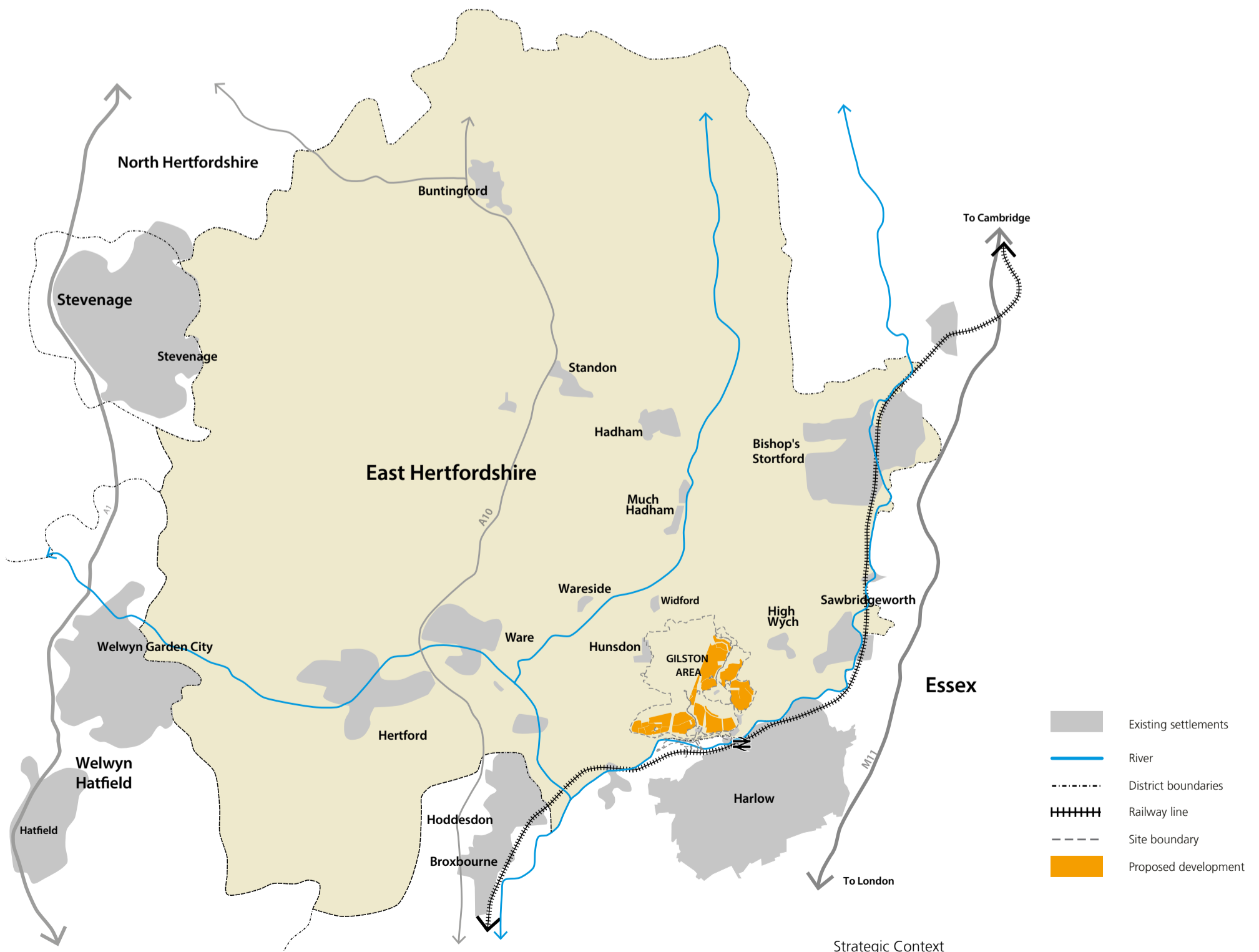
- Increased housing pressures that could reduce skills supply
- Continued polarisation of the workforce and communities, increasing inequality
- Growth in London exerting greater challenges and pressures on localities within the Corridor

Opportunities

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

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

The Government's support for the Harlow and Gilston Garden Town is recognition of the opportunities that exist in the greater Harlow area to facilitate growth and regeneration. This initiative is being advanced through the Garden Town Steering Group and Allies & Morrison have been commissioned to undertake initial visioning work. The content of this Concept Framework will inform the wider Garden Town work and any future planning application for the Gilston Area will need to consider the cumulative effects of wider growth, as appropriate.



B. Local Context

The Gilston Area is situated to the north of Harlow, lying across the northern extent of the built up area of the new town. The majority of the site is separated from the town by the River Stort Valley and dual carriageway (A414). The site is situated with the village of Hunsdon to the east, Widford to the north and High Wych to the west, beyond which is Sawbridgeworth. The site lies around and abuts, but does not include the settlements of Eastwick and Gilston.

The Gilston Area is situated within the administrative area of East Hertfordshire District Council within the county of Hertfordshire. To the south of the site (south of the River Stort) is the administrative area of Harlow District Council within the county of Essex. The Stort forms the boundary between the two districts.

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

This agricultural land largely comprises of arable fields. The main blocks of woodland are situated in the northern and the northeastern parts of the site and effectively form its boundaries in these locations. The northwestern part of the area comprises of Hunsdon Airfield - a former RAF base - which has a number of grass runways that are used for micro-light flights. The topography of the site is informed by three tributaries of the River Stort, which run from north to south before flowing into the Stort - Fiddlers Brook, Pole Hole Brook and Eastwick Brook. A 400kV overhead power line enters the north-east corner of the site and runs south-west to the north-west of Eastwick village, continuing over Hunsdon Brook.

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

The river Stort is situated to the north of Harlow, and south of the site. The name of the Stort River Park relates to the term used within the Stort Valley feasibility study (2007) Commissioned by Harlow Council and prepared by the Landscape Partnership. The 'River Park' is made up of new linear strategic parks established through the acquisition of the land along the Stort Valley between the Lee Valley Regional Park and Bishop's Stortford, to enable the creation of a new and substantial multi-functional green space asset for the Harlow area.

A thorough review of the site context is set out in Chapter 4, however, it is acknowledged that the development proposals at the Gilston Area need to respect the existing settlements within and around the site, in particular Gilston and Eastwick, and any impacts need to be carefully considered ie traffic, infrastructure capacity, etc. Opportunities for enhancement to local context should be explored including improving access to open space, local infrastructure improvements and enhancement to the setting of existing heritage assets.

NOTE: Chapter 5 describes the detailed relationship between each of the immediate neighbouring settlements and the proposed measures for managing and mitigating impact.



Gilston Area - Local Context



C. Planning Policy Context

National Planning Policy Framework (NPPF)

Core Principles

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

Draft Policy GA1 as consulted through the proposed Main Modifications process of the District Plan Examination provides the policy requirements for the allocation site, as follows:

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

Boosting Housing Supply

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

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

Local Plans Positively Prepared

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

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

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

National Planning Practice Guidance (NPPG)

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

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

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

The Government's adopted policy guidelines set out in the NPPF/ NPPG together with recent statements all indicate a top priority towards housing growth in bringing forward thousands of homes across the country to meet critical housing shortfalls.

East Herts District Plan

The District Plan sets out the development strategy for East Herts to 2033. The Gilston Area is allocated in the draft District Plan to accommodate 10,000 homes, along with supporting infrastructure including roads and sustainable transport provision, schools, health centres and open space. Draft Policy GA1 as consulted through the proposed Main Modifications process of the District Plan Examination provides the policy requirements for the allocation site, as follows:

- I. In accordance with Policy DPS3 (Housing Supply 2011-2033), land at the Gilston Area is allocated for development to accommodate 10,000 homes, to be delivered within this Plan period and beyond. It is anticipated that at least 3,000 homes will be delivered by 2033.
- II. A Concept Framework is being jointly prepared by the landowners, the Council and the local community. The Concept Framework identifies design principles, potential land uses, infrastructure requirements and phasing, and will be used as a benchmark in reviewing proposals for development. Prior to the submission of any planning application(s) further design work through the pre-application engagement process will be required in order to agree, among other things, the quantum and distribution of land uses, access and layout principles.
- III. The Gilston Area will provide for 10,000 homes across distinct villages, each based on Garden City principles respecting the following:
 - strong vision, leadership and community engagement;
 - land value capture to deliver the social and physical infrastructure for the benefit of the community;
 - long-term community ownership of land and stewardship of assets;
 - mixed-tenure homes and housing types including those that are genuinely affordable;
 - a wide range of local jobs within easy commuting distance of homes;

- beautifully and imaginatively designed homes with access to open space, combining the best of town and country to create healthy communities, and including opportunities to grow food;
- development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses energy-positive technology to ensure climate resilience;
- strong cultural, recreational and shopping facilities in walkable, vibrant, sociable communities; and
- integrated and accessible sustainable transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport for new residents to travel within the Gilston Area and to key local destinations.

IV. A community engagement strategy will be prepared, working with the two local parishes, which will include consideration of managing the effects on local residents, and opportunities for them to participate in the emerging new community. Engagement with the local communities and other relevant stakeholders shall take place through the planning application process and through the development of village Masterplans.

V. The development is expected to address the following provisions and issues:

- a range of dwelling type and mix, in accordance with the provisions of Policy HOU1 (Type and Mix of Housing);
- Affordable Housing in accordance with Policy HOU3 (Affordable Housing);
- a care home/ flexi-care or sheltered properties in accordance with the provisions of Policy HOU6 (Homes for Older and Vulnerable People);
- Self-Build and Custom Build Housing in accordance with Policy HOU8 (Self-Build and Custom Build Housing);
- the provision of a serviced site for Gypsies and Travellers, in accordance with Policy HOU9 (Gypsies and Travellers and Travelling Showpeople) which should deliver 15 pitches for longer term needs beyond the Plan period;
- the provision of a serviced site for Travelling Showpeople in accordance with Policy HOU9 (Gypsies and Travellers and Travelling Showpeople) which should deliver 8 plots for longer term needs beyond the Plan period; (each of sufficient size to allow for the provision of accommodation and equipment plus storage/maintenance);
- quality local green infrastructure throughout the site including opportunities for preserving and enhancing on-site assets, maximising opportunities to link into existing assets and enhancing biodiversity. This will include the protection of Local Wildlife Sites and other assets of environmental value;
- the provision of significant managed open space and parklands, and a limited number of buildings associated with that use, on the northern section of the site as identified in Figure 11.2, the ownership of which will be transferred to a community trust or other mechanism that ensures long term stewardship and governance for the benefit of the community;
- a variety of public green spaces across the site, including the provision of play areas and opportunities for outdoor health and fitness activities, as well as space for wildlife;
- access arrangements and local highways measures and commensurate financial contributions to addressing impacts on the wider strategic highways network, including the provision of additional crossings to the River Stort;
- land for twenty forms of entry for both primary and secondary education, including Early Years facilities, subject to more detailed modelling. All schools should provide for the dual use of facilities for community purposes;
- sustainable transport measures which encourage walking, cycling and the use of public transport including:
 - the provision of cycleways and footways that provide links throughout the site and into Harlow;
 - enhancement of existing bridleways and footpaths;

- enhanced passenger transport services including the creation of a sustainable transport route through the site which will link into a sustainable transport corridor which links the Gilston Area the urban area of Harlow; and,
- the setting of objectives and targets for the use of sustainable transport modes.

- m) consideration of the potential of the site to facilitate the delivery of a relocated Princess Alexandra Hospital;
- n) the use of appropriate landscape buffers in order to protect the individual character and integrity of Eastwick and Gilston villages within the context of the development;
- o) the protection and enhancement of heritage assets and their settings, both on-site and in the wider area through appropriate mitigation measures, having regard to the Heritage Impact Assessment. Gilston Church and the Johnston Monument (both grade I listed), the moated site Scheduled Monuments at Eastwick, the Mount Scheduled Monument, and Gilston Park house (grade II*) are of particular significance and sensitivity and any planning application should seek to ensure that these assets and their settings are conserved and, where appropriate, enhanced, through careful design; landscaping; open space; buffer zones; protection of key views; and, better management and interpretation of assets, where appropriate;
- p) neighbourhood centres in accessible locations, providing local retail and community uses, including healthcare facilities to meet the day-to-day retail and health needs of new residents;
- q) employment area/s (of around 5ha), within visible and accessible location/s, which provides appropriate opportunities to promote self-containment and sustainability;
- r) consideration of opportunities for local supply chains as well as opportunities for local employment and training including apprenticeships and improving skills base for local people;
- s) indoor and outdoor sports facilities (which may be shared use) taking account of the Council's evidence on sports and open space needs;
- t) consideration of need for cemetery provision;
- u) landscaping and planting, both within the site and peripheral, which responds to the existing landscape and complements development, as appropriate, and a defined, recognisable boundary to the Green Belt;
- v) assisting the delivery of all other necessary on-site and appropriate off-site infrastructure;
- w) necessary new utilities, including integrated communications infrastructure to facilitate home working;
- x) satisfactory water supply, including acceptable water pressure for occupants;
- y) sustainable drainage and provision for flood mitigation;
- z) other policy provisions of the District Plan and relevant matters, as appropriate.

VI. Any application for development will include an indicative phasing plan for the delivery of infrastructure and utilities across the villages.

VII. The delivery of the Gilston Area will include a mechanism for:

- securing the long term stewardship, protection and maintenance of the parkland, open spaces, play areas and community assets;
- managing the construction process to address potential impacts on existing and future communities;
- encouraging a successful and active community, including an innovative approach to create the conditions for local resident participation in the design and stewardship of their new communities.

VIII. Proposals for the Gilston Area should complement, and have regard to, ongoing work in relation to the Harlow and Gilston Garden Town.



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

Baseline Summary

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



BASELINE SUMMARY

A. Background

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

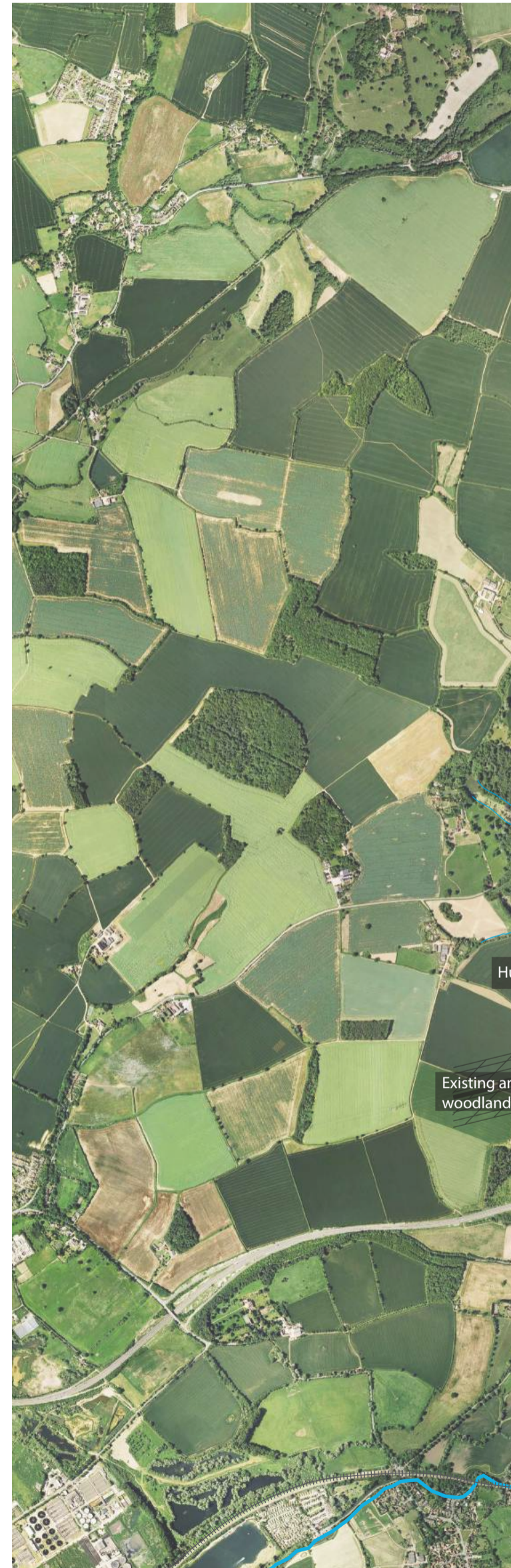
As described in Chapter 1, a substantial amount of evidence is now available for the Gilston Area including that collated by East Herts and the considerable body of technical evidence which has been commissioned by the Principal Landowners (as listed at Appendix 1).

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

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

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

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



Existing conditions



B. Archaeology and Heritage

ARCHAEOLOGICAL BACKGROUND

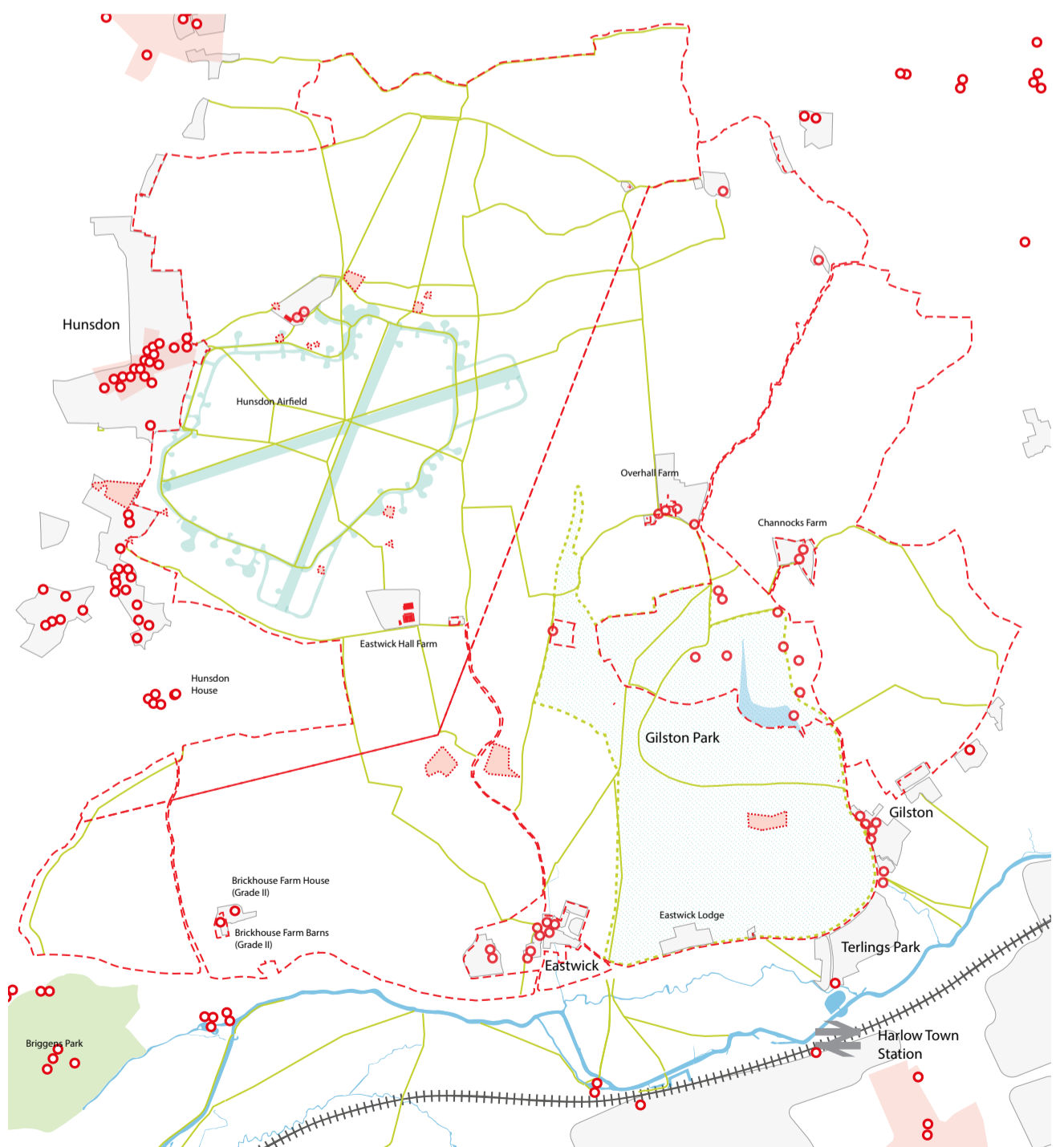
Archaeological research and evaluation has revealed a complex landscape that suggests that archaeological evidence will reflect rural and agricultural subsistence, over a period of at least 4000 years.

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

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

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

-  scheduled monuments
-  buildings to be retained
-  conservation areas
-  Hunsdon airfield
-  Gilston Park
-  listed buildings
-  existing rights of way
-  River Stort
-  settlements
-  GA1 policy boundary



Existing Designated Sites

HISTORICAL DEVELOPMENT

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

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

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

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

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

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



Listed Buildings: St. Mary's church



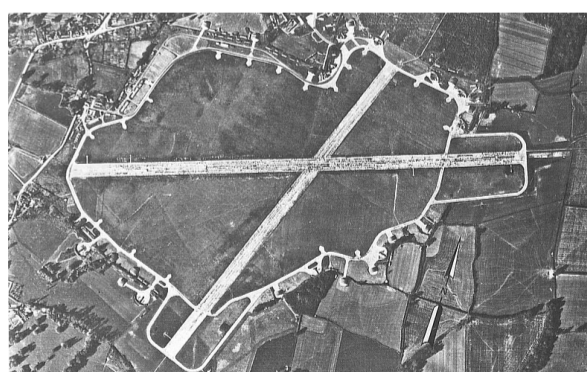
Hunsdon House



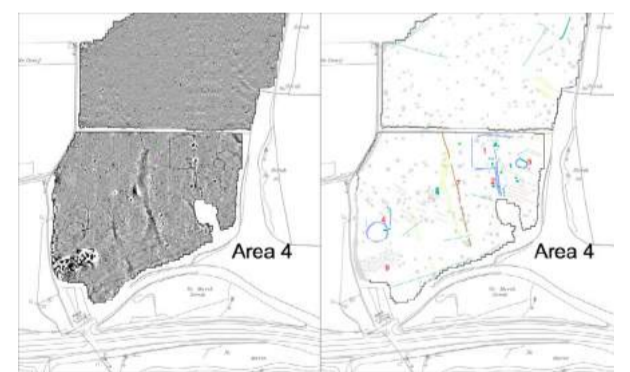
19th Century Gilston Estate



Scheduled Ancient Monuments



Hunsdon Airfield



Geophysical Anomalies



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

C. Visual and Landscape Character

SURROUNDING PARKS AND OPEN SPACES

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

The Stort Valley is home to a wide variety of outdoor pursuits, leisure and recreational activities that form a regionally significant green corridor that links to the Lea Valley and the Olympic Park beyond.

The site is also located close to two important forests and a Regional Park. Several smaller parks and gardens are also found in the wider area:

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

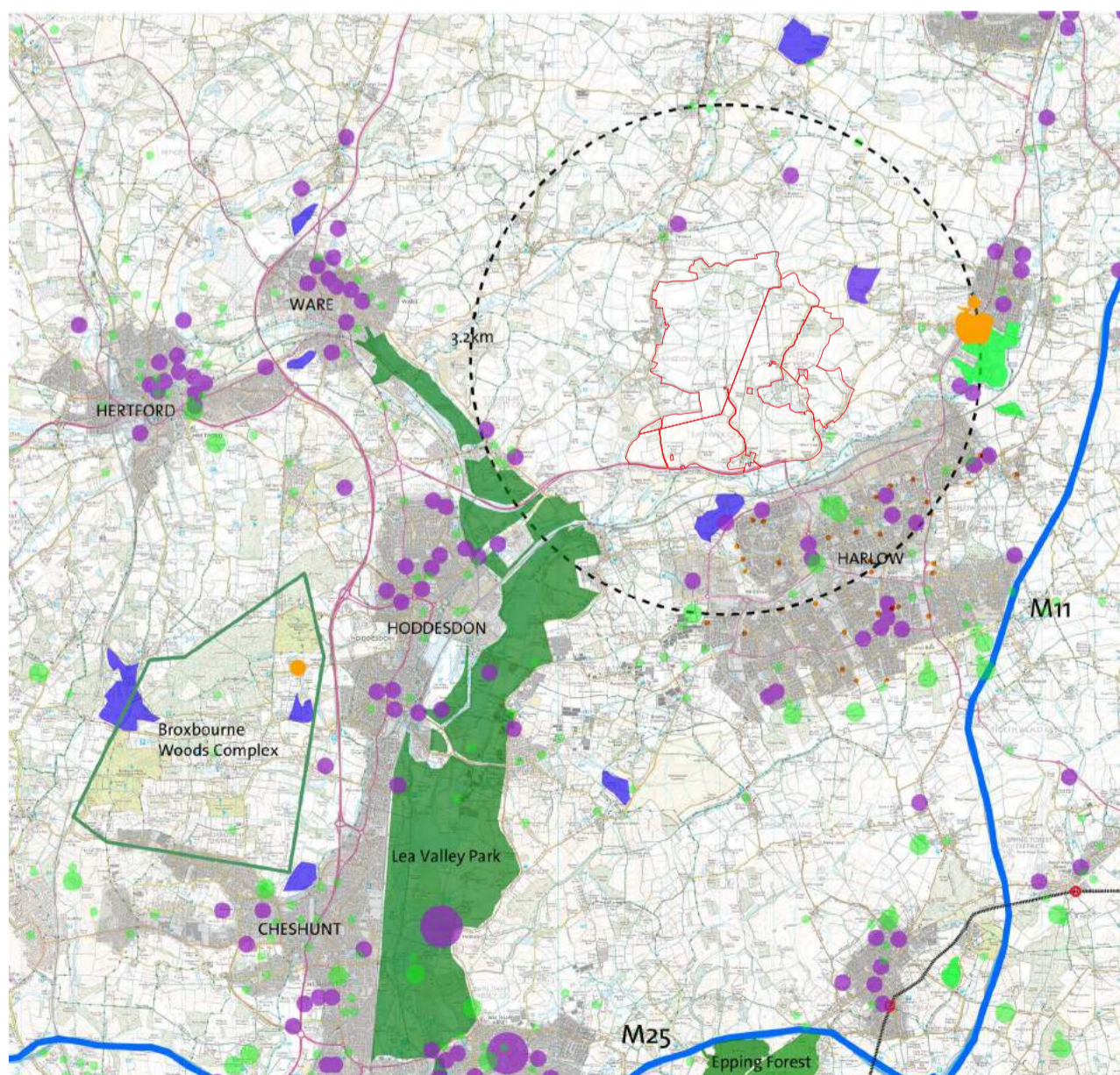
The wider area is well served by golf courses and sport centres.

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

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
















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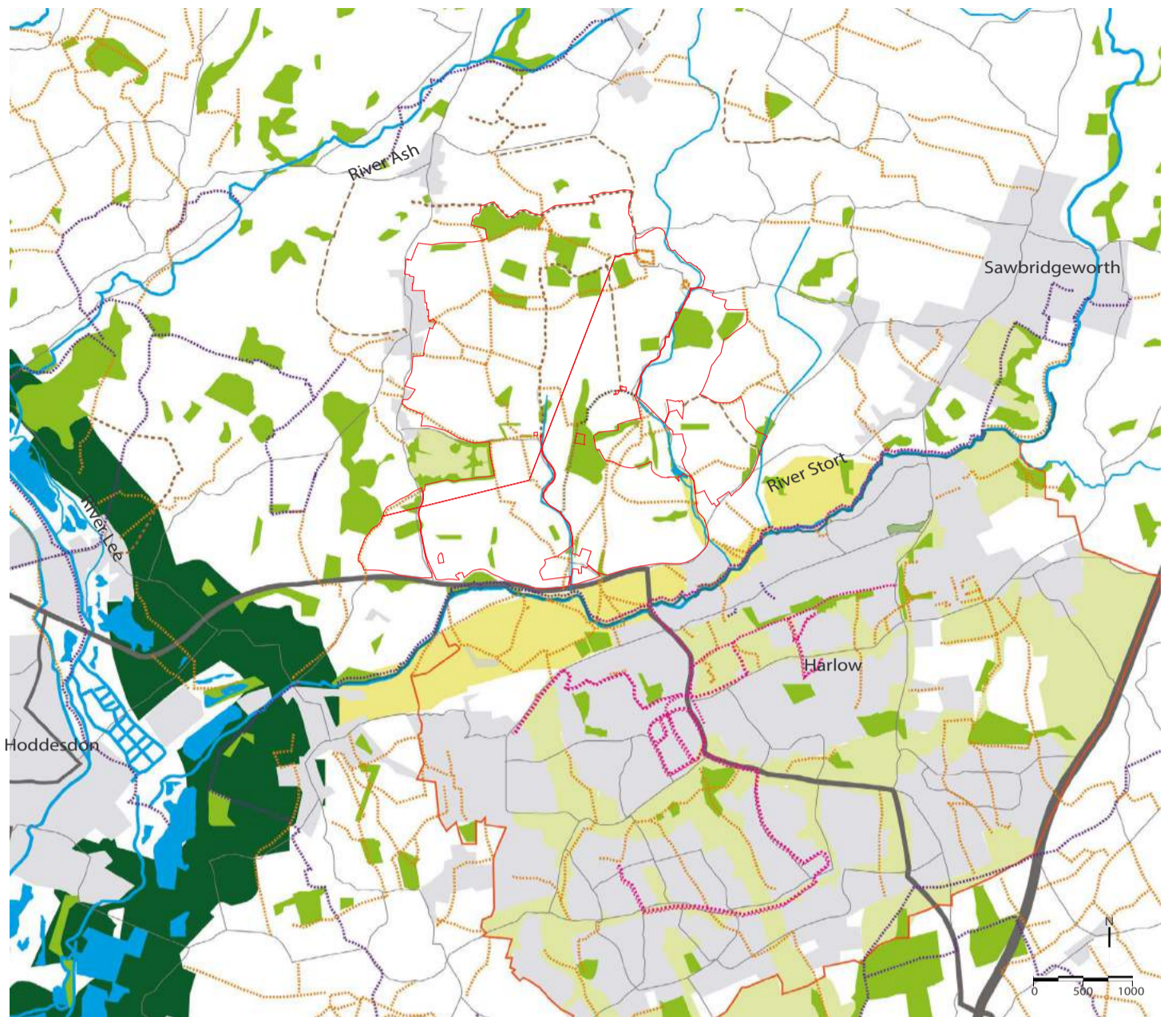
- Natural Open Space / Regional Parks
- Parks & Gardens
- City Farms, Allotments & Community Orchards
- Sports Facilities
- Golf Courses



Open Spaces, Green Infrastructure and Sport Facilities

















LEGEND

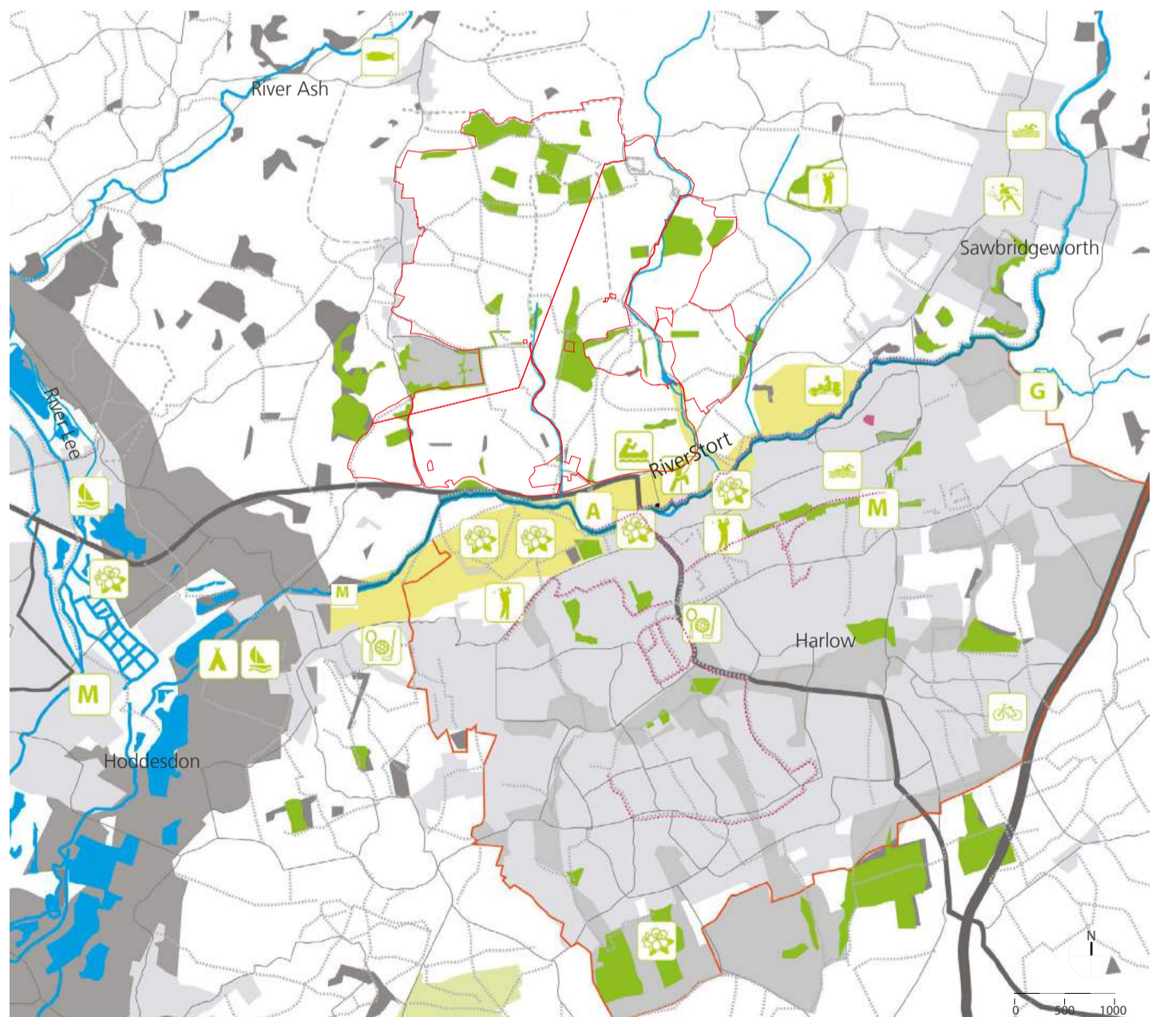
-  GA1 policy boundary
-  Harlow town boundary
-  Existing parks & green spaces
-  Towns and settlements
-  Existing woodland
-  Lee Valley Regional Park
-  Rivers
-  River Stort Navigation
-  Public footpath
-  National trail/ recreation
-  Road used as footpath
-  Byway
-  Bridleway
-  Other right of way
-  Harlow sculpture trail in town



Existing Green Infrastructure and Public Rights of Way

LEGEND

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



Existing Public Recreation Facilities

SITE LANDSCAPE CHARACTER

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

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

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

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

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

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



1. Woodland glade



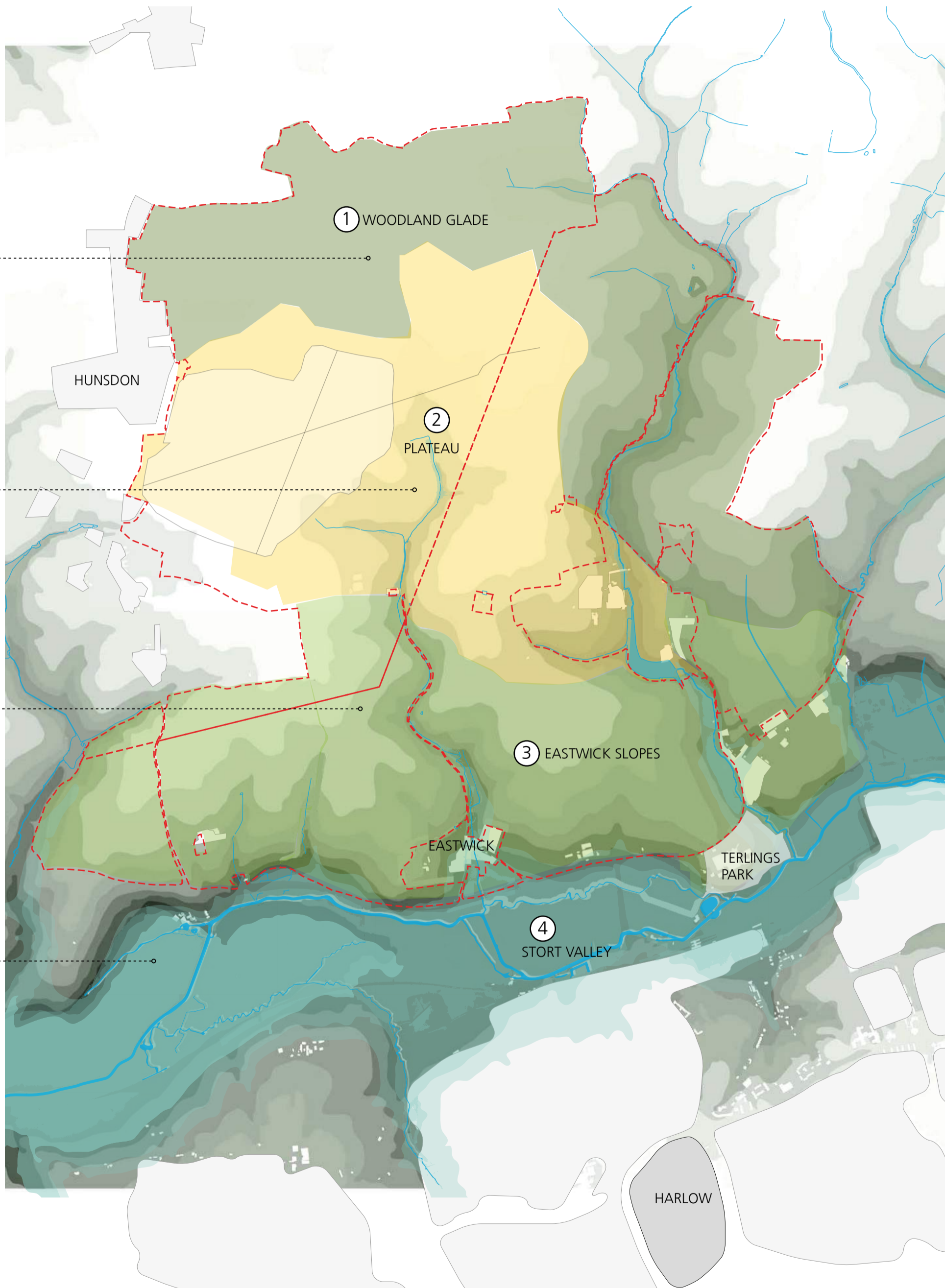
2. Plateau and Hunsdon Airfield



3. Eastwick Slopes



4. Stort Valley



Gislton Area - Landscape Character Zones

SITE MORPHOLOGY AND LANDSCAPE FEATURES

TOPOGRAPHY AND GEOMORPHOLOGY

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

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

GEOLOGY AND SOILS

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

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

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

LAND USE AND HABITAT

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

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



HOLLOWAY



HOMEWOOD



ROYDON MEAD



AIRFIELD



HUNSDON MEAD AND THE RIVER STORT



ELECTRICITY PYLONS

GREEN LANES & HOLLOWAYS

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

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

HABITATS AND LANDSCAPE DEFINITION

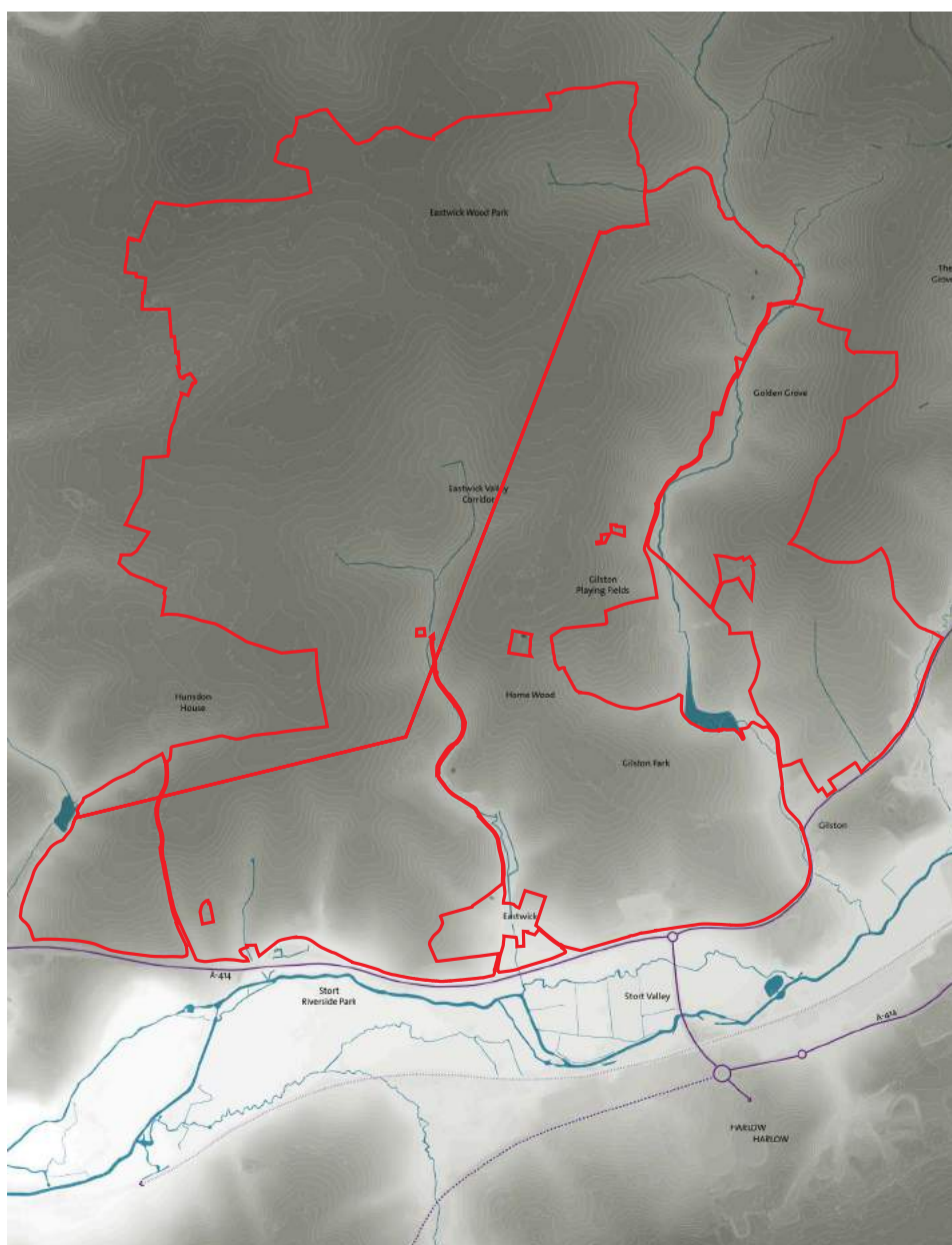
The local habitat and landscape are defined by:

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

OTHER FEATURES

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

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



TOPOGRAPHY



GEOMORPHOLOGY AND LAND USE

GENERAL VISIBILITY

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

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

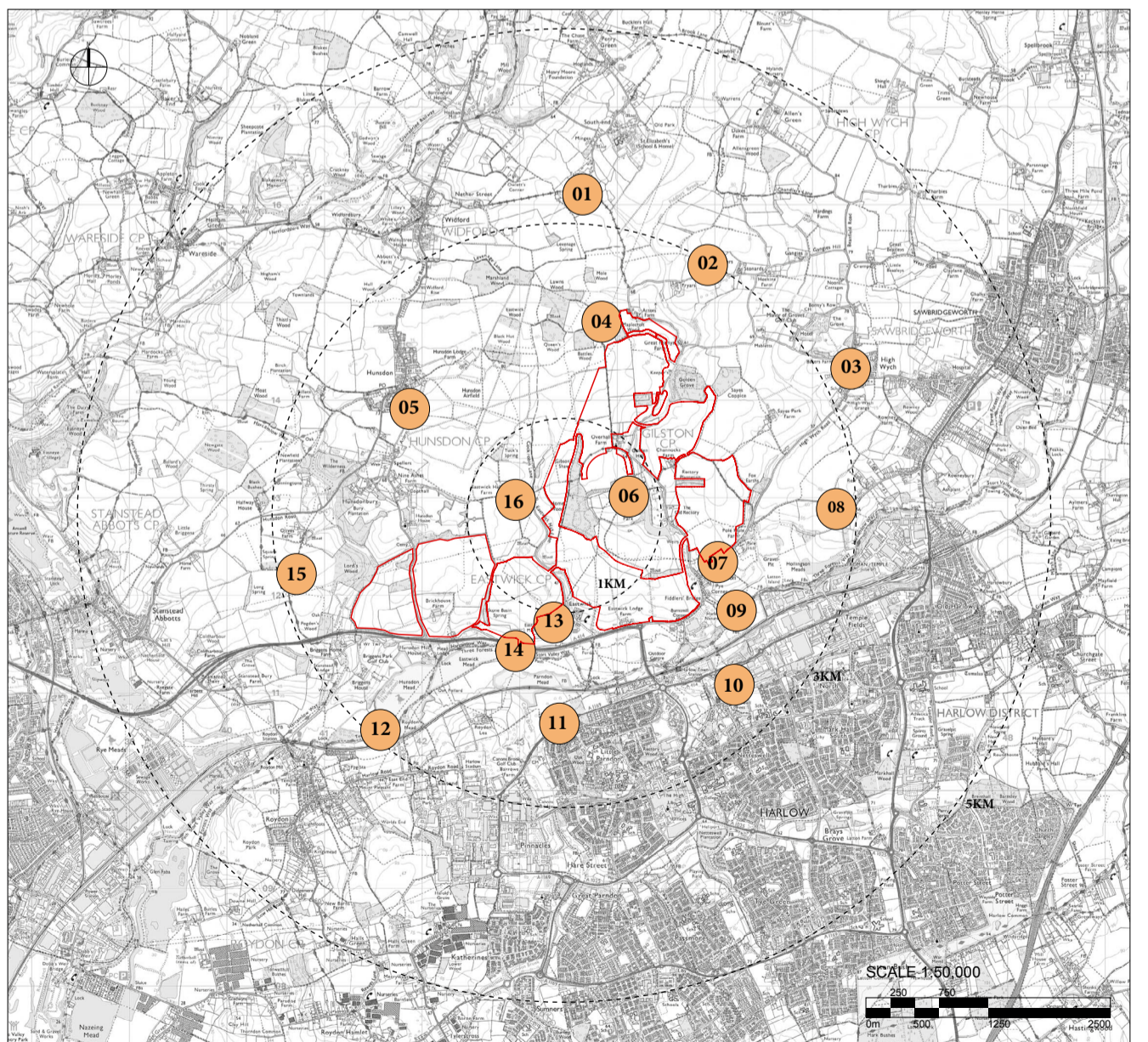
Hunsdon and the nearby airfield are located on a raised and open plateau enabling panoramic views across the area to the east. To the south the settlement of Hunsdonbury is more enclosed with open views only apparent at its northern edge. Further north, the settlement of Widford similarly is visually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

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

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

Viewpoints

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



Location of Key Viewpoints



View into the Stort Valley

LANDSCAPE HERITAGE

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

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

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

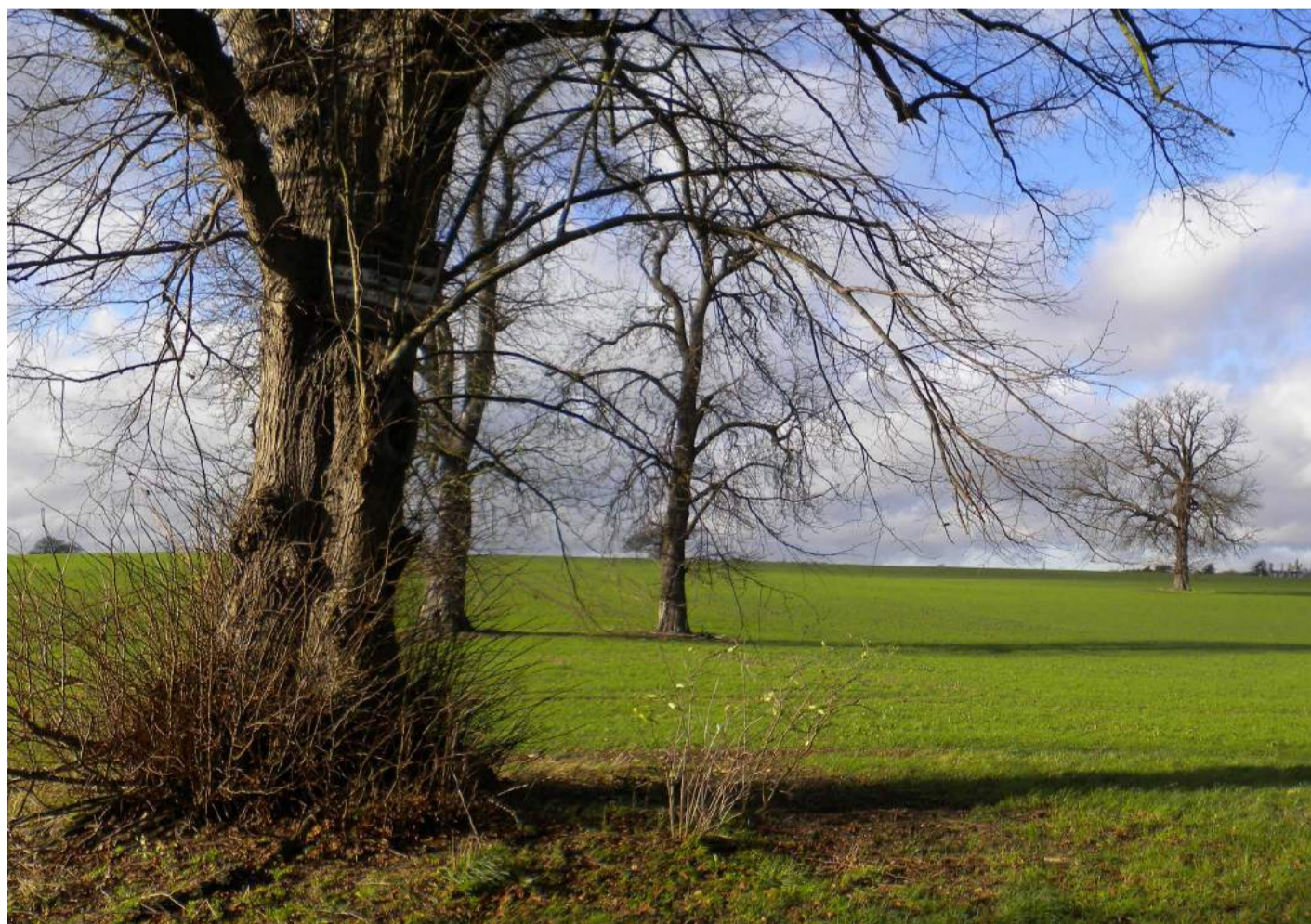
Hunsdonbury, south of Hunsdon, is a listed Locally Important Historic Park. This sits outside the development site, approximately 380m from the western boundary. Hunsdon House in Hunsdon also lies approximately 380m outside the western boundary of the Gilston Area site.

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

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



History and Heritage of the Area



View across Gilston Park

HISTORICAL ASSESSMENT

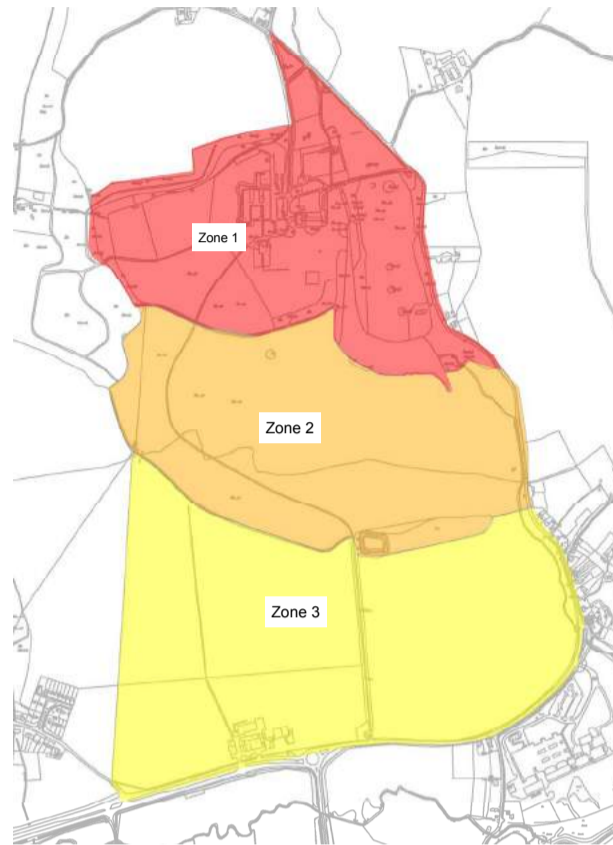
A historical assessment was carried out on Gilston Park to guide the development approach of the proposals. Three zones of sensitivity were identified (see adjacent diagram):

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

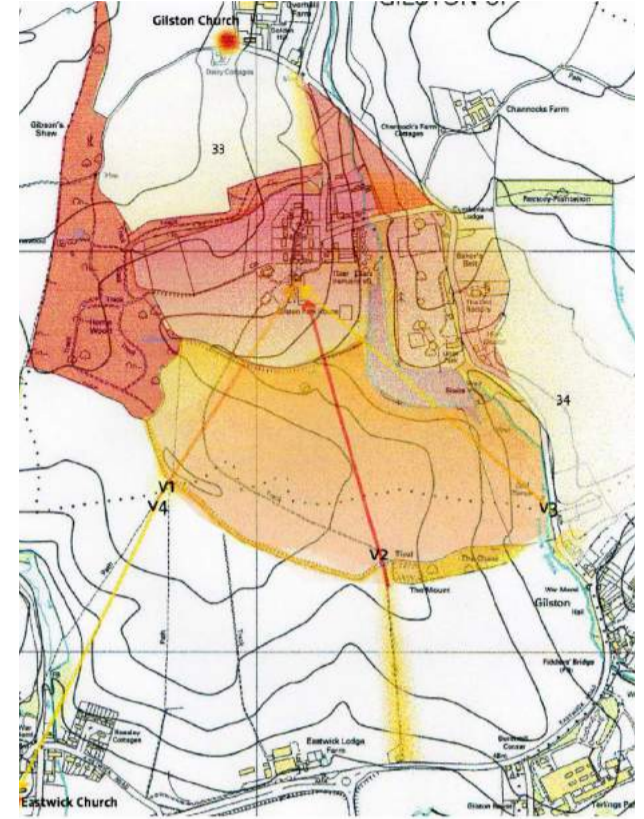
Zone 2: This zone has moderate historic significance as parkland due to its visual link to zone 1. This zone provides highly significant views toward Gilston Park House. Important ecological features include Home Wood, The Chase, Gilston Lake CWS, Fiddler's Brook and the existing hedgerows.

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

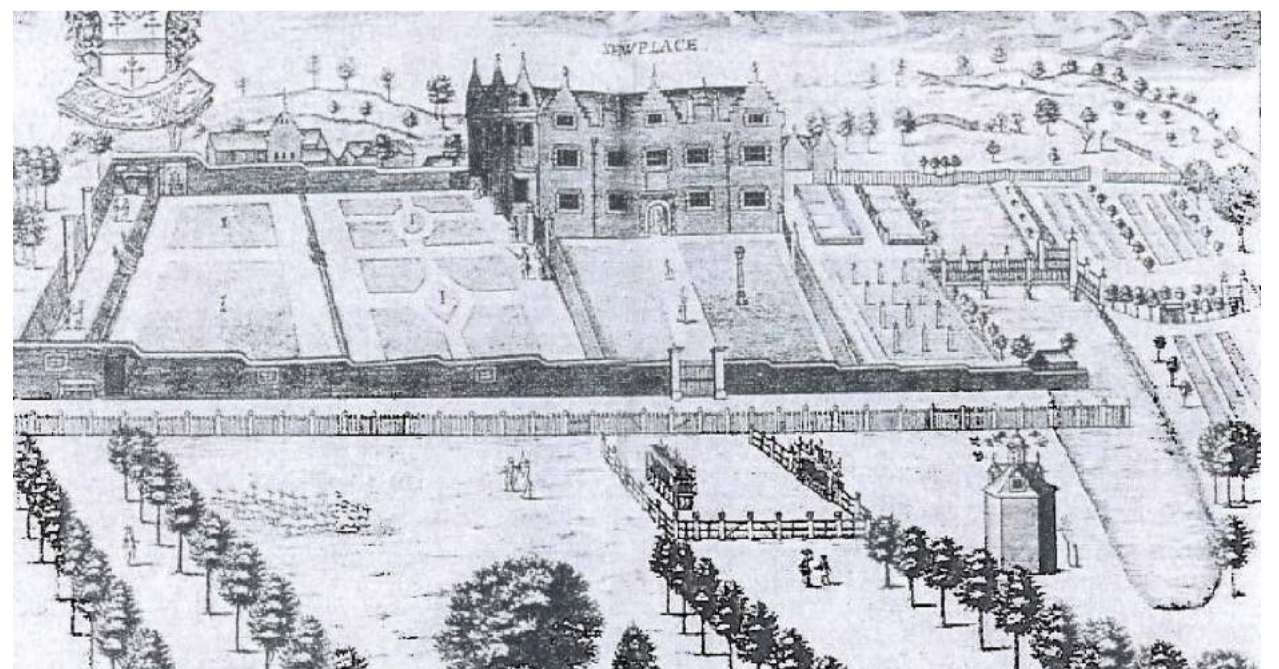
Further analysis has been undertaken by Montagu Evans to assess the historic impact within Gilston Area and inform Policies GA1 and GA2 of the East Herts District Plan. A Historic Impact Assessment (HIA) report was submitted in August 2017 to Historic England.



Gilston Park sensitivity zones



Gilston Park sensitive access and view points



Historical maps Gilston Park



D. Ecology and Natural Habitat

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

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

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

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

The Stort floodplain supports Kingfisher and Cetti's Warbler, which receive a high level of protection under the national legislation.

Outside of the floodplain the remaining area of the site supports a number of other bird species including Skylark, Song Thrush, House Sparrow and Linnet during the summer and large numbers of Lapwing, Golden Plover Fieldfare and Redwing in the winter. Although the majority of the Site contains arable land which is considered less favourable (but still of value) for Great Crested Newt (GCN), suitable GCN terrestrial habitats and features are present across the Site in the form of woodlands and hedgerows and ponds. Five ponds in the north of the site support small populations of GCN and another 2 ponds support a single population.

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

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

It is recognised that various groups (Hertfordshire and Middlesex Wildlife Trust; Stort Catchment Partnership; Canal and Rivers Trust; Natural England and Environment Agency) are interested in the local wildlife. Engagement shall take place through the planning application process, the development of village masterplans and detailed designs.



Eastwick Valley



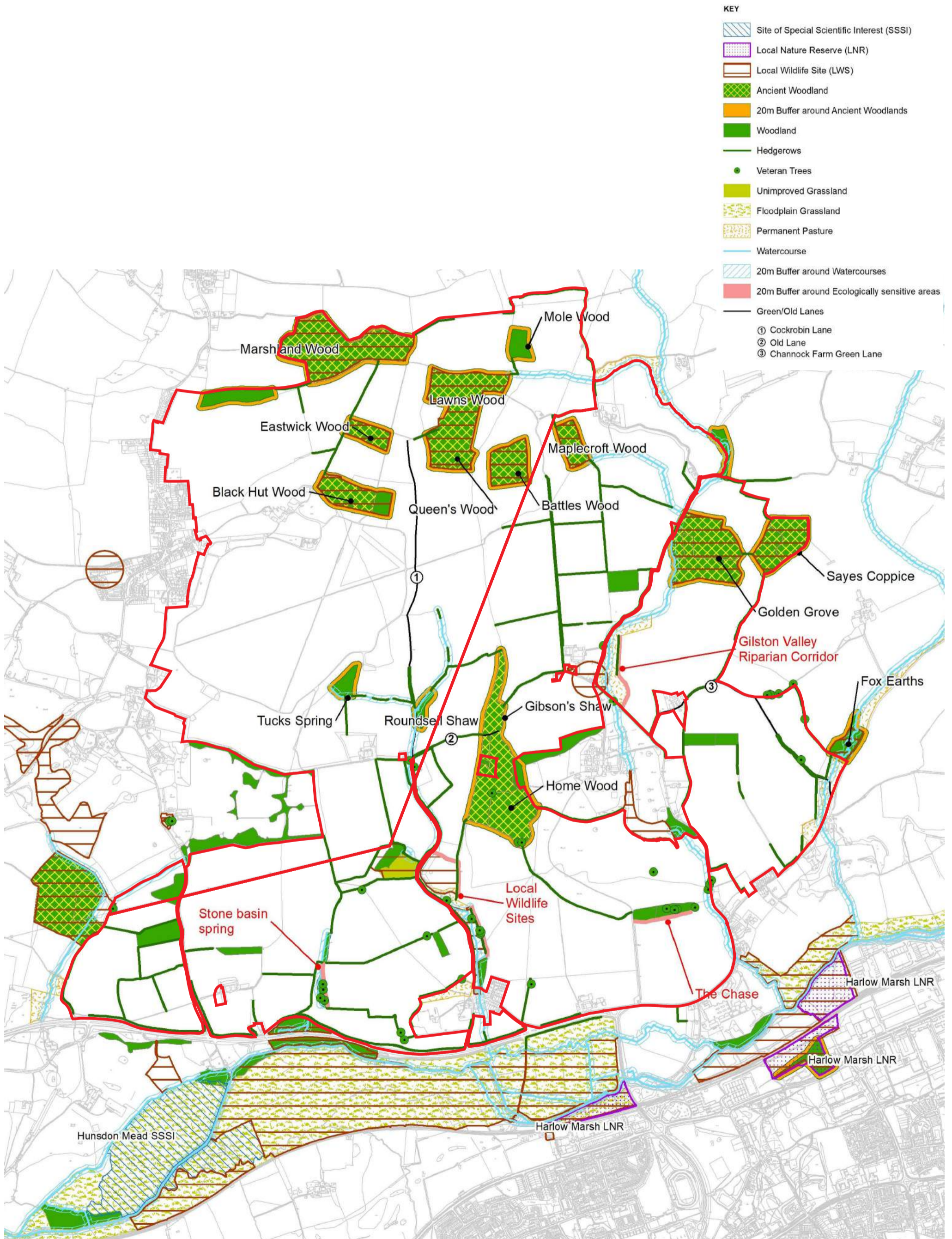
Green Lane



Large ancient boundary hornbeam



Veteran trees



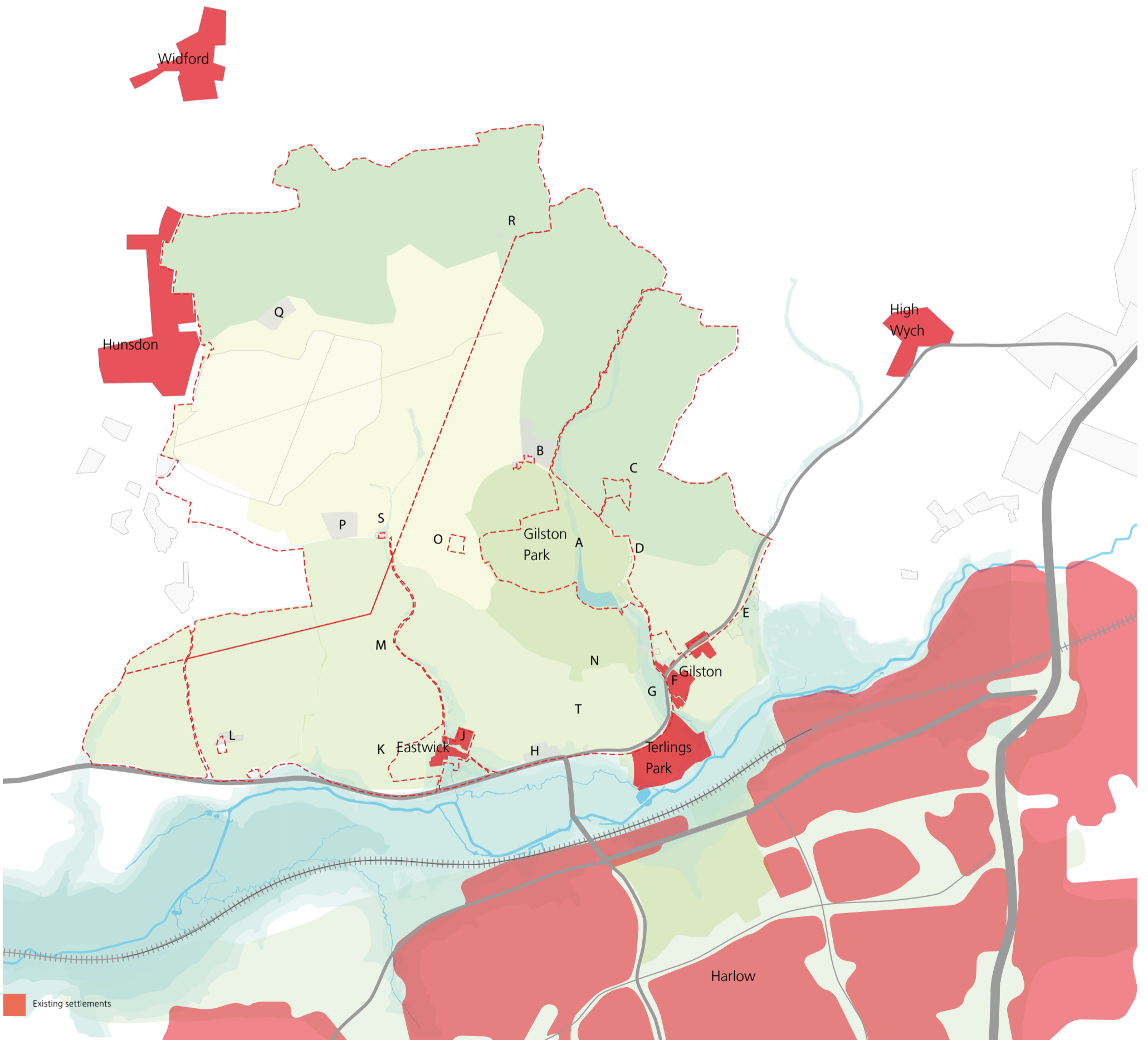
Summary of Ecological Features & Constraints - Habitats

E. Surrounding Settlements & Built Form

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

The delivery of the Gilston Area will transform the existing landscape of the site, and in particular the immediate surroundings of the village of Eastwick and the village of Gilston. The existing physical and social functions of these two neighbouring villages have been carefully assessed.

Further analysis of the settlements within and adjacent to the site will be undertaken as part of the future planning applications, with any necessary mitigation considered as required.



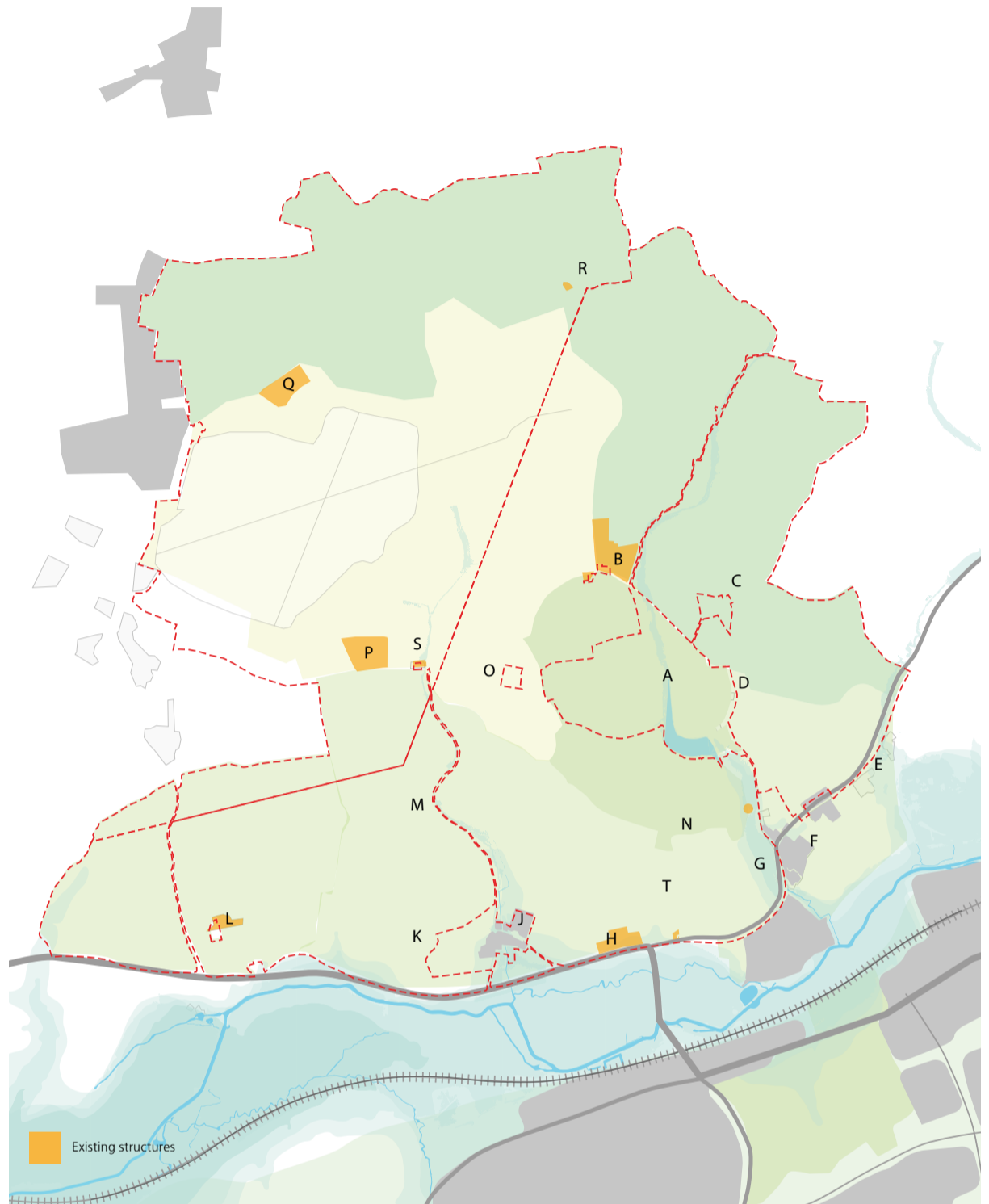
Existing settlements adjacent to site

EXISTING STRUCTURES

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

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

- A.** Structures within Gilston
- B.** St Mary's Church cottages
- C.** Farm houses and cottages
- D.** High Gilston, The Old Rectory
- E.** Pole Hill
- F.** Public House, The plume of feathers
- G.** Fiddlers Bridge, Fiddlers Cottage
- H.** Eastwick Lodge Farm
- J.** The Lion Inn
- K.** Church of St Botolph, Stables and Coach House at Eastwick Manor, Eastwick Manor
- L.** Barn and attached Stable at Brickhouse Farm, Brickhouse Farmhouse
- M.** Moated Site and associated earthworks
- N.** The Mount Moated Site and associated deer-pen enclosure and park pale
- O.** Keeper's Cottage
- P.** Eastwick Hall Farm
- Q.** Hunsdon Lodge Farm
- R.** Farmhouse at Acton Farm
- S.** The Towers



B. St Mary's Church cottages



D. The Old Rectory



G. Fiddlers Cottage



K. Church of St Botolph



L. Brickhouse Farm



P. Eastwick Hall Farm



Q. Hunsdon Lodge Farm



R. Actons Farm



S. The Towers

HUNSDON VILLAGE

OVERVIEW

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

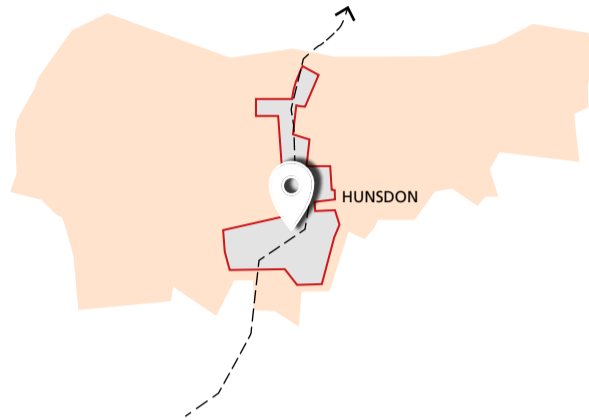
The village has 3 distinct character zones;

- 1) The Historic Core
- 2) New developments to the South
- 3) New developments to the North

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

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

POPULATION & STATISTICS

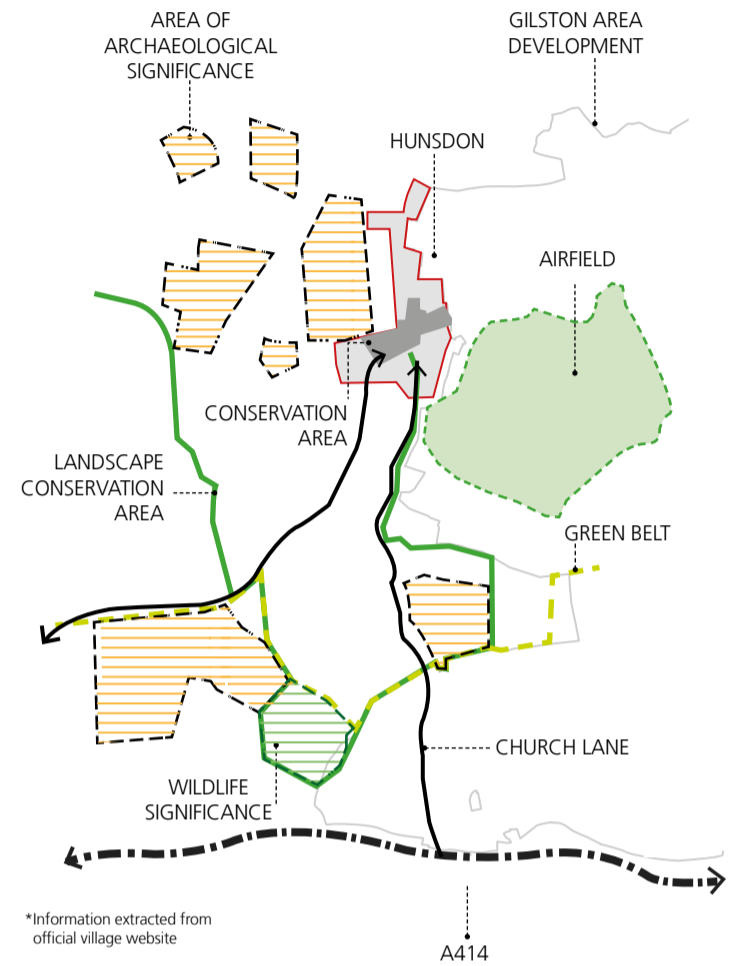


AVERAGE DENSITY (pop/ha):3.1

	POPULATION	1095
	NUMBER OF JOBS	187
	NUMBER OF UNITS	456
	AREA (HECTARES)	27.6
	BUILT DENSITY (DW/HA)	16.5

NOTE: Density calculated based on the red line area shown on the plan above

EXISTING LANDSCAPE & CONNECTIONS



*Information extracted from official village website

Landscapes protected by various designations including Green Belt, Landscape Conservation Areas, Areas of Archaeological Significance, Areas of Wildlife Significance and a Site of Special Scientific Interest at Hunsdon Mead. Church lane as main connector between Hunsdon Village and A414.

MAIN VILLAGE VIEWS



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



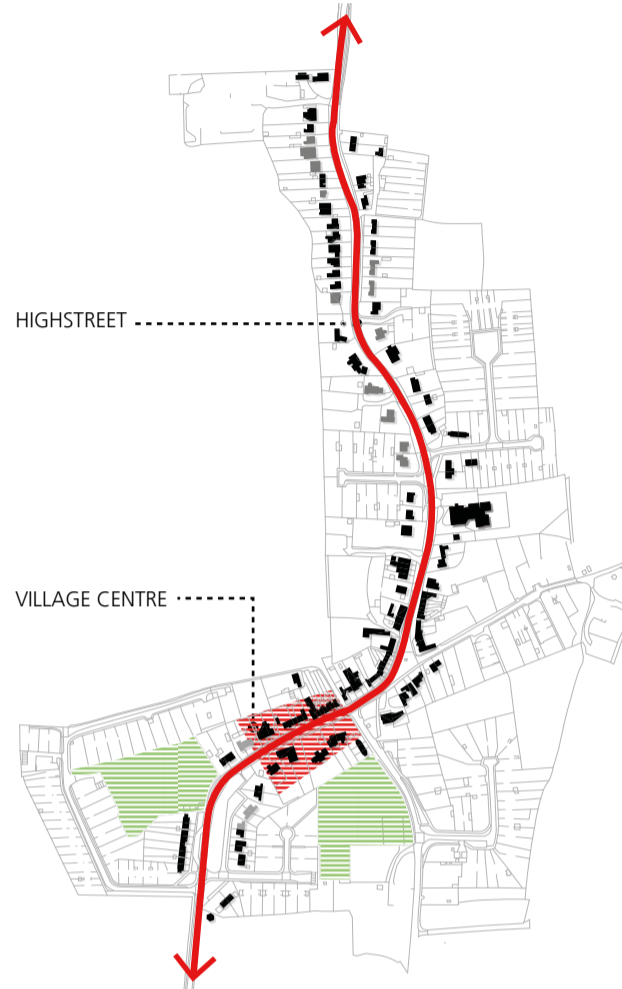
View of the eastern boundary of the site from the airfield

MORPHOLOGY



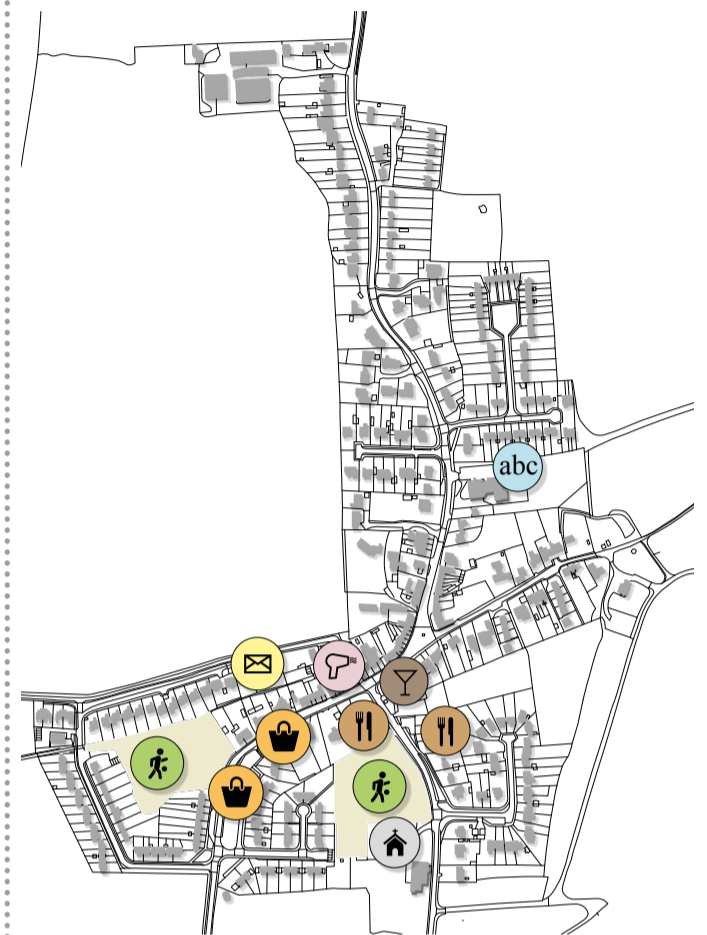
- Key features:
- linear high-street
 - play areas
 - school
 - views to the airfield

CHARACTER



Village layout is organised along the central spine of the high-street, having a linear arrangement and has gradually expanded.

COMMUNITY INFRASTRUCTURE



- | | |
|-------------|------------|
| Post Office | Pub |
| Retail | Restaurant |
| School | Play area |
| Church | Hair salon |

HISTORIC MAPS & IMAGES



Historical Hunsdon Village Hall

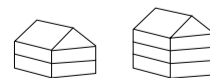


Hunsdon 1884

SCALE & TYPOLOGIES



AVERAGE BUILDING HEIGHTS 2-3 STOREYS (MAXIMUM 3 STOREY)



MOST USED VILLAGE TYPOLOGIES

- Terraced Houses
- Detached/Semi detached
- Cottages

MATERIALITY



EASTWICK VILLAGE

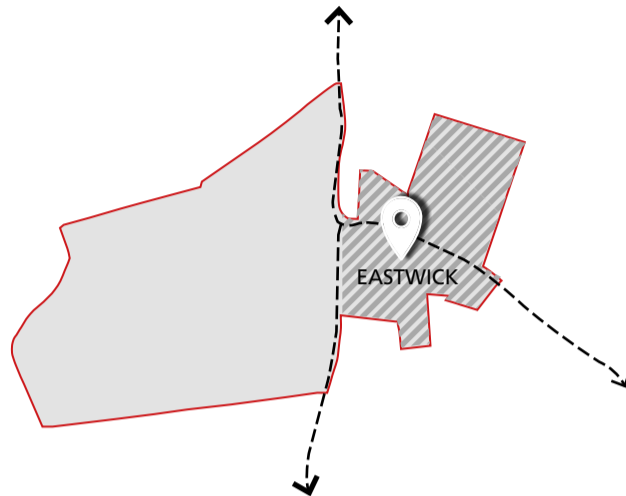
OVERVIEW

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

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

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

POPULATION & STATISTICS

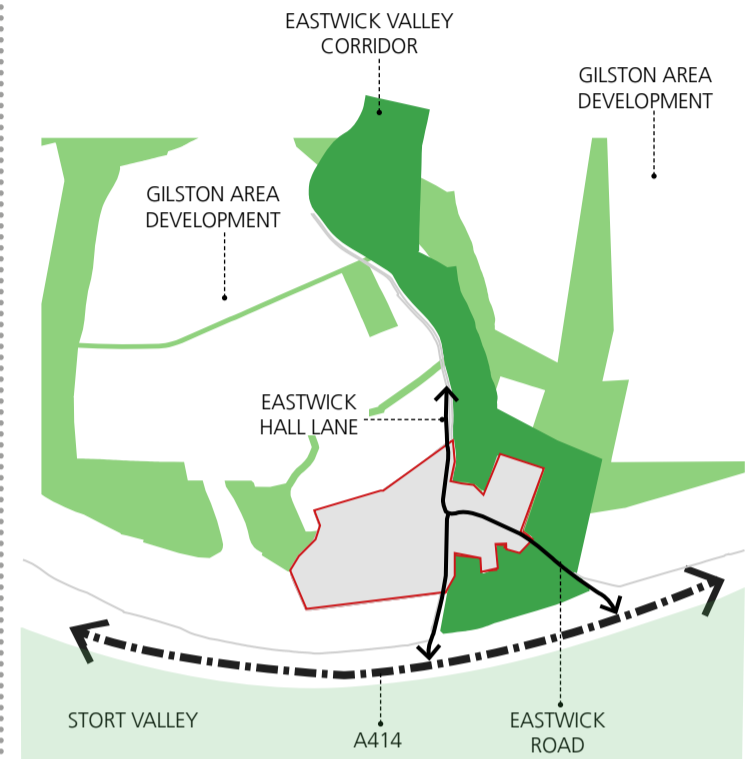


AVERAGE DENSITY (pop/ha): 1.4

	POPULATION	228
	AREA IN HECTARES (OF HATCHED AREA)	2.57
	NUMBER OF UNITS (WITHIN THE HATCHED AREA)	35
	BUILT DENSITY (DW/HA)	13.6

NOTE: Density calculated based on the land east of Eastwick Hall Lane, as indicated on plan above.

EXISTING LANDSCAPE & CONNECTIONS



Eastwick Village is facing the Stort Valley and surrounded by landscape (Eastwick Valley Corridor) that allows for screening of the A414 and mitigate the Gilston Area development.

MAIN VILLAGE VIEWS



St Botolph's Church

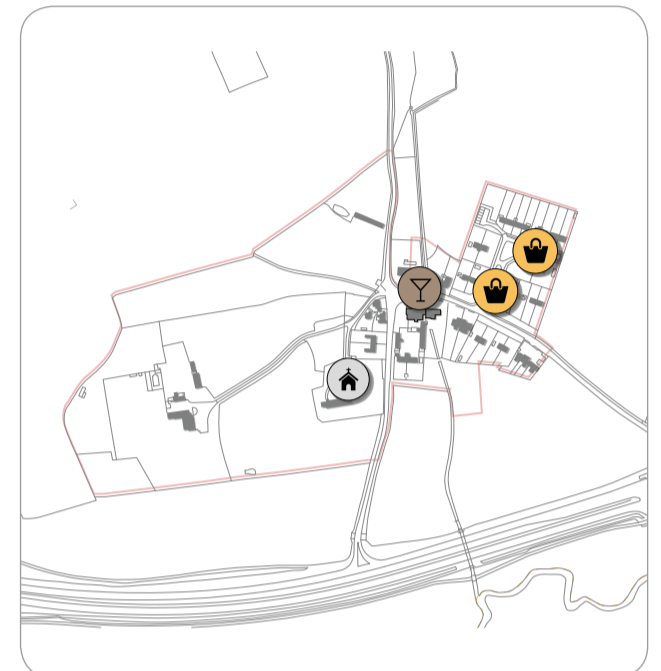
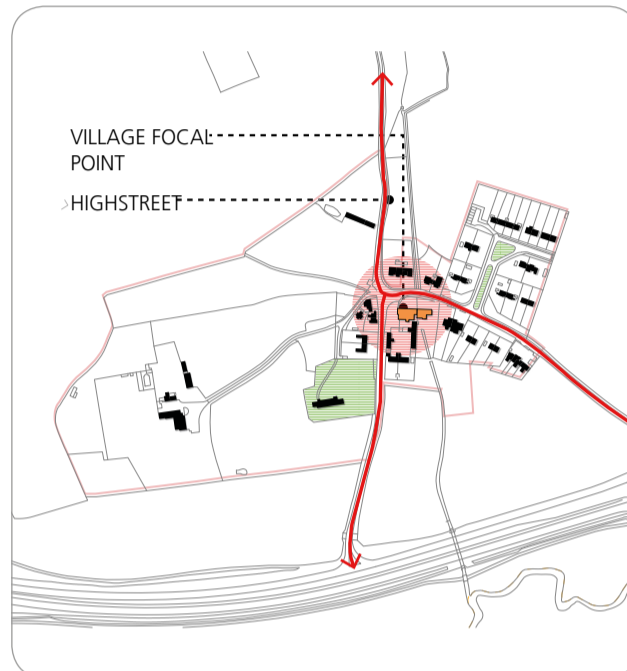
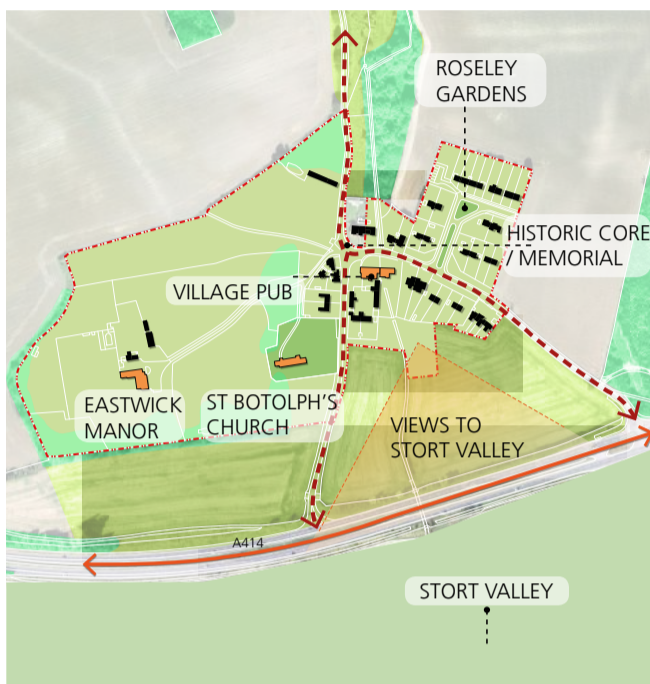


Eastwick Road

MORPHOLOGY

CHARACTER

COMMUNITY INFRASTRUCTURE



- Key features:
- St Botolph's Church
 - Eastwick Manor
 - Open Views to Stort Valley
 - Village Pub

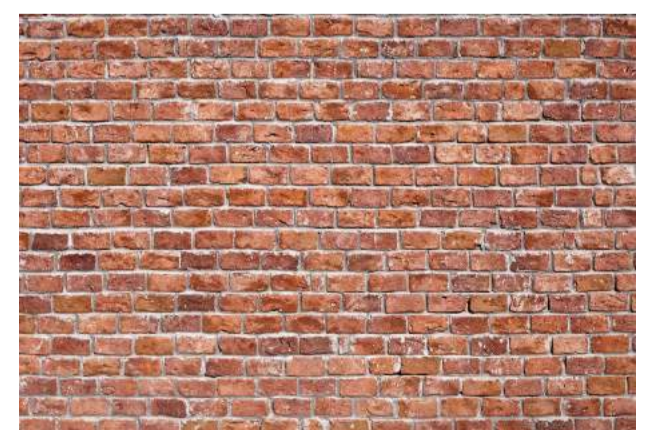
Village layout is organised around the crossroad of Eastwick Road and Eastwick Hall Lane following the site topography. The development is more spaced retaining large open space within the village. The village pub is the focal point providing a community socializing place.

- Retail
- Church
- Pub

HISTORIC MAPS & IMAGES

SCALE & TYPOLOGIES

MATERIALITY



AVERAGE BUILDING HEIGHTS 2-3 STOREYS (MAXIMUM 3 STOREY)



MOST USED VILLAGE TYPOLOGIES

- Terraced Houses
- Detached/Semi detached

Eastwick 1884

GILSTON VILLAGE

OVERVIEW

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

The village has three character zones;

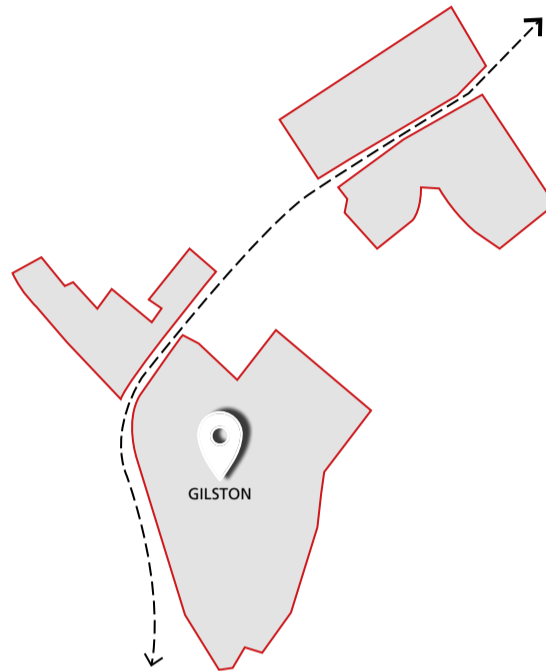
- 1) The Historic Core
- 2) Fiddlers' Brook green edge
- 3) Eastwick Road grouping

and consists of three distinct areas:

- Gilston Park on the North
- Pye Corner on the East and
- Terlings Park on the South.

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

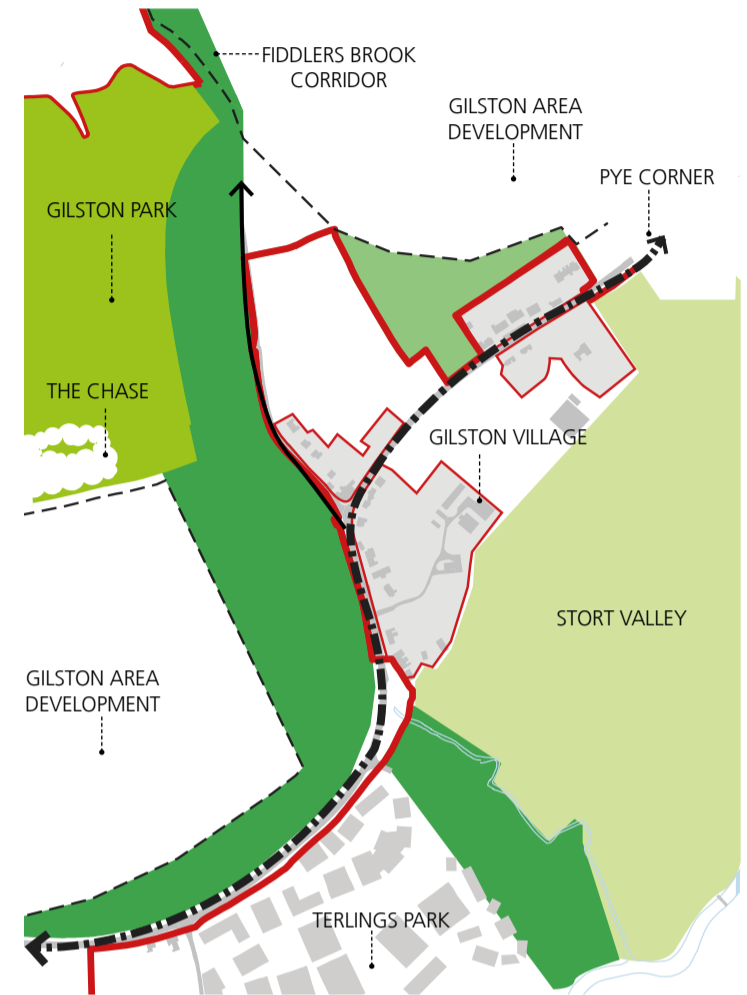
POPULATION & STATISTICS



	POPULATION	120
	AREA (HECTARES)	4.7
	NUMBER OF UNITS	50
	BUILT DENSITY (DW/HA)	10.6

NOTE: Density calculated based on the red line area shown on the plan above

EXISTING LANDSCAPE & CONNECTIONS



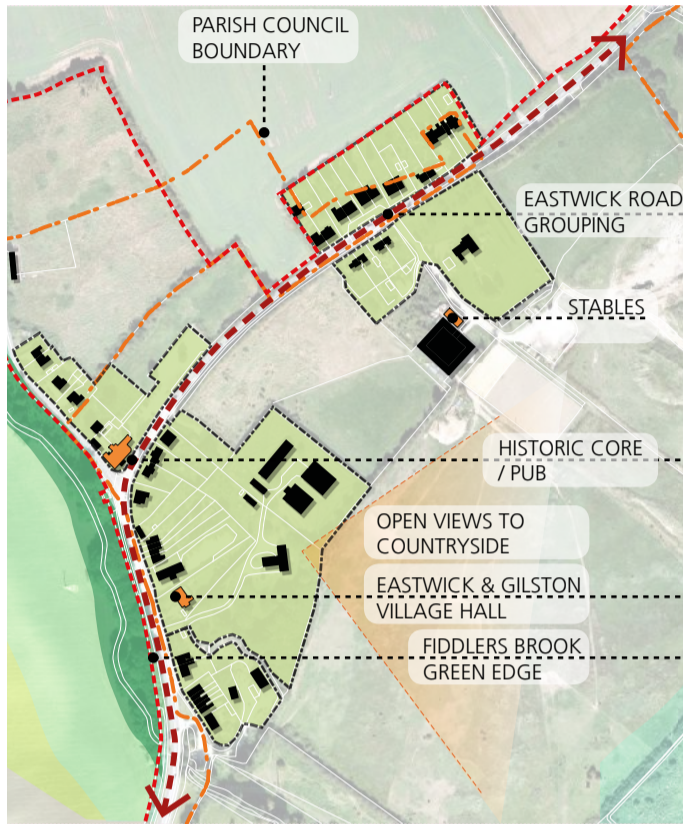
Village surrounded by landscape having Fiddler's Brook on the West side with open views and links to the Stort Valley on the South.

MAIN VILLAGE VIEWS



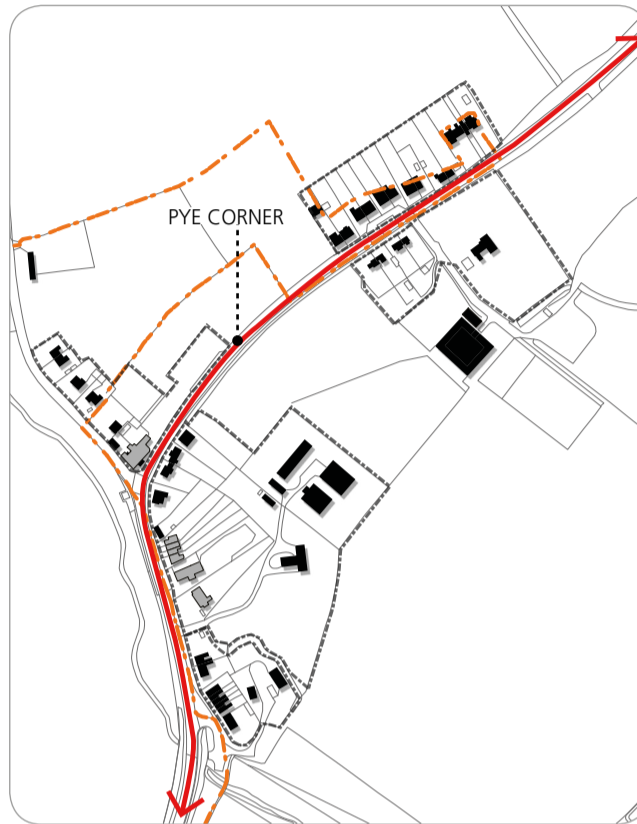
Views from Pye Corner

MORPHOLOGY



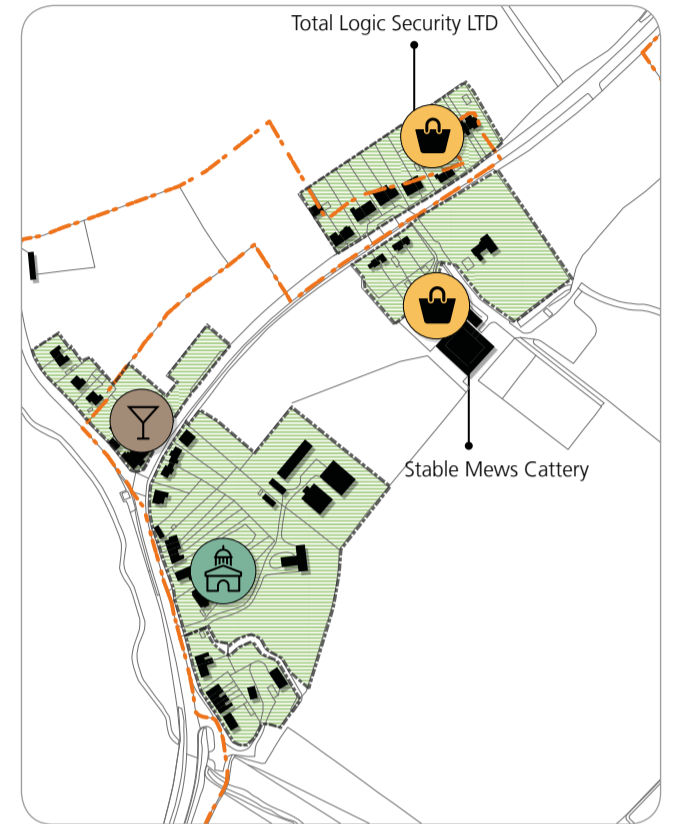
- Key features:
- Adjacent to Fiddler's Brook Corridor
 - Open Views to Stort Valley
 - Village Hall
 - Village Pub

CHARACTER



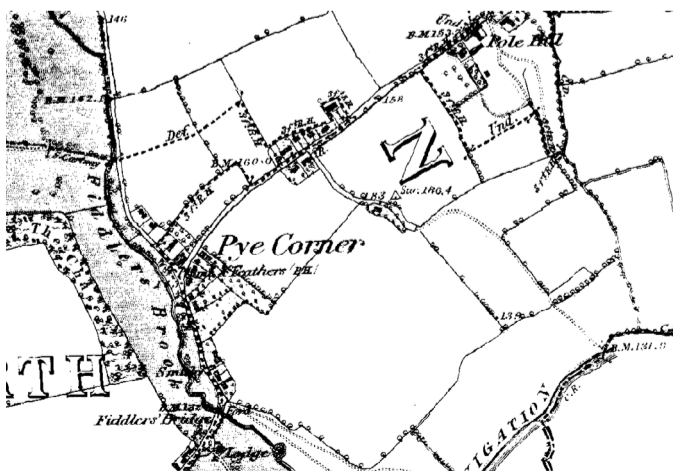
Village layout is organised along the central spine of the Eastwick Road and has gradually expanded.

COMMUNITY INFRASTRUCTURE



- Pub
- Retail
- Community Hall

HISTORIC MAPS & IMAGES



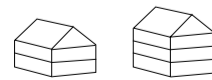
Gilston 1884

SCALE & TYPOLOGIES



AVERAGE BUILDING HEIGHTS 2-3 STOREYS (MAXIMUM 3 STOREY)

MOST USED VILLAGE TYPOLOGIES



- Terraced Houses
- Detached/Semi detached

MATERIALITY



TERLINGS PARK DEVELOPMENT

OVERVIEW

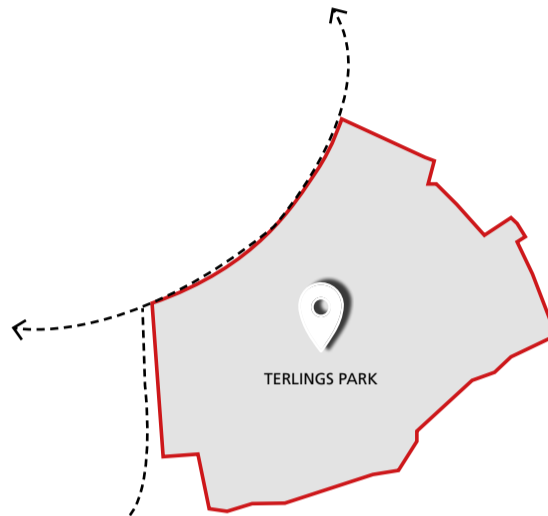
The site is located in East Herts District on the Hertfordshire /Essex borders within the Parish of Eastwick & Gilston. The site was originally a private country house estate although never too grand in comparison to Gilston Park.

The recent development consists of two to five bedroom detached and semi-detached homes ranging from two to three storeys.

Green footpath on the East of the site acts as a link between the existing and new communities and provides open space to the development.

The site is screened from all sides by mature landscaping making it largely invisible from the surrounding areas. High quality landscape features still remain from its former use as a private country house estate. As part of the Terlings Park planning permission, there was a commitment to provide a footpath link through the site.

POPULATION & STATISTICS

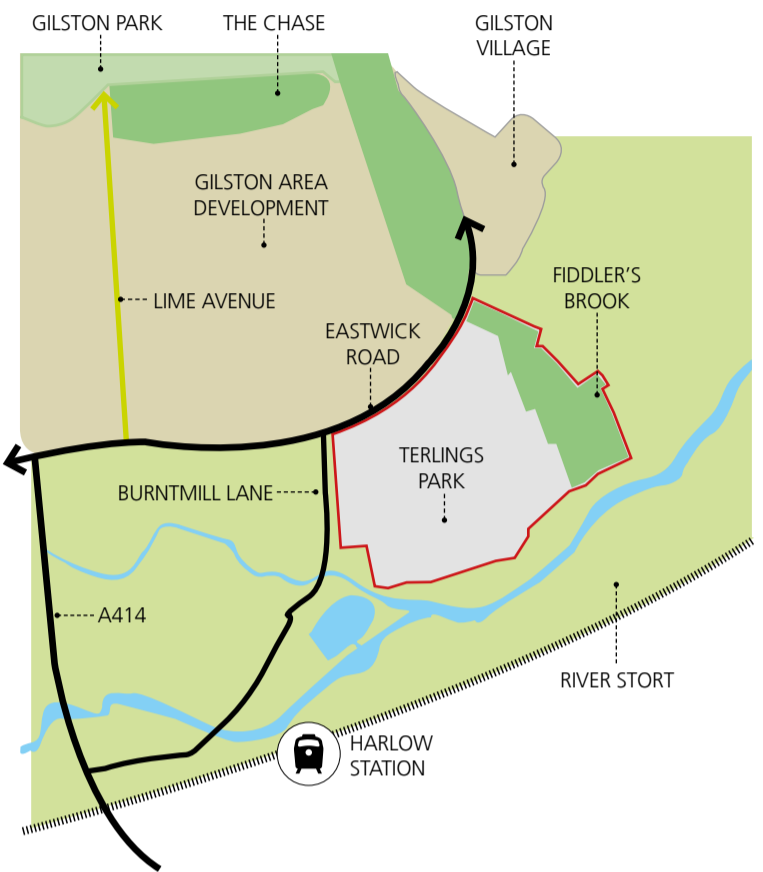


AVERAGE DENSITY (people/ha): 1.5

	POPULATION	764
	AREA (HECTARES)	11.7
	NUMBER OF UNITS	200
	BUILT DENSITY (DW/HA)	35

NOTE: Density calculated based on the red line area shown on the plan above

EXISTING LANDSCAPE & CONNECTIONS



Terlings Park is facing the Stort Valley while Fiddlers Brook forms part of the village on the West. The site is screened from all sides by mature landscaping making it largely invisible from the surrounding areas.

MAIN VIEWS

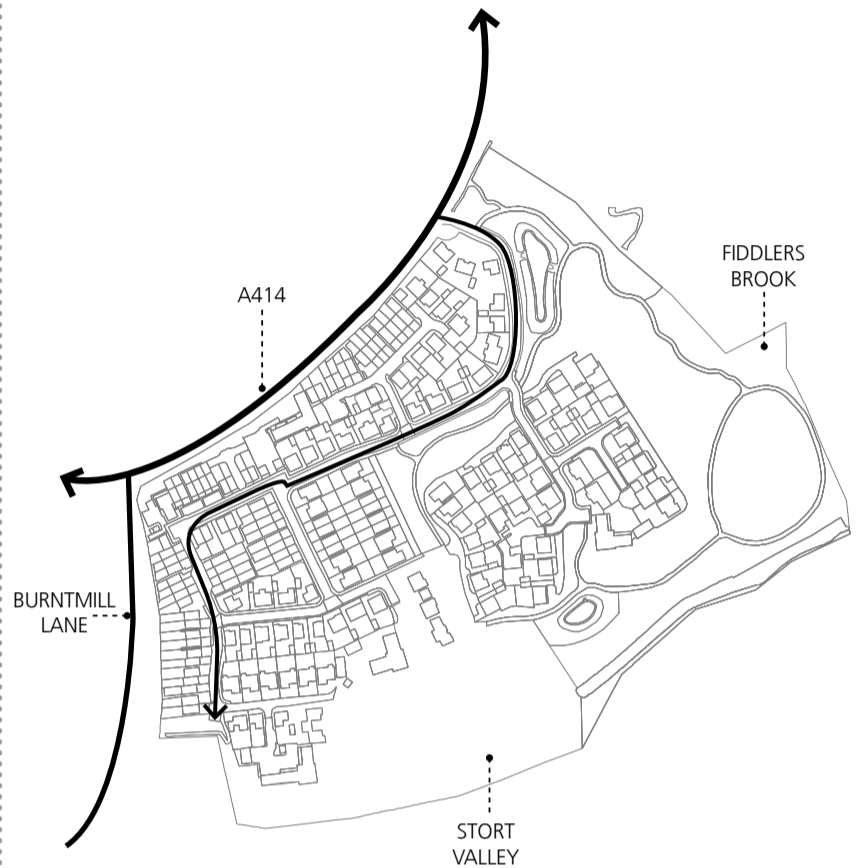


MORPHOLOGY



- Key features:
- Fiddlers Brook on the West
 - A414 on the North
 - Stort Valley on the South
 - Mainly Residential uses

CHARACTER



New development adjacent to main access road, A414. The majority of the development is residential and is supported by the community infrastructure of surrounding villages and Harlow.

HISTORIC MAPS & IMAGES



Terlings Park, 1883



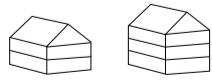
Terlings Park, 1920

SCALE & TYPOLOGIES



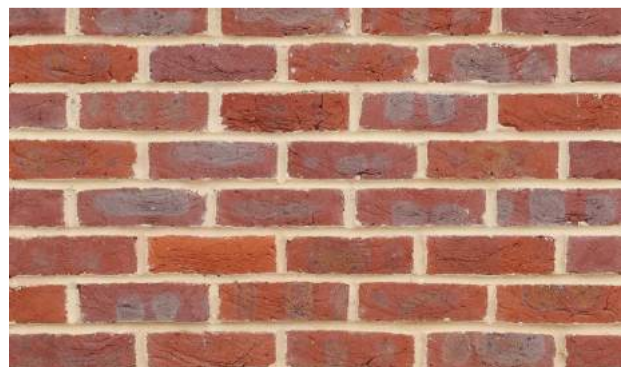
AVERAGE BUILDING HEIGHTS 2-3 STOREYS (MAXIMUM 3 STOREY)

MOST USED VILLAGE TYPOLOGIES



- Terraced Houses
- Detached/Semi detached

MATERIALITY



HIGH WYCH

OVERVIEW

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

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

Despite the fact that it is partially within Sawbridgeworth Parish boundary, High Wych retains a quiet village character within. The village is affected, however by the main route along High Wych Road, which forms the southern edge of the village.

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

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

POPULATION & STATISTICS

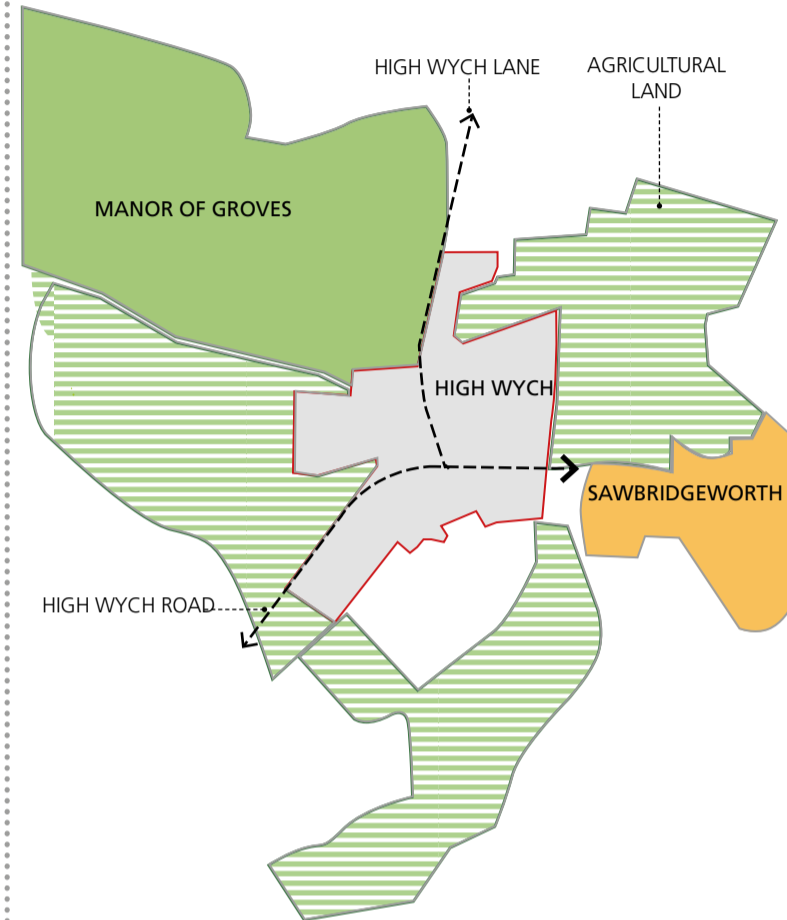


AVERAGE DENSITY (pop/ha): 3.6

	POPULATION	443
	AREA (HECTARES)	16.13
	NUMBER OF UNITS	185
	BUILT DENSITY (DW/HA)	11.5

NOTE: Density calculated based on the red line area shown on the plan above

EXISTING LANDSCAPE & CONNECTIONS



Around High Wych there are wide stretches of open farmland with old houses nestling in small coppices. The church is surrounded by the school, ancient houses and thatched cottages. High Wych retains village character despite links to Sawbridgeworth. High Wych Road connects the village with Eastwick Road.

MAIN VILLAGE VIEWS

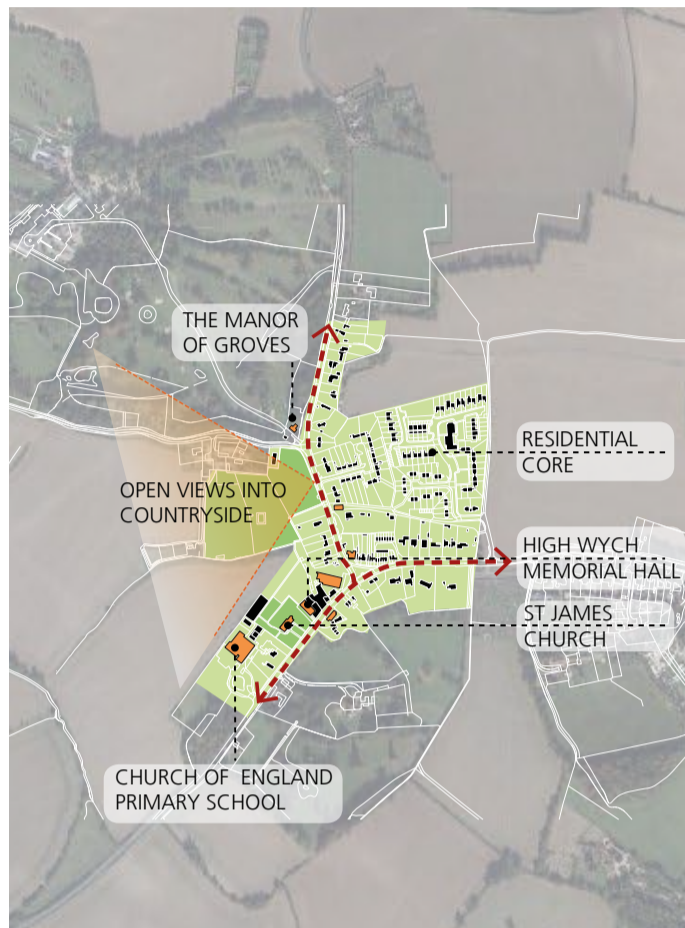


St James church



Half Moon, Pub, High Wych

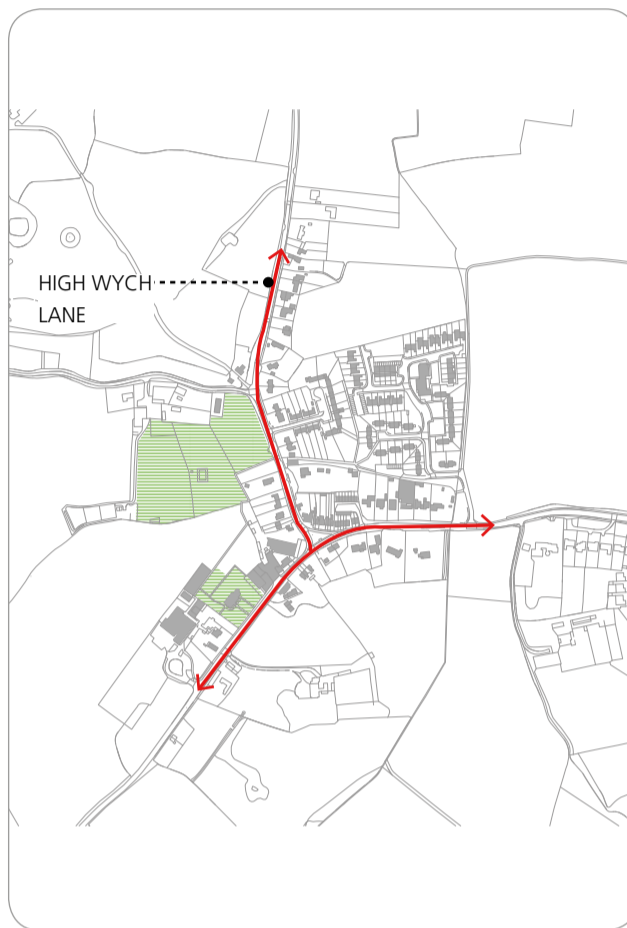
MORPHOLOGY



Key features:

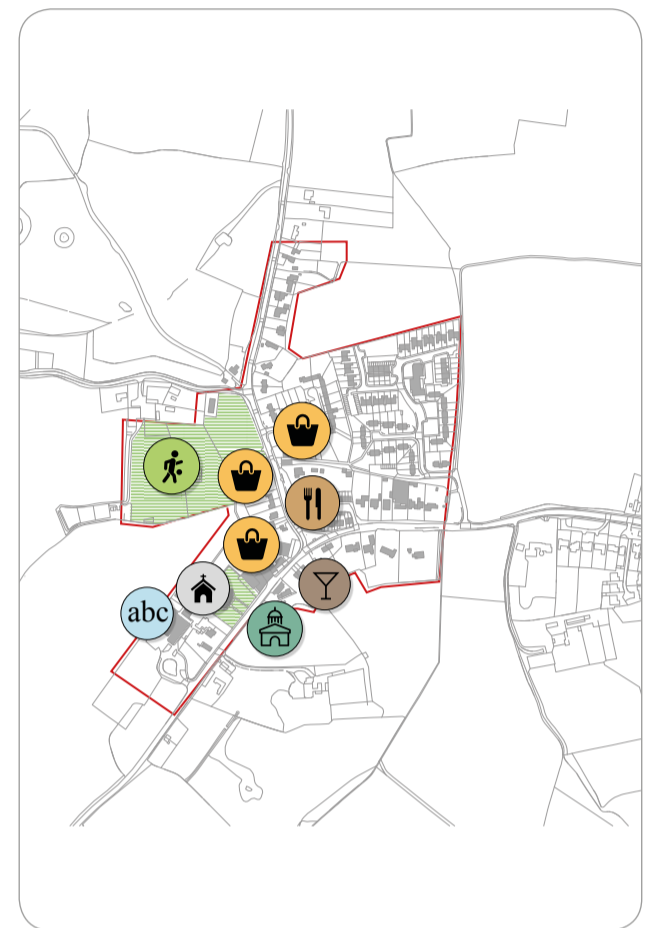
- Isolated farms and houses
- Small-scale open farmed landscape
- South-facing slope
- Blocks of woodland
- Tight network of narrow, winding, sunken lanes
- Small areas of parkland on the western edge

CHARACTER



Village layout is organised on the crossroad of High Wych Road and High Wych Lane and has expanded towards the West.

COMMUNITY INFRASTRUCTURE



- Retail
- Pub
- School
- Restaurant
- Church
- Play area

HISTORIC MAPS & IMAGES



High Wych 1884

SCALE & TYPOLOGIES



AVERAGE BUILDING HEIGHTS 2-3 STOREYS



(MAXIMUM 3 STOREYS EXCEPT OF ST JAMES CHURCH: APPROX. 12M TALL)

- MOST USED VILLAGE TYPOLOGIES**
- Terraced Houses
 - Detached/Semi detached Cottages

MATERIALITY



WIDFORD

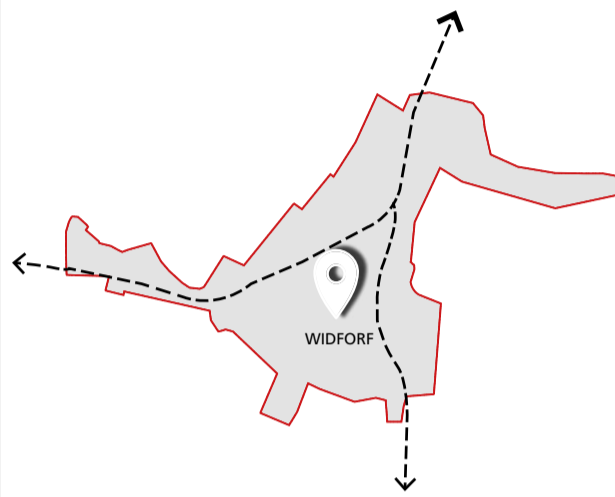
Widford is a small village settlement situated in East Hertfordshire between Ware and Much Hadham. It lies above the Ash Valley in East Herts. Parts of Widford fall within a Conservation Area.

The name Widford is probably derived from withy (meaning high) and ford (relating to the fords that would have existed in the valley to the north of the village).

The early settlement of Widford village occurred away from the manor and church to the east on a plateau on the south side of the Ash valley. It grew mostly alongside the main road running north to south between Hunsdon and Much Hadham. However, some dwellings were also erected along the road between the church and the manor house thereby joining the village that remained under the control and protection of the lord of the manor and the parish church.

The main industry in Widford is still arable farming and the community infrastructure includes school, church, allotments and playing fields.

POPULATION & STATISTICS

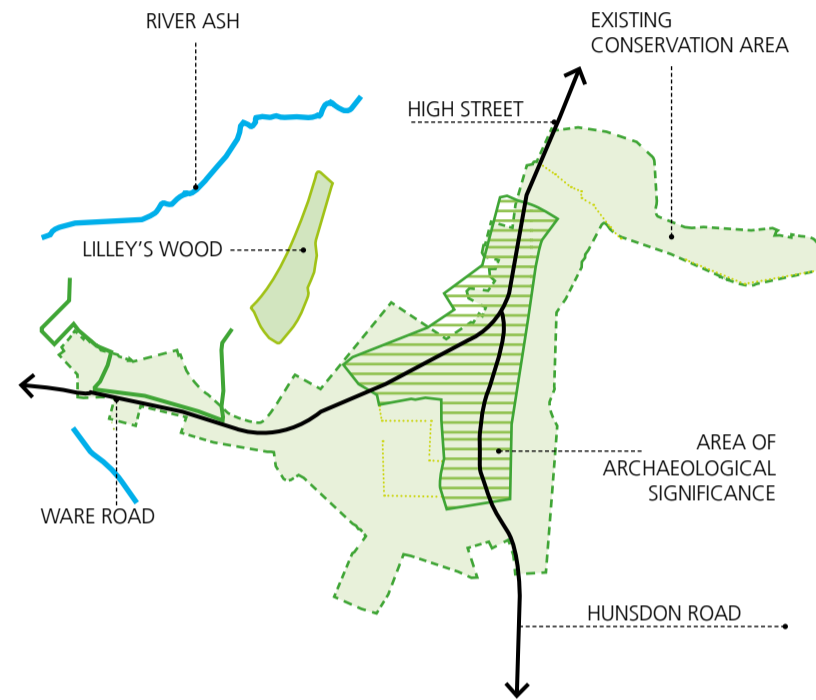


AVERAGE DENSITY (people/ha): 2,18

	POPULATION	534
	NUMBER OF UNITS	220
	AREA (HECTARES)	472
	BUILT DENSITY (DW/HA)	0.47

NOTE: Density calculated based on the red line area shown on the plan above. Large amount of open space included in the density calculation.

EXISTING LANDSCAPE & CONNECTIONS



Widford village conservation areas and archaeological significance sites highlighted on the map.

MAIN VILLAGE VIEWS



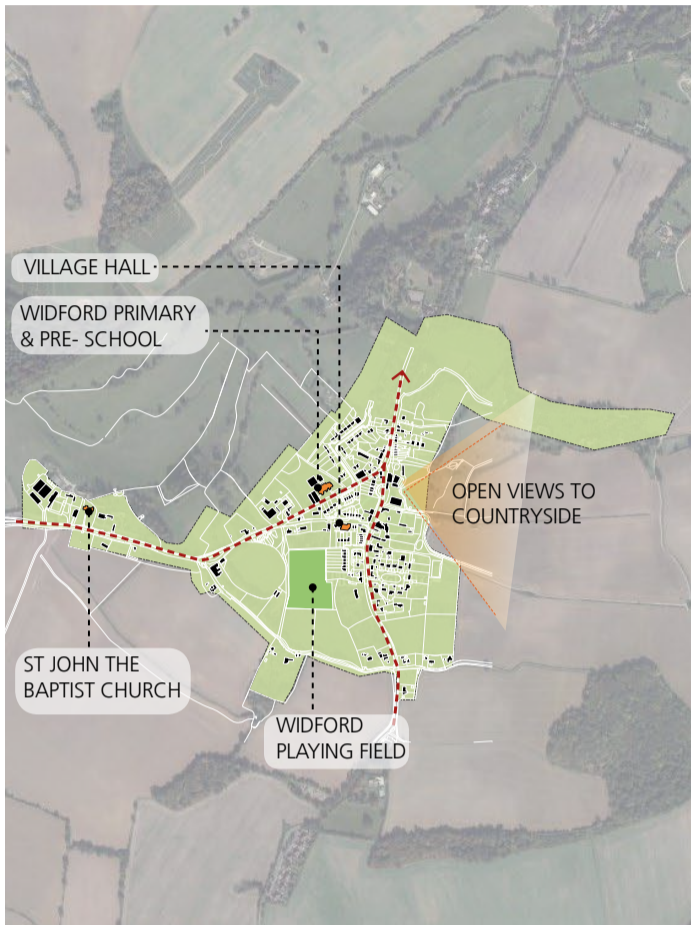
St John the Baptist Church



MORPHOLOGY

CHARACTER

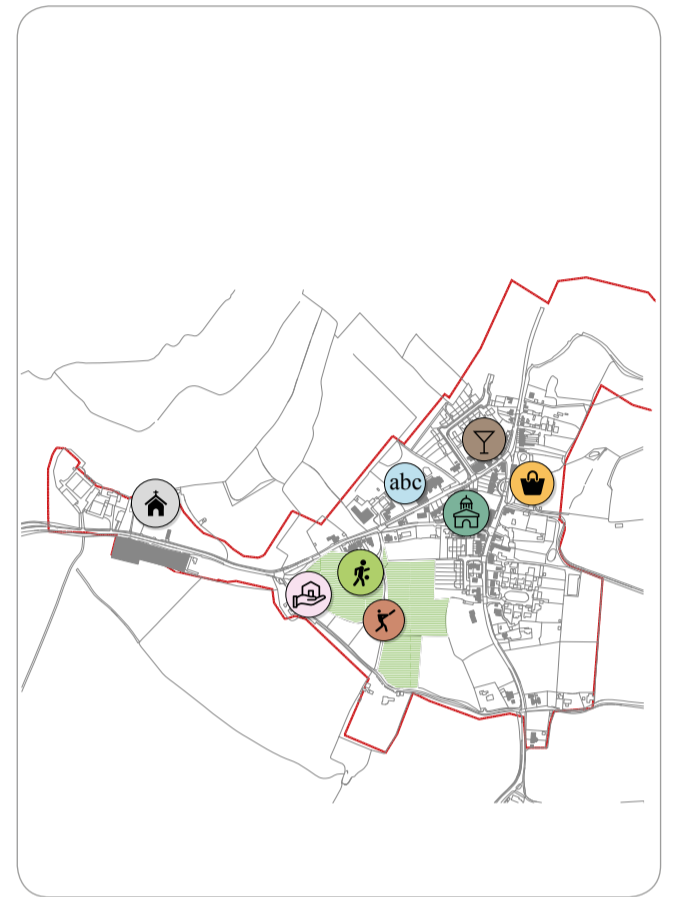
COMMUNITY INFRASTRUCTURE



- Key features:
- Allotment gardens
 - St John the Baptist Church
 - Cricket & Football pitch
 - Public House
 - School and Pre-School



Village layout organised on the crossroad of Ware Road and Hunsdon Road and grew mostly alongside the main road running north to south between Hunsdon and Much Hadham.



- Retail
- Pub
- Care Home
- School
- Play area
- Community Hall
- Church
- Cricket Club

HISTORIC MAPS & IMAGES

SCALE & TYPOLOGIES

MATERIALITY



Widford postcard, 1922



Widford historic map

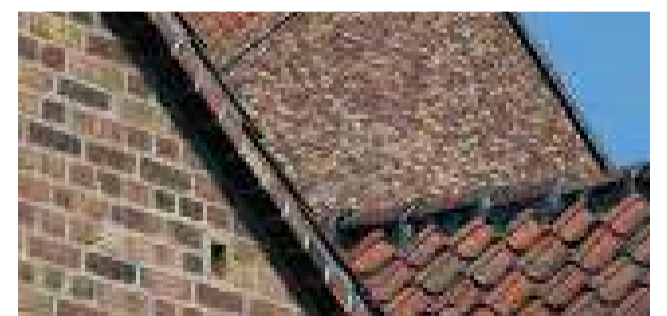


AVERAGE BUILDING HEIGHTS 2-3 STOREYS



(MAXIMUM 3 STOREYS EXCEPTION OF ST JOHN THE BAPTIST CHURCH: APPROX. 15M TALL)

- MOST USED VILLAGE TYPOLOGIES**
- Terraced Houses
 - Detached/Semi detached Cottages



F. Surface Water Drainage & Flooding

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

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

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

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

Flood modelling of the River Stort valley and its tributaries has been undertaken, including modelling of the Stort floodplain, in order to define the development edge. The flood model has been submitted to and approved by the Environment Agency. Further work has been undertaken to incorporate the recent amendments to climate change allowances in order to ensure no impact on the development edge. The Council is updating its Strategic Flood Risk Assessment which will also inform the approach to mitigating flood risk.

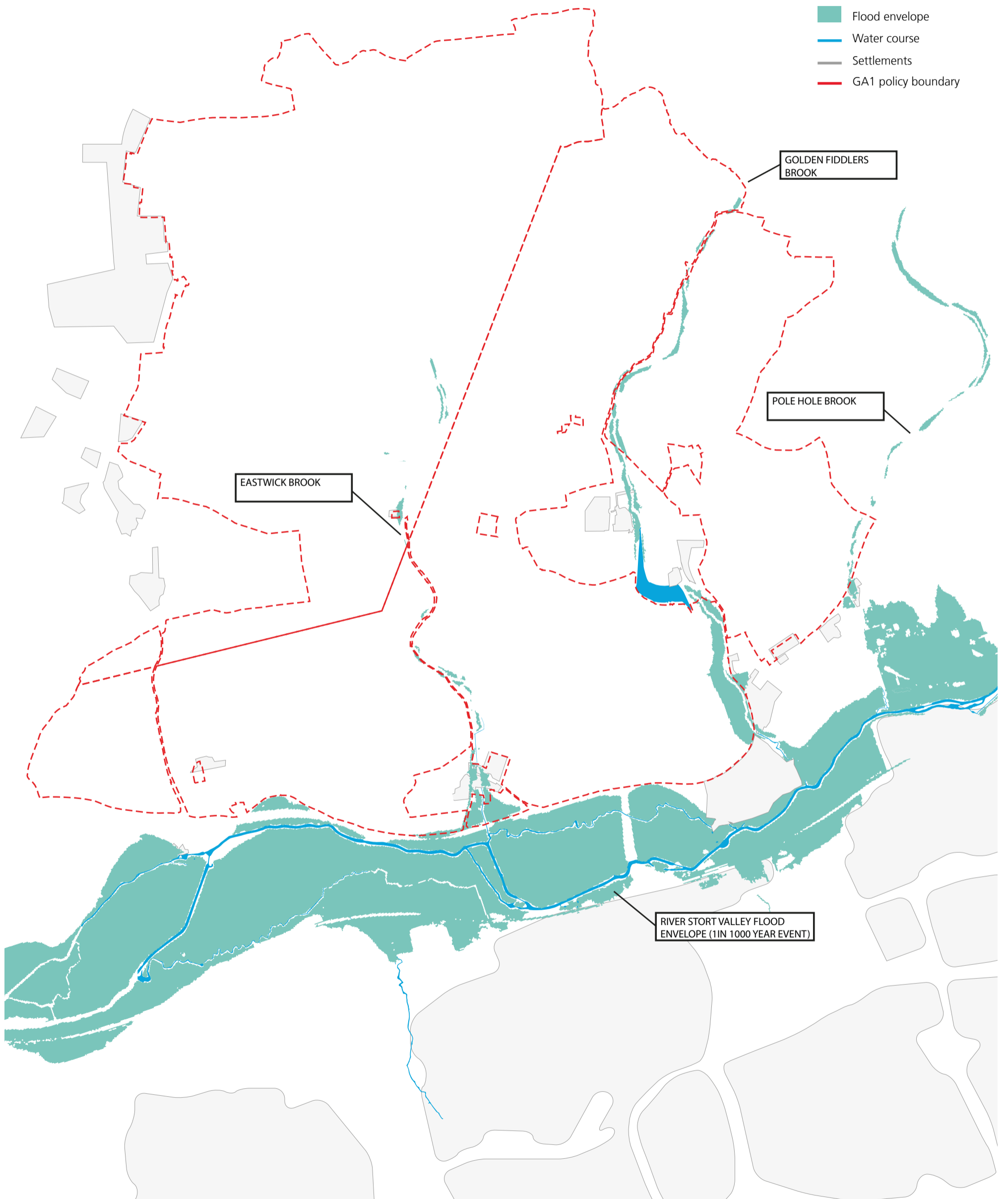
The preferred drainage strategy for the foul water is to discharge via gravity sewer to the existing Trunk Main running through the Stort Valley. Discussions with Thames Water are ongoing. In June 2017 Thames Water confirmed that Rye Meads and the existing waste water network will have sufficient capacity to accommodate current growth forecasts in the area to 2036 including 10,000 homes in Gilston Area. Thames Water have advised that there may need to be upgrades to the sludge and storm streams but capacity is expected in all streams to 2026, based on current growth forecasts for the area (as per the District Plan) and possibly beyond. Engagement will continue with Thames Water as future capacity assessments are undertaken.



SuDS Pond/Wetland, Hopwood Service Area, M42



Roadside Swale, Elvetham Heath, East Hampshire



Existing Surface Water and Floodplain

G. Services & Utilities

WATER

Affinity Water are the water supply authority for the Harlow area. An assessment of the proposed water demand for the proposed Gilston Area has been undertaken by Affinity Water. They have confirmed that there is capacity within their existing infrastructure to supply the proposed Gilston Area development. The supply will be from their existing twin trunk mains which run north-south through the development just to the east of Eastwick. Some network enhancements will be required which is being looked at as part of a wider zonal review. The Gilston Area will not impact on Affinity Water's level of supply to the existing communities or their ability to meet other forecast growth within the District Plan to 2033.

GAS

Cadent Gas operates the Gas Transmission System in the Gilston Area and have carried out an assessment for the provision of gas to the proposed Gilston Area. Cadent Gas have confirmed that there is capacity within their existing infrastructure at Redricks Lane to supply the proposed development. A main will be laid from the connection point at Redricks Lane to the development via Eastwick Road. The Gilston Area will not impact on Cadent Gas level of supply to the existing communities or their ability to meet other forecast growth within the District Plan to 2033.

ELECTRICITY

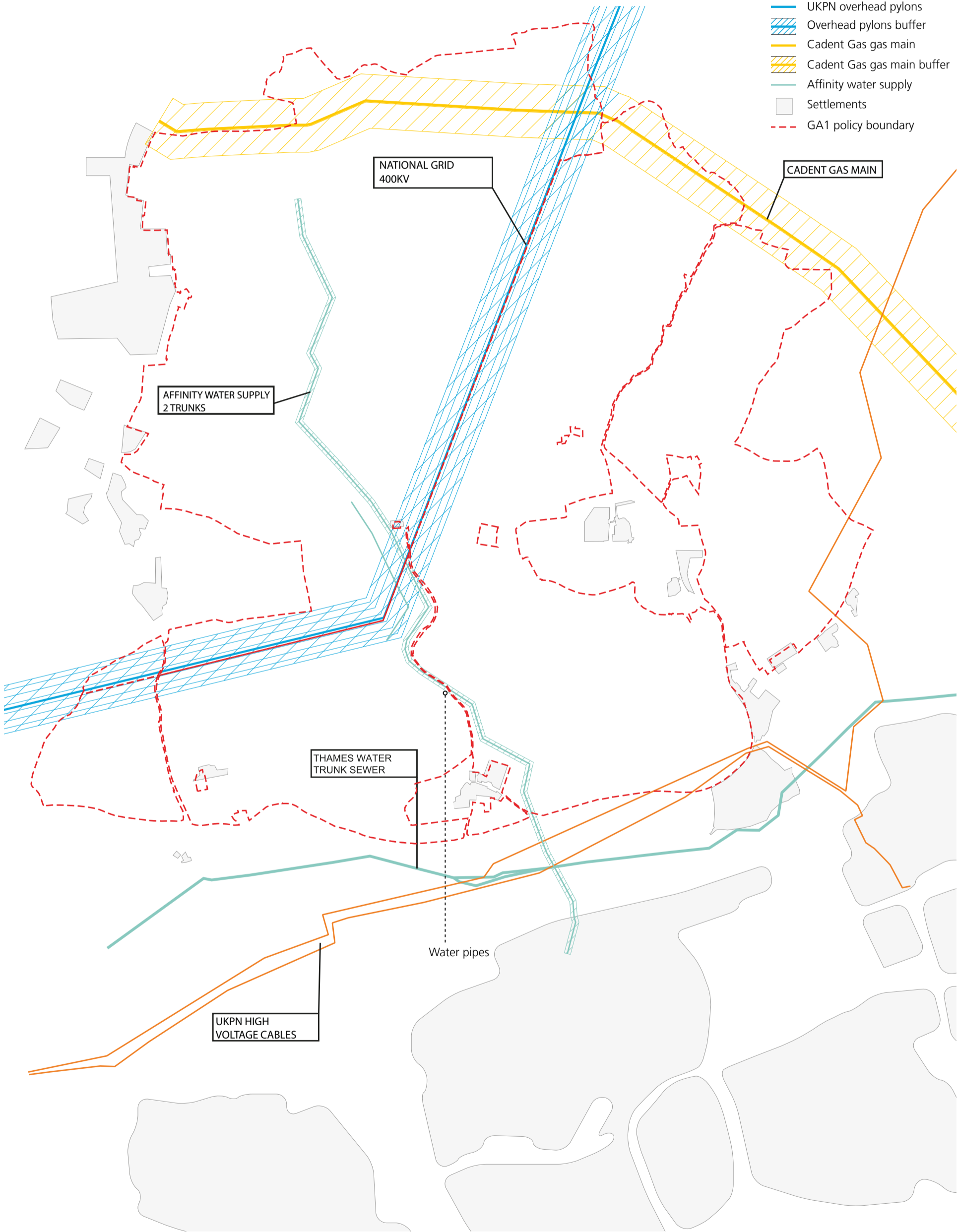
UKPowerNetworks (UKPN) are responsible for the power network in the Harlow area. There are also existing National Grid 400kVA overhead power lines to the north west of the site. The proposed Gilston Area development plan sits outside the EMF proximity zone for these power lines. UKPN have confirmed that the proposed Gilston Area can be supplied from the existing Harlow West primary sub-station to the west of Harlow. A new primary sub-station will be required within the Gilston Area development in order to provide the power supply to the proposed secondary sub-stations throughout the Gilston Area. This will be fed via new below ground high voltage cables from the existing Harlow West Primary Sub-Station. Details will be developed by UKPN to support any detailed planning application for the development. The Gilston Area will not impact on UKPN's level of supply to the existing communities or their ability to meet other forecast growth within the District Plan to 2033.

BROADBAND

Developers would be expected to work with a Superfast Broadband network provider to ensure all new homes and businesses have access to internet services delivered over fibre connections.



- UKPN High Voltage Electricity
- UKPN overhead pylons
- ▨ Overhead pylons buffer
- Cadent Gas gas main
- ▨ Cadent Gas gas main buffer
- Affinity water supply
- Settlements
- - - GA1 policy boundary



Existing Utilities

H. Access & Movement

SITE LOCATION

The Gilston Area is located in East Hertfordshire, to the north of Harlow. It enjoys a key strategic location in close proximity to London, within the London-Stansted-Cambridge corridor, with good access to the rail and motorway networks as well as Stansted Airport. The access corridors leading into Harlow to the south of the River Stort, are located within the administrative area of Harlow within the County of Essex.

The M11 skirts the eastern fringe of Harlow (Junction 7 being the closest access point) providing regional road connections. The A414 provides an important route from the north and west (Hertford to Chelmsford) with links to the A10 in the west.

Harlow is located on the West Anglia mainline, with good services to London Liverpool Street, Bishop's Stortford, Stansted, Cambridge and beyond. Harlow Town station is located to the north of the town centre and immediately south of the Gilston Area.

The village of Hunsdon is situated to the west, Widford to the north and High Wych to the east, beyond which is Sawbridgeworth. The site is situated around, but does not include, the settlements of Eastwick and Gilston.

The Gilston Area (including the proposed River Stort Crossings) extends to an area of approximately 1,120 hectares. Much of the site consists of countryside, primarily in agricultural use, interspersed with areas of woodland.

The north-western part of the area comprises of Hunsdon Airfield - a former RAF base - which has a number of grass runways that are used for micro-light flights.

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

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

WALKING AND CYCLING NETWORK

Walking

The main existing link from the Gilston Area is via a footway which runs alongside Fifth Avenue (Eastwick Crossing), connecting the Development Site to Harlow Town Station. From here, wider shared footway/cycleways connect to Harlow Town Centre. In addition, there are a number of public rights of way connecting the site to the Stort Valley and beyond. These are regularly used by residents for recreation and leisure. This includes a towpath adjacent to the River Stort, which is owned and managed by the Canal and Rivers Trust.

Cycling

In and around Harlow there are on-road and off-road routes for cyclists providing connectivity to key facilities.

Cycling facilities within Harlow are generally good, with a mixture of segregated and on-street routes providing connections to a number of key facilities. Segregated facilities operate alongside the A1019, connecting the site to Harlow Town Centre, and alongside the A414 Edinburgh Way, providing a key east-west link.

Cyclists are also able to connect to the nationwide cycling network. National Cycle Route 1, connecting Dover to the Shetland Islands, runs through Harlow. In addition, National Cycle Route 61 lies to the west of the site, along the A1170, which connects Maidenhead to Hatfield, Welwyn Garden City and Hertford. Cycle parking is provided at Harlow Town Station as well as Harlow Mill Station, allowing users to interchange and join the National Rail Network. There is also a cycle hire scheme at Harlow Town Station.

BUS SERVICES

The Harlow area, in particular Harlow Town Centre, is well served by buses. The existing network includes Route No. 724. This connects Harlow to London Heathrow Airport via Ware, Hertford, Welwyn Garden City, Hatfield, St. Albans, Watford and Uxbridge, travelling along the A414 to the south of the proposed Gilston Area site. A service departs from Harlow twice every hour. In addition, there are also frequent buses to Bishop's Stortford and London Stansted Airport from Harlow. There are a number of small scale bus companies also operating within Harlow. These include EOS buses, LCB Travel, Regalbusways and Trustybus.

RAIL SERVICES

There are two railway stations in Harlow; Harlow Town Railway Station and Harlow Mill Railway Station. Harlow Town Station is the Main Station in Harlow, and is situated approximately 1.5km from the southern area of the site, and 4.1km from the north of the site. Harlow Town Station is served by a number of bus routes. Harlow Town Station is operated by Abellio Greater Anglia and is situated on the West Anglia Main Line, providing links to London Liverpool Street, Cambridge and Stanstead Airport. The table below provides a summary of the calling points and frequencies of the rail services from Harlow Town Station.

As can be seen in the table Harlow Town Station accommodates an excellent rail service with six trains per hour to Central London (some to Liverpool Street and some to Stratford) in the peak hours. Liverpool Street, Stratford and Tottenham Hale provide interchange opportunities to the London Underground Network. In 2018, Crossrail is due to open, providing an additional interchange and access to more of London directly from London Liverpool Street.

Harlow Mill Station is located to the south east of the Gilston Area, approximately 2.5km to the east of Harlow Town Station. Harlow Mill offers services to Cambridge North, London Liverpool Street, Stratford and Bishop's Stortford. The frequency of service is lower than at Harlow Town Station, and services tend to stop at more local stations on route.

LOCAL HIGHWAY NETWORK

The local highway network within the vicinity of the site is summarised below.

Strategic Highway Network

The A414, connecting the A1(M) at Hatfield to the M11 to Chelmsford, via Harlow forms much of the southern boundary of the Gilston Area. It also provides access to the M11 Junction 7, to the south east of Harlow, and the A10 to the west. Both the M11 and A10 provide links to London and the M25.

A planning application submitted by ECC (reference: HW/CR3B/17/40003) for the construction of a new motorway junction (Junction 7a) on the M11 between existing junctions 7 and 8 received a resolution to grant permission in July 2017. This will relieve pressure at Junction 7 and 8, and provided shorter journey times between much of Harlow and the M11.

To the south of the Gilston Area, the A414 operates with two lanes in each direction. It connects to Harlow via the Eastwick Roundabout, which also connects the A414 to Eastwick Road to the east. Heading south from the Eastwick Roundabout, the A414 crosses the River Stort towards Harlow. There is a stopped up fourth arm to the roundabout at its northern end. This was secured to facilitate any future development to the north.

Destination	Route	Average Daytime Frequency (Trains per Hour)		
		Weekday	Saturday	Sunday
London Liverpool Street	Cambridge – Newport – Bishops Stortford – Tottenham Hale – Harlow Town – London Liverpool Street	4	4	4
Cambridge	Cambridge – Newport – Bishops Stortford – Tottenham Hale – Harlow Town – London Liverpool Street	2	2	2
Bishops Stortford	Bishops Stortford - Harlow Town – Tottenham Hale - Stratford (London)	4	4	4
Stansted Airport	London Liverpool Street – Tottenham Hale – Harlow Town – Stansted Airport	3	3	3
Stratford (London)	Bishops Stortford - Harlow Town – Tottenham Hale – Stratford (London)	2	2	2

Local Roads

Eastwick Road

Eastwick Road spans from the village of Eastwick to High Wych. It incorporates the section of A414 between Eastwick Hall Lane and the Eastwick Roundabout.

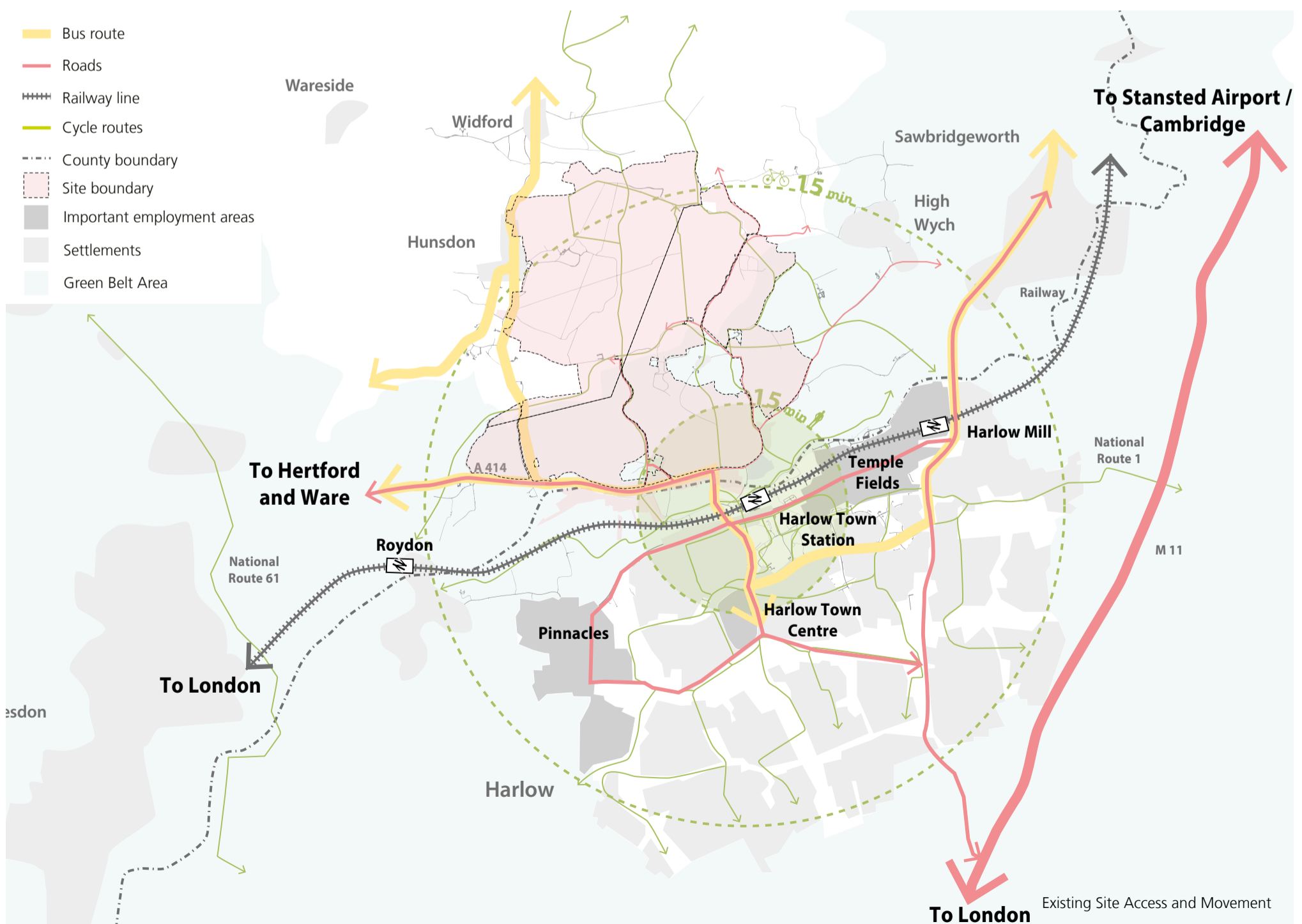
Eastwick Road provides a connection from the A414 to the village of Eastwick. This is a single lane road with a speed limit of 30mph. Within the Village, Eastwick Road connects Eastwick Hall Lane. A priority junction connects Eastwick Road to the A414 at its southern point. This allows for all movements. From the Eastwick Roundabout, Eastwick Road is a single lane carriageway providing a connection to High Wych and Sawbridgeworth.

Eastwick Hall Lane

Eastwick Hall Lane is a single lane road whereby the national speed limit applies, providing an additional link between the A414 and the village of Eastwick. However, the priority junction connecting to the A414 is restricted to left in-left out movements only. Therefore, those arriving from the east or departing to the west will have to use the Eastwick Road junction. Beyond the village of Eastwick, Eastwick Hall Lane becomes a country road, providing local access to farms houses and agricultural land.

Church Lane

Church Lane is a single lane road whereby national speed limits apply. It connects the A414 to Hudson, situated to the west of the Gilston Area. A priority junction, permitting all movements, connects Church Lane to the A414.



I. Minerals

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

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

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

J. Market Demand

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

East Herts and its neighbouring districts continue to be amongst the most unaffordable districts in the country. The five Districts around Harlow have some of the least affordable house prices in the country. Half of all East Herts residents earn less than £40,000 a year. To buy a home at the district average price requires a household income of c.£92,000. The income required to afford the average private rented property is approximately £40,000.

For first time buyers the challenge of buying locally is substantial with the cheapest 25% homes costing between 9 and 12 times the salary of a local resident in the lowest 25% of earners compared to mortgage multiple of around 4.

This is therefore an area of acute housing need. A Strategic Housing Market Assessment (SHMA) has been prepared which covers the West Essex/ East Herts housing market area, comprising the administrative areas of East Herts, Harlow, Epping Forest and Uttlesford. The SHMA identifies that the level of housing need across the four authorities is for 54,600 homes up to 2033. This figure has been disaggregated amongst the four authorities. For East Herts, the level of need is 880 homes per year.

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

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

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

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



K. Overall Summary

OPPORTUNITIES AND CONSTRAINTS MAPPING

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

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

The A414 and the Stort Valley currently separates the Gilston Area from Harlow. There are a number of scheduled monuments along the historic parklands, in and around Hunsdon airfield and Gilston Park. An extensive network of PRoW has been identified and the aim is that the majority of them will be retained. In case of any changes in PRoW, the spatial quality and character of the paths will be enhanced and integrated within the proposed design.

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

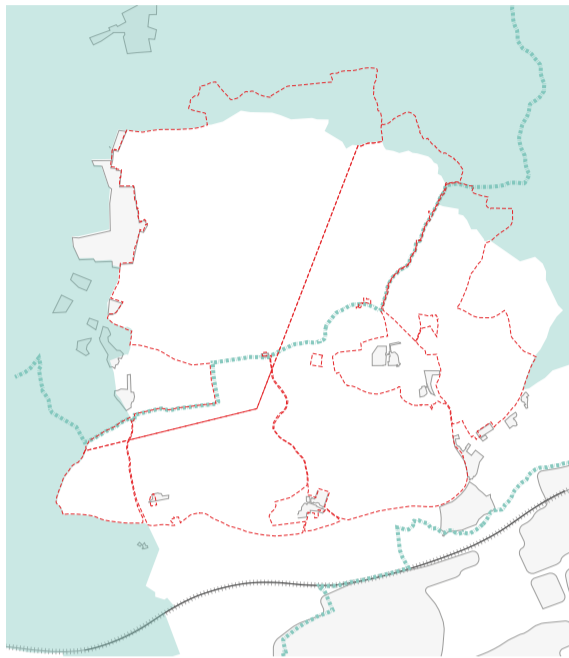
For the ecological constraints, sites have been identified and the aim is to maintain and enhance them in any development proposal. There are also a number of hedgerows. Those of higher ecological value have been identified and should be maintained where possible.

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

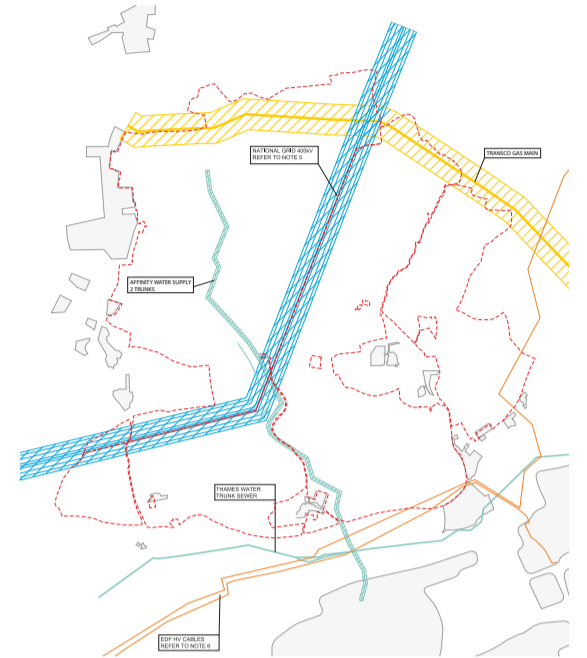
DEVELOPABLE AREA

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

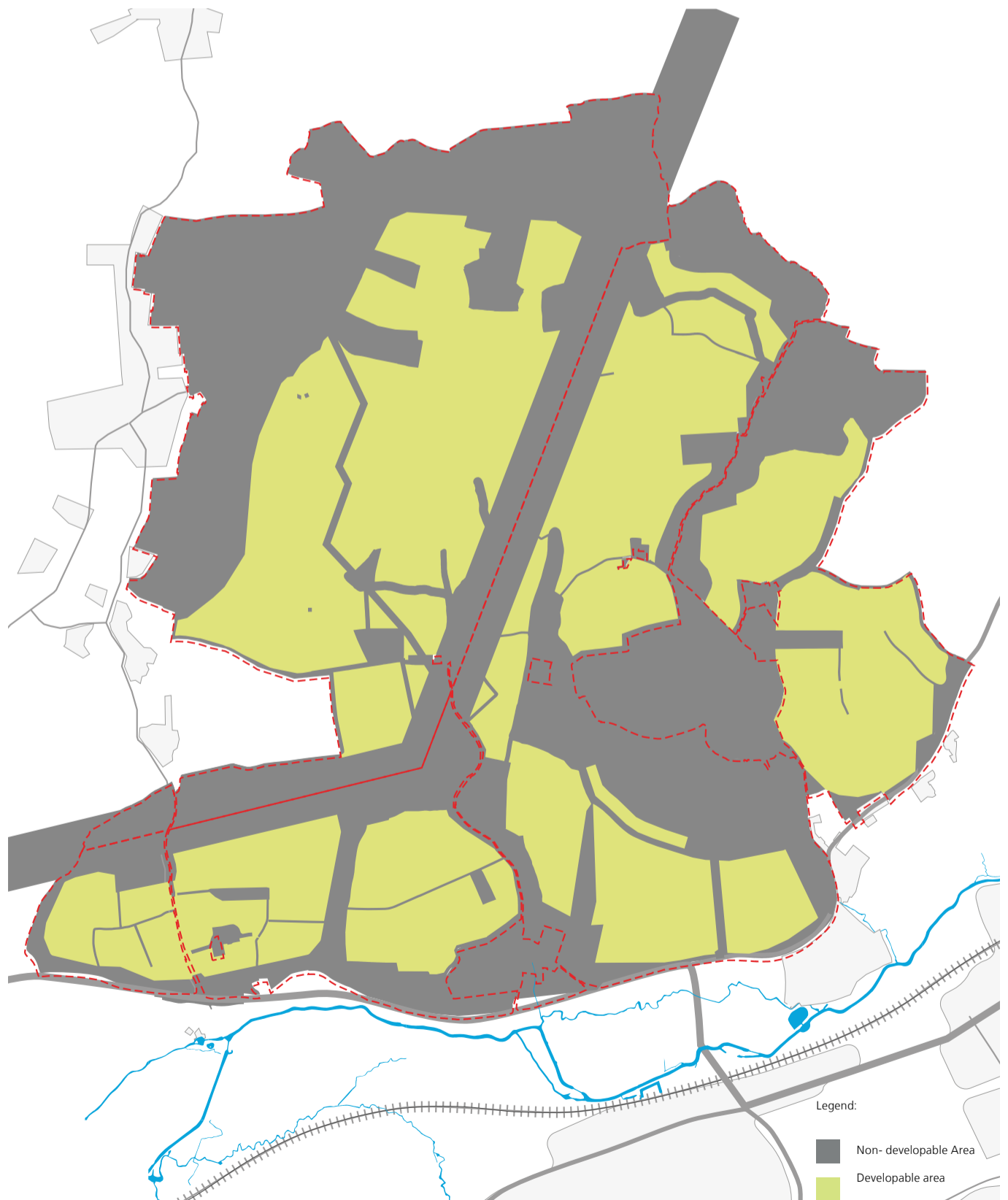
Overall, the detailed assessment of the existing site context has not identified any constraints that would prevent the Gilston Area vision being realised.



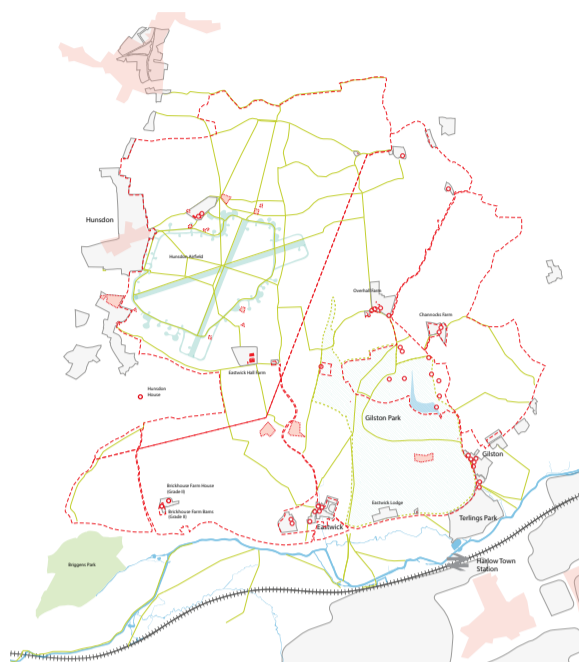
Green Belt



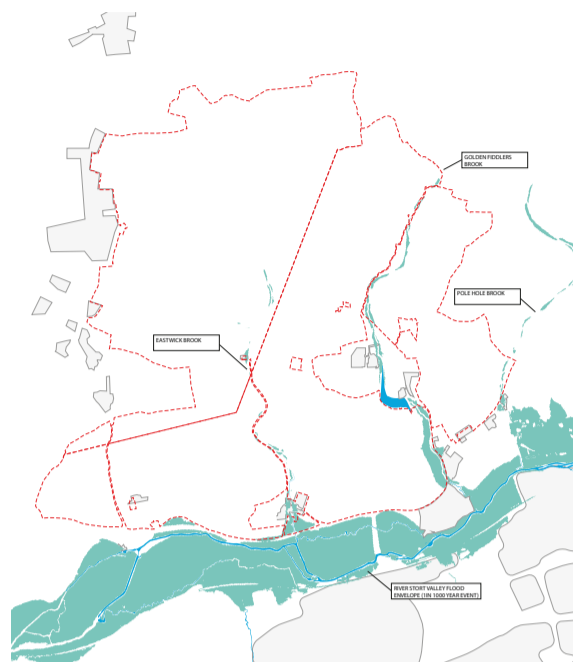
Utilities and Services



Theoretically Developable Land



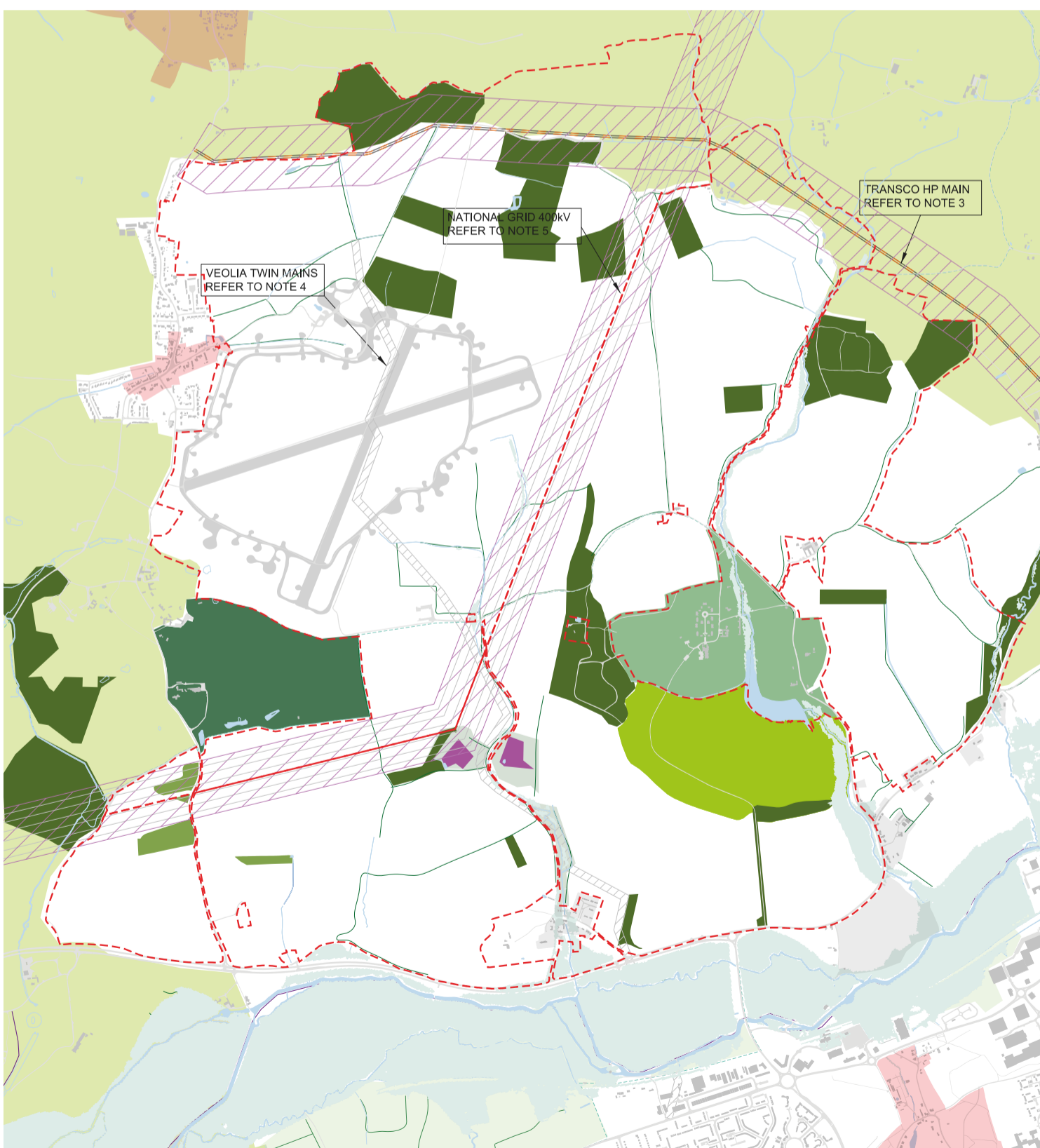
Archaeology, heritage, paths and public rights of way



Floodplain to River Stort



Ecology and natural habitat



Constraints map

- - - Site Boundary
- Proposed Green Belt Rollback
- Existing Green Belt
- Gilston Park, locally designated historic park
- Gilston Park, locally designated historic park
- Hunsdon House
- Hunsdon Airfield
- Environmental constraints**
- County + Local Wildlife Sites
- Floodplain Grassland
- Mineral Extraction Areas
- Schedule Ancient Monuments
- Special Landscape Area
- SSSI
- Local Nature Reserve
- Permanent Pasture
- Conservation Area
- Ancient Woodland
- Ancient Woodland 20m buffer
- Woodland
- Veteran Trees
- Very Important Hedges
- Public Rights of Way
- Waterways 20m buffer
- Flood**
- 1 in 1000 Years Flood Plain
- Utilities**
- Existing TRANSCO**
- HP Main
- IP Main
- THREE VALLEYS**
- Existing Network
- EDF**
- Existing Overhead 275 KV Grid
- Existing hHV (Buried/Overhead)
- THAMES WATER**
- Existing Trunk Sewer
- Area of Utility Constraints
Refer to Engineer's drawings for detail information



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

Concept Framework

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

5

CONCEPT FRAMEWORK

A. Placemaking Framework Design Principles

INTRODUCTION

This section describes the Placemaking Framework that has been established to inform, shape and guide the design for the Gilston Area.

The concept for the Gilston Area is to develop a series of villages set around the historic landscape of Gilston Park, each village having its own distinct character and identity within one overall landscape vision. A landscape led approach has been adopted, with much of the existing landscape being used to create an attractive place and setting for people to enjoy. The Gilston Area should have a singular and coherent identity as a whole, while accommodating a wide range of diversity and character within. This concept also makes possible the potential to incorporate two existing villages, Gilston and Eastwick, while still retaining their individual form and identity.

The key principles in the following pages underpin this approach.

PLACEMAKING DESIGN PRINCIPLES

CREATING DISTINCTIVE AND BALANCED COMMUNITIES

- There will be seven villages and each new village will have a distinctive and individual identity.
- The location and extent of village development will be influenced by the existing landscape character, topography, heritage assets and respond sympathetically to existing villages and communities.
- The new villages will be separated by green corridors of sufficient width to ensure the villages are separate and distinctive, while also fulfilling a green space role and function.
- The boundaries to each village will generally have softer edges and lower density development to reinforce separation, with most developments fronting directly and overlooking the green spaces.
- There will be a defined centre to each village of an appropriate size and scale which will provide the heart of community life.
- The village centres will generally be higher in density with a mix of uses including retail, community and education facilities and will be distinct from other parts of the village (middle and edge).
- The new villages will be designed around a network of streets, walking and cycling routes and green spaces. The streets will be easily navigable and permeable, with streets treated as vibrant and active spaces to promote inclusive communities.



MAINTAINING DISTINCTIVENESS AND MANAGING THE IMPACTS OF DEVELOPMENT ON EXISTING VILLAGES

- The setting of Eastwick, Gilston and Hunsdon and other clusters of existing buildings will be protected through the creation of landscaped green buffers of sufficient width which will separate them from new villages and ensure they remain distinctive. The green corridors will contain walking and cycling routes to connect the existing villages with new villages in the Gilston Area.
- The provision of necessary infrastructure will be phased and delivered in a timely fashion to ensure there is sufficient capacity to accommodate the needs arising from the new development and existing communities are adequately served.
- The extended network of pedestrian, cycle and public transport routes will connect existing communities to the new villages, and the facilities contained within them.
- It will be important to deliver early landscape improvements to strengthen the green buffers around the existing villages.
- Construction impacts on existing communities will be minimised and mitigated.



DELIVERING A WIDE CHOICE OF QUALITY HOMES

- A wide range of different housing typologies and tenures (including market and genuinely affordable housing) will be provided in each village to create mixed and balanced communities and meet the housing needs of East Hertfordshire.
- New homes will be designed and constructed to a high quality. Homes will be flexible and adaptable to different and changing lifestyles, providing for a variety of needs.
- New homes will meet high standards of sustainability and internal space.
- A range of specialist housing will be provided including assisted living for older residents, and opportunities will be created for self-build and custom building.



WELL CONNECTED TO, BUT DISTINCTIVE FROM, HARLOW

- Development in the Gilston Area will be physically separated from Harlow by the open landscape (save for the river crossings) of the Stort Valley, an amenity to be shared by all communities.
- The character and feel of the new villages will be clearly distinct from the predominantly urban development characteristic of the wider Harlow area south of the Stort Valley.
- Land uses, streets and public spaces will be in line with the character of a village and not be inspired by urban places. Green landscape should be natural and characteristic of the countryside.
- Both existing and new communities will be well connected to Harlow, particularly through public transport, walking and cycling.



PROMOTING HEALTHY COMMUNITIES

- The design of new development will create safe and accessible living environments with clear and legible pedestrian and cycle routes and high quality public spaces. The development will encourage active lifestyles and social integration through everyday use of public areas.
- Each village will provide some community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services as relevant to the scale and size of that village.
- Access will be provided for all residents to high quality open spaces and the wider countryside. Opportunities for sport and recreation will be offered for all age groups.
- Sport pitches will be provided in a variety of accessible locations, but should be designed to reflect the setting, of their location, e.g. floodlighting and large carparks will not be permitted in historic settings or locations with long distance views.
- Accessible homes and neighbourhoods, and housing with care and support, will be integrated into the villages to enable people to live independently within their community



PLACEMAKING DESIGN PRINCIPLES

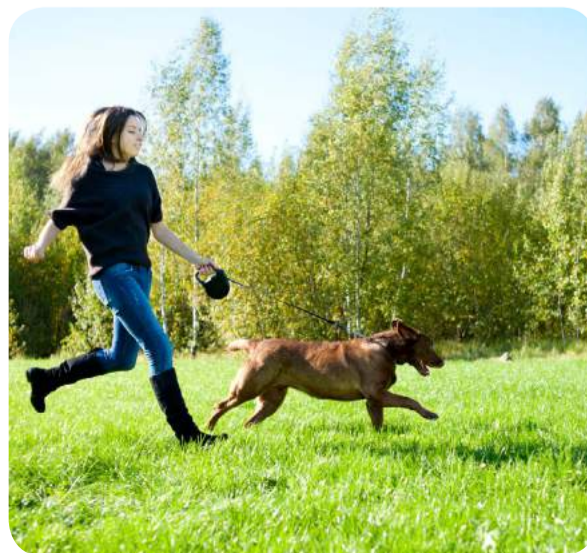
PROMOTING SUSTAINABLE TRAVEL

- All villages and facilities will be well connected and easily accessible by all Gilston communities.
- All streets and connecting roads within the villages will be designed to limit road speeds, and will be pedestrian friendly and in character with the village concept. Streetlighting should be minimal and sensitive to the darkness of the countryside.
- Development in the Gilston Area will promote sustainable transport choices through the provision of a well-connected network of safe and convenient pedestrian and cycle routes within each village and between villages, including the existing communities.
- Frequent and extended public transport services will serve new and existing villages with bus stops within walking distance of most new and existing houses to encourage the use of public transport.
- Development in the Gilston Area will be integrated with sustainable travel initiatives in the wider Harlow area including the creation of sustainable transport corridors.
- Safe and direct cycle and pedestrian routes will be provided to Harlow Town station including improved crossing facilities across the A414. Smart cycle schemes and cycle parking facilities will be provided at Harlow Town station.
- The development will anticipate changes in transport technology and support smart mobility services, reducing the need to own a car.
- Electric charging facilities will be provided in all developments to encourage the use of low carbon emission vehicles.
- Car parking (on and off road) will be well integrated into the street design. Adequate parking for visitors will be provided on street in designated bays.



CREATING WALKABLE NEIGHBOURHOODS

- A balance of land uses will be provided in each village (relative to the scale, size and role of the village) to encourage people to minimise journey lengths for shopping, leisure, education and other activities. Key facilities such as primary schools and local shops should be located within walking distance of most properties.
- Layouts will cater for and encourage pedestrian and cycle movement as part of a wider green network. Each village will be developed around a legible street hierarchy which connects new housing to the village centres and other facilities.
- Safe and secure layouts will be created which minimise conflicts between traffic and cyclists or pedestrians and avoid street clutter.



PROMOTING HIGH QUALITY DESIGN

- The new villages will draw inspiration from the morphology and character of existing villages in the Gilston Area and elsewhere in Hertfordshire and Essex.
- Frontages should be interesting, attractive and designed to be part of a street or landscape space.
- The design of buildings and materials used will provide a balance and rich variety of material treatment in building design which draws on local materials and character, from traditional to contemporary and reflecting individual village character.
- New development will be appropriately scaled in relation to a village location and heritage and landscape elements.
- Buildings will be designed to front onto spaces to provide activation, security and surveillance. Back fences onto green areas will be discouraged.
- The potential to create open layouts with variable building lines integrated with landscaping should be explored. Development should follow natural contours and minimise cut and fill wherever possible.
- Internal space layouts should allow flexibility and adaptation to accommodate changing lifestyles.
- High standard of sustainability, will be adopted.
- SMART technologies for the home should be anticipated.



A PROTECTED AND ENHANCED LANDSCAPE AND NETWORK OF GREEN SPACES

- The villages will have a positive relationship with the surrounding landscape and an attractive rural landscape setting.
- The revised Green Belt boundary will be protected, and opportunities taken to improve access to the countryside.
- Outdoor sport and leisure will be promoted, within enhanced landscape, visual amenity and located, where possible, within the existing landscape.
- The designs for each village will identify long and short range views to create visual connections with notable existing built and landscape features.
- The new villages will be designed to maximise access to open spaces and the wider countryside with a network of green spaces and walking and cycling routes. The existing network of parks, views and paths will be integrated with new connections to form a rich and permeable network.
- Connectivity between all the different landscapes will be promoted both in terms of greater open access as well as the creation of connected green corridors for flora and fauna.
- Each village will have a range of multi-functional open spaces, local play areas, landscaping and SUDS carefully designed to be safe and pleasant, forming an essential part of the experience of living in the Gilston Area. Long term maintenance will be considered as part of the governance strategy, including measures to enable long term management by the community.



PROTECTING AND ENHANCING NATURAL ASSETS

- Existing areas of ecological, wildlife and landscape value will be protected and enhanced where possible.
- Development will be designed to minimise impacts on areas of ecological importance through the creation of adequate separation distances and buffer zones.
- New habitats will be created to promote biodiversity.
- Existing woodlands will be enhanced and management plans developed at an early stage of the development process.



PROTECTING AND ENHANCING HERITAGE ASSETS

- Development in the Gilston Area will respect and have a positive relationship with its heritage assets. Historic boundaries, such as the former deer park pale and ditch will be respected, preserved and enhanced.
- The layout and design of new development will respond sensitively to the form, proportion, scale and character of heritage assets. Open spaces will be strategically positioned to preserve the setting of heritage assets.
- Development will be positioned and landscape designed to respect, protect, and in some instances, enhance, the setting and views to/from heritage assets.
- Long term conservation and management plans will be developed for all heritage assets, in consultation with the local community as part of the planning process.
- Opportunities will be promoted to increase public appreciation and understanding of heritage through village design and the incorporation of appropriate references.



PLACEMAKING DESIGN PRINCIPLES

ENGAGING LOCAL COMMUNITIES

- Local communities (existing and new) will be fully, meaningfully and collaboratively engaged with each stage of the development process.
- The undeveloped land to the northwest of the Gilston Area will be transferred into community ownership, supported by a comprehensive long-term management strategy.
- Through the Governance Strategy, measures will be put in place to ensure that the community will have the necessary means to secure the long term operation and maintenance of community assets.
- The development will anticipate changes in transport technology and support smart mobility services, reducing the need to own a car.
- Electric charging facilities will be provided in all developments to encourage the use of low carbon emission vehicles.
- Car parking (on and off road) will be well integrated into the street design. Adequate parking for visitors will be provided on street in designated bays.



ENSURING THE PHASED DELIVERY OF NECESSARY INFRASTRUCTURE TO MEET THE NEEDS ARISING FROM THE DEVELOPMENT

- Infrastructure requirements and the timescale for provision will be determined as part of the approval of future planning applications.
- The provision of necessary infrastructure will be phased in relation to development to ensure there is adequate capacity to meet the cumulative needs of new and existing communities.
- Construction traffic will be managed to minimise impact on existing and new communities, with stringent operational management plans agreed prior to the commencement of development in a village.





A LANDSCAPE LED APPROACH

The Gilston Area promotes a sustainable and efficient model of development to minimise the overall footprint and to preserve and protect the countryside and existing landscape attributes, as far as possible. It provides substantially increased access to open space and amenity for new and existing residents, and encourages a more interactive relationship between building and landscape.

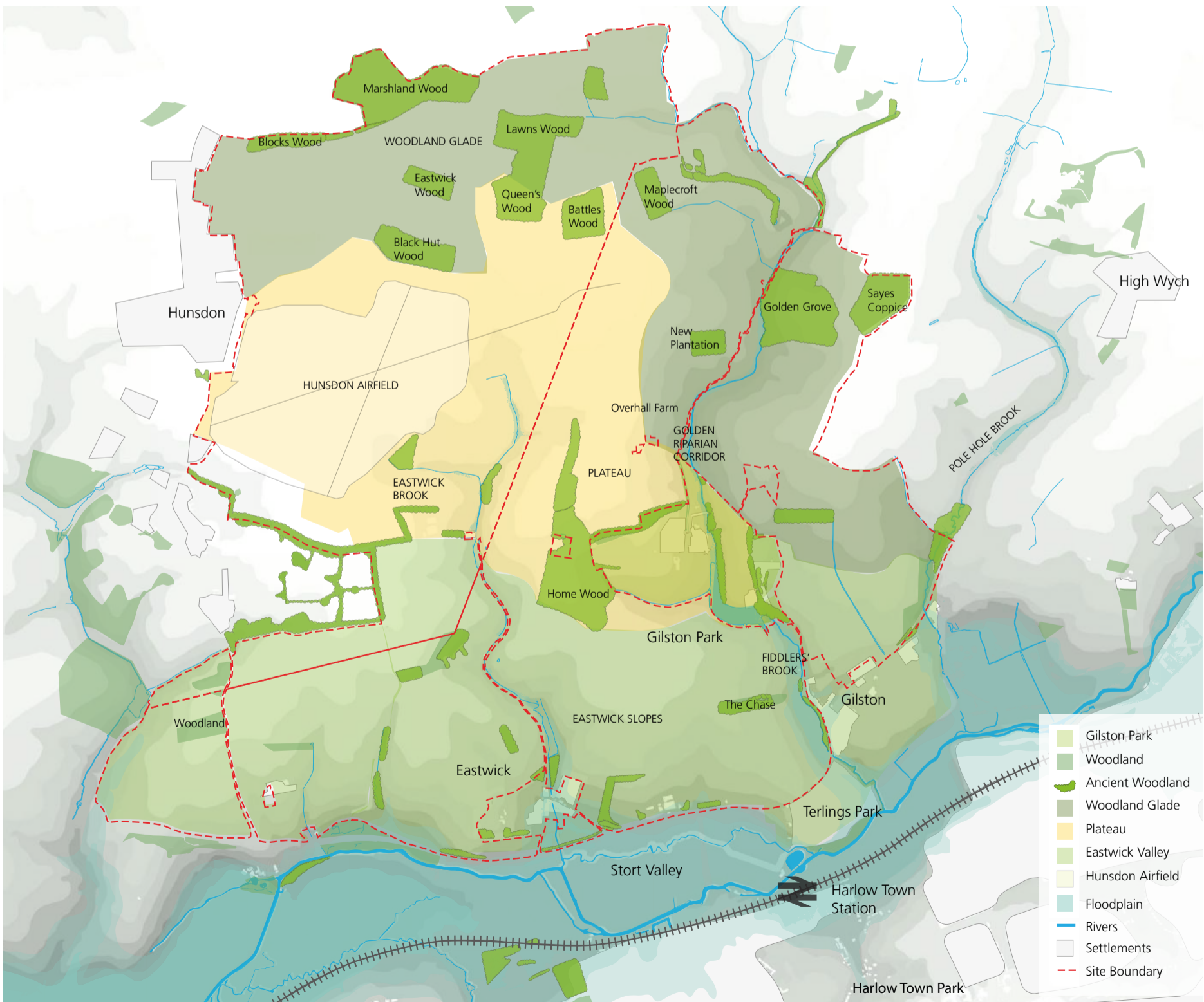
The local scenery, wildlife habitats, architectural and historical heritage have informed the designs. Where possible significant heritage, landscape and areas of ecological significance or potential will be integrated into the development through the creation of landscape features, such as woodland parks, playing fields, central parkland and Riverside Park. These spaces will enforce the connectivity between the proposed development and its immediate natural surroundings. There will be an effect on the existing and surrounding

landscape but the proposals seek to mitigate this impact with the aim of creating a landscape that is more diverse and better managed and with greater open access than the existing agricultural / farming use context.

The following guidelines have been established to inform the Concept Framework to identify and develop the unique landscape signature for the Gilston Area:

- The location of the villages has emerged from an analysis and understanding of the wider strategic landscape character.
- Gilston Area will respect and have a positive relationship with its landscape and heritage assets.
- Where appropriate landscape buffers are proposed to create a landscaped area of transition between existing places or features and new development. Places or features might include existing communities and built form or ecological, wildlife, landscape and heritage assets. Buffers may be used for a range of reasons including so that

- places and features can be appreciated as distinct and/or to mitigate impacts from or to new development and/or in order for an appropriate setting or view to be preserved and/or to create or preserve ecological areas and habitats. They will be created through a mixture of new planting and management of existing vegetation and will generally be connected through green corridors. The location, size and form of landscape buffers will be defined through the detailed village masterplanning process based upon a detailed consideration of each new village masterplan area and its surroundings.
- Connectivity between all the different landscapes will be promoted both in terms of greater open access as well as the creation of green corridors for flora and fauna. The existing network of parks, views and paths will be integrated with new connections to form a rich and permeable network.
- There will be formal and defined transition



A Landscape Led Approach stitching the design

VILLAGES CHARACTER

The detailed design of each village will be undertaken at the Village Masterplan stage (see Section 7). The design and identity of each of the villages will draw from a deep understanding of the site's existing landscape and heritage assets to create seven distinctive and individual village characters. The following provides a description of the existing site features that informs the location, extent and relationship of each village to the site and to each other and how these unique characteristics might inform the design and character of each.

Village 1

Located to the south of Gilston Park on the south facing slopes fronting onto the Stort Valley this village benefits from two major park frontages.

VILLAGE BOUNDARIES DEFINED BY:

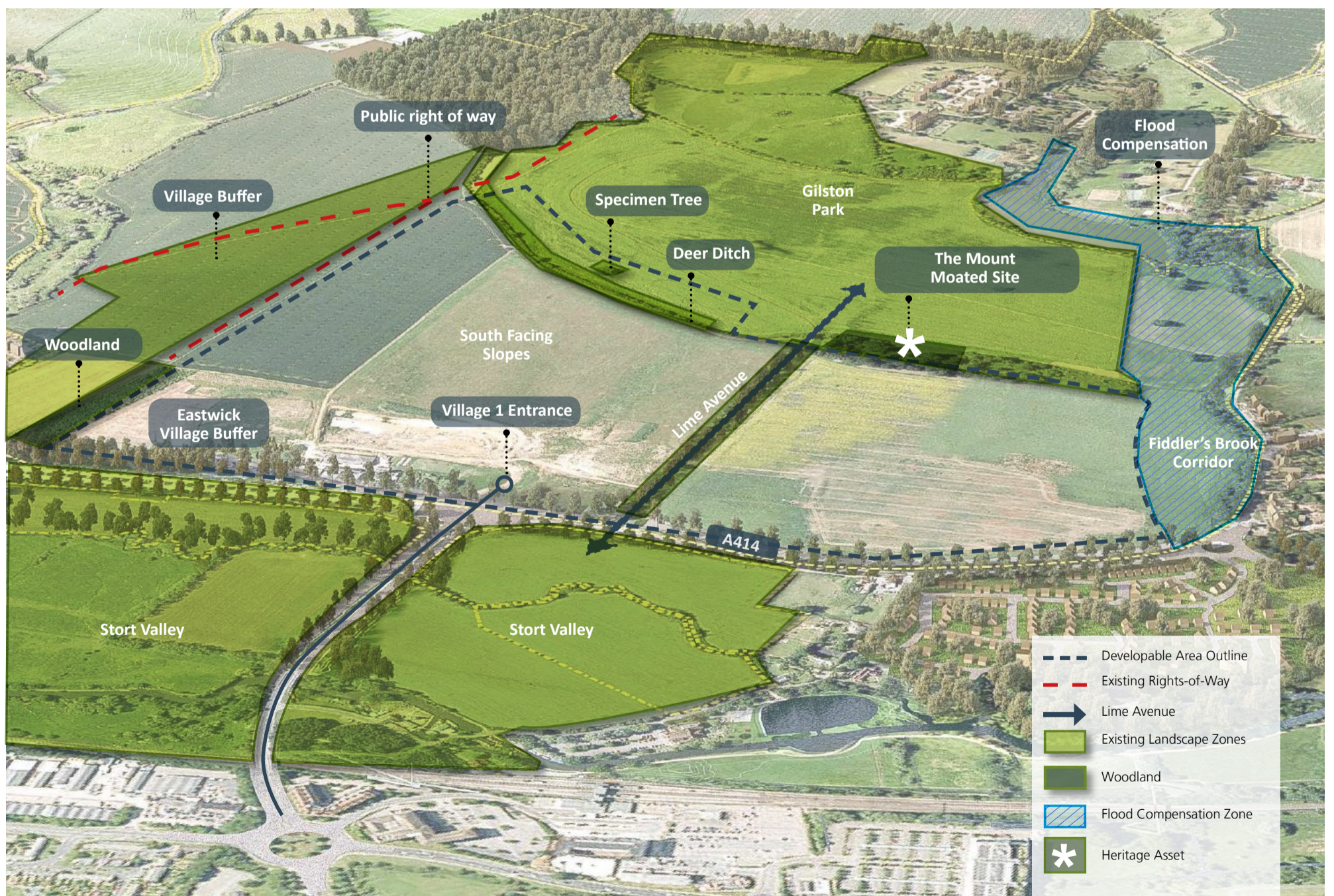
- A414 to the South
- Fiddler's Brook flood plain to the East
- Gilston Park to the North with boundary defined by a historic deer fence & ditch
- Eastwick Wood and Public Right of Way to the West

KEY LANDSCAPE FEATURES:

- Major Frontage to Stort Valley & Gilston Park
- Historic Avenue of Limes and Chestnuts Trees
- Mature Coppice stools and specimen trees to the Chase
- Riparian landscape of Stort Valley to the south

KEY PHYSICAL CHARACTERISTIC THAT WILL SHAPE THE VILLAGE DESIGN

- Main gateway to Gilston Area
- East-west street orientation maximises southern aspect
- Potential for higher densities due to proximity to Harlow Town Station
- Village centre on axis with Gateway with frontage to Gilston Park
- Lime Avenue reinstated connecting Start Valley Park and Gilston Park.



Key features that will shape the design for Village 1

Village 2

Located to the east of Gilston Park on gently rising contours to the north of Gilston.

VILLAGE BOUNDARIES DEFINED BY:

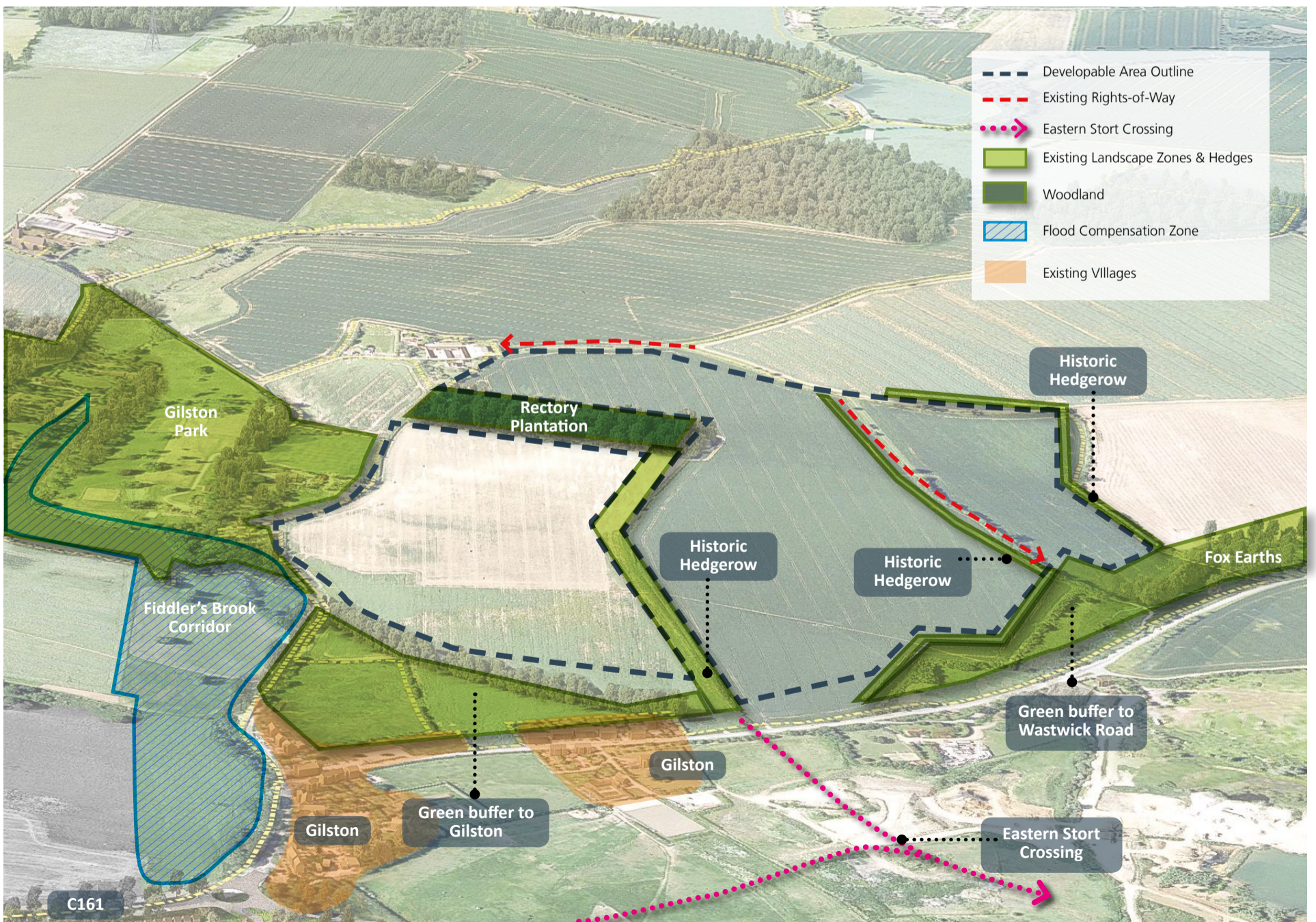
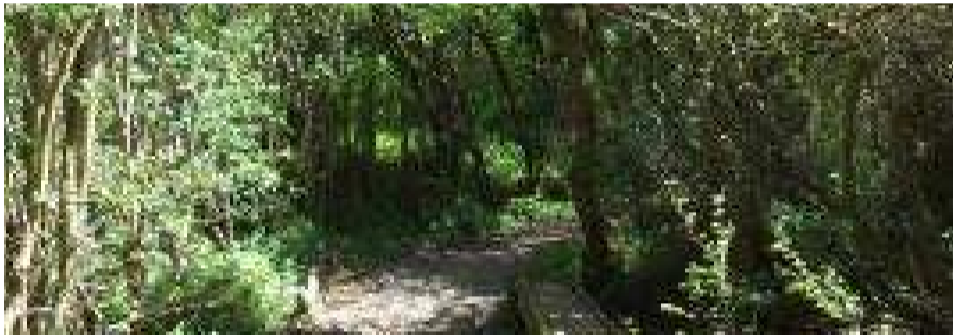
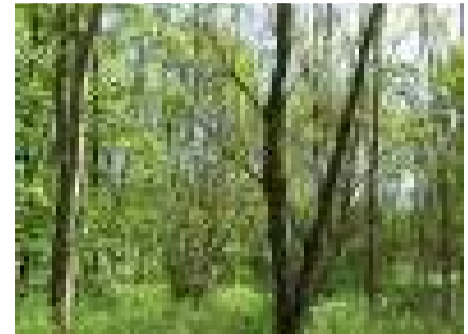
- Eastwick Road and historic hedgeway and Fox Earths to south
- Historic hedgeway and veteran trees to west
- Hedgeway to north
- Gilston Park and proposed green buffer to Gilston to East

KEY LANDSCAPE FEATURES:

- Woodland block and Rectory Plantation
- Specimen oaks including veteran trees and historic hedges
- Pole Hole and Fiddler's Brook stream corridor
- Hillside plateau
- The Holloway
- Ditch and hedgerow

KEY PHYSICAL CHARACTERISTICS THAT WILL SHAPE THE VILLAGE DESIGN:

- Gateway to Gilston Area from the east (linked to new crossing)
- Village Centre located on hillside plateau of the site
- Potential to develop a linear Serpentine form high street and village green
- Historic Hedgerow and Rectory Plantation provide defined landscape edge to village centre.



Key features that will shape the design for Village 2

Village 3

Located on the gently rising ridge between Golden Brook and Pole Hole Brook tributary valleys and bounded by Golden Grove woodland to the north, village 3 benefits from being one of the smallest and most self contained villages.

VILLAGE BOUNDARIES DEFINED BY:

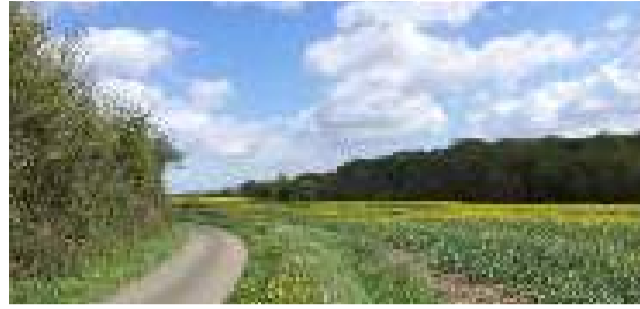
- Golden Valley and Golden Grove to the North
- Sayes Coppice to the East
- Gilston Park forms Western boundary
- Green Buffer to private properties and village 2 to South

KEY LANDSCAPE FEATURES:

- Hill top location with distinctive contoured topography
- Riparian Woodland and meadows of Golden Brook Valley

KEY PHYSICAL CHARACTERISTIC THAT WILL SHAPE THE VILLAGE DESIGN

- Potential for concentric layout following contours
- Potential to create informal village centre layout with variable building lines



Key features that will shape the design for Village 3

Village 4

Located to the north of Gilston Park with gentle and even sloping terrain this village benefits from an elevated position with views west to the airfield and east to Golden Brook river valley

VILLAGE BOUNDARIES DEFINED BY:

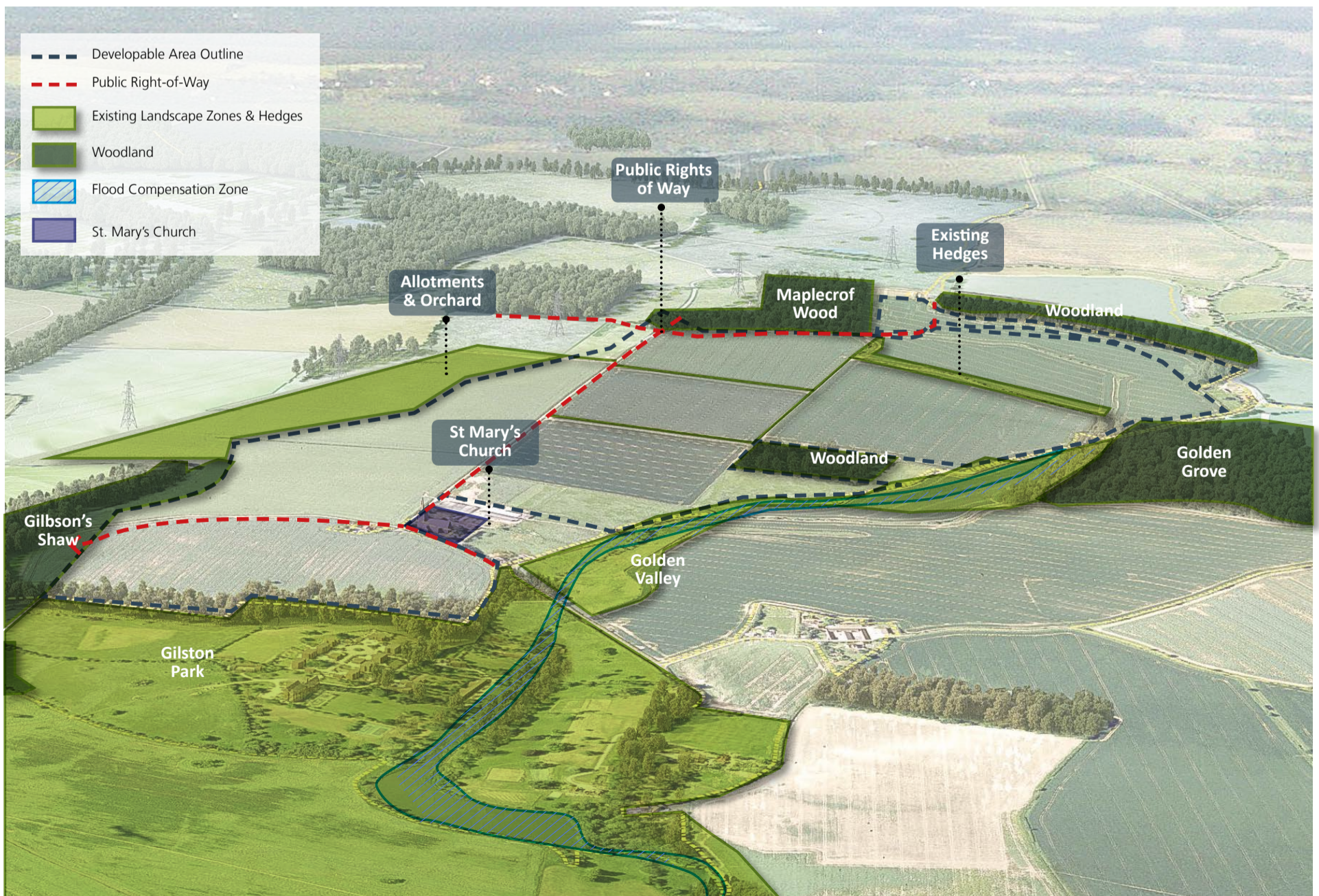
- Golden Valley to East
- Gilston Park to South
- Gibson's Shaw and planted orchards to West
- Battles Wood and Maplecroft ancient woodlands to North

KEY LANDSCAPE FEATURES:

- St Mary's Church with open southerly aspect
- New Plantation Woodland
- Riparian Woodland and meadows of Golden Brook Valley
- Arable plateau landscape with remnant hedges of C19th enclosure
- Gibson's Shaw and
- Dense tree line to north of Gilston House

KEY PHYSICAL CHARACTERISTICS THAT WILL SHAPE THE VILLAGE DESIGN:

- Informed by geometric layout of c19th century field pattern
- Seek to conserve and enhance the setting of St Mary's Church
- Potential to locate village centre at intersection between primary route and linear park which draws from historic hedge axis
- Open horizons and views due to elevated position on plateau



Key features that will shape the design for Village 4

Village 5

Located to the north of Eastwick with distinctive south-west facing slopes towards Eastwick Brook tributary valley, village 5, is smaller in scale. The orientation of the village towards village 6 on opposite slopes creates a strong relationship between the two villages.

VILLAGE BOUNDARIES DEFINED BY:

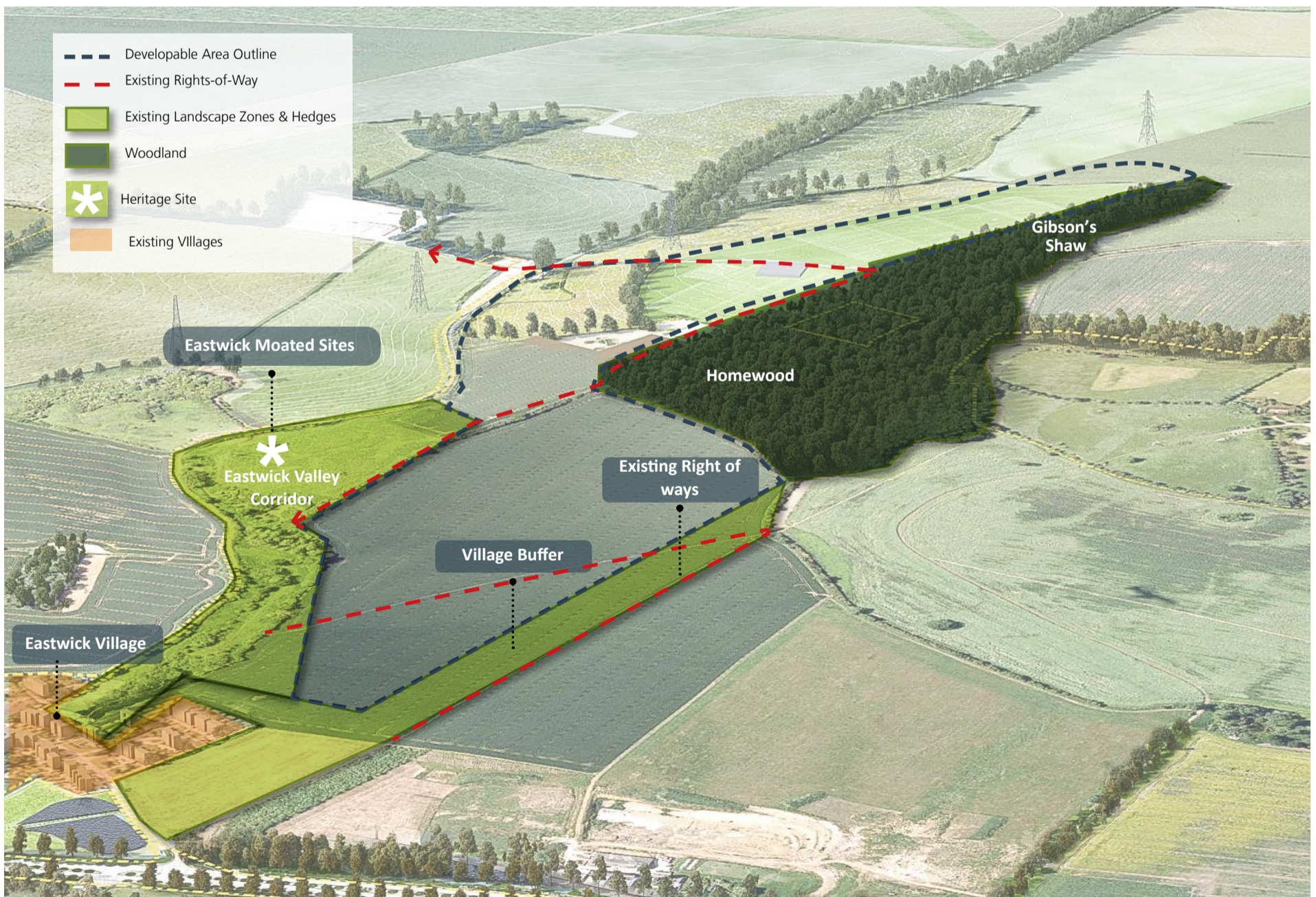
- Gibson's Shaw to the North
- Existing rights of way and green wedge preserving sightlines and access to Gilston Park to the East
- Eastwick Valley to the West

KEY LANDSCAPE FEATURES:

- Eastwick Moated Site,
- Eastwick valley corridor and Gould's Brook
- Gibson's Shaw wood
- Secondary school looks out to arable fields of the upper valley

KEY PHYSICAL CHARACTERISTICS THAT WILL SHAPE THE VILLAGE DESIGN

- Even steep contours on a distinctive curve facing facing Eastwick valley and village 6 opposite
- Long views to open countryside to west and south to the Stort Valley and Harlow
- Desire to design in harmony with topography and woodland setting
- Need to integrate secondary school located on flatter ground to west of Gibson's Shaw.



Key features that will shape the design for Village 5 and the Education and Leisure Zone

Village 6

Pronounced and distinctive topography defines the location of village 6 on a promontory with a series of micro valleys with views south to the Stort and Harlow beyond.

VILLAGE BOUNDARIES DEFINED BY:

- Eastwick Scheduled Moated site and woodland block to north
- St Botolph Church, Eastwick and A414 to South
- Eastwick valley corridor and Gould's Brook to the East
- Couty Wood and stone basin spring forming green Buffer between village 6 and 7 to West

KEY LANDSCAPE FEATURES:

- Eastwick Scheduled Moated Site,
- Eastwick Manor wood
- Lynchet hedgerows and specimen trees
- Folds and Micro valleys
- Public right of Way

KEY PHYSICAL CHARACTERISTICS THAT WILL SHAPE THE VILLAGE DESIGN:

- Pronounced topography with micro valley with views to St Botolph Church and Eastwick Village
- Need to respect and conserve setting of Scheduled Moated site
- Relationship with village 5 to north east across Eastwick valley
- Long views to open countryside to west and south to the Stort Valley and Harlow
- Potential to locate Village Centre at the highest vantage point



Key features that will shape the design for Village 6

Village 7

The village 7 site occupies the arable south-facing slopes of the Stort Valley and is flanked by the Hunsdon Brook Valley to the West, and the grounds of the historic Hunsdon House to the North. The nearby Stort River and floodplain lies to the South, separated from site by the A414. The site has an open, mostly South-facing aspect and a gently undulating topography which creates a series of small, rounded valleys and ridges. Although the vast majority of this site is open to the South around the edges of the site the relationship between the site and its immediate surroundings is strongly enhanced by the fall of the land towards the boundaries which creates a more sheltered feel in these locations.

VILLAGE BOUNDARIES DEFINED BY:

- North and North West by mature woodland (including the ancient woodland of Lord's Wood)
- Historic landscape of Hunsdon House grounds directly to the North
- The A414 directly to the south, and
- The line of pylons to the North are both strong urbanising features which interrupt the otherwise rural character of the site.

KEY LANDSCAPE FEATURES:

- Open, mainly south-facing site overlooking the Stort Valley
- Agricultural fields
- Undulating landscape
- Site slopes away towards boundaries
- Woodland blocks to North and Stort Valley & floodplain to the South
- A414 and pylons act as urbanising influences



Key features that will shape the design for Village 7

SUMMARY

VILLAGE 1

- Located in the Eastwick Slopes;
- Closer to Harlow Town Station;
- Views towards Stort Valley to the south and Gilston Park to the north.

VILLAGE 2

- Long views to Harlow;
- Careful relationship with Gilston;
- Countryside to the east;

VILLAGE 3

- Open landscape in reach of a natural stream;
- Radial orientation towards the village centre;
- Soft landscape to boundary edges

VILLAGE 4

- Frontage towards Gilston Park at south and open fields to west and ancient woodland to north;
- Views to Gilston Park and St. Mary's Church;

VILLAGE 5

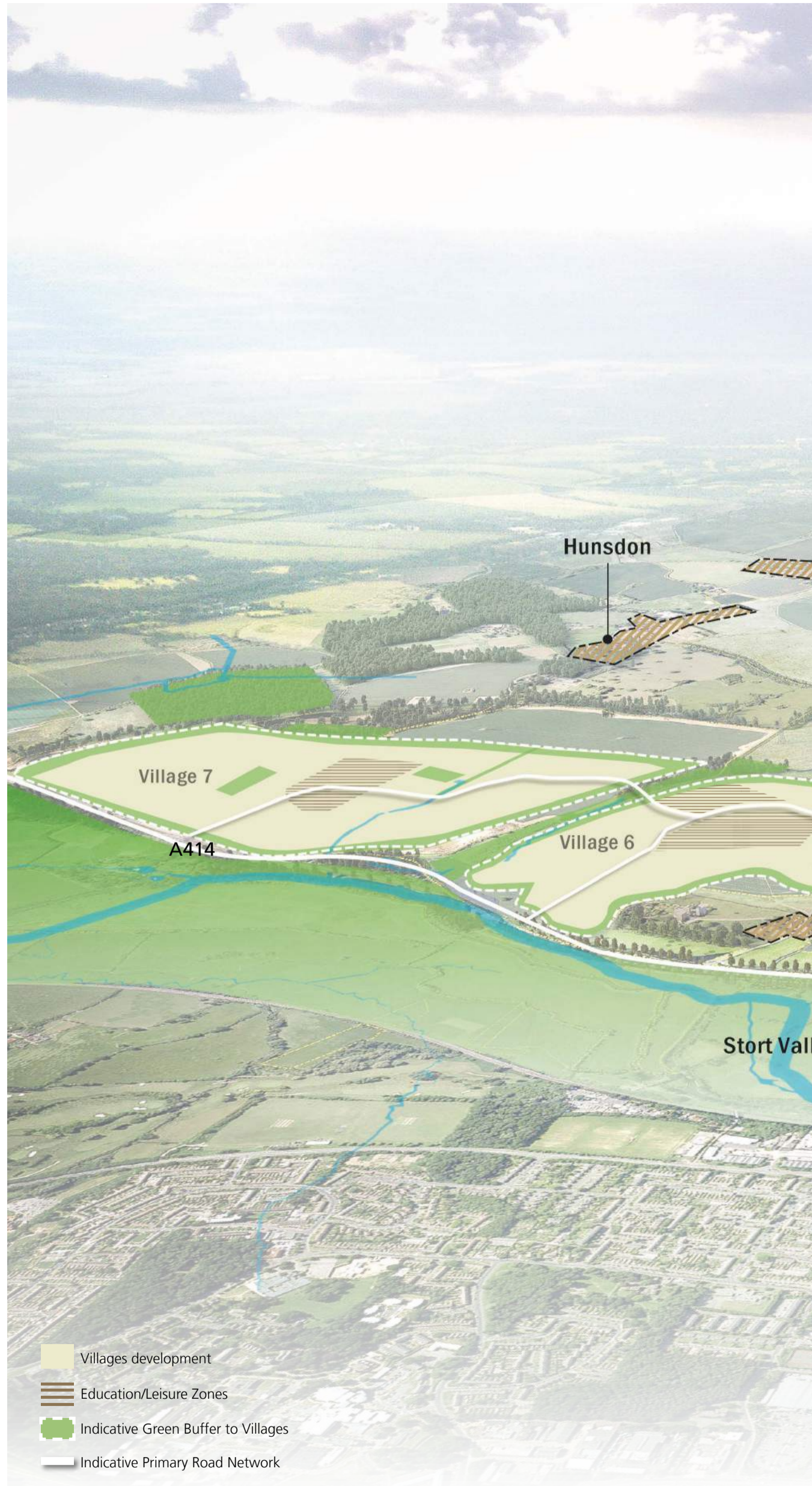
- Open landscape with valley condition;
- Small village with a strong built presence between the two planted areas;

VILLAGE 6

- Frontage to valley to the west and countryside to the north;
- Careful relationship with Eastwick;
- Views towards Stort Valley.

VILLAGE 7

- Views across south-facing slopes towards Harlow and Stort Valley;
- Soft green boundaries to West and South;
- Green landscaped links;
- Village Centre around existing Brickhouse Farm;



Key features that will shape the design of the Villages



RESPONSE TO HERITAGE ASSETS AND EXISTING VILLAGES

This section explores the measures identified which seek to mitigate and minimise impact on existing communities and local heritage assets. Three broad strategies have been identified which are outlined below. From the provision of appropriate landscape buffers to specific layout variations, individual responses will vary in line with their immediate context. Further detail will be developed in consultation through the development of the village masterplan.

STRATEGY 1: HERITAGE ASSETS

STRATEGY 2: VILLAGES LOCATED FURTHER FROM SITE

STRATEGY 3: VILLAGES LOCATED IN CLOSE PROXIMITY TO SITE

STRATEGY 1: HERITAGE ASSETS

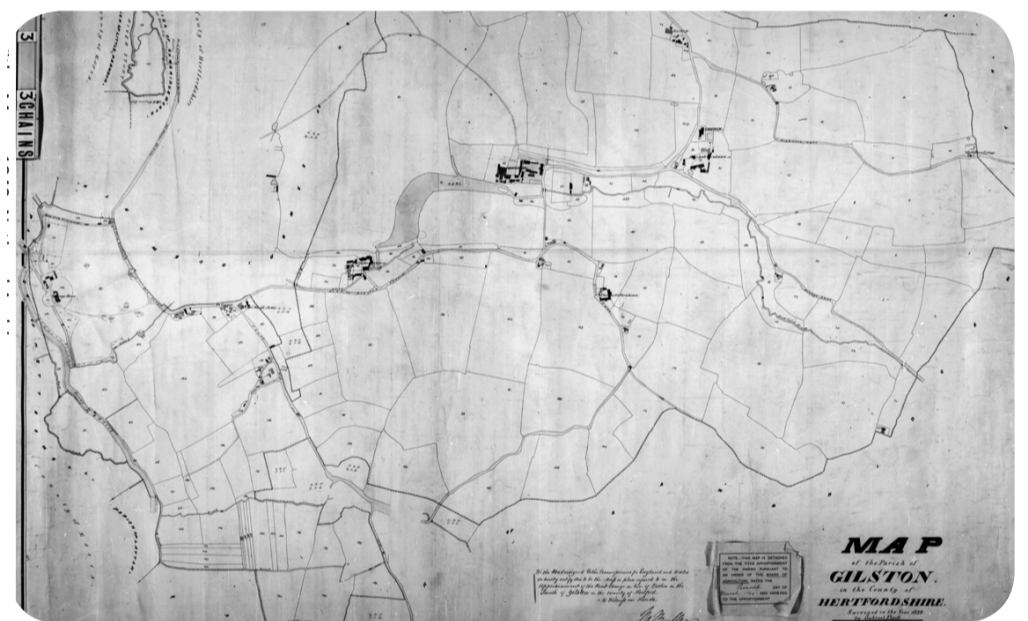
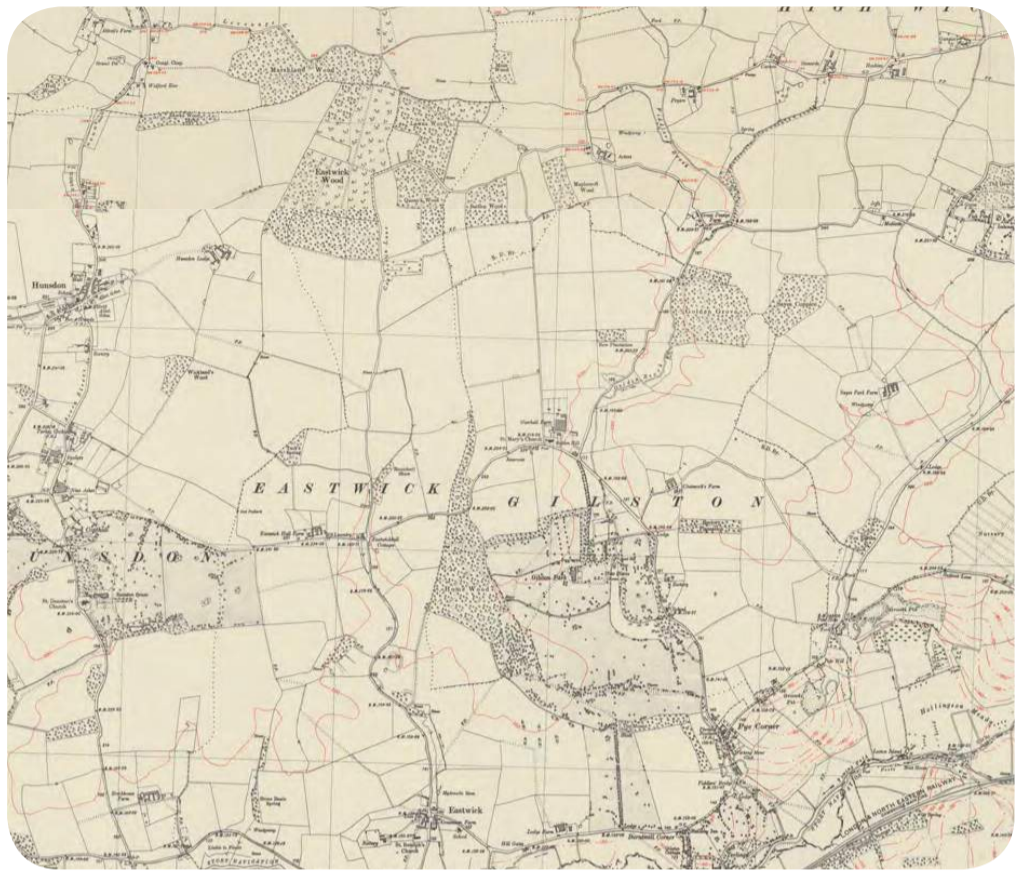
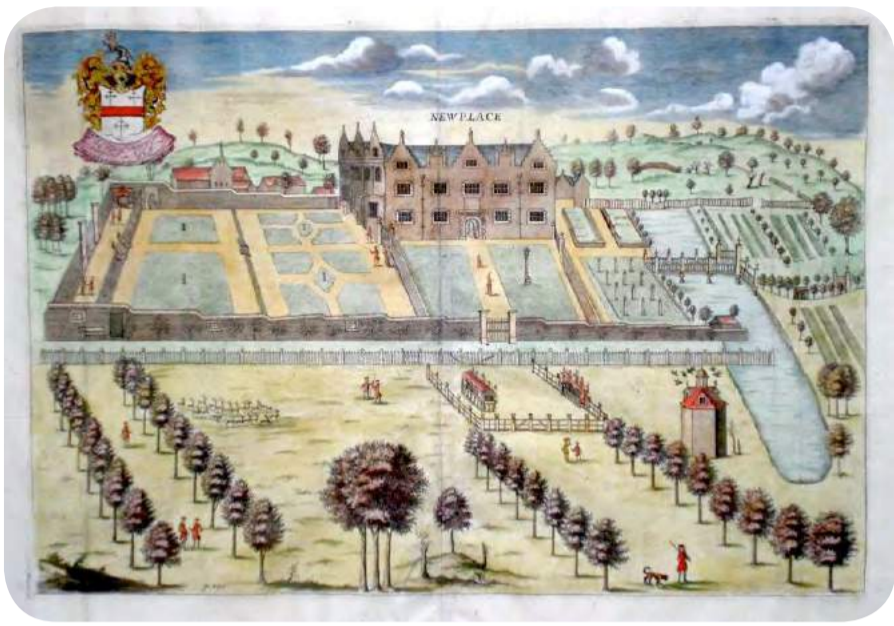
All heritage assets both within and out of the site boundary have been mapped and assessed. This ensures that new development carefully considers the setting of all existing heritage assets.

There are just under 50 designated heritage assets within the wider site area including St Mary's church, Gilston; listed buildings in Eastwick village including St Botolph's church; Gilston Park and its associated listed buildings and locally listed parkland; Hunsdon Airfield; scattered listed farmhouses, and the Scheduled Monuments at the Mount and Eastwick Hall.

There are also many heritage assets outside the red line but near the site, including at Gilston, Hunsdon and Hunsdonbury villages, and Little Parndon. These assets currently have a rural setting that makes a positive contribution to their significance as small rural hamlets and farms.

A Heritage Impact Assessment (HIA) report has been prepared to support the emerging proposals. This assesses the potential impacts of development on heritage assets and historic landscapes throughout the Site including listed buildings, scheduled monuments with upstanding remains, conservation areas, and registered parks and gardens. This report also includes non-designated assets such as locally listed buildings, and unregistered historic landscapes. The following principles describe the broad approach and commitments to all heritage assets:

- Promote opportunities to increase public appreciation & understanding of heritage assets.
- Explore the potential to create open layouts with variable building lines integrated with landscaping.
- Consider options for strategic positioning of open spaces to preserve the setting of heritage assets.
- Respect, preserve and enhance where possible historic boundaries, such as the former deer park pale and ditch.
- Consider where appropriate set back distances and appropriate buffers to preserve and enhance the setting of key heritage assets.
- Design layouts that respond sensitively to the form, proportion, scale and character of heritage assets.
- Consider views to/ from heritage assets in order to preserve or enhance setting
- Develop long term conservation and plans management for all heritage assets.



ST. MARY'S CHURCH AND HUNSDON HOUSE

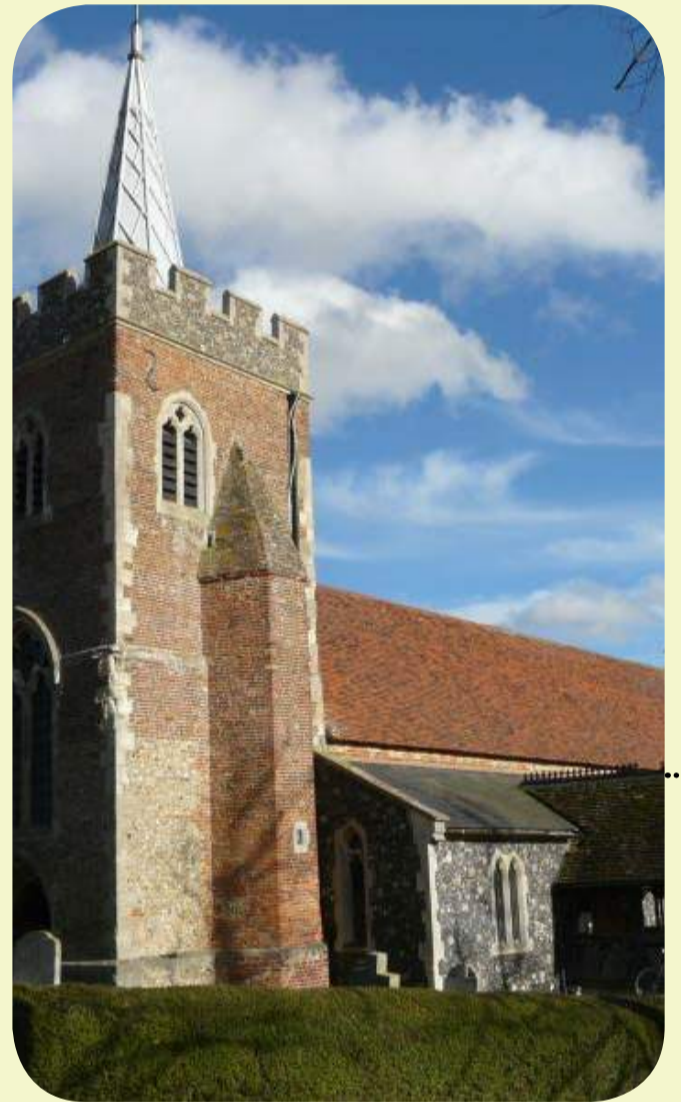
ST MARY'S CHURCH AND ASSOCIATED STRUCTURES

This group comprises the parish church of St Mary, Gilston (Grade I), three associated monuments including the Grade I Johnston monument, and the nearby Church Cottages (Grade II). The church has very high architectural, aesthetic and communal significance as a good example of a medieval parish church restored in the mid nineteenth century by a well-known architect. Despite the heavy restoration, it still retains many medieval and post-medieval features including the arcades, the screen and the monuments.

The churchyard has some large trees along its edge, especially to the east and north. The setting of the whole group is formed by the other buildings in the group and the open agricultural landscape that surrounds it, which provides a sense of isolation and tranquillity. The sense of remoteness is increased by the narrow lane up which the group is approached. There are historic connections between the church and Overhall farm (formerly Overhall manor), and the sense of being in the remains of an ancient settlement is strong. In places, there are open views from the church, and back to it, especially from the south near the band of trees to the north of Gilston Park and also to the west. However, in many places views are blocked by existing vegetation within the churchyard, along the lane and around

houses. The curving form of the lane, which blocks longer views until the viewer is very close to the individual listed buildings also contributes to this sense of enclosure. To the south west, the group at Dairy Cottages blocks views although there are some views of the spire looking towards the church from the lane.

From the analysis of the heritage value and views to/from the church it is considered important to retain the open aspect to the south and preserve the sense of enclosure from the lane. Views immediately west are screened by existing cottages and by the position at the brow of a hill but in consultation with local communities extent of openness will be agreed. To the north the existing strong line of trees provides screening and views are less sensitive.



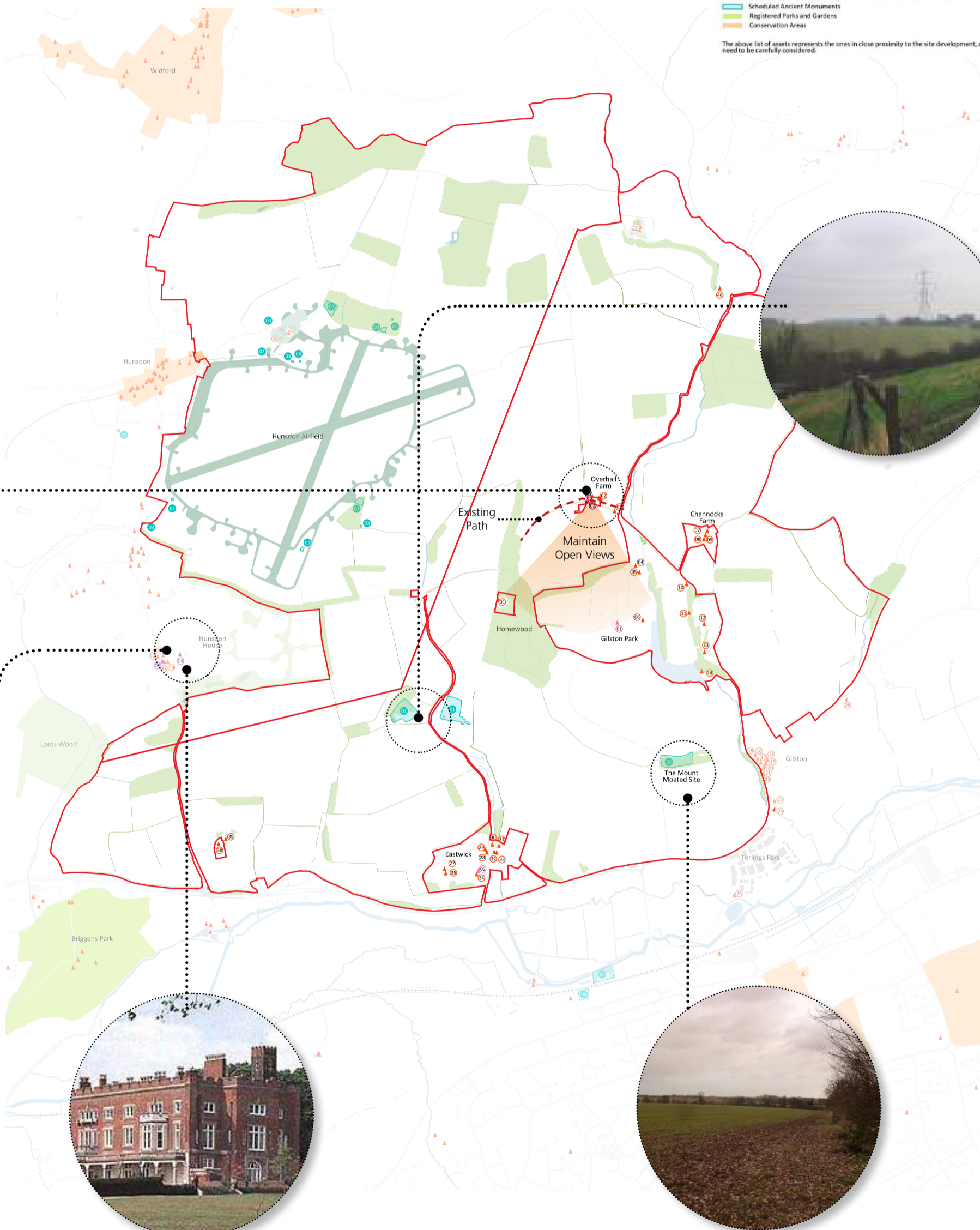
HUNSDON HOUSE

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



- ▲ Grade I Listed Buildings
- ▲ Grade II* Listed Buildings
- ▲ Grade II Listed Buildings
- Scheduled Ancient Monuments
- Registered Parks and Gardens
- Conservation Areas
- Site Boundary
- Hunsdon Airfield
- Existing Waterways
- Existing Woodlands

The above list of assets represents the ones in close proximity to the site development, and therefore need to be carefully considered.

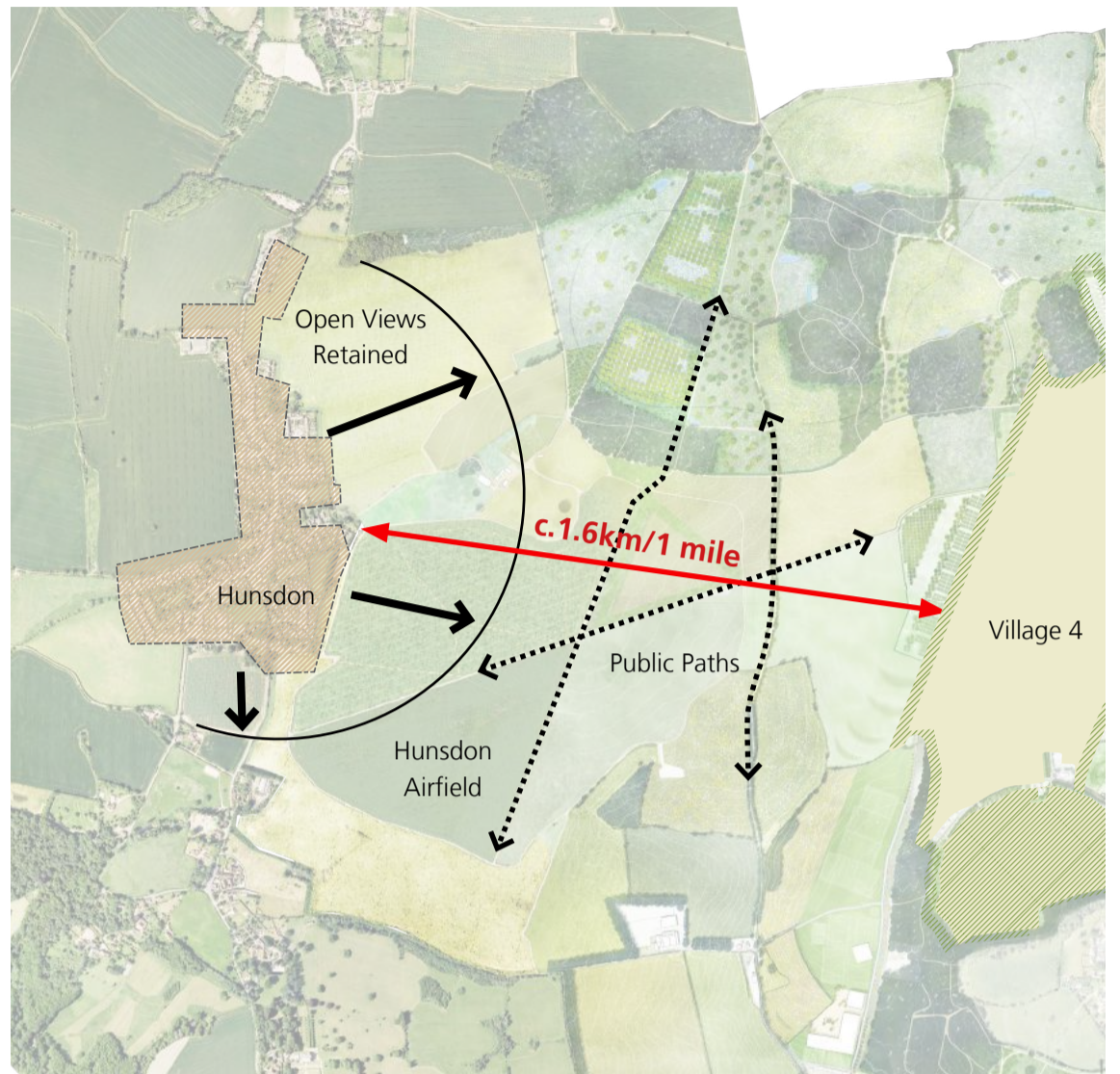


STRATEGY 2 - VILLAGES LOCATED FURTHER FROM SITE

Section 5 of this document provides a summary of the existing character and identity of the surrounding villages most immediately impacted by the Gilston Area proposals. Of the seven villages identified, for the three of these, being Hunsdon, Widford and High Wych. The scale of impact on each of these 3 villages will be different for each of the 7 new villages proposed in the Gilston Area and as such, each will have a tailored approach to mitigation. For these villages impacts falls broadly under two categories, traffic and visual

Traffic: It is recognised that the impacts from traffic generated by the proposals need to be assessed and mitigated. This will be considered in detail within the Transport Assessment that accompanies any future planning application. Details of the overall transport strategy are set out later in this section.

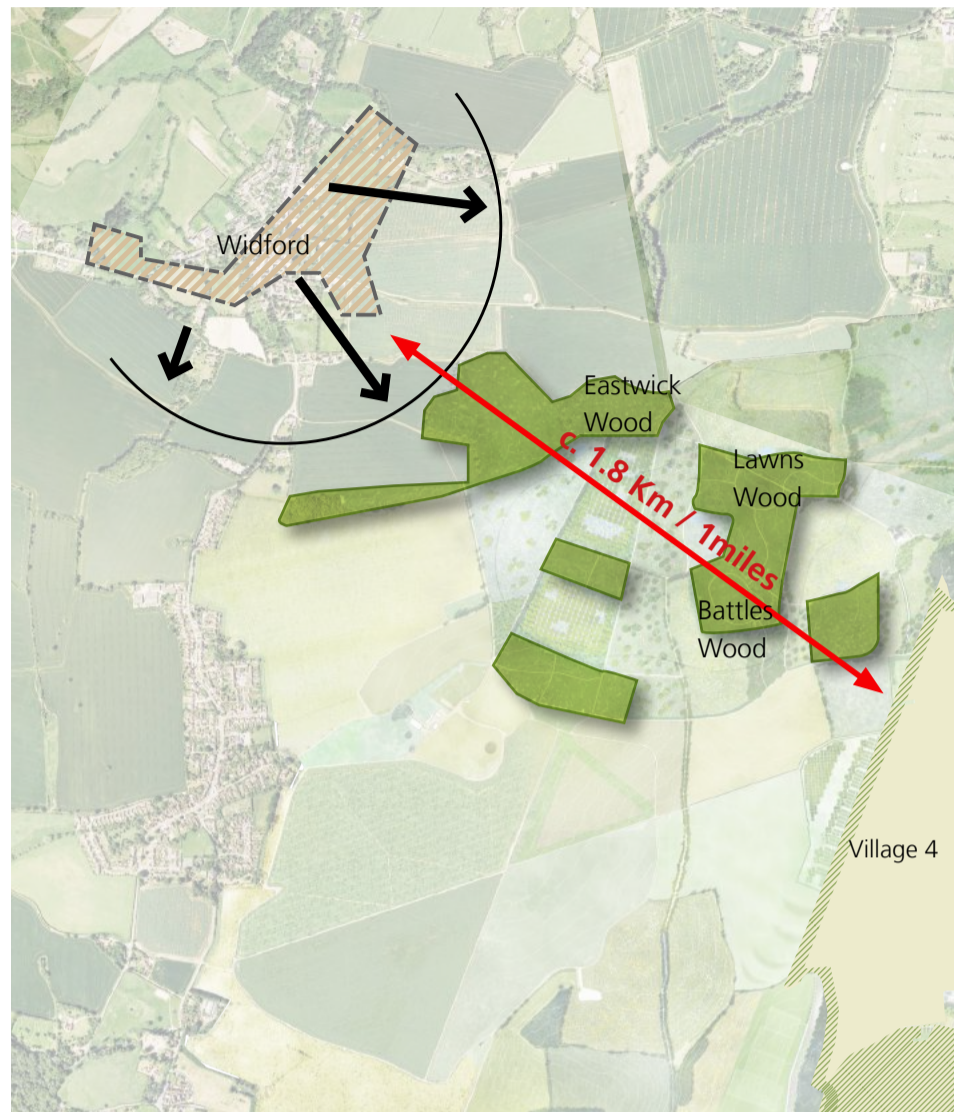
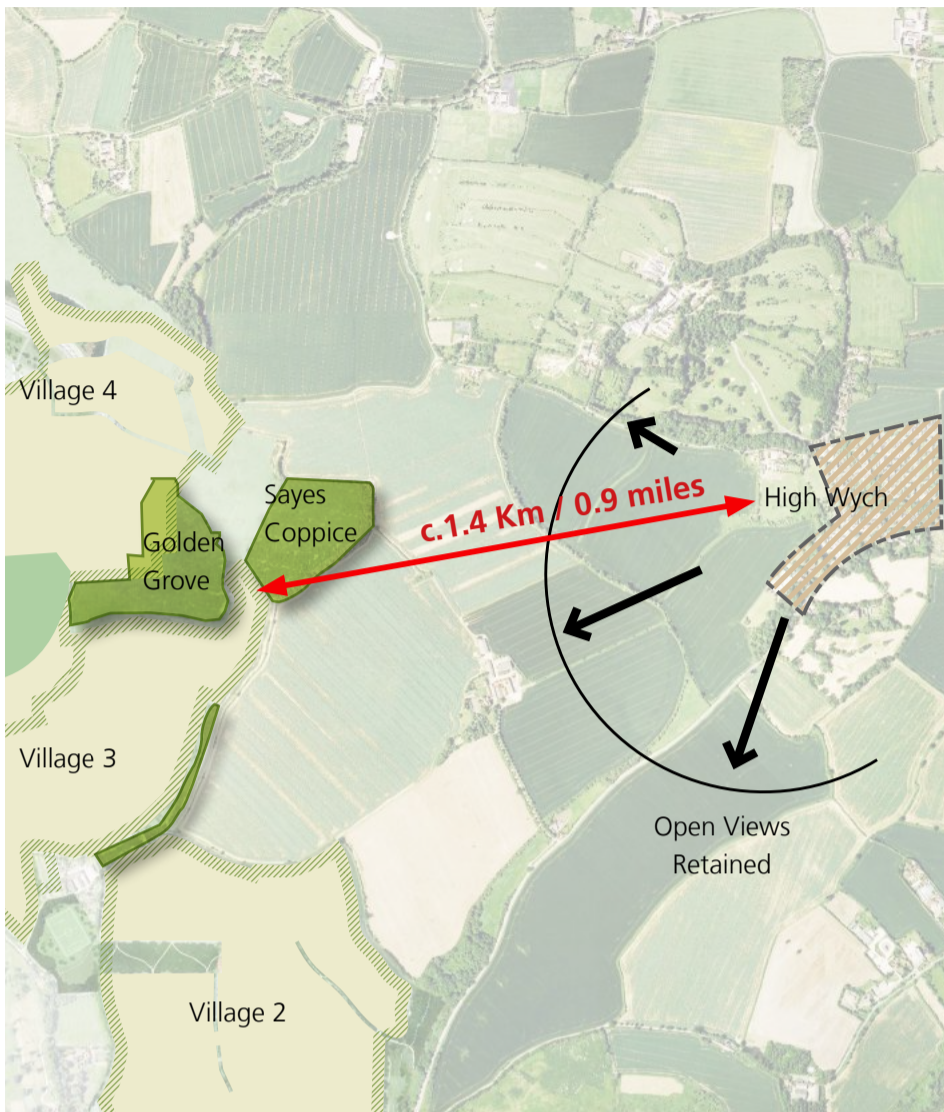
Visual Impact: The inherent nature of the Hertfordshire countryside is of long views that extend across rolling hills often with villages nestled within their folds. Given that the countryside to the north of the site and along the plateau embodies this inherent image of Hertfordshire, it has been important to ensure that any visual impact within these long views from existing settlements is minimised.



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 significant.





HIGH WYCH

Located approximately 1.4km 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 and therefore is considered to have low visual impact.

WIDFORD

Located approximately 1.8km to the north-west of the Gilston Area, just north of Hunsdon, Widford is situated in close proximity to the proposed Eastwick Park. It lies above the Ash Valley, one of the most beautiful rural areas in East Herts. The area between Widford and the western extent of Village 4 is to be retained as Parkland. Existing woodland blocks like Eastwick Wood and Battles Wood will provide natural visual screening and therefore the impact of the development on Widford is unlikely to be significant.



STRATEGY 3 - VILLAGES AND HAMLETS LOCATED IN CLOSE PROXIMITY TO SITE

Existing villages Eastwick and Gilston (including Terlings Park), as well as dispersed private dwelling clusters are situated in close proximity to the Gilston Area. In the case of Eastwick and Gilston, these villages have been in existence since the doomsday book and retention of the character and distinctiveness of each is recognised to be important.

The Gilston Area creates a series of villages bound within one overall landscape vision which makes it possible to integrate the existing villages, while still retaining their individual character and distinctiveness. The aspiration is that these existing

communities will be able to benefit from the wider social, landscape and physical infrastructure delivered by the Gilston Area whilst still retaining their unique identity. The development of village masterplans (see section 7) will provide the opportunity to explore options at a detailed level. Set out below are some of the broad principles that seek to minimise impacts on existing communities:

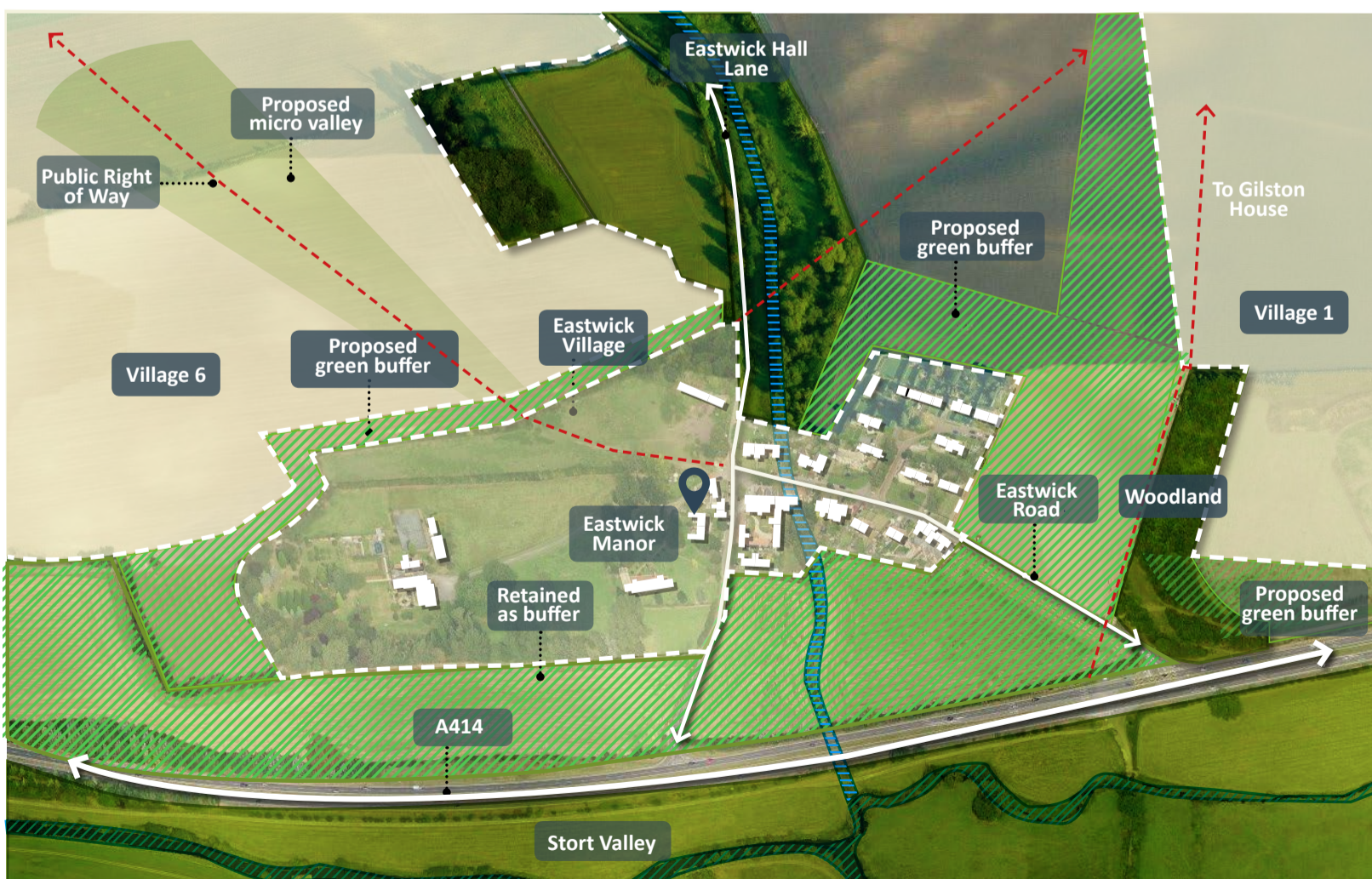
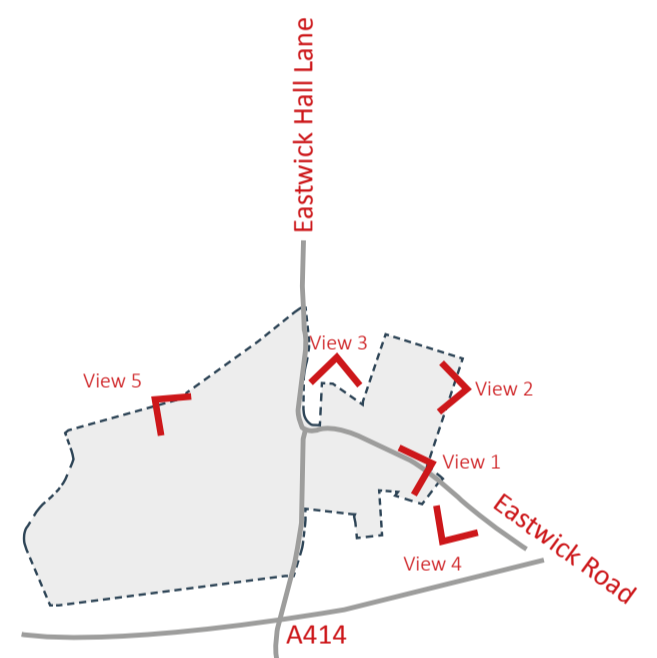
- Create appropriate buffers to protect existing setting
- Consider options for strategic screening where appropriate including specific planting strategies

- Design layouts that respond to the character of existing villages
- Explore opportunities to mitigate sound, traffic and light pollution where appropriate
- Retain, restore and enhance or when necessary redesign, existing rights of way and connections with wider landscape
- Develop appropriate walking and cycling infrastructure to promote access and connections with wider community assets

The following pages provide an illustration of how the principles above could be developed in response to the specific existing characteristics for each village.

EASTWICK

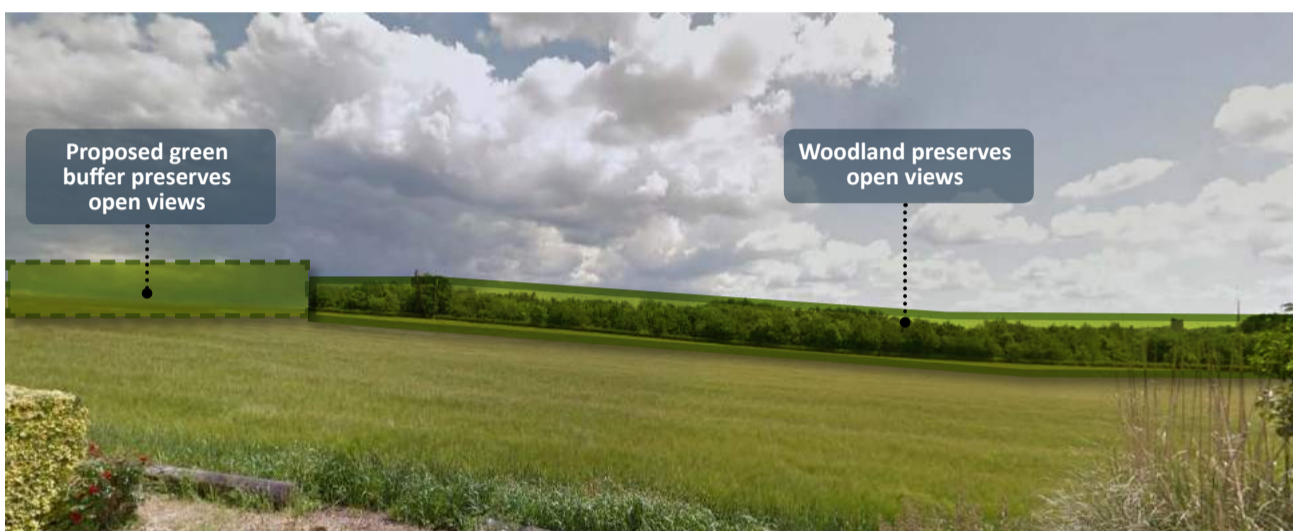
The village, much of which was built by the Gilston estate in the second half of the nineteenth century, clusters around a crossroads and forms an attractive, picturesque ensemble. While not a conservation area the village includes six Grade II listed buildings, the oldest surviving house, an early eighteenth century imposing two and a half storey, six bay red brick house built in a classical style. The majority of the buildings are arranged in open layout facing Eastwick Road and Eastwick Hall Lane with Rosely Cottages forming a newer addition to the north of Eastwick Road. The wider setting is rural and feels relatively isolated despite the proximity to the road and to Harlow. The setting of this group is generally rural, although the main road to the south is an urbanising presence. The church of St Boltoph, Eastwick (Grade II*) and an associated former rectory, Eastwick manor form a clear group slightly outside of the village centre that is typical of the settlement patterns in the area, occurring also at Hunsdon and Gilston.



Eastwick surrounding landscape features



View 1: Eastwick road facing west towards Village 1 - Existing woodland feature forms a natural landscape buffer



View 2: Roseley Cottages road facing towards Village 1 - Existing woodland feature forms a natural landscape buffer



View 3: Eastwick Road and Eastwick Hall Lane intersection a view opens up to the wider landscape - Proposed landscaped space could be developed within village 6 to protect this view

- Village Development
- Landscape Buffers



View 4: Eastwick Road facing A414 with open views to the Stort Valley and Harlow

EXTENT AND DEMARCATION OF GREEN BUFFER

East:

- The Plantation Woodland block to east of Eastwick forms a natural landscape buffer and visually completely screens views of Village 1 preserving the rural setting and open views to the Stort Valley and views beyond.
- The Public Right of Way connecting River Stort to Gilston House and running adjacent to the woods provides the boundary to village 1. The natural and pronounced incline also serves to maintain the open and rural character to the north which will be maintained by means of the wedge shaped green buffer.

South:

- Eastwick sits back from the A414 with open views to the Stort Valley and Harlow rising in the backdrop. This space and aspect can be maintained completely. It is also possible to explore landscape bunds, natural screening and/or other mitigation measures in this location to assist in reducing the noise and pollution from A414.

West:

- At the village road intersection between Eastwick Road and Eastwick Hall Lane a view opens up to the wider landscape. It is proposed that a landscaped space could be developed within this micro valley to village 6 to protect this view. The details and extent will be developed in consultation with the residents of Eastwick Parish.

North

- Eastwick Hall Lane changes dramatically in character on leaving the village becoming more intimate due to existing riparian habitat of Gould's Brook habitat. Villages 6 and 5 will be set back by means of a green buffer which will protect this landscape and habitat corridor. Increased woodland edge, hedgerow tree and planting will provide increased habitat value and variety. SUDS elements such as swales and retention basins, with associated damp/wetland habitats will be provided.

Village approach

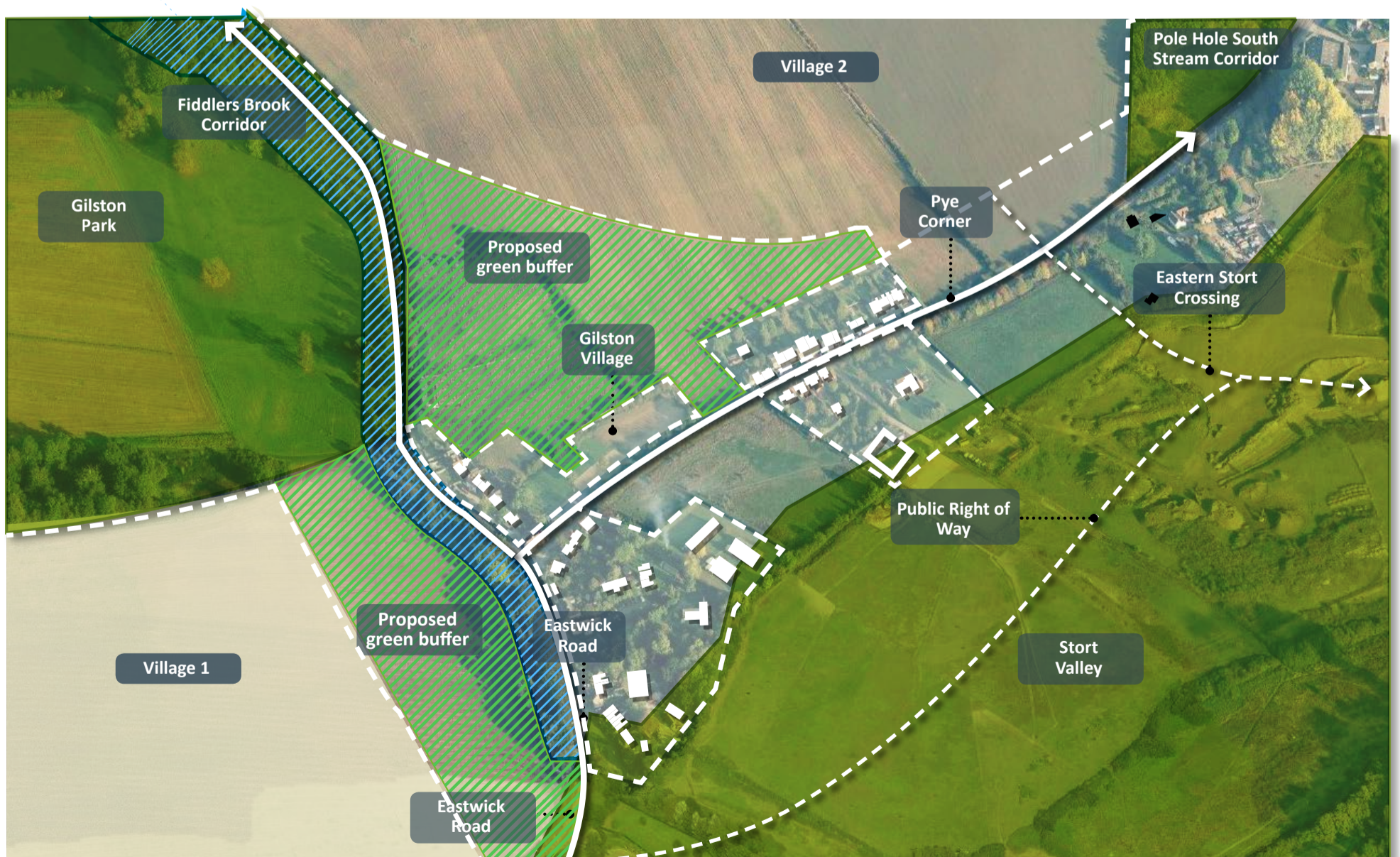
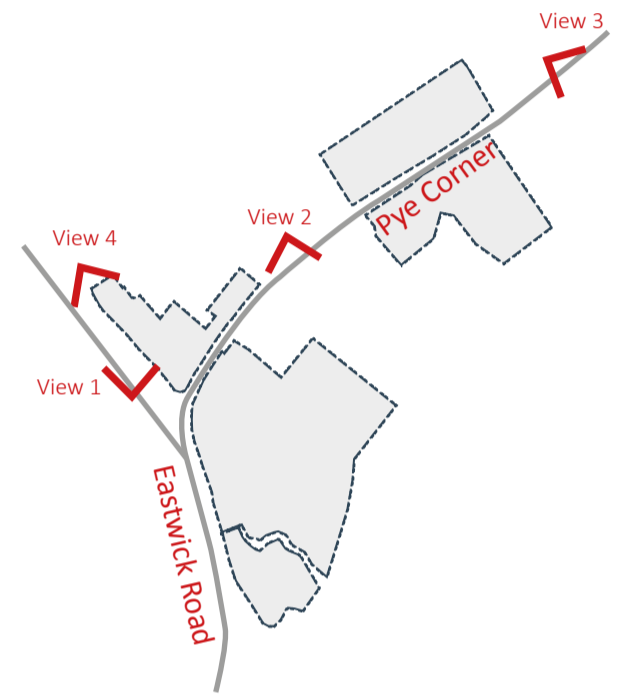
The open landscaped character of the western approach off A414 will be maintained. The existing landscaped grounds of Eastwick Manor enclosed by trees to the south and west preserve the rural setting of the village. The meandering eastern approach with steeply rising landscape to the right will also remain largely unaffected by the Gilston Area development due to the green buffer proposed and the natural topography of the site which serves to screen from view where adjacent villages would commence. The details, scale and visual impact will be tested at the detailed design stage.

STRATEGY 3 - VILLAGES AND HAMLETS LOCATED IN CLOSE PROXIMITY TO SITE



GILSTON

Gilston village, (formerly known as Pye Corner) was a historic hamlet on the edge of Gilston parish. Originally very small the village was enlarged and consolidated in the mid nineteenth century and retains much of this form today. Older buildings surviving from the historic hamlet include the Plume of Feathers PH and its associated outbuildings; Shiptons; Nos 26 and 30 Eastwick Lane; and Nos 88 and 89 Gilston Lane (all Grade II). All are seventeenth or eighteenth century in origin, timber framed and plastered and generally of two stories with tiled roofs. The setting of the buildings around Pye Corner/Gilston village is rural despite its proximity to Harlow, and as a group they have a clear character as a historic hamlet. There are some open views over agricultural fields, but generally topography and existing vegetation give the hamlet a discrete, enclosed character.

The village extends south and now connects with a small group of buildings near Fiddler's bridge which was formerly a separate cluster of houses. The setting of this group is more varied than that at Gilston to the north. The footbridge forms an attractive group with the listed house looking north, and from the street, Fiddler's Cottage is part of a pleasant group with some Victoria estate cottages and the Edwardian village Hall.



Gilston surrounding landscape features

-  Village Development
-  Landscape Buffers



View 1: Eastwick road facing Gilston Park- Proposed landscape feature forms visual buffer



View 2: Pye Corner road facing Village 2 - Proposed landscape feature forms visual buffer



View 3: Eastwick Road facing Village 2 development - Proposed landscape feature forms partly a visual buffer



View 4: Eastwick Road facing Fiddlers Brook

EXTENT AND DEMARCATION OF GREEN BUFFER

East:

- The east boundary of the village is along the proposed Village 2. A green buffer is proposed to mitigate the future development of Village 2.

West:

- The approach to Gilston along Eastwick Road changes dramatically at Fiddler's Bridge from open expansive views north to a much more intimate character created by the riparian landscape and habitat of Fiddlers' Brook which provides a natural landscape edge to Gilston.

- The 1 in 1000 year flood plain to Fiddler's Brook lying to the west of Gilston defines the edge of Village 1 distancing new development from the existing village. The natural visual screening could be further enhanced through additional planting and the introduction of evergreen species to provide screening throughout the year.

North:

- Immediately passing Plume of Feathers the intimate character of the village opens up to the landscape to the north. A green buffer is proposed between Gilston and village 2 located to the north. There are no existing natural features that can be used to inform the location of this buffer. It is proposed to undertake detailed visual assessment mapping and verified views to establish and agree the edge of village 2 through consultation as part of the village masterplan process.

South:

- Gilston Village sits in between Eastwick Road and Stort Valley with open views. The village is lightly surrounded by trees, and views out over the Stort Valley floodplain are generally obscured by hedgerow planting and trees.
- The Public Right of Way connecting River Stort to Gilston Village will also serves to maintain the open and rural character which will be maintained by the wedge shaped green buffer.
- The proposed Eastern Crossing will be located South of Gilston Village. The intention is to utilise the existing rail crossing on River Way allowing 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. This will enhance conditions for the existing community.

STRATEGY 3 - VILLAGES AND HAMLETS LOCATED IN CLOSE PROXIMITY TO SITE

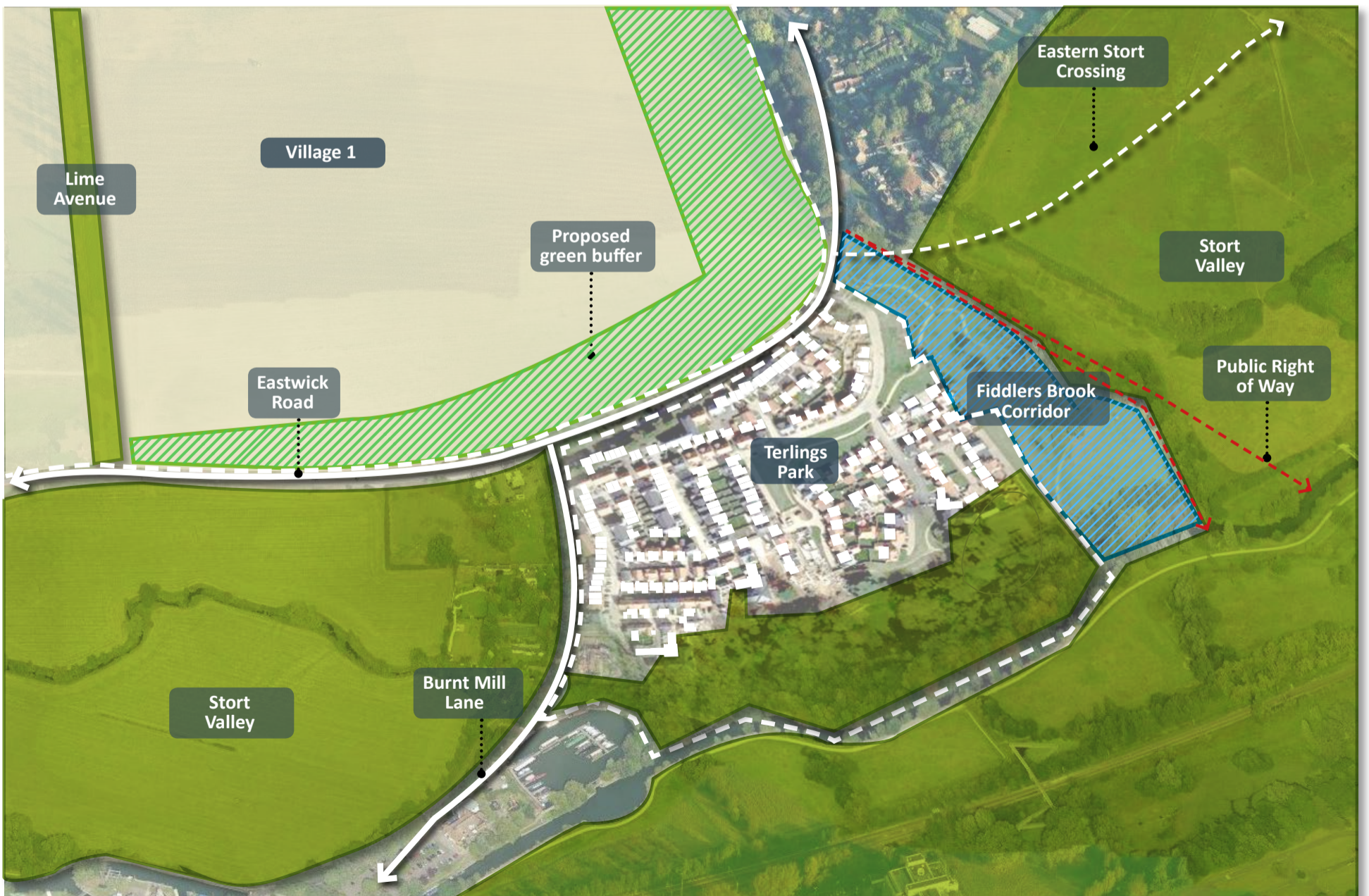
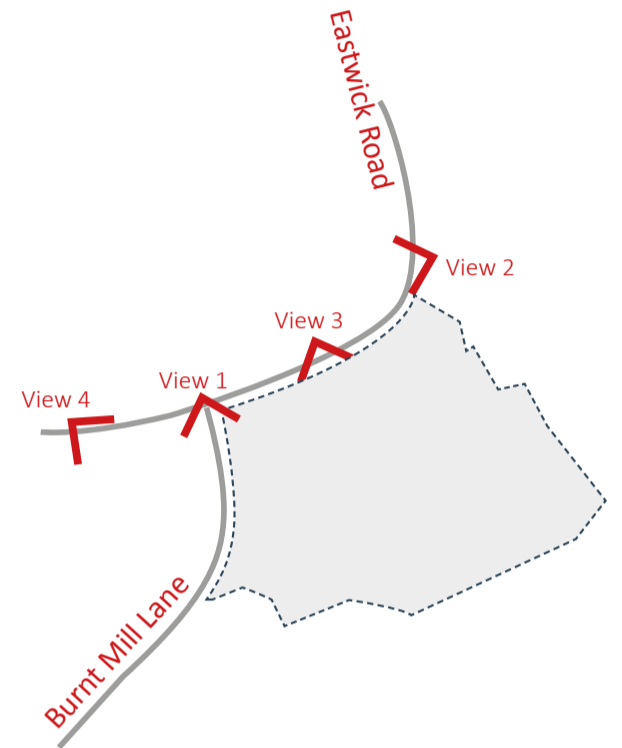
TERLINGS PARK

Terlings Park is located immediately south of Gilston. The existing building footprint sits on a plateau and slopes to the south and east down to the River Stort – lowest levels of this lie within the flood plain.

Terlings Park is bounded to the north by Eastwick Road and on its eastern side by Fiddlers Brook and open fields. The site is bounded to the south by land owned by Harlow District Council and the River Stort, whilst Burnt Mill Lane bounds the Site to the west.

Terlings Park takes its name from the original manor house which once occupied the site. Extensive parkland is still intact and provides a very high quality setting with mature trees overlooking the River Stort.

The site is screened from all sides by mature landscaping largely concealing it from the surrounding areas. The existing buildings range between two to three storeys.



Terlings Park surrounding landscape features

Landscape Buffers



View 1: Burntmill Lane and Eastwick Road intersection facing Gilston Park- Proposed landscape feature forms visual buffer for Village 1



View 2: Eastwick Road facing the Eastern Crossing location



View 3: Eastwick Road facing Village 1 - Proposed green buffer to mitigate impact of A414 and development



View 4: Eastwick Road facing Lime Avenue - enhanced and upgraded historic landscape feature

EXTENT AND DEMARCATION OF GREEN BUFFERS:

North (along Eastwick Road):

- The north boundary runs along the Eastwick Road. The existing landscape along the boundary is well developed and screens the site well from the road. The site is relatively flat along this boundary except for at the north east corner around the entrance point where it slopes down towards Fiddler's Brook. The existing main entrance is at the north east corner of the site.

East (along Fiddler's Brook):

- The east boundary of the site is along the west of Fiddler's Brook and is well screened by the existing landscape. The brook lends itself as a natural boundary to Terlings. The site slopes gradually by circa 5m along this boundary.

South:

- The south boundary is heavily screened with existing trees. The ground towards the south falls away more steeply in comparison to the overall site. The area is predominantly woodland and benefits from some high quality mature trees and landscape. There are no existing pedestrian access/egress points along this boundary from the site to the walkway along the River Stort. The presence of the river and relatively lower ground levels subjects this part of the site to potential flooding. Considering the existing terrain it would be technically challenging to build on this area. And hence, it would be appropriate to treat this space as a piece of managed amenity space

West (along Burnt Mill Lane):

- The west boundary runs along Burnt Mill Lane. To the south west of the site is a Listed Building. The site slopes steeply at this point. Although the existing landscape screening is well developed; any development along this boundary needs to be sympathetic in its scale and appearance to minimise its impact on the listed building and the existing properties on the opposite side of Burnt Mill Lane

SCALE AND MASSING

The scale and massing of development within the villages of the Gilston Area has been carefully considered in order to sensitively integrate the villages with its wider and immediate context and create a high quality and distinctive living environment. A strong functional rationale has been established informed by existing topography and landscape character. This is established through application of the following principles:

- Appropriate to village character drawing from the local character of Gilston, Eastwick and Hundsdon and the wider context of East Hertfordshire;
- Be variable in scale and height to create distinctiveness;
- Buildings should contribute positively to the street or space and be in scale and proportion to each other and their function;
- Buildings should provide frontage to the surrounding landscape;
- Follow natural contours and establish visual links to wider reference assets and neighbouring villages;
- Within village centres create a sense of enclosure maximising frontage wherever possible;
- Optimise orientation for sustainability benefits;
- Be appropriately scaled and sensitive to existing built and landscape heritage assets
- Be appropriately scaled in relation to existing villages.

The height of buildings will be defined at the Village Masterplan and/or detailed application stage based upon its context and character with suitable parameters established across the site through the Outline application stage in order for the application to be assessed in relation to its potential environmental impacts. Overall it is considered likely that buildings may be between 2 to 4 storeys in height. Taller buildings may be acceptable in appropriate circumstances, including landmark buildings, which will be considered on a case by case basis.

RESPONDING TO SURROUNDING LANDSCAPE ASSETS

STORT VALLEY

Along the southern boundary of village 1, fronting the A414, new frontage (up to four to five stories reducing to 2-3 storeys along Eastwick Road approaching Terlings Park and Gilston) is proposed to improve the relationship to the Stort Valley. As this edge also forms the lowest area of the site a series of SUDS will be required which will provide a landscaped green edge. Further west a landscaped bund is proposed for village 7 and could also be introduced to the south of Eastwick.

RIVER TRIBUTARIES

The valleys are ecologically sensitive and the building frontages respond to this. Lower heights, green roofs, and integrated built form will 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 presents the opportunity for greater height, where appropriate.

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.

DENSITY APPROACH

Central to the approach to density is the need to create a high quality environment which focuses on quality of place rather than quantity of development. The establishment of an appropriate density for the Gilston Area has given due consideration to the following principles:

- Current National, regional and local policy and guidance;
- Accommodate a range of housing typologies based on evidenced local need;
- Reflect best practice precedents;
- Provide sufficient density to support vibrant village centres with a full range of community facilities: healthcare, education and leisure;
- Accommodate a range of densities to establish differentiated character;
- Create sufficient density to support Public Transport strategy;

VILLAGE DENSITY CASE STUDIES

Northstowe Masterplan
Cambridge



Net density: 45 dph
10 000 dwellings

Terlings Park Masterplan
Gilston



Net density: 35 dph
200 dwellings

Bishop Masterplan
Stortford



Net density: 37 dph
2200 dwellings

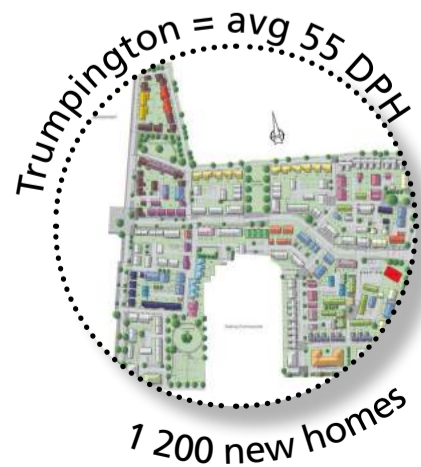
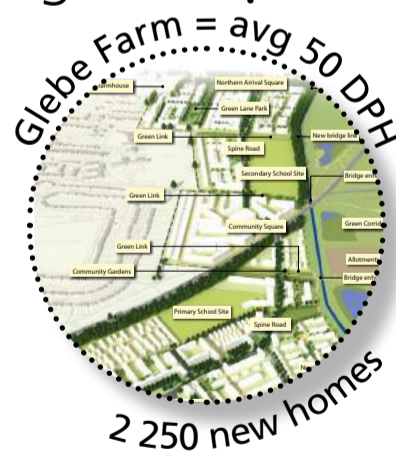
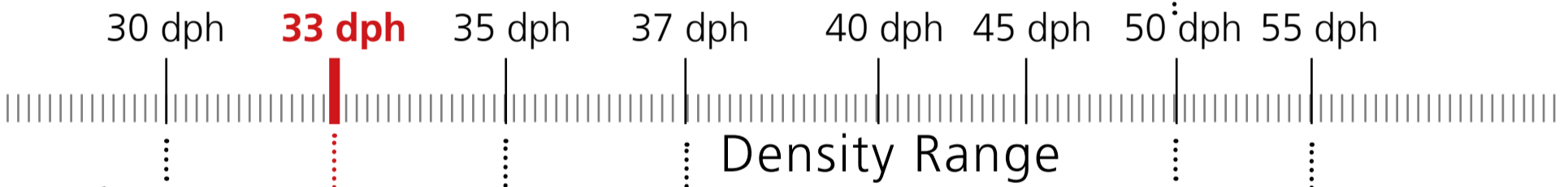
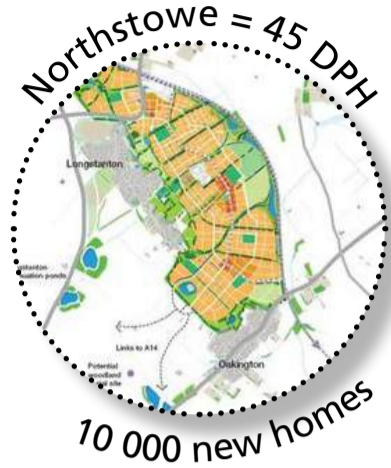
Brooklands Masterplan (Places for People development)
Milton Keynes



Net density: 38 dph
2 500 dwellings

POSITIONING GILSTON AREA DENSITY IN THE WIDER CONTEXT

Precedents that provide similar densities are a useful contextual reference that help to further root the development in its immediate and wider context.



GILSTON AREA DENSITY DISTRIBUTION

To achieve the overall vision and sustainable objectives for Gilston Area, the illustrative master plan achieves

- An overall gross density of 15 dph (dwellings per hectare) which includes incidental and strategic open space provision but excludes the wider open space provided within Eastwick Wood Park and Airfield Park
- A net density of 33 dph, which includes incidental open space and uses associated with the villages, with the exception of schools and their playing fields.

The proposal promotes a sustainable and efficient model of development to minimise the overall footprint and to preserve and protect the countryside and existing landscape attributes. It provides substantially increased access to open space and amenity for new and existing residents, and encourages a more interactive relationship between building and landscape. The scheme offers an extensive range of housing typologies and maximises housing fronting onto parkland, green corridors or outer edge open countryside. This landscape-centred design, combined with extensive community facilities and new infrastructure, provides a highly sustainable model, and offers a real potential to create a vibrant and empowered community with a commitment to quality and environmental efficiency. The total site area is c.1,200 ha of which c.628 ha is identified as unconstrained developable land. The Gilston Area illustrative master plan occupies an area of c.378 ha, 34% of the overall site area (60% of the overall developable land), with the remaining c. 742 ha made available as accessible landscape.

The distribution of density across the villages has been developed in keeping with the overall character and identity of each village, and delivers the vision of distinctive and defined settlements. As a general rule, density varies across the village cross section. Each village follows a similar transition from centre to edge allocating higher density within the mixed use village centres and along key frontages to landscape where appropriate. This approach not only creates vibrant and distinct centres but also defines frontages to Gilston Park, the surrounding countryside, and along the A414 facing Harlow.

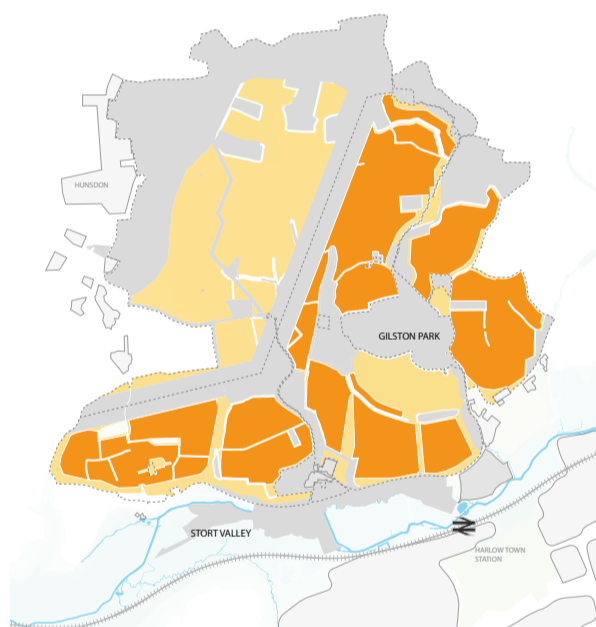


The potential location of built form is informed by the character of the area

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

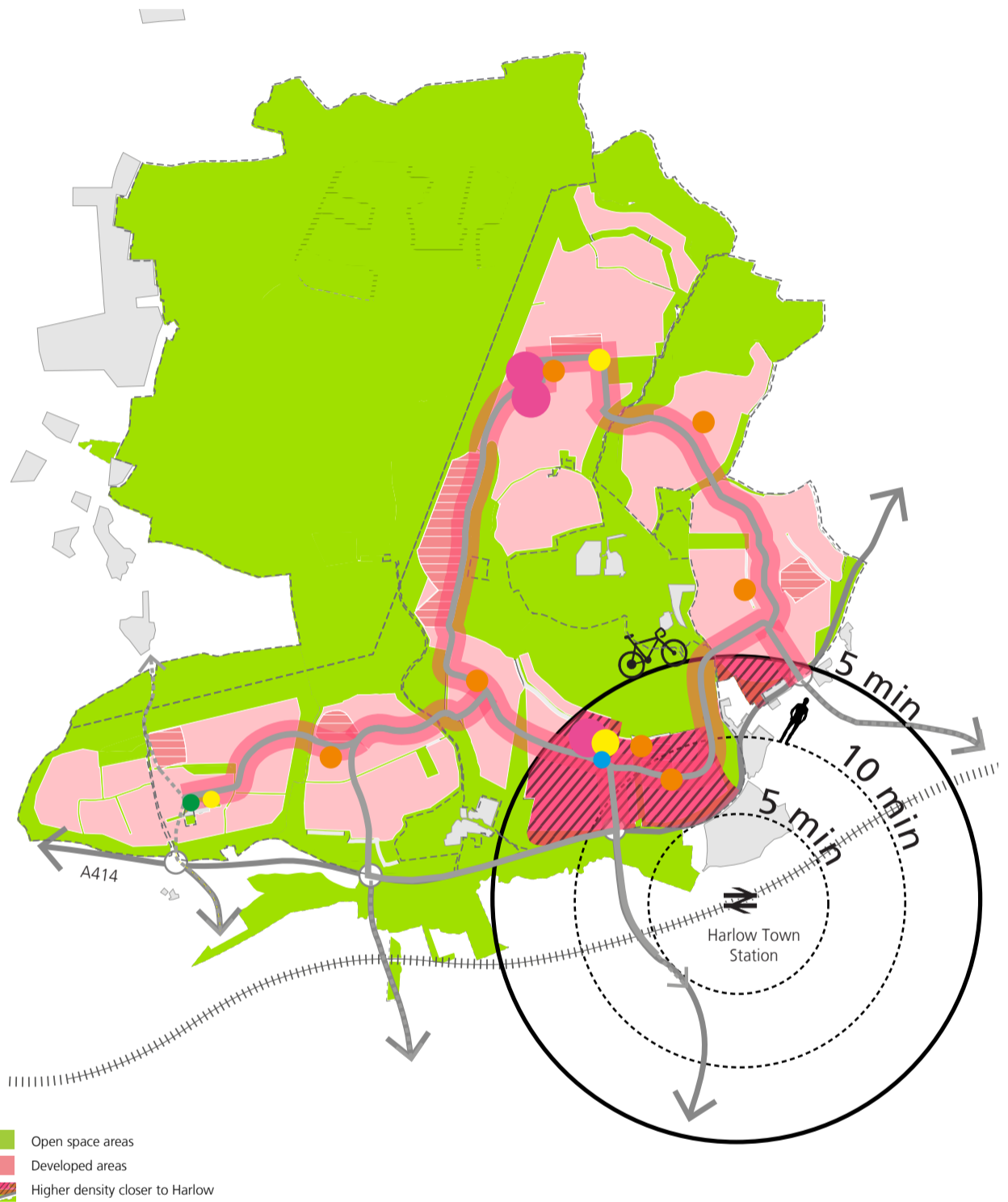
Landscape Area
Developed Land

66% Landscape Area

The allocation of an appropriate density and mix has been derived through the consideration of:

APPROPRIATE DENSITY AND MIX TO SUSTAIN VIBRANT VILLAGES

- The sites' strategic location;
- Efficient use of the land
- Retention of existing features
- Provision of a range of densities to contribute and support differentiated character and identity:
 - The potential to accommodate higher densities within 15 minutes walking distance to Harlow Town train station;
 - Positioning key local facilities along main routes to promote walkable neighbourhoods and;
 - Ensure every house is within 300m of a green space;
 - 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 as well as Terlings Park and in areas that fall within sensitive views such as those from Hunsdon and High Wych.
- To promote a sustainable network, the concept framework for Gilston area:
 - Locates higher densities along the bus route;
 - Develops efficient utilisation of public spaces and mixed use buildings to maximise their potential to serve the community;
 - Locates facilities within or close to village centres, where they help create active frontages along key routes



METHODOLOGY FOR CALCULATING DENSITY

The density for Gilston Area has been calculated giving due regard to national and local policy. This ensures a consistency of approach in the methodology applied to the calculation of density. The average density bands across the villages have been established through the approximate number of dwellings per net land parcel based on housing typologies and proposed character developed through a response to landscape and topography.

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.

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.

The figures presented below are illustrative density ratios based on the indicate masterplanning work undertaken to date. The precise density calculations for the site and each village will be defined at the planning application stages within each of the village's masterplan, in line with the principles set out in this section.

Density is a measure of how intensively land is occupied. The definitions used here are based upon a calculation of site area divided by the number of homes proposed.




GROSS DENSITY

In line with policy definitions Gilston Area Gross Density calculations include:

- All developed plots;
- All primary, secondary and access roads within site;
- Private garden space;
- Car parking areas;
- Incidental open space and landscaping within villages;
- Children's play areas where provided.
- Strategic provision of open space

Excludes:

- Strategic parklands: Hunsdon Airfield and Eastwick Woodlands.

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

Total gross area = 674 ha
10 000 dwellings

15 dph





NET DENSITY

In line with policy definitions Gilston Area Net Density calculations include:

- Housing plots and directly associated uses;
- Access roads within site;
- Private garden space;
- Car parking areas;
- Incidental open space and landscaping;
- Children's play areas;
- 28% SUDS

Excludes
Strategic provision of open space: Primary and Secondary Schools including access; 72% SUDS.

- Incidental open space
- Net Developable Area

Total net area = 304 ha
10 000 dwellings

33 dph

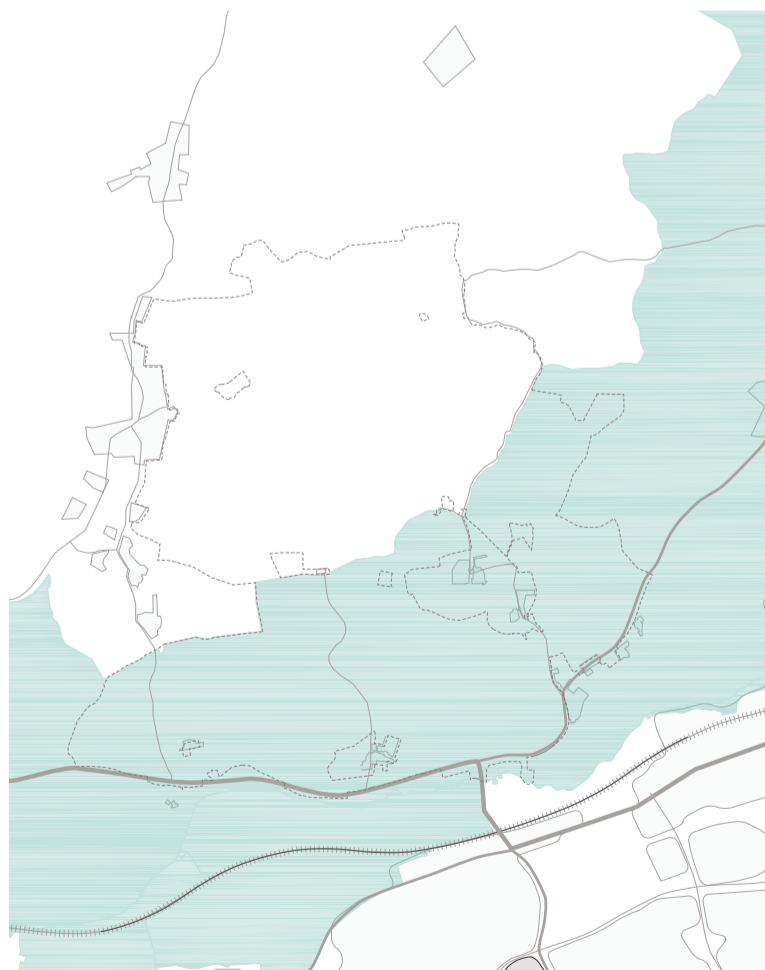
B. Green Belt

OVERVIEW

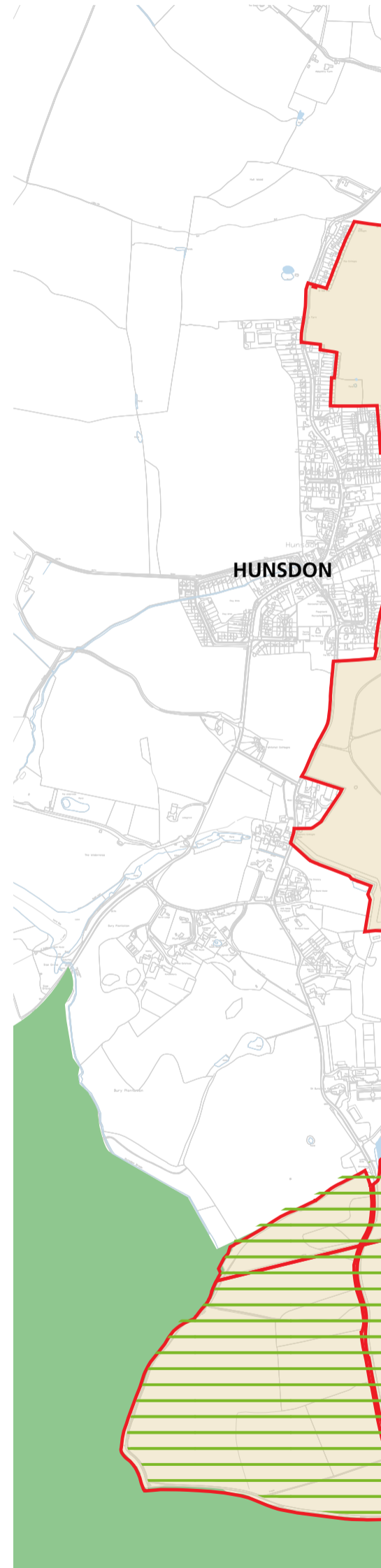
The Gilston Area site is located partially in the existing Green Belt. East Herts has recognised that some housing development will need to be accommodated within the Green Belt to meet full development needs over the Plan Period and beyond, and in respect of the Gilston Area it is accepted that the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

A revised Green Belt boundary has been proposed in the East Herts District Plan, which is shown on the adjacent plan.

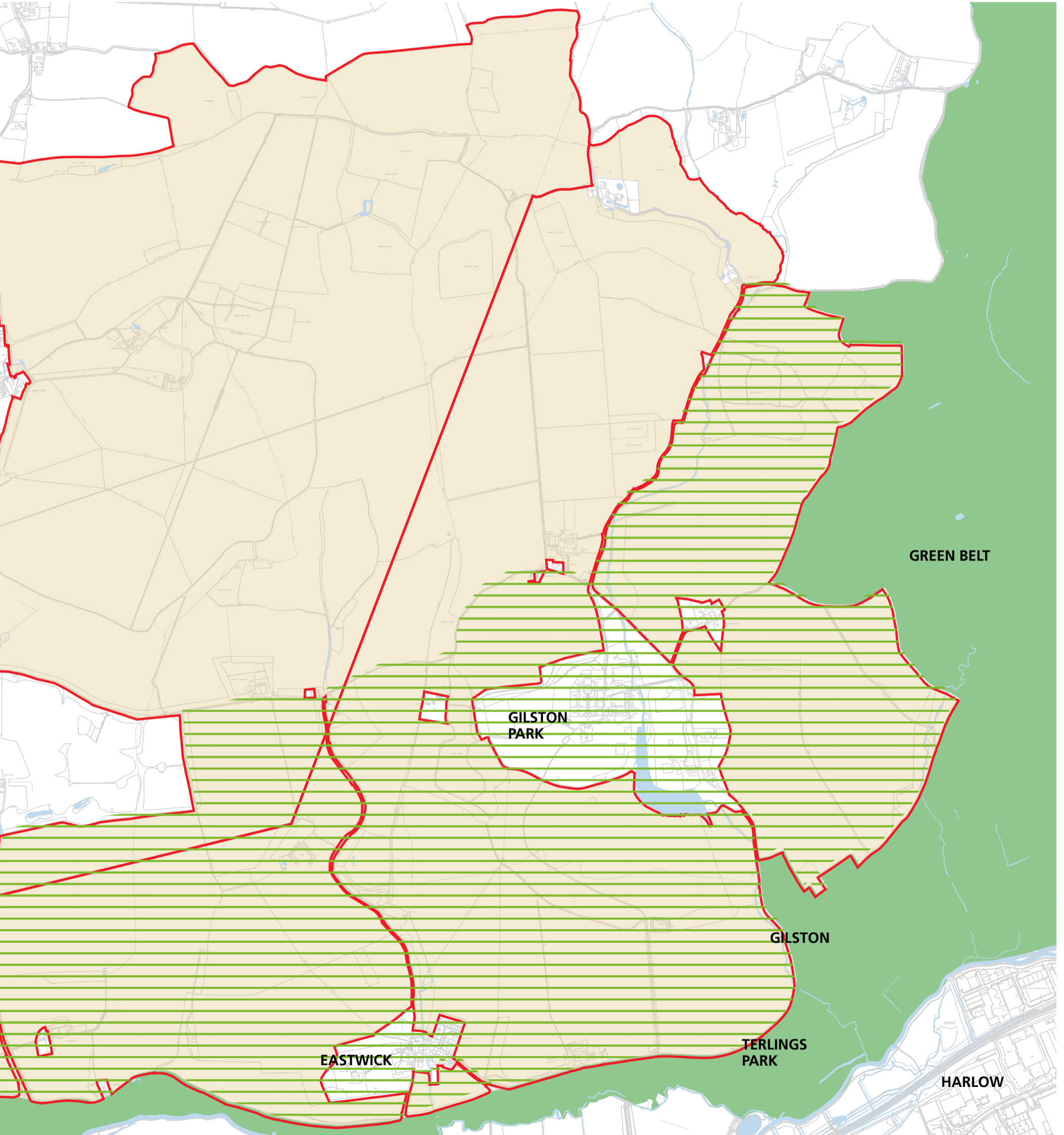
It is accepted by the Councils that the enhanced Central Crossing and the new Eastern Crossing (or Western Crossing) will be located within the Green Belt, and Policy GA2 acknowledges the acceptability of the proposed strategic infrastructure within the Green Belt.



Existing Green belt Boundary
--- Existing green belt boundary



- Land within Gilston Area
- Proposed Green Belt Release
- Green Belt



New green belt boundaries (as proposed by East Herts)

C. Green Infrastructure

LANDSCAPE CONCEPT

Green Infrastructure links are a defining feature of the Gilston Area development. Reflecting the existing topography, field boundaries and landscape features, they will help to identify and develop a unique landscape signature.

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 villages together.

Central to the successful integration of the development in the wider landscape are five 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 villages 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.



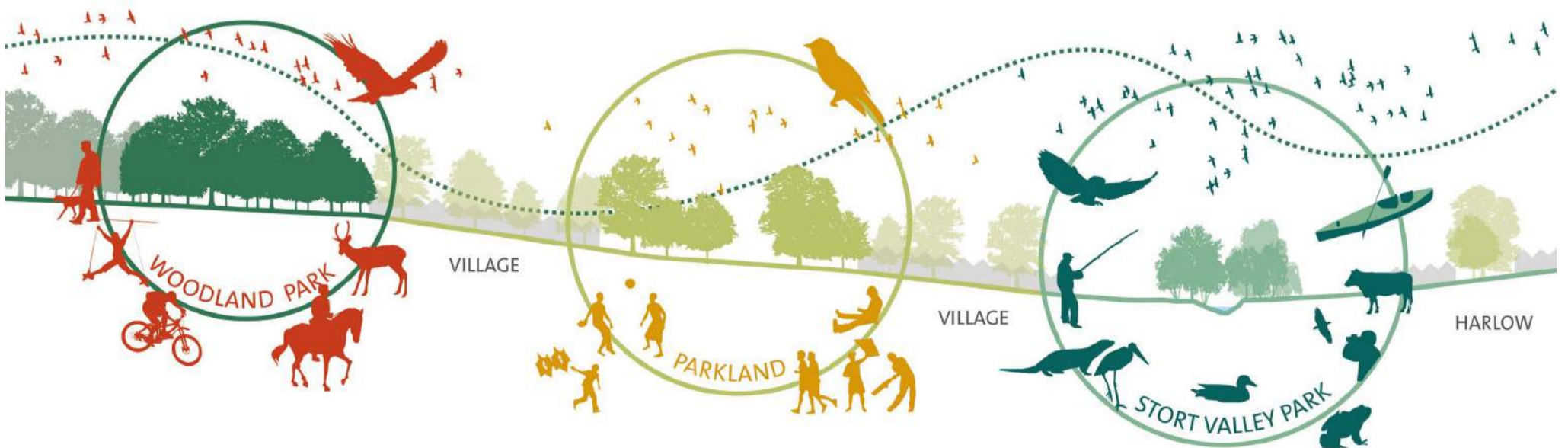
WOODLAND PARK

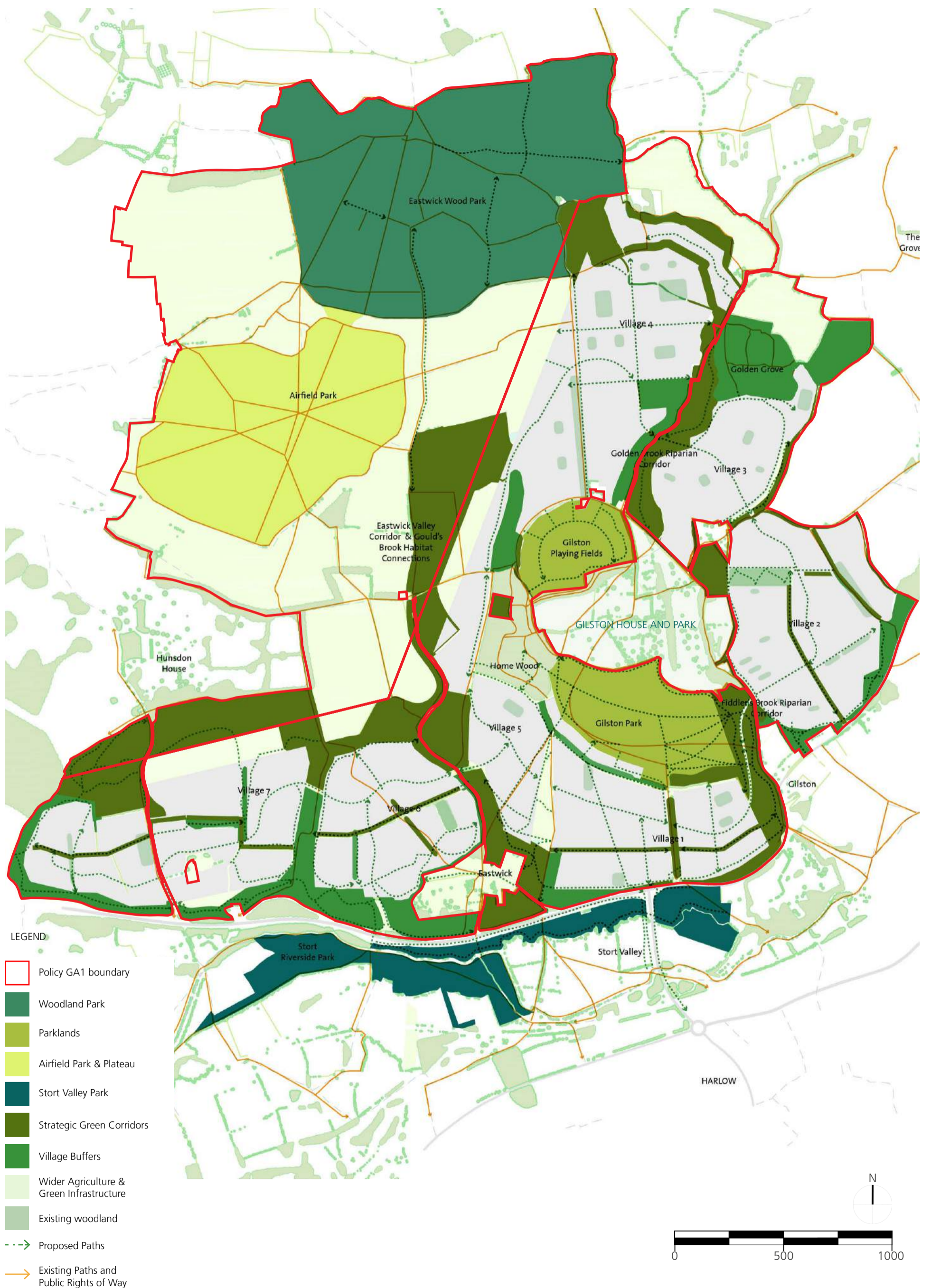


PARKLAND



STORT VALLEY PARK

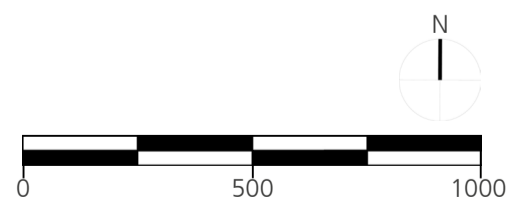




LEGEND

- Policy GA1 boundary
- Woodland Park
- Parklands
- Airfield Park & Plateau
- Stort Valley Park
- Strategic Green Corridors
- Village Buffers
- Wider Agriculture & Green Infrastructure
- Existing woodland
- Proposed Paths
- Existing Paths and Public Rights of Way

PLAN OF STRATEGIC PARKS



GREEN INFRASTRUCTURE

STRATEGY

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

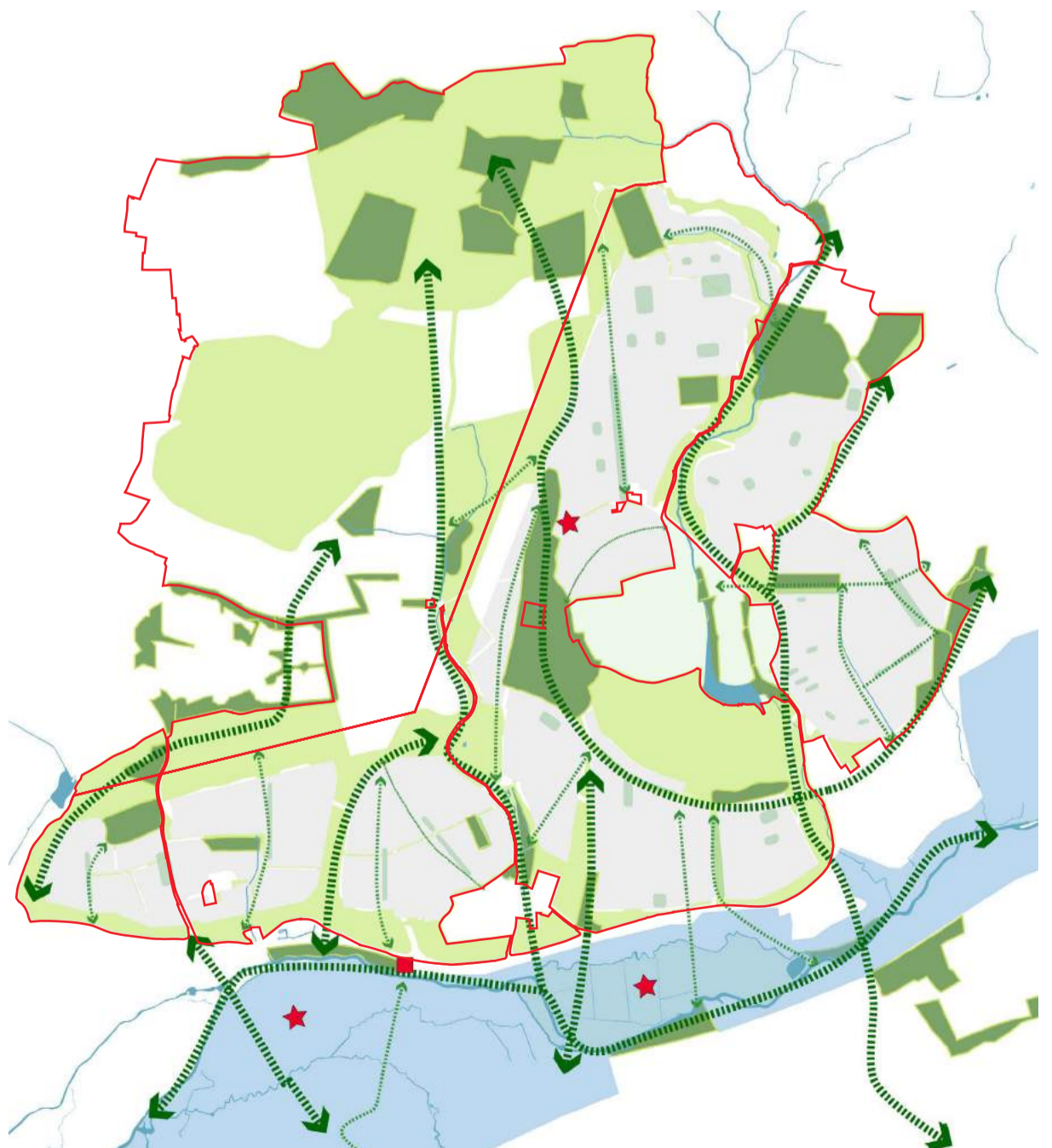
- Work with the Stort Valley Partnership to improve access to the Stort Valley and the countryside north of Harlow. A 'Green Infrastructure gateway' to Harlow is identified south of Eastwick village.
- Identify the Stort Valley as an area for enhanced river environment for informal recreation, natural 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

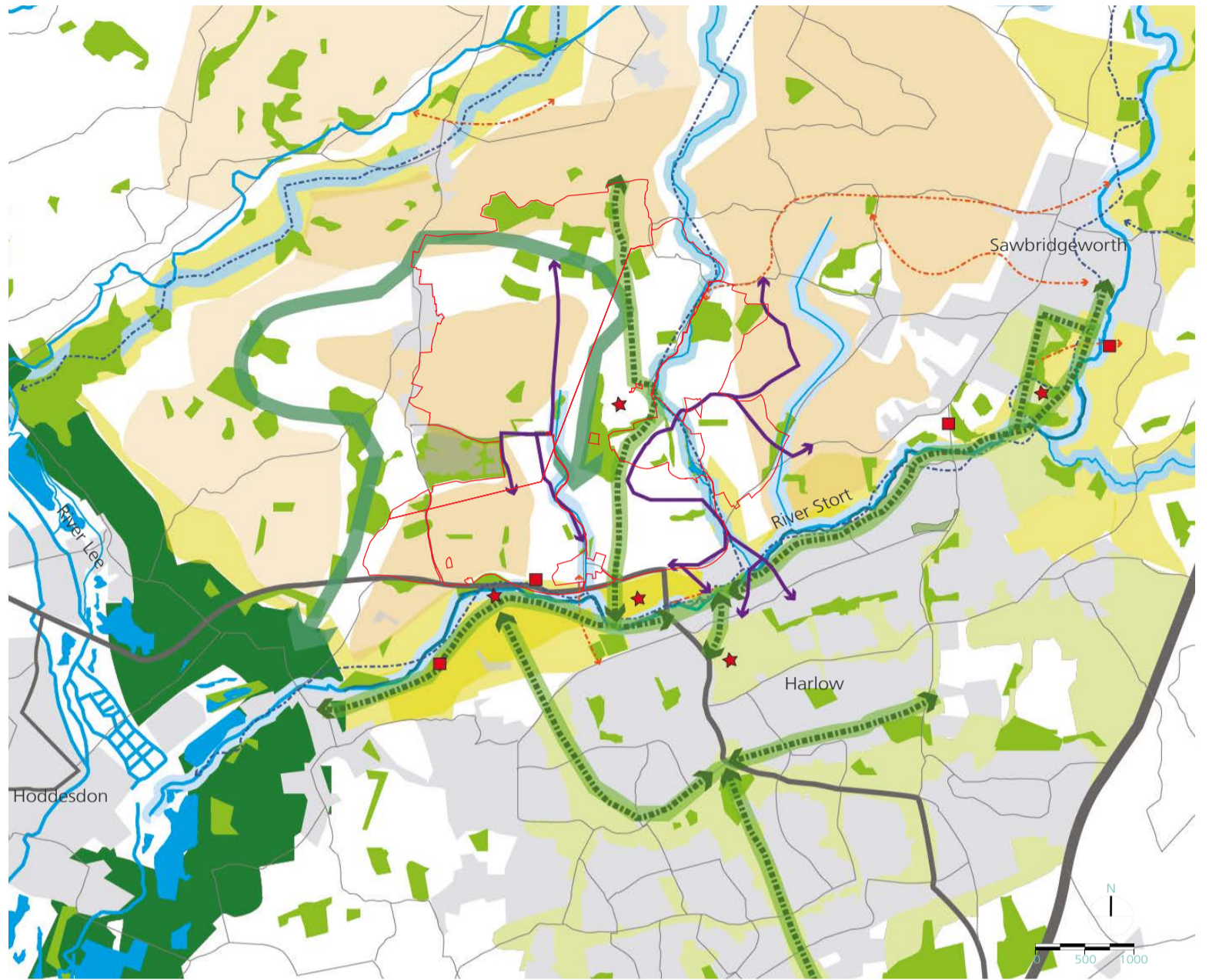
- LEGEND
- GA1 Policy boundary
 - Existing woodland
 - New green infrastructure
 - Towns & villages
 - Stort Valley Park
 - Strategic green link
 - Secondary green link
 - Strategic / Significant GI assets/resources *
 - Harlow Gateways *

* As defined by the Harlow Green Infrastructure Plan 2013



LEGEND

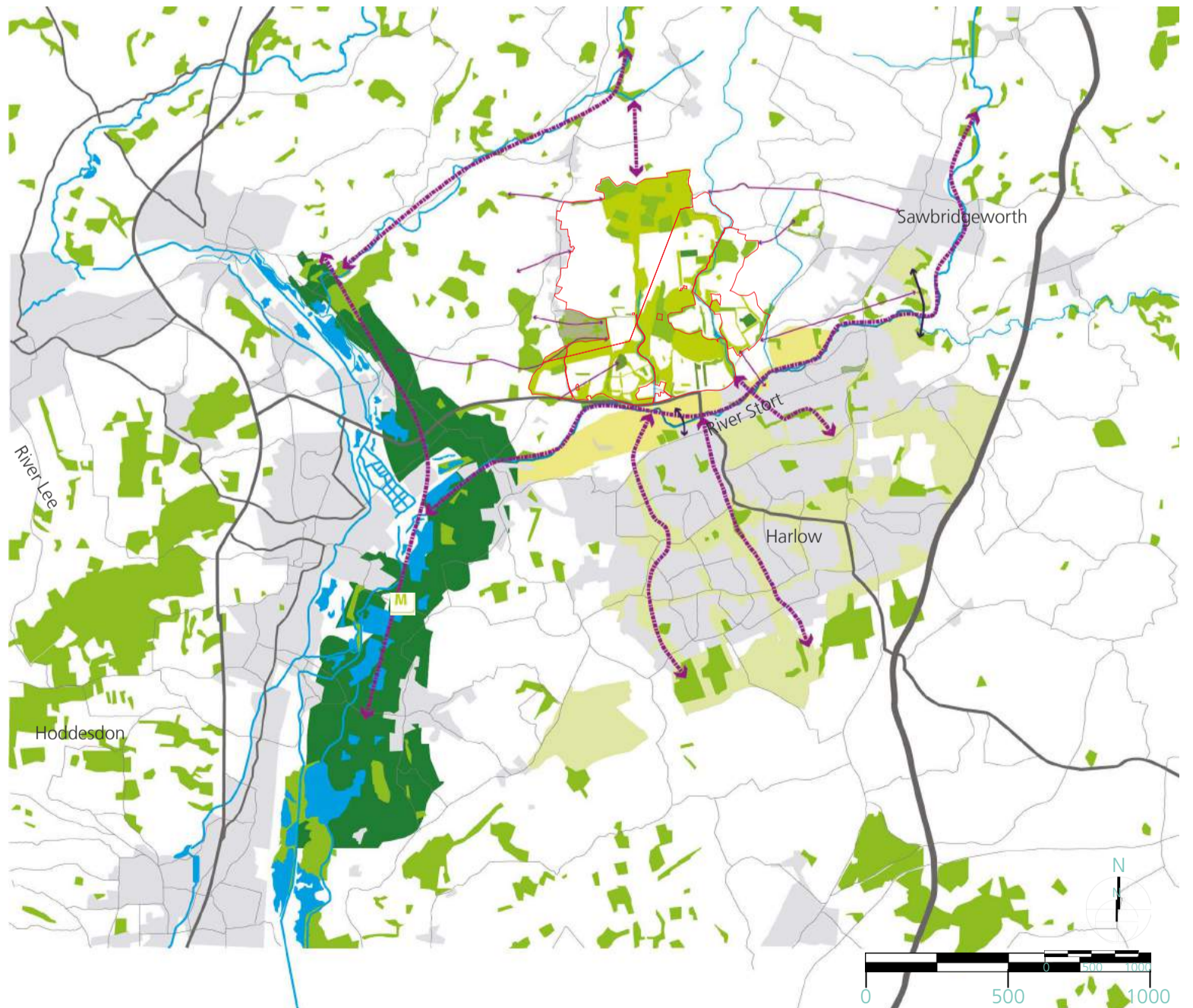
- GA1 Policy boundary
- Harlow Town Boundary
- Woodland
- Ancient woodland
- Parks, gardens & public green space
- Towns & villages
- Proposed farmland conservation & enhancement zone
- Proposed woodland enhancement zone
- Strategic green link
- Proposed wetland habitat zone
- Valley conservation area
- Lee Valley Regional Park
- Strategic link
- Local link
- ★ Strategic / Significant GI assets/resources *
- Harlow Gateways *



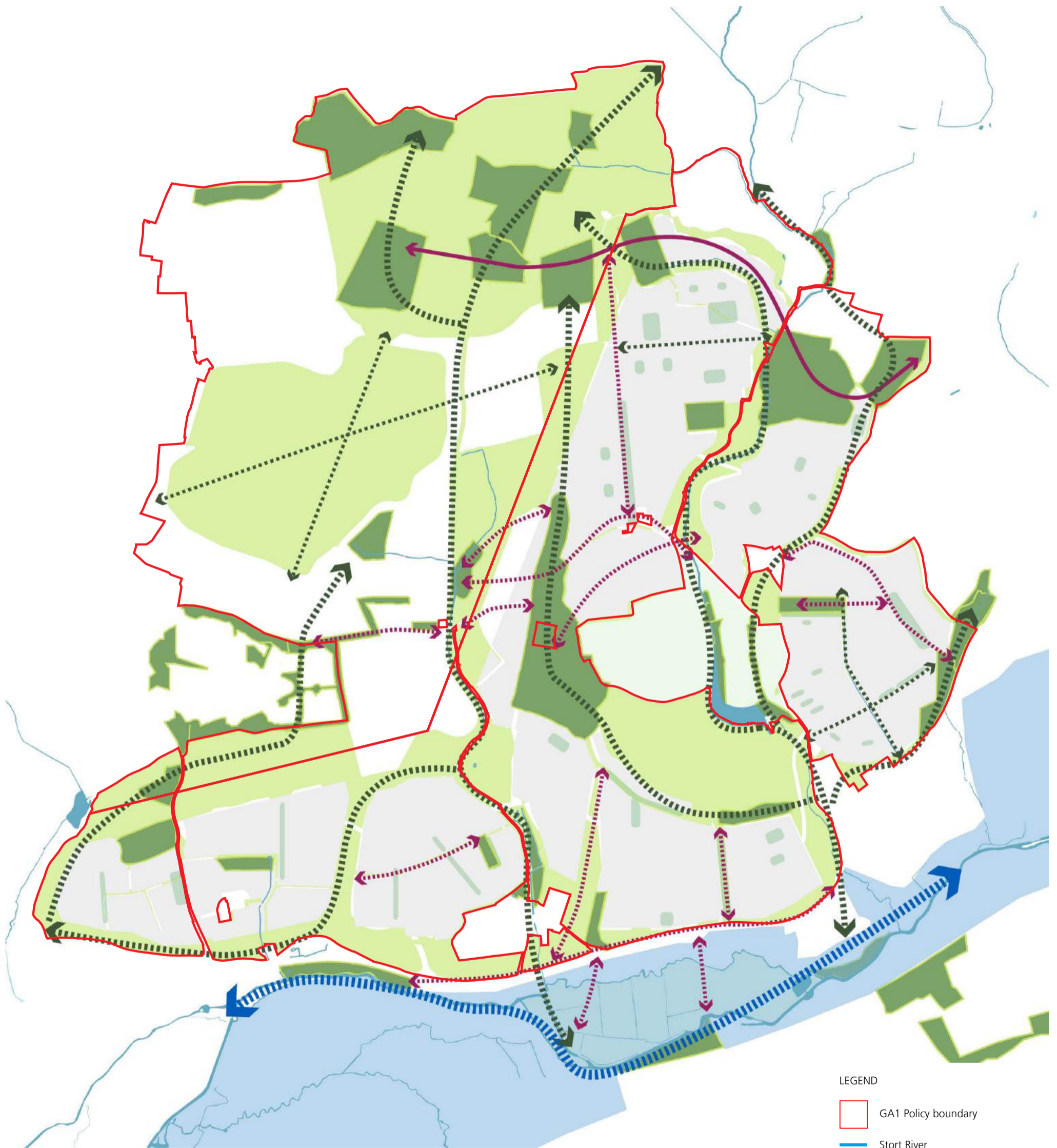
PLAN SUMMARISING OBJECTIVES OF THE EHDC GREEN INFRASTRUCTURE PLAN 2011 & HARLOW GREEN INFRASTRUCTURE STUDY 2013

LEGEND

- GA1 Policy 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



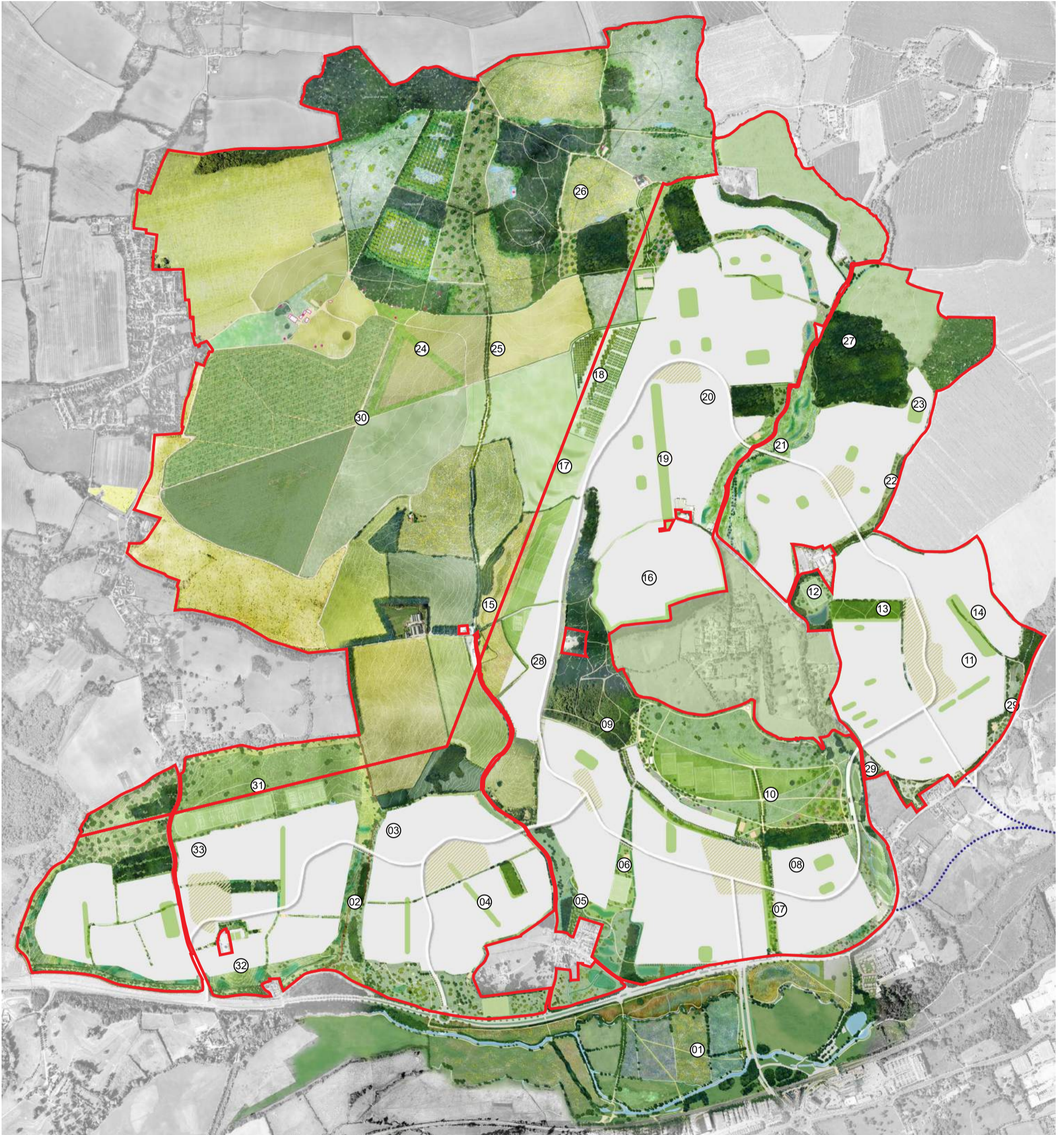
STRATEGIC CONTEXT OF GREEN INFRASTRUCTURE AT GILSTON AREA



INDICATIVE ECOLOGY STRATEGY PLAN BASED ON THE ILLUSTRATIVE CONCEPT MASTERPLAN

LEGEND

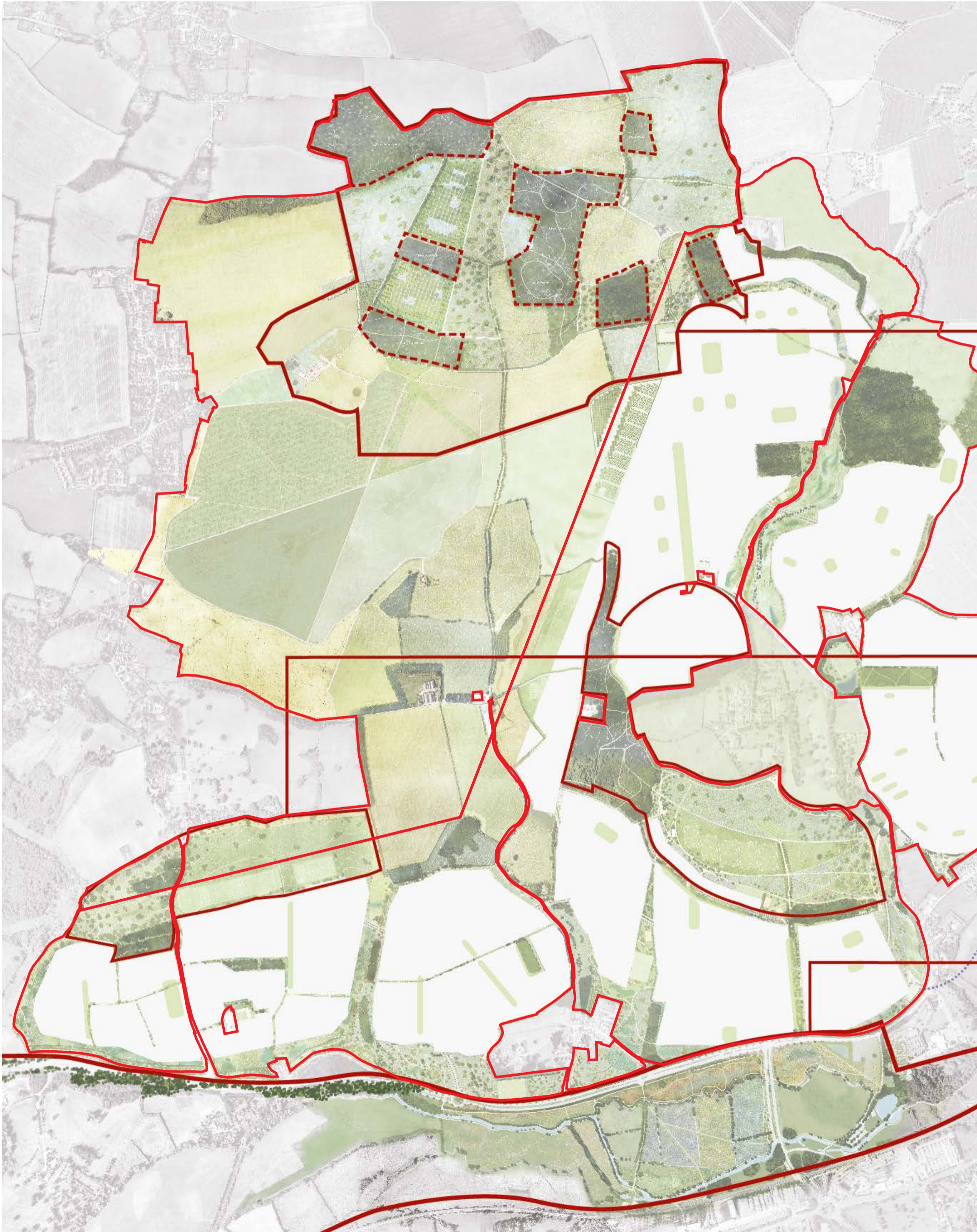
- GA1 Policy boundary
- Stort River
- Towns & Settlements
- Existing woodland
- New green infrastructure
- Primary green corridors
- ➔ Woodland connections
- - ➔ Enhanced hedgerow connections



LANDSCAPE STRATEGY - SHOWN ON THE ILLUSTRATIVE CONCEPT MASTERPLAN

- | | | |
|--|--|---|
| 01. Stort Valley Park | 12. Village 02 Playing Fields | 23. Village 03 Playing Fields |
| 02. Village 06 Buffer & Landscape Corridor | 13. Village 02 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 Wood Community Park |
| 05. Eastwick Village Buffer | 16. Gilston Park Fields | 27. Golden Grove & Sayes Coppice (accessible woodlands) |
| 06. Village 05 Village Park & Playing Fields | 17. Village 04 SuDS Features | 28. Secondary School & Leisure |
| 07. Village 01 Lime Tree Avenue | 18. Community Allotments | 29. Fiddlers Broo & Pole Hole Stream Landscape Connections and Gilston Village Buffer |
| 08. Village 01 Primary School | 19. Village 04 Village Park | 30. Hunsdon Airfield Community Park |
| 09. Home Wood and community play | 20. Village 04 Primary School | 31. Village 07 Community Park & Northern Grasslands |
| 10. Gilston Park | 21. Golden Brook Valley Corridor | 32. Village 07 Village Park |
| 11. Village 02 Primary School | 22. Village 03 Buffer and Village Park | 33. Village 07 School |

PARKLAND CHARACTER



The three examples below illustrate the overarching concept of the landscape masterplan 'from valley - to parkland - to forest' and describe the character of three of the principal parks that the masterplan 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.

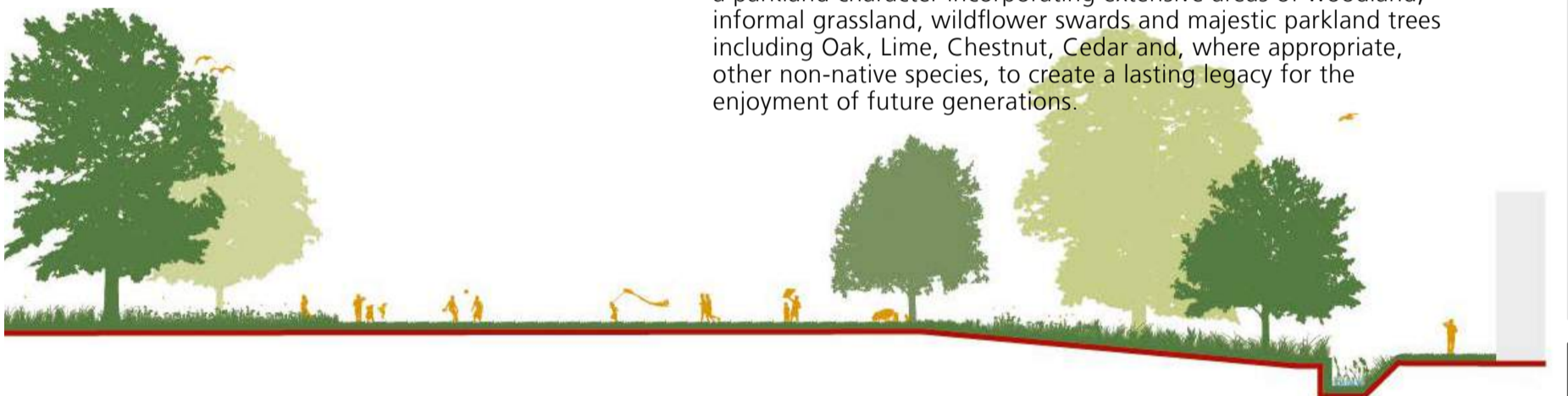
This will create the perfect arena for the enjoyment of openly accessible countryside and for outdoor pursuits such as cycling, riding, walking and running.

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 its former landscaped grounds and historic deer park.

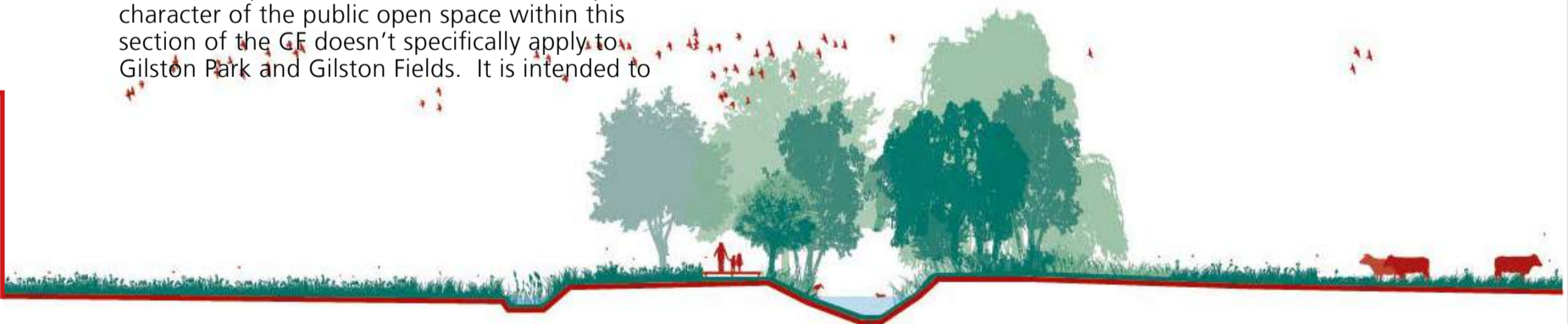
To the north, the Gilston Park Fields site will be gently contoured to form a significant component of the Gilston Area sports and recreation provision.

Woodland paths through Home Wood (and its woodland playground) will connect this sports and recreation ground with the parkland to the south. 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, other non-native species, to create a lasting legacy for the enjoyment of future generations.



The term 'parkland' is a recognised term for the historic landscape associated with the enclosed landscape of medieval deer parks (and the later landscape interventions of 18th Century designers such as Humphrey Repton and Capability Brown), characterised by a mosaic of woodland blocks, large specimen trees and open meadows/pastures. It is a term used by both EHDC and Hertfordshire County Council in their Landscape Character Assessments, e.g. the description for the key characteristics of the EHDC character area No. 81 Standstead to Pishiobury Parklands includes Gilston Park as an example of 'parkland'. The use of 'parkland' to define the landscape character of the public open space within this section of the CF doesn't specifically apply to Gilston Park and Gilston Fields. It is intended to

explain the relationship between the proposals for public open space provision and their associated landscape character typologies, as defined by EHDC's Landscape Character Assessment SPD, and the progression of landscape character through the development from the woodland plateau character (Area 83: Hunsdon Plateau) to the north of the site, through the more enclosed 'parkland' character (Area 81: Standstead to Pishiobury Parklands) of the centre of the site down to the riparian/floodplain character of the Stort Valley to the south (Area 82: River Stort).



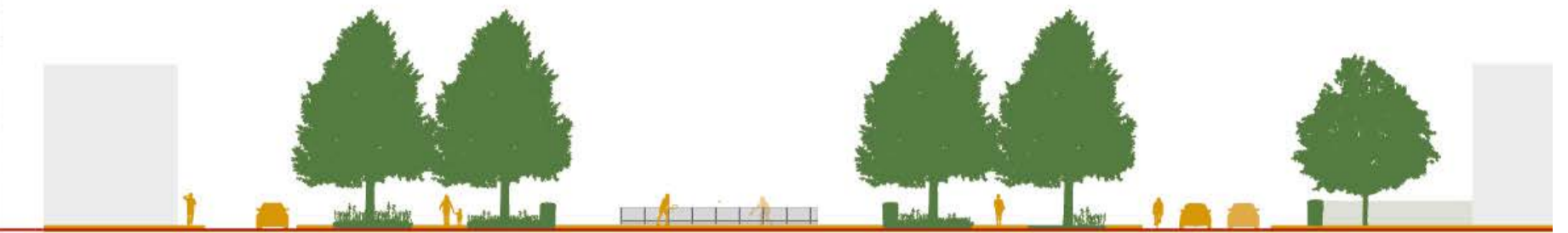
STORT VALLEY PARK

Working with the Stort Valley Partnership, the Stort Valley Park will create 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.

VILLAGE CHARACTER

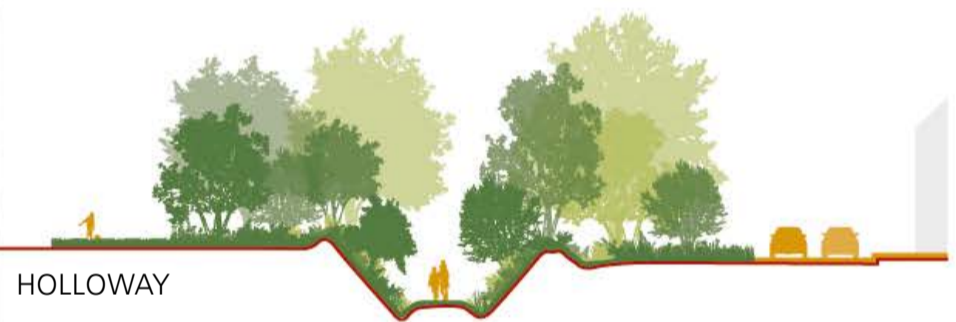




PARK BOULEVARD



PRODUCTIVE ORCHARD SQUARES



HOLLOWAY



VILLAGE SQUARE



URBAN BOULEVARD



AVENUES AND ALIGNMENTS



TREE LINED STREETS

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.

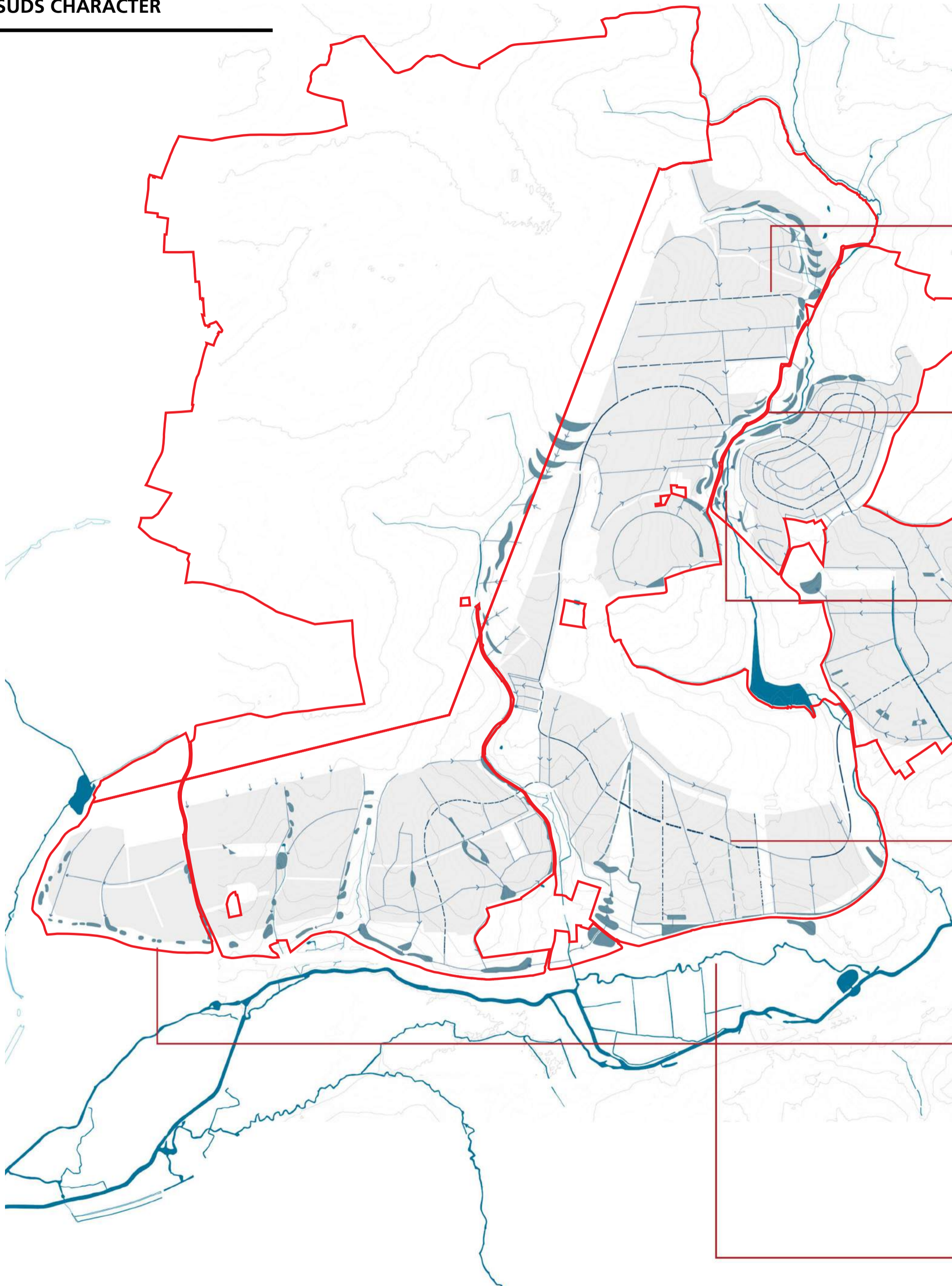
To the north the Park Boulevard creates a powerful green axis central to Village 04 that integrates sports and play courts.

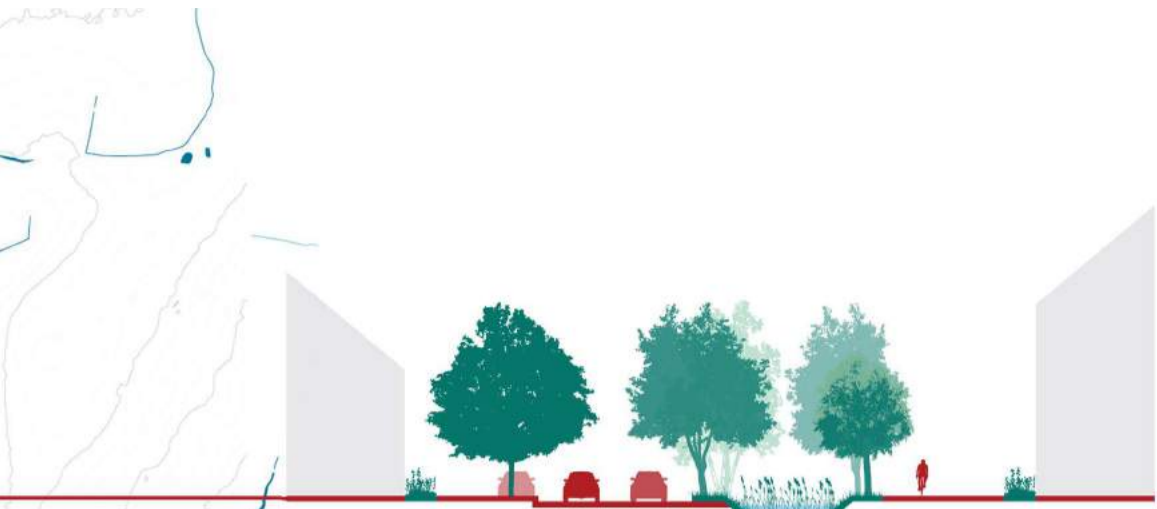
Orchard squares create productive and edible landscapes throughout the public realm of the northern villages for community enjoyment.

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.

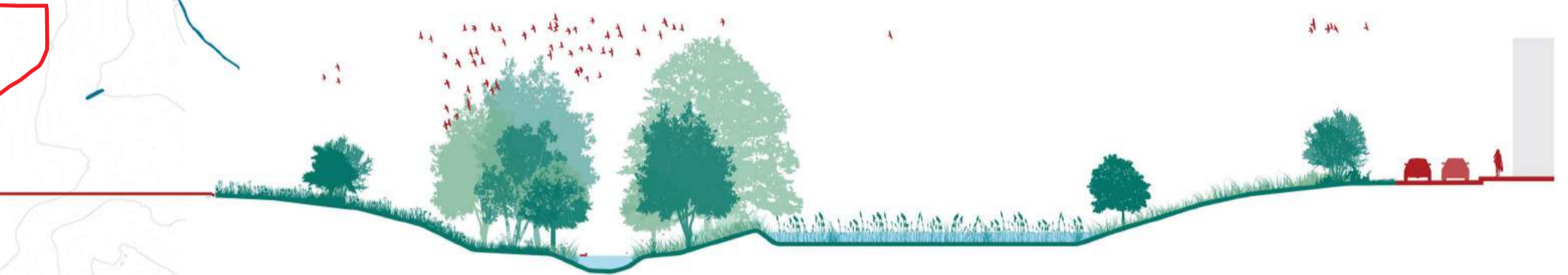
SUDS CHARACTER



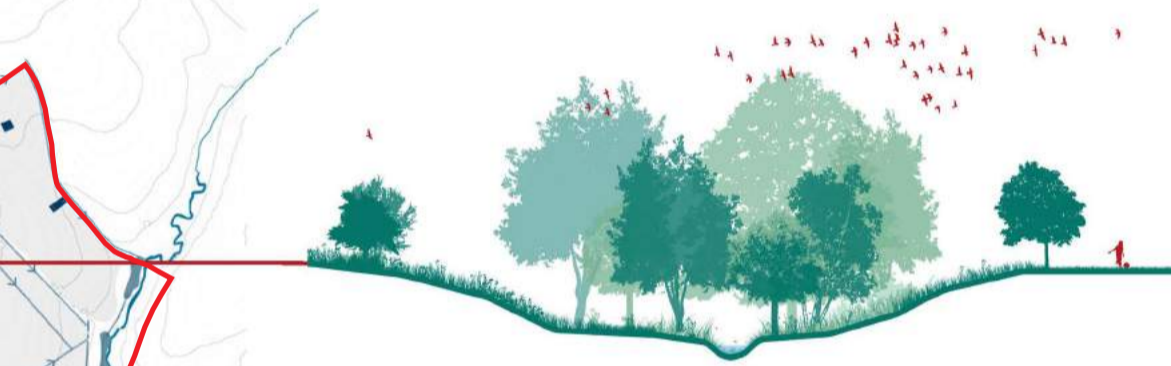


An analysis of the existing site topography, ridgeline watersheds and existing waterbodies has informed how surface water is to be collected and retained across the site. The intention is to use water creatively in the landscape and public realm to create an interwoven network of Green and Blue Infrastructure 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 +40% 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 will be formed by soft edged swales and ditches whereas the southern villages will include reed lined channels with a more constructed and urban character.



STORT VALLEY

The Gilston Area will support the Stort Valley Partnership in their aspirations to enhance and reinforce the attractive existing valley character of riparian woodlands and pasture and to improve pedestrian and cycle connectivity to/through the area. A coherent landscape masterplan aims to integrate neglected areas of the valley that suffer from a 'back of town feel' due to fly tipping and poor access by transforming them to become part of a natural but designed and managed landscape.

The proposals expand beyond the Gilston Area boundary, which will require other stakeholders to support and deliver the vision.

The Gilston Area supports the Stort Valley Partnership's aspirations to include:

- Improved pedestrian and cycle access, including creation of new paths as well as enhancement/upgrading of existing paths
- Introduction of designed elements within the landscape to encourage access and enjoyment of the valley and promote the discovery of nature
- River restoration and habitat enhancement measures in response to the Stort Catchment Partnership's objective of restoring this area of the flood plain, and to create approximately 20-25 hectares of flood meadow interspersed with wetland areas
- Introduction of a Lammas Meadow management system, as used at Hunsdon Mead, for the flood meadow areas
- Enhancements to, and reinforcement of, existing trees and hedgerows using native planting to maintain ecological linkages and integrate proposed development into the landscape setting
- Enhanced opportunities and access for sport and recreation activities
- Parndon Mill partnership to promote the gallery and exhibition space whilst being sensitive to its ongoing business activities.



ILLUSTRATIVE STORT VALLEY LANDSCAPE MASTERPLAN



LEGEND

- | | | | | |
|---|---|---|--|---|
| Ownership boundary | New boulevard street tree planting to A414 | 1a) Proposed pedestrian crossings across A414 | 5) Observation shelters realised by the Land Trust | 10) Proposed lammas meadows |
| Existing P.R.O.W | Enhanced conditions for pedestrians and cyclists to existing bridge crossings | 1b) Potential pedestrian crossing under investigation | 6) Potential footpath bridge connection and towpath upgrades across Stort Navigation | 11) Parndon Mill - existing creative centre |
| Proposed wetland habitat and water meadow | Proposed uncontrolled pedestrian crossing 4m wide | 2) Improved cycle and pedestrian paths to Central Crossing and proposed tree planting | 7) Proposed riverside footpath with controlled access | 12) Proposed flood alleviation for central crossing |
| Existing hedgerows – retained and reinforced with new indigenous planting | Proposed controlled pedestrian crossing 10m wide | 3) Upgraded surface to existing Byway Open to All Traffic (BOAT) | 8) Proposed east-west cycle path | 13) Proposed SuDS for Village 01 |
| Proposed lammas meadow management agriculture | | 4) Existing Public Right of Way (PROW) | 9) Proposed wetland habitat and water meadow | |

OPEN SPACE HIERARCHY

The overall size and proposed 'multi-village' character of the Gilston Area development has led to the evolution of a three tier approach to open space provision, ranging from strategic open spaces serving the Gilston Area community as a whole (plus surrounding communities); through to village parks and squares acting as focal points for each of the seven villages; and finally to smaller, more domestic spaces associated with particular neighbourhoods or streets.

- Complementary strategies for Public Open Space, Sports and Play that work together to provide integrated, accessible outdoor facilities for residents of Gilston and the surrounding area.
- Community Provision – Extensive public open spaces focussing on providing wide-ranging recreational opportunities and valuable habitat connections; improved access to the surrounding countryside, specialist sporting facilities, community allotments and orchards, and strategic green corridors.
- Village Provision – Large public open spaces acting as focal points and meeting places for each village as well as/or providing separation between different villages; village squares, village parks & village buffers.
- Neighbourhood Provision – Smaller public open spaces providing opportunities for outdoor recreation and socialising closer to home; neighbourhood greens, local parks & green corridors.

The detailed layout and use of each parkland and village character space will be considered at the village masterplan and detailed design stage, which will draw upon local characteristics as relevant.

COMMUNITY PROVISION

Community public open space will include a generous strategic provision to serve the Gilston Area development/community as a whole, as well as representing strategic provision for the surrounding communities, too. It will provide opportunities for residents, workers and visitors to get out into the countryside and enjoy natural open spaces.

This community provision largely focusses on existing open spaces, natural landscape areas and ecological features, and will offer a great opportunity for habitat creation, recreation, sport, relaxation and fresh air. This provision extends across the whole development and will be accessible to everyone within a reasonable walking distance.

- Country Parks
- Community Parks
- Community Orchard & Allotments
- Community Sport
- Community Play
- Strategic Green Corridors

VILLAGE PROVISION

Village public open space will include green provision that serves each village according to its size and physical constraints. It will provide the inhabitants of the villages with closer access to attractive, accessible, functional spaces that will form the heart and soul of the emerging community. These open spaces will offer the chance to meet, celebrate, and play; will encourage a village 'sense of belonging'; and will be within a 10 minutes stroll of all dwellings.

In developing the proposed open space provision within the villages, a set of guidelines has been developed and applied to each village, as follows:

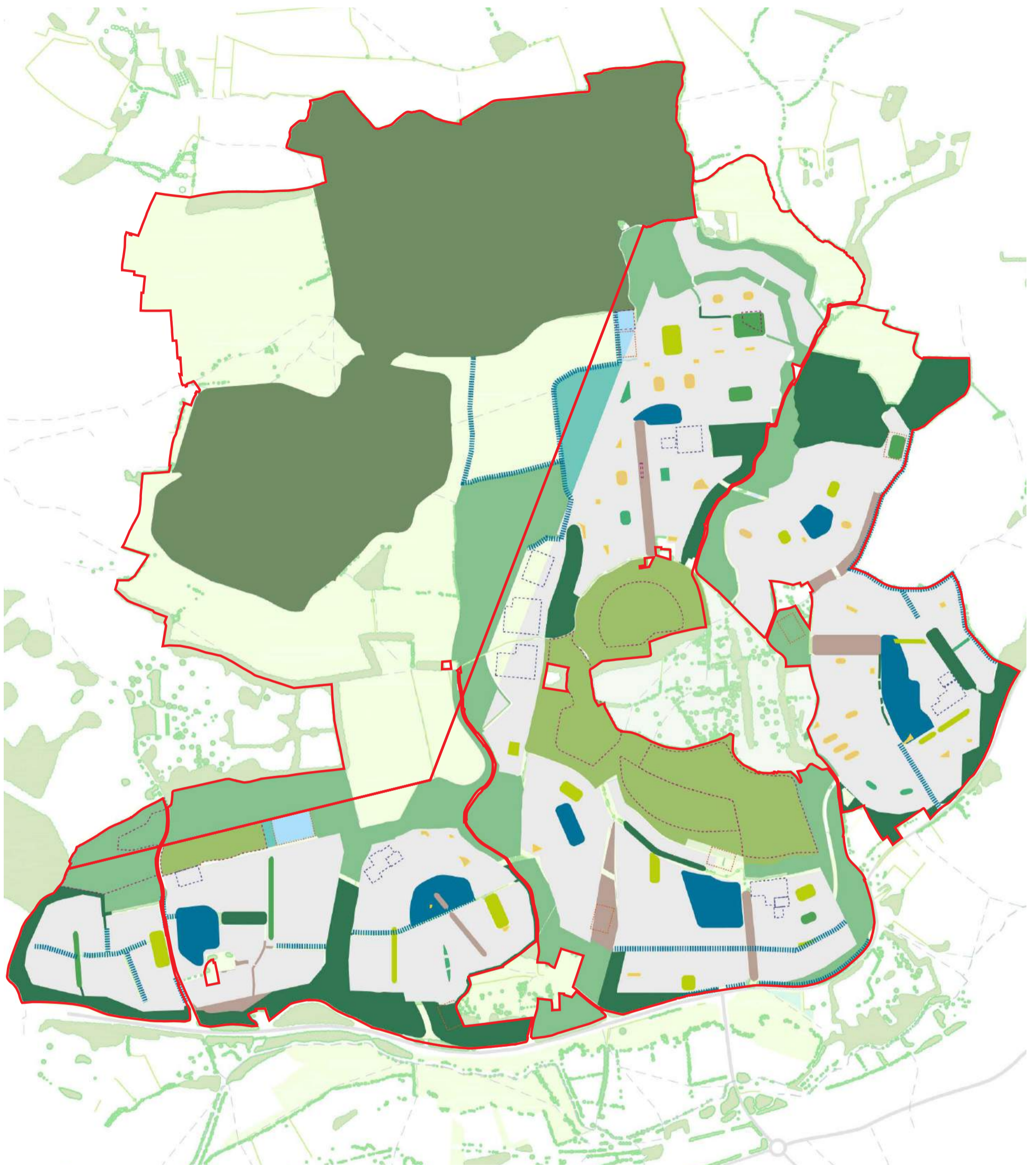
- Village Centres: Each village to have a village centre space; a predominantly hard space that provides a meeting/focal point for the village close to key amenities such as the school, shops, etc.
- Village Parks: Each village to have its own Village Park, a space that clearly 'belongs' to that village and provides the residents with space for community events & gatherings.
- Village Sport: Each village to have its own Playing Fields. These could be stand-alone open spaces, or the village Playing Field allocation could be incorporated into a larger public open space, e.g. a Village Park, Community Park or Green Infrastructure, provided that the remaining space still meets the spatial and functional requirements for that type of open space.
- Village Play: Each village to have at least one Village Playground, offering a variety of play equipment to suit a range of different aged children. Preferably located within a Village Park, and in a reasonably central location near to the school.
- Village Buffers: Natural/Semi-natural open spaces providing opportunities for informal recreation as well as important habitat connections and green buffers between villages and the wider community.

NEIGHBOURHOOD PROVISION

Neighbourhood spaces will help define a neighbourhood's identity and will consist of outdoor spaces for neighbours to chat and playgrounds for children with a few minutes' walk of all dwellings.

As with village open space provision, a set of guidelines has been developed for neighbourhood open space provision:

- Neighbourhood Green: Each neighbourhood within a village to have a centrally located Neighbourhood Green, providing a focal point for that neighbourhood and somewhere outside to chat with neighbours, play with friends, etc. The provision should reflect the size, density and character of the surrounding neighbourhood.
- Local Parks & Gardens: A range of smaller parks and gardens distributed throughout the village to ensure that all residents and workers are within easy reach of attractive, useable outdoor space.
- Pocket Parks: Much smaller spaces, scattered throughout the villages, that are more an incident than an open space. These spaces are an integral part of the development's original design and contribute strongly, either cumulatively or individually, to the form and character of either the neighbourhood as a whole, or smaller areas within the development.
- Neighbourhood Play: Each neighbourhood to have at least one Neighbourhood Play Space, preferably located within a Neighbourhood Green.
- Doorstep Play: Opportunities for play integrated into the public realm, e.g. Playable Streets, Homezones, etc.
- Green Corridors

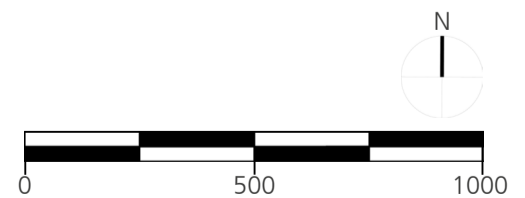


LEGEND

- | | | |
|-----------------------------|--------------------------------------|-------------------------------|
| Site boundary | Community Orchard & Allotments | Village Buffers |
| Stort River | Strategic Green Corridors | Village Playing Fields |
| Towns & Settlements | Community Sport | Village Green Corridors |
| Retained as existing | Sport Facilities shared with Schools | Village Sport |
| COMMUNITY PROVISION: | | |
| Country Park | VILLAGE PROVISION: | |
| Community Park | Village Centre | Neighbourhood Green |
| | Village Parks | Neighbourhood Green - On Plot |
| | | Local Parks & Gardens |

NEIGHBOURHOOD PROVISION:

OPEN SPACE AND PUBLIC REALM SPATIAL HIERARCHY PLAN



OPEN SPACE CHARACTER

In line with the requirements for quantity standards for recreation in new residential developments of Appendix IV of the East Herts Local Plan Second Review 2007, a character typology for the proposed open space provision has been developed which overlays the open space hierarchy described previously. These two strands combine to ensure a well balanced and well distributed provision of open space across the Gilston Area. This character typology builds upon the now revoked PPG17 Open Space Typology set out in Appendix IV of the Local Plan, and adapts and enhances it to suit the particular requirements of the Gilston Area development. The PPG17 Typologies include the following categories:

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 10min walk (800m)
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.
Refer also to Section 6.2 for Sports Strategy

- 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

PROVISION FOR CHILDREN & YOUNG PEOPLE

A bespoke Play Strategy has been developed for the Gilston Area that builds upon the principles set out in EHDC's 'Children and Young's People's Play Strategy 2007-2012' and the Fields in Trust (FiT) guidelines to ensure that children and young adults have good access to a range of high-quality, stimulating play & social spaces. The proposed Gilston Area Play Strategy sets out to provide a combination of formal and informal play provision; a range of generous designated play areas set within parks & public gardens supplemented by the promotion of 'playable space' within the public realm and informal play opportunities within the wider open space and green infrastructure provision.



Natural & Semi-Natural Green Space - Golden Valley Riparian corridor

This approach will ensure the creation of a stimulating and varied range of play facilities at the heart of the development that will seek to:

- Encourage spontaneous play in stimulating environments
- Create play spaces that cater for a variety of age groups
- Create play spaces that are generously sized to accommodate a variety of equipment and experiences
- Ensure that play areas are easy to reach, with a journey to access them that is as valuable as the play experience itself
- Extend the play experience by locating the play areas in parks and natural spaces where play and associated play activities might take place
- Ensure that play spaces feel safe to be used and encourage people to meet

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

GREEN CORRIDORS

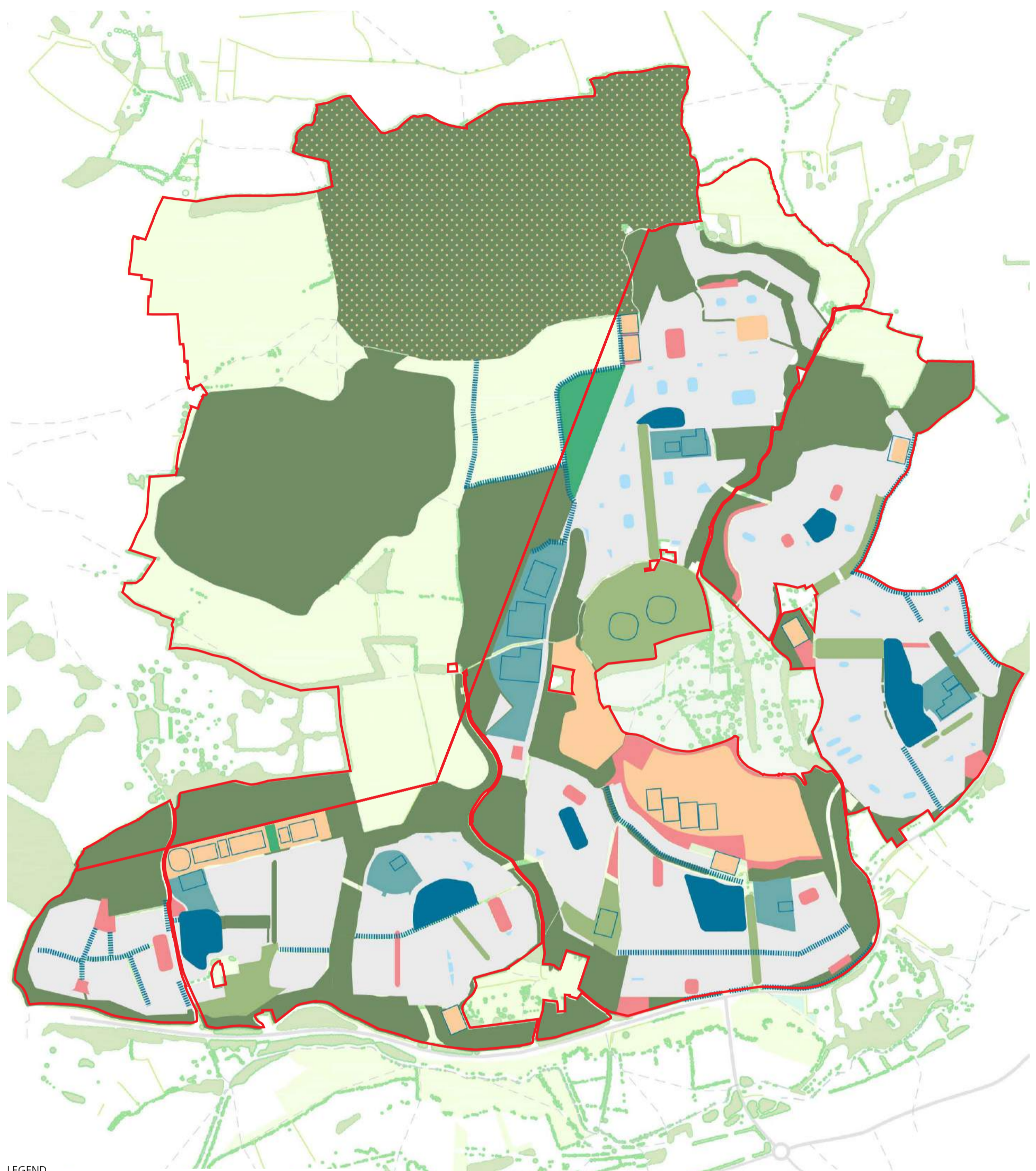
No standard set

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



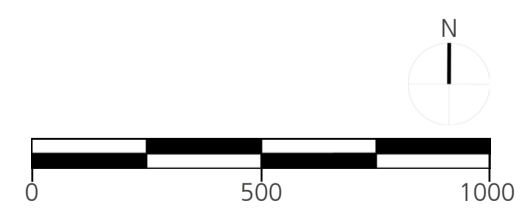
Outdoor Sports Facilities



LEGEND

- GA1 policy boundary
- Stort River
- Towns & Settlements
- Retained as existing
- Parks and Public Gardens & Village centres
- Natural & Semi- Natural Green Spaces
- Amenity Green Space
- On -Plot Amenity Green Space
- Outdoor Sports Facilities
- Allotments
- Green Corridors
- School Grounds
- Sport Grounds
- Village Centres

OPEN SPACE PROVISION TYPOLOGIES PLAN



RESPONSE TO ECOLOGICAL CONSTRAINTS

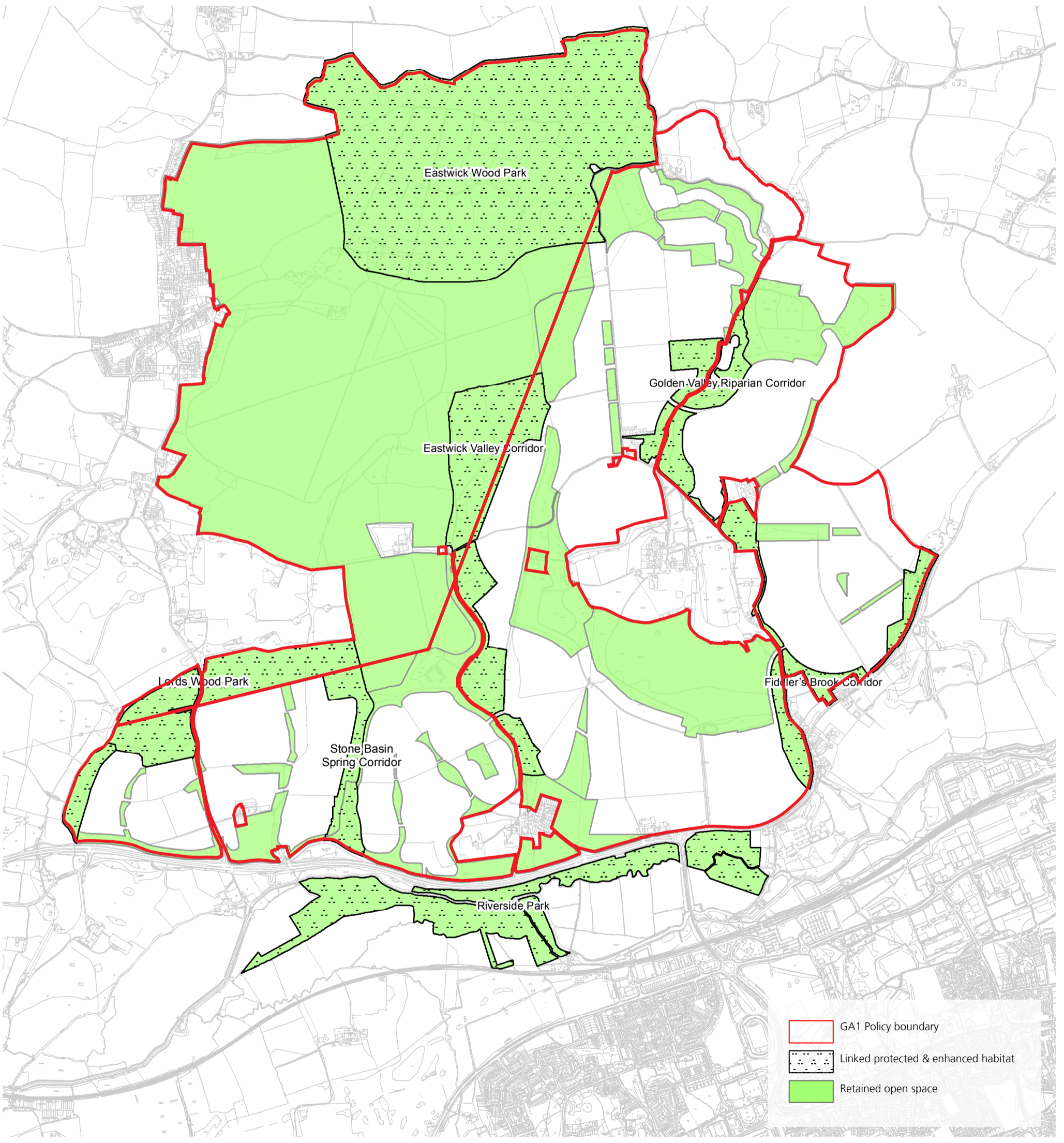
Much of the development's unique sense of place has been developed through its response to the existing site conditions, its landscape and ecological constraints and opportunities. Lines of existing hedgerows, veteran trees, holloways and the tributaries of the Stort has played a significant part in 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.





Biodiversity Strategy

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, childcare etc - all of which contribute to their vitality and vibrancy.

Gilston Area will have a phased delivery of community and services provision and in line with the progress of the development.

The 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:

This 'sense of place' is created by a number of key design moves, such as:

- 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.
- Improved public transport network connecting to the surrounding area.



Illustrative Village Centres Plan

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.



VILLAGE CENTRES: EDUCATION AND LEISURE FACILITIES

In addition to creating thousands of new homes, the Gilston Area will deliver new primary and secondary schools to ensure that every resident child has a local school place on-site. School delivery will be phased to ensure that there are school places available on-site from the earliest phase of development. Additional school places will be delivered incrementally in time to meet the needs of new residents as homes are occupied. In order to ensure that school places are available from the first occupation of homes, schools will be delivered in the first phase. The first phase will include both primary and secondary provision – which is likely to be in the form of co-located primary and secondary schools in the heart of the Village 1 Centre.

Schools will be phased to ensure that new places are available as new homes are delivered and children will not have to go off-site for their education. Catchment areas and admissions criteria would be managed to prioritise children for the Gilston Area and to limit any traffic management issues arising from children coming from further afield.

The primary schools are anticipated to be located within each of the five 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. Each primary school will be co-located with childcare for pre-primary children, likely to be in the form of a nursery school.

All primary schools would have co-located nursery provision which may be operated by the school operator, or by an independent provider. Every village has additional floorspace in its village centre suitable for standalone early years provision in the form of creches or nursery schools. Secondary school provision would include sixth forms.

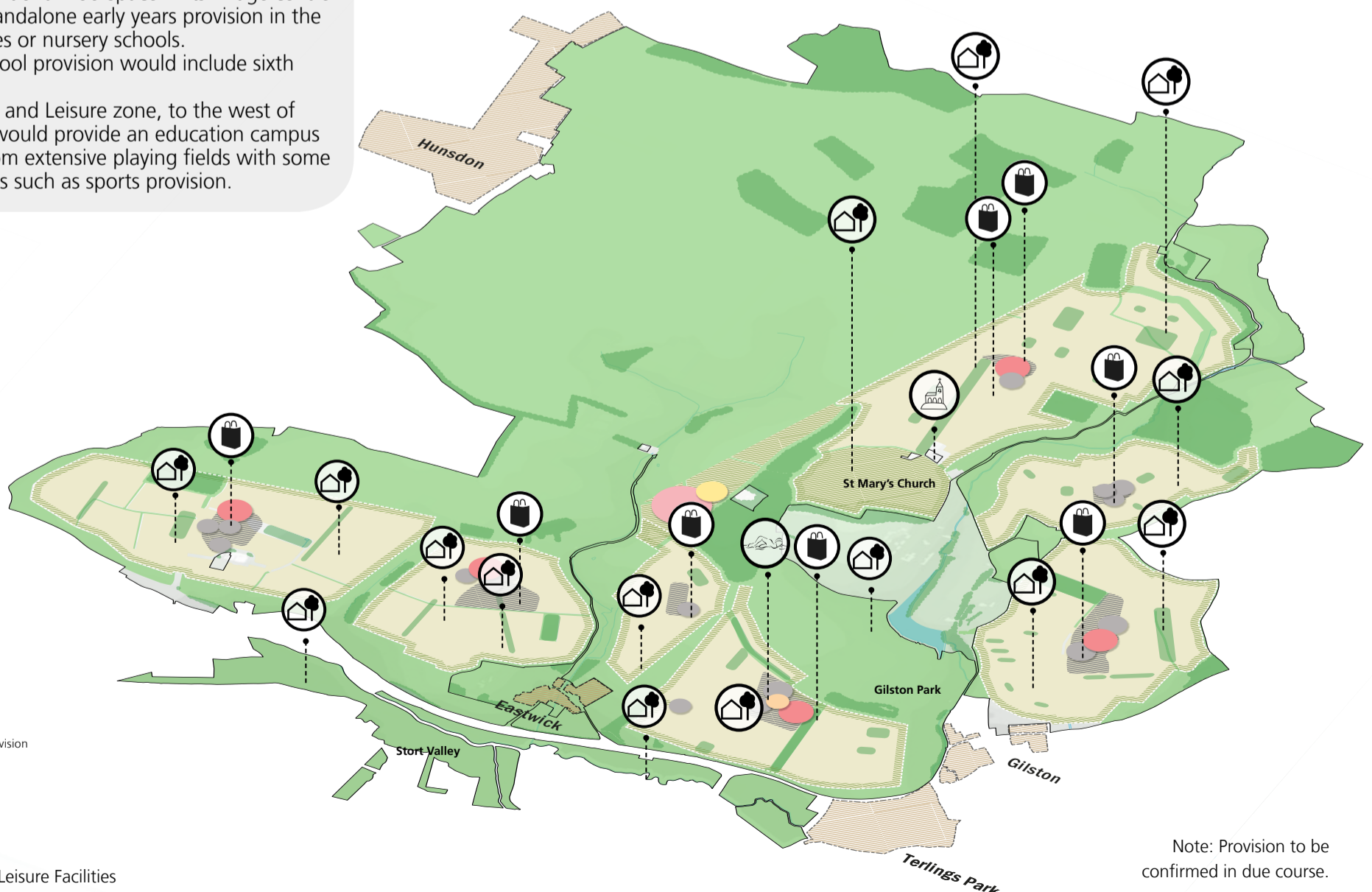
The Education and Leisure zone, to the west of Home Wood would provide an education campus benefitting from extensive playing fields with some shared facilities such as sports provision.

The remainder of the secondary provision will be located on this site, in standalone secondary school(s) or collocated with further primary provision. A leisure centre and indoor swimming pool would be co-located there to make best use of facilities and reflect an appropriate level and scale of sport provision for the new development.

The exact amount of primary and secondary provision that would come forward would depend on monitoring of the child yield of the development as it comes forward. Places for People and CPP are committed to working with Hertfordshire County Council to plan for school places, including setting suitable triggers for additional school places to come forward, and for monitoring school place need over the duration of construction. Enough space will be secured within the Gilston Area to meet the maximum potential need identified in early modelling by Hertfordshire County Council – but school places will only come forward as required in line with development phasing and monitoring.

It is intended that both primary and secondary schools 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. Community Use Agreements would be in place.

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.



Note: Provision to be confirmed in due course.

Education and Leisure Facilities

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.

The Princess Alexandra Hospital is in need of refurbishment and/or expansion to meet the needs of its catchment. This investment is required to meet the needs of existing residents within the hospital's catchment and to meet the needs of natural population growth – it is not needed just to meet the needs of newly built homes. PAH recognises this and has applied to NHS England for funding for works on the existing site or for relocation. Places for People has been in discussions with the trust over the course of the masterplanning process and will support them wherever possible. The search area for potential relocation includes the area around, but not within, the Gilston Area. Places for People will continue to engage with the Trust and support their bid where possible, including though consideration of opportunities to link services at Gilston, such as GP surgeries, to the hospital's services.

There is also an emphasis on providing well managed retirement accommodation in the Gilston Area. Further detail in relation to health centres operation and configuration will be provided at the planning application stage.



- Legend:
- Homes for elderly
 - Primary health Centre
 - Education
 - Place of worship

Indicative Village Community Facilities and Healthcare

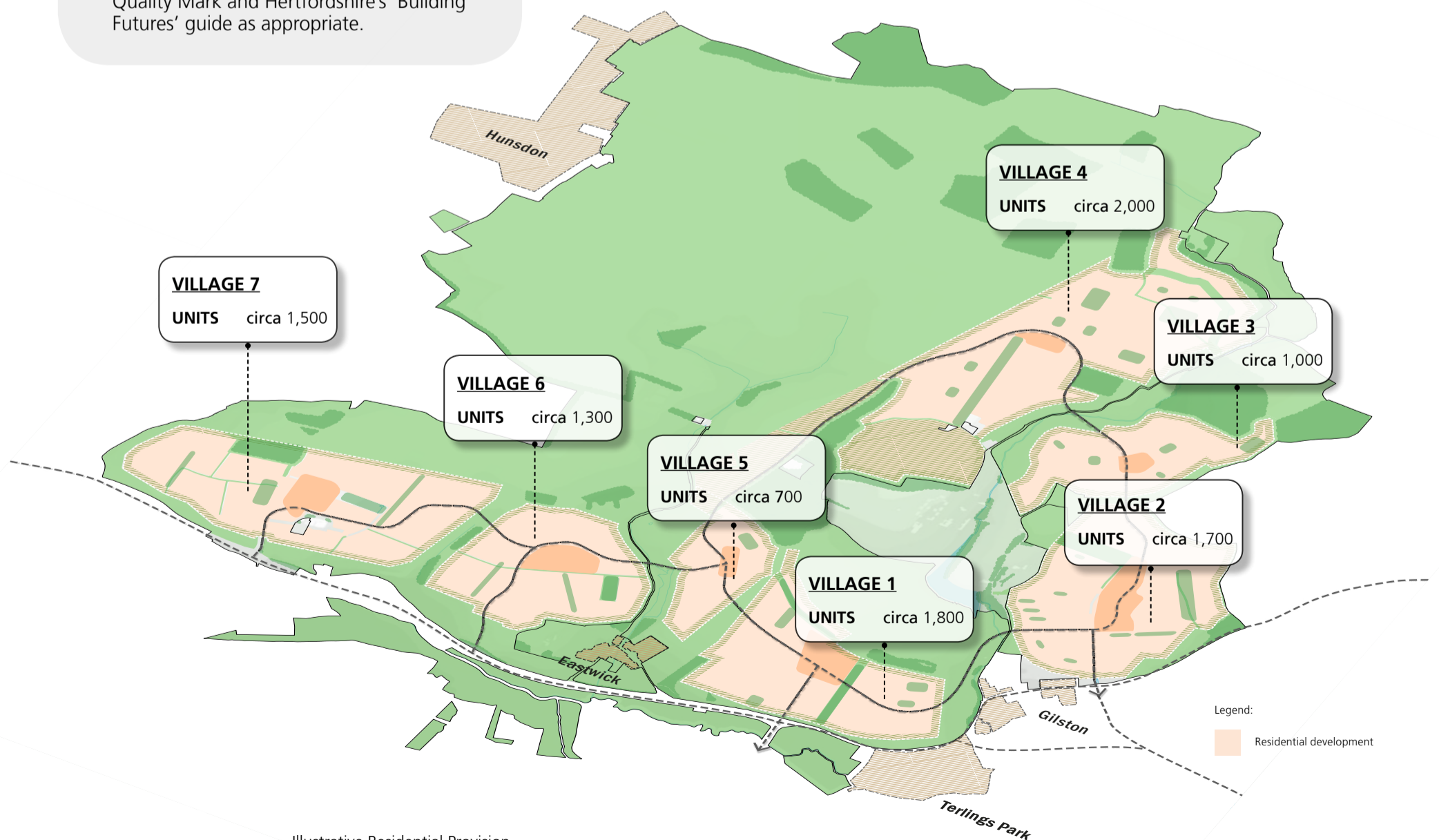
RESIDENTIAL

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. The housing mix will respond to the requirements of Policy GA1.

DESIGN CRITERIA FOR HOUSING














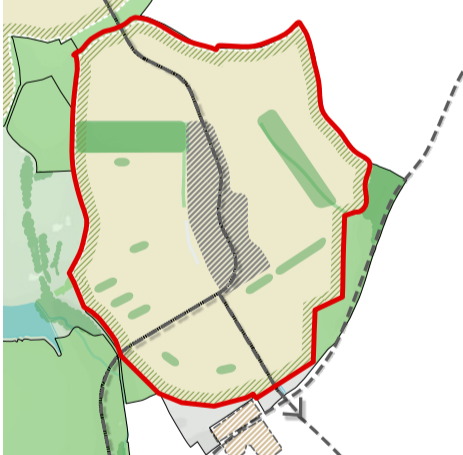
















TYPOLOGIES

- 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, including CABI's Building for Life, HCA Space Standards, BRE's Home Quality Mark and Hertfordshire's 'Building Futures' guide as appropriate.



SUMMARY OF COMMUNITY PROVISION

The below table sets out a summary of community provision, based on the illustrative Concept Masterplan and purely for indicative purposes, that may be made in each village.

VILLAGE	INDICATIVE HOUSING UNITS APPROX.	EDUCATION	COMMUNITY FACILITIES	PUBLIC REALM
 <p>VILLAGE 1</p>	<p>1,800 homes</p>  <p>A rich mix of typologies provision: houses</p>	 School  ABC  Childcare	 Food Store  Community Centre  Older People Homes  Retail & related uses  Primary Health Care  Leisure Gym	 Pocket Parks  Neighbourhood Squares
 <p>VILLAGE 2</p>	<p>1,700 homes</p>  <p>A rich mix of typologies provision: houses</p>	 School  ABC  Childcare	 Food Store  Retail and related uses	 Amenity Space  Pocket Parks
 <p>VILLAGE 3</p>	<p>1000 homes</p>  <p>A rich mix of typologies provision: houses</p>	 ABC  Childcare	 Retail and related uses	 Amenity Space  Pocket Parks  Neighbourhood Squares

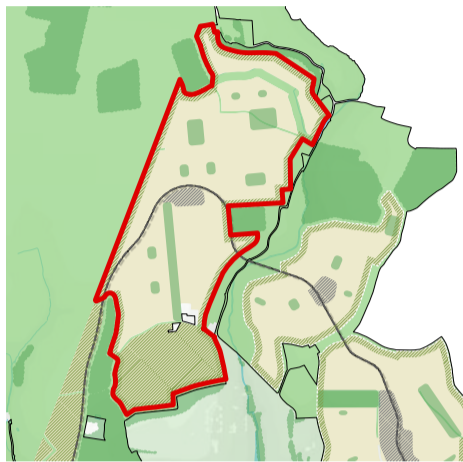
VILLAGE

INDICATIVE HOUSING UNITS APPROX.

EDUCATION

COMMUNITY FACILITIES

PUBLIC REALM



VILLAGE 4

2000 homes



A rich mix of typologies provision: houses



School



Childcare



Retail and related uses



Older People Homes



Primary Health Care



Amenity Space



Pocket Parks



Neighbourhood Squares



VILLAGE 5

700 homes



A rich mix of typologies provision: houses



School



Childcare



Community Centre



Retail and related uses



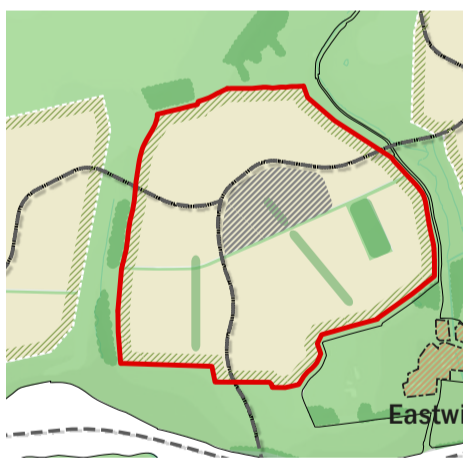
Neighbourhood Green



Pocket Parks



Neighbourhood Squares



VILLAGE 6

1,300 homes



A rich mix of typologies provision: houses



School



Childcare



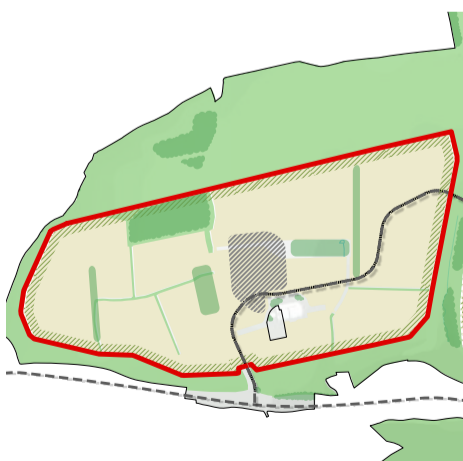
Retail and related uses



Amenity Space



Neighbourhood Green



VILLAGE 7

1,500 homes



A rich mix of typologies provision: houses



Childcare



Retail and related uses



Amenity Space



Pocket Parks



Neighbourhood Squares

APPROACH TO GOVERNANCE

The Gilston Area will be subject to ongoing consultation with East Herts, Harlow District Council residents 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. Future masterplanning at application stage shall deal with the infrastructure provision in detail.

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 to 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:

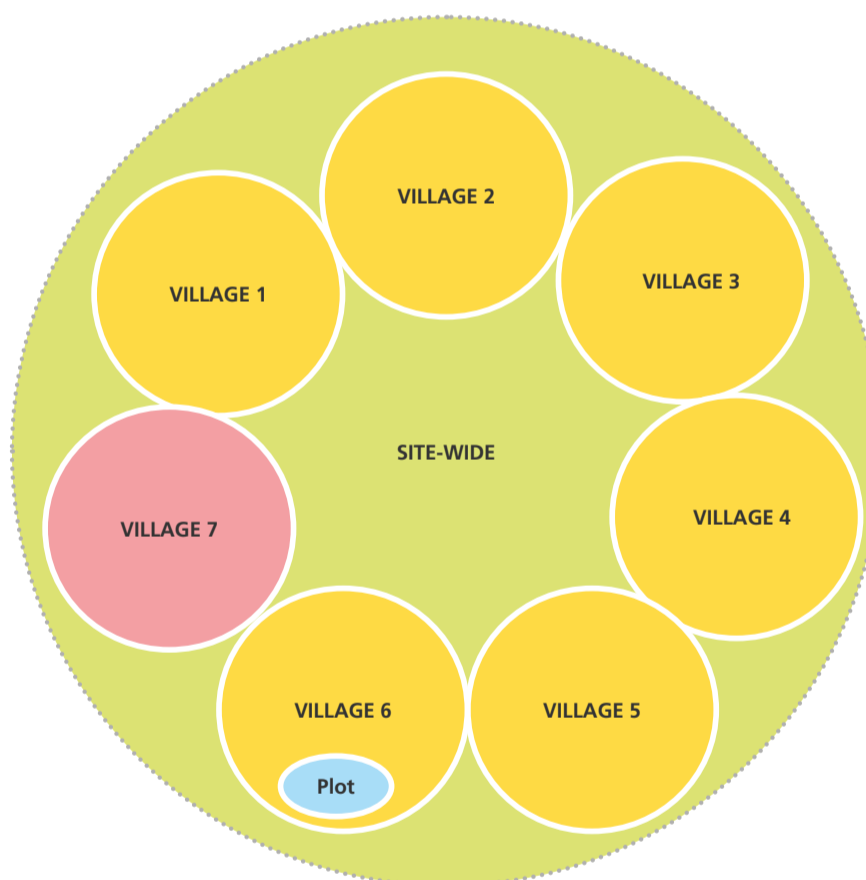
- Schools –probably through a Trust arrangement
- Policing
- Health service providers

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:

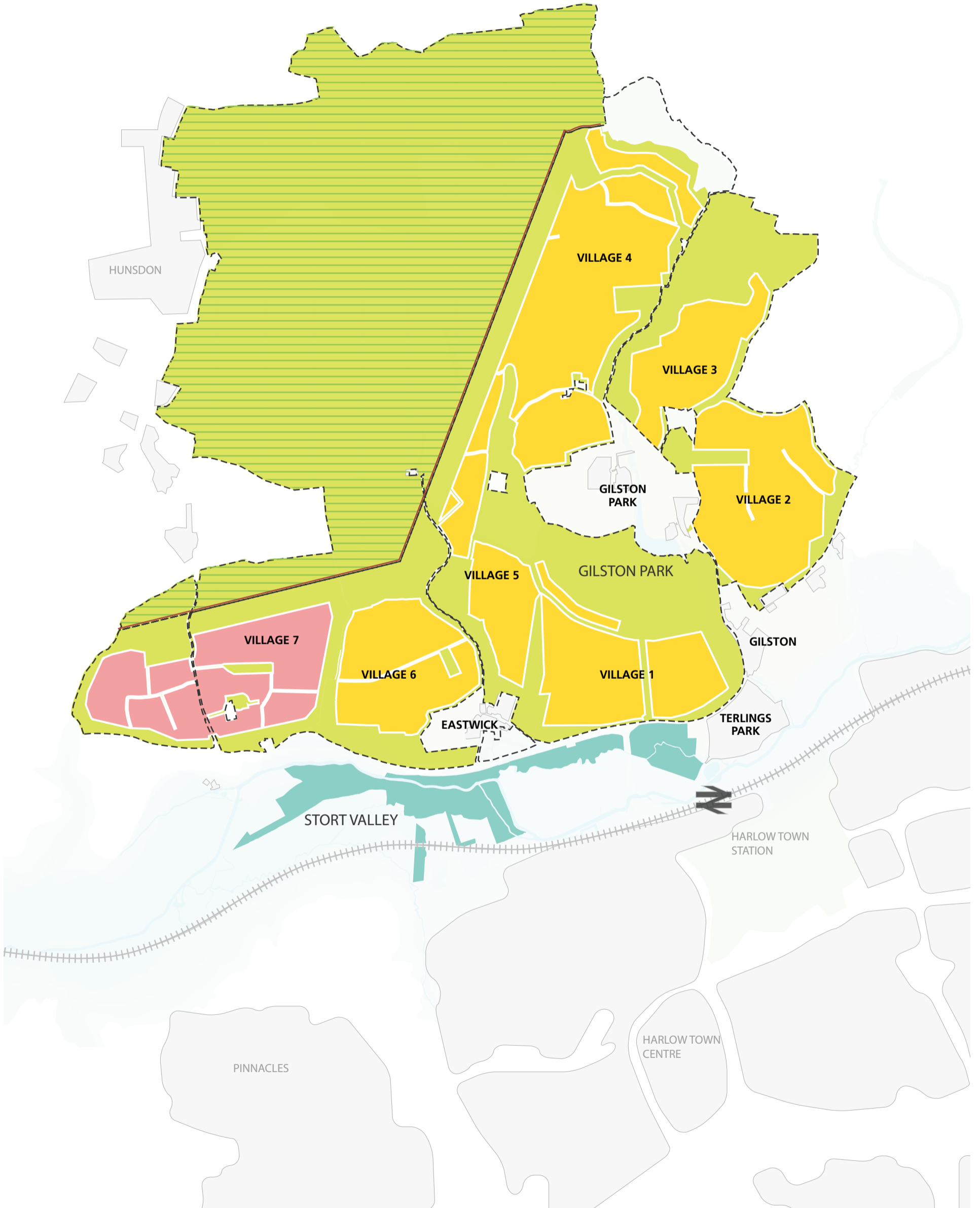
- Local Plan policies which set out strict controls on the use of the Parkland
- designation of the Parkland as an Asset of Community Value
- ownership and stewardship of the Parkland by a company or trust, as an integral element of the Governance Strategy.

KEY MILESTONES FOR GOVERNANCE

- Section 106 agreement includes overall framework for Governance and key milestones consistent with policy GA1;
- Shadow Community body board established prior to commencement of development, initially involving Places for People, Local Community and other Stakeholders;
- Non-developed land placed in locked Trust prior to commencement of development with agreed relationship with Community Body
- Village Trusts established prior to commencement of each village and covenants/shares included in deeds for plot sales
- Community Board develops throughout development with membership from Village Trusts over time
- Assets transferred to Village Trusts and Community Body at agreed triggers on completion of phases of development



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.”





Reference Images for Streetscape

STRATEGIC CONNECTIONS

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) 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. The villages of 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 Bishop Stortford, Stansted Airport, Cambridge and London, to easily access the station. The proximity to the station 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:

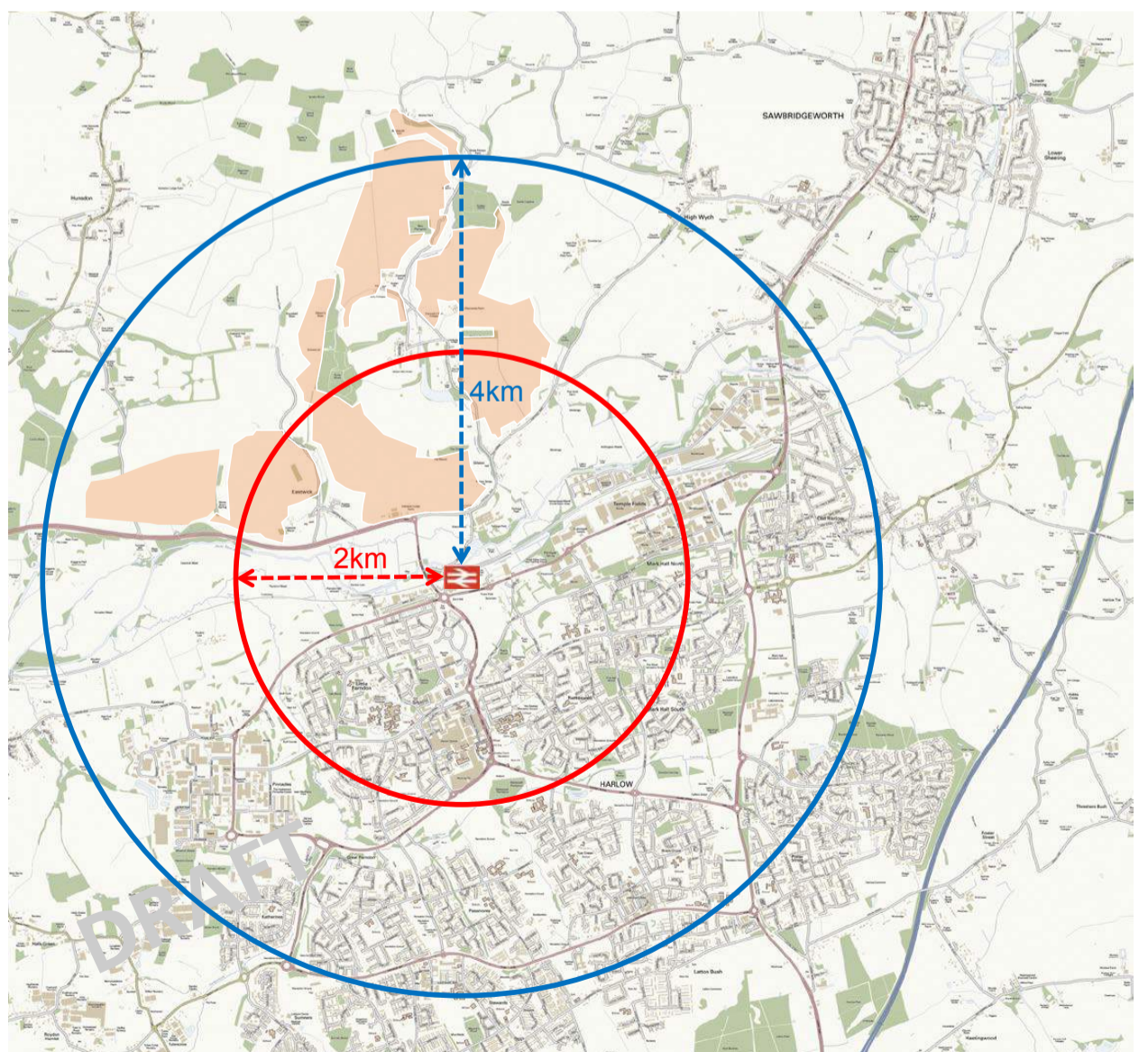
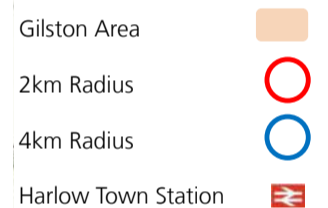
- Health care;
- Retail facilities;
- Community and worship facilities;
- Primary and secondary education;
- facilities

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.

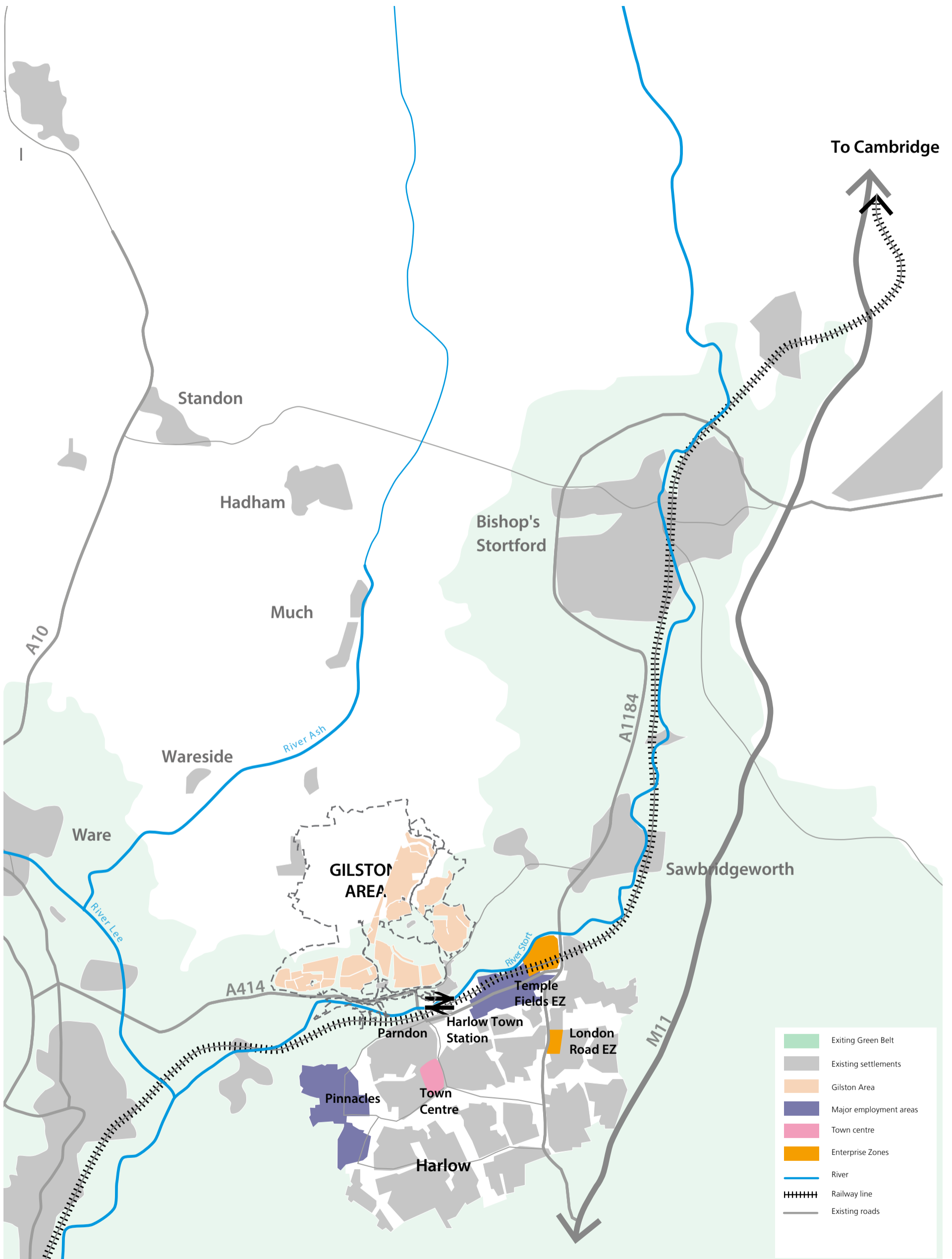
Planned Infrastructure Delivery

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.

Planned infrastructure includes two new River Stort crossings, local junction improvements beyond the Gilston Area, improved access to Harlow Town Station, new and improved bus services and new walking and cycling connections.



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

Village 7 Access:

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

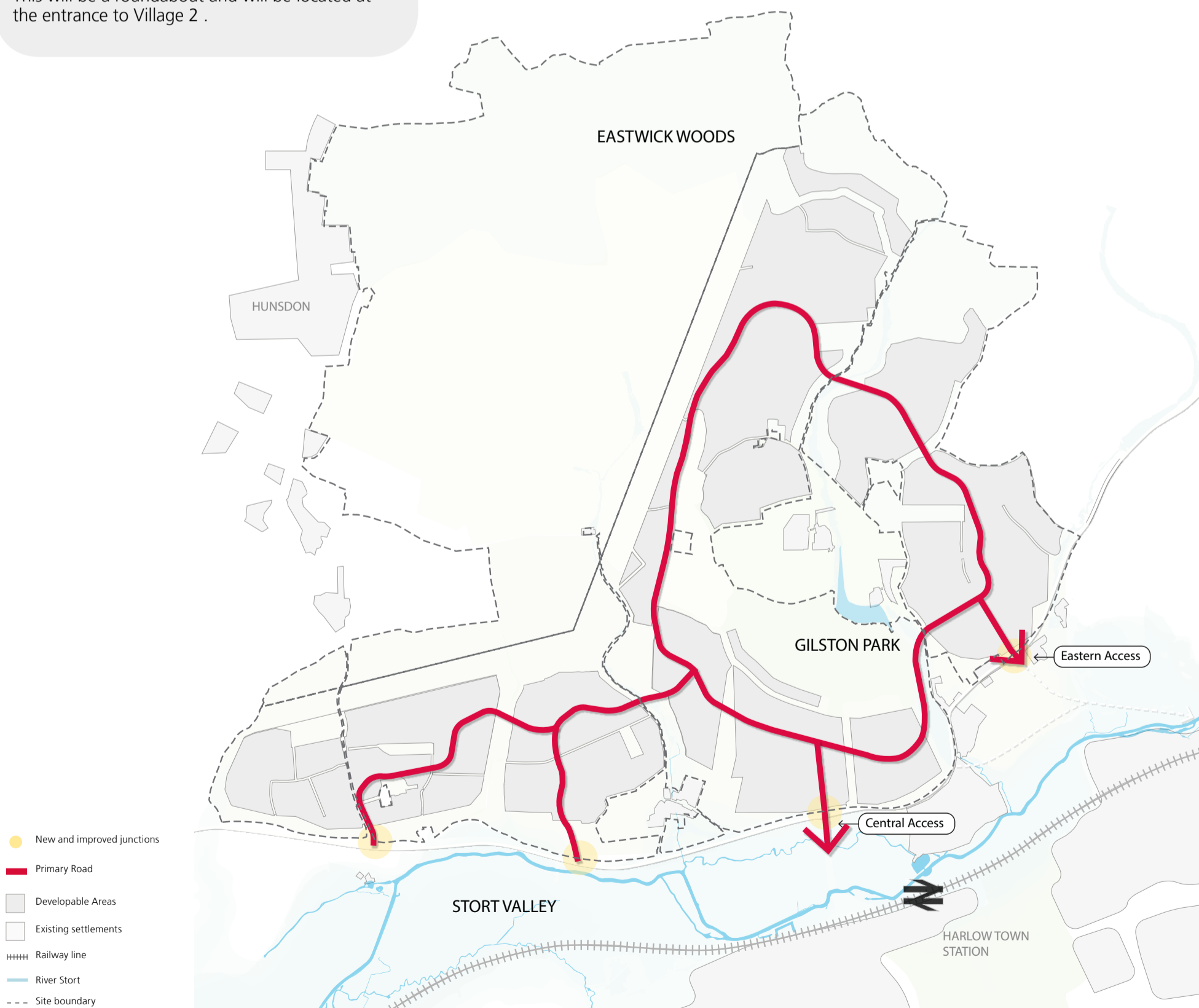
Eastern Access:

This will 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.

Connections have been provided to local roads in order to maintain connectivity and permeability. This includes local connections to Hundsdon and Gilston Park. It is not expected that traffic will significantly increase on any local roads as a result of the development, as they will not provide direct access to residential plots. Furthermore, there is not expected to be significant demand for residents of the Gilston Area to use local roads to access areas to the north. However, a monitor and management regime will be introduced so that if any issues arise during the construction or operation of the development restrictions can be introduced.



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.

The details of the street design will be determined in due course and the plans shown at this stage are only indicative.

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.

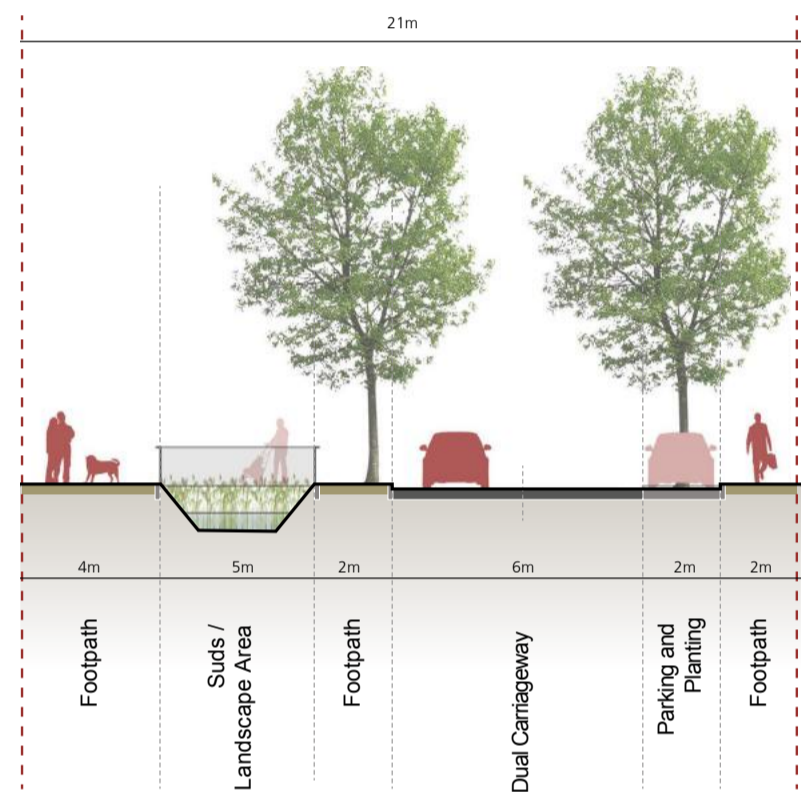
Sustaining:

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

The primary streets will be the main conduit through the site linking the villages. There will be a variety of cross sections through the masterplan area. There may be four lanes in certain locations where there is a desire for bus priority. In other locations there will be two main traffic lanes.

The objective is to create a tree lined boulevard that caters for all the required movements be it by car, bus, cycle or on foot. The design of the road will be to give priority to walking and cycling whilst maintaining reasonable traffic capacity to avoid cars diverting onto secondary routes. Traffic calming features will be employed to ensure slow traffic speeds.

The shared surfaces shown will be for local vehicular access and for cyclists.



Village 03 Primary Street - AA Section



Pedestrian Friendly Street Network



Secondary street view



Tertiary Street Precedent: Accordia, Cambridge



Newhall, Essex

SUSTAINABLE TRANSPORT STRATEGY

This section covers the approach to providing the opportunities for people to use sustainable modes of transport. This will be through a combination of physical measures and “soft” measures delivered through a travel plan (i.e. encouragement to use sustainable modes through education, personal travel planning etc).

In terms of physical works, the overall approach is to deliver a Sustainable Transport Corridor from the site towards Harlow. PfP and CPP are working closely with ECC and HCC to plan and deliver this. The corridor will comprise the following:

Segregated off-road footway/cycleways on both sides of the Central Crossing, linking the Gilston Area to Harlow Town Station and Harlow Town Centre, as well as the existing network for routes within Harlow. The provision on the east side of the crossing will include a bridge over the A414 at the location of the Eastwick Junction/Access to Gilston Village 1 which will provide for free walking and cycling from the Gilston Area to Harlow.

Dedicated bus provision to allow buses significant priority over general traffic and therefore providing for improvements in journey times and reliability for the existing community and new residents. The details of the bus priority measures will be agreed through the planning application process. However, it is likely that dedicated bus lanes will be provided in both directions with advance stop lines on the approaches to the signals. This ensures buses have priority over other traffic but also allows general traffic to use the enhanced junctions at Eastwick and Burnt Mill;

Links to a new northern access to the rail station for sustainable modes.

Walking and Cycling Strategy

The Walking and Cycling strategy will provide 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 the crossing a new foot/cycle bridge will be provided taking pedestrians and cyclists over the A414. 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.
- A second crossing of the Stort Valley may 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. The Stort Navigation can also be accessed via adjacent PROWs from the proposed crossing location.

- 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.

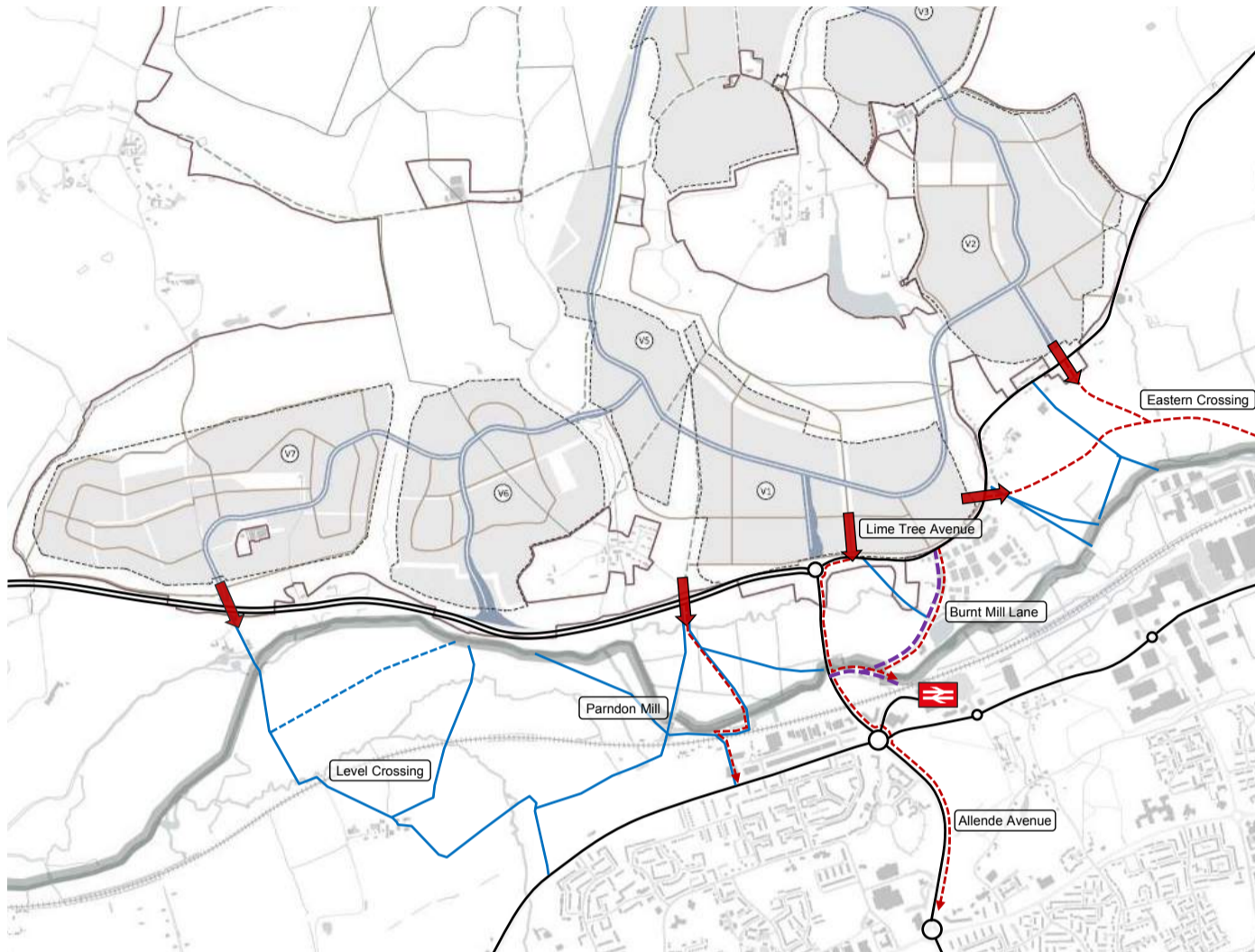
As can be seen, the key facilities within Harlow are within approximately 5km of Village 1 and 8km of Village 4. Importantly, all the routes between the Gilston Area and the key destinations listed above are anticipated to be on routes segregated from traffic (although there are some road crossings).

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 for existing as well as new residents.

Location	Distance from Southern Central Area of the Site	Distance from Northern Central Area of the Site
Harlow Town Station (Existing Access)	1.5km	4.1km
Harlow Mill Station	4.8km	7.2km
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
Sawbridgeworth	6.2km	4.8km

Distances to Key Locations in Harlow



Indicative Pedestrian and Cycle Strategy based on the Illustrative Concept Masterplan



Indicative Pedestrian and Cycle Routes 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 main operator in Harlow (Arriva) has indicated that a frequency of better than one bus every 10 minutes may be achievable at full build out.

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:

Dedicated bus provision will be provided to allow buses significant priority over general traffic and therefore providing for improvements in journey times and reliability for the existing community and new residents. The details of the bus priority measures will be agreed through the planning application process. However, it is likely that dedicated bus lanes will be provided in both directions with advance stop lines on the approaches to the signals. This ensures buses have priority over other traffic but also allows general traffic to use the enhanced junctions at Eastwick and Burnt Mill;

Burnt Mill and Eastwick Junctions:

Priority can be provided to buses at the traffic signals; and

Burnt Mill to Town Centre

Essex CC are developing the Sustainable Transport Corridor between Burnt Mill roundabout and the town centre. This will include the creation of additional dedicated bus lanes.

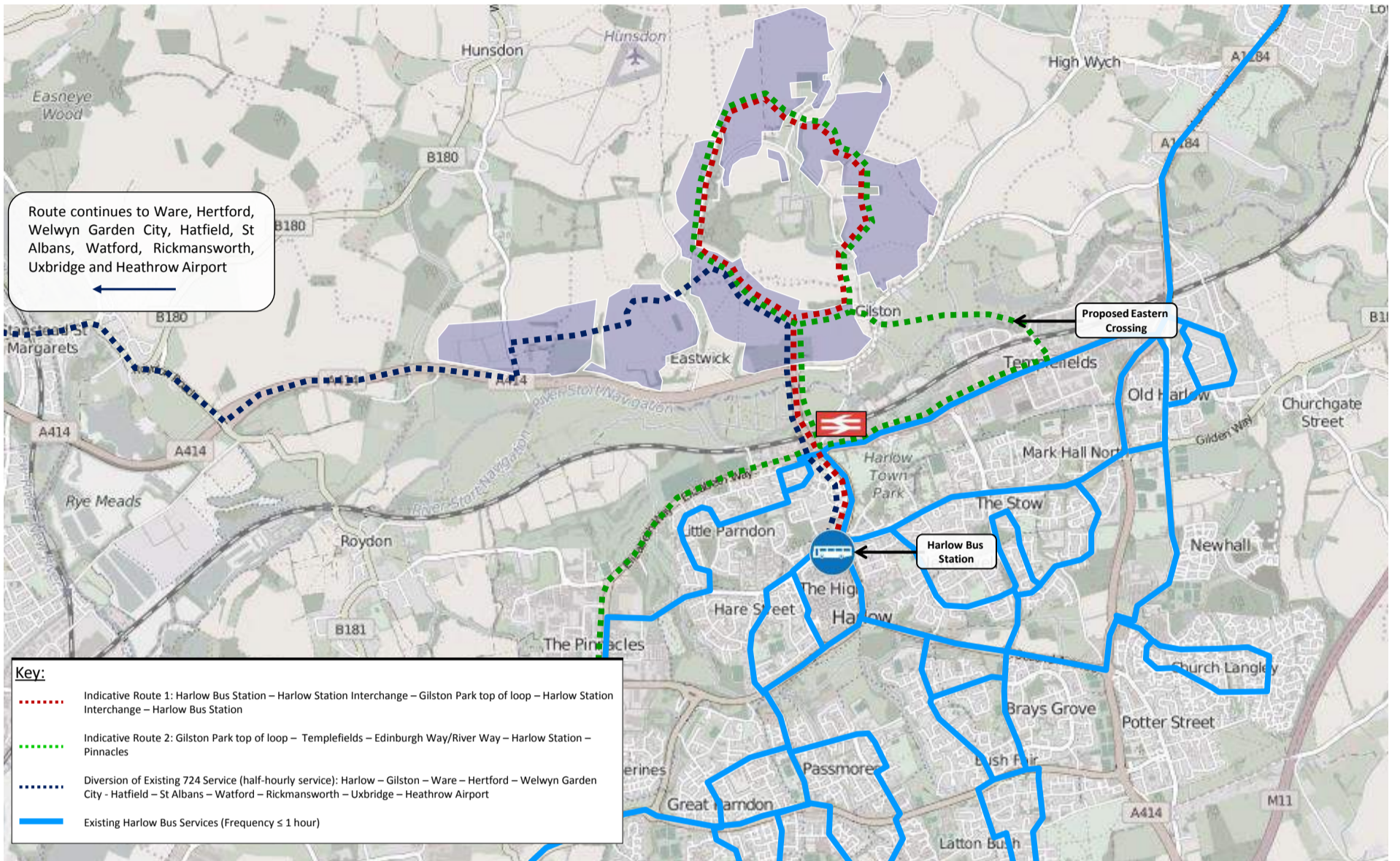
ENHANCING SERVICES

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

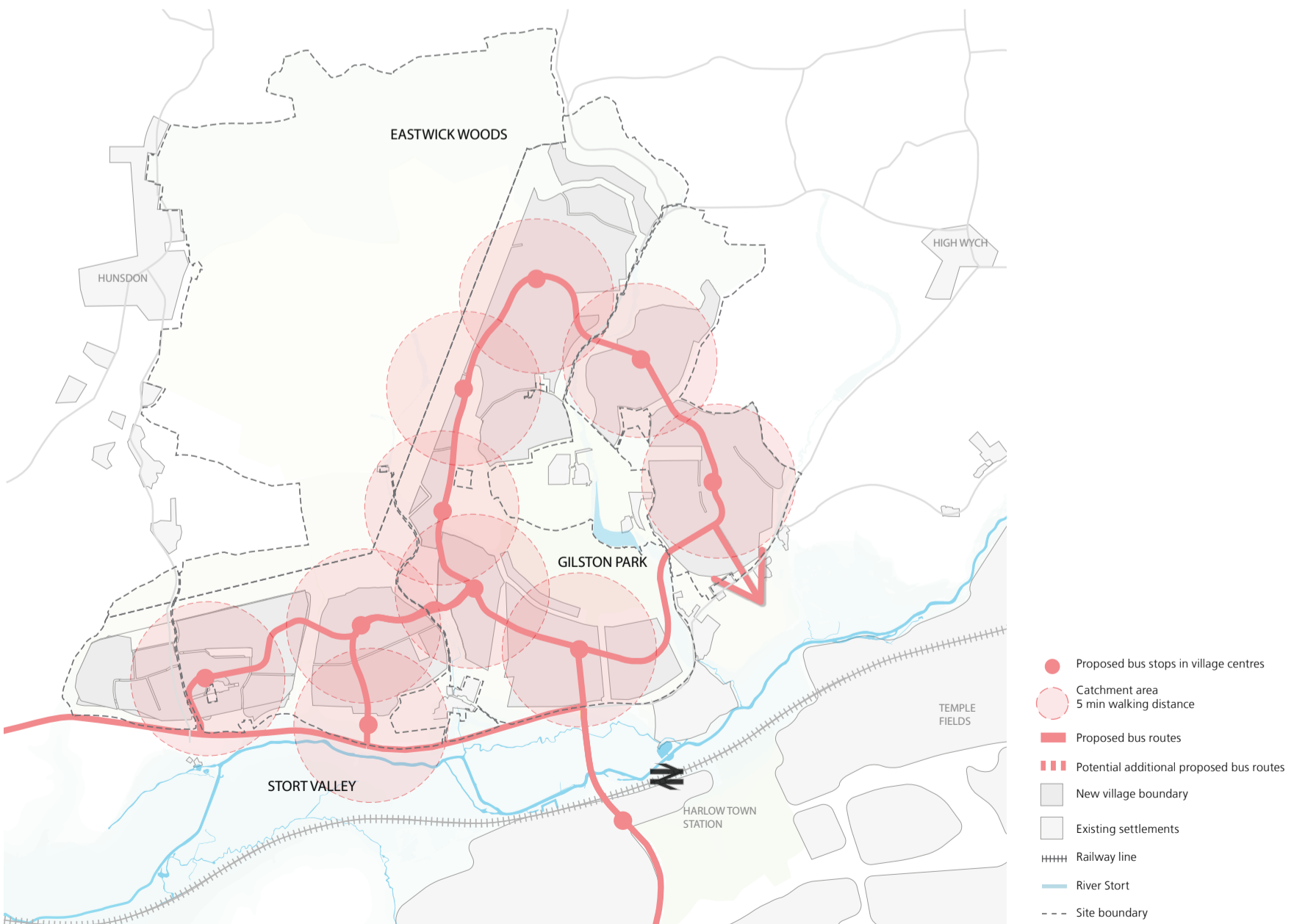
One way is through a Quality Bus partnerships (QBP). This is where the operator and highway authority work in partnership to provide infrastructure improvements (highway authority) and service improvements (operator). Initial discussions have been held with Essex CC, Hertfordshire CC and one of the local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



Indicative Additional Bus Routes 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.

The TOC will be rolling out new Electric Bombardier trains throughout the current franchise period (2016 to 2025). This will ensure that longer trains call at Harlow during the peak periods, allowing for significant extra capacity. 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.

The Principal Landowners will continue to engage with the TOC and Network Rail in seeking to pursue the delivery of the northern station access, although it is recognised that this is not in their control

Travel Planning and Management

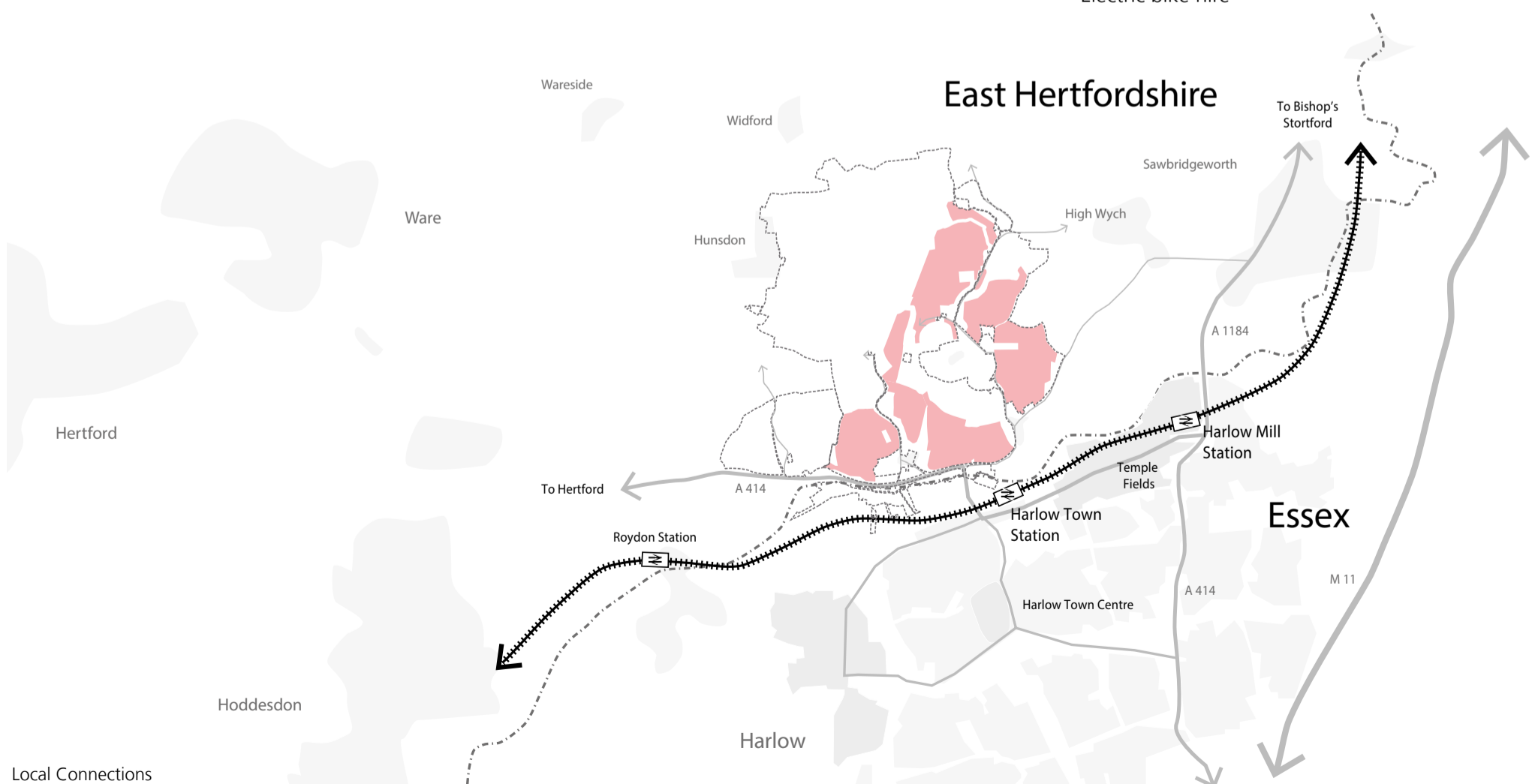
Research undertaken for the DfT's Sustainable Travel Towns (STTs) project has demonstrated that a town-wide approach can reduce traffic levels by 7 to 10%. However, these results are for existing towns. In the context of the Gilston Area, and the wider Harlow area, the aim is to reduce traffic levels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

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.

Improvements will also be introduced to the existing Eastwick junction, converting the roundabout to traffic signals.

Second Stort Crossing:

The Landowners are engaging with HCC and local residents to ensure good integration of the Terlings Park access into the design of the Eastern 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:

A new Junction 7a on the east side of Harlow, with access provided via Gilden Way, has been granted planning permission with construction expected to start in 2018. HCC and ECC are currently investigating the possibility of a potential northern bypass, which would connect Eastwick Road and the A414 with the new J7a. This is linked to the regeneration of Harlow and is the top priority highway scheme within Essex. 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.

Impact on existing and new communities

The presence of transport infrastructure and changes and improvements to this infrastructure are likely to impact on new and existing communities both in positive and negative ways. Careful consideration will need to be given to minimising any adverse impacts from existing, new or amended transport infrastructure, in particular consideration will be given to understanding and addressing severance issues both within and between existing and new communities.

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.

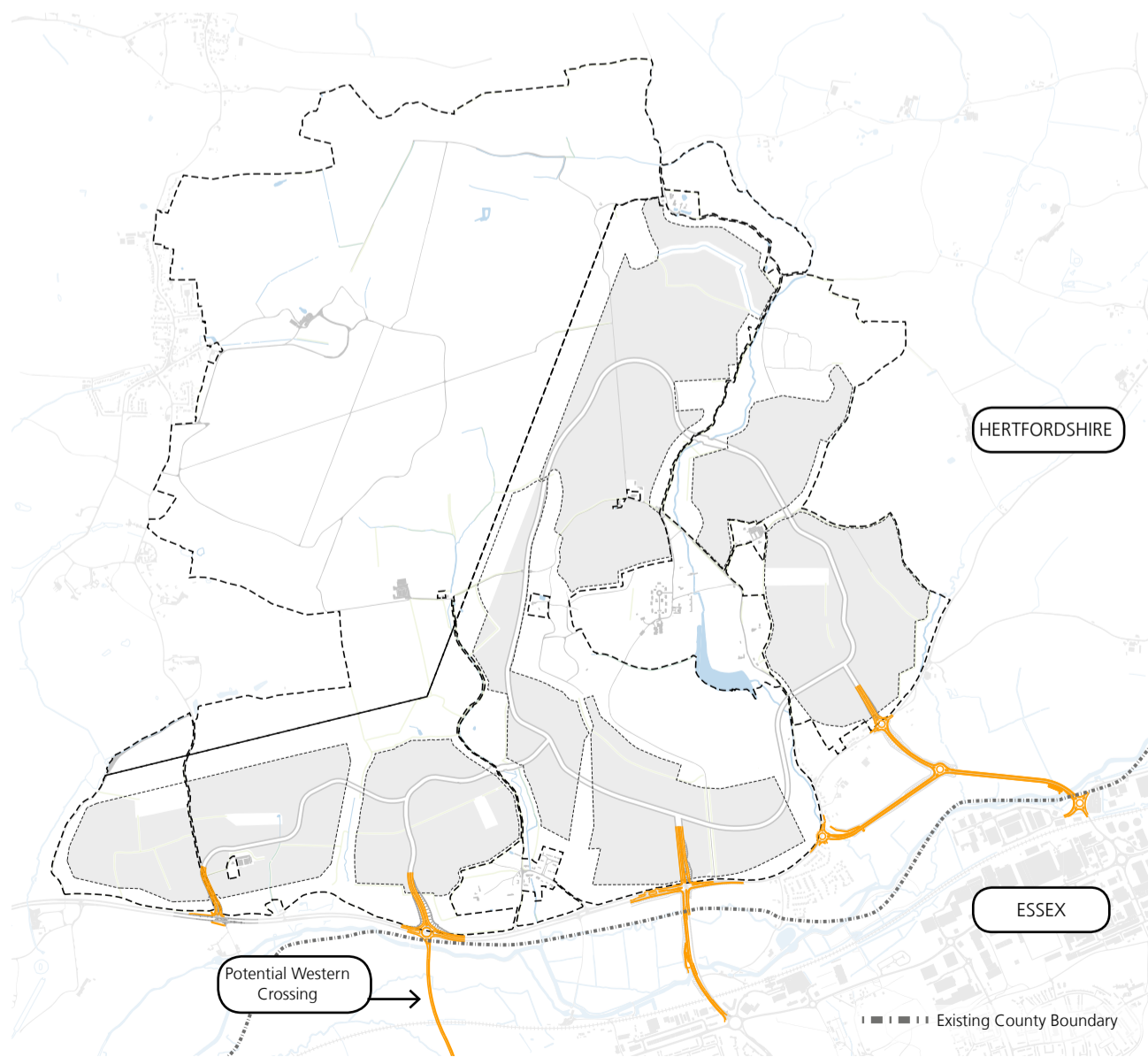
In addition, as the assessment and modelling of the local highway network progresses, further off-site junction improvements will be identified in conjunction with ECC and HCC. These will be derived from the detailed Paramics modelling.

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 B and B1004 will not be attractive routes to access



Indicative Stort Crossings Plan

SUMMARY

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

- A commitment to encourage strong use of sustainable modes of transport.
- Working with ECC and HCC to deliver a Sustainable Transport Corridor between the site and Harlow town centre
- 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.
- Further works will be undertaken at detail masterplan application to mitigate any potential noise or air pollution from infrastructural provision works

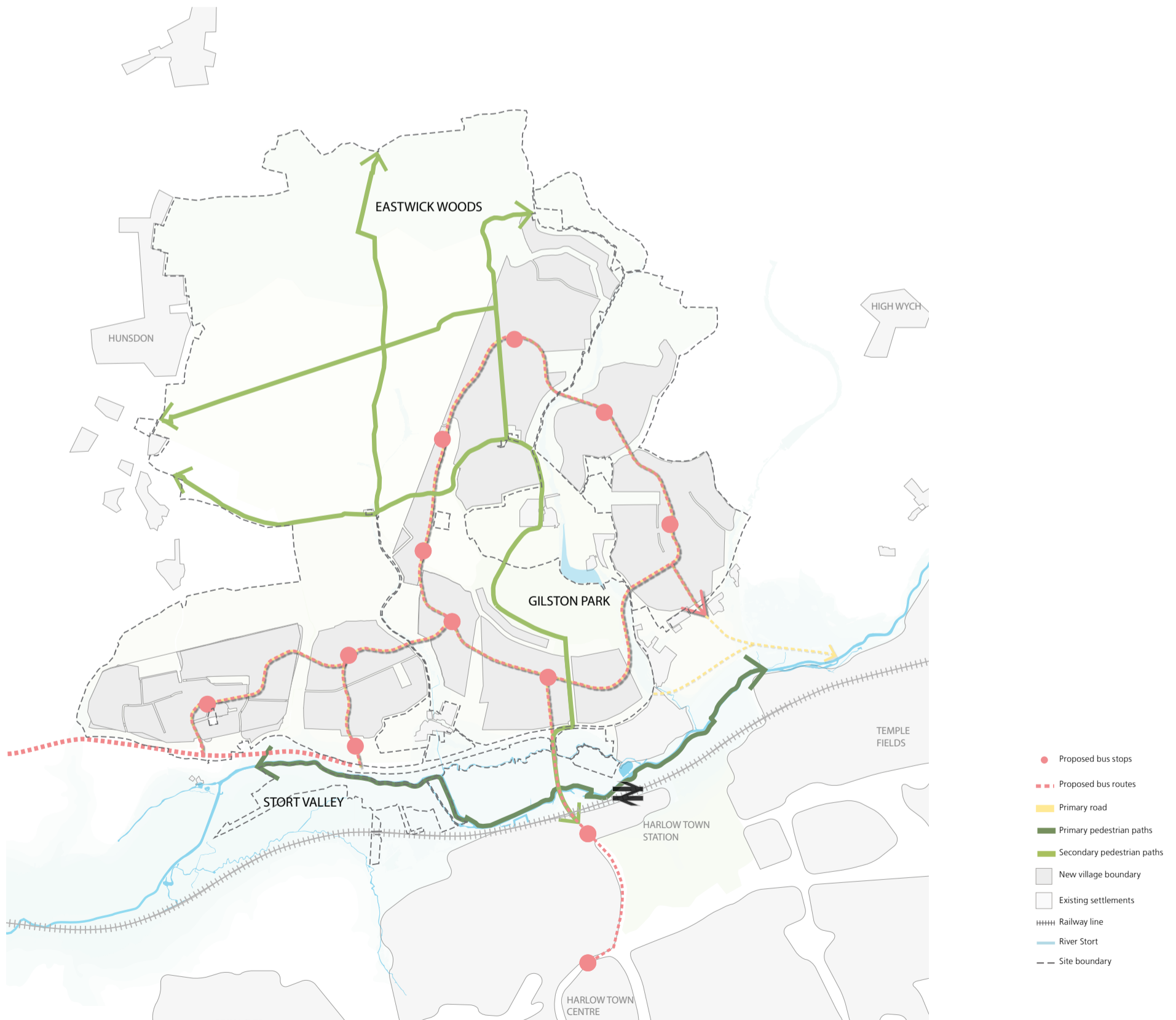
the development as they are minor roads with longer journey times than the primary routes. In addition, the links between the development and these roads will be designed to be only for local access.

Funding of Highway Improvements

The highway improvements identified above are to facilitate growth in the Harlow and East Herts area. A number of sources of are available to fund the highway improvements including the Growth Fund, Housing Infrastructure 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.

However, PfP and CPP are committed to progressing the planning and delivery of the two Stort Crossings and have included the full costs of the schemes within their cost plan.

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.



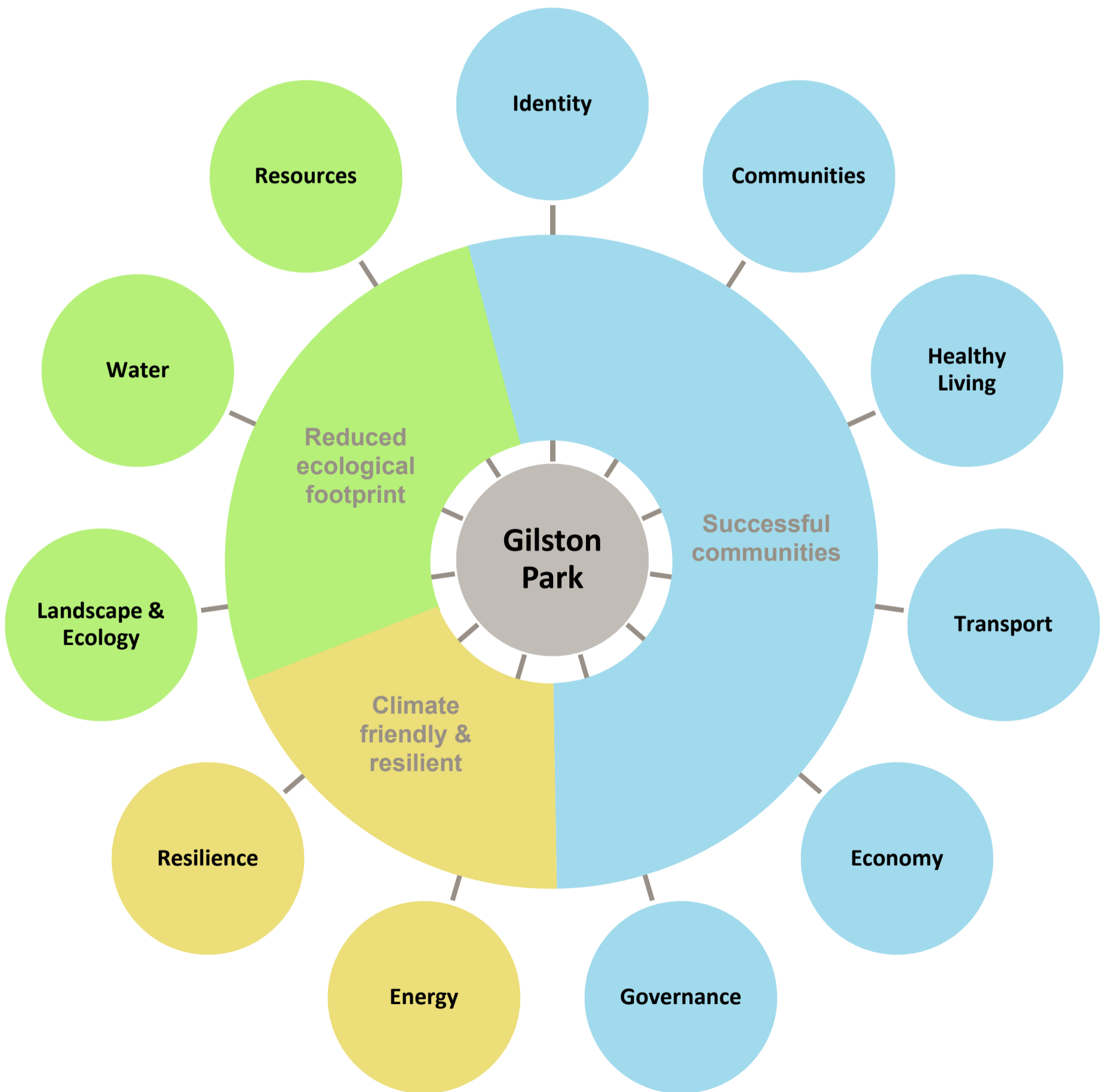
Indicative Transport Strategy Plan

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.





SUCCESSFUL COMMUNITIES

QUALITY OF LIFE FOR GENERATIONS TO COME

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

▶ SIGNPOSTS

- 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
- Community venues

▶ SIGNPOSTS

- 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
- Assessment of air quality to ensure a sustainable and healthy environment
- Deliver places that are economically active, sociable, environmentally sustainable, well designed, accessible and active, and inclusive
- Promote healthy, active lifestyles

▶ SIGNPOSTS

- 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
- Promote a step-change in travel behaviour to reduce reliance on the single occupancy private car

▶ SIGNPOSTS

- 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

▶ SIGNPOSTS

- 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

▶ SIGNPOSTS

- Place-making Framework



CLIMATE FRIENDLY AND RESILIENT

A DEVELOPMENT THAT IS ADAPTABLE AND RESILIENT TO A CHANGING CLIMATE

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

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

SIGNPOSTS

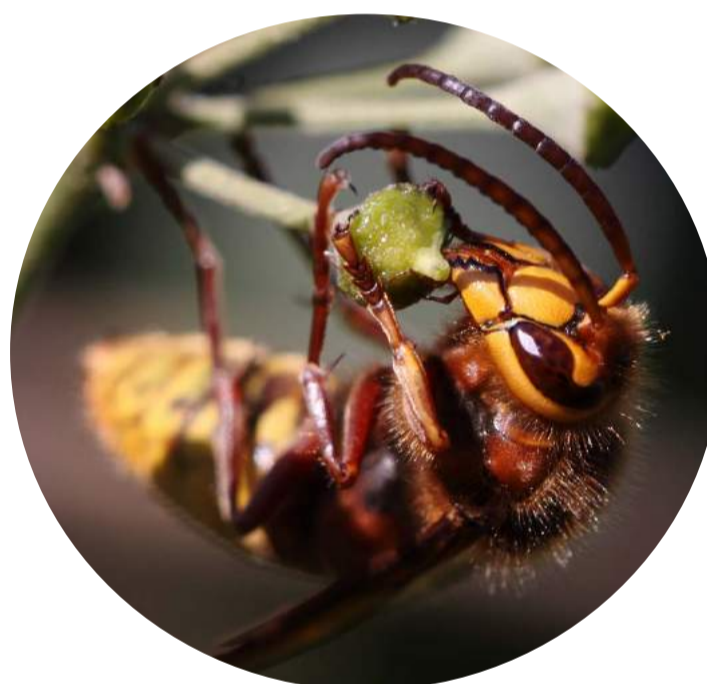
- Green infrastructure



REDUCED ECOLOGICAL FOOTPRINT

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

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





LANDSCAPE & ECOLOGY

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

▶ PRINCIPLES

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

▶ SIGNPOSTS

- 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

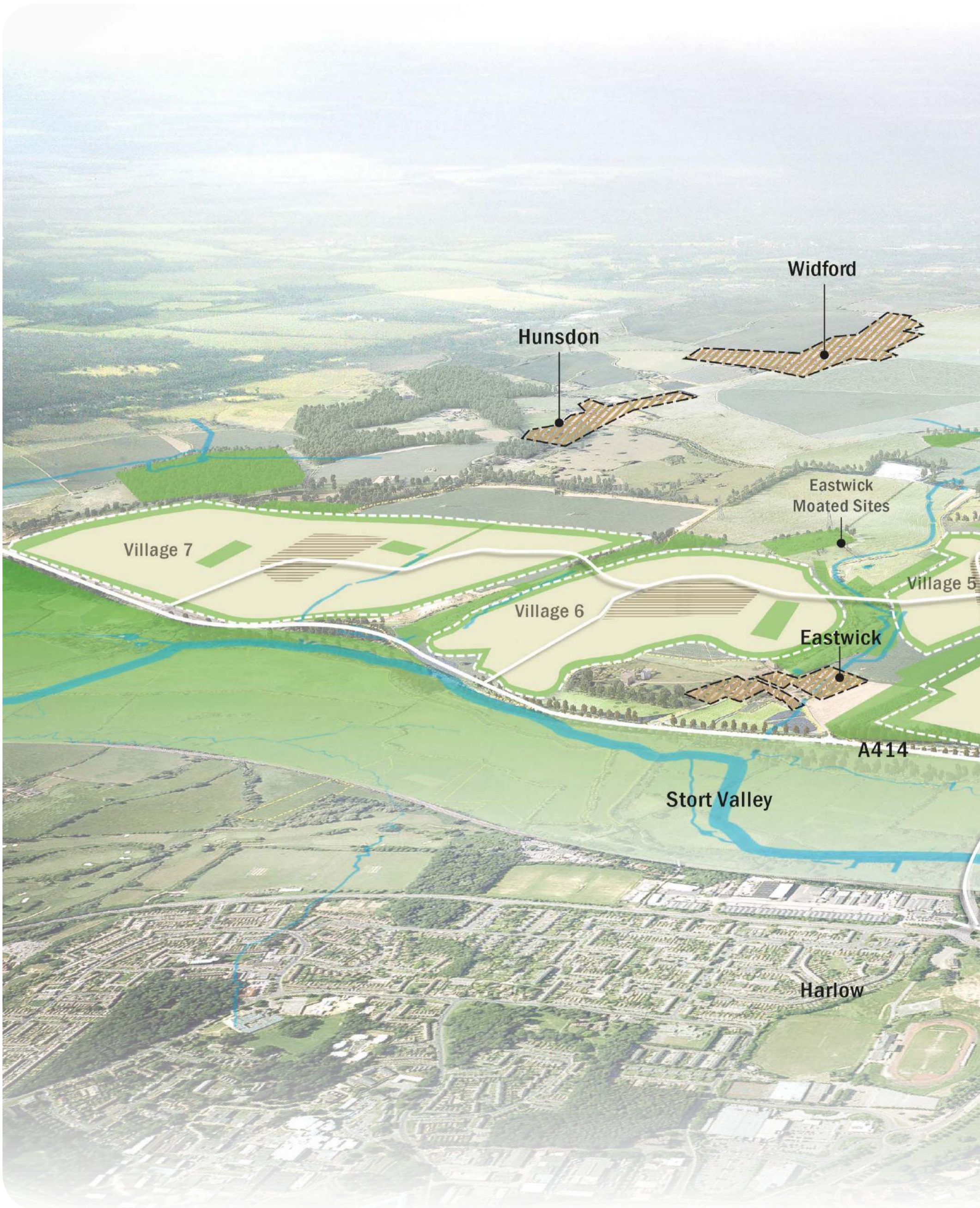


RESOURCES

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



Key features that will shape the design of the Villages



Introduction

Vision & Objectives

Context

Baseline Summary

Spatial Framework

Delivery & Implementation

Next Steps



Delivery & Implementation

6

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

DELIVERY & IMPLEMENTATION

CONTEXT

The Gilston Area has been identified as a Site Allocation for 10,000 homes and supporting infrastructure in the East Herts District Plan.

The plan on the adjacent page shows an extract of the Site Allocation from the proposals map. The plan shows an area defined as 'Community Trust Open Space Land' to the north and west of the site. This area is to remain undeveloped, with the exception of small buildings associated with the potential recreational use of the area. A community trust or other governance mechanism as appropriate will be established in order to deliver local ownership and management of assets. As a result the village development will be focused on land toward the south and east of the site - as described in earlier chapters of this document.

The proposals map excludes certain areas from Policy GA1, namely the adjacent villages of Eastwick, Gilston and Hunsdon, as well as the area around Gilston House.

Any planning applications that are advanced on land which neighbour the Site Allocation boundary will be required to have regard to the principles in this document.

This Concept Framework supports Policy GA1 by providing additional information that will be used as a benchmark when reviewing future planning applications. All future planning applications at the Gilston Area will also be tested against the policies of the statutory Development Plan, including relevant policies of the East Herts District Plan once adopted.

In order to ensure that the site is planned and delivered comprehensively, any application for development on part of the site will be assessed against its contribution to the aims of the whole as set out in the Concept Framework, and any other more detailed design work, and will not prejudice the implementation of the site as a whole.

PROGRAMMING AND BUILD OUT RATES

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

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

Policy GA1 indicates that East Herts anticipate appropriately 3,000 homes being delivered within the plan period to 2033. This policy wording does not impose a cap or limit on development, which is logical given the extent of the local housing need.

PHASING

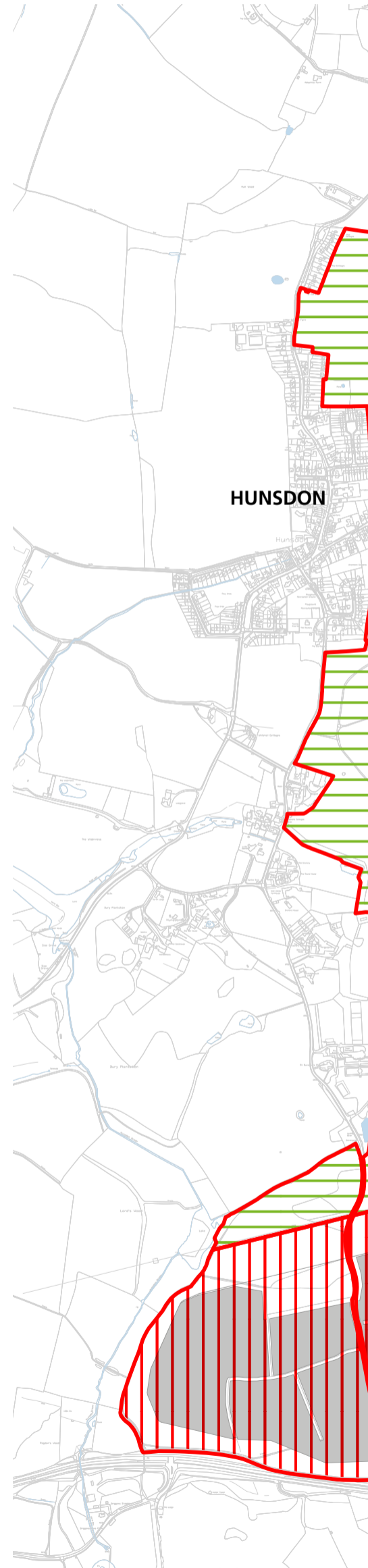
The preparation of the Principal Landowners Concept Masterplan is founded on an extensive technical evidence base, as listed at Appendix 1, and early and effective engagement with various key stakeholders including East Herts, HDC, HCC, ECC, Historic England, Highways England, Environment Agency, etc.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

The critical infrastructure required to mitigate the impact of the development, as well as that required to assist with place making, will be provided to support the development that creates the demand for it. Infrastructure will be provided such that it is operational at the appropriate point to mitigate the impact of development. The timing for the delivery of the main physical or social infrastructure items will be identified through specific development triggers, linked to a certain quantum of development or a specific event. Further detail of the infrastructure triggers to control the delivery of key infrastructure items will be provided as part of the future outline planning application (see section 7).




Furthermore, additional work will be required to determine who should be responsible for delivering the various infrastructure items, particularly the strategic items which are to facilitate a wider growth beyond the Gilston Area, across the greater Harlow area.

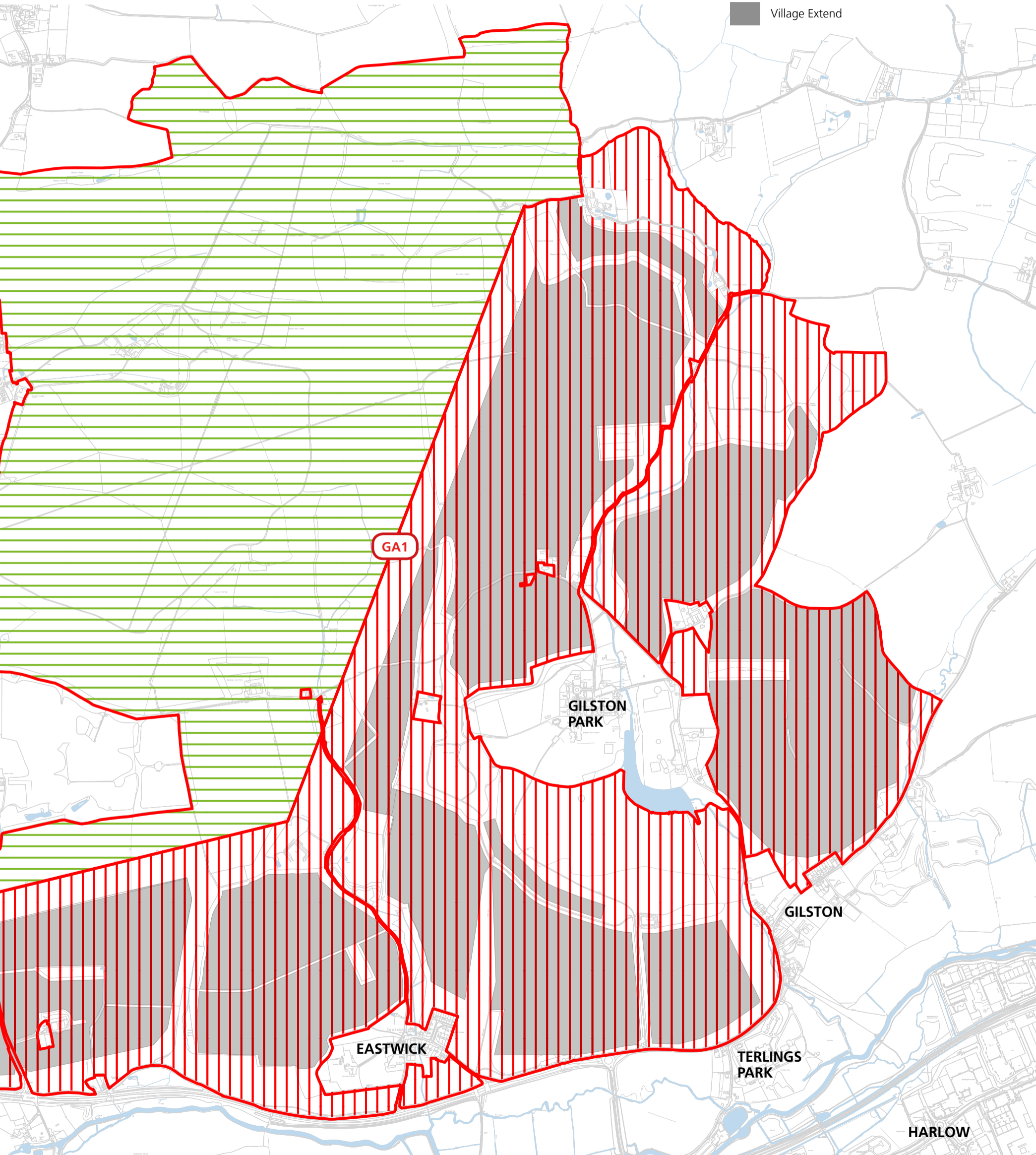
It is anticipated that the Gilston Area development will commence within Village 1, and proceed to Village 2. Focusing development in these villages initially maximises the linkages to the employment opportunities, public transport and other services/facilities within Harlow to ensure the sustainability credentials of the site are optimised and infrastructure enhancements are focused. Once Villages 1 and 2 are well advanced, development in other villages is expected to commence. Further details on the precise phasing will be set out in the outline planning application and village masterplans (see section 7).

The Principal Landowners are committed to ensuring the construction impacts of the development are managed appropriately and will be undertaking a Code of Construction Practice which will be submitted with the outline planning application.



Gilston Area - Site Allocation

-  Gilston Area Development
-  Community Trust Open Space Land
-  Village Extend





Next Steps

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



NEXT STEPS

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

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

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

The adjacent Process Diagram sets out the key next steps for the project which can be summarised as follows:

- Stage 1: Outline Planning Application - The outline planning application will respond to the East Herts District Plan, having regard to this Concept Framework, and demonstrate how the policy requirements have been incorporated into the development. It will set a spatial framework for the detailed masterplanning of the villages, establishing parameters for the location of built development, protection of open space and heritage assets, provision of infrastructure, etc. The application will also be supported by a set of design guidelines to inform future design work and ensure a high quality approach is delivered.

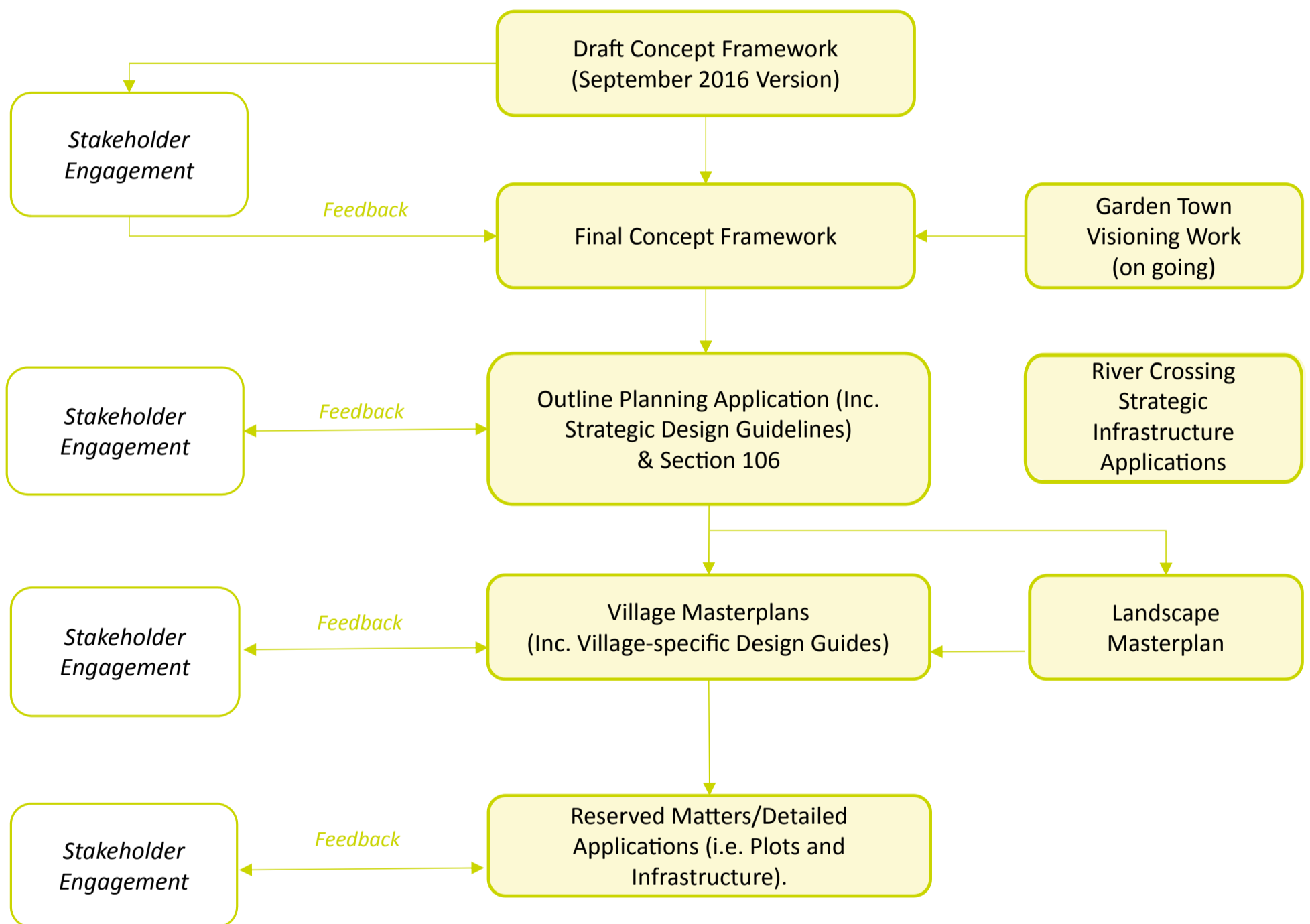
- Stage 2: Village Masterplans and Landscape Masterplan- Adhering to the principles in the outline planning application, masterplanning work will be undertaken for each village as well as the landscape areas which will fix the location of key village components such as the primary road network, key open spaces, the location of primary and secondary schools, key cycling and pedestrian links etc. Building on the design guidelines each masterplan will also provide a specific design guide/code which will inform Stage 4 detailed design. Key stakeholders and the local communities will be involved in the preparation of this masterplanning work.

- Stage 3: Reserved Matters Applications/Detailed planning applications - The reserved matters and/or detailed planning applications process is the mechanism for submitting detailed designs for individual buildings or types of building for approval. The applications will be required to accord with the relevant approved Village Masterplan and/or Landscape Masterplan.

STAKEHOLDER AND PUBLIC ENGAGEMENT, AND GOVERNANCE STRATEGY

The Principal Landowners are keen to build on the far-reaching consultation work undertaken to date which has actively engaged with and informed communities and stakeholders across Harlow and East Herts. Consultation will be undertaken at each stage of the process, including with the two local parishes, and that will include consideration of managing the effects on local residents and opportunities for them to participate in the emerging new community.

GILSTON AREA PLANNING PROCESS





Glossary

This appendix provides clarification on the terminology used on the Concept Framework

GLOSSARY

TERM	DESCRIPTION
Central Stort Crossing	This connects the A414 Eastwick Road with the A414 Edinburgh Way via Fifth Avenue. The crossing will be located to the immediate west of the existing crossing and is in the form of a mix of road on embankment and new bridge structure, plus junction works at either end.
Community Sport	A mix of formal and informal sports areas, including; playing fields, cricket club, bowls club, tennis club, trim trail, climbing walls, sports courts, etc. Some community sports facilities are to be shared with schools.
Concept Framework	A document which informs the preparation of development plan policies, and sets out in detail how they are to be implemented. Document establishes key principles to underpin development and guide future detailed planning application.
Density	The number of dwelling units, principal buildings or uses permitted per net acre of land.
Doorstep Play	Opportunities for play integrated into the public realm, e.g. playable streets.
Easement	A utility easement allows a utility the right to use and access specific area of another's property for laying gas, electric, water, and sewer lines. A utility easement is attached to the property deed so that it passes on even when the property is transferred or sold.
Eastern Stort Crossing Site	This connects the Eastern Access to the Site, and Eastwick Road (at Pye Corner), to the A414 Edinburgh Way (eastern end) via River Way. The crossing would be a combination of road on embankment and new bridge structure, and it would utilise the existing bridge over the railway at River Way, plus junction works at either end
Floodplain	The relatively level land area on either side of the banks of a stream regularly subject to flooding.
Garden City	Concept of urban design and planning developed by Ebenezer Howard and his contemporaries that sought to create settlements that combined the positive aspects of both the town and countryside.
Gilston Area	Comprises the Gilston Park Estate (owned by PfP) and the Briggens Estate (owned by CPP)
Green Belt	A designated band of land around urban areas, designed: <ul style="list-style-type: none">• To check the unrestricted sprawl of large built up areas• To prevent neighbouring towns from merging into one another• To assist in safeguarding the countryside from encroachment• To preserve the setting and special character of historic towns• To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

TERM	DESCRIPTION
Green Corridors	Linking public open space provision within the village, providing valuable habitat connections and alternative (traffic-free) pedestrian routes for residents.
Illustrative masterplan	Refers to the illustrative masterplan which has been prepared to support the Outline Planning Application, showing one way in which the Development could be implemented
Local Parks & Gardens	Smaller incidental green spaces providing enhanced access to public open space and focal points for surrounding streets and houses.
Mitigation	The term can be used to refer to reducing the incidence or creation of negative phenomena.
Neighbourhood Play Spaces	Neighbourhood Play Space (NP) provision located within Neighbourhood Parks
Neighbourhood Green	Smaller strategic public open space providing focal points for individual 'neighbourhoods' and valuable outdoor space for informal recreation, socialising & play.
Open Space	An area of land that is valued for natural resources and wildlife habitat, for agricultural and forest production, for active and passive recreation, and/or for providing other public benefits. Open space in urban areas, is also defined as any public space not dedicated to streets or parking.
Park Neighbourhood	A park which serves the population of a neighbourhood and is generally accessible by bicycle or pedestrian ways.
Park Public	A land use designed principally to offer passive or active recreation to the public.
Pocket Parks	Small intimate public open space providing opportunities for informal recreation, social interaction and relaxation close to home and/or work.
Principal Landowners	PfP and CPP

TERM	DESCRIPTION
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Primary Street	A publicly maintained road, together with footways and verges that connects all villages.
Public Open Space	Open space owned and maintained by a public agency for the use and benefit of the general public.
Public Realm	From a land use standpoint, public realm is all public open space and rights of way (streets, sidewalks, alleys, hike and bike trails, etc.); also public space that is formed by architecture or landscape features to create commons, courtyards, urban parks, etc.
Right-of-Way	A strip of land occupied or intended to be occupied by particular transportation types and public use facilities, like roads, railroads, and utility lines.
Secondary Street	Secondary streets are considered support streets for the primary ones, meant to provide access between residential development.
Strategic Green Corridors	Semi-natural open space generally associated with existing landscape/ ecological features.
SuDS Sustainable Drainage Systems	An artificial drainage system for a given area of land that consists of a sequence of management practices and control structures designed to mimic the natural drainage regime. SuDS can also be designed to treat runoff, attenuate and conserve water, and provide benefits such as habitat creation and outdoor amenity space.
Tertiary Street	A road meant to provide direct access to a residential development and supports the secondary street network.
Utilities	Utilities include services provision such as electricity, gas, water, cable and telephone.
Village	A village is generally larger than a "hamlet" and smaller than a "town" (National Geographic) usually found in a rural setting.
Village Buffers	Natural & semi-natural green space creating recreational opportunities in a more naturalistic setting, as well as valuable habitat provision and screening/ buffer to neighbouring villages and the wider countryside.

TERM	DESCRIPTION
Village Centre	A predominantly hard space that provides a meeting/focal point for the village close to key amenities such as the school, shops, etc.
Village Parks	Providing the primary outdoor recreational facilities for the village and acting as a focal point for village events and gatherings. Designed layout with areas for different activities and/or events.
Village Play	A variety of play equipment to suit a range of different aged children, including provision for older children and young adults.
Village Sports	Informal use than the community facilities, e.g. a football pitch for informal matches.

places
to people



GRIMSHAW

MICA

AECOM



CAPITA SYMONDS

EPR

L-P:ARCHAEOLOGY



atelier ten



CPP

savills

figure/ground
architects

Churchman
landscape architects

Alan Baxter

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