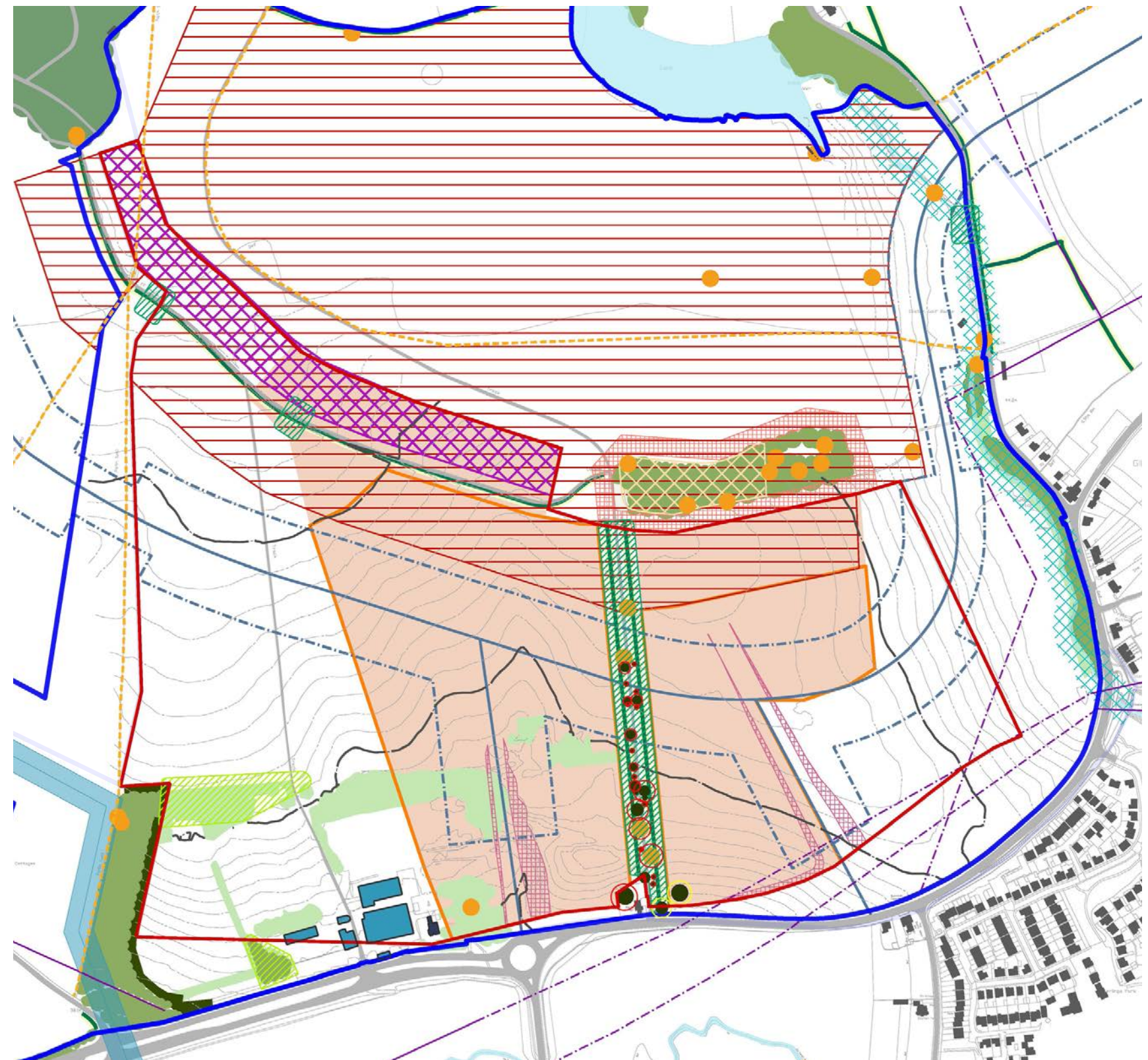


VILLAGE I CONSTRAINTS MAPPING

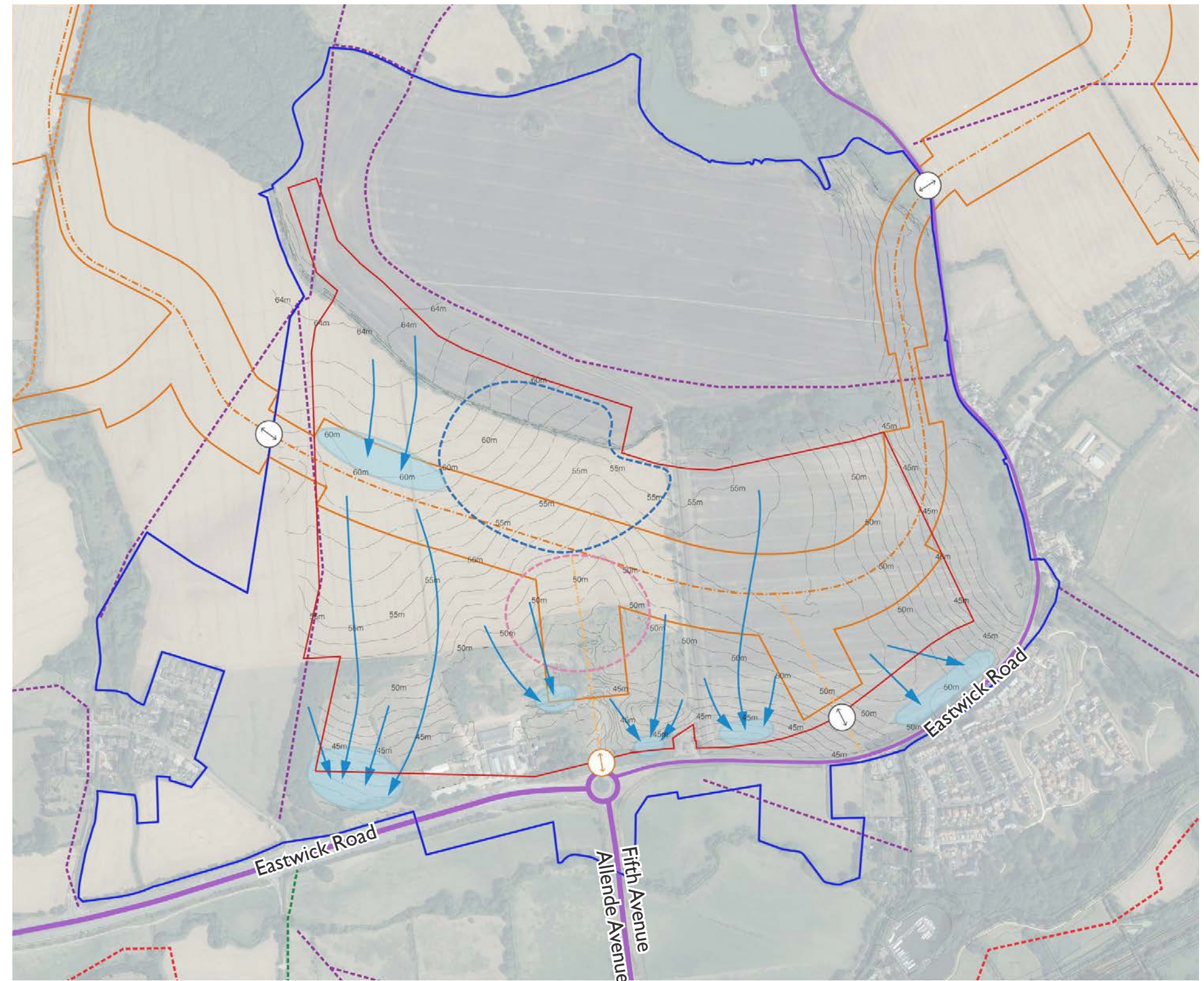
- Village I Developable Boundary
- Indicative Village I Study Area
- Built Form:**
- 10m Contours
- 1m Contours
- Existing buildings retained
- Existing buildings to be demolished
- Existing buildings to be retained or demolished
- Scheduled Ancient Monument
- Sensitive Development Area
- 16m easement either side for water main
- Education and Mixed Use Zones
- Zone with maximum height of 18.0+AOD (refer to development specification for proportion of buildings permitted to achieve maximum height of up to 5 storey)
- Area of additional height control where building height is limited to 11m
- Other existing OHLE cables
- - - Other existing OHLE cables to be underground, subject to detailed design
- Existing Landscape Features:**
- Existing vegetation to be removed
- Existing vegetation retained subject to detailed design development
- Existing trees to be retained and protected
- Existing trees with associated Root Protection Area (RPA)
- Veteran trees
- Hedgerows
- Clusters of trees
- Woodlands
- 5m Buffer to existing hedgerows (measured from centre of existing hedge)
- 10 Buffer to Existing Woodlands
- Ancient woodlands - including Ancient and Semi-natural Woodlands and Ancient Replanted Woodlands
- 20m wide ecological corridor
- Existing waterways
- 20m Buffer to existing waterways (measured from top of bank on each side)
- Local wildlife site
- Site access and connectivity:**
- - - Public Right of Way (footpaths)
- - - Sustainable Transport Corridor (STC)
- Limit of Plan Deviation generally +/- 60m with variations * (*refer to Movement and Access Parameter Plan)
- Access points (and associated bunds)



Village I Constraints Mapping

VILLAGE I BASE PLAN

- Village I Developable Boundary
- Indicative Village I Study Area
- Potential attenuation areas (sustainable drainage)
- ⬢ Potential school location
- ⬢ Potential village centre
- Sustainable Transport Corridor (STC) Limit of deviation according to movement and access parameter plan
- - - Potential STC route
- ➔ Indicative natural drainage paths
- ↔ Potential access point for all transport modes
- ↔ Potential access point for sustainable transport modes
- - - Footpath
- - - Towpath
- - - Byway
- - - Bridleway



Village I Base Plan

APPENDICES

PARAMETER PLAN: VILLAGE I - EXISTING VEGETATION & BUILDINGS

Key:

- Application Site Boundary
- Existing Buildings Retained
- Existing Buildings to be Demolished
- Existing Buildings to be Retained or Demolished
- Existing Vegetation to be Removed

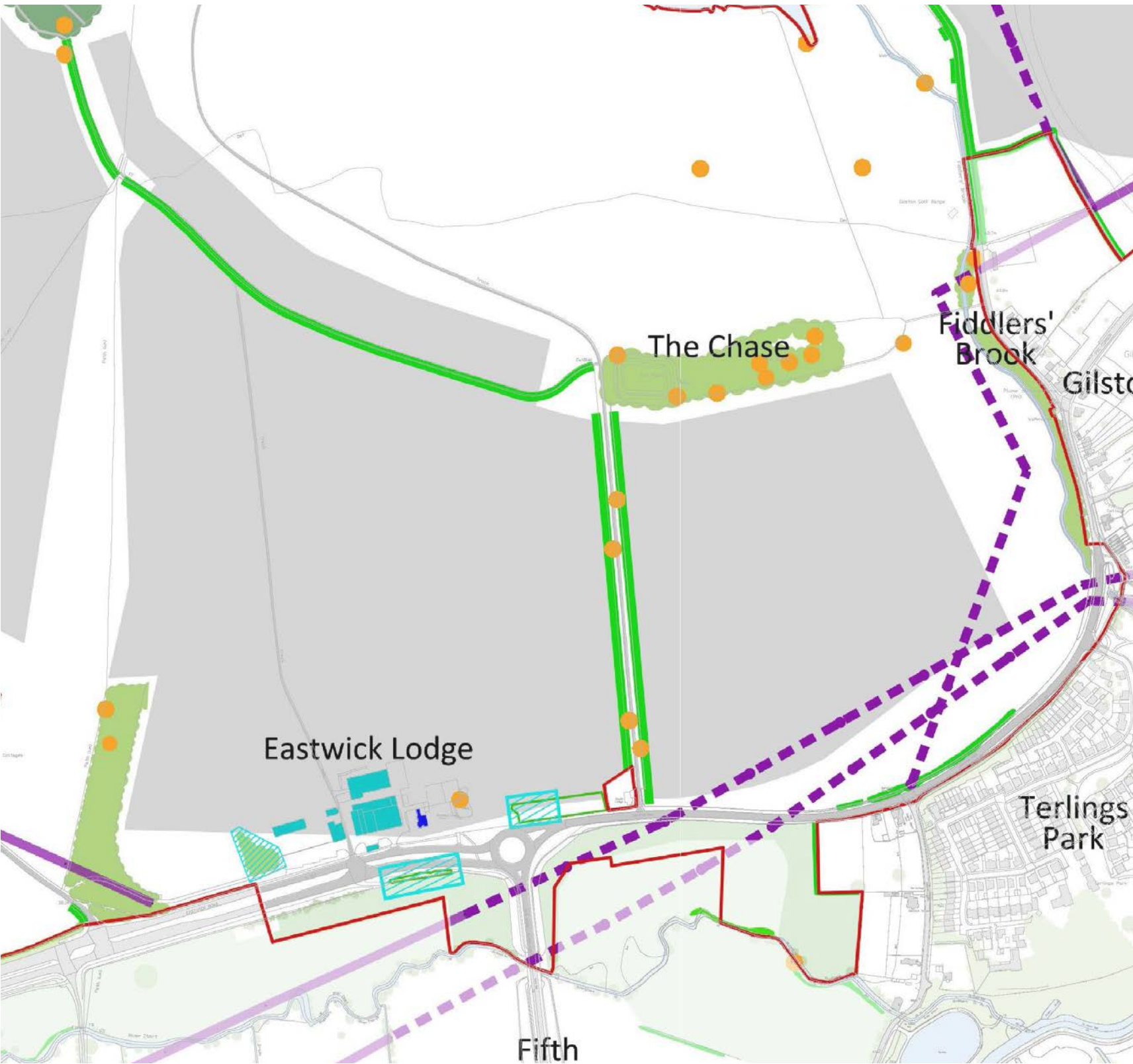
Existing Vegetation Features:

- Ancient Woodlands including Ancient and Semi-natural Woodlands and Ancient Replanted Woodlands
- Woodlands
- Hedgerows
- Veteran Trees

Existing Overhead Line Equipment (OHLE):

- Other Existing OHLE Cables
- Other Existing OHLE Cables to be underground
(Location and configuration subject to detailed design)

Reference: Grimshaw Drawing: Parameter Plan I - Existing Vegetation & Buildings (November 2020)



PARAMETER PLAN: VILLAGE I - CORRIDORS, CONSTRAINTS & DEVELOPABLE AREA

Key:

Application Site Boundary

Village Developable Areas

Village Corridors

20m Buffer to Existing Ancient Woodlands

20m Buffer to Existing Waterways

10m Buffer to Existing Woodlands

5m Buffer to Existing Hedgerows

16m Easement Either Side for Water Main

Sensitive Development Area

20m Wide Ecological Buffers

Local Wildlife Sites

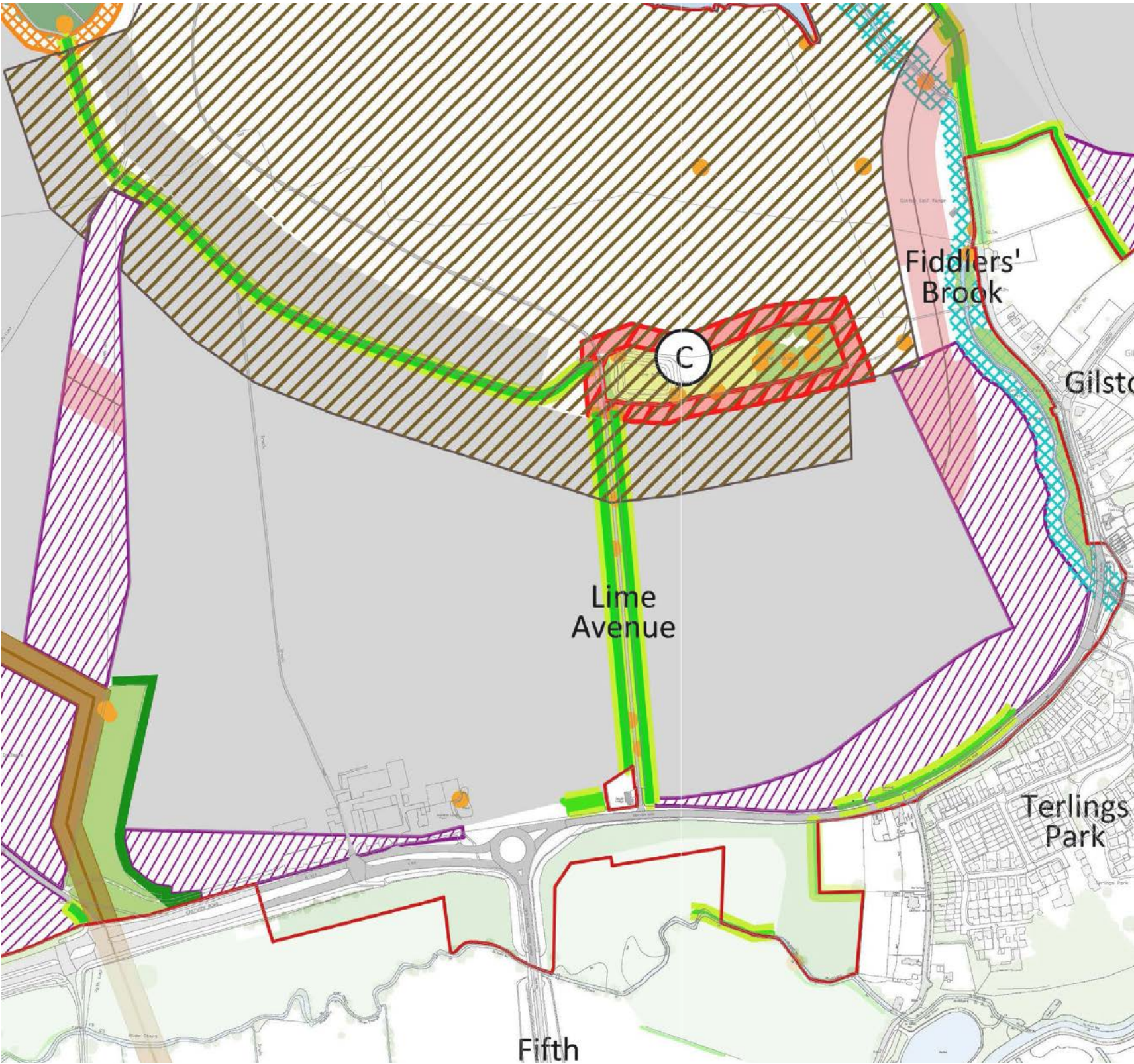
Veteran Trees

Scheduled Ancient Monument

Line of Sustainable Transport Corridor within Limit of Deviation

Mount Moated Site (Scheduled Monument)

Reference: Grimshaw Drawing: Parameter Plan 2 - Village Corridors, Constraints and Developable Areas (November 2020)



PARAMETER PLAN: VILLAGE I - GREEN INFRASTRUCTURE

- Key:**
- Application Site Boundary
 - Village Developable Areas
 - Landscape Areas
 - Strategic Green Corridors
 - Community Parks
 - Sensitive Development Areas
 - Community Sports Areas
 - School Sports Area
 - Line of Sustainable Transport Corridor with Limit of Deviation

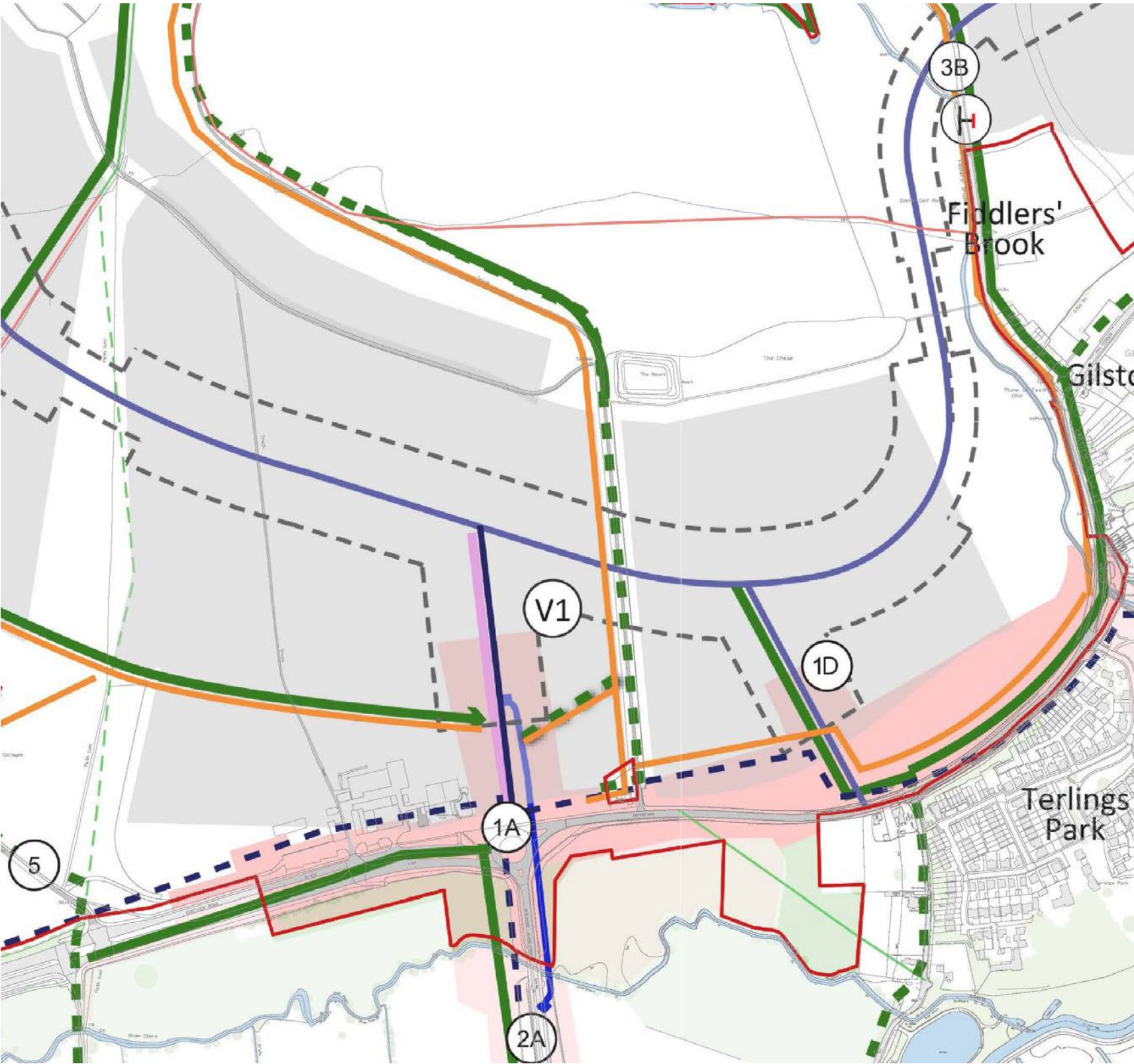
Reference: Grimshaw Drawing: Parameter Plan 3 - Green Infrastructure (November 2020)



PARAMETER PLAN: VILLAGE I - ACCESS & MOVEMENT

- Key:**
- Application Site Boundary
 - Village Developable Areas
 - Application Site Boundaries to Stort Crossings
 - Sustainable Transport Corridor & Indicative Commuter Pedestrian and Cycle Routes.
 - Limited of Plan Deviation generally +/- 60m with variations as shown
 - Vx Village Naming Convention
 - 1X Strategic Access Points (applied for in detail)
 - 2X Central Stort Crossing and Eastern Stort Crossing (subject to separate planning applications)
 - 3A Interface with Existing Road Network (subject to Monitor and Manage Approach)
 - 3B Interface with Existing Watercourses and Existing Road Network (subject to Monitor and Manage Approach)
 - 5 Proposed Traffic Management for Eastwick (location and configuration to be determined at the Village Masterplan Stage)
 - H Potential No-Through Road for Vehicles (location to be determined at the Village Masterplan Stage)
 - Proposed Pedestrian and Cycle Bridge Structure (subject to separate detailed application)
 - Village I Access - Sustainable Modes
 - Existing Footpaths
- Public Right of Way:**
- Existing Public Right of Way
 - Existing Public Right of Way to be Improved
 - Existing Public Right of Way to be Potentially Modified
- Indicative Pedestrian & Cycle Routes:**
- Indicative Commuter Pedestrian and Cycle Routes (new)
 - Indicative Commuter Pedestrian and Cycle Routes (enhanced existing)
 - Indicative Leisure Pedestrian and Cycle Routes (new)
 - Indicative Leisure Pedestrian and Cycle Routes (enhanced existing)
 - Indicative Leisure Cycle Routes

Reference: Grimshaw Drawing: Parameter Plan 4 - Access & Movement (November 2020)

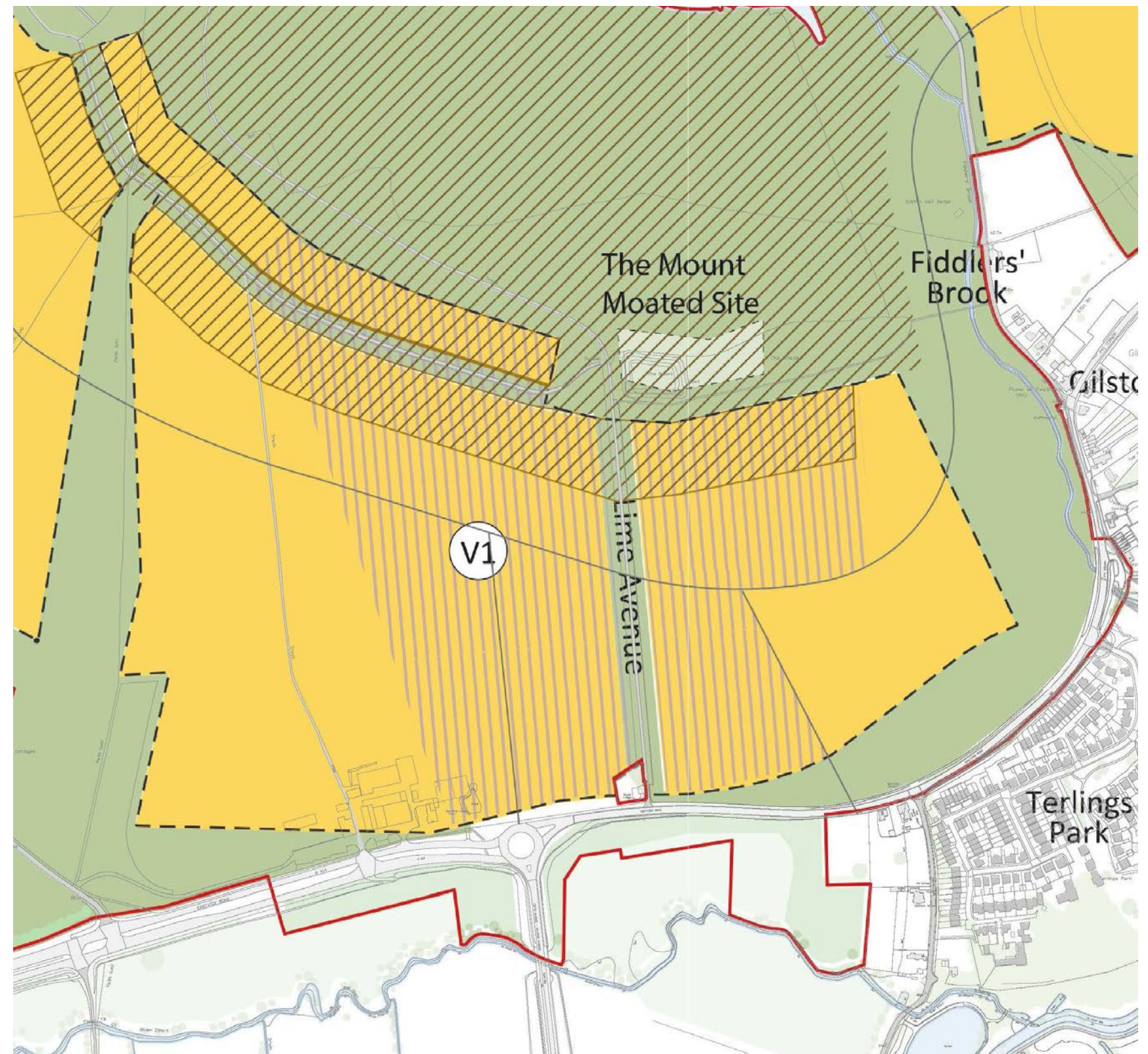


PARAMETER PLAN: VILLAGE I - PRINCIPLE LAND USE

Key:

- Application Site Boundary
- - - Village Developable Areas
- Vx Village Naming Convention
- Predominantly Residential
- Residential / Employment
- Education & Mixed Use Zones
- Green Infrastructure
- Sustainable Transport Corridor
- Sensitive Development Area
- Schedule Ancient Monument

Reference: Grimshaw Drawing: Parameter Plan 5 - Principle Land Uses
(November 2020)



PARAMETER PLAN: VILLAGE I - MAXIMUM HEIGHTS

Key:

- Application Site Boundary
- Village Developable Areas
- Village Naming Convention
- 18.0m+AOD Maximum Height Zone - refer to Development Specification for proportion of buildings permitted to achieve maximum height of up to 5 storeys
- Existing Site Levels AOD (Above Ordnance Datum)

Notes:

In applying the heights parameters, all Parameter Plans should be read together, and reference made to the Development Specification for further limitations regarding heritage assets and development floorspace.

50.0m AOD

55.0m AOD

60.0m AOD

65.0m AOD

70.0m AOD

75.0m AOD

80.0m AOD

85.0m AOD

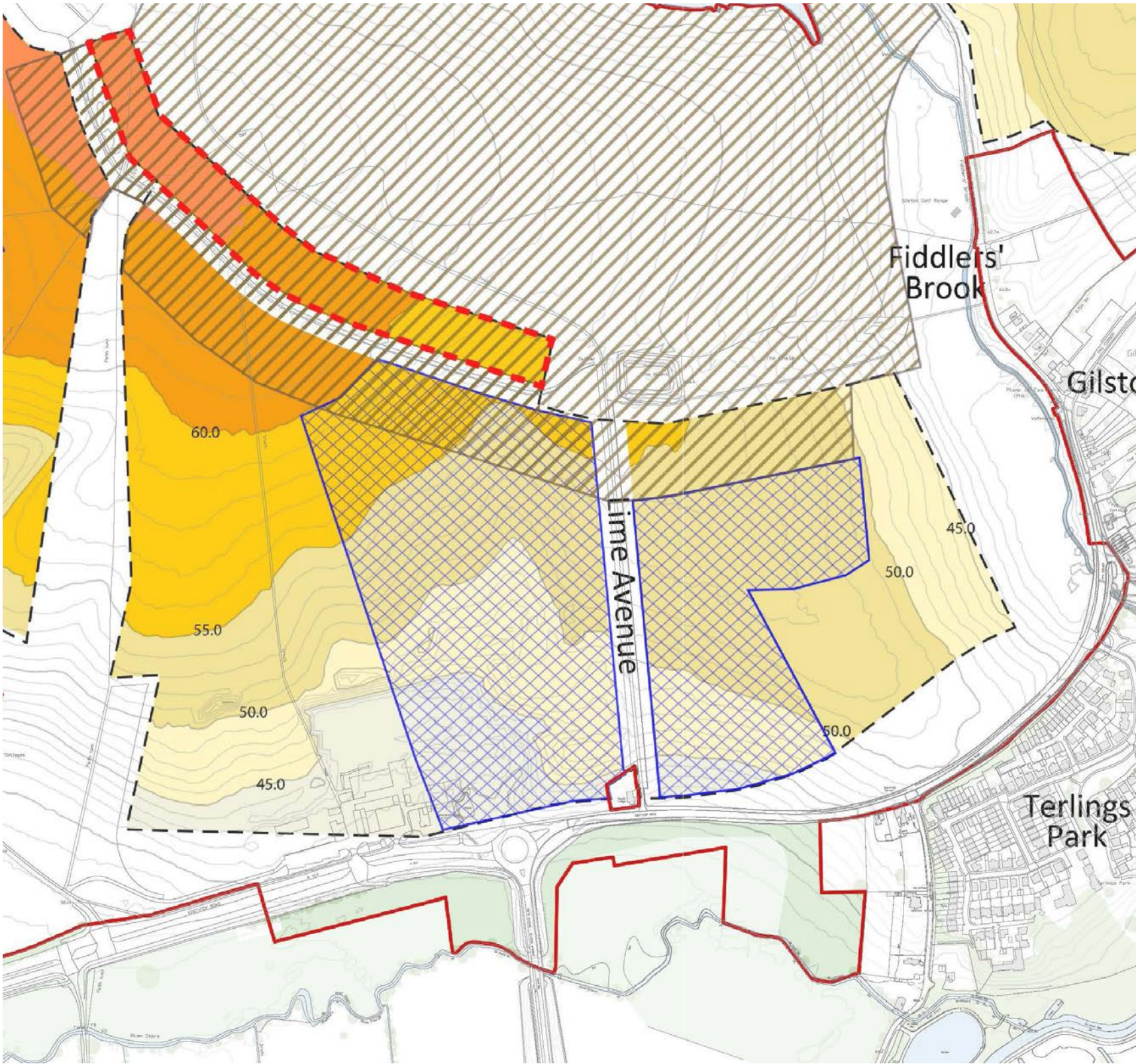
90.0m AOD

Sensitive Development Area

Area of additional height control where building height limited to 11m

Finished ground levels are subject to a limit of deviation of +/- 5m from the existing AOD height shown.

Reference: Grimshaw Drawing: Parameter Plan 6 - Maximum Building Heights (November 2020)







GILSTON PARK ESTATE VILLAGE 1 MASTERPLAN

Working Group - Workshop 2 Results

8th September 2021

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INTRODUCTION

To ensure the vision of a sustainable new community is met for the Village 1 Masterplan (V1MP), a series of collaborative Working Groups with local community representatives (CWGs) are programmed. The purpose of these sessions is to identify critical concerns and aspirations for the project in order to reach an aligned approach where possible.

The second Working Group (workshop 2) was held on the 8th of September 2021 at Eastwick & Gilston Village Hall. The session provided a collaborative platform to gather local knowledge from the community and key stakeholders through Hands-On Planning; to influence and positively shape future proposals.

This document summarises the output from the workshop and will be combined with the results of previous and future Working Groups to provide a detailed record of this aspect of the V1MP engagement process, and its outcomes.

WORKSHOP 2 AGENDA AND ATTENDEES

WORKSHOP FOCUS

- Feeding back from workshop 1.
- Identifying the key opportunities for the site and consider the design principles and strategies of the masterplan.
- Continue to develop a shared vision for the Village 1 Masterplan.

STRUCTURE FOR THE SESSION

- Introduction to the Working Group & Engagement Process. Cratus to introduce and pace the session.
- 10min presentation by JTP - feeding back from the Working Group workshop 1.
- Briefing and introduction to 'Hands-On Planning' and the key strategies and themes which will be covered during the session: Placemaking & Phasing; Character Areas & Density; Ecology & Biodiversity; Access & Movement; Green & Blue Infrastructure; Mixed-use Centres; Stewardship.

Small, mixed groups will be formed, with each group focusing on a different theme / strategy from those listed above. Each topic / theme will then be reported back to and discussed with the full Working Group.

- Activity 1: Hands-On Planning Session 1 - working in small, facilitated groups to consider key opportunities for the site and its relationship with the wider area; beginning to spatially plan ideas for Village 1.
- Activity 2 : Report Back 1 - opportunity to report back the findings from the small group to the full Working Group.
- Break
- Activity 3 : Hands-On Planning Session 1 - working in small, facilitated groups to consider key opportunities for the site and its relationship with the wider area; beginning to spatially plan ideas for Village 1.
- Activity 4 : Report Back 2 - opportunity to report back the findings from the small group to the full Working Group.
- End of Workshop - Summary & Next steps.

ATTENDEES

- Places for People – **Will Sendell**
- JTP – **Charles Campion, Graeme Phillips, Alex Macauley, Lucy Bird + Kieran Clarke Taylor**
- Cratus Communications – **Julian Seymour + Jennifer Cooper**
- EHDC Leader - **Cllr Linda Haysey**
- EHDC Ward Councillor - **Cllr Eric Buckmaster**
- EHDC Officers - **Kevin Steptoe, Sean Rushton + Jenny Pierce**
- Harlow Borough Council elected representative - **Cllr Mike Hardware**
- Hertfordshire County Council Division members - **Cllr Eric Buckmaster, Matthew Wood**
- Hunsdon Eastwick & Gilston Neighbourhood Planning Group representative - **Anthony Bickmore + Jamie Macarthur**
- Youth representative - **Jake Shepherd**
- Community representative - **Janet Bellingham (Church of St James - High Wych), Kirsty Feasey + Yasmin Gregory (Harlow Cycling Club)**

INTRODUCTORY PRESENTATION

The workshop began with a presentation displaying the current stage of the project and an overview of the 14.07.2021 Working Group and emerging themes and also provided an opportunity for any questions to be discussed. The concept of Hands-On Planning was also introduced to attendees prior to the first of the sessions.



INITIAL GROUP DISCUSSION

Following the introductory presentation, attendees were given the opportunity to raise in response any particular queries or concerns, prior to splitting into two groups for the Hands-On Planning Sessions. The key issues and opportunities raised were:

- Concerns over crossings of the A414, with the potential for these not to present a safe or appealing pedestrian route. The design of the foot/cycle bridge was questioned, with notable concern over the at-grade crossing to the west towards Parndon Mill. There was a request for the detailed design for the underpass under the proposed Fiddlers Brook Bridge to the east to be shared;
- The importance of safe, dedicated cycleways and the opportunity for existing public routes to be expanded e.g., routes towards Stansted;
- The desire for a cohesive masterplan with alignment between SLMP and V1MP proposals;
- The desire to design to avoid car dependency;
- The desire to provide infrastructure early in order to reduce car dependency; and
- The importance of creating soft edges to the Villages.

HANDS-ON PLANNING SESSIONS

The following pages outline the key themes and consensus points which emerged from the Hands-On Planning sessions. These sessions involved members of the CWG working in small, facilitated groups to consider key opportunities for the site and its relationship with the wider area, with the aim to begin spatially planning ideas for the Village 1 Masterplan (VIMP). Members were able to pick a group depending on their interest, and over two sessions, four topic areas: Character, Density & Placemaking; Access & Movement; Mixed Use Centres; and Blue & Green Infrastructure. After each study there was a report back to the wider group which allowed both groups to discuss the key outcomes.

SESSION 1:

Group A: Character, Density & Placemaking

Group B: Access & Movement

SESSION 2:

Group A: Mixed Use Centres

Group B: Blue & Green Infrastructure



HANDS-ON PLANNING SESSION 1

GROUP A: CHARACTER, DENSITY & PLACEMAKING

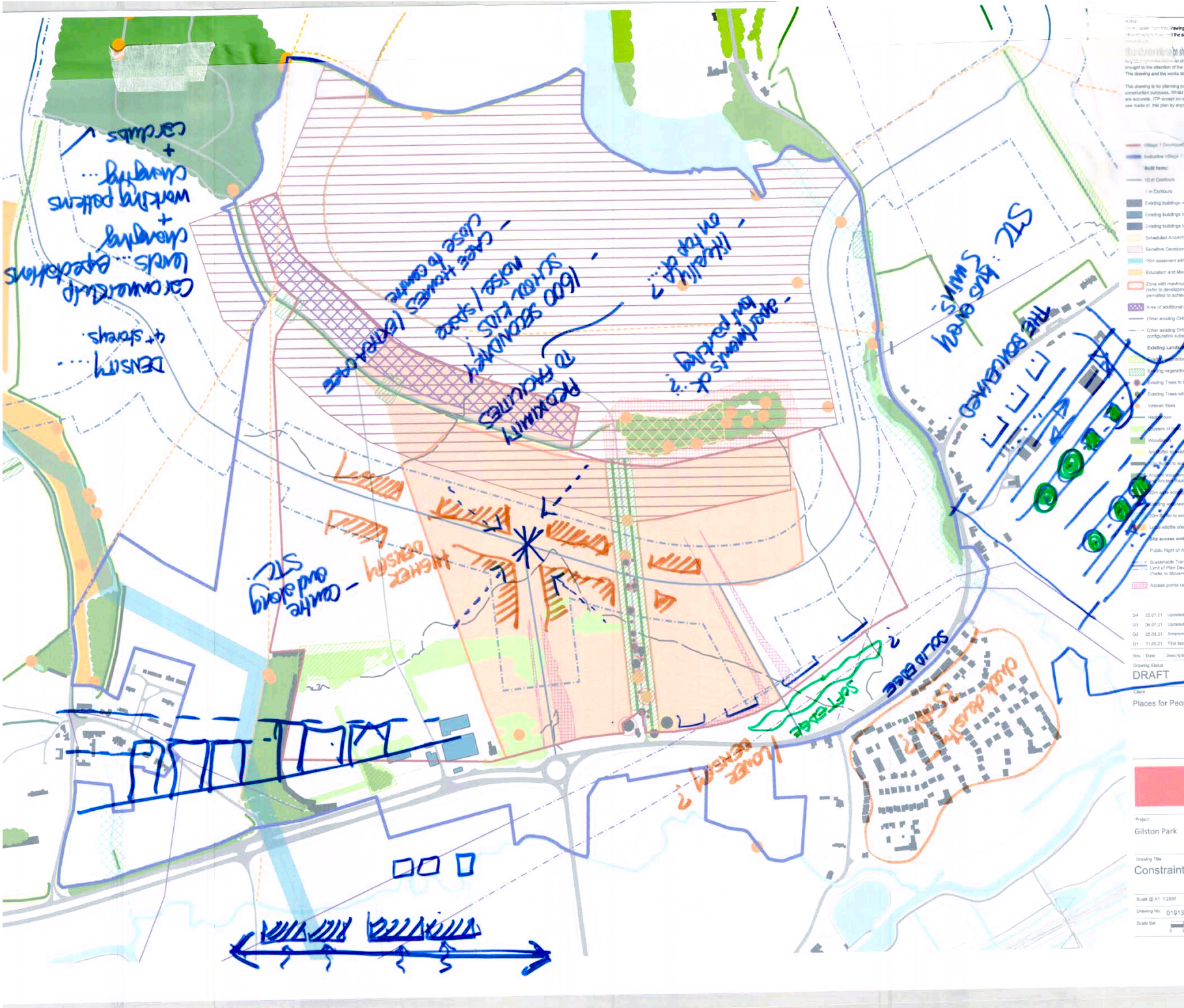
CHARACTER, DENSITY & PLACEMAKING

“We’re designing for the future - we need to be brave!”



KEY

-  Focal point/centre
-  Opportunity for higher density
-  Opportunity for lower density



Charater, Density and Placemaking Group Drawing

HANDS-ON PLANNING SESSION 1

GROUP A: CHARACTER, DENSITY & PLACEMAKING

KEY CHALLENGES

- 'The edges of the proposed villages need to relate and interact with one another.'
- 'How can the north west extent of the proposed village be successfully integrated?'
- 'What do the density figures look like in practice?'
- 'Can a higher level of density be achieved without increasing heights?'
- 'A natural buffer to Eastwick Road is needed - not houses with small windows and mechanical ventilation.'
- 'Can the STC route be utilised to accommodate taller, more dense buildings? Will this seem too urban for a Village?'
- 'Can we design out the car at an early stage to increase average density figures?'

KEY COMMUNITY ASPIRATIONS

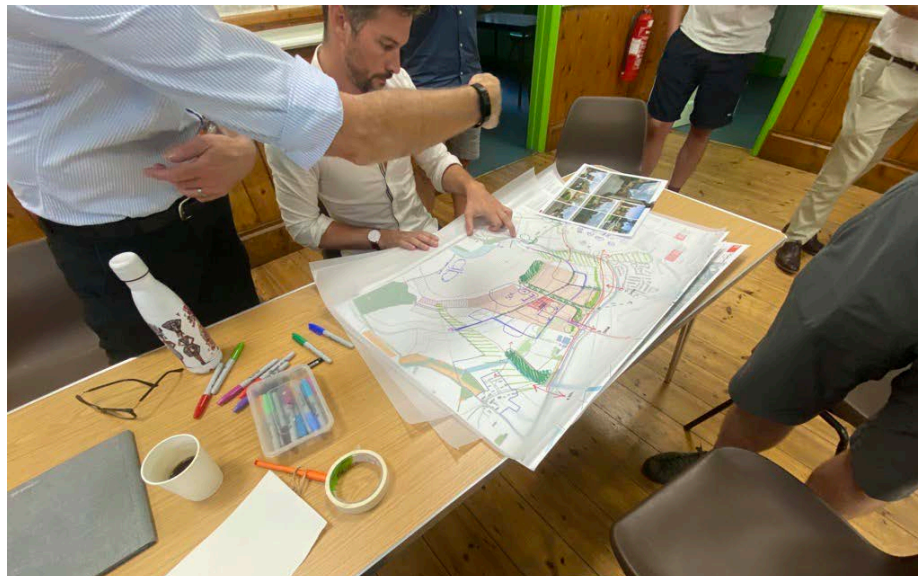
- 'SuDS should be fully integrated into the landscape to form a sense of place.'
- 'A soft edge to Eastwick Road so that buildings don't take the brunt of noise and pollution.'
- 'Existing buildings which already add character could be reused for long- or medium-term uses.'
- 'Village 1 needs its own identity - not one of 'suburban sprawl.''
- 'Density and building heights could 'pull down' along the STC.'
- 'Can the locally listed gardens of Gilston Park be integrated positively into the proposed village?'
- 'Getting the density right in places with soft edges is key.'

CONSENSUS

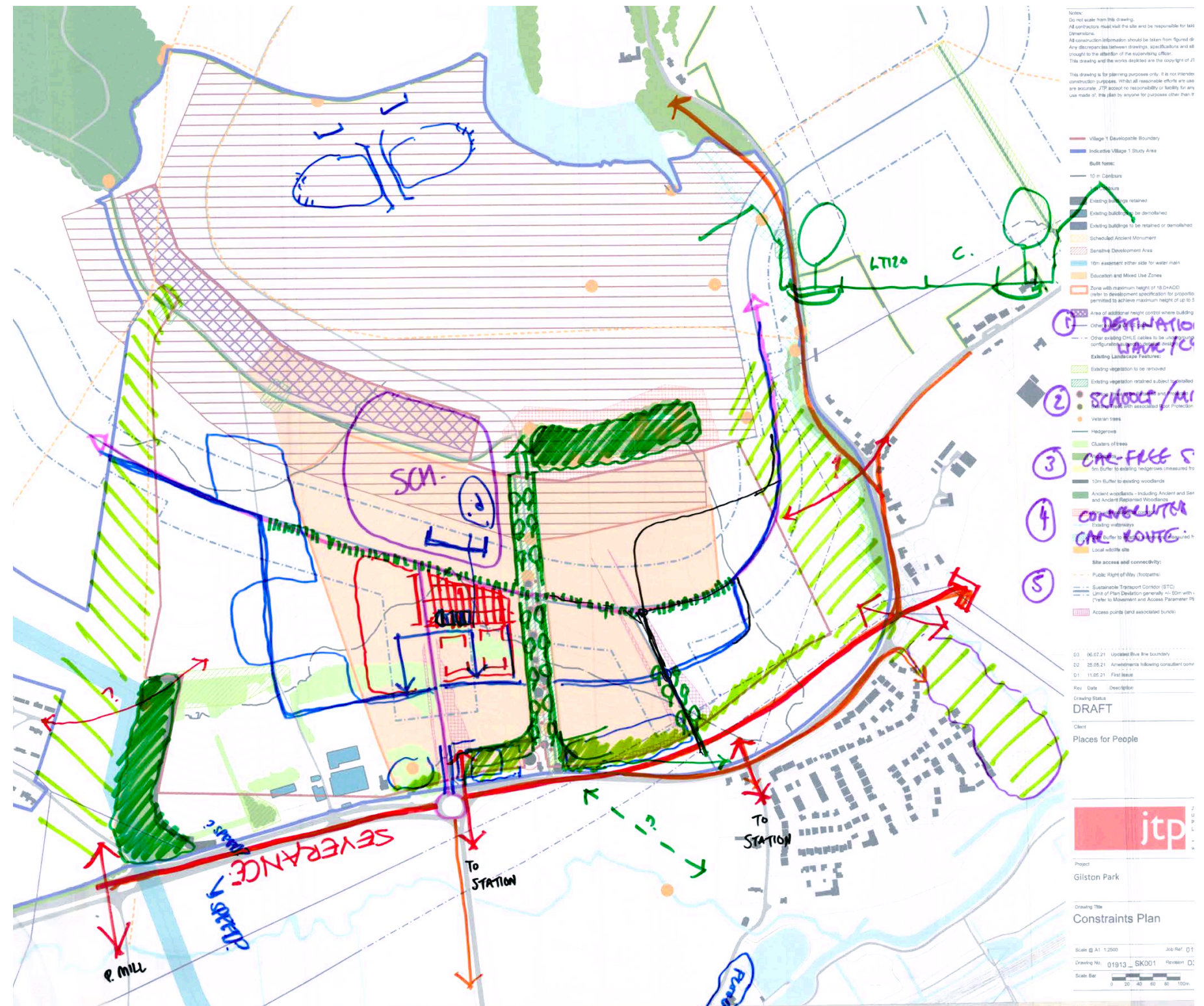
- The density of Village 1 should be higher than others proposed.
- 'Soft Edges' and existing landscape features can positively contribute towards the character of Village 1.
- There is an opportunity for higher density around the local centre and STC route, with lower density 'soft edges' to the east, west and potentially to the south.

GROUP B: ACCESS & MOVEMENT

“We want residential streets which prioritise people and are appropriately scaled”



- Approximate locations of proposed and potential A14/Eastwick Road crossing points
- Potential desire line to Harlow Town Station
- Sustainable Transport Corridor (STC - direct, unobstructed route)
- Vehicular route (convoluted)
- Potential for connections to Gilston



Access & Movement Group Drawing

HANDS-ON PLANNING SESSION 1

GROUP B: ACCESS & MOVEMENT

KEY CHALLENGES

- ‘How people will travel needs to be designed from the outset.’
- ‘There are many routes in the current network that flood and so are only useable for 6 months of the year.’
- ‘Public Rights of Way are currently being misused by cyclists near Parndon Mill.’
- ‘The current PROW network is designed for a rural place and routes need to be redesigned in the context of a significant number of new homes/residents.’
- How do you achieve/capture the opportunity for wider connectivity? There needs to be alignment between SLMP and VIMP.’
- ‘Links to Harlow Station are vital – the realigned A414 will create a barrier and links across need to be resolved and pedestrian and cycle friendly, with level changes avoided where possible.’
- ‘What will happen at the base of Lime Avenue and how links will be made to the south?’
- ‘How will inclusive access be designed? Not all sustainable modes are disabled friendly.’
- ‘To convince 60% of people to cycle is a massive behavioural change.’
- ‘School drop-off/pick-up points need careful thought.’

KEY COMMUNITY ASPIRATIONS

- ‘Make vehicular routes less desirable and convoluted to make travel quicker by public transport or cycling.’
- ‘Existing public routes have the potential to be expanded with the opportunity to upgrade existing infrastructure to give cyclist their own lane (e.g., towards Stansted).’
- ‘There should be a hierarchy and distinction between commuter (12 month a year) and leisure routes.’
- ‘A holistic approach to cycle infrastructure i.e., showers at work, parking etc.’

CONSENSUS

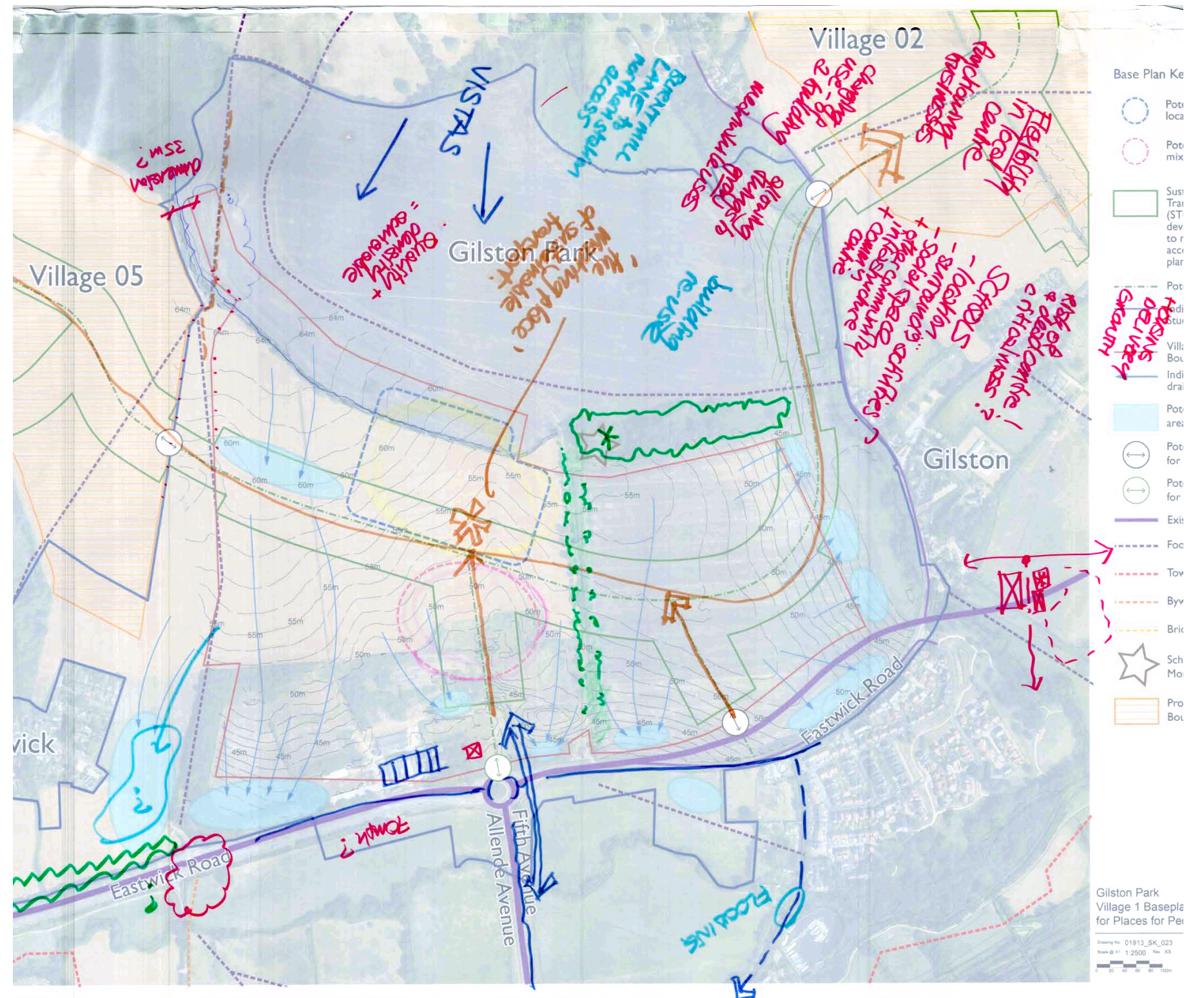
- The STC should be human scaled and prioritise pedestrians and cyclists as well as sustainable modes of transport.
- The STC should be the most direct and efficient route, with a more convoluted primary vehicular route.
- The location and design of A414 crossings are crucial to avoid the road severing links and providing a barrier.
- Commuter routes need to tie in with existing routes and must be accessible/useable year round.
- Access to nearby villages such as Gilston and Eastwick are key.

GROUP A: MIXED USE CENTRES

‘The school can become part of the community and be surrounded by other uses.’



Meeting place for 'sustainable transport'



Mixed Use Centres Group Drawing

HANDS-ON PLANNING SESSION 2

GROUP A: MIXED USE CENTRES

KEY CHALLENGES

- 'How much critical mass is needed to support retail uses?'
- 'Being so close to Harlow could draw people away from the proposed centre & its retail uses.'
- 'Failing retail centres could be emphasised by car use drawing people away from local centres.'
- 'Meanwhile uses - will safeguarding sites for certain uses be suitable? How long would they be empty?'
- 'Elderly residents might find school leaving time noisy if located adjacent to the school.'
- 'Where will parking be placed? How can it be designed to encourage residents to use the STC?'
- 'Parking needs to be designed for future use, not current trends.'

KEY COMMUNITY ASPIRATIONS

- 'Can there be a connection between the STC, density & the 'critical mass' needed for successful retail?'
- 'Could existing retail uses at Eastwick Lodge Farm be moved to the new centre?'
- 'The school can become part of the community and be surrounded by other uses.'
- 'Community shops will help create a unique retail experience.'
- 'Use classes could change and be flexible overtime as Village 1 grows.'
- 'Including a cycle shop early on at the mixed-use centre will encourage cycling as a mode of transport.'
- 'Cafes & bars to help keep younger people in the area.'
- 'The central area could accommodate elderly/retirement homes which can be integrated with other facilities nearby. Nurseries/crèche should be integrated with older residents.'
- 'Position schools in the centre of the development so they are accessible.'

CONSENSUS

- The interrelationship between the school and mixed-use centre can help to create a vibrant hub, with a community centre near to the school.
- Elderly residents can overcome loneliness by integrating with other uses.
- The phasing of retail and commercial uses is vital, and it is important they are designed to be flexible and somewhere they can grow.

HANDS-ON PLANNING SESSION 2

GROUP B: GREEN & BLUE INFRASTRUCTURE

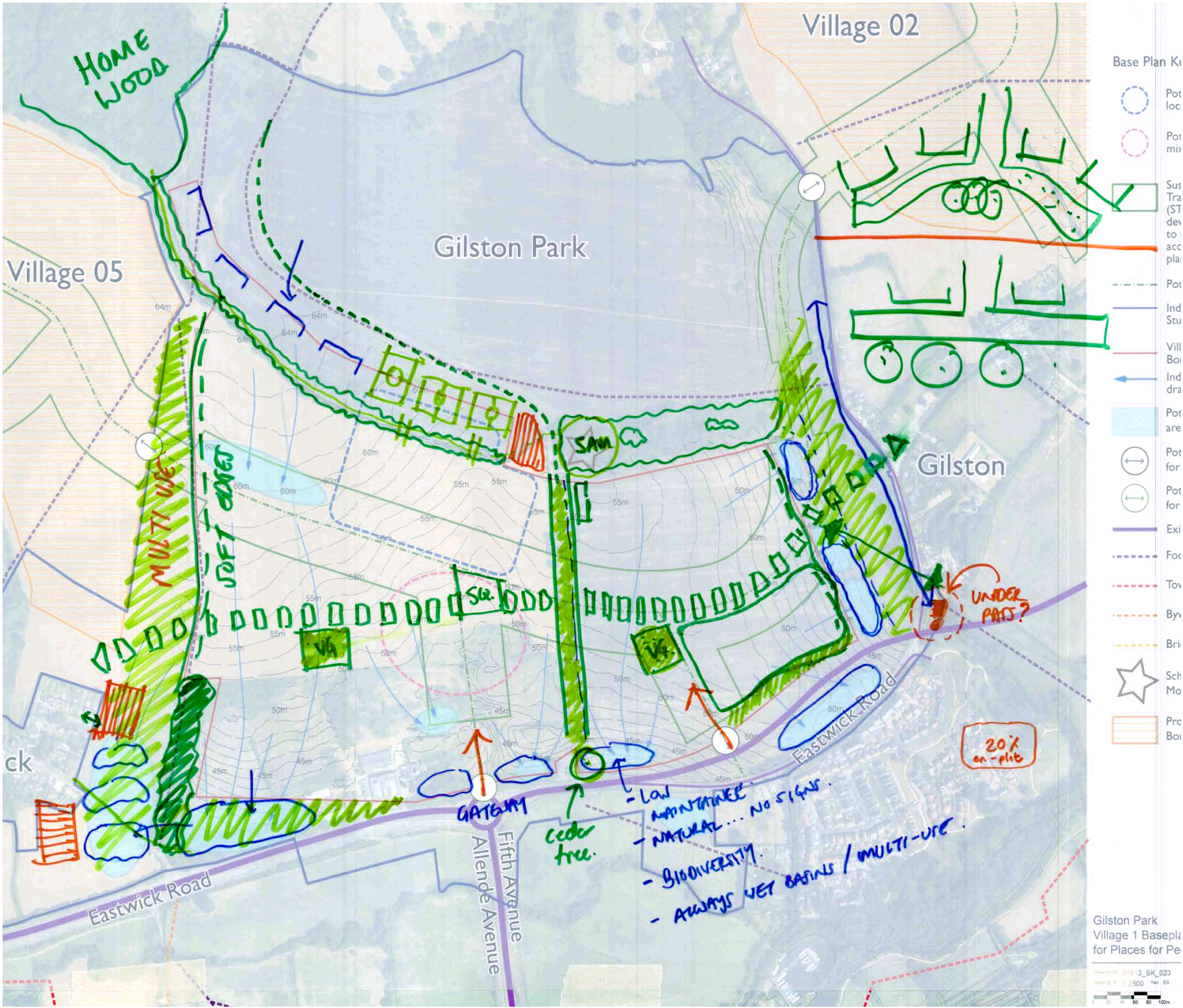
BLUE AND GREEN INFRASTRUCTURE

“We don’t want to see warning/beware signs, steep slopes or concrete walls”



KEY

- Multifunctional open space/landscape buffers
- Village greens
- Opportunities for allotments/orchards
- Opportunity for a gateway feature
- Green link (including a section of STC)
- Sustainable Drainage System (SuDS)



Green & Blue Infrastructure Group Drawing

HANDS-ON PLANNING SESSION 2

GROUP B: GREEN & BLUE INFRASTRUCTURE

KEY CHALLENGES

- ‘Important views from Gilston House towards the northern boundary of the site and towards Home Wood need to be protected.’
- ‘The detailed design for the proposed Fiddlers Brook Bridge underpass needs to be shared – it’s very important.’

KEY COMMUNITY ASPIRATIONS

- ‘Benefits to existing residents need to come early – e.g., small trees to be planted along Fiddlers Brook to allow planting to grow over time.’
- ‘There is an opportunity to enhance and extend Lime Avenue along the historic carriageway route, with significant planting of new trees.’
- ‘SuDS need to be designed as multifunctional, ecologically rich and useable spaces with shallow slopes. Terlings Park is a successful local example.’
- ‘There is an opportunity to celebrate local heritage which people may not be aware of e.g., Scheduled Monument, alignment of historic carriageway route, Gilston Park, Deer Ditch e.g. adding signage for Gilson House and a Heritage trail.’
- ‘The Cedar tree at the base of Lime Avenue can be a focal point.’

CONSENSUS

- Sustainable Drainage System (SuDS) will mostly need to be located to in the southern area of VIMP.
- SuDS features should be naturalistic, low maintenance, multifunctional, biodiverse, with shallow slopes and no deep water signs.
- Eastern and western edges are sensitive and built form/layout addressing these should be ‘soft’.
- Village east-west corridors need to act as ecological connections.
- The landscape should be multifunctional.

NEXT STEPS

V1MP WORKING GROUP - WORKSHOPS 2-4

WORKSHOP 3 - NOVEMBER 2021

WORKSHOP FOCUS

- Feeding back from workshop 2.
- A detailed look at Design Code examples and methodologies.

Design Codes:

- Methodology & Structure
- Contents & Examples
- Regulatory Plan
- Design Principles
- Character Areas & Typologies
- Materiality and Detailing
- Dos & Don'ts

WORKSHOP 4 - JANUARY 2022

WORKSHOP FOCUS

- Feeding back from workshop 3.
- Presentation of Engagement findings.
- Presentation of Masterplan & Design Code.