

Green & Blue Infrastructure

3.9.2 Neighbourhood Greens

Figure x: Neighbourhood Greens Illustration



jtp



An example of a play area surrounded by open space where the main play features are integrated within the surfacing



An example of organic shaped planting creating pockets of seating and providing a soft buffer



An example of housing overlooking a neighbourhood green with trees along the boundary used to define the public open space and provide visual mitigation

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Public Art

Gilston benefits from a strong sense of place, and significant areas of high quality interconnected public spaces. These two elements can be combined to inform a placemaking and public arts strategy

There is an opportunity to unify the placemaking and public art elements of the development, through the use of landscape, wayfinding and education to create a strong identity for Gilston as a whole.

Landscape elements function as placemaking features, to give character and identity to a place. These elements can take the form of planting, play spaces, the use of materials and the use of the spaces.

Public art embedded in the landscape in the form of structures, patterns and information can unify a development without the need to clutter public spaces.

Planting, boundaries, access routes and play all form part of the identity of a place and contribute to legibility. A clear palette of materials and their consistent use is crucial to enable users to navigate around the site.

jtp

3. Green & Blue Infrastructure

3.11 Wayfinding and Public Art



Reflecting the site's heritage



Materials respectful of surroundings



Art as lighting features



Sculptural focal points

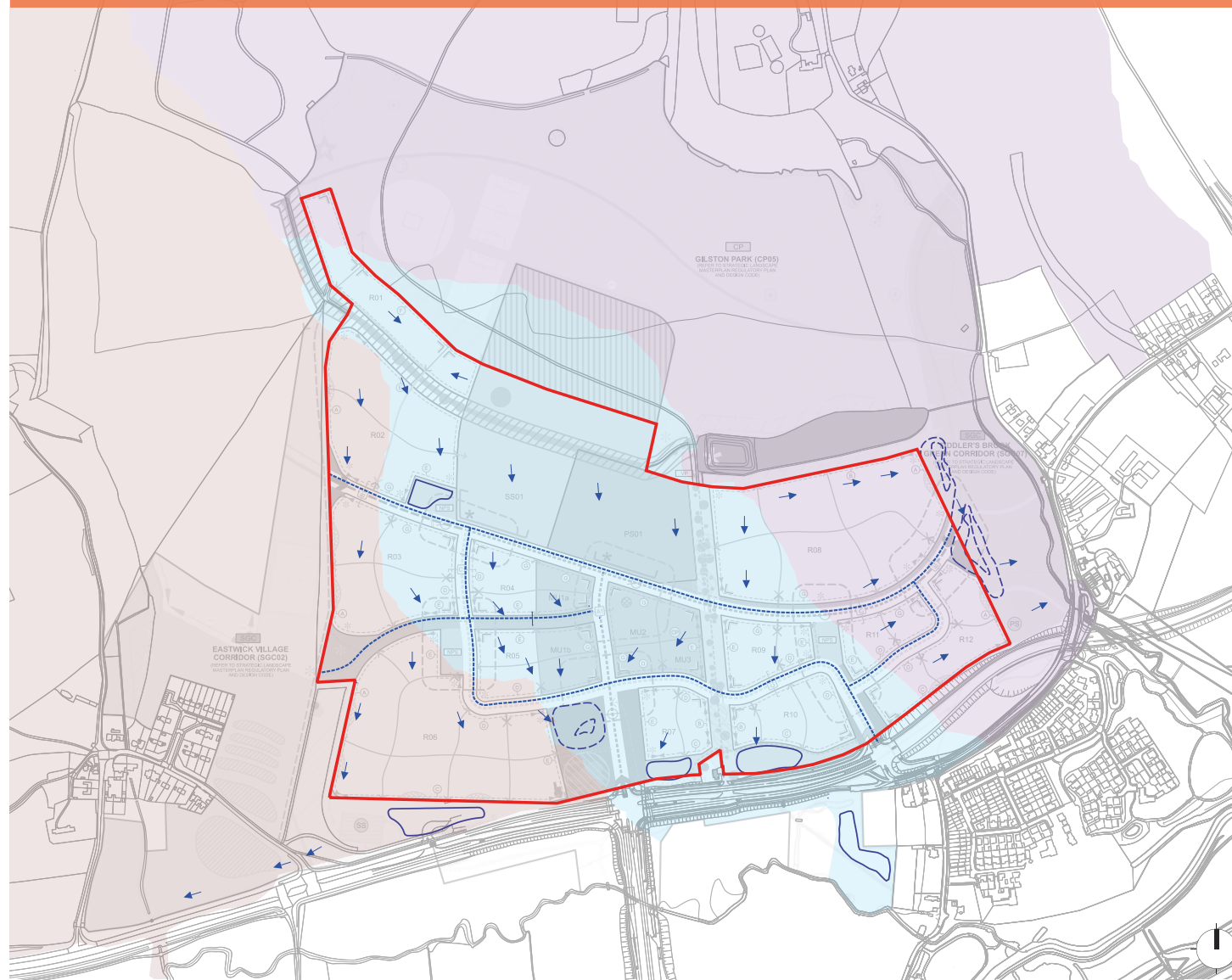
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3. Green & Blue Infrastructure

3.12 Blue Infrastructure Components

Figure x: Blue Infrastructure Components



Key

- Strategic drainage elements (refer to SLMP)
- V1 attenuation basin (seasonally dry)
- V1 attenuation basin (partially wet)
- Swales/rain gardens
- Catchment areas

3. Green & Blue Infrastructure

3.12 Blue Infrastructure Components

The proposed SuDS strategy for Village 1 will enhance the development, helping to create sustainable, well-designed places where people want to live, work and spend time. SuDS within Village 1 should make a positive contribution to the environmental, social and aesthetic character of the development. Integration is key, so that drainage features interact with the urban landscape and blend with the design of buildings and open spaces.

Systems which make a feature of water as it is collected and transported can draw people together in communal areas and enhance the quality of life of residents.

For Village 1, it is proposed to use a range of SUDS features from at source techniques such as tree pits, to 'green infrastructure SUDS' such as swales, rain gardens / bioremediation areas and attenuation basins with a discharge into the existing drainage network.

Swales

Swales are proposed within open spaces and will feature gently sloping sides so as to seamlessly integrate within the landscape. Opportunities will be sought to utilise the swales as landscape features, to enhance interest and habitat benefits to the spaces. Where space is restricted, the use of buried pipes can be considered. Planting is to be proposed in swales to maximise the biodiversity potential of the system, and assist with the integration of the basins into the landscape.

Rain Gardens

Rain gardens are proposed along the Primary Street and STC. These will take the form of linear planted bioremediation features, directly connected to the carriageway. Where trees are proposed within the verges the rain gardens will be piped through the tree pits. In the wider verges, the tree planting will sit behind the rain gardens.

Basins

Attenuation basins will be designed to integrate with the landscape structure. In key locations, basins will be designed with gently sloping sides to ensure they contribute to functional open space. These areas include the Western Gateway, the STC access and the smaller green spaces. The larger basins at the southern edge of the site are more constrained and will feature banks of 1:3 -1:4. Planting is to be proposed in all basins to maximise the biodiversity potential of the system, and assist with the integration of the basins into the landscape.



Examples of SuDS features



Examples of SuDS features



Examples of SuDS features

SESSION 2: MOVEMENT

PART C: SPATIAL

4. ACCESS & MOVEMENT

Introduction

4.1 Regulatory Plan

4.2 Access

→ 4.3 Street Hierarchy

→ 4.4 Streets as Spaces

→ 4.5 Traffic Calming Features

4.6 Bus Network

→ 4.7 Active Travel Network (including PRow)

4.8 Access for All

4.9 Parking Standards

4.10 Electric Vehicles & Cycle Parking

4.11 Utilities, Noise & Lighting

→ EXTRACTS FROM DESIGN CODE INCLUDED IN FOLLOWING SLIDES



SESSION 2: MOVEMENT

REG PLAN - ACCESS & MOVEMENT INFRASTRUCTURE COMPONENTS

KEY

Site Access Points

Southern STC Access A (Sustainable Modes Only)

STC Access B (All Modes)

Southern Access C (All Modes)

Street Hierarchy

Street Type A - STC (Sustainable Modes Only)

Street Type B - STC (All Modes)

Street Type C - Primary Street (All Modes)

Street Type D - Secondary Street

Street Type E - Tertiary Street and Cross Parcel Permeability

Access to Minor Routes and Parcels

Access Point: Fixed Location (+/- 10m flexibility permitted)

Vehicular Route to Schools

Bus Network

Indicative Bus Stop

Active Travel Network

Existing Footpath (Public Right of Way)

Rerouted Footpath (Public Right of Way)

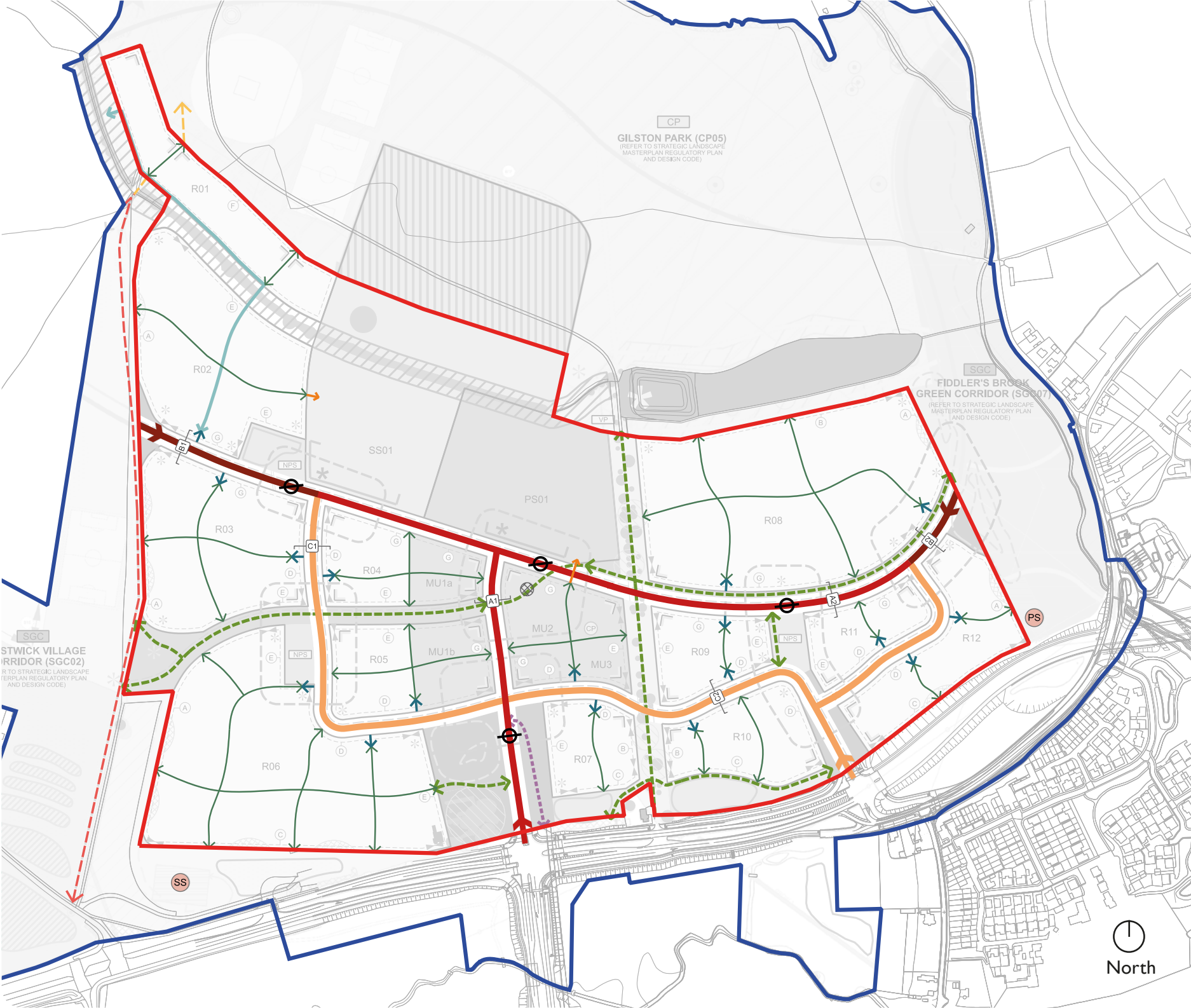
Location of Proposed Foot/Cycle Bridge

Indicative Leisure Route

Utilities

Indicative location of foul water pumping station

Indicative location of electrical sub station



Regulatory Plan: Access & Movement

MOVEMENT

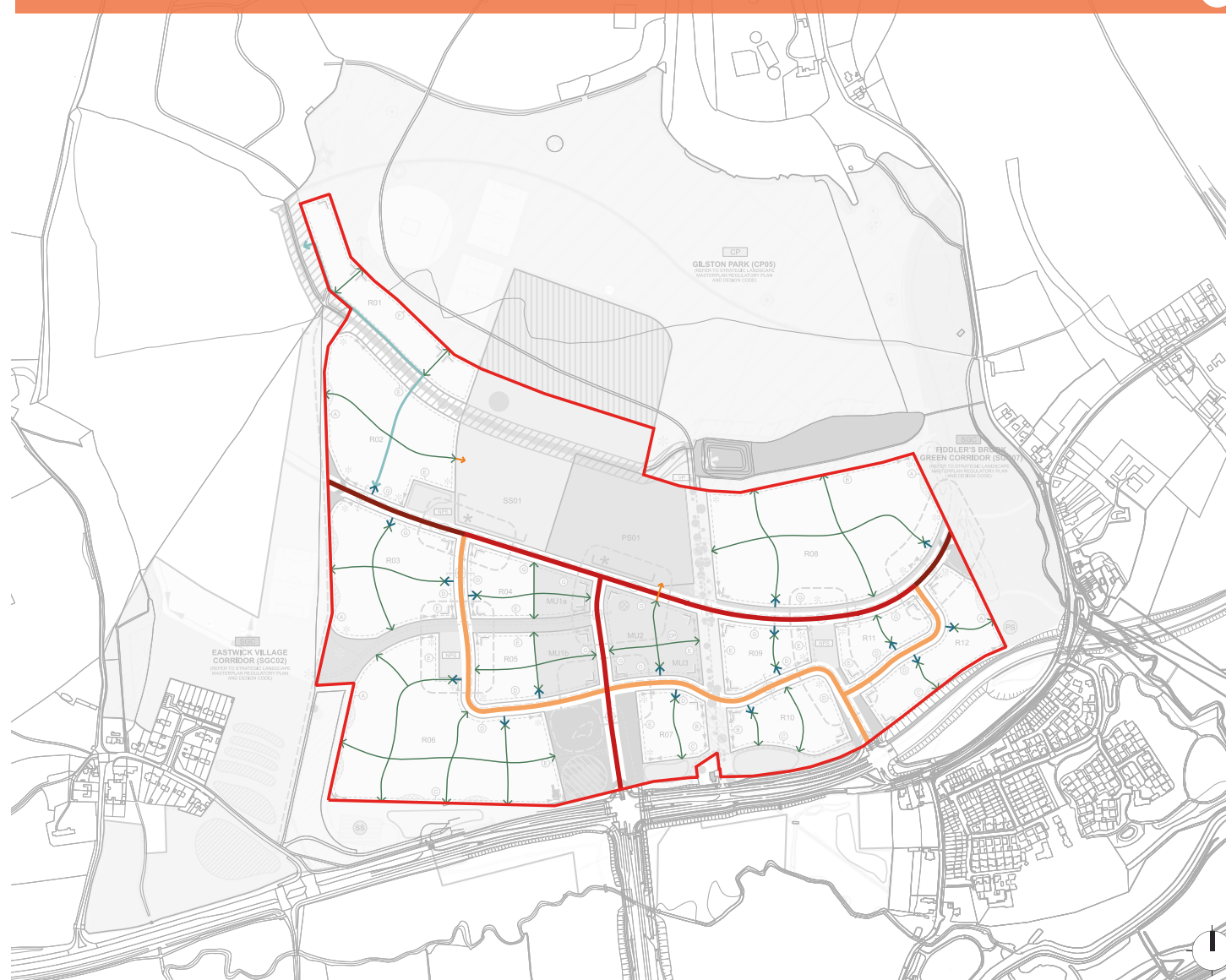
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4. Access & Movement

4.3 Street Hierarchy

Figure x: Street Hierarchy Plan

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Key

Street Hierarchy

- Street Type A - STC (Sustainable Modes Only)
- Street Type B - STC (All Modes)
- Street Type C - Primary Street
- Street Type D - Secondary Street
- Street Type E - Tertiary Street and Cross Parcel Permeability

Access to Minor Routes and Parcels

- ➔ Access Point: Fixed Location (+/- 10m flexibility permitted)
- ➔ Vehicular Route to Schools

The development **must** provide a well-connected network of streets, differing in character across the site. The difference in character and degree of enclosure is key to ensuring legibility and identity. Individual development parcels **must** provide cross parcel permeability. This **must** include a network of tertiary streets and pedestrian/cycle routes to create a legible block structure that facilitates access into development and encourages ease of movement.

Key cross parcel connections are identified on the Regulatory Plan and **must** be delivered as part of this network. This Design Code sets out the key principles and design fixes for the STC, primary, secondary and tertiary street design. Design specifications for each street type are shown within tables that provide design details and technical requirements and are supported by drawings that illustrate the form of the street, which broadly correspond with the road and street types specified in HCC's highway design guide.

Sustainable Transport Corridor

The Sustainable Transport Corridor is predominately a 'car-free' route which prioritises sustainable modes of transport including, pedestrians, cyclists, scooters and buses over the private vehicle. This route interconnects Village 1 with future villages within the Gilston Area as well as further connections towards Harlow Town Centre. No direct plot access serving dwellings is permitted along this route.

Primary Street

The Primary Street is the main route for private vehicles linking future villages with Village 1. The Primary Street will change in character along its length as it passes through and responds to the different neighbourhood characteristics, such as the mixed use Village Centre, where the street character will be of a formal, urban nature, creating narrower sections to slow traffic and prioritise pedestrian and cycle movement crossing the street. Opportunities for landscaping will be provided along stretches of the street, within the civic spaces and at locations where the street crosses green corridors.

Secondary Street

Secondary Streets are residential street in character, providing a loop route to service the larger parcels of the development. This route provides direct plot access to homes within the residential parcel.

4. Access & Movement

4.3 Street Hierarchy

Tertiary Streets and Cross Parcel Permeability

A network of Tertiary Streets provide cross parcel permeability through the residential parcels from the Primary and Secondary Streets. Typically, Tertiary Streets will only be used by people living in or visiting that area and will be narrower and less formal in character than Secondary Streets. They will have greater flexibility to provide increased areas of landscaping, horizontal deflection and surface treatment to slow traffic and create interest along the street. Tertiary Streets may have a dropped kerb line and no road markings to encourage reduced speeds and enable pedestrian priority.

Access to Minor Routes & Parcels

The Regulatory Plan illustrates points of access from the STC and Primary Street into minor routes and development plots.

The points of access are highlighted on the Street Hierarchy plan. Access points are indicated in two groups:

- Fixed location for access; and
- Indicative locations for access.

The exact position of these points of access will be determined at a later stage as detailed design proposals are prepared for each development parcel, with due consideration to proximity to junctions and other highway design issues. Direct plot access to individual properties from the various street types will be specified in the following pages alongside detailed specifications for each.

Design Code

4. Access & Movement

4.3.1 Street Hierarchy

Sustainable Transport Corridor
(Sustainable Modes Only)

The Sustainability Transport Corridor (STC) will provide the highest order route for multi-modal movement and, once complete, create a circa Xkm long sustainable transport route along where pedestrian, cycle and bus movement within the Village 1 will be given priority.

On sections where no cars will be allowed, the 'make-up' of the STC within Village 1 allows for cyclists to use the dedicated bus lanes, with an appropriate allowance made in terms of its cross-section. Pedestrians and less confident cyclists will benefit from a shared combined cycle and footway parallel to the priority carriageway.

Recognising the integration that needs to be achieved to minimise the severance effects of the STC, meaningful opportunities must be provided for planting and play to occur along its length.

The table on the adjacent page sets out some of the technical information pertinent to the design of the STC. The illustrative axonometrics show potential scenarios for the design of STC depending on the character of the area it passes through.

The following sets out essential key design principles for the STC which will ensure that future Reserved Matters Application(s) will deliver the quality and character that is intended.

Key Design Principles

- The character **must** change along the route as it passes through different built form uses and landscaped spaces. The character **must** respond to the differing role of the route as well as the residential character areas.
- The STC **must** be 'humanised' (through reduced street widths, landscaping, traffic calming etc.) and allow pedestrians, cyclists and scooters to safely and conveniently travel along it. The combination of innovative infrastructure design and soft landscaping are critical elements that will contribute to improving local air quality.
- Along straighter sections of the STC where there is a clear line of sight for bus drivers to see on-coming vehicles, the carriageway may be reduced in width.
- Where possible, the use of surface-water drainage features, i.e. swales or rain gardens alongside the route **should** be used.
- Early planting of trees and vegetation to establish character along the route is encouraged.
- Street trees **must** be proposed along the STC to provide new habitat and interest complementing the existing trees and woodland along the route. Tree mix **should** be diverse in species to suit the changing built form and environment along the route.
- The quality, appearance, durability and maintenance of materials used in surfacing this route **should** be carefully selected as they play a crucial role in the creation of a high quality public realm.

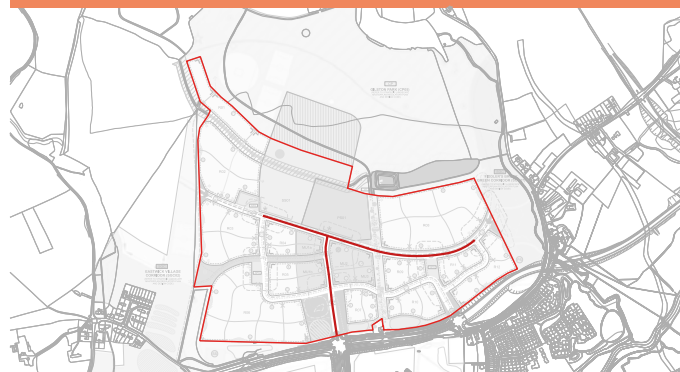
Example 1



Example 2



Street Type A



GENERAL INFORMATION

Street Type

Sustainable Transport Corridor (STC)

Location

As indicated on the Regulatory Plan

Character

Sustainable transport modes only

STREET DESIGN

Total Corridor Width

Max. 20m

Footways

2m footway on one side of carriageway and 3m shared use footway/cycleway on the other.

Cycleways

3m shared cycle-footway on one side of the carriageway to accommodate vulnerable cyclist (cyclists accommodated predominantly on carriageway)

Carriageway

Generally 6.3m width to accommodate two-way bus movement. Width may reduce along straight sections of the carriageway where there is a clear line of sight for buses.

Public Transport Route

Yes

Traffic Calming

At intersections, with bus priority maintained at all times.

Utilities corridor

Utilities to be accommodated in footway/cycleway or soft verge.

Surface Finishes

Varying materials to suit locations. HRA/ SMA with colour variations, block paving or stone setts. Refer to Hard Landscape Palette.

Kerbs

Concrete or stone as appropriate to character area. Bus boarder kerbs at bus stop locations. Kerbing within the village centre may be flush. Refer to Hard Landscape Palette.

Street Furniture

At key locations

Street Lighting

Yes

On street parking

No

TECHNICAL DETAILS

Target Speed

30mph

Road markings

At transitions and crossovers only

Junction Spacing (centreline-centreline)

No specific standards

Junction radii

Specific to location depending on likely vehicle swept path

Forward visibility

43m (Manual for Streets 30mph)

Visibility Splays

2.4m x 43m minimum

Centreline radii

Generally 41m minimum, however this can be lower where speed control is required.

STREET LANDSCAPING

Verge width

Varying width along corridor dependent on utility and drainage requirements.

Street Trees

Yes, generally located in soft verge.

Planting Palette

Refer to Soft Landscape Palette.

INTERACTION WITH HOMES

Direct Access to homes

No direct vehicular plot access permitted.

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4. Access & Movement

4.3.1 Street Hierarchy



Appropriately sized verges allow for quality new street trees. Alconbury Weald, Huntingdon.



Structural and amenity landscaping and play elements should be integrated with the STC design. Houlton, Rugby.

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Design Code

4. Access & Movement

4.3.3 Street Hierarchy

Primary Street

The Primary Street fulfils a function of distributing movements by all modes of transport within the proposed development. They are generally less direct than the STC but are configured in such a way their journey times are less favourable than comparable direct routes.

The 'make-up' of the Primary Street corridor will have cycle and footways adjacent to or close to carriageway and accommodate two-way vehicular movement. It will further provide verges of varying width along its length with opportunities for meaningful tree planting to occur.

The table on the adjacent page sets out some of the technical information pertinent to the design of the street. The illustrative axonometrics show potential scenarios for the design of the Primary Street depending on the character of the area it passes through.

The following sets out essential key design principles for the Primary Street and ensures that future Reserved Matters Application(s) will deliver the quality and characters that is intended.

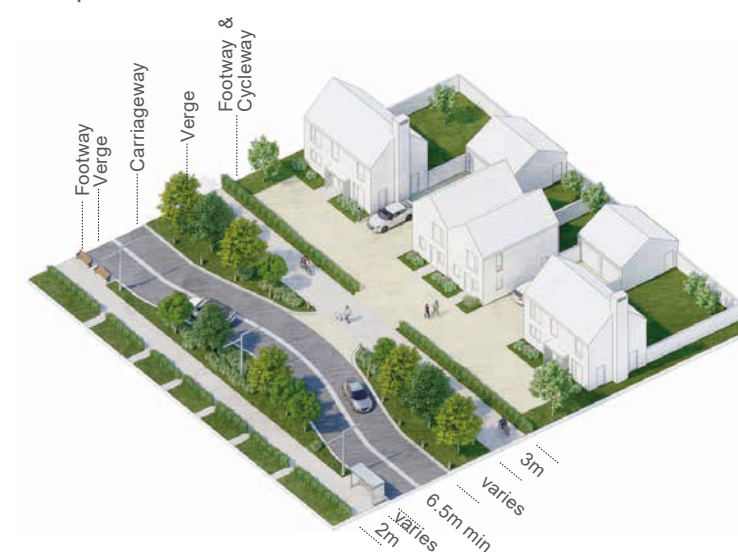
Key Design Principles

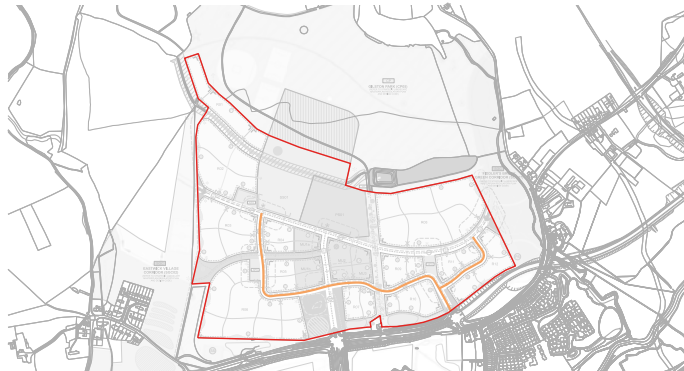
- The detailed alignment of the Primary Street **must** be determined by the arrangement of buildings along its length and the desire to create varied and interesting places.
- The Primary Street **must** respond to its immediate built form and landscape spaces as it changes in character along the route.
- The Primary Street **must** be designed to naturally slow traffic to 20mph or below by visual cues such as built frontage, on-street parking, horizontal deflections in the carriageway, landscape and surface materials.
- Long straight sections of street **should** generally be avoided. Where this is not possible, additional measures such as those set out in the following pages, will be required to limit speeds.
- The Primary Street **must** be 'humanised' (through reduced junction radii and street widths, landscaping, traffic calming etc.) and allow pedestrians and cyclists to safely and conveniently cross.
- Where possible, the use of surface-water drainage features, i.e. swales or rain gardens alongside the route **should** be used.
- Street trees **must** be proposed along the Primary Street to provide rhythm and interest to the streetscene whilst forming a bridge in scale between the built form and the public realm spaces.
- Verges **should** include, where appropriate, flowering lawn grass mixes and in key areas low-growing ornamental shrubs to contribute towards the site-wide habitat mosaic.

Example 1



Example 2



Street Type B		M	
			
GENERAL INFORMATION		TECHNICAL DETAILS	
Street Type	Primary Street	Target Speed	20mph
Location	As indicated on the Regulatory Plan	Road markings	Yes
Character	All modes street with movement and place function	Junction Spacing (centreline-centreline)	25m
STREET DESIGN		Junction radii	No specific standards as junctions will be generally designed to accommodate pedestrian and cycle priority.
Total Corridor Width	Max. 20m	Forward visibility	25m (Manual for Streets 20mph)
Footways	2m footway on one side of carriageway and 3m shared use footway/cycleway on the other.	Visibility Splays	2.4m x 25m
Cycleways	3m shared cycle-footway on single side to accommodate vulnerable cyclist (cyclists accommodated predominantly on carriageway)	Centreline radii	Generally 41m minimum, however this can be lower where speed control is required through traffic calming or irregular form.
Carriageway	Varying width with minimum of 6.5m for two-way movement, with the exception of traffic calmed sections.	STREET LANDSCAPING	
Public Transport Route	No	Verge width	Variable
Traffic Calming	Yes, in specified locations.	Street Trees	Yes, within verges
Utilities corridor	Utilities to be accommodated in footway/cycleway or soft verge.	Planting Palette	Refer to Soft Landscape Palette.
		INTERACTION WITH HOMES	
		Direct Access to homes	Limited frontage access to be considered at RMA stage.

4. Access & Movement

4.3.3 Street Hierarchy



Road side swales/raingardens with flowering lawn grass add to the street character. Trumpington Meadows, Cambridge.



Street bollards and hedge planting prevent inappropriate parking, Trumpington Meadows.

Design Code

4. Access & Movement

4.4 Streets as Spaces

Streets as Spaces

Shared surfaces streets can create public spaces with landscape features and low vehicular speeds where vehicles, pedestrians and cyclists share the road space, as demonstrated in the illustrative examples shown. This slows vehicular speeds and raises the priority for pedestrians and cyclists by ensuring visibility and shared use.

These public spaces are multi-functional, allowing for public congregation and informal play, adopting some of the principles that were historically associated with Home Zones.

Features such as contrasting materials will delineate areas where vehicular traffic is permissible, while generally adopting shared level surfaces where such streets provide non-through routes.

Key Design Principles

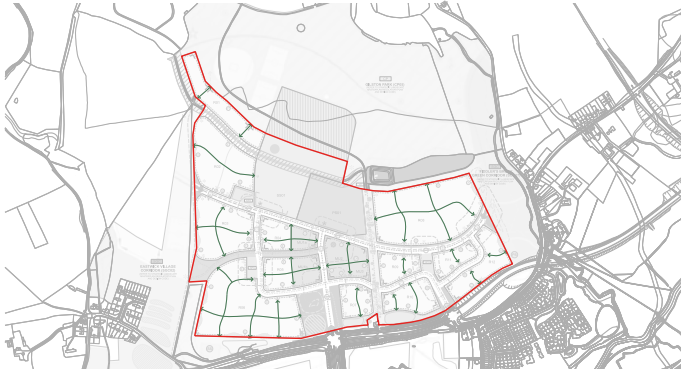
- Parking areas should be demarcated in a low key manner, for example, with pressed concrete paviors or similar hard landscape treatment.
- Parking areas should be defined by landscaping such as trees, hedges and planted verges.
- Where required soil volume cannot be achieved in soft landscaping for the desired tree species, a structural or cellular pit below paving should be used.
- Buildings surrounding the space should create enclosure through the appropriate use of boundary walls and dwelling frontages.
- High-quality permeable paving or similar surface materials should be used to create an attractive environment for pedestrians, cyclists and vehicles.
- The carriageway does not require definition through materials and should merge with the surrounding spaces.
- A minimum 6m clear width should be provided where perpendicular parking space are used to allow sufficient room for cars to access the space.
- Street furniture, such as benches and cycle parking, should be provided as necessary to encourage informal use by residents to encourage activity within spaces.
- Central drainage channels can be provided to drain surface run off within spaces, whilst also acting as a traffic-calming measure.
- Road markings and street signage should be avoided.

Example 1



Example 2



Street Type D		M	
			
GENERAL INFORMATION			
Street Type	Tertiary Street	Street Furniture	Street furniture to adoptable standards.
Location	Within residential parcels, as indicated on the Regulatory Plan. Exact alignment to be confirmed at reserved matters.	Street Lighting	Yes
Character	Minor level surface streets providing access within residential parcels.	On street parking	Uncontrolled visitor parking permitted within the carriageway or integrated within on-street parallel bays within localised widening where appropriate.
STREET DESIGN		TECHNICAL DETAILS	
Total Corridor Width	Max. 6.8m	Target Speed	20 mph within village
Footways	Within shared surface	Road markings	Minimal and where necessary
Cycleways	Within shared surface	Junction Spacing (centreline-centreline)	None.
Carriageway	6.0m - 6.8m shared surface inclusive of paved maintenance strips.	Junction radii	No specific standards as junctions will be generally designed to accommodate pedestrian and cycle priority.
Public Transport Route	No	Forward visibility	17m (Manual for Streets 15mph)
Traffic Calming	Yes	Visibility Splays	2.4m x 17m
Utilities corridor	Utilities to be accommodated within service strips	Centreline radii	N/a
Surface Finishes	Refer to Hard Landscape Palette	STREET LANDSCAPING	
Kerbs	Refer to Hard Landscape Palette	Verge width	Variable
		Street Trees	Yes subject to detailed design.
		Planting Palette	Refer to Soft Landscape palette
		INTERACTION WITH HOMES	
		Direct Access to homes	Yes

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4. Access & Movement

4.4 Streets as Spaces



Coordinated hard and soft landscaping design, Great Kneighton



High quality, permeable paving, Trumpington Meadows.

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Design Code

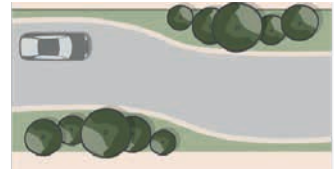
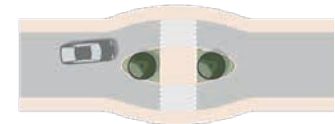
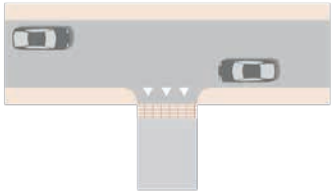
4. Access & Movement

4.5 Traffic Calming Features

Where possible, streets **should** be designed to achieve the required design speed without the need for additional speed restraint measures. Speed restraint features **must** be provided in locations where design speeds cannot be achieved solely through horizontal alignments and design.

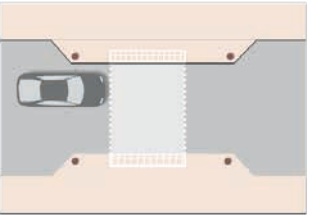
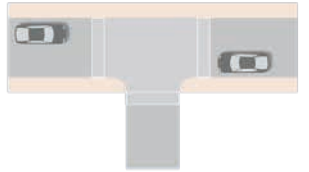
A hierarchy of possible measures is set out in the table below, ordered from most favourable at the top to least favourable at the bottom. It is intended that proposals **should** take a creative and innovative approach to incorporating these measures into their street design utilising a mix of measures appropriate to the built form as set out in the table.

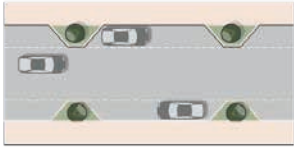
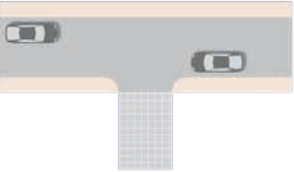
All measures set out will be subject to traffic regulation orders, safety audits and, in the case of roundabouts, junction modelling.

SPEED RESTRAINT FEATURES		
SPEED RESTRAINT FEATURES	DESCRIPTION	EXAMPLE
Horizontal Carriageway Shifts	Speed restraint bends should be incorporated, where possible, to control speeds.	
Lozenges (Central Islands)	- Lozenges can be used to narrow the carriageway to control vehicle speeds and movements. - Lozenges could be used in locations where they can also act as a pedestrian refuge (min. 3m) to enable crossing the carriageway in two stages (subject to carriageway widths). - Lozenges should include tree planting to soften the urban scene and create visual interest. - Lozenges on lower order streets can be used to reinforce the road space allocated to different users - these should be illuminated. - Lozenges should consider buses and other special vehicle requirements if required.	
Gateways / Entry Treatments	- Gateways should typically include a change in road surface and/or carriageway narrowing to alert drivers that they are entering a lower traffic speed area, and should be situated where they are visible to approaching drivers to give them sufficient time to adjust their speed. - Strategically positioned priority road junctions, could be used to effectively control speeds by requiring vehicles to give way to priority traffic. - Gateways could be provided on tertiary streets to make drivers aware they have left a primary or secondary street.	

4. Access & Movement

4.5 Traffic Calming Features

SPEED RESTRAINT FEATURES		
SPEED RESTRAINT FEATURES	DESCRIPTION	EXAMPLE
Build Outs	- Build outs could be constructed to narrow lane widths and force drivers to deviate from their path to reduce their speed. - Where possible, build outs should be used in locations where they can also act as a pedestrian refuge to enable crossing the carriageway in two stages (subject to carriageway widths). - Subject to ensuring appropriate visibility, build outs could include planting to soften the urban scene and create visual interest - Build outs can be viewed as retrofit design and do not encourage consistent vehicle speeds so should only be used where horizontal carriageway shifts cannot be achieved. - Build outs should be illuminated.	
Raised Junctions	- Raised junctions could be constructed in selected locations with high demand for pedestrian movement, such as outside schools and local centres, and can allow for easier pedestrian crossing by raising the carriageway to the level of the footway (subject to a minimal kerb upstand). - Raised junctions can help enhance the appearance of a road and cause drivers to reduce their speed by the use of vertical deflection. - Raised junctions should be sparingly used on primary streets or bus routes. They are most appropriate for street types with a design speed of 20mph and their use should generally be restricted to tertiary streets where horizontal measures are unsuitable.	

SPEED RESTRAINT FEATURES		
SPEED RESTRAINT FEATURES	DESCRIPTION	EXAMPLE
On-Street Parking	- On-street parking could be used as a positive speed restraint measure in selected locations by reducing capacity and encouraging lower speeds. To perform a traffic calming feature parking should be: - In properly marked out bays, or - Differently surfaced bays, and - Protected / supported by other features such as build-outs or street furniture. - Parking is transient and should only be used as a supplementary measure to reinforce other features. - On-street parking bays should only be implemented on streets with sufficient width to ensure vehicles do not park on footways or verges. - On-street parking should be discouraged within areas likely to be popular for children's play or where there is likely to be a high demand for pedestrian/cycle movement across the carriageway. - On-street parking should not be located where it materially impacts safety or visibility splays	
Surface Treatment	- A change in carriageway colour and/or texture (such as block paving) could be used to emphasise a change in environment such as at entrance zones. - Familiarity reduces the effectiveness of surface treatments as a speed control measure so it should only be used to complement other measures such as gateways and raised tables in selected locations.	

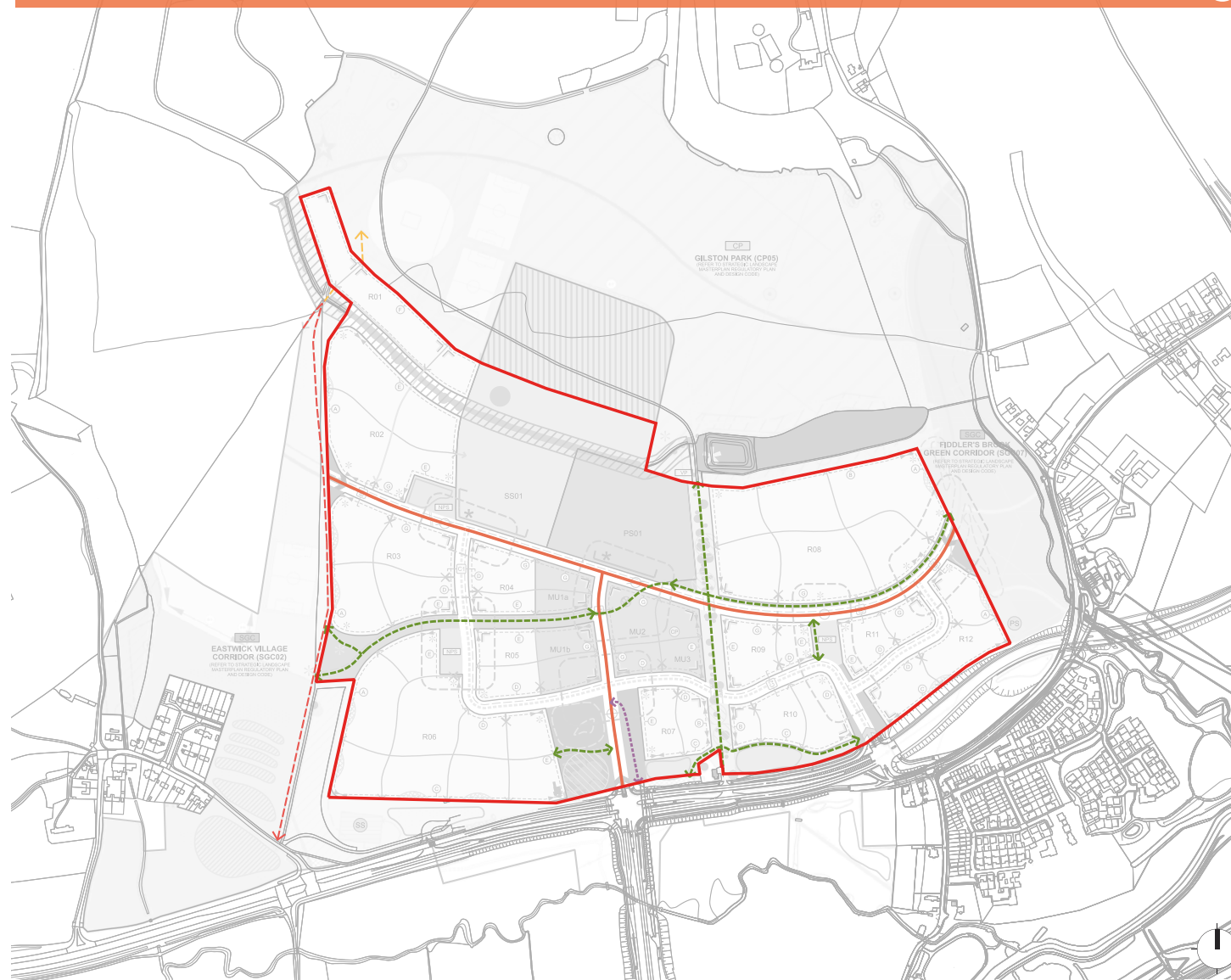
Design Code

4. Access & Movement

4.7 Active Travel Network (including PRow)

Figure x: Active Travel Plan

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Key

Active Travel Network

- STC (containing primary cycle commuter route - refer to section x for further detail)
- - Existing Footpath (Public Right of Way)
- - Rerouted Footpath (Public Right of Way)
- - Location of Proposed Foot/Cycle Bridge
- - Indicative Leisure Route

4. Access & Movement

4.7 Active Travel Network (including PRow)

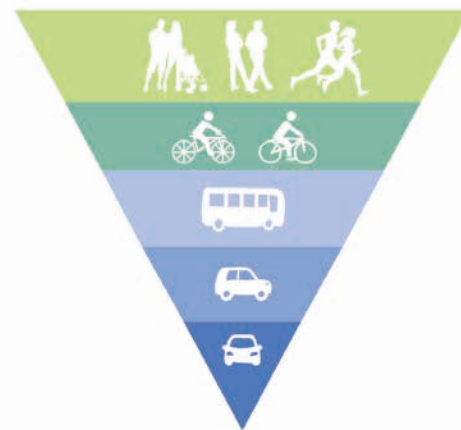
Active Travel

As shown on the Regulatory Plan, the diagram opposite highlights the key routes for pedestrians and cyclists.

The integrated network of proposed routes for pedestrians and cyclists is fundamental to the sustainable transport strategy for the development. The pedestrian and cycle routes are designed to create a suitable hierarchy supporting natural movement through the development to local destinations, connecting to existing networks and sites further afield.

Proposals should prioritise walking and cycling as an attractive means of travel and provide these routes to ensure connectivity in Village 1.

RMA's should clearly demonstrate how this has been achieved in accordance with the Regulatory Plan.



Hierarchy of sustainable movement



Pedestrian Network

Walking is expected to be a key mode of transport within the wider development, with all facilities within the site being easily accessible by pedestrian routes. This will be achieved by the delivery of pedestrian routes set out on the Regulatory Plan. These routes follow key movement corridors and reflect desire lines through landscape and amenity green space.

RMAs should demonstrate how elements of the pedestrian route network that fall within their scope will be delivered, ensuring integration with the wider route network (both existing and proposed). Proposals should specify how these routes will be accessible, attractive, high quality, suitably surfaced, safe, convenient, and integrated within existing and proposed landscape. Pedestrian routes should be bordered by planting/landscape, whilst maintaining a sense of safety.

Footpath widths will be a minimum of 2m and where practicable follow 'desire lines' through alignments which achieve a maximum longitudinal grade of 1 in 20.

Paths should be constructed with a crossfall of between 1 in 40 and 1 in 60 to allow adequate drainage. The preference for path material in adopted areas will be for a tarmac or other bound stone surface course (proprietary or other) to the approval of the adopting authority.



Example approach to leisure cycle and footpaths



Example approach to leisure cycle and footpaths

SESSION 3: BUILDINGS

PART C: SPATIAL

5. RESIDENTIAL BUILT FORM

Introduction

5.1 Regulatory Plan

5.2 Site Wide Considerations

5.3 Residential Layout Design

→ 5.3.1 Key Groupings

→ 5.3.2 Frontage Characters

→ 5.4 Urban Design Principles

→ 5.5 Streetscene Principles

→ 5.6 Building Design Principles

5.7 Application of Materials

5.8 Household Utilities & Waste

5.9 Dwelling Typologies Library

5.10 Boundary Typologies Library

5.11 Parking Typologies Library

5.12 Parking Court Design Principles

6. NON RESIDENTIAL BUILT FORM

Introduction

6.1 Regulatory Plan

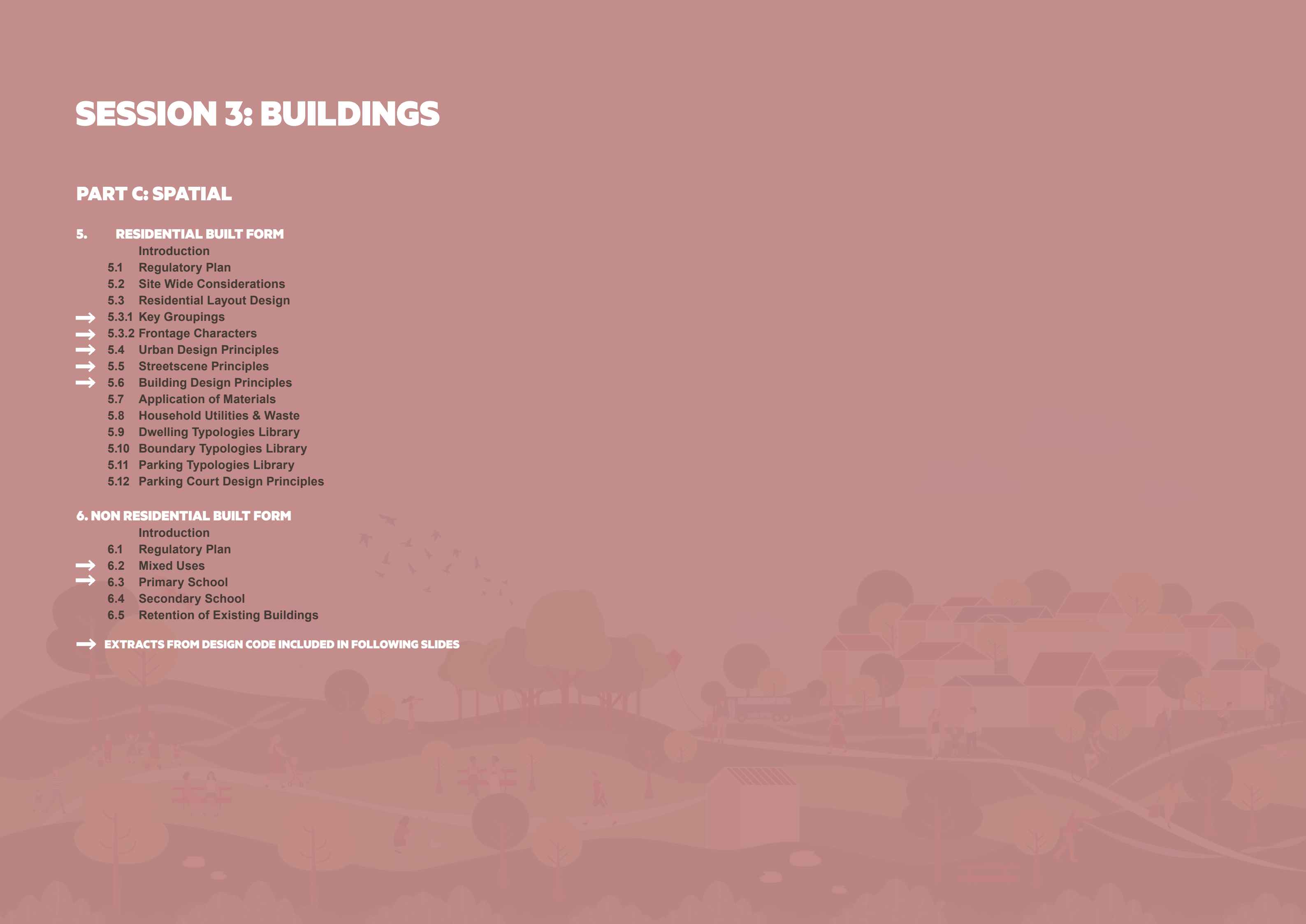
→ 6.2 Mixed Uses

→ 6.3 Primary School

6.4 Secondary School

6.5 Retention of Existing Buildings

→ EXTRACTS FROM DESIGN CODE INCLUDED IN FOLLOWING SLIDES



SESSION 3: BUILDINGS

REG PLAN - BUILT FORM COMPONENTS

KEY

Land Uses

Residential

Primary School

Secondary School

Playing Fields within Secondary School Plot

Mixed Use

Residential Built Form

Marker Buildings

Gateway Buildings

Landmark Buildings

Key Groupings

Frontage Characters

A Strategic Landscape Corridors

B Landscape Corridors

C Eastwick Road

D Village Street

E Village Greens and Spaces

F Gilston Park

G STC Interface

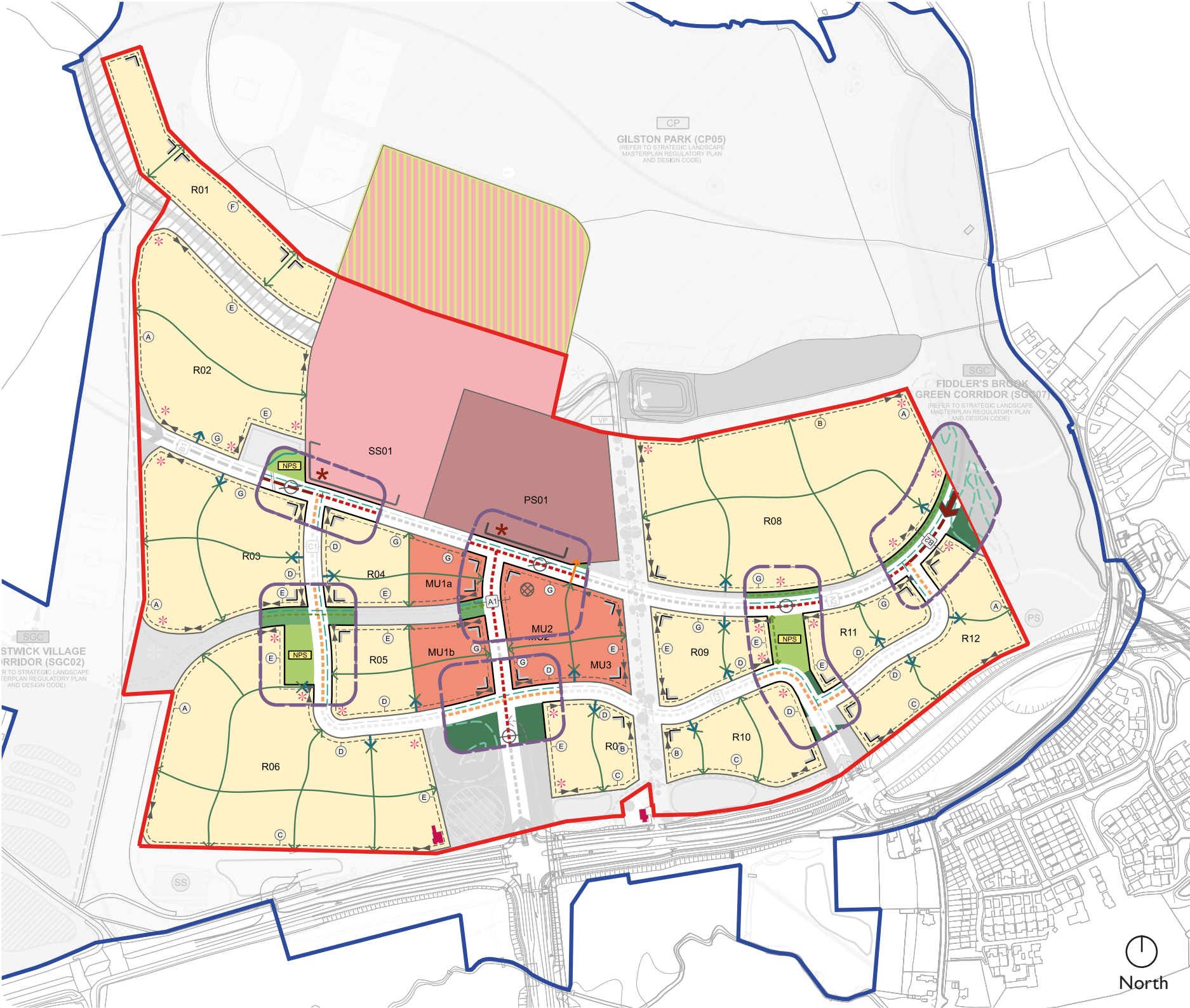
Non Residential Built Form

Village Square

Indicative Car Park Location

Potential Retention of Existing Buildings

Indicative School Frontage



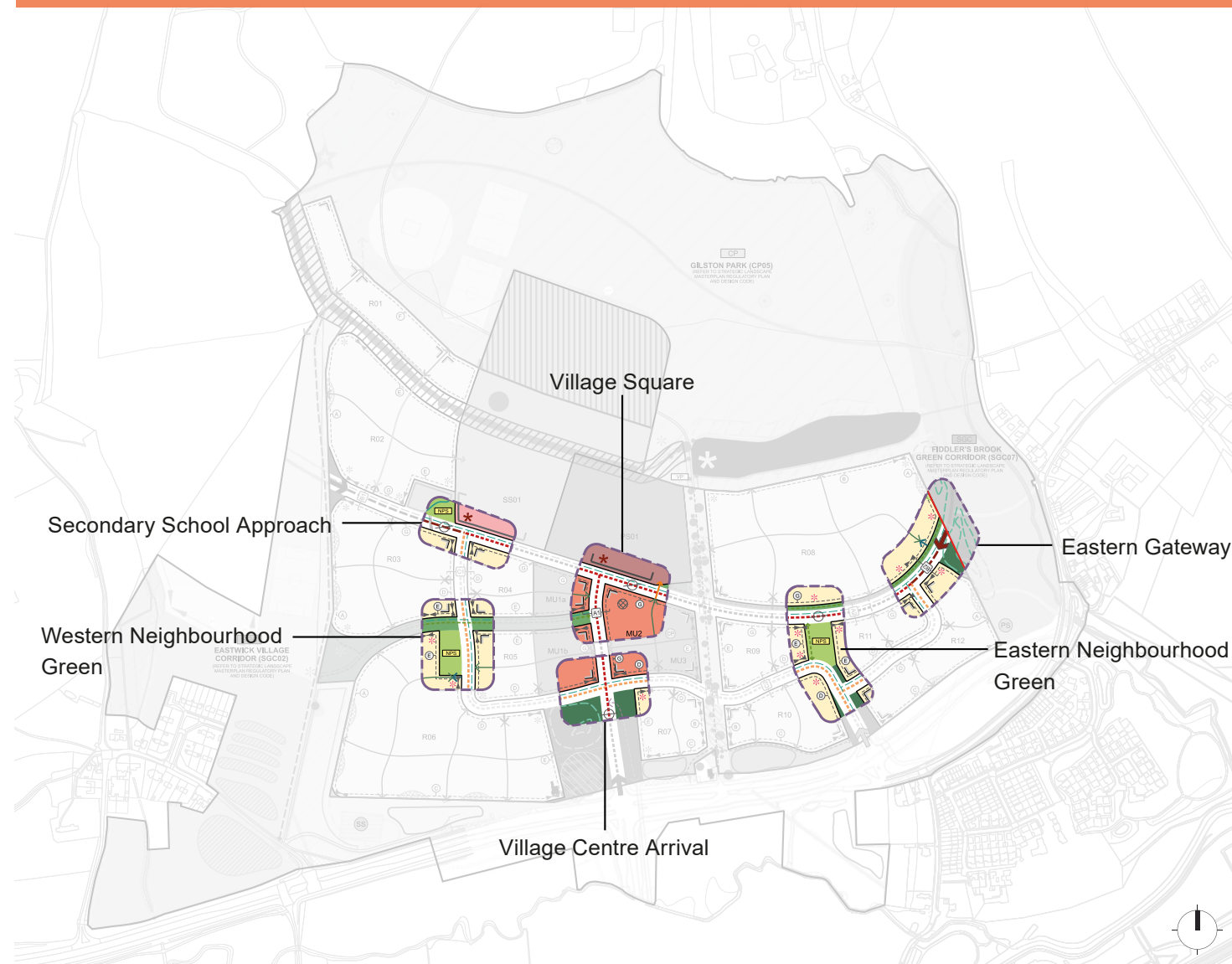
Regulatory Plan: Built Form

Design Code

5. Residential Built Form

5.3.1 Key Groupings

Figure x: Illustrative plan extract showing location of identified Key Groupings



Key Groupings

The Key Groupings represent some of the principal destinations within Village 1 and reflect distinct nodes where built form, movement and public realm interweave and assimilate to forge a distinct 'set piece' for people and activity to congregate in one place.

Enhanced design guidance is therefore provided for these Key Groupings to ensure future proposals deliver the level of design quality that is expected in these 'placemaking anchors' of the site.

Six Key Groupings are identified on the Regulatory Plan and Reserved Matters Applications **must** adhere to the design principles set out in this section, using the illustrations as guidance for detailed design.

5. Residential Built Form

5.3.1 Key Groupings



- (*) Village square
- (1) Primary school
- (2) Later living
- (3) Health facility
- (4) Commercial / office space
- (5) Mobility hub
- (6) Ground floor retail with residential above
- (7) Community building
- (8) Nursery

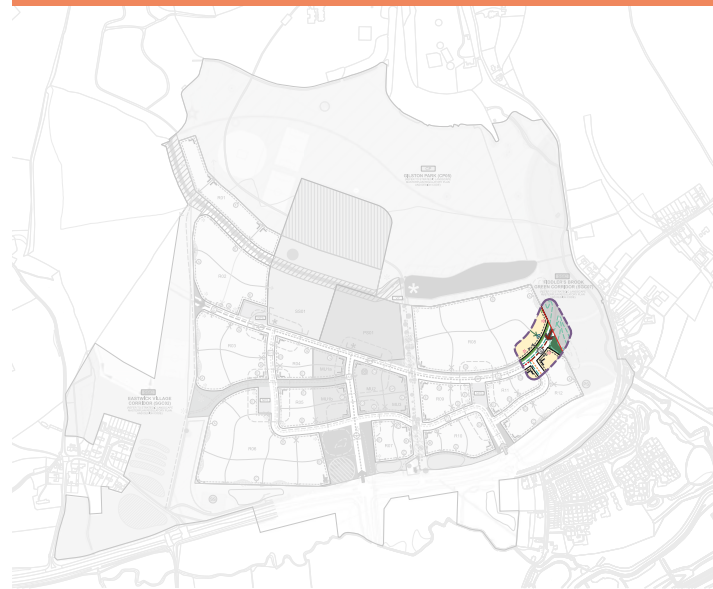
**WORK IN
PROGRESS**

Design Code

5. Residential Built Form

5.3.1 Key Groupings

Key Plan



1. Eastern Gateway

This key grouping defines the Eastern Gateway of Village 1, where the Sustainable Transport Corridor (all modes section) enters the development. The grouping is defined to support legibility, as it also sits in a prominent location along the eastern Fiddlers Brook Strategic Landscape Corridor.

Key Design Principles

Landscape

- The gateway should be designed as a set-piece landscape to act as a 'placemaking' element within the wider landscape framework. It should be coordinated with the adjacent architectural proposals to establish key views and vistas.
- The landscape should incorporate a mosaic of habitats, to form an important contribution to local biodiversity and create connectivity to further habitats spaces both within and beyond the scheme.
- SuDS should form a focal point in the landscape.
- SuDs features and permanently wet ponds should be designed to complement the overall landscape aesthetic, providing amenity value and avoid an overly engineered appearance.
- An informal arrangement of trees should be provided so as to provide a transition from the open space to the edge of Village 1.
- Areas of landscape should include enhanced/ planted wildlife habitats, with areas for seating and recreation sensitively integrated between them.

Movement

- Pedestrian, cycle and bus movement should be prioritised on entering the Village.
- Provision of cycle stands and other potential micromobility uses should be provided as part of the landscape proposals providing convenient access in relation to the pontoon, whilst ensuring they do not unnecessarily clutter the public realm.

- Safe crossing points for pedestrians and cyclists including vulnerable users (e.g. school children) should be provided and clearly demarcated.
- Formal routes should include play and wayfinding elements that provide interest and information.
- Proposals should seek to reduce vehicular speeds when entering Village 1, through the use of appropriate measures, such as traffic calming.
- Vehicular access to homes fronting the Fiddlers Brook Strategic Landscape Corridor will be from tertiary streets and private driveways.

Built Form

- Buildings will positively address the open space.
- Emphasis is required through the built form, with prominent marker buildings addressing both the STC and the Fiddlers Brook Strategic Landscape Corridor.
- Marker buildings must 'turn the corner' providing active frontage on to both the STC and the open space.
- Marker buildings should respond to long-range views, with well-articulated elevations and architectural detailing. Proposals should explore elements such as distinct architectural forms, roofscape, glazing, materiality and/or the use of additional external structures or features.
- Refer to the Regulatory Plan and Frontage Characters for details on acceptable residential frontages.

5. Residential Built Form

5.3.1 Key Groupings



- ① Buildings appropriately 'turn the corner' and provide a set-piece overlooking the proposed attenuation basins.
- ② Homes overlooking the strategic landscape corridor (Fiddlers Brook) will be softened with planting to respond to reduce visual impact of built form
- ③ Prioritised bus route at junction
- ④ Bridge and pontoon design creating a sense of place and arrival Biodiverse landscaped SuDs features
- ⑤ Biodiverse landscaped SuDs features
- ⑥ Shared private drive providing access to homes

**WORK IN
PROGRESS**

Design Code

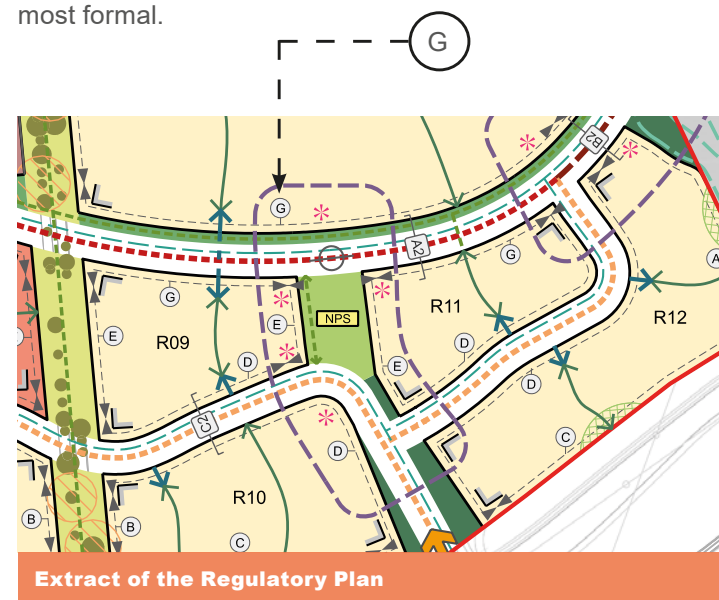
Residential Built Form

5.3.2 Frontage Characters

Frontage Characters refer to the interface of development edges with the public realm – where built form meets open spaces, routes or the boundaries of the site. They play a critical role in defining the character of the place and the quality of routes and spaces. They are defined by a number of factors including the formality or informality of the building alignment, the spacing between buildings, the boundary treatments and parking arrangements.

Well designed Frontage Characters will positively address the public realm, providing natural surveillance of the space and ensure the new neighbourhood displays a varied but harmonious character.

Seven Frontage Characters have been identified across the site. These frontages have been grouped into three categories in terms of their formality from most informal to most formal.



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INFORMAL	'Informal' frontage character refers to a loose arrangement of a variety of dwelling types. Buildings are positioned irregularly, with occasional, staggered building alignments relative to the street and will be accessed primarily by shared private drives. It is suitable in lower density areas fronting open spaces. ■ (A) Strategic Landscape Corridors ■ (B) Landscape Corridors
SEMI - FORMAL	'Semi-formal' frontage character refers to a linear arrangement of dwellings characterised by consistency, repetition and rhythm. This may include stepped, symmetrical groupings when access is via a shared driveway. It serves as a transition between informal and formal frontage characters. ■ (C) Eastwick Road ■ (D) Village Street ■ (E) Village Greens & Spaces
FORMAL	'Formal' frontage character refers to dwelling arrangements which combine a consistent building line, order, and a high degree of enclosure. This may include a 'set-piece' symmetrical arrangements. It is suitable for higher density edges. ■ (F) Gilston Park ■ (G) STC Interface

itp

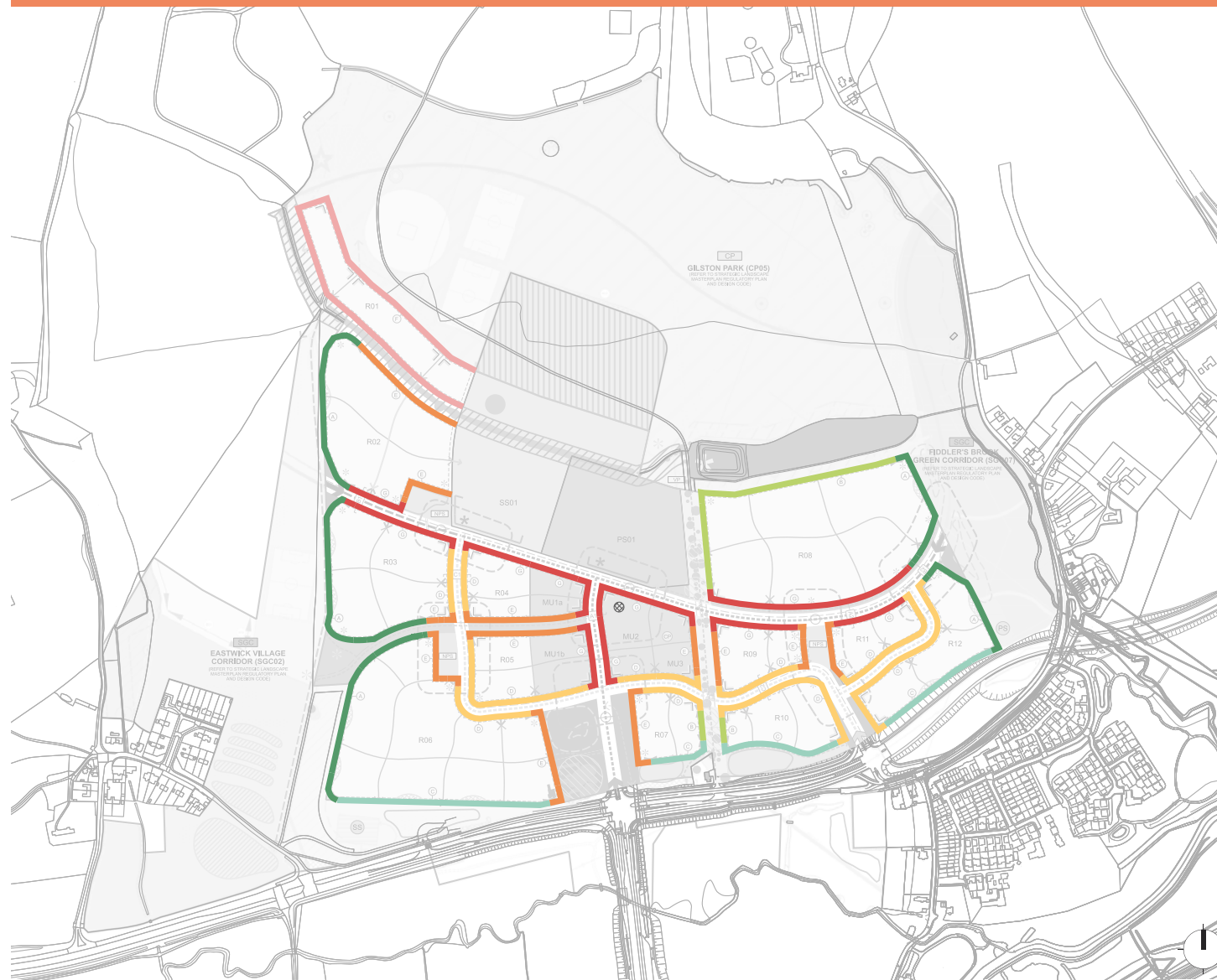
Residential Built Form

5.3.2 Frontage Characters

Regulatory Plan - Frontage Characters

M

Each Frontage Character is defined on a double spread comprising mandatory guidelines as well as illustrations showing how the compliant Frontage Character can be achieved. Please refer to the “Using the Frontage Character Pages” for guidance on how to navigate through the spread.



- (A) Strategic Landscape Corridors
- (B) Landscape Corridors
- (C) Eastwick Road
- (D) Village Street
- (E) Village Greens & Spaces
- (F) Gilston Park
- (G) STC Interface

Design Code

Residential Built Form

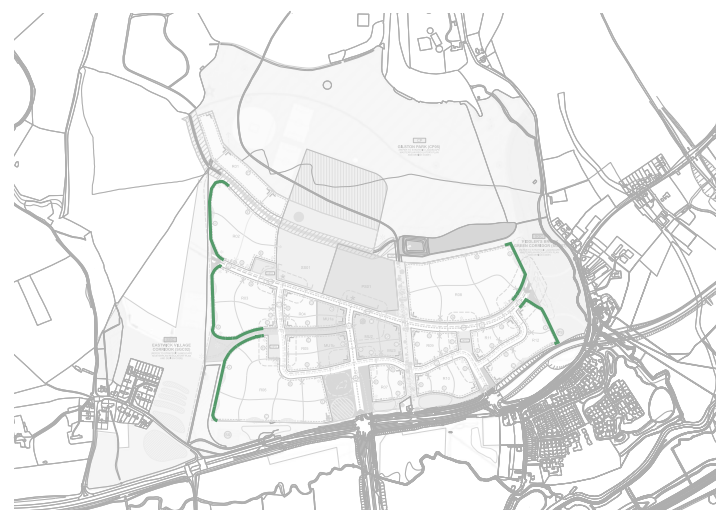
5.3.2 Frontage Characters

Type A - Strategic Landscape Corridors

Strategic Landscape Corridors frontage is defined by the eastern and western extents of Village 1. These edges will be afforded with extensive frontage over two strategic green corridors. A large proportion of the edge condition fronts open space.

This edge will follow informal alignments with a loose arrangement of predominantly 2 storey larger detached dwellings located within generous plots; establishing a low-density character appropriate to the interface with the neighbouring settlements of Gilston and Eastwick.

Landscaping will reinforce the informal arrangement by varying in height and depth, with clusters of planting of varying size and spacing.



Location Plan of Frontage Character Type A

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Key Principles

- Dwellings must create an informal building line using subtle angle deviations in orientation;
- Dwellings must consist of a range of predominantly detached homes. Both wide and narrow dwellings are permitted but the arrangement of dwellings must form identifiable groupings to establish rhythm along the street;
- Corner-turning house types / pairs of house types to be utilised on all corners where roads connect to the parcel edges;
- Windows or bays at ground and/or first floor must be included on flank walls addressing the public realm;
- Access roads must be designed to minimise their visual impact along the Strategic Landscape Corridor edges, with private driveways used where appropriate;
- Pedestrian access to the wider green network must be provided from the end of turning heads.
- Clusters of planting / trees to be positioned at intervals along the parcel edge - with perimeter roads and driveways following a sinuous alignment to accommodate these clusters; and
- Parking must be set back and not protrude beyond the building line.

: INFORMAL SCENIC PICTURESQUE CLUSTERED PLANTING :



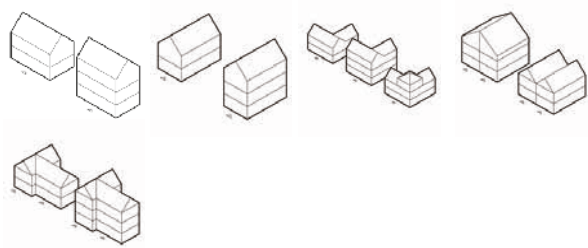
Illustrative Example of Type A Frontage Character

itp

Residential Built Form

5.3.2 Frontage Characters

Street Component	Permitted Types	Notes
Building Line	Irregular	
Spacing between buildings	Varied	
Building alignment / orientation	Staggered	
Edge Planting	Perimeter Planting	

Component	Illustration	Notes
Building Typologies	D1, D2, D4, SD1, SD5 	- Predominantly detached homes with occasional semi-detached permitted. (For full library of building typologies refer to the back of this chapter).
Parking Arrangements	P2, P3, P7 	(For full library of parking typologies refer to the back of this chapter).
Boundary Treatments	B6 	(For full library of boundary typologies refer to the back of this chapter).
Set-back	2-3m	
Materials	Walls - Primary    Walls - Accent    Roofs   Windows    Balconies    Details   	- Palette must be limited to 1x primary wall and 1x accent along any given frontage. Marker buildings can use contrasting accent material on entire façade. - Where a building is part of a key grouping it will demonstrate a cohesive material application with the rest of the homes within the grouping.

Design Code

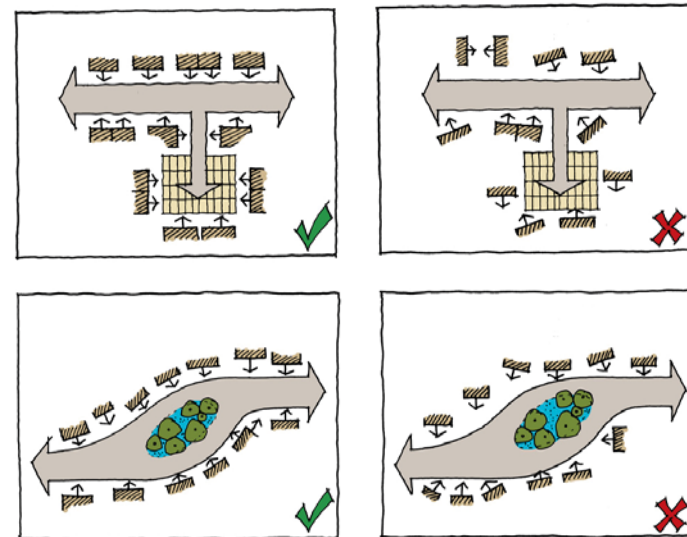
5. Residential Built Form

5.4 Urban Design Principles

Building Positioning & Plot Sizes

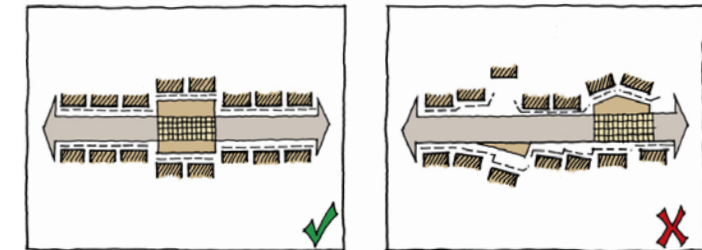
- The character of the residential neighbourhoods **must** be influenced by how buildings relate to the parcel on which they are located, and the size of the individual plot in terms of both its width and depth.
- As part of the envisaged character of Village 1, RMAs **must** demonstrate a suitable variety in plot sizes/shapes, avoiding a rigid arrangement of dwellings on repeated plots. This **should** be expressed through subtle variations in the positioning of buildings on their plots (setbacks). The degree to which this variety manifests itself in detailed layouts **should** be reflective of street type, housing density and typology.
- In higher density areas, featuring mixed uses/terraced homes/linked homes/apartment blocks, a variety in setbacks **should** be occasional rather than prevalent. Buildings **must** achieve a clear definition of streets and spaces by generally adopting a common building line, but stepping back in carefully considered locations. This creates positive and usable spaces as an extension to the main route or space that the buildings face.
- In lower density areas with a greater proportion of detached dwellings, a greater variation in set back and plot size/shape **should** be expressed. This allows the opportunity for more informal and organic streets and spaces to be formed.

The following residential layout principles **should** be adhered to throughout all RMAs to achieve well designed streets and spaces.



BUILDING ORIENTATION MUST RELATE TO ROUTES AND SPACES

- Buildings **must** directly face routes and spaces such that their primary frontage is parallel to the edge of that route or space.
- Buildings **should not** be positioned at an angle to the back-of-footpath line, or to the defined edge of a shared surface.
- For informal arrangements the dwelling **must** still align to the immediate edge of the route or space it faces.
- Primary entrances to buildings, or to entrance courtyards serving buildings, **must** be visible from the public realm.

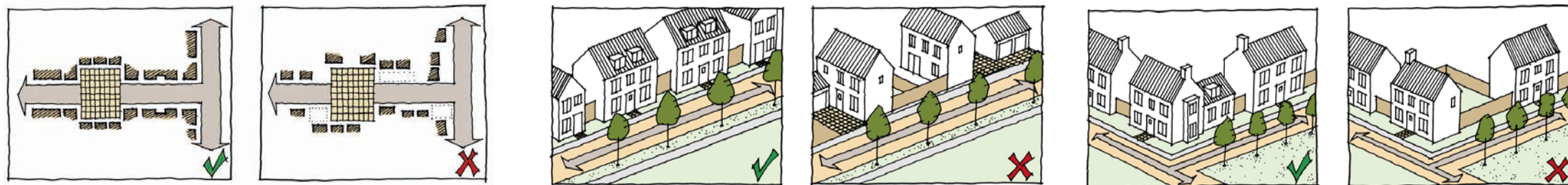


BUILDING ALIGNMENT MUST BE COHERENT

- Building frontages **must** establish a common building line where they face routes or linear spaces (except in areas of lowest density with informal frontages).
- Rear and flank walls of garages and outbuildings **should** be considered components in establishing a common building line, although this **should** be limited.
- Along tighter/more enclosed streets where the distance between building frontage and back of footpath **should** be minimised, a buffer privacy strip of a minimum 1m, including landscaping **must** be maintained at all times.

5. Residential Built Form

5.4 Urban Design Principles



CONTINUITY AND ENCLOSURE MUST BE ACHIEVED

- All frontages along streets and spaces **must** be designed to create clear definition through legible continuity of building form, linkage and positioning.
- Public and private space **must** be clearly distinguished through continuity of frontage.
- 'Semi-public' space arising from lack of continuity or enclosure **must** be avoided.
- Adequate spacing for fire safety, access, servicing and maintenance **must** be provided between side-by-side detached dwellings, and RMAs **must** clearly describe and justify these dimensions.

ROUTES AND SPACES MUST BE ADDRESSED BY ACTIVE FRONTAGE

- Routes and spaces **must** be overlooked by windows to habitable rooms at ground and first floor levels, providing natural surveillance.
- Blank elevations largely devoid of windows **must** be avoided where they face, or are clearly visible from the public realm.
- Active frontage **must** be enhanced through the use of balconies at first floor level, glazing within or alongside primary entrances, and/or full height projecting bays on flank elevations where appropriate (see Corners and Plot Sides **Must** be Positively Solved).

CORNERS AND PLOTS SIDES MUST BE POSITIVELY SOLVED

- All buildings located on identifiable corners **must** positively address both directions through either the positioning of entrances, generous windows to habitable rooms, glazed projections and/or upper level balconies where appropriate.
- Building form **must** respond to defined corner locations through the tallest or largest element of the building mass being located directly on that corner.
- Corner-turning buildings (L-shaped in plan) **should** be positioned on defined corner locations.
- Where a corner plot forms the end of a row of street-facing dwellings, the dwelling may have its primary entrance positioned on its flank elevation, but **must** ensure active frontage in all cases on both elevations. Interest may be created through projected windows and upper level balconies.
- Simply introducing one or two windows on a flank elevation will not represent an acceptable solution for a dwelling on a corner plot.

Design Code

5. Residential Built Form

5.5 Street Scene Principles



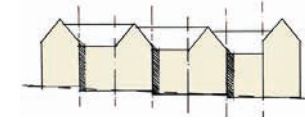
Simple wide-fronted units with subservient elements e.g. garage, bay etc.



Gable used to provide shelter to loggia and bay



Timber balcony unifies different fenestration



Topography addressed through stepped footprint and massing



Building form steps down slope with distinctive stepped breaks

CLARITY & RATIONALE

- Dwellings **must** match the description of their typology.
- Dwellings **must** utilise simple forms and masses both individually and within a grouping of buildings.
- Dwelling features **must** be simple and honest to the purpose they serve, e.g. usable balconies.
- The use of structures and/or materials **must** demonstrate a rationale and may distinguish key elements of the dwelling such as projecting bays.
- Fake bricked-in windows **must not** be used.

ORDER, UNITY & VARIETY

- Variety **must** be achieved through handed, framed and repeated elements but groupings of dwellings forming street scenes **must** achieve order and unity within their overall layout and composition.
- Future proposals **must** achieve coherence, reading as a considered composition and not a random assortment of forms and types. Recognising the characteristics of the site and the Village 1 Vision, the principle of achieving variety within a coherent street scene **must** be further articulated.

RESPONSE TO TOPOGRAPHY

- Designs **must** respond to changes in topography, avoiding significant retaining walls where possible.
- Built forms **must** reflect changes in level.
- Built forms **must** have consistent stepping down a slope.
- Future proposals **must** establish principles for appropriate development form on areas with significant slopes, seeking in principle to avoid significant land reprofiling.

5. Residential Built Form

5.5 Street Scene Principles



SILHOUETTES

- Dwellings **must** create unified and articulated silhouettes through repetitive roof forms within terraces and groupings of dwellings. This can be achieved, for example, through the use of chimneys or gables.
- Future proposals **must** address the visual profile of development with a particular focus on roof forms.



VISTA STOPPERS

- Marker Buildings **must** terminate the end of vistas or long views, address prominent corners and frame key views.
- Marker Buildings **must** be animated with key features such as projecting bays, large window openings, balconies and/or expressive roof forms.



RICHNESS & ARTICULATION

- Proposals **must** articulate the form along edges and corners, utilising shadows created by changing depths and recesses in the design of the elevation to create contrasts in tonal value.
- Design approaches **should** be simple and “unfussy”, enriched by the articulation of materials, texture, depth and occasional decoration.

Design Code

5. Residential Built Form

5.6 Building Design Principles

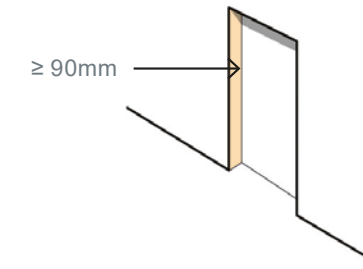
Threshold Zone

Entrances and Doors

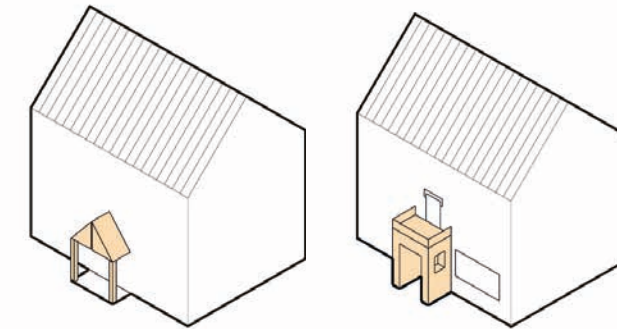
- Active frontage **must** be provided to the public realm and the main entrance **should** be clearly visible from the street.
- The main building entrance **must** be clearly defined and create a sense of arrival.
- The entrance to corner-turning homes **should** be on the side elevation to maximise passive surveillance onto the public realm.
- High-quality, robust doors **must** be used, in a style which complements the overall character of the building.
- All front doors **should** be recessed a minimum of 90mm from the brick/finished face.
- All garage doors **should** be recessed to a minimum of 90mm from the brick/finished face.
- uPVC doors **must not** be used on any frontage facing the street or public realm.

Porches and Canopies

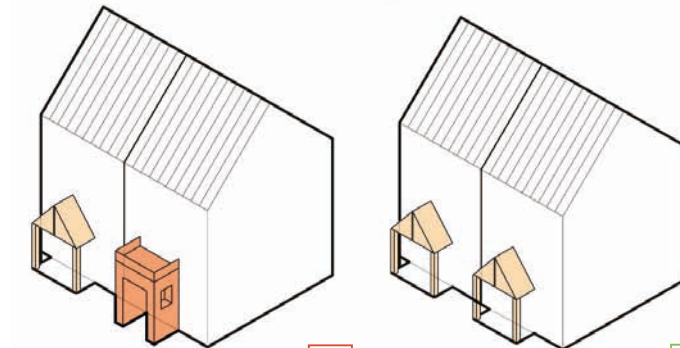
- A porch or canopy **must** be provided to every entrance, with generous shelter from the elements. Small-scale enclosed porches **must not** be used. A porch may be formed by a recessed entrance within the primary elevation.
- Porches and canopies **must** be integral to the design of the elevation and not be overly dominant.
- Flat roof porches and canopies **should** be clad with lead, zinc or copper standing seam, or finished with glass.
- Pitched roof porches **should** be clad in the same material as the principal roof of the dwelling.
- The size of roof tiles **must** be proportionate to the size of the roof.
- Ridge and hip tiles that are disproportionately large relative to the size of the porch **must not** be used.
- GRP roofs **must not** be used.



Depth of recess from face of building elevation to face of door to be maximised



Entrances should be celebrated and designed as integral to the elevation. Porches should provide sufficient shelter.



Adjoining dwellings should have a consistent treatment to porches & entrance.

5. Residential Built Form

5.6 Building Design Principles

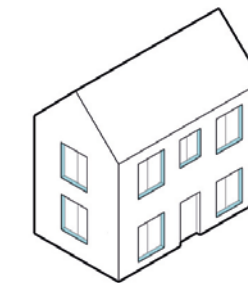
Fenestration

Windows

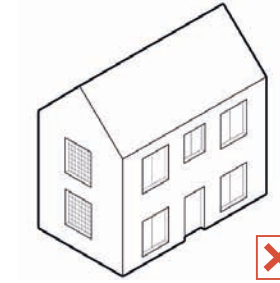
- Windows **should** be as large as possible to maximise access to daylight and sunlight in the building (with due regard for potential heat loss/gains).
- Buildings **should** utilise a variety of window sizes to create visual interest, with the size of windows appropriate to the uses within.
- The use of feature elements such as corner windows, bays and oriels is encouraged, particularly to add rhythm along the street or create emphasis at the end or on the corner of a street.
- The colour, thickness of the frame, quality and design of windows **must** be consistent on all elevations of a building.
- All windows **should** be recessed a minimum of 90mm from the face of the building elevation (exceptions may be made for timber-clad or tile-hung buildings).
- Windows **must** have a minimum number of mullions and transoms, all of which should be functional (stuck on glazing bars **must not** be used).
- Windows **should** ideally be constructed with sub-frames, so that fixed and opening lights have the same glazed area.
- Decorative sash windows **must not** be used.

Bay Windows

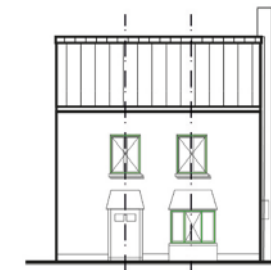
- Bay windows **must** be designed as an integral part of the elevation.
- Frame members and corner posts **must** be carefully considered to ensure they are neither too bulky nor too flimsy in appearance.
- The roofing material of pitched-roof bay windows **must** match the material of the main roof.
- The size of roof tiles **must** be proportionate to the size of the roof.
- The roofing material of flat-roof bay windows **should** be standing seam lead, zinc or copper.
- GRP roofs **must not** be used.



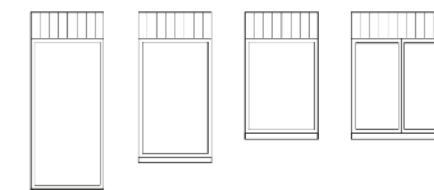
Consistent windows across elevations



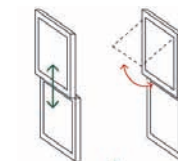
Inconsistent window treatment on different elevations



Bay windows should be designed as part of the overall composition of the elevation.



Simple, vertical fenestration



Decorative sash windows are not permitted

Design Code

5. Residential Built Form

5.8 Household Utilities & Waste

Household Utilities Design Principles

The installation of household utilities infrastructure **must** not compromise the visual quality of the dwelling and street scene.

Key Design Principles:

- Gas meter boxes **must not** be visible from the public realm. This **should** be achieved through locating boxes on side elevations or within recessed entrances where possible. The colour **must** complement the house material.
- Pipes, flues and vents **must** be architecturally integrated and **should** align with adjacent façade features.
- Pipework and cables **should** be hidden from view from the public realm.
- Photovoltaics and/or solar thermal panels, where provided, **must** be installed to the rear of the property, unless this severely affects the performance of the PVs. Discrete systems **must** be used so as to not detract from the overall appearance of the dwelling and street scene.
- For detached, semi-detached and end-of-terraced properties, meters **should** be located on side elevations within 2m of the front face of house.

Positive measures **must** be introduced to conceal meters and housings associated with incoming services (electric, gas, broadband network terminations points etc.) from view from the public realm. Such measures **must** include:

- Positioning of meters on flank within 2m of the front face of house on all detached, linked and semi-detached houses wherever practicable;
- Selection of colours to minimise visual impact and contrast with the face of building against which they are positioned.

Heat Pumps

Applicants **must** demonstrate consideration towards eliminating impact of heat pumps on visual amenity; designers **must** ensure that heat pumps are not positioned in locations that are visible from the public realm.

The following **must** be considered in positioning the heat pump:

- The type of heat pump which **should** be used (ground/air/water heat pumps) and the system's respective spatial requirements i.e. garden size and plant room size for Ground Source Heat Pump or clearances for Air Source Heat Pump.
- Manufacturer's guidance for optimum efficiency.

In the case of Air Source Heat Pumps where external installation is required, they **must**:

- Be easily accessible for servicing or maintenance
- Be as close to the dwelling as possible to reduce length of pipework and associated heat loss
- On the ground (not wall-mounted)

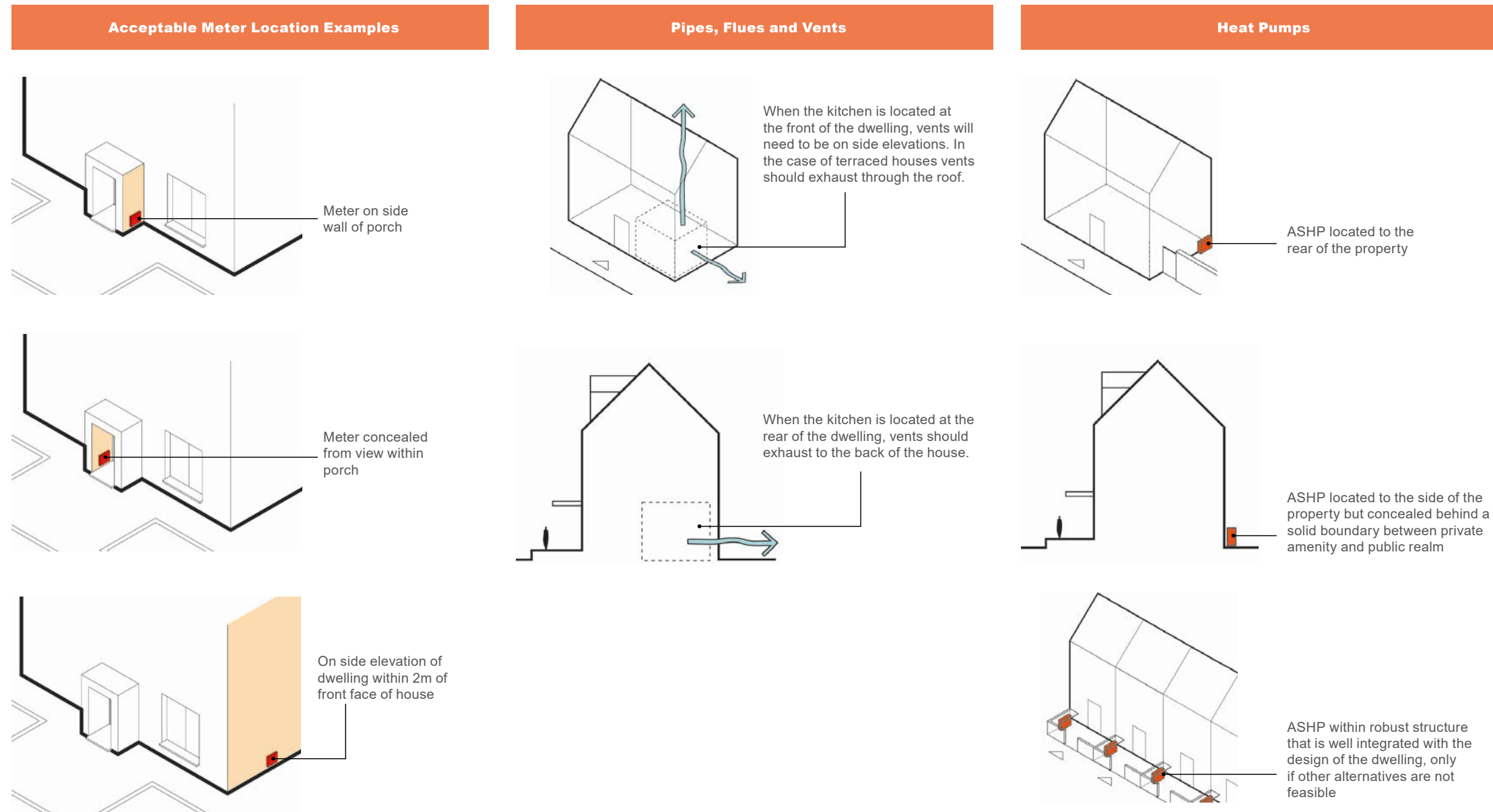
- Consider noise impact on the room it is attached to as well as on neighbouring dwellings
- Be installed to the rear of the dwelling, away from the public realm
- Be concealed behind a solid boundary between private amenity space and public realm, if positioned to the side of the dwelling, if the rear is not an option
- Be enclosed (on all sides except the front) within a robust structure that is well-integrated within the design of the dwelling it serves, if positioned to the front of the dwelling and only if all other options are demonstrably not feasible. Enclosures **must** be sized to manufacturer's specified clearances to ensure efficient operation of the system.



Example of a well concealed air source heat pump. Marmalade Lane, Cambridge

5. Residential Built Form

5.8 Household Utilities & Waste







Places for People

Gilston (Village 1) Masterplan

Community Working Group 3 - Interim
Report

December 2023

**Meeting
Place**

About

This interim report summarises the third round of engagement undertaken to support the masterplanning of Village 1 at Gilston, a development of 10,000 homes north of Harlow, Essex.

Community Working Groups have been established to ensure emerging proposals are actively shaped by local stakeholders.

Community Working Group 3 was held at Eastwick Village Hall on Thursday 16 November 2023, from 6-8.30pm.

From this, a comprehensive report is being prepared to show who attended, the briefings and presentation content, workshop sessions, feedback and how this has helped shape proposals.

This interim report has been prepared to support the project team by evidencing the feedback received from stakeholders.

For more information regarding masterplan engagement for Gilston, please contact Chris Criscione chriscriscione@meeting-place.uk.

Working Group agenda

Time	Topic	Facilitated by
18.00 – 18.05 5 mins	Introductions to the Working Group & Workshop 3	Meeting Place
18.05 – 18.15 10 mins	Presentation: recap of CWGs process	JTP
18.15 – 18.45 30 mins	Presentation: masterplan update	JTP
18.45 – 19.00 15 mins	Presentation: design code methodology	JTP
19.00 – 19.10 10 mins	Q&A from presentations	Meeting Place/JTP
19.10 – 19.15 10 mins	Break	
19.15 – 20.15 60 mins	Group Discussions - Built Form - Green Infrastructure - Access & Movement	JTP/DJA
20.15 – 20.25 10 mins	Reporting back from each table	Meeting Place
20.25 – 20.30 5 mins	General round up, next steps and a planning update, Q&A if possible	Meeting Place/Quod

Attendees

The community working groups are designed to provide an opportunity for a selected group of local stakeholders to feedback on emerging proposals before wider public engagement.

Approximately 300 individuals from a range of organisations, including schools, businesses, parish/town councils, district councils, the third sector and more, were invited.

In addition to 11 members of the developer project team, a total of 16 people attended Community Working Group 3, representing the following organisations:

- East Herts District Council executive
- East Herts District Council ward member
- St Mary's Church, Gilston
- Hundson Parish Council
- Hundson, Eastwick & Gilston Neighbourhood Planning Group
- Eastwick and Gilston Parish Council
- St Mary's Church, Little Parndon (Harlow)
- Sawbridgeworth Town Council
- Terlings Park Residents Management Company
- Harlow Town Park steering group

Photos



Workshops

Following a presentation by the project team and brief Q&A, attendees were invited to sit down at one of three themed stations, where relevant members of the multi-disciplinary team were on hand to answer questions and facilitate discussion.

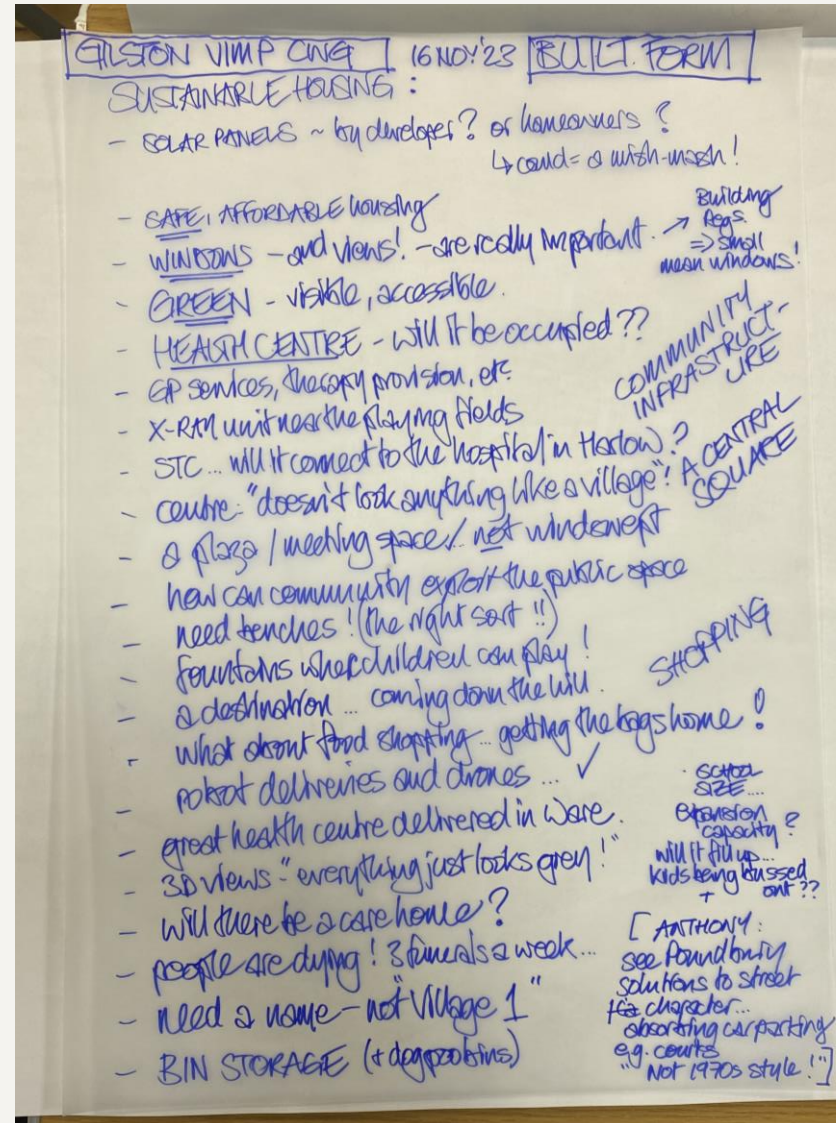
The themes on each table were as follows:

- Built Form
- Green Infrastructure
- Access & Movement

After 20 mins, attendees were offered the opportunity to move tables or continue their discussions.

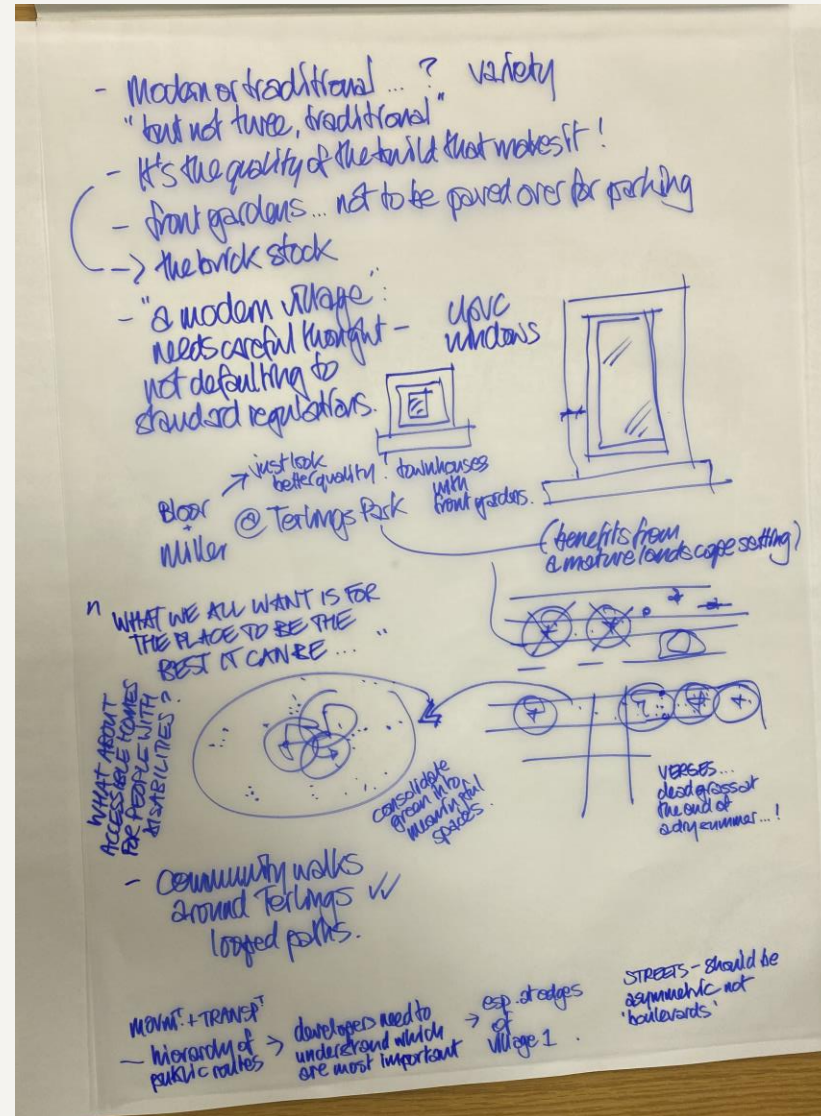
The feedback provided on each table is summarized on the next three pages.

Feedback (Built form)



- Solar panels – by developer? Or Homeowners? Could be a mish-mash
- Safe, affordable housing
- Windows – 2nd views are really important
- Green – visible, accessible
- Health centre – will it be occupied
- GP services, therapy provision etc.
- X-ray unit near the playing fields
- Community infrastructure
- STC – will it connect to the hospital in Harlow?
- Centre doesn't look anything like a village – a central square
- A plaza/meeting space not windswept
- How can community exploit the public spaces?
- Need benches (the right sort!!)
- Fountains where children can play!
- A destination... coming down the hill
- Shopping
- What about food shopping, getting the bags home?
- Postal deliveries and drones
- Great health centre delivered in Ware
- 3D views "everything just looks grey!"
- Will there be a care home?
- People are dying, 3 funerals a week...
- Needs a name, not Village 1
- Bin storage (and dog poo bins)
- School size... expansion capacity? Will it fill up... kids being bussed out?
- Anthony says see Poundbury solutions to street character, absorbing car parking e.g. courts, not 1970s style!

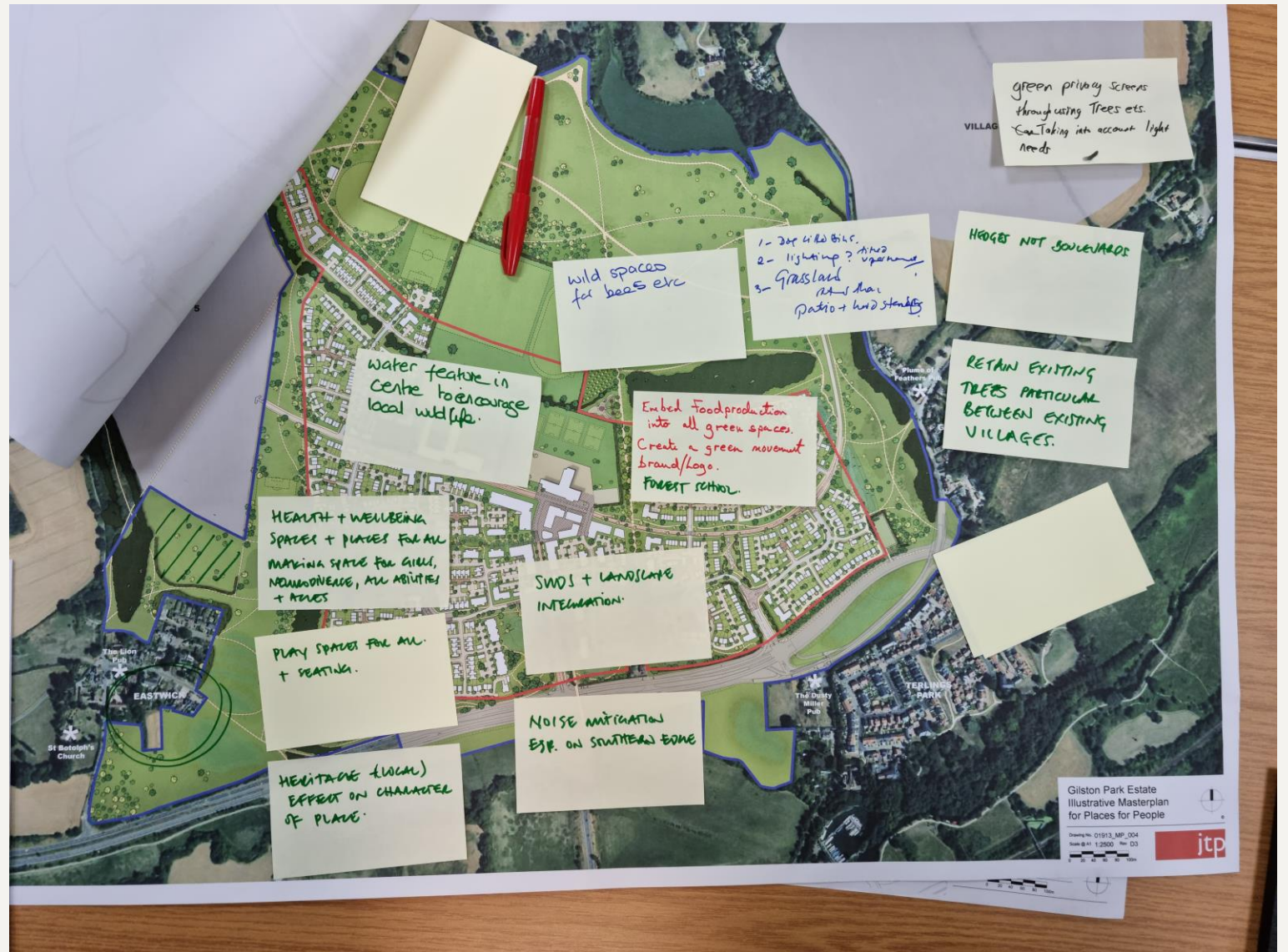
Feedback (Built form)



- Modern or traditional?
- Variety "but not true traditional"
- It's the quality of the build that makes it inc. brick stock
- Front gardens not to be paved over for parking
- "a modern village" needs careful thought not defaulting to standard regulations
- Bloor and Miller – look at Terlings Park (benefits from a mature landscape setting)
- Townhouses with front gardens
- What we all want is for the space to be the best it can be
- What about accessible homes for people with disabilities?
- Community walks around Terlings Park, looped paths
- Consolidate green into meaningful spaces vs.. Dead grass at the end of a dry summer
- Movement and transport – hierarchy of public routes – developers need to understand which are most important – especially at edge of village 1
- Streets should be asymmetric not boulevards

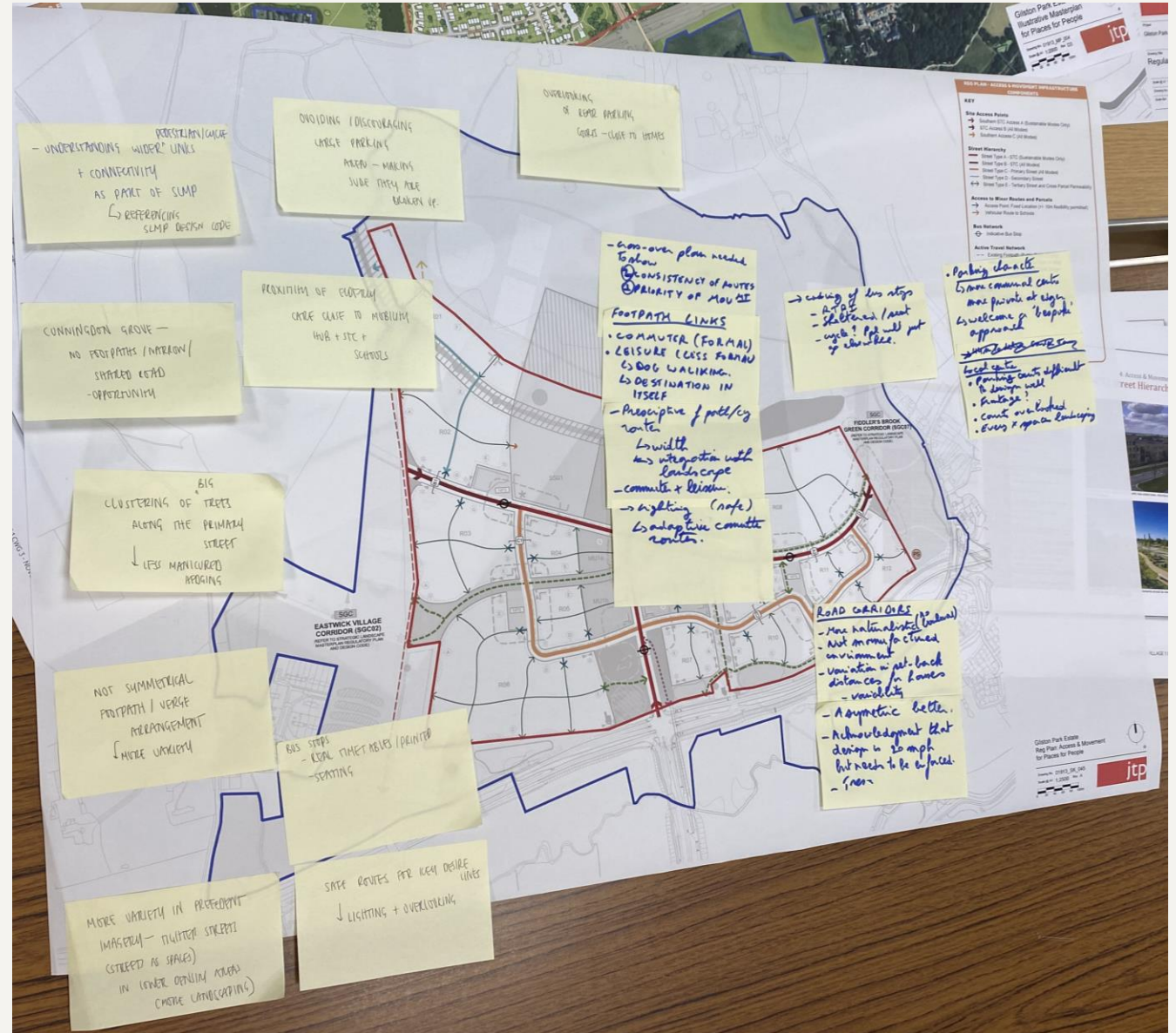
Feedback (Green infrastructure)

- Water feature in centre to encourage local wildlife
- Health and wellbeing spaces for all
- Making space for girls, neurodiversity, all abilities and ages
- Play spaces for all and seating
- SUDS and landscape integration
- Heritage (local) effect on character of place
- Noise mitigation esp. on southern edge
- Embed food production into all green spaces
- Create a green movement with a brand/logo
- Forest school
- Wild spaces for bees etc.
- Dog litter bins
- Lighting – timed (*illegible*)
- Grassland rather than patio and hard standing
- Green privacy screens through using trees etc. taking into account light needs
- Hedges not boulevards
- Retain existing trees particularly between existing villages



Feedback (Access & Movement)

- Understanding wider pedestrian and cycle links and connectivity as part of SLMP
- Referencing the SLMP Design Code
- Cunnington Grove – no footpaths/narrow/shared road – opportunity
- Clustering of big trees along the primary street and less manicured hedging
- Asymmetrical footpath and verge arrangement more variety
- More variety in precedent imagery – tighter streets (streets as spaces) in low density areas (more landscaping)
- Safe routes for key desire lines
- Lighting and overlooking
- Bus stops – real timetables/printed and seating
- Proximity of elderly care home close to mobility hub + STC + schools
- Avoiding/discouraging large parking areas – making sure they are broken up
- Overlooking of rear parking courts – close to homes
- Crossover plan needed to show consistency of routes and priority of movement
- Footpaths links – commuter (formal), leisure (less formal), dog walking, destination in itself
- Prescriptive pedestrian/cycle routes – width, integrated into landscape
 - Lighting (safe)
 - Adaptive commuter routes
 - Existing of bus stops
- Parking character
 - More communal centre more private at edge
 - Welcome a bespoke approach
- Local centre
 - Parking courts difficult to design well
 - Frontage
 - Courts overlooked
 - Every space landscaped
- Road corridors
 - More naturalistic
 - Not manufactured environment
 - Variation of set back distances
 - Asymmetric better
 - Acknowledgement that design is 20mph but needs to be enforced
 - Trees



Feedback wordcloud

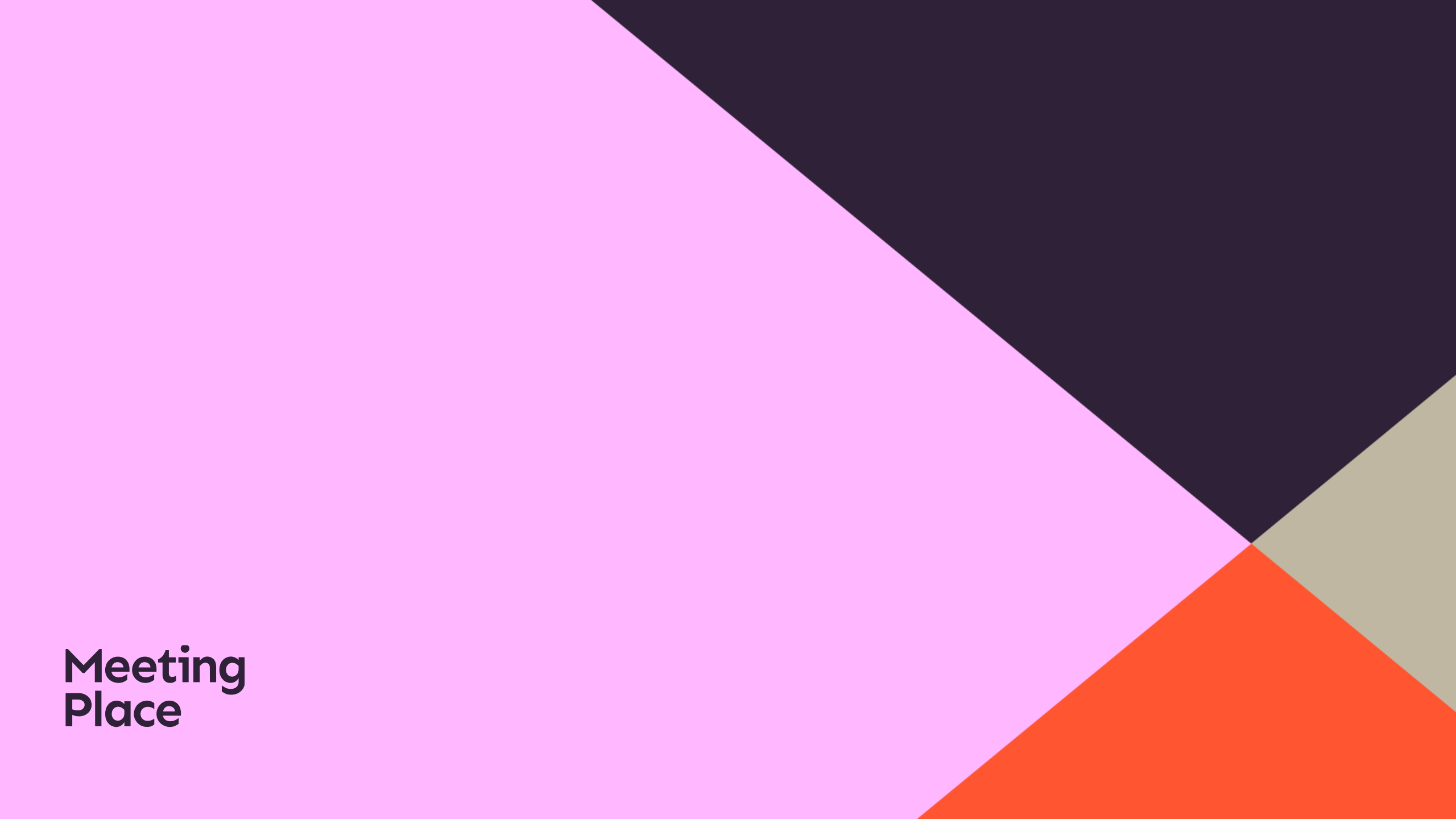


Next steps

Following Community Working Group 3, the project team is continuing to build on the feedback received, evolve the emerging masterplan and compile all the relevant documents to accompany a submission to East Herts District Council.

In line with the community engagement plans for Gilston masterplanning, the following is due to happen:

- Agendas and presentations for the Community Working Group sessions will continue to be uploaded onto the Gilston Park Estate website [Masterplan page](#).
- A full report is being compiled by JTP that builds on this interim report, but also sets out the ways in which feedback has been considered in design (example [here](#)).
- Community Working Group 4, the final session, will take place in Q1 2024.



**Meeting
Place**



THE GILSTON AREA
VILLAGE 1 - COMMUNITY WORKING GROUP 3 REPORT
FEBRUARY 2024

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.

Community Working Group 3 (CWG 3) was held at Eastwick Village Hall on Thursday 16 November 2023, from 6-8.30pm. The session provided a collaborative platform to discuss the latest updates to the Village 1 masterplan and emerging Design Code and its methodology.

This document summarises the output from the third round of engagement setting out who attended, the briefings and presentation content, workshop sessions, feedback and how this has helped shape proposals. The output of CWG3 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.



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VILLAGE 1 - COMMUNITY WORKING GROUP 3

WORKSHOP AGENDA

AGENDA

The session started with a presentation by the design team, followed by an opportunity for attendees to ask questions to the team. Following this, themed tables allowed focused grouped discussions on Design Code topics, which were then reported back to the wider group at the end of the workshop.



Agenda

Gilston Area (V1MP) CWG 3

Places for People

Thursday 16 November 2023

Meeting details

Topic: Gilston Area Strategic Landscape Masterplan(V1MP)– Character Areas
Date: Thursday 16 November 2023
Time: 6.00-8.30pm
Venue: Eastwick & Gilston Village Hall, Pye Corner CM20 2RB

Agenda

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