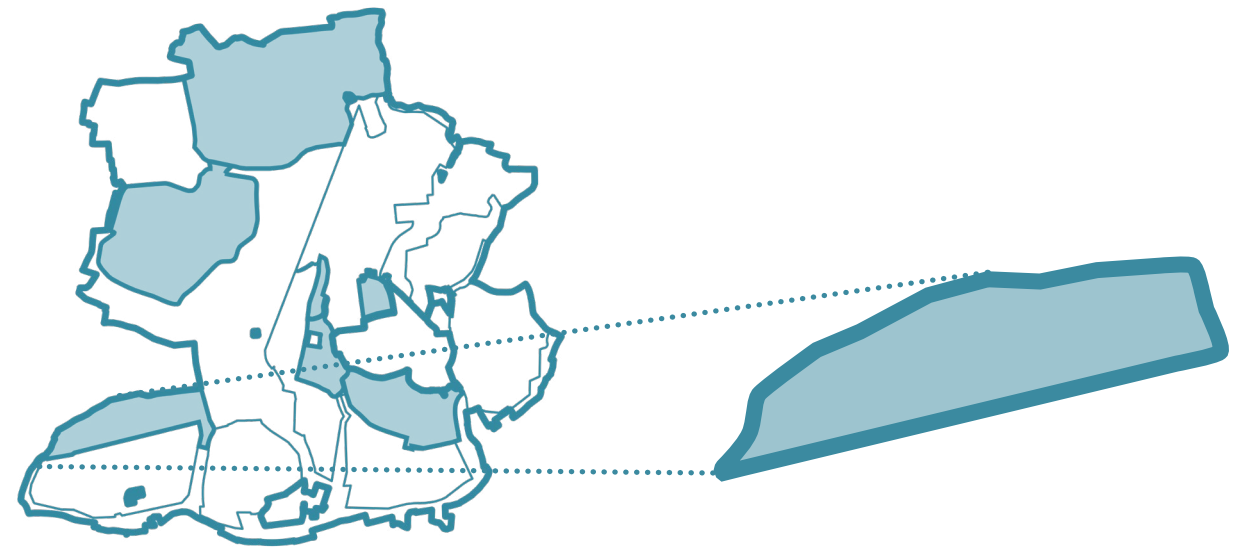


4.8 Hunsdon Community Park - CA6

Hunsdon Community Park will form the northern edge of Village 7, with Hunsdon village, Hunsdon House and Grade 1 listed St. Dunstan's Church lying to the north. The Football Hub, providing key amenities, will be the main active use within the eastern part of the park, whilst overall, a variety of routes will provide interaction with nature.



Character Areas - Hunsdon Community Park

4.8.1 Character

Defining Characteristics

Key characteristics which the design shall seek to protect, enhance and impart are:

Existing Characteristics

- Plateau of relatively flat landscape at the topographical high point of Village 7
- Extensive views south over the Stort Valley and towards Harlow
- Adjacency and glimpsed views to Hunsdon House to the north of the site
- Views towards St Dunstan Church and its spire to the north of the site
- Areas of established mixed woodland
- Currently predominantly agricultural use with a regular field pattern
- Electricity pylons run east-west across the area

Proposals

- Football Hub for residents of the Gilston Area as a whole
- New east-west screening tree planting at the northern boundary and adjacent to the Football Hub
- New public access routes to link to existing and future routes to existing and future villages
- Part of Gilston Area Heritage Trail for appreciation of local heritage such as Hunsdon House, Hunsdon Fishponds and any other relevant archaeological findings.
- 1.14ha of allotments
- Infill tree planting to enhance and join up existing areas of woodland

Fig. 53. Illustrative Layout



Outline Planning Permission Context

Village 7 OPA - Summary of Commitments relating to the Hunsdon Community Park

- Football Hub for the residents of the Gilston Area as a whole.
- Village Playing Field for Village 7 residents.
- The Football Hub has been indicatively designed to accommodate a Football Hub building; car parking area (with an indicative capacity for 60 car parking spaces); 2 x Adult Artificial Grass Pitches (AGPs); 1 x Adult Grass Pitch with shelters/dug-outs; 1 x Adult Grass Pitch (with 2 no U9/U10 pitches within); and 1 x U15/U16 Grass Pitch (with 2 no. U7/U8 pitches within).
- Lighting levels and the temporal extent of lighting serving the AGP's to be minimised and commensurate with operational requirements. This should include luminaires with narrow photometric curve. Mitigation measures to be designed into the facilities to minimise the potential for glare, light spill and sky glow (to include trees and woodland edges).
- The Village Playing Field is indicatively planned to provide 1 x Adult Grass Pitch and a pavilion building.
- Strategic woodland planting to be provided along the northern site boundary to provide a natural buffer and screening for heritage assets to the north as well as opportunities for enhanced habitat links along this northern corridor.
- Design and layout to respond to the constraints arising from the Pylon Easement Zone and having regard to relevant National Grid guidance, to include a 12m stand off from any tower base
- Reinforcement of existing vegetation along the eastern boundary to include additional hedge trees.

Illustrative Plan - Key

- Existing Woodlands
- Biodiverse Grassland
- Shrub/Heath
- SuDS (Dry/Wet)
- Sports pitches
- Allotments
- Paths Proposed
- Paths and Tracks - Existing
- Village Developable Area
- Sports Pitches/Sports Hub
- Community Growing
- Veteran Tree
- G&T Site
- Key Nodes
- Trees
- Hedges
- Pylons

4.8.2 Design Requirements

Design Requirements

Access & Movement

- 1. Access points and routes **must** be clear, accessible and easily-identifiable with appropriate signage where needed.
- 2. The Football Hub **must** provide adequate parking provision for all modes based on policy requirements and the Gilston Area's mode share target.
- 3. The PRoW through the Hunsdon Community Park **must** be retained and enhanced with the addition of wayfinding elements to indicate proximity to local heritage features (refer to "5.5.6 Wayfinding and Legibility").
- 4. A new footpath **must** be provided across the north east of the Park all the way from PRoW (Hunsdon 001) to the north-eastern boundary of Village 7 to allow for the connection of Eastwick & Gilston Public Footpath 009 at the western boundary of the Village 1-6 site with this.
- 5. The pedestrian/cycle leisure route along the western end of the allotments **must** be designed to allow restricted vehicular access. Bollards **must** be used to deter motorised vehicles from entering nearby active routes
- 6. The vehicular route to/from Hunsdon **must** have traffic calming features that self-enforces the proposed speed limit where it is crossed by active travel routes. Southbound, the route **must** be designed so vehicles comply with the proposed V7 internal speed limits at its approach.

Green & Blue Infrastructure

- 7. The design proposals **must** deliver biodiversity net gain requirements by
 - Providing areas of long rough grassland, scrub and wildflower meadow
 - Increasing the tree canopy with tree planting of informal parkland character
 - Strengthening and linking the existing woodland blocks with infill tree planting away from the electricity pylons.
- 8. A 20m Buffer Zone to The Hunsdon Brook **must** be provided as defined in the Regulatory Plan.
- 9. Existing woodland **must** be protected, with 10m buffers and celebrated. (Refer to 5.2.5 Existing Vegetation)
- 10. Tree planting in the areas adjacent to the football hub artificial grass pitches **must** not be deciduous or leaf sap forming species.
- 11. Tree planting **should** include fruit and nut bearing species to provide foraging opportunities, but not adjacent to sports pitches.
- 12. Tree planting **must** be omitted within buffer zone of electricity pylons (refer to "5.5.7 Integrating Utilities")
- 13. Planting proposals **should** be reflective of the parkland character.
- 14. A heathland habitat of open grasses and scrub **must** be created beneath the power lines to deter recreational uses (such as kite flying) which would otherwise cause health and safety risks to users. Plant species of appropriate root depth **must** be prioritized to preserve known archaeology under the pylons.

- 15. Areas of parking and the Football Hub building **must** use SuDS solutions such as permeable paving, rain gardens, rainwater harvesting etc. in keeping with the aesthetic of the space.
- 16. Interfaces with Village 7 edges, as indicated on regulatory plan, **must** be considered. (Reference "5.5.4 Interfaces")

Heritage & Views

- 17. Tree planting **should** be minimised on the alignment of Cherished Views identified in the Neighbourhood Plan.
- 18. Heritage interpretation **must** be provided concerning off-Site assets such as The Hunsdon Brook Fishponds, St Dunstan Church and Hunsdon House as part of the Gilston Area Heritage Trail and the significant archaeology found at Village 7.
- 19. East -west linear trees **must** be planted prior to installation of the Football Hub and pitches along the boundary with Hunsdon House grounds to limit the future visual impact of the Football Hub on this nearby heritage asset.
- 20. Design and location of paths **must** be sensitive to archaeological findings and resolved through RM stages.
- 21. Tree planting **should** be avoided in areas of known archaeology unless agreed via archaeological watching brief or other form of mitigation; to ensure these sites are preserved in situ.
- 22. Any future RM applicant for the area north of the pylons **must** be supported by an updated archaeological assessment, to include watching briefs where required.

Activity & Use

- 23. A Football Hub **must** be provided within the park. A network of proposed paths **should** centre around these proposed facilities. The facilities **must** be located on relatively flat area of land to avoid excessive earthworks and **must** include:
 - 2 x Adult Artificial Grass Pitches (AGPs)
 - 1 x Adult Grass Pitch with shelters/dug outs
 - 1 x Adult Grass Pitch (with 2no U9/U10 pitches within)
 - 1 x U15/U16 Grass pitch (with 2no U7/U8 pitches within)
 - A network of proposed paths to centre around these proposed facilities
 - A building of no more than 600 sq.m GEA with appropriate car and cycle parking (Refer to "5.5.8 Ancillary Buildings within the Landscape")
- 24. A Village Playing Field **must** be provided alongside the Football Hub, within the Community Park as defined on Parameter Plan 3 (Green Infrastructure & Open Space) of the Village 7 OPA, comprising an Adult Grass Pitch and a pavilion building (approximately 200 sqm GEA). (Refer to "5.5.8 Ancillary Buildings within the Landscape"). The Football Hub building and Pavilion could be co-located to minimise the extent of hard-standing including additional access.

- 25. AGP siting **must** be adjacent to the Football Hub building and associated car park. The AGP's **should** be sited at the eastern end of the Football Hub (as shown in Scenarios 2 and 3 in the initial testing see Appendix C), unless the full options testing that **must** be undertaken at RM stage demonstrates that an alternative siting would be more appropriate taking account of all relevant material considerations.
- 26. AGP floodlighting **must** be lit at a minimum luminance level of 200 lux to meet FA Minimum standards for new installations for Grade B – G football (Steps 2-7), unless otherwise agreed with Sports England.
- 27. AGP's **must** be designed in accordance with relevant FA principles for AGP design (2013, Edition 1) or alternative standards required to meet operational requirements as agreed in consultation with Sport England or superseding/ equivalent consultee.
- 28. Primary surfaced route **must** be distance marked to encourage running/ walking and dog walking. Route **must** be circular around V7, linking across other Character Areas.
- 29. An allotment site (up to 1.14ha) **must** be provided within the Hunsdon Community Park (refer to "5.4.6 Community Food Production").
- 30. Beehives **should** be provided in Hunsdon Community Park, potentially in the vicinity of the allotments. Beehives **must** be accompanied by interpretation board and **should** be located a min. 3m away from publicly accessible paths. Beehives **must** be managed by a professional beekeeping business or a local beekeeping club with 3rd party liability insurance.

Public Realm

- 31. Football pitches **must** be sensitively integrated into the existing topography.
- 32. Sensitive boundary interface **must** be provided at the boundary of the Village 7 Developable Area and the Football Hub.
- 33. Dog bins **must** be provided at appropriate locations along distance marked route.
- 34. Sensitive lighting **must** be provided around the Football Hub. Lighting **should** be avoided elsewhere in the Park to minimise ecological impact.
- 35. Design proposals **should** be sensitive to existing site topography. Significant alterations of topography **should** be avoided to avoid adverse impact on important views.
- 36. Play on the way opportunities **should** be included alongside new footpaths.
- 37. Fencing **must** be provided for AGPs in line with Sports England guidance, alongside an adequate landscape buffer to include a safe and integrated pedestrian route to avoid a hostile environment

Design Guidance

- Artwork **should** be provided within the Park as part of the Public Art for Village 7.
- ‘Perching’ or sitting places **should** be provided every 50m along new paths to facilitate a wide user base.
- Opportunities to link car park provision for the Football Hub and Village 7 Primary School **should** be explored to minimise hard standing and other creative car parking solutions should be explored.
- Opportunity to explore co-location of the Pavilion and Football Hub building to minimise additional hardstanding and access requirements.
- Car parking provision reduced from standard to account for accessibility and mode share targets. Although not anticipated, non-football use of car park and overspill parking on surrounding streets to be discouraged.
- Distance marked running/walking route **should** be a minimum continuous 2.3km spanning across the V7 SLMP area.
- Access to allotments **should** be hard surfaced but can be unsealed.
- View to St Dunstan’s Church spire **should** be included to the east of Church Lane to supplement southern Cherished View D.

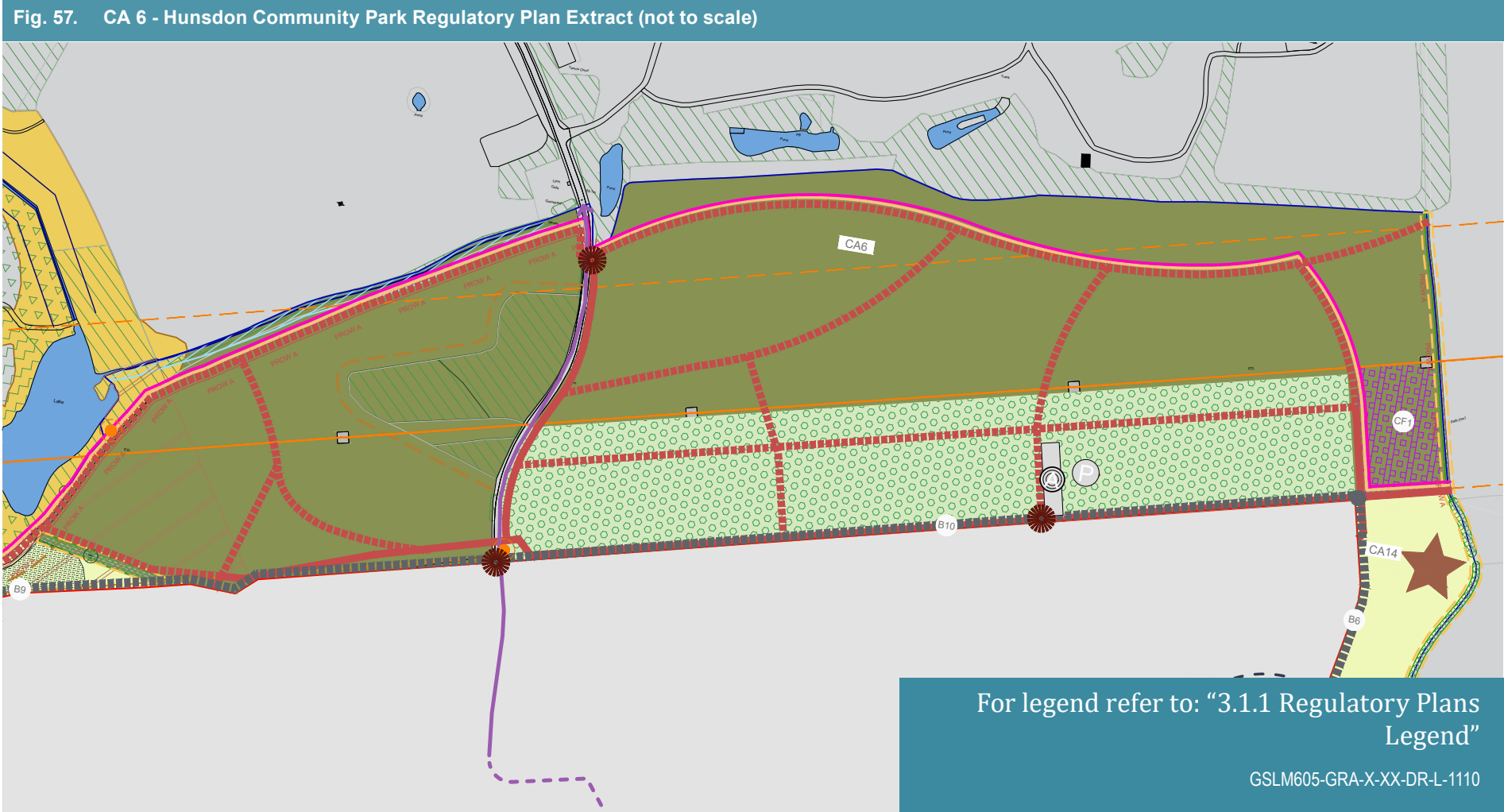


Fig.54 Precedent image for Playing Fields and Sports Pitches



Fig.55 Precedent image for allotments, affording community involvement



Fig.56 Precedent image for informal, natural play

4.9 Strategic Green Corridors - CA7-13

The Strategic Green Corridors each have a distinct character. Set between the villages, they will form important movement corridors for people and wildlife.



Fig. 58. Site photo of Golden Valley looking towards Golden Grove

4.9.1 Eastwick Valley Corridor, Eastwick Village Corridor and Eastwick Hall Green Corridor - CA7-9

Defining Characteristics

Eastwick Valley Green Corridor, Eastwick Village Corridor and Eastwick Hall Green Corridor form a connected landscape which spans from the northern plateau and rural character of Cockrobin Lane, to the Eastwick Brook valley and sunken lane character between the Scheduled Monuments, to the countryside lane abutting Eastwick.

Existing Characteristics

- Eastwick Moated Sites Scheduled Monuments:
- Cockrobin Lane
- Several existing PROWs
- Existing hedgerows and woodland

Proposals

By transforming significant areas of existing agricultural land into semi-natural open space, Eastwick Valley Corridor will have significantly enhanced biodiversity value, therefore providing an important ecological connection through the Gilston Area. The transformation into a semi-natural open space will also provide improved opportunities for outdoor recreation. The valley character, including riparian habitats to Eastwick Brook, will give this strategic green corridor a distinct character in comparison to adjacent character areas such as Hunsdon Airfield Park and Eastwick Wood Countryside Park.

1. Proposals for Eastwick Valley Corridor **should**:
- Retain the narrow country lane character of Eastwick Hall Lane
 - Allow for enjoyment of the Scheduled Monument by providing enhanced access and interpretation
 - Enhance the riparian habitats and hedgerows to Eastwick Brook
 - Provide community uses including allotment sites and V4 football site
 - Provide a suitable boundary treatment to the powerline corridor

Outline Planning Permission Context

OPP Development Specification Extract

The Eastwick Valley Strategic Green Corridor outline specification generally comprises:

- enhancement of existing riparian habitat as appropriate;
- enhancement of existing scrub and grassland habitat to the Eastwick moated sites;
- creation of new species-rich grassland habitat to border Village 5 education and mixed use zone and new scattered woodland planting to provide screening of views from

- Hunsdon to the secondary school;
- provision of natural grass sports pitches (not floodlit) adjacent to Village 4 to provide a transition between developable area and wider landscape;
- additional tree and hedgerow planting as appropriate where this is necessary to enhance habitat value; and
- incorporation of SuDS features to form part of the SuDS network.

Illustrative Plan - Key

- Existing Woodland
- Existing Veteran Trees
- Amenity Grassland
- Biodiverse Grassland
- Sports Pitches
- Allotment
- Play
- Existing Lane
- Proposed path
- Informal path
- Tree planting
- Scheduled Monument
- Scrub/heath
- SuDS
- Hedgerow enhancement

- Destinations:
- PL2 - Village Playground
 - PL3 - Neighbourhood Play
 - Community Sport
 - Community Growing
 - Informal open space - kickabout
 - Pump Track - Optional
- Key nodes - to include seating areas and cycle parking (refer to "5.5.2 Public Realm Design") and interpretation (refer to "5.5.6 Wayfinding and Legibility")



4.9.2 Design Requirements

Design Requirements

Access & Movement

1. The narrow country lane character of the ancient Eastwick Lane **must** be retained. The existing countryside character of the lanes **must** be maintained and **should** encourage its use for active modes of travel
2. A wide choice of active travel routes **must** be provided to provide access through the valley, in line with “5.1.2 Active Travel Routes”. This **should** include an upgraded pedestrian and cycle route along Cockrobin Lane, which may locally run parallel to the historic lane where local site constraints restrict the required width, to ensure the character of Cockrobin Lane, and its use as a bridleway is maintained.
3. Access routes across the watercourse **must** limit impact on the riparian corridor.
4. The STC link between villages 5 and 6 **must** be sensitively integrated into the existing landscape and **must** consider the impact (including visual impact) on the nearby Scheduled Monuments. An ecologically sensitive lighting proposal **must** be developed as part of the STC proposals.

Green & Blue Infrastructure

5. Riparian and terrestrial habitats **must** be improved throughout the valley
6. The hedgerows along Cockrobin Lane **must** be extended towards Eastwick Wood Countryside Park. The proposed hedgerow **must** contain a high diversity of native species, and **must** include tree planting, to complement the character of the existing hedgerow along Cockrobin Lane.
7. Significant areas of new species rich habitats **must** be created to ensure habitat connectivity from the countryside parks towards the Stort Valley

Heritage & Views

8. Interpretation of the Eastwick Moated Sites Scheduled Monument **must** be improved, subject to specialist input - refer to “5.3.2 Response to Heritage Assets”. This **should** include provision of heritage trail as set out in “5.3.2 Response to Heritage Assets”

Activity & Use

9. A cluster of playing fields and football pitches **should** be provided on the boundary of the Village 4 developable area, as set out in “5.4.4 Sports and Recreation”. The layout of the sport pitches **must** contribute towards the creation of a diffused edge to the Village 4 boundary
10. The future operation of the existing clay shooting range on the Moated site and associated earthworks south-west of Home Wood Scheduled Monument **should** be relocated to avoid conflicts between uses
11. A strategic allotment site **must** be created on the boundary of the Village 4 developable area as shown on the regulatory plan (refer to “5.4.6 Community Food Production”)
12. An allotment site, providing allotment space for both Village 1 & 5 **must** be provided to the southern boundary of Village 5 as shown on the regulatory plan (refer to “5.4.6 Community Food Production”)
13. The OPP provision for a tennis club **should** be provided within the Community Sports Zone identified in the regulatory plan. Refer to “5.4.4 Sports and Recreation”. The tennis club could include a club house as identified in “5.5.8 Ancillary Buildings within the Landscape”. Opportunities for a shared club house facility between the playing field and football pitch provision and the tennis club provision could be explored at RMA stage.

Public Realm

14. All design proposals **should** work to create a varied and diffused edge treatment to the Village 4 and Village 5 developable area, creating a varied and softened urban edge treatment that breaks the linear edge between the villages and the SLMP, responding to specific components and features of this interface. This should include areas of scrub, heath and tree planting to provide alternating areas of screening, and allowing views towards key elements of the built form. Planting should be used to prevent recreational use of the area beneath the powerline. Refer to relevant interface typology (B7) in “5.5.4 Interfaces”
15. A pumping station may need to be provided in CA8 and CA7, as indicated in the Regulatory Plans. Any such feature **must** be carefully integrated into the landscape to ensure visual screening is provided, including from Eastwick, Eastwick Moated Sites Scheduled Monuments, and Village 5 developable area, in line with requirements set out in “5.5.7 Integrating Utilities”. This **must** include provision of biodiverse hedgerow planting.



Fig.63 Precedent images Eastwick Valley Corridor

Fig. 64. CA7 - Eastwick Valley Green Corridor Regulatory Plan Extract 1 of 3 (not to scale)

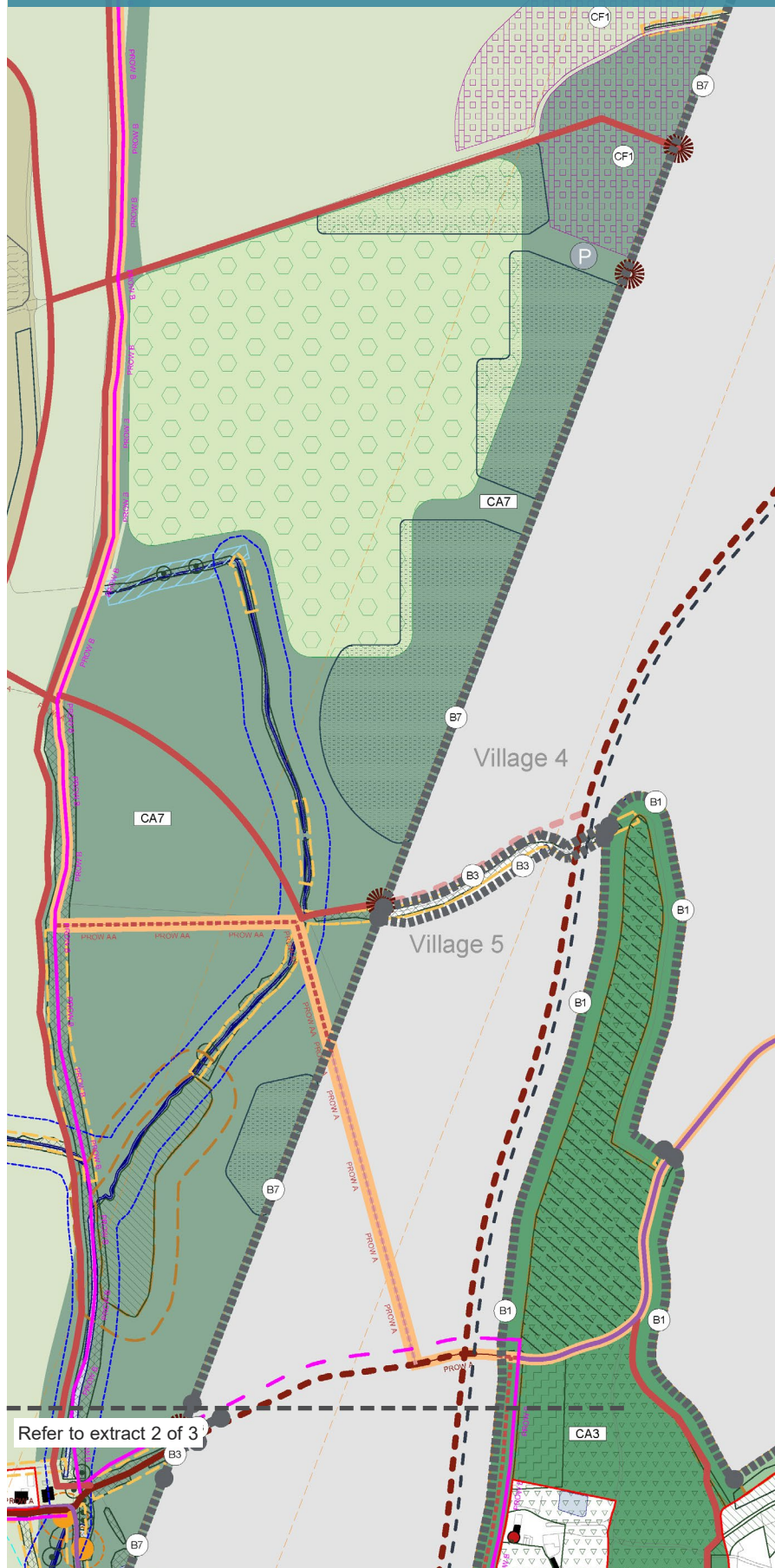
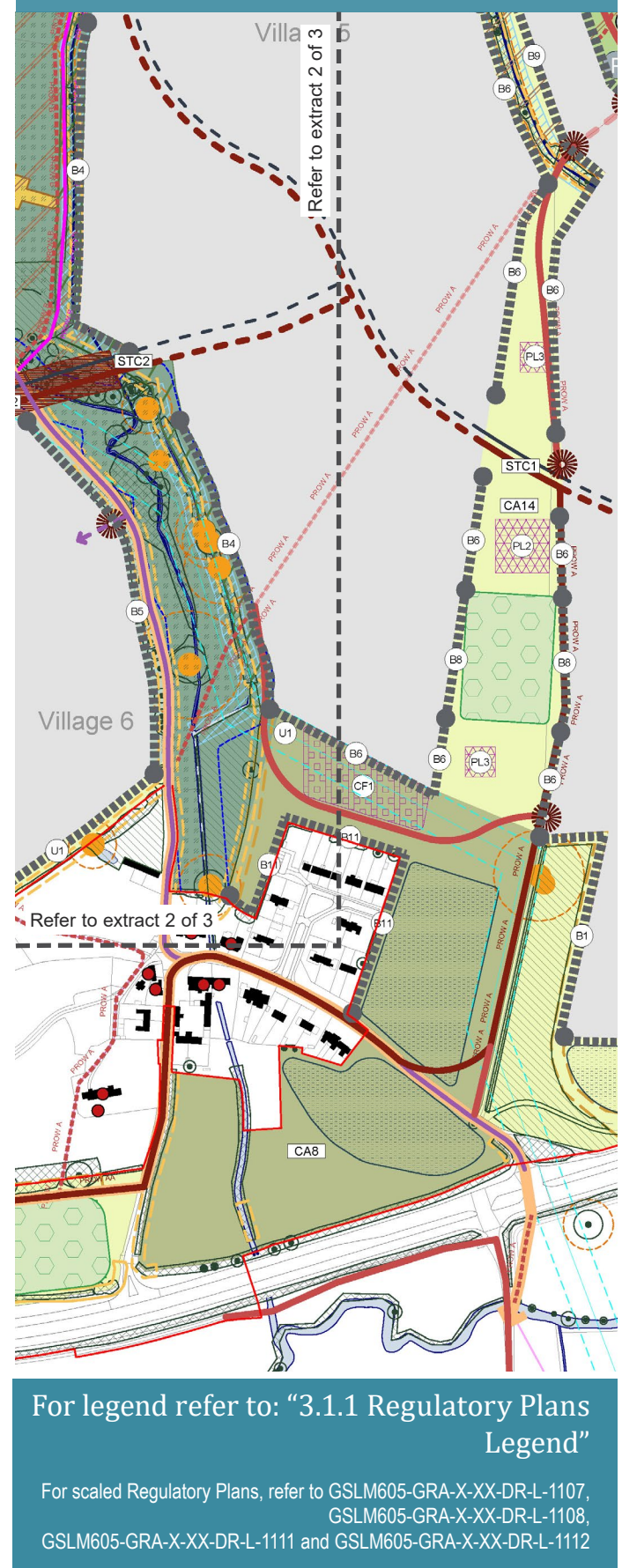


Fig. 65. CA7 - Eastwick Valley Green Corridor and CA9 - Eastwick Hall Green Corridor Regulatory Plan Extract 2 of 3 (not to scale)



Fig. 66. CA7 - Eastwick Valley Green Corridor and CA8 Eastwick Village Corridor Regulatory Plan Extract 3 of 3 (not to scale)



For legend refer to: "3.1.1 Regulatory Plans Legend"

For scaled Regulatory Plans, refer to GSLM605-GRA-X-XX-DR-L-1107,
GSLM605-GRA-X-XX-DR-L-1108,
GSLM605-GRA-X-XX-DR-L-1111 and GSLM605-GRA-X-XX-DR-L-1112

4.9.3 Golden Brook Riparian Corridor - CA10

Defining Characteristics

Located between Villages 3 and 4, the Golden Brook Riparian Corridor provides a landscape setting of open character between the villages and forms an important ecological connection through the site. The corridor will need to facilitate active travel connectivity between the villages, and will provide amenity space in an informal setting.

Existing Characteristics

- Riparian corridor to Golden Brook
- Slopes to the Golden Brook valley, which are up to 1:3 at the steepest points
- Views toward existing woodlands, including Golden Grove and New Plantation
- Existing lane
- Existing hedgerows, including along the existing lane
- Ecologically sensitive permanent pasture habitat

Proposals

- Enhancement of the existing riparian habitat
- Additional tree and hedgerow planting where appropriate to provide enhanced habitat value and habitat connectivity
- Incorporation of multi-functional SuDS features, to form part of the strategic SuDS system, to contribute to visual and recreational amenity and to the ecological habitat value of the valley

Outline Planning Permission Context

OPP Development Specification Extract

The Golden Brook/Fiddlers' Brook Strategic Green Corridor outline specification generally comprises:

- enhancement of existing riparian habitat as appropriate;
- additional tree and hedgerow planting as appropriate where this is necessary to enhance habitat value; and
- incorporation of features to form part of the SuDS network.

Design Requirements

Access & Movement

1. A wide choice of active travel routes **must** be provided to provide access through the valley. This **must** include:
 - Links between Village 3 and Village 4
 - Links from Villages 3 and 4 to the existing lane for pedestrians and cyclists
 - Leisure routes through the valley, including routes that allow for enjoyment of the riparian habitats
2. Pedestrian and cycle links across Golden Brook **must** limit impact on the riparian corridor. This may be achieved by utilising existing crossings and culverts across the brook where these are structurally sound to do so.
3. The STC link between villages 3 and 4 **must** be sensitively integrated into the existing landscape. An ecologically sensitive lighting proposal must be developed as part of this.

Green & Blue Infrastructure

4. The sensitive permanent pasture habitat **should** be protected and enhanced. Access **must** be limited to avoid adverse human interference with this high diversity habitat. Fencing of an appropriate typology (e.g. Chestnut Pale/ plain wire fencing) may be used to avoid human access.
5. A network of multi-functional SuDS features **must** be created, preferably throughout the riparian corridor. These **must**:
 - Sensitively integrated into the existing topography
 - Gentle gradients **should** be used where feasible to allow sensitive integration into existing levels
 - Providing flood resilience and water treatment benefits
 - Enhance visual amenity and
 - Improve biodiversity, including supporting a range of fauna such as invertebrates
6. A range of habitats **must** be created, preferably creating marginal habitats towards the valley floor. This may be achieved with features such as conveyance channels and explore opportunities to naturalise culverts where feasible
7. The riparian habitat **must** be enhanced. This may include:
 - Creation or extension of marginal habitats in lower parts of the valley, which may form part of the SuDS proposals
 - Introduction of areas of wet woodland where appropriate
8. Existing hedgerow planting **must** be enhanced

Heritage & Views

9. Hedgerows **should** be created or enhanced locally to the top of the valley slope to provide ecological enhancements and localised areas of screening of the Village Developable Area

Activity & Use

10. A Neighbourhood Play Space (PL3) **must** be provided as shown on the regulatory plan. Refer to “5.4.5 Play”.

Public Realm

11. Foul water pumping stations **must** be located to have sufficient distance from outdoor recreational facilities, including play areas, and must be sufficiently screened with biodiverse planting, in line with requirements set out in “5.5.7 Integrating Utilities”. Access **should** be provided from the Village 4 Developable Area.
12. This Green Corridor **must** be designed as a dark corridor, in line with the Lighting Strategy (refer to “5.5.5 Lighting”), in order to preserve dark skies and limit impact on surrounding sensitive habitats.



Fig.69 Precedent images Golden Brook Riparian Corridor

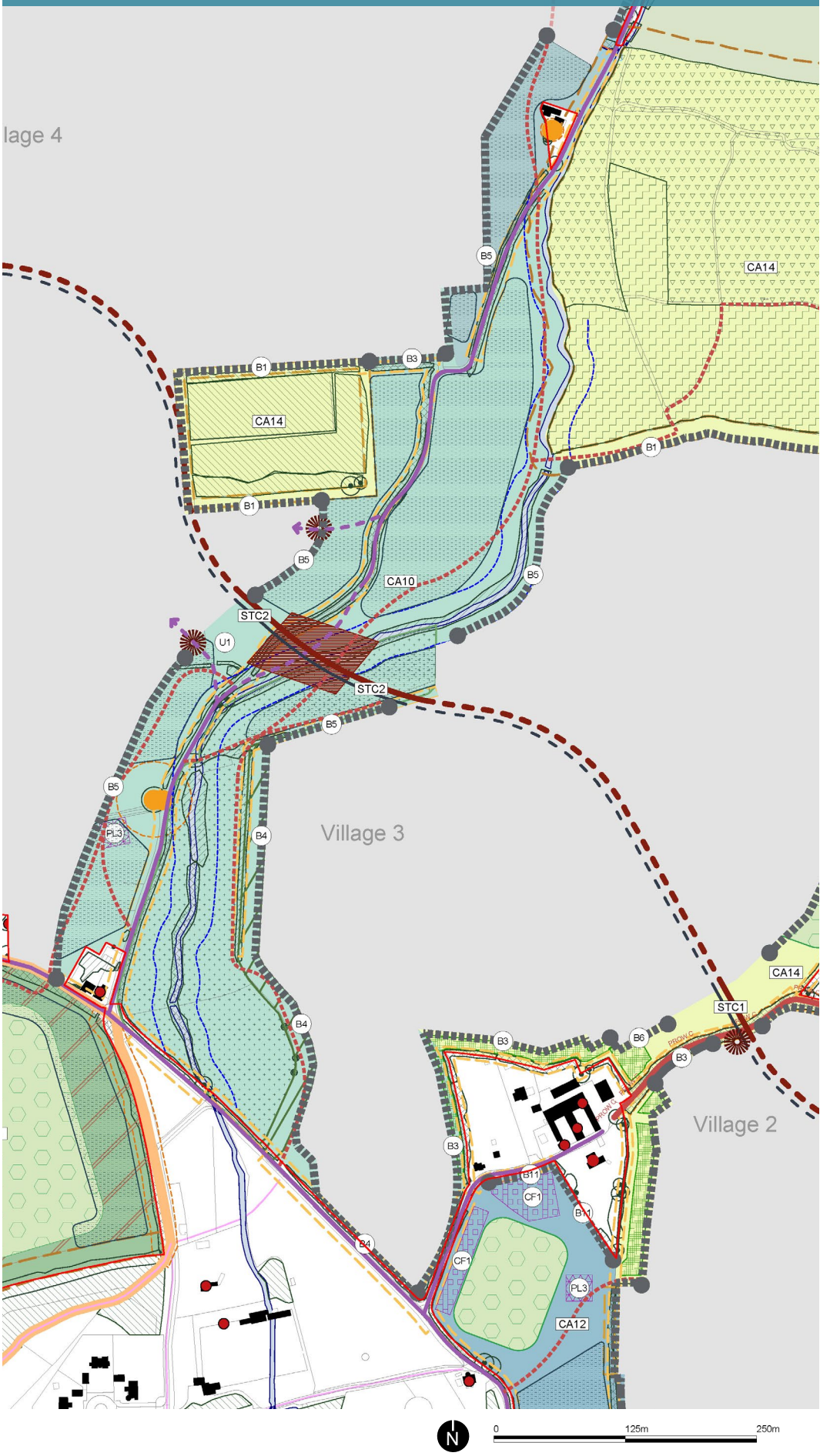
Fig. 70. Golden Brook Valley - Illustrative Layout



Illustrative Plan - Key

- | | | |
|------------------------|----------------------|---|
| Existing Woodland | Hedgerow enhancement | Community Growing |
| Existing Veteran Trees | Permanent pasture | Informal open space - kickabout |
| Amenity Grassland | SuDS | Wildlife Shelter |
| Biodiverse Grassland | Pump Station | Key nodes - to include potential locations for seating areas and cycle parking (refer to "5.5.2 Public Realm Design") and interpretation (refer to "5.5.6 Wayfinding and Legibility") |
| Sports Pitches | Bridge | |
| Existing paths | | |
| Proposed paths | | |
| Informal Route | | |
| Tree planting | | |
- Destinations:
- PL3 - Neighbourhood Play
 - Village Playing Field (0.8ha min)

Fig. 71. CA10 - Golden Brook Riparian Corridor Regulatory Plan Extract (not to scale)



For legend refer to: "3.1.1
Regulatory Plans
Legend"

For scaled Regulatory Plans, refer
to GSLM605-GRA-X-XX-
DR-L-1107

4.9.4 Fiddler’s Brook Green Corridor - CA11

Defining Characteristics

The Fiddler’s Brook corridor, will provide a significant area of open space between Gilston Pye Corner and Village 1 and Gilston Park. The proposed open space will be designed as a multi-functional landscape, protecting the sense of openness between the existing and new villages. Together with the Golden Brook Riparian Corridor, this Corridor provides a key ecological connection through the Gilston Area. The riparian habitats will be significantly enhanced, and provide new opportunities for enjoyment of these features.

Existing Characteristics

- Fiddler’s Brook - partially channelised along the existing Gilston Lane
- Veteran trees
- PROW linking Gilston House to Gilston Lane through proposed Gilston Park
- Existing trees and woodland along northern and southern parts of Fiddler’s Brook
- Slope from Gilston Park and Village 1 towards Fiddler’s Brook

Proposals

- Enhanced riparian habitats, including potential to restore channelised segments of Fiddler’s Brook
- Sensitive integration of required infrastructure
- Allow for enhanced enjoyment of the riparian habitat
- Enhance pedestrian and cyclist connectivity, creating connections between Gilston Pye Corner, the STC, Village 1 and the Stort Crossings
- Entrance into Village 1

Outline Planning Permission Context

OPP Development Specification Extract

The Golden Brook/Fiddlers’ Brook Strategic Green Corridor outline specification generally comprises:

- enhancement of existing riparian habitat as appropriate;
- additional tree and hedgerow planting as appropriate where this is necessary to enhance habitat value; and
- incorporation of features to form part of the SuDS network.

Design Requirements

- Access & Movement**

 1. High quality active travel connections **must** be created between:
 - Village 1 and Pye Corner, linking to Pye Corner at the Gilston War Memorial
 - Village 1 and the Stort Valley, linking to the proposed crossing and active travel routes of the Eastern Stort Crossing
 2. Leisure routes **must** be created that allow for enjoyment of the riparian corridor and habitats. This may include a secondary route following the alignment of the brook - any such route may cross the floodplain, therefore flooding seasonally, as long as this route does not provide strategic connectivity and surface materials can withstand periods of flooding.
- Green & Blue Infrastructure**

 3. Significant ecological improvements **must** be delivered within the flood plain of Fiddler’s Brook
 4. Strategic SuDS features to the eastern boundary of Village 1 **must** be sensitively integrated into the existing topography
 5. An area of flood compensation **must** be provided in line with the maximum areas shown within the regulatory plan. This area **must** be designed to meet the functional requirements of flood compensation. It **should** be designed with gentle gradient where feasible to allow opportunities for informal recreation, recognising that this area would be seasonally flooded.
 6. Opportunities for improvements along the channelised part of Fiddler’s Brook **should** be explored. Proposals **should**:
 - Realign the watercourse to reverse the channelisation
 - Enhance the riparian habitat by creating a series of inset berms and floodplain scrapes to promote lateral connectivity and encourage wetland habitats.
 - Introduce tree planting of riparian typology in strategic locations in line with the requirements set out in “5.2.8 Tree Palette”

- Heritage & Views**

 7. The band of trees along Gilston Lane should be strengthened to provide a buffer for heritage assets to the east of Gilston village (Pye Corner) in line with the requirements set out in the OPP Development Specification
- Activity & Use**

 8. Amenity green space **must** be provided within the Fiddler’s Brook Corridor. This **must** be designed to preserve and accentuate key features of the valley as part of the strategy to actively engage people with the landscape.
 9. The amenity space **should** be designed to complement flood mitigation proposals and provide interpretation to assist understanding as to this important function for the landscape.
- Public Realm**

 10. Enjoyment of the riparian habitat **should** be encouraged by providing routes and seating with views of Fiddler’s Brook.
 11. The STC connection between Village 1 and 2 **must** create a positive interface with the Fiddlers Brook Corridor by creating a high quality soft landscaping proposals to the bank and using tree planting in strategic locations to screen the view of the STC crossing from the Green Corridor.
 12. An ecologically sensitive lighting proposal **must** be developed as part of the STC proposals (refer to “5.5.5 Lighting”).
 13. At the interface with Village 1, the STC design **must** create a transition between the informal character of Fiddler’s Brook Corridor and the Village. This gateway **should** be designed as a placemaking element contributing to the user experience of the public realm through the combination of soft planting, levels design, and the relationship to, and detailing of, the interface between the SuDS and STC infrastructure, which may create the impression of a causeway character.
 14. The foul water pumping station **must** be located to have sufficient distance from outdoor recreational facilities, including play areas, and **must** be sufficiently screened with significant areas of biodiverse planting in line with requirements set out in “5.5.7 Integrating Utilities”.

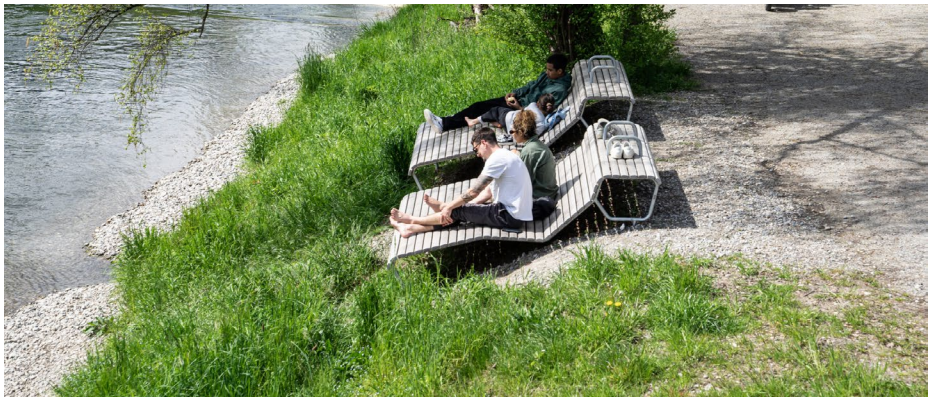


Fig.73 Precedent images Fiddler’s Brook Corridor

Fig. 74. Fiddler's Brook Valley - Illustrative Layout



Illustrative Plan - Key

- | | | |
|------------------------|---|---|
| Existing Woodland | SuDS | Destinations:
Informal open space - kickabout
Bus stop - location indicative. Refer to "5.1.3 Sustainable Transport Corridor"
Key nodes - to include potential locations for seating areas and cycle parking (refer to "5.2 Public Realm Design") and interpretation (refer to "5.6 Wayfinding and Legibility") |
| Existing Veteran Trees | Fiddler's Brook Enhancement:
Bank lowering
Lowered floodplain
Floodplain scrapes
Riparian tree planting
Backwater | |
| Amenity Grassland | | |
| Biodiverse Grassland | | |
| Existing Lane | | |
| Proposed route | | |
| Informal Route | | |
| STC | | |
| Tree planting | | |

Fig. 75. CA11 - Fiddler's Brook Green Corridor Regulatory Plan Extract 1 of 2 (not to scale)

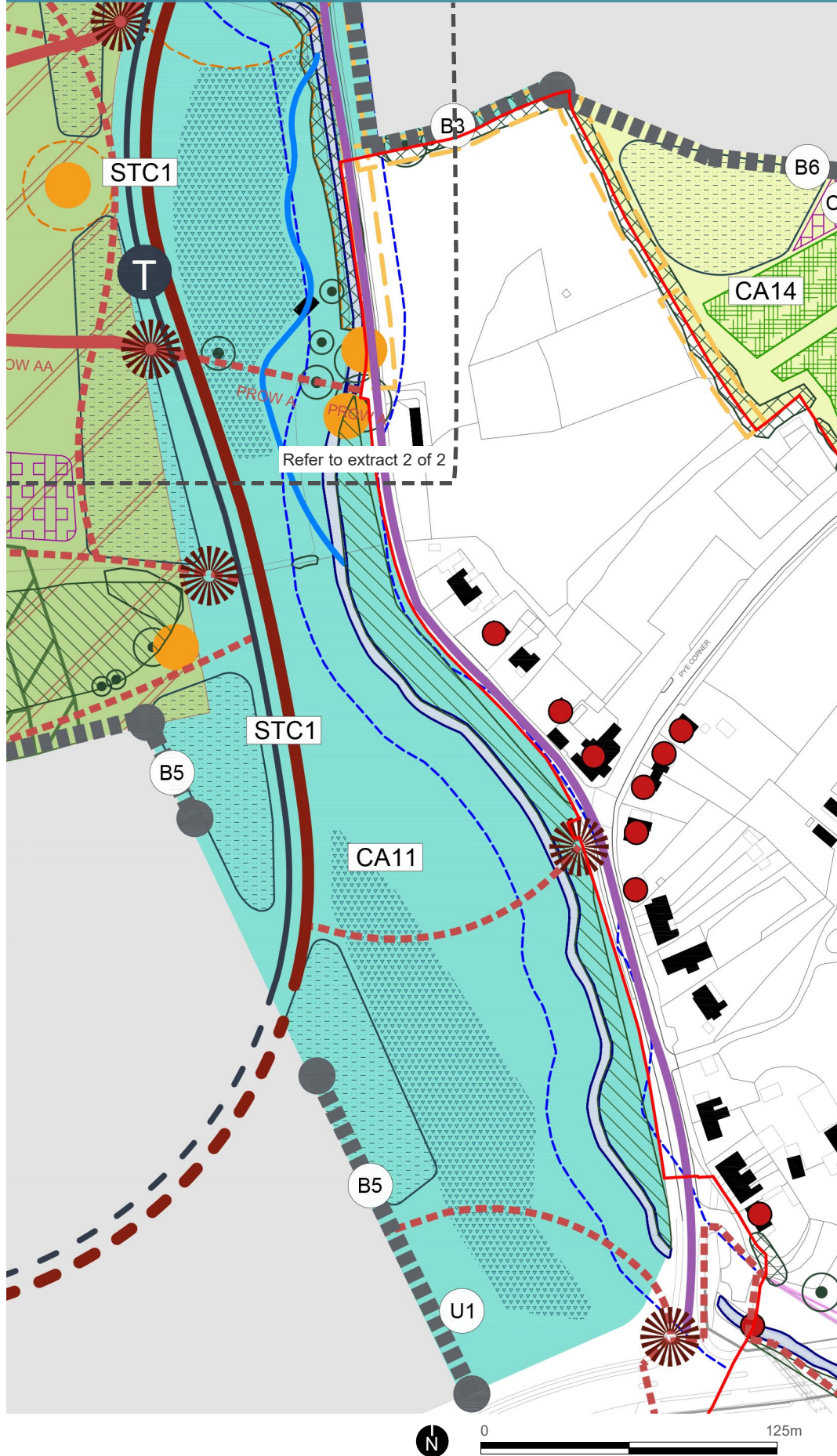
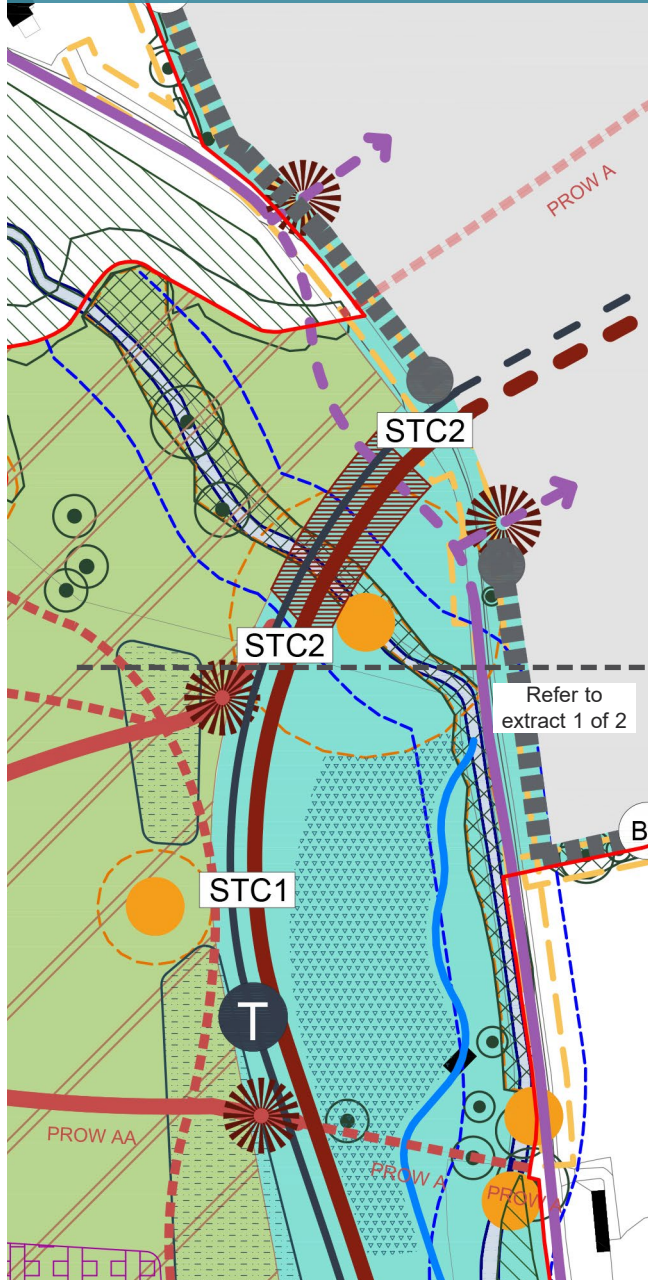


Fig. 76. CA11 - Fiddler's Brook Green Corridor Regulatory Plan Extract 2 of 2 (not to scale)



For legend refer to: "3.1.1 Regulatory Plans Legend"

For scaled Regulatory Plans, refer to
GSLM605-GRA-X-XX-DR-L-1112

4.9.5 Channoeks Farm Green Corridor - CA12

Defining Characteristics

The Channoeks Farm Green Corridor is set between two existing lanes and their associates hedgerows to the north and west. To the east lie the Village 2 Developable Area, with the Rectory Plantation woodland providing a defining feature on the eastern boundary.

Existing Characteristics

- Existing properties to the north and south of the Green Corridor (outside of the study area)
- Green Corridor sloped from the north to the south, with approximately 9m level difference between the highest and lowest points
- Existing hedgerows surround the Green Corridor
- Early planting has been undertaken within the Corridor, between the existing properties and the Village Developable Areas

Proposals

- Village Playing Field
- Community Growing
- SuDS feature

Design Requirements

Access & Movement

- Active travel access **should** be provided from the existing lanes
- A Pedestrian Route **should** be provided between Gilston Lane and the Village 2 Developable Boundary in line with the Regulatory Plan

Green & Blue Infrastructure

- The design **must** create biodiversity net gain by:
 - Increasing the tree canopy by creating informal clusters of tree planting throughout the Green Corridor
 - Providing areas of long rough grassland and wildflower meadow
 - Designing SuDS features to create biodiverse habitats
- Design proposals **should** seek to enhance the habitat value within the buffer zone to the Rectory Plantation. The 10 metre buffer zone to the existing woodland **should** be used to create a transitional zone with a rich mosaic of habitats

Heritage & Views

- Where existing properties adjoin the Green Corridor, hedgerow planting **should** be provided to provide screening and ecological connectivity

Activity & Use

- A Village Playing field **should** be provided (refer to “5.4.4 Sports and Recreation”). This **should** be located an appropriate distance from existing properties and **should** be located on the flattest shoulder of land to limit the need for regrading.
- A community growing site **must** be provided in line with the requirements set out in “5.4.6 Community Food Production”
- A Neighbourhood Play Space (PL3) **must** be provided as shown on the regulatory plan. Refer to “5.4.5 Play”.

Public Realm

- This Green Corridor **must** be designed as a dark corridor, in line with the Lighting Strategy (refer to “5.5.5 Lighting”), in order to preserve dark skies and limit impact on surrounding sensitive habitats.

Outline Planning Permission Context

OPP Development Specification Extract
The Golden Brook/Fiddlers' Brook Strategic Green Corridor outline specification generally comprises:

- enhancement of existing riparian habitat as appropriate;
- additional tree and hedgerow planting as appropriate where this is necessary to enhance habitat value; and
- incorporation of features to form part of the SuDS network.



Fig.77 Site photos of early planting that has been undertaken

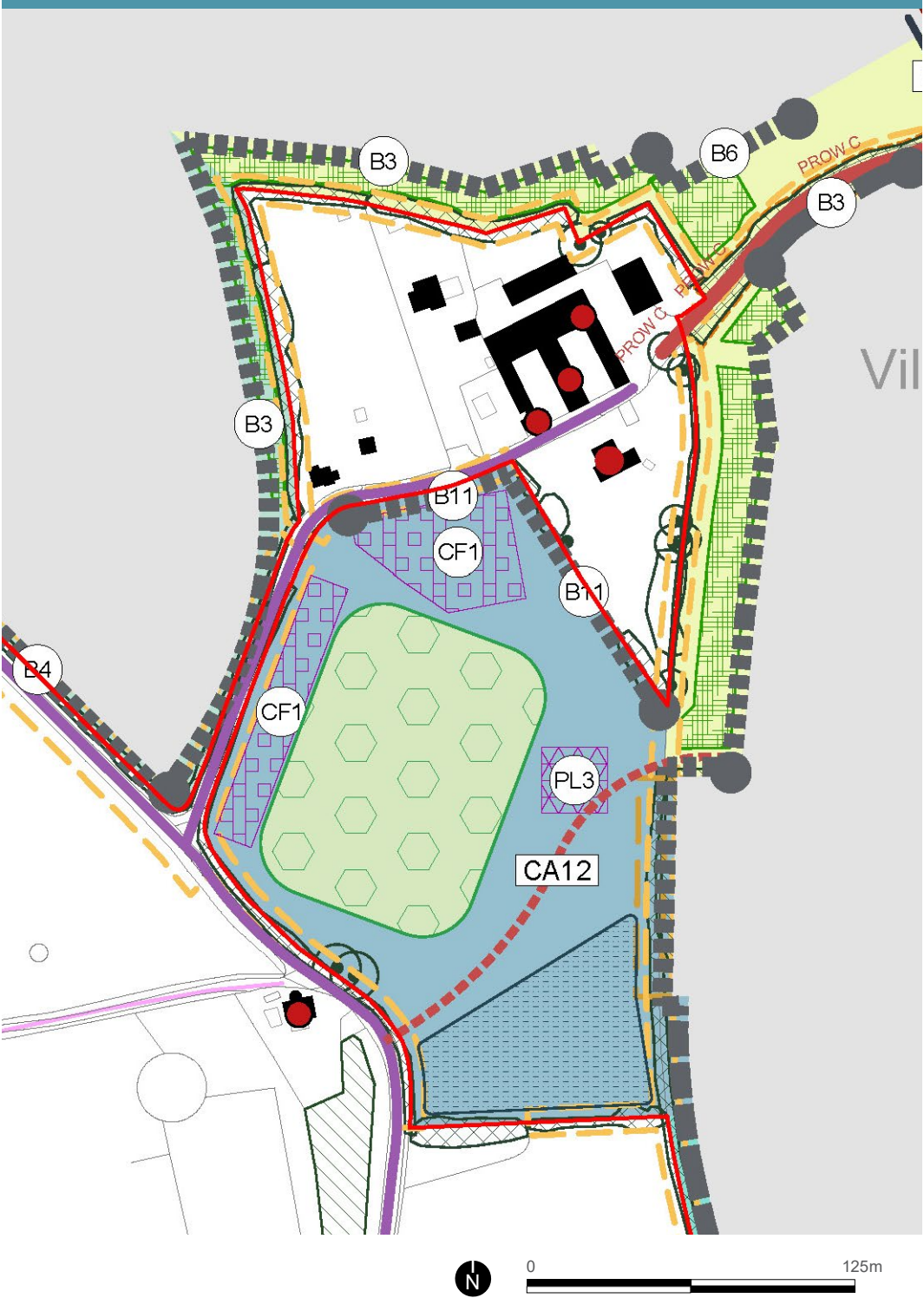
Fig. 78. Channocks Farm Green Corridor - Illustrative Layout



Illustrative Plan - Key

- | | | |
|------------------------|-----------------------------------|---|
| Existing Woodland | Hedgerow enhancement | Informal open space - kickabout |
| Existing Veteran Trees | Permanent pasture | Wildlife Shelter |
| Amenity Grassland | SuDS | Key nodes - to include potential locations for seating areas and cycle parking (refer to "5.5.2 Public Realm Design") and interpretation (refer to "5.5.6 Wayfinding and Legibility") |
| Biodiverse Grassland | Pump Station | |
| Sports Pitches | Bridge | |
| Allotment | | |
| Existing route | Destinations: | |
| Proposed Route | PL3 - Neighbourhood Play | |
| Informal route | Village Playing Field (0.8ha min) | |
| Tree planting | Community Growing | |

Fig. 79. CA12 -Channocks Farm Green Corridor - Regulatory Plan Extract (not to scale)



For legend refer to: "3.1.1 Regulatory Plans Legend"

For scaled Regulatory Plans, refer to
GSLM605-GRA-X-XX-DR-L-1109

4.9.6 Maplecroft Wood & Great Pennys Farm - CA13

Defining Characteristics

This Strategic Green Corridor provides the northern edge to Village 4, connecting Eastwick Wood Countryside Park (CA1) with the Golden Brook Riparian Corridor (CA10) and the Village Buffer containing Golden Grove and Sayes Coppice. The extent of this Corridor contained within the OPP Parameter Plans stretches across the SLMP and Village 4 VDA. Although the Corridor is expected to be designed holistically, the extent of the corridor within Village 4 is subject to the Village Masterplan.

Existing Characteristics

- Maplecroft Wood Ancient Woodland
- Abutted by existing lane (Actons Lane)
- Existing properties outside of the site boundary in close proximity - Actons Farm (including Grade II listed Farmhouse), Great Pennys Farm (including Grade II listed Granary to the north of the house) and Grade II listed High Trees property
- Proximity to the overhead powerline corridor

Proposals

- Additional tree and hedgerow planting where appropriate to provide enhanced habitat value and habitat connectivity
- Incorporation of multi-functional SuDS features, to form part of the strategic SuDS system, to contribute to visual and recreational amenity and to the ecological habitat value of the valley

Outline Planning Permission Context

OPP Development Specification Extract

The Golden Brook/Fiddlers' Brook Strategic Green Corridor outline specification generally comprises:

- enhancement of existing riparian habitat as appropriate;
- additional tree and hedgerow planting as appropriate where this is necessary to enhance habitat value; and
- incorporation of features to form part of the SuDS network.

Design Requirements

Access & Movement

- Any paths and trails **must** be sensitively designed to limit adverse impacts on the existing habitats. This may include:
 - Path constructions that limit negative impacts on root protection areas of trees
 - Path boundary treatments to discourage people from leaving the paths in sensitive areas of woodland
 - Routes through the existing woodlands must not be lit
 - Appropriate planning of routes and woodland management inspections to ensure appropriate high risk tree safety is maintained near to routes.

Green & Blue Infrastructure

- The existing woodland **must** be managed to retain or enhance the ecological value and biodiversity.
- Planting proposals **must** be sensitive to the existing ancient woodland habitat
- Planting proposals **must** enhance the resilience of the existing woodland for the changing climate through strategies designed to establish a variety of species and age of trees within the woodland
- Planting proposals **must** enhance the resilience of the woodland in terms of biosecurity. This **must** include a strategy to address changing composition of the woodland due to Ash Dieback and Oak Processionary Moth
- Design proposals **should** seek to soften the edge between the ancient woodland and surrounding areas. The 20 metre buffer zone to the ancient woodland **should** be used to create a transitional zone with a rich mosaic of habitats. Refer to “5.2.5 Existing Vegetation”
- A network of multi-functional SuDS features **must** be created, in the south of the Corridor where it borders onto Golden Brook Riparian Corridor (CA10). These **must**:
 - Be sensitively integrated into the existing site topography
 - Use gentle gradients where feasible to allow sensitive integration into existing levels
 - Providing flood resilience and water treatment benefits
 - Enhance visual amenity and
 - Improve biodiversity, including supporting a range of fauna such as invertebrates

Heritage & Views

- Proposals **must** be sensitive to the setting of the listed buildings outside of the site boundary (see existing characteristics).

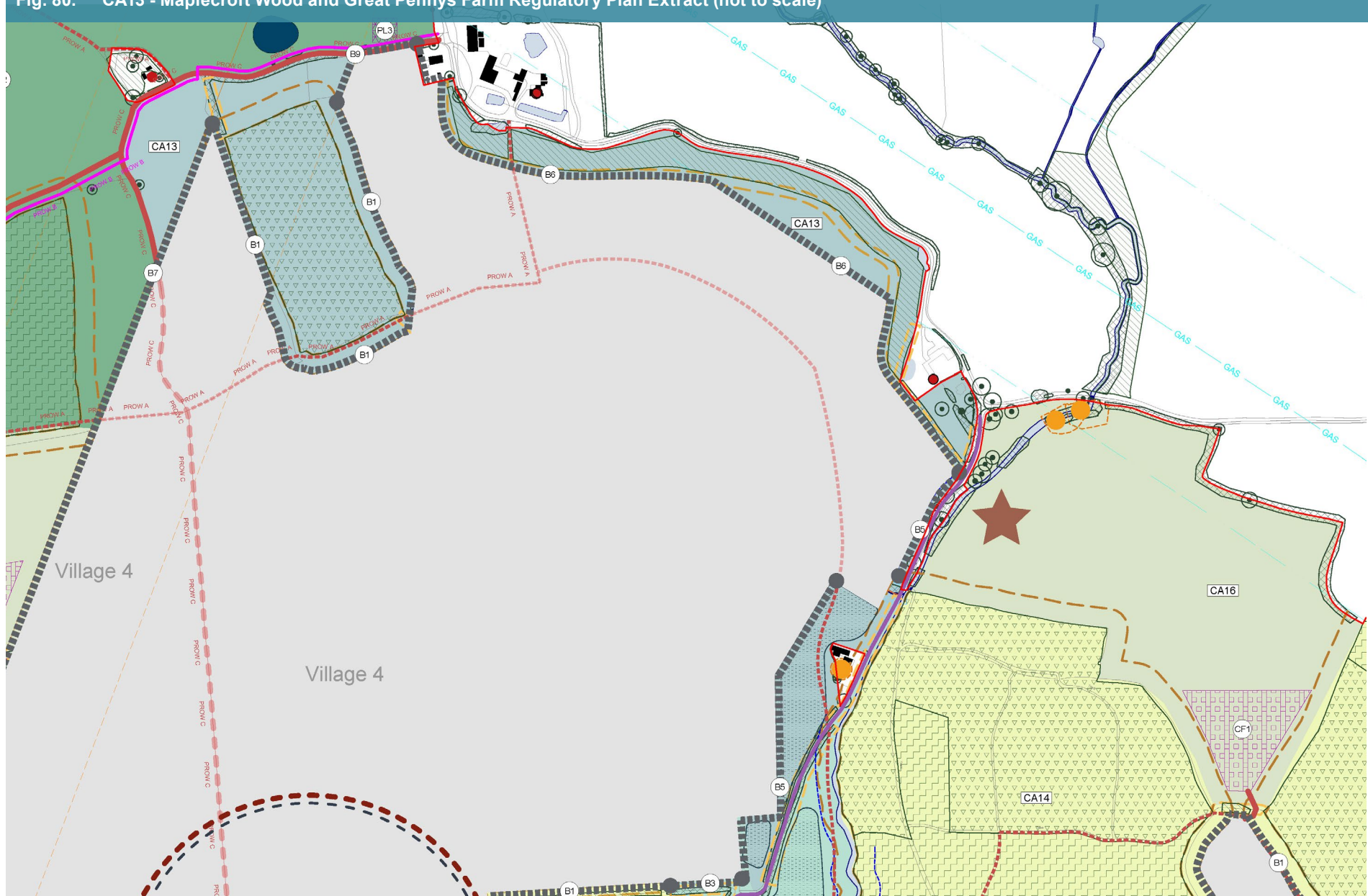
Activity & Use

- Areas of seating **must** be provided alongside any proposed paths. Within Maplecroft Wood, seating areas **should** encourage enjoyment of and immersion in the forest habitat and may include interpretation

Public Realm

- Signage and interpretation **should** be provided to Maplecroft Wood. This could be used to emphasise the ecological value of the existing woodland
- A Dark Corridor **must** be maintained throughout the woodlands, in line with the Lighting Strategy. Refer to “5.5.5 Lighting”
- The western part of CA13 (containing Maplecroft Wood), bordering on Eastwick Woodland Countryside Park **should** be destined holistically to ensure a continuity of landscape character and with no distinct boundary between the character areas.
- With regards to the B1 interface between the developable area and Maplecroft Woodland that interfaces with the pylon easement, B7 design requirements 1-3 must also be adhered to. Refer to “5.5.4 Interfaces”.

Fig. 80. CA13 - Maplecroft Wood and Great Pennys Farm Regulatory Plan Extract (not to scale)



For legend refer to: “3.1.1 Regulatory Plans Legend”

For scaled Regulatory Plans, refer to GSLM605-GRA-X-XX-DR-L-1103 and
GSLM605-GRA-X-XX-DR-L-1105

4.10 Village Corridors - CA14-CA15

The Village Corridors will create important landscape continuities and habitat connectivity between the strategic green infrastructure of the SLMP. Their design will build on the existing landscape features to provide separation and greenspace between the village developable areas.



Fig. 81. Site photo taken along existing PROW Eastwick & Gilston 020, looking towards Eastwick and the Stort Valley

4.10.1 Village Corridors - General Principles

Defining Characteristics

The Village Corridors provide landscape separation between the village developable areas. They should be designed as multi functional landscapes, that provide amenity, ecological connectivity and provide a landscape setting to the villages.

As the Village Corridors extend across the Gilston Area, they contain existing landscape features that contribute to their unique character. These features, which maybe include existing woodland, springs or hedgerows, should inform the unique character of the landscape proposals.

The village Masterplans will be designed to create a positive interface with the Village Corridors as and when they come forward, providing active frontages and passive surveillance onto the landscape.

Design Requirements - General Principles

- Village corridors **must** be designed as multi-functional landscapes. They must:
 - Provide permeability of active travel routes between villages
 - Create ecological connectivity between adjacent strategic green infrastructure assets & contribute to delivery of significant biodiversity net gain
 - Provide amenity space for surrounding villages. This may include play spaces and community growing spaces
- Village corridors **must** be designed to create semi natural landscape buffers that provide screening between villages. This **should** ensure:
 - Each respective village boundary is not defined or discernible
 - Views towards village built form is broken up by vegetation as to not form a continuous hard line
 - Green links/fingers are created between village and corridor
 - Corridor edge has soft, naturalistic planting character with undulating depth
 - Pedestrian routes and play are integrated into the corridor
 - Trees and scrub planting at varying heights to the boundary to provide partial screening of village built form
 - SuDS and planting beyond the village boundary are naturalistic in character
 - The design of each Village Corridor is undertaken in close partnership with the design of each corresponding Village interface in order to achieve a complementary design across the boundary area where possible. Village Masterplans will ensure Village Developable Areas provide a positive interface with SLMP as and when they come forward
- Signage and wayfinding **should** be provided at key entrance points into the site, in line with the requirements set out in “5.5.6 Wayfinding and Legibility”

Illustrative Plan - Key

- Village Developable Area Boundary
 - Interface with Village Masterplan*
 - Pedestrian/cycle routes
 - Trees and scrub planting at varying heights to the boundary to provide partial screening of village built form
 - Design proposals should allow view between the village and the village corridor
- * Design principles shown indicative only. All proposals within the Village Developable Area are outside of the SLMP scope and are subject to respective Village Masterplans and subsequent RMAs

Outline Planning Permission Context

OPP Development Specification Extract
Strategic design principles for Village Corridors will be established in the Design Code that supports the Strategic Landscape Masterplan, and it is anticipated that they will include areas of structural planting especially around the perimeter of the development areas and SuDS features. Parts of Village Corridors will accommodate the Sustainable Transport Corridor.

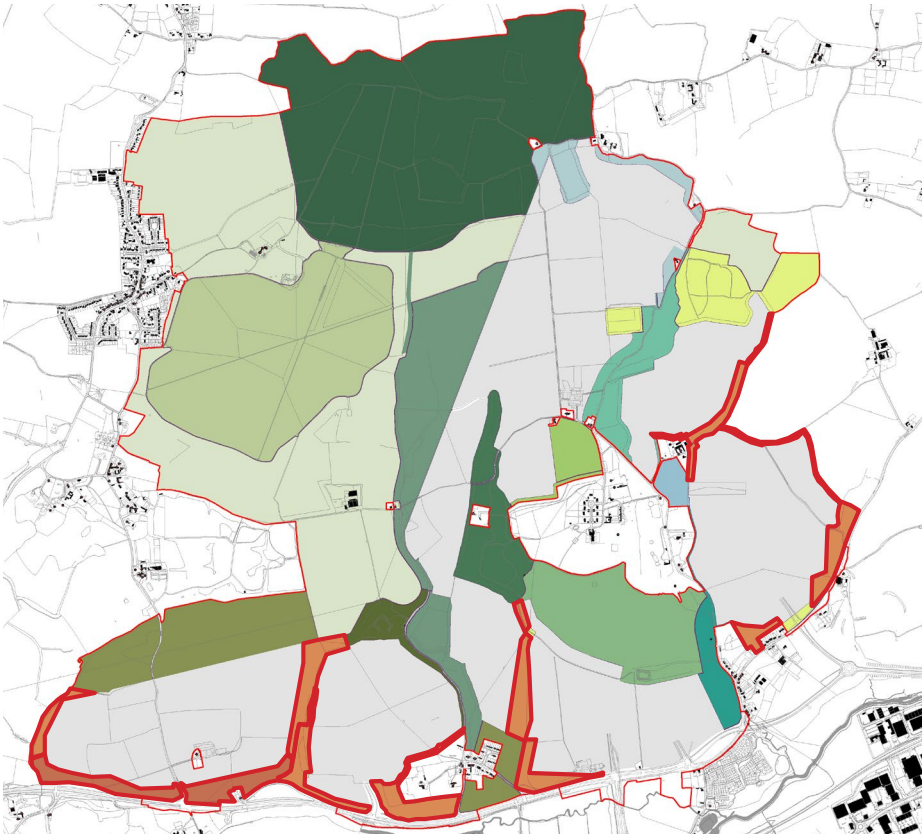


Fig.82 Village Corridor Location Plan

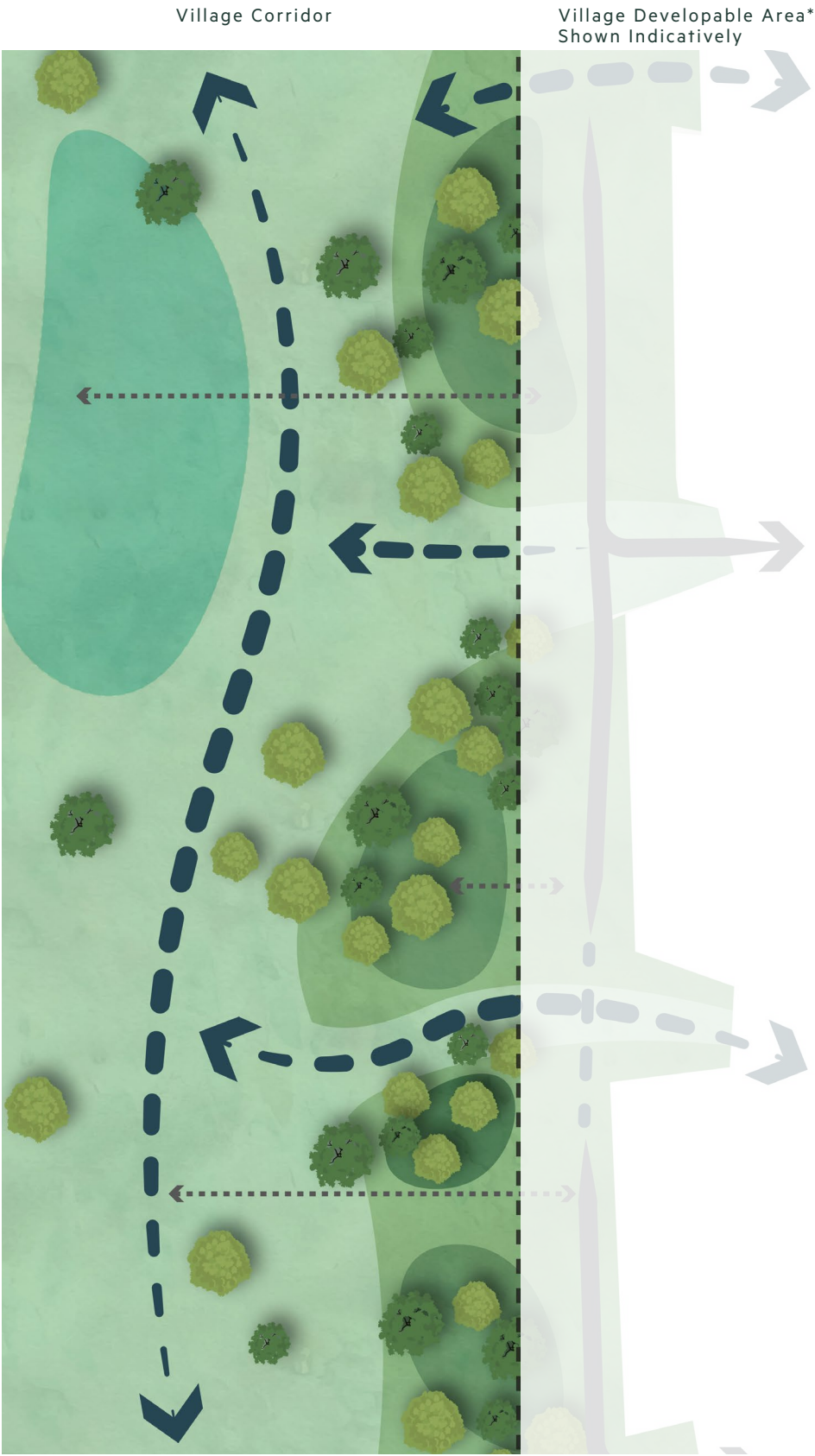


Fig.83 Indicative plan of Village Buffer design guidance and design requirements

Village Corridors - Existing features

Design Requirements - Existing features

Access & Movement

- 1. All village corridors **should** contribute to pedestrian and cyclist connectivity between Village Developable Areas

Green & Blue Infrastructure

- 2. Existing features **should** be protected as set out in “5.2.5 Existing Vegetation” and “5.5.4 Interfaces” and **should** inform the unique character of the landscape proposals where not in conflict with access to or from the village or services.
- 3. Village corridors containing existing green infrastructure assets such as hedgerows **should** strengthen and reinforce these assets to enhance ecological connectivity throughout the Gilston Area where not in conflict with access to or from the village or services.
- 4. Planting proposals **should** be of varying depth and height to provide alternating areas of:
 - Sensitive partial screening to the village edge and;
 - Views to and from the countryside

Heritage & Views

- 5. Clear views in and out of accessible areas **must** be provided where possible. There **must** be no dead-end routes and multiple access points **should** be provided in order to create a safe environment

Activity & Use

- 6. Where located between Village Developable Areas, village corridors **should** include informal amenity space such as incidental play, opportunities for community growing

Public Realm

- 7. Lighting proposals **should** carefully balance considerations of safety against ecological and visual sensitivities.

Village 2 - Village 3

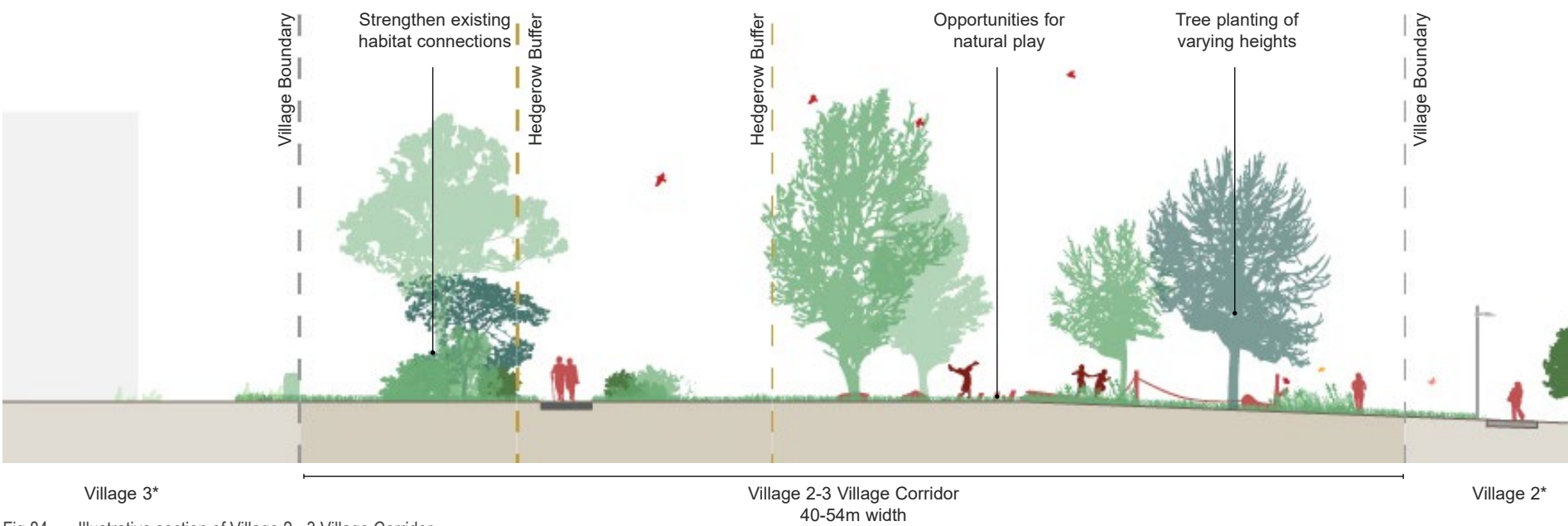


Fig.84 Illustrative section of Village 2 - 3 Village Corridor

Village 1 - Village 5 Park Pale

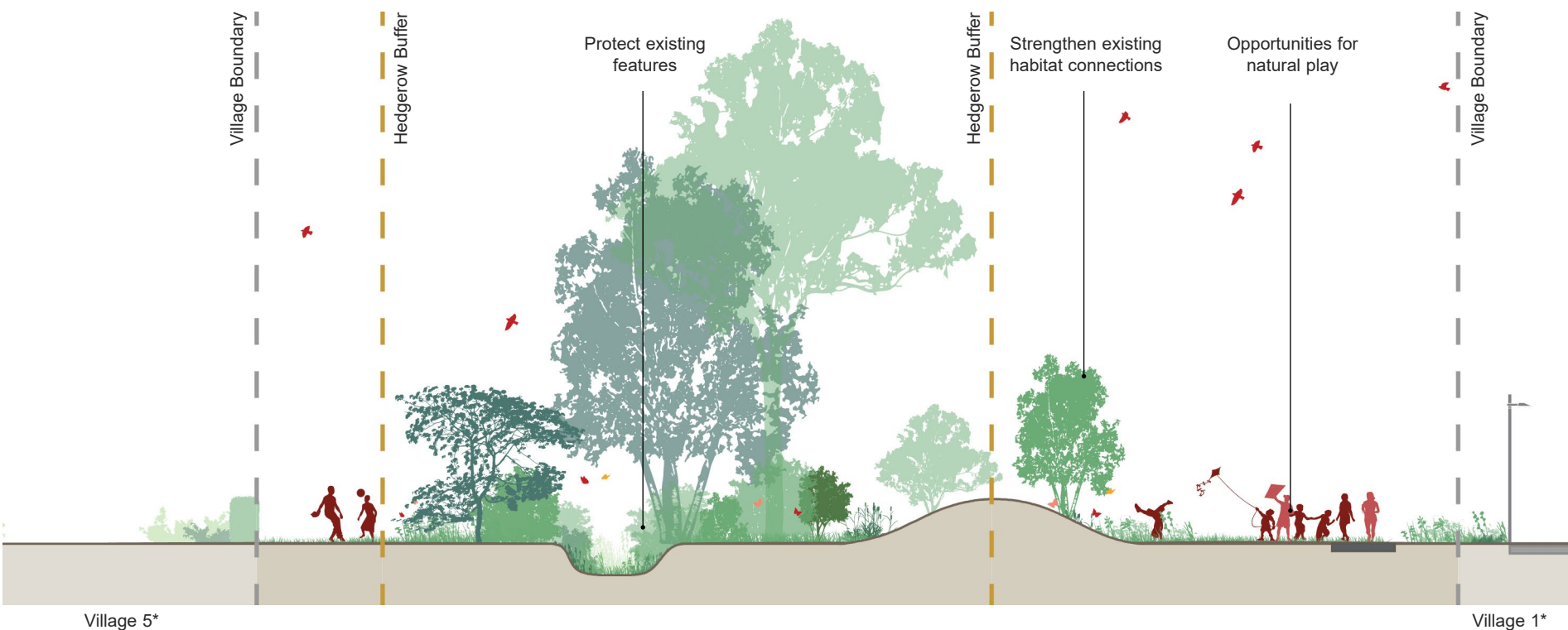


Fig.85 Illustrative section of Village 1 - 5 Village Corridor that includes that Park Pale

* Design principles shown indicative only. All proposals within the Village Developable Area are outside of the SLMP scope and are subject to respective Village Masterplans and subsequent RMAs

Character Areas - Village Corridors - CA14

4.10.2 Pole Hole Brook

Design Requirements Pole Hole Brook

Access & Movement

- 1. A pedestrian connection **should** be provided, linking the existing Restricted Byway (Eastwick & Gilston 027/ High Wych 040) with the existing Public Footpath (Eastwick & Gilston 025/ High Wych 039). Refer to “5.1.2 Active Travel Routes”

Green & Blue Infrastructure

- 2. Proposals **should** maintain and enhance the existing ecological connectivity in the Pole Hole Brook Corridor. Where removal of hedgerow is required (e.g. for delivery of SuDS features), proposals **should** provide replacement habitats that provide similar habitat connectivity
- 3. Hedgerows **should** be protected in line with the Development Specification. Where localised removal of hedgerows is required, hedgerows **must** be compensated with high quality, high species diversity hedgerow planting that provides similar ecological connectivity.

Heritage & Views

- 4. Hedgerows on the interface between Village 2 and Pole Hole Brook corridor **should** be maintained and enhanced to provide screening of Village 2 from Eastwick Road/High Wych Road.

Activity & Use

- 5. A community growing (orchard) space **should** be provided. This could be located to the west of the Village 2 access road, subject to consideration of such a location against residential amenity and where access to it can be achieved. Refer to “5.4.6 Community Food Production”

Public Realm

- 6. This Village Corridor **must** be designed as a dark corridor, in line with the Lighting Strategy (in “5.5.5 Lighting”), in order to preserve dark skies and limit impact on surrounding sensitive habitats and on future and existing residents. Refer to “5.5.5 Lighting”

Illustrative Plan - Key

Existing Woodland

Existing Veteran Trees

Biodiverse Grassland

Community Growing

Existing path

Proposed path

Tree planting

Hedgerow enhancement

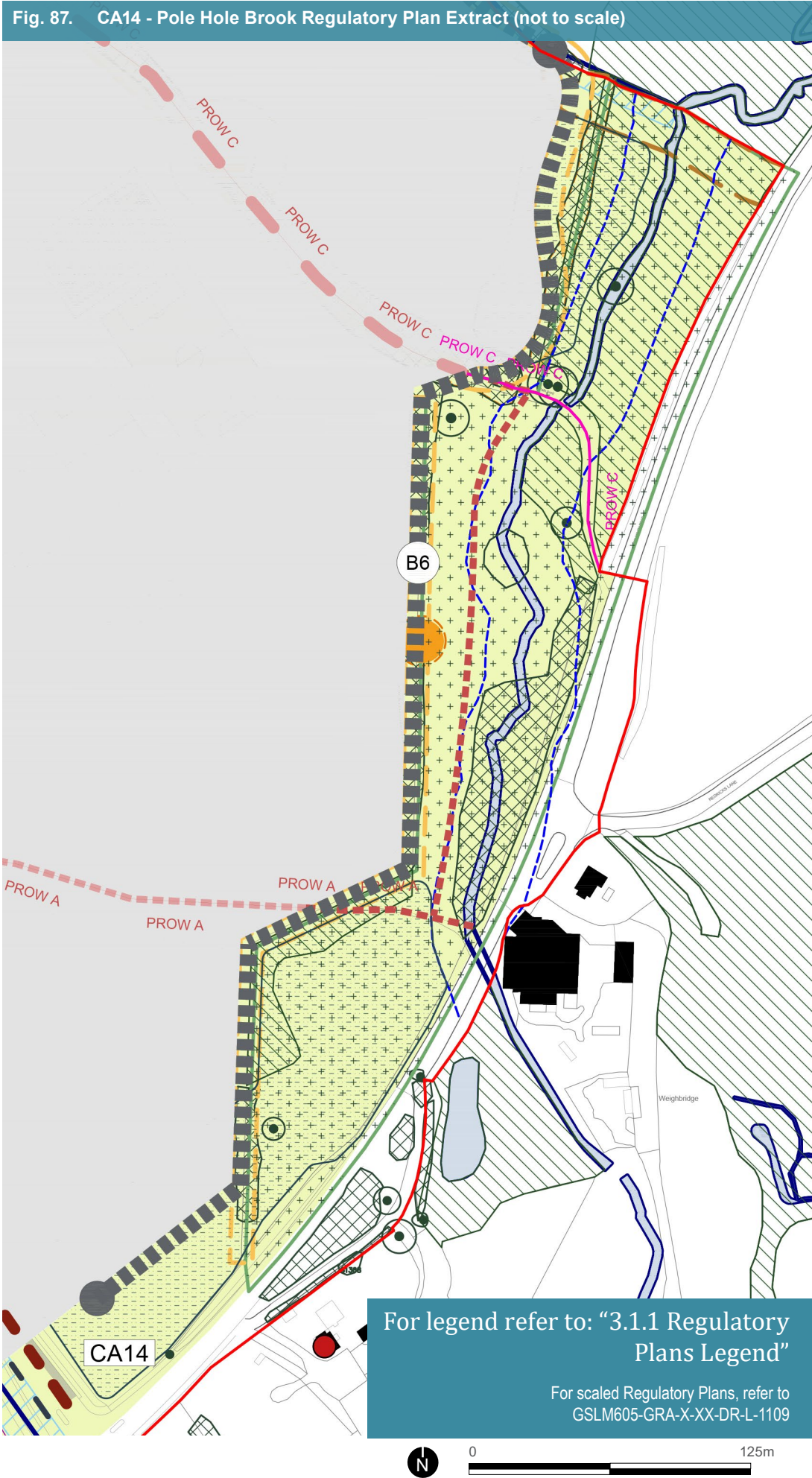
Permanent pasture as identified in the OPP Parameter Plans

SuDS

Existing watercourse

Community Growing

Key nodes - to include potential locations for seating areas and cycle parking (refer to “5.5.2 Public Realm Design”) and interpretation (refer to “5.5.6 Wayfinding and Legibility”)



4.10.3Village 1-5 Village Corridor

Design Requirements V1-5 Corridor

Access & Movement

- 1. Active travel connections **must** be provided along desire lines between Villages 1 & 5 to ensure connectivity between the villages and to key community facilities such as play areas and playing fields

Green & Blue Infrastructure

- 2. Trees and scrub planting at varying heights **must** be provided to the village boundaries to provide partial screening of village built form
- 3. The central area of the village corridor **should** contain lower density tree and scrub planting to maintain a sense of openness and to maintain views through the corridor
- 4. Surface water run-off within this area **should** be managed through localised SuDS features (e.g. raingardens) within the character area

Heritage & Views

- 5. Views through the village corridor towards Eastwick and the Stort Valley **should** be maintained

Activity & Use

- 6. The Village 1-5 Corridor **must** provide:
 - 2 no. Village Playground (PL2), associated with Village 5 (refer to “5.4.5 Play”)
 - 1 no. Neighbourhood Play area (PL3), associated with Village 1 (refer to “5.4.5 Play”)
 - 1 no. Village playing field (refer to “5.4.4 Sports and Recreation”). While local regrading will be required, the playing field should be sited on the flattest shoulder of land to avoid excessive earthworks and to allow sensitive integration of earthworks into existing landforms

Public Realm

- 7. Clear views in and out of accessible areas **must** be provided. There **must** be no dead-end routes and multiple access points **should** be provided in order to create a safe environment
- 8. The interface of the Village Corridor with CA8 to the south **must** be designed to provide a continuity of landscape character and with no distinct boundary between the character areas.

Village 1 - Village 5

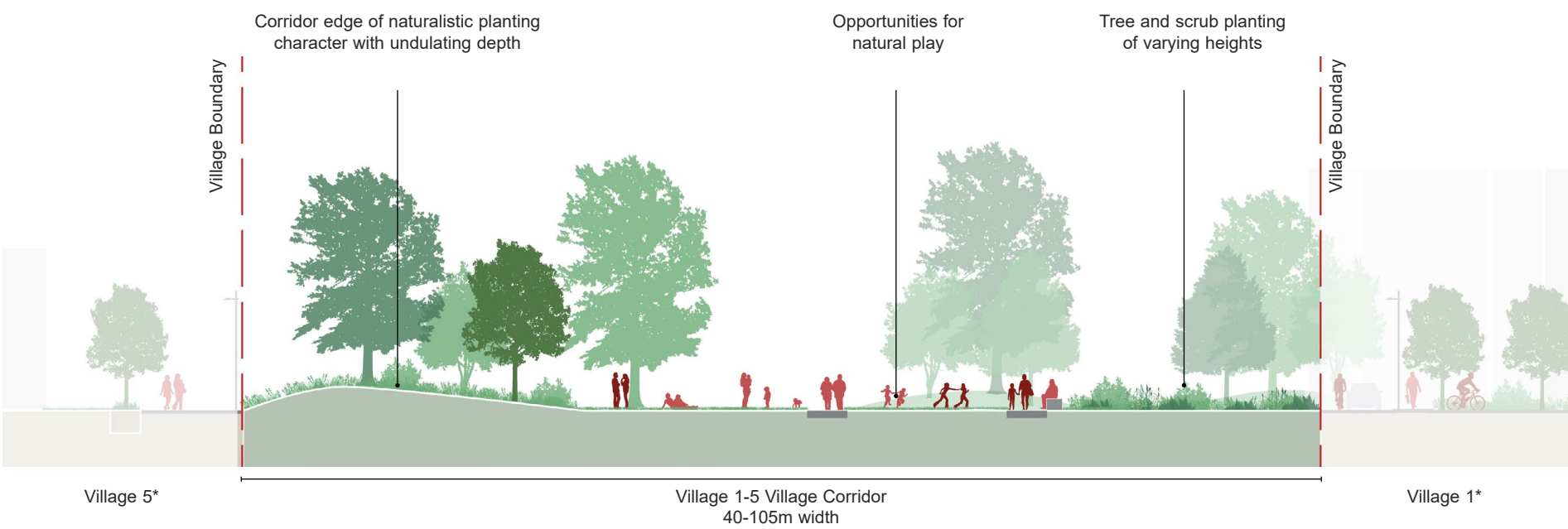


Fig.90 Illustrative section of Village 1 - 5 Village Corridor

* Design principles shown indicative only. All proposals within the Village Developable Area are outside of the SLMP scope and are subject to respective Village Masterplans and subsequent RMAs. This could also include a built frontage where appropriate

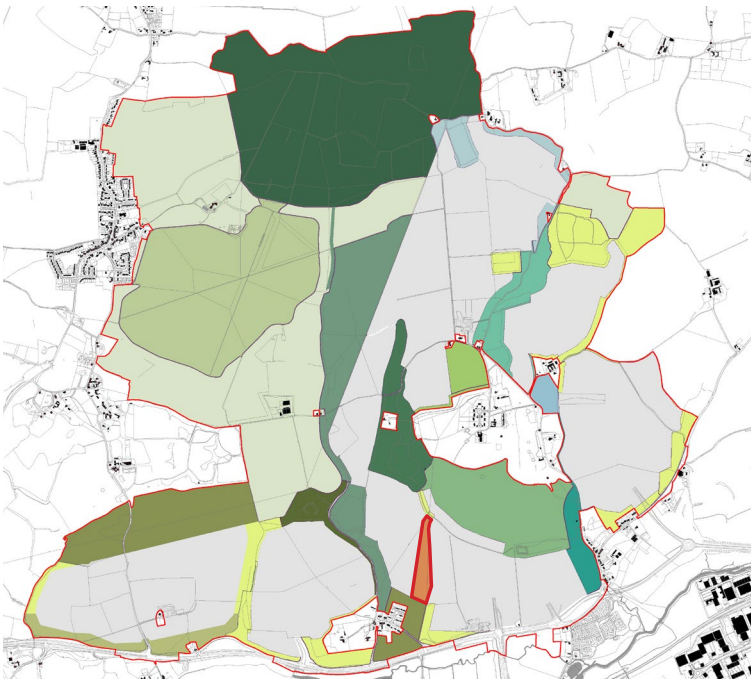
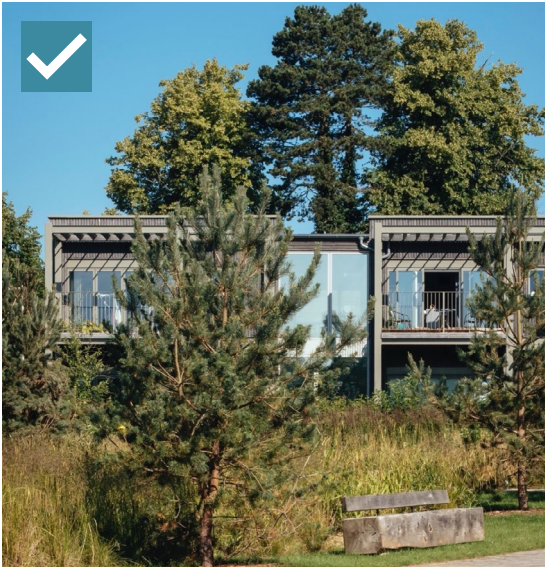


Fig.89 Key Plan Village 1-5 Corridor

Use planting to provide soft edges to developable area, appropriate to a village setting.



Where feasible, the buffers should be used to provide informal amenity spaces between villages. Soft edges should be created to the edges of Village Developable Areas.

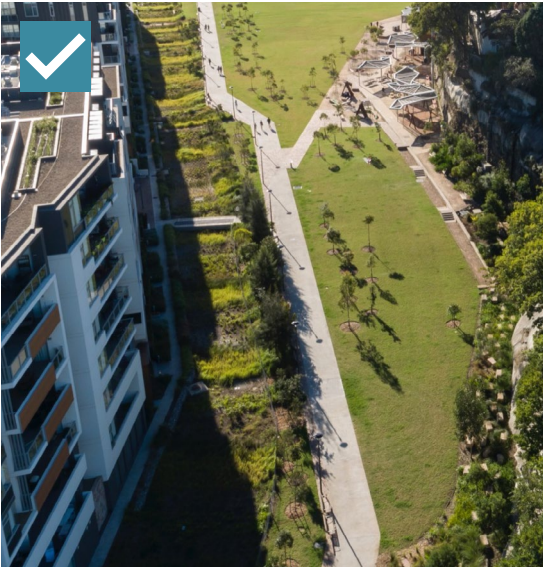


Fig. 92. Village 1-5 Village Corridor - Illustrative Layout



Illustrative Plan - Key

- Existing Woodland
- Village Playing Field
- Biodiverse Grassland
- Scrub
- Allotment
- Play
- Primary leisure route
- Secondary leisure route
- Tree planting
- SuDS
- STC

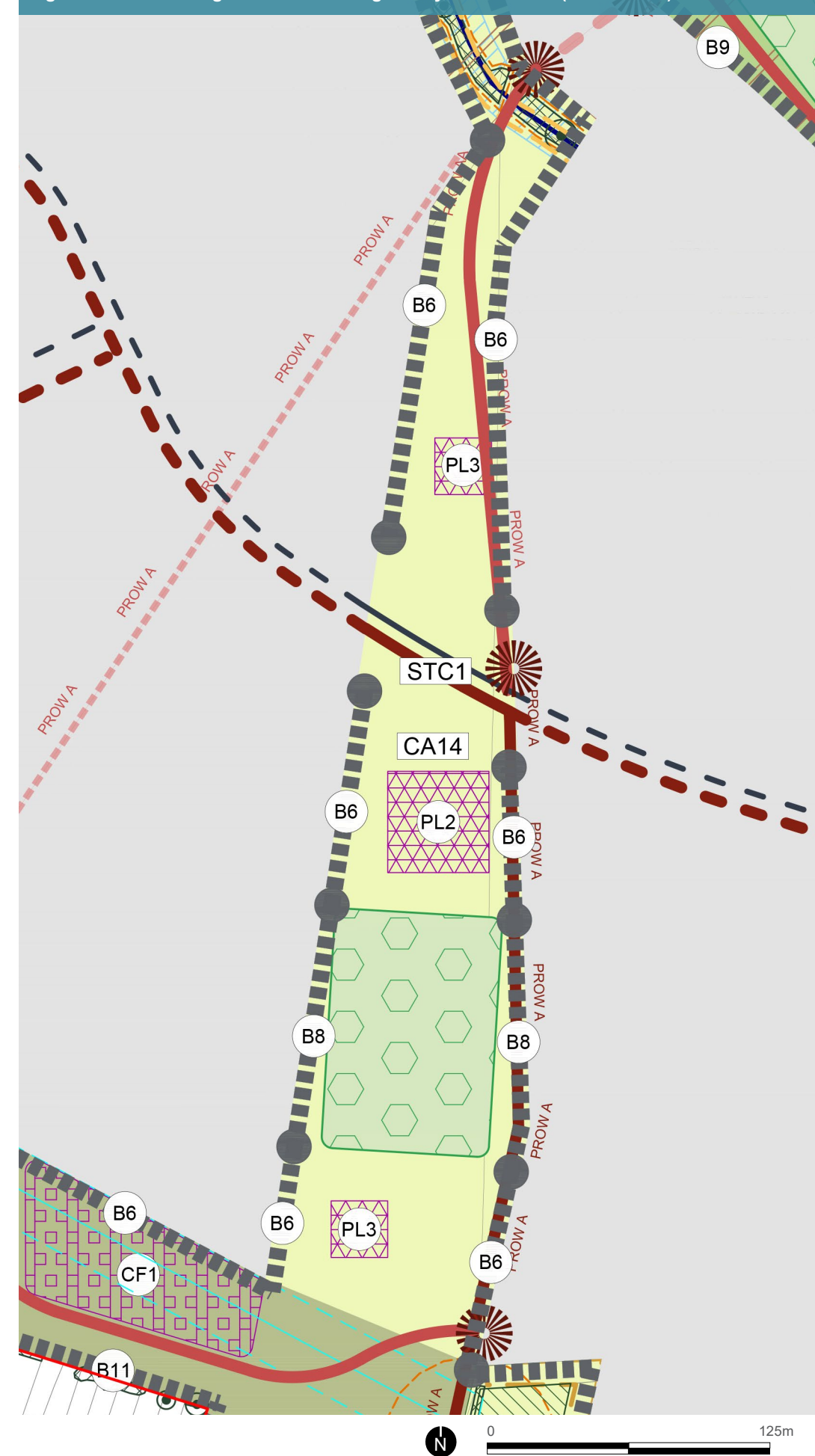
Destinations:

- PL2 - Village Playground
- PL3- Neighbourhood Play
- Village Playing Field (0.8ha min)
- Community Growing
- Key nodes - to include potential locations for seating areas and cycle parking (refer to "5.5.2 Public Realm Design") and interpretation (refer to "5.5.6 Wayfinding and Legibility")

For legend refer to: "3.1.1 Regulatory Plans Legend"

For scaled Regulatory Plans, refer to
GSLM605-GRA-X-XX-DR-L-1112

Fig. 91. CA14 - Village 1-5 Corridor Regulatory Plan Extract (not to scale)



4.10.4 Golden Grove, Sayes Coppice & New Plantation

Design Requirements

Access & Movement

1. An enhanced network of paths and trails **must** be provided to provide access to Golden Grove & Sayes Coppice. This **must** build on the existing network of paths and trails
2. Any paths and trails through Golden Grove, Sayes Coppice and New Plantation **must** be sensitively designed to limit adverse impacts on the existing habitats. This may include:
 - Path constructions that limit negative impacts on root protection areas of trees
 - Path boundary treatments to discourage people from leaving the paths in sensitive areas of woodland
 - Routes through the existing woodlands must not be lit
 - Appropriate planning of routes and woodland management inspections to ensure appropriate high risk tree safety is maintained near to routes.

Green & Blue Infrastructure

3. The existing woodland **must** be managed to retain or enhance the ecological value and biodiversity. This could include (subject to specialist input at RMA stage), where appropriate, opportunities for:
 - Coppicing
 - Silvopasture
4. Planting proposals **must** be sensitive to the existing ancient woodland habitat
5. Planting proposals **must** enhance the resilience of the existing woodland for the changing climate through strategies designed to establish a variety of species and age of trees within the woodland

6. Planting proposals **must** enhance the resilience of the woodland in terms of biosecurity. This **must** include a strategy to address changing composition of the woodland due to Ash Dieback and Oak Processionary Moth
7. Design proposals **should** seek to soften the edge between the ancient woodland and surrounding areas. The 20 metre buffer zone to the ancient woodland **should** be used to create a transitional zone with a rich mosaic of habitats. Refer to “5.2.5 Existing Vegetation”

Activity & Use

8. Areas of seating **must** be provided alongside the proposed path network. These seating areas **should** encourage enjoyment of and immersion in the forest habitat and may include interpretation. Refer to “5.5.2 Public Realm Design”.

Public Realm

9. A Dark Corridor **must** be maintained throughout the woodlands, in line with the Lighting Strategy. Refer to “5.5.5 Lighting”

Design Guidance

10. Local, small scale clearings could be created in the woodland. These **should** contribute to the ecological value and diversity of the woodland and proposals **should** be developed with input from the project ecologist at RMA stage.

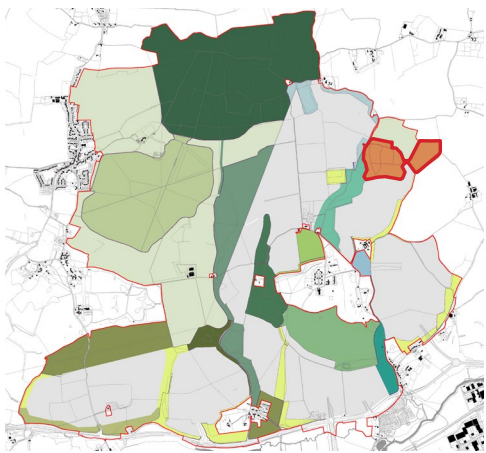


Fig.95 Golden Grove, Sayes Coppice & New Plantation Location Plan

For legend refer to: “3.1.1 Regulatory Plans Legend”
GSLM605-GRA-X-XX-DR-L-1105

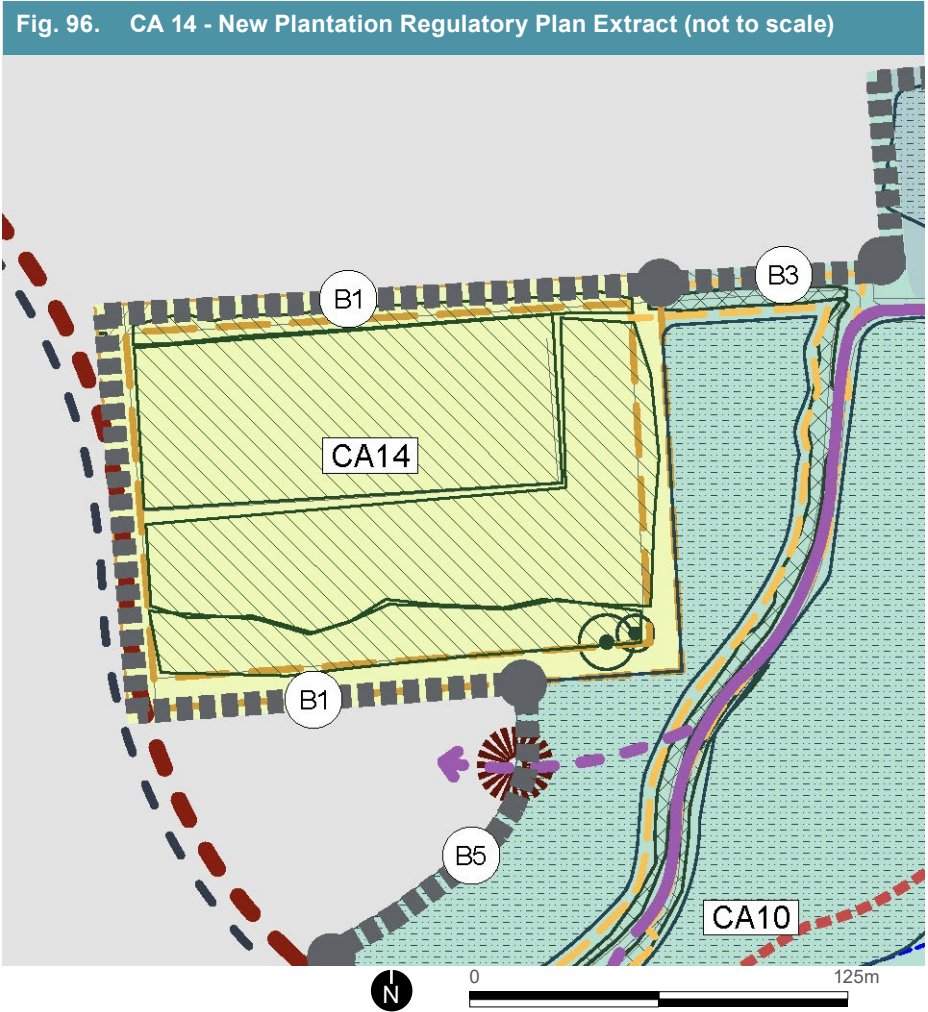


Fig. 96. CA 14 - New Plantation Regulatory Plan Extract (not to scale)

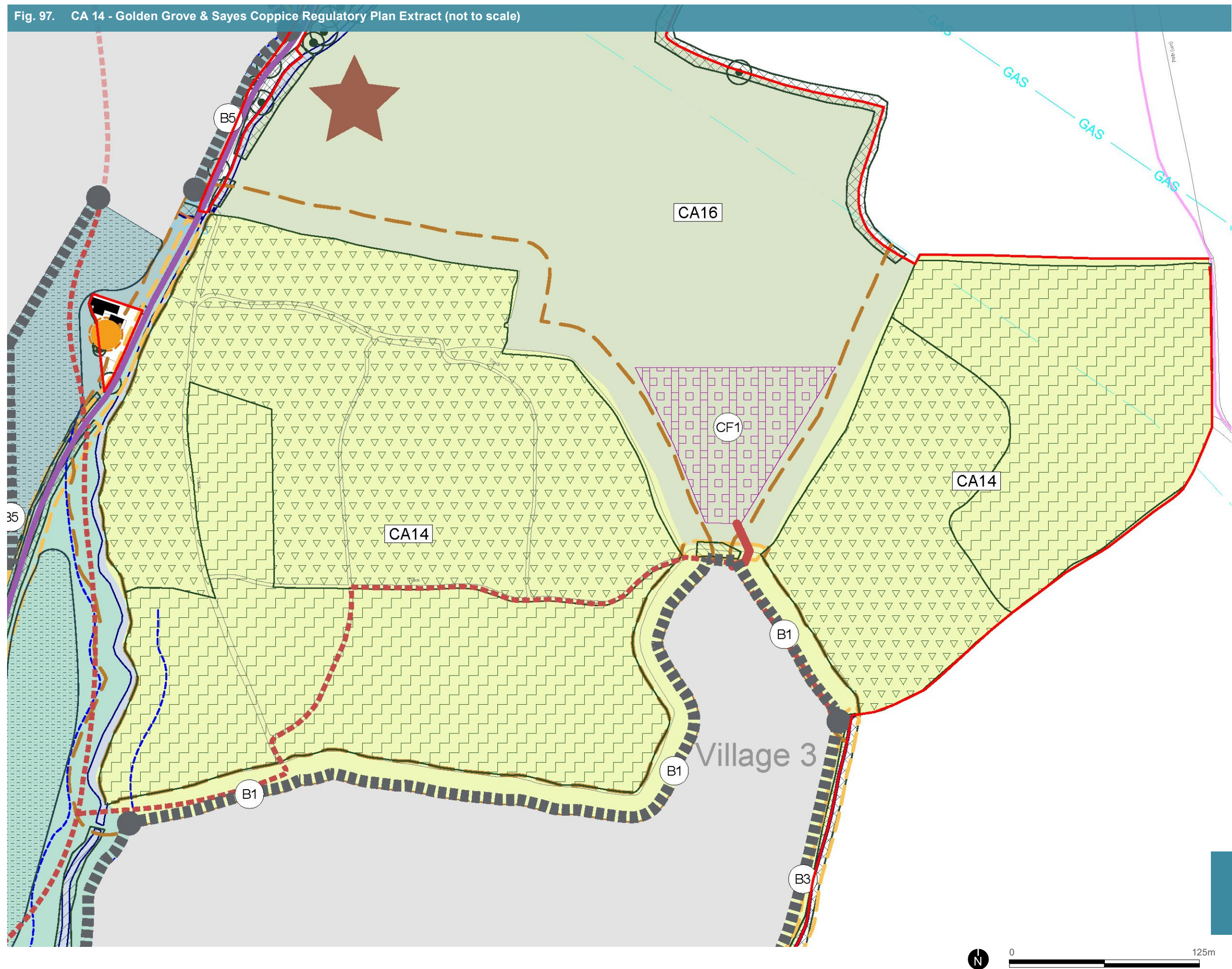


Fig.93 Precedent images for Golden Grove & Sayes Coppice



Fig.94 Precedent images for Golden Grove & Sayes Coppice

Fig. 97. CA 14 - Golden Grove & Sayes Coppice Regulatory Plan Extract (not to scale)



For legend refer to: "3.1.1
Regulatory Plans Legend"

GSLM605-GRA-X-XX-DR-L-1105

4.10.5Hunsdon Brook

Design Requirements

Access & Movement

- 1. The alignment of the PRoW **must** be retained and its setting enhanced.
- 2. Connectivity **must** be provided from the western residential parcels to the PRoW.
- 3. Access points **must** be clear, accessible and easily- identifiable.
- 4. A pedestrian/cycle commuter route **must** be provided linking V7 to Roydon station - in addition to other routes in Harlow via the STC.
- 5. Legibility of routes **must** be enhanced with wayfinding signage at key nodes along the footpath and cycle network (refer to “5.5.6 Wayfinding and Legibility”).
- 6. The use of bridges/structures such as boardwalks **should** be limited when designing paths.

Green & Blue infrastructure

- 7. The design proposals **must** deliver biodiversity net gain requirements by:
 - Providing areas of long grasslands and wildflower meadow
 - Increasing tree canopy cover with tree planting of informal parkland character
 - Ensuring SuDS basins are planted with a marginal mix.
- 8. Existing Veteran trees **must** be protected in accordance with the buffer zones established in the OPA.
- 9. Plant species of appropriate root depth **must** be selected near Hunsdon Brook Fishponds and Lord’s Wood to reduce impact on these assets.
- 10. Interfaces with Village 7 edges, as indicated on regulatory plan, **must** be considered. (Reference 5.5.4 Interfaces)

Heritage & Views

- 11. Tree planting within the Hunsdon Brook corridor **must** be limited to single trees or small groups to retain visual connection west towards Hunsdon Brook, and north-east towards Hunsdon Brook Fishponds and Hunsdon House. This will protect the integrity of the heritage setting of the Fishponds on the west edge of the Village 7 development, as well as conserving views seen from the southern location of Cherished View L in the neighbourhood plan.

- 12. The Hunsdon Brook Fishponds **must** be signposted with wayfinding interpretation in line with the wider Heritage Trail to celebrate and protect this Scheduled Monument
- 13. The setting of Veteran Trees **should** be enhanced to celebrate and protect these existing assets.

Activity & Use

- 14. Play on the way opportunities **should** be included alongside new footpaths.
- 15. Primary surfaced route **must** be distance marked to encourage running/ walking and dog walking. Route **must** be circular around V7, linking across other Character Areas.

Public Realm

- 16. Lighting **must** be limited to key pedestrian/cycle route to minimise and avoid light spill to trees, hedgerows, the woodland edge and the Hunsdon Brook watercourse to avoid disturbance impacts.
- 17. Tree planting **must** include fruit and nut bearing species to provide foraging opportunities.
- 18. The pedestrian/cycle link from Village 7 to the bridge across the A414 **must** provide benches or ‘perching places’ to encourage a wide user base. Where furniture is required, it will be kept as natural as possible, making use of natural materials.
- 19. Dog bins **must** be provided at appropriate locations along distance marked route.
- 20. Fencing and interpretation board **must** be provided along the western boundary in a natural material to suit the local aesthetic such as post and rail, to preserve the off site heritage assets and deter activity.

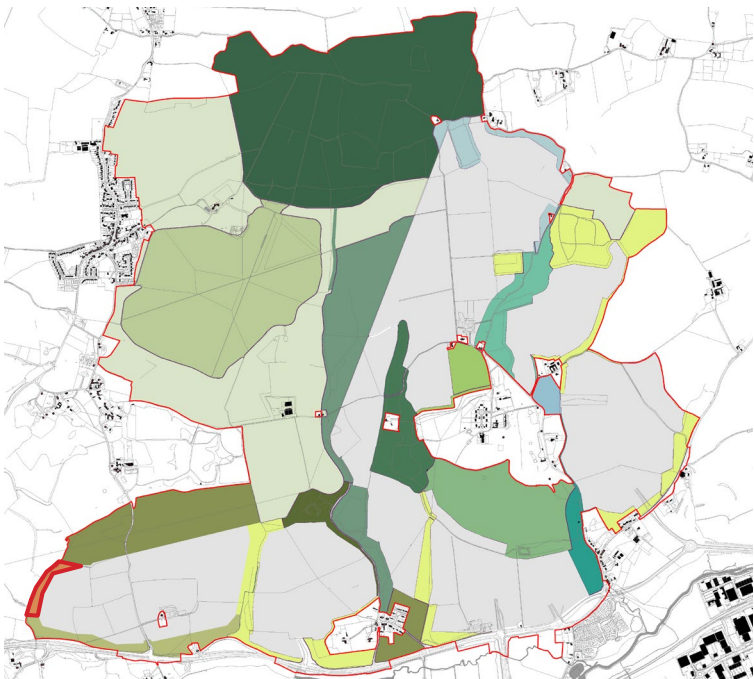
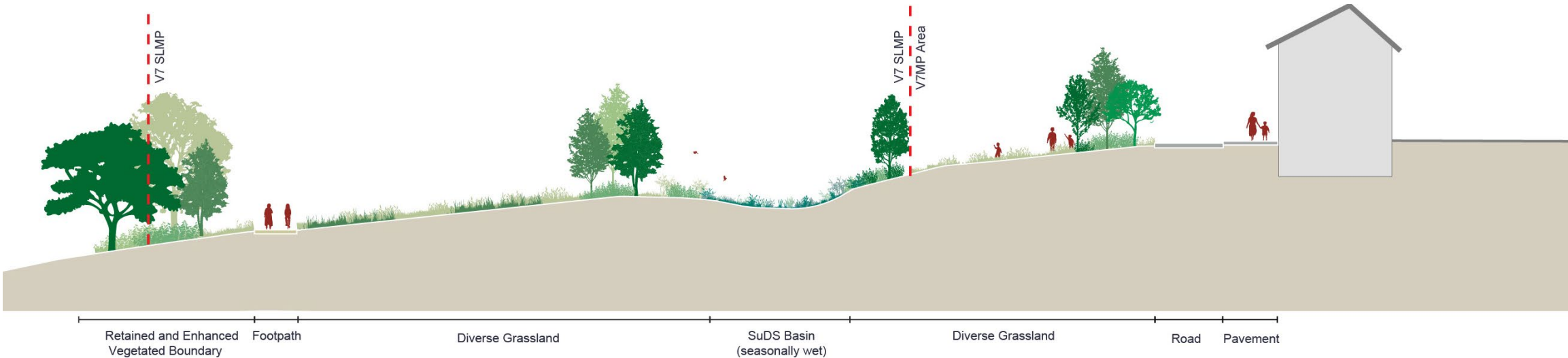


Fig.98 Key Plan Hunsdon Brook



Illustrative Plan - Key

- Existing Woodlands
- Biodiverse Grassland
- Shrub/Heath
- SuDS (Dry/Wet)
- Paths Proposed
- Village Developable Area
- Veteran Tree
- Key Nodes
- Trees
- Hedges



Fig.101 Precedent image for a species rich wildflower and grass meadow

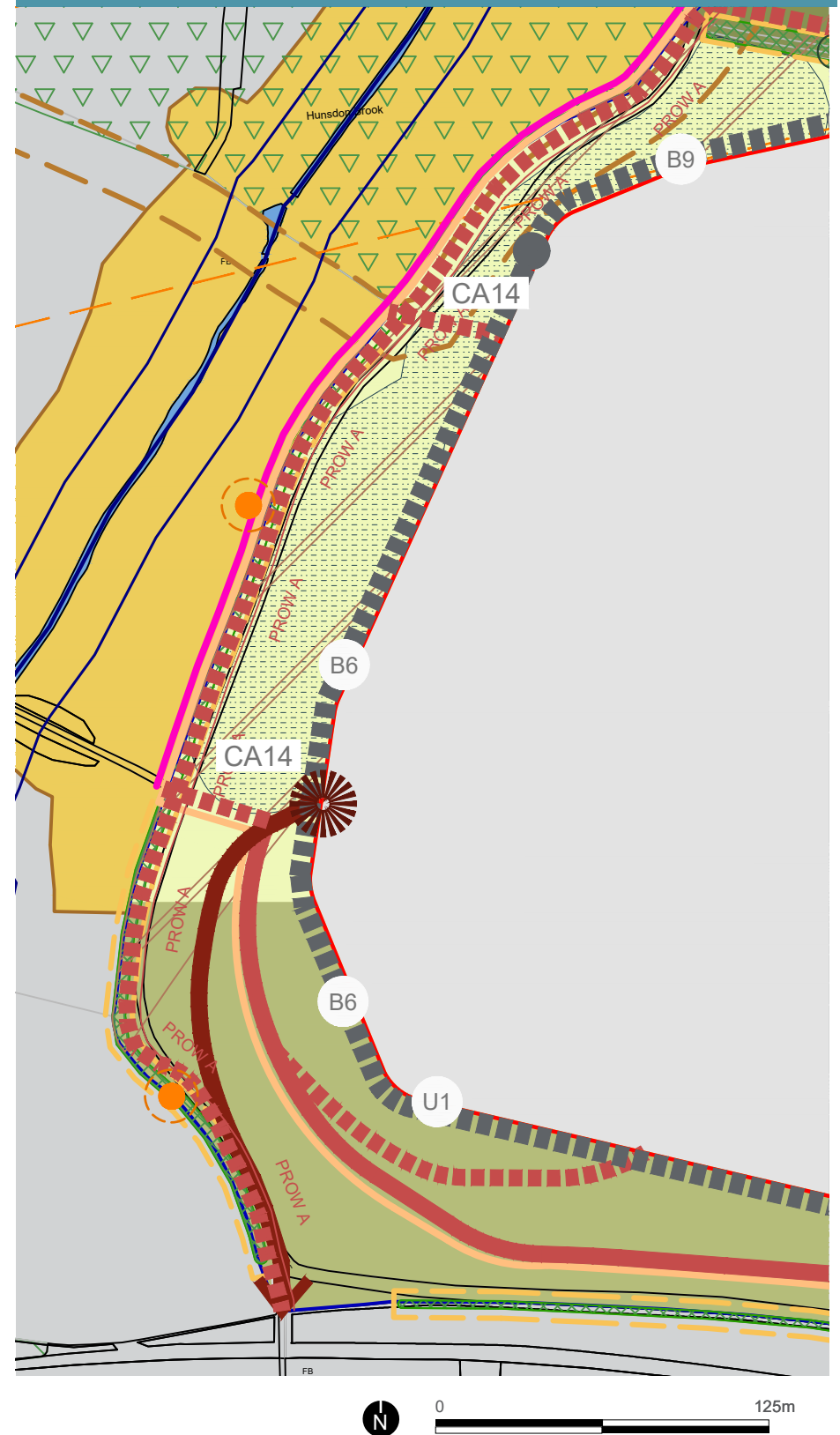


Fig.102 Precedent image for a pedestrian route through new tree and shrub planting

Fig. 99. Illustrative Layout



Fig. 100. CA14 - Hunsdon Brook Regulatory Plan (not to scale)



For legend refer to: "3.1.1 Regulatory Plans Legend"

For scaled Regulatory Plans, refer to
GSLM605-GRA-X-XX-DR-L-1110

4.10.6 Stone Basin Spring

Design Requirements

Access & Movement

- 1. Access points **must** be clear, accessible and easily-identifiable.
- 2. A shared leisure path **must** be provided north-south through Stone Basin Spring from the Hunsdon Community Park to the Greenway. (Ref to "5.1.2 Active Travel Routes")
- 3. Connectivity **must** be provided, as per regulatory plan, from residential parcels on eastern edge of Village 7 to Stone Basin Spring.
- 4. A sensitive landscape interface **must** be created on the boundary of Stone Basin Spring and the STC which supports use as a primary active travel route.
- 5. A cycle path **must** be provided across Stone Basin Spring linking Villages 6 and 7, and **should** be compliant with LTN 1/20 Guidance.
- 6. Legibility of routes **must** be enhanced with wayfinding signage at key nodes along the footpath network (Refer to "5.5.6 Wayfinding and Legibility")
- 7. The use of bridges/structures such as boardwalks **should** be limited when designing paths.
- 8. The STC link between Villages 6 and 7 **must** be sensitively integrated into the existing landscape and must consider the impact (including visual impact) on the nearby woodlands and hedgerows.
- 9. A vehicular access to Gypsy & Traveller site **must** be provided leading off the STC.

Green & Blue Infrastructure

- 10. The design proposals **must** deliver biodiversity net gain requirements by
 - Providing areas of long rough grassland and wildflower meadow
 - Increasing the tree canopy with tree planting of informal parkland character
 - Ensuring SuDS basins are planted with a marginal mix.
 - Providing species rich hedgerow enhancement.

- 11. A buffer zone of 5m **must** be provided between the existing hedge (along the Village 7 eastern boundary) and the G&T site, in which semi-natural vegetation will be allowed to develop.
- 12. An 8m Buffer Zone to Stone Basin Spring **must** be provided (Refer to 'Scheme for Buffers to Existing Waterways and Strategic Green Corridors' document for further principles).
- 13. Existing woodland **must** be protected, with 10m buffers and celebrated. (Refer to "5.2.5 Existing Vegetation")
- 14. Tree planting **should** include fruit and nut bearing species to provide foraging opportunities.
- 15. Interfaces with Village 6 and 7 edges, as indicated on regulatory plan, **must** be considered. (Reference "5.5.4 Interfaces")

Heritage & Views

- 16. Clear visual connections **must** be provided to provide wider connections between Village 6 and Village 7.
- 17. Views towards the built edge **must** be broken up by sensitively placed tree planting.

Activity & Use

- 18. Provision for 8 no. Gypsy & Traveller Pitches (G&T) **must** be included. (refer to "5.5.11 Gypsy, Traveller & Travelling Showpeople Sites").
- 19. A Local Equipped Play Area (LEAP) for Village 7 **must** be provided.
- 20. Primary surfaced route **must** be distance marked to encourage running/ walking and dog walking. Route **must** be circular around V7, linking across other Character Areas.
- 21. Play on the way opportunities **should** be included alongside leisure routes.

Public Realm

- 22. The boundaries of the Gypsy & Traveller site with the public open space within Stone Basin Spring **must** be carefully detailed. This **should** include the planting of a vegetated boundary treatment as well as fencing to provide privacy and ensure the continuation of ecological habitat and commuter routes.
- 23. Lighting **must** be limited to the STC route to minimise ecological impact. This corridor will have some passive illumination from the adjacent residential streets in Villages 6 and 7. (Reference "5.5.5 Lighting")
- 24. Dog bins must be provided at appropriate locations along distance marked route.
- 25. The Gypsy & Traveller site **must** be located north of the STC crossing where the land is flattest to work with the existing site topography.



Fig.104 Key Plan Stone Basin Spring

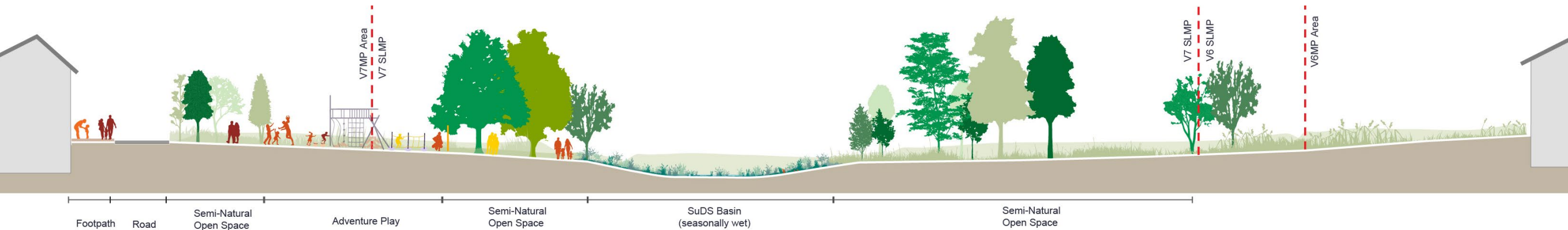


Fig.103 Stone Basin Spring Typical Section

Fig. 105. Illustrative Layout



Illustrative Plan - Key

- Existing Woodlands
- Biodiverse Grassland
- SuDS (Dry/Wet)
- Play Area
- Sports pitches
- Allotments
- Paths Proposed
- Paths and Tracks - Existing
- Village Developable Area
- STC
- PL3 - Neighbourhood Play
- Sports Pitches/Sports Hub
- G&T Site
- Key Nodes
- Trees
- Hedges

For legend refer to: “3.1.1 Regulatory Plans Legend”

For scaled Regulatory Plans, refer to
GSLM605-GRA-X-XX-DR-L-1110

Fig. 108. CA14 - Stone Basin Spring Regulatory Plan (not to scale)

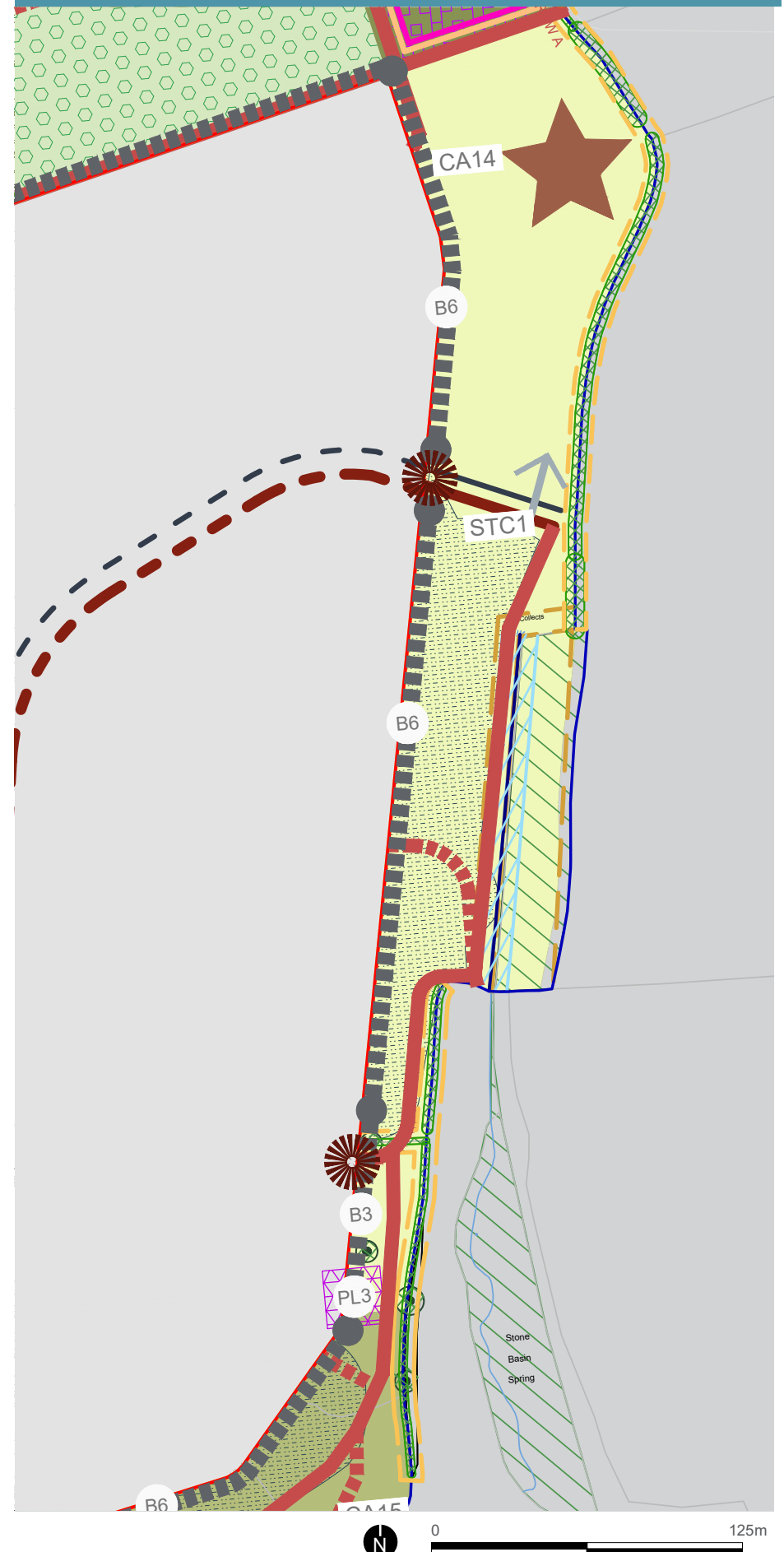


Fig.106 Precedent image for SuDS basins with public amenity



Fig.107 Precedent image for active travel routes through the area

4.10.7 Village 7 Greenway - CA15

Design Requirements

Access & Movement

- 1. Access points **must** be clear, accessible and easily-identifiable.
- 2. The Greenway **must** include a pedestrian and cycle path along the top of the noise mitigation bund.
- 3. An access path (footpath) **must** be provided from residential parcels on to the pedestrian and cycle path along the Greenway bund, cycle paths being implemented where appropriate.
- 4. The south facing slope of the Greenway **should** be densely planted with trees and scrub species to deter pedestrian access down towards the A414.
- 5. The PRoW along the western boundary **must** be retained and enhanced.
- 6. Legibility of key routes from the Greenway to nearby places of interest **should** be signposted with wayfinding elements (refer to Section 5.5.6 - Wayfinding and Legibility).
- 7. A pedestrian/cycle commuter route **must** be provided between Roydon Station and Village 7.
- 8. A temporary pedestrian/ cycle link from Village 7 to Village 1 **must** be provided through the village buffer south of Village 6.
- 9. A pedestrian/ cycle link to Village 6 **must** be provided from Village 7 developable area.
- 10. A connection **must** be provided from the existing dwellings south of Village 7 (adjacent to the A414/Brickhouse farm cottages) to the neighborhood centre within Village 7.
- 11. The use of bridges/structures such as boardwalks **should** be limited when designing paths.

Green & Blue Infrastructure

- 12. The design proposals **must** deliver biodiversity net gain requirements by
 - Areas of long rough grassland and wildflower meadow **must** be provided

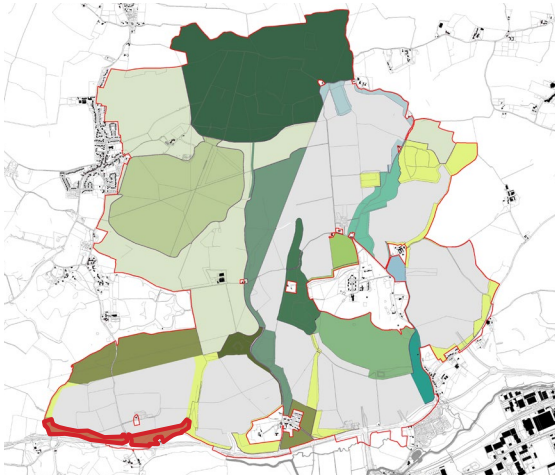


Fig.109 Key Plan Village 7 Greenway

- SuDS basins **must** be seeded with wildflower grass species mixes for wetlands and marginal planting
 - Tree canopy **must** be increased with tree planting of informal valley character (Refer to Section 5.2.8 Tree Palette)
 - The south sloped aspect of the Greenway **should** be planted with trees and scrub species
 - A minimum like for like linear meterage of species-rich hedgerows where they need to be removed to facilitate development **must** be provided and introduce additional lengths of species-rich hedgerows
- 13. Existing Veteran trees **must** be protected according to the buffer zones established in the OPA.
 - 14. The safe storage of water **must** be considered in the detailed design of the bund and attenuation basins along the Greenway, and be informed by a breach analysis, so as not to increase flood risk elsewhere
 - 15. Where required to achieve suitable noise mitigation, the noise mitigation bund **should** be constructed from site won soils subject to construction phasing, before additional material is brought on site.
 - 16. Existing agricultural topsoil is of good quality and where it is excavated to facilitate development, **must** be retained, stored and reused across the proposed Greenway landscape, unless inappropriate to do so.
 - 17. Where existing hedgerows are removed to facilitate the construction of the noise mitigation bund, the linear meterage of hedgerow lost **must** be replaced along the southern facing slope of the Greenway.
 - 18. Interfaces with Village 7 edges, as indicated on regulatory plan, **must** be considered. (Reference 5.5.4 Interfaces)

Heritage & Views

- 19. On the northern slope of the noise bund, trees in small groups or single specimens **should** be planted within open grassland. Dense blocks of trees **must** be avoided in this area to retain open views from the elevated pedestrian/cycle path towards Village 7, Hunsdon House and St. Dunstan's Church.

- 20. The tree and scrub planting on the southern slope of the noise bund **must** ensure screening is well established, with a looser planting structure in a few strategic locations to enable views towards the dovecote water tower at Briggens and across the River Stort valley.
- 21. Heritage wayfinding and interpretation **must** be provided concerning off-Site heritage assets such as Briggens Registered Park and Garden as part of the Gilston Area Heritage Trail as well as any known V7 archaeology of significance.

Activity & Use

- 22. Play on the way opportunities **should** be included alongside new footpaths.
- 23. Primary surfaced route **must** be distance marked to encourage running/ walking and dog walking. Route **must** be circular around V7, linking across other Character Areas.

Public Realm

- 24. The extent of the earthworks to create the acoustic bund to be designed **must** avoid the existing alignment of the PRoW and the buffer zones to the Veteran trees.
- 25. Linear east-west tree planting along the southern slope of the noise bund **should** be planted early to help mitigate the visual impact of development.
- 26. The Greenway **must** connect to the Village 7 Neighbourhood Park to encourage active use of the semi-natural open space surrounding Village 7.
- 27. Lighting **must** only be provided along key cycle/pedestrian routes. Elsewhere lighting **should** be avoided to minimise ecological impact.
- 28. The pedestrian/cycle routes **should** provide benches or 'perching places' to encourage a wide user base. Where furniture is required, it will be kept as natural as possible, making use of natural materials.
- 29. Dog bins **must** be provided at appropriate locations along distance marked route.

Fig.110 Greenway Typical Section

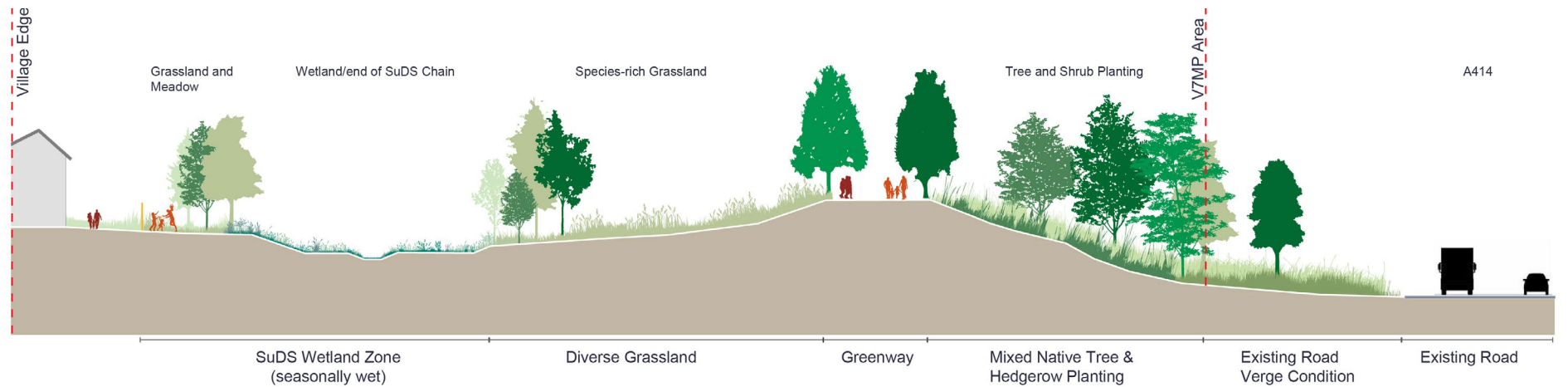
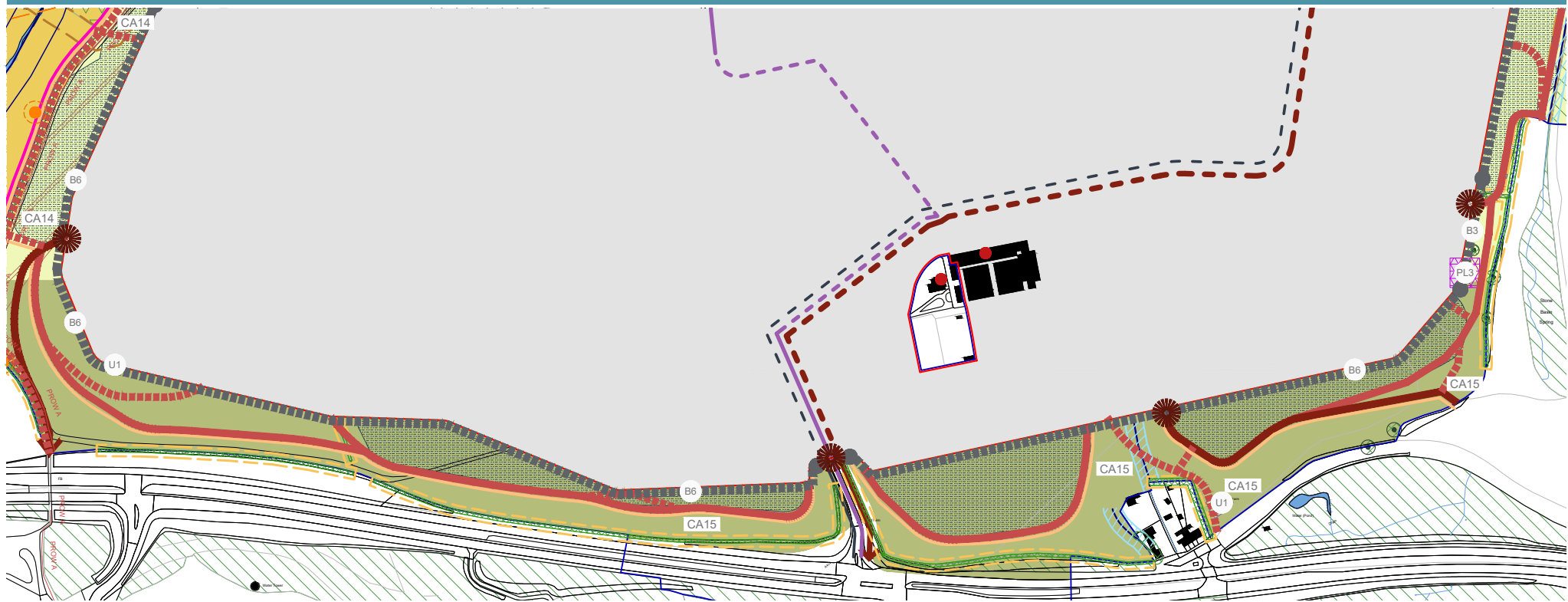


Fig. 111. CA 15 - Village 7 Greenway Regulatory Plan Extract (not to scale)



For legend refer to: "3.1.1 Regulatory Plans Legend"

GSLM605-GRA-X-XX-DR-L-1110



Fig.113 Precedent image for a naturalistic environment with play on the way



Fig.114 Precedent image for noise bund incorporating public amenity

Illustrative Plan - Key

- Existing Woodlands
- Biodiverse Grassland
- Shrub/Heath
- SuDS (Dry/Wet)
- Play Area
- Paths Proposed
- Paths and Tracks - Existing
- Village Developable Area
- STC
- PL3 - Neighbourhood Play
- Veteran Tree
- Key Nodes
- Trees
- Hedges

Fig. 112. Illustrative Layout



4.11 Agriculture - CA16

This area covers a significant area of countryside, parts of which will be retained as productive agricultural land. There is an aspiration to introduce agricultural practices with greater biodiversity value, as set out in Policy AG7 of the GANP.



Fig. 115. Site photo looking towards Hunsdon Airfield and the Black Barns

Character Areas - Agriculture - CA16

4.11.1 Agriculture

Defining Characteristics

The agricultural land retains a significant area of countryside to the west of the power-line corridor, as well as a separate area of land to the north of Golden Grove and Sayes Coppice.

Existing Characteristics

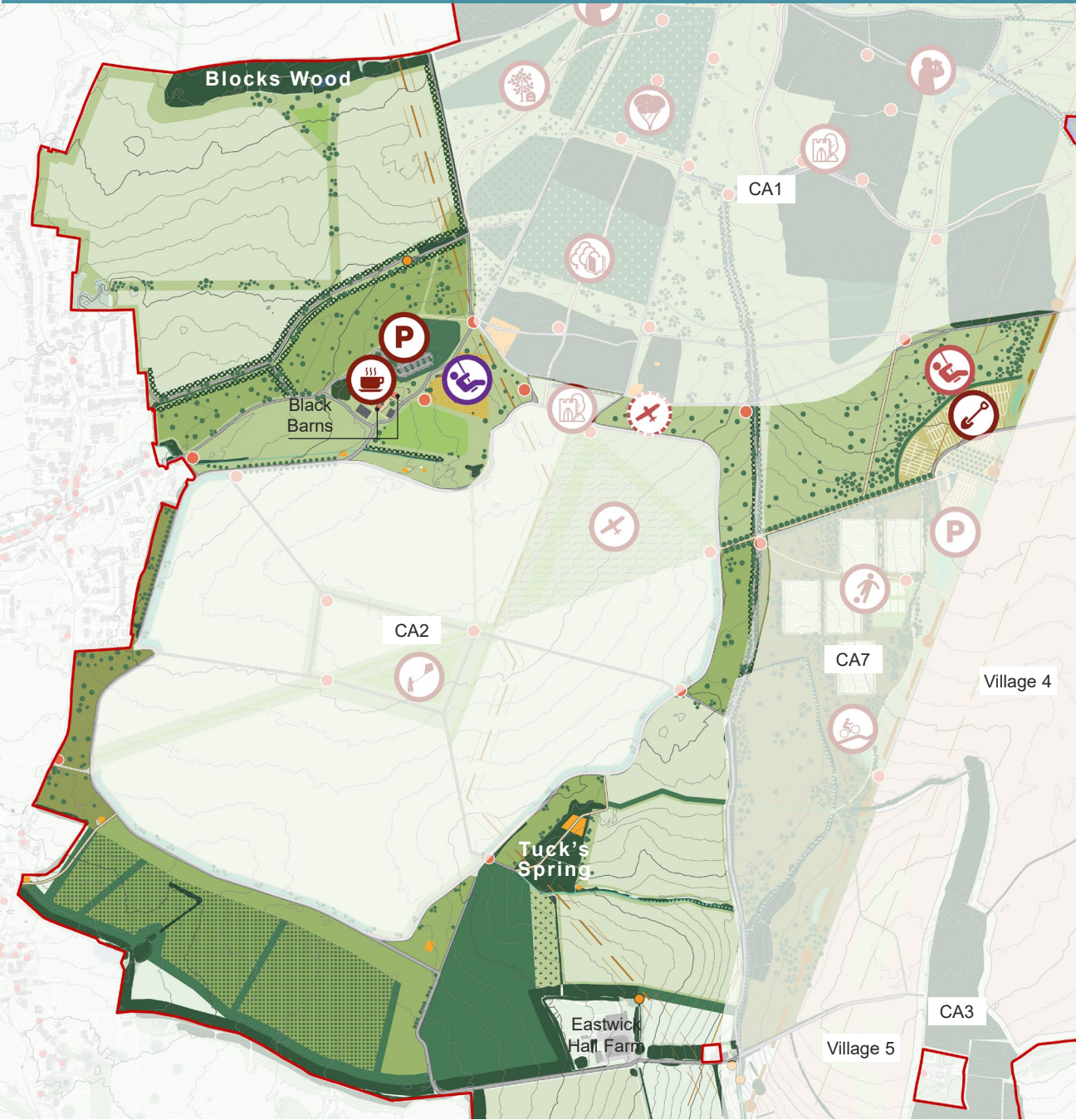
- Elements of Hunsdon WWII airfield defences Scheduled Monument
- Several existing PROWs
- Existing hedgerows and woodlands
- Existing watercourses

Proposals

Whilst agricultural use will be retained within this Character Area, there is a range of appropriate uses that will be provided within CA16 as set out on the adjacent page and within the regulatory plan

- Retain the agricultural function in a significant proportion of the area
- Provide enhanced access to the countryside setting
- Community Food Production, including allotment sites

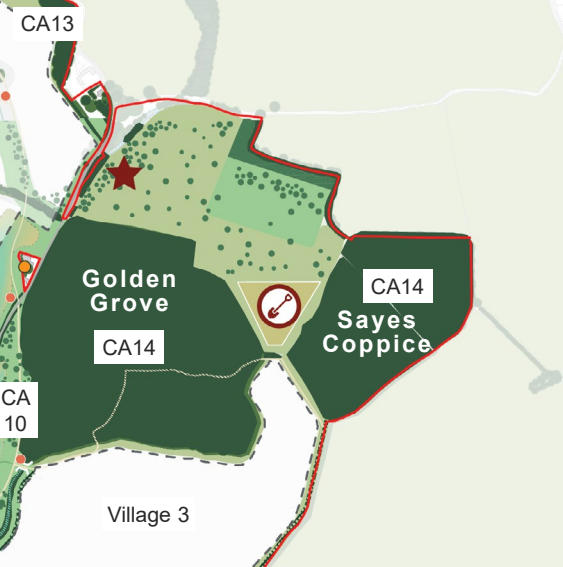
Fig. 116. Agricultural land west of power lines - Illustrative Layout



Illustrative Plan - Key

- Existing Woodland
- Existing Veteran Trees
- Existing river/lake
- Amenity Grassland
- Biodiverse Grassland
- Scheduled Monument
- Existing tracks
- Proposed paths

Fig. 117. Agricultural land north of Golden Grove - Illustrative Layout



- Tree planting
- Proposed woodland
- Agriculture
- SuDS
- Nature priority zone
- Microlight club
- Area suitable for potential plant or tree nursery (indicative)
- Hedgerow enhancements
- Play

DESTINATIONS (indicative):

- Key nodes - to include potential locations for seating areas and cycle parking (refer to "5.5.2 Public Realm Design") and interpretation (refer to "5.5.6 Wayfinding and Legibility")
- PL1 - Destination Play
- Visitor & interpretation centre
- Parking
- Community Growing / Allotments
- Site safeguarded for Gypsies, Travellers and Travelling Showpersons
- Location of potential extension of Microlight Club (optional)

4.11.2 Design Requirements

Defining Characteristics

The agricultural land retains a significant area of countryside to the west of the power-line corridor, as well as a separate area of land to the north of Golden Grove and Sayes Coppice.

Existing Characteristics

- Elements of Hunsdon WWII airfield defences Scheduled Monument
- Several existing PROWs
- Existing hedgerows and woodlands
- Existing watercourses

Proposals

Whilst agricultural use will be retained within this Character Area, there is a range of appropriate uses that will be provided within CA16 as set out on the adjacent page and within the regulatory plan

- Retain the agricultural function in a significant proportion of the area
- Provide enhanced access to the countryside setting
- Community Food Production, including allotment sites

Design Requirements - General Principles

Access & Movement

1. A pedestrian and cycle commuter route connecting Hunsdon to the STC **must** be provided as shown in the regulatory plan. A parallel equestrian route **should** be provided, linking Hunsdon to the Eastwick Hall Lane
2. Pedestrian and cycle routes **must** be provided as identified in the regulatory plan. Where routes pass through agricultural land, designs **should** consider creating appropriate offsets between the agricultural fields and the routes, for example by creating wildflower margins.
3. Access for agricultural vehicles **should** be considered to ensure the productivity and management of the landscape is maintained. Any such access **must** be designed to limit potential conflict between the agricultural vehicles and active travel.

Green & Blue Infrastructure

4. Buffer Zones **must** be provided in line with the Regulatory Plans and the design guidance set out in “5.2.5 Existing Vegetation”
5. Veteran trees **must** be protected in line with “5.2.5 Existing Vegetation”
6. Proposed trees and planting proposals **should** be provided

7. Nature priority zones **must** be created to provide ecological connectivity. Indicative locations are shown in the Nature Priority Strategy (refer to “5.2.6 Ecology and Habitats”). The following ecological connections **must** be provided by creating a substantial corridor:
 - A north south nature priority zone connecting Tucks Spring to the existing woodland belt around Eastwick Hall Farm and to the site boundary south of Hunsdon Airfield Park
8. Existing linear habitat features, such as hedgerows, watercourses and ditches, **should** be reinforced by providing, for example, new hedgerow planting.

Heritage & Views

9. Where Agricultural land (CA16) includes heritage assets, design proposals **must** respond to and celebrate these heritage features. This **should** include enhanced interpretation of the existing Hunsdon WWII airfield defences Scheduled Monument, including the pillboxes, sleeping shelters and other scheduled defence structures.

Activity & Use

10. The following Community Food Production sites **must** be provided within the agricultural area as shown in the regulatory plan. These **must** be easily accessible via the active travel routes proposed. Refer to “5.4.6 Community Food Production”
 - 1 No. Allotment site as part of the Village 3 provision, located north of Golden Grove and Sayes Coppice - to be accessed via the active travel link as shown in the regulatory plan, with only essential vehicle access.
 - 1 No. Allotment site as part of the Village 6 provision north of Village 6
 - 1 No. Allotment site as part of strategic allotment provision directly west of Village 4. This forms part of the strategic allotment site in CA7 Eastwick Valley Green Corridor (refer to “4.9.1 Eastwick Valley Corridor, Eastwick Village Corridor and Eastwick Hall Green Corridor - CA7-9”)
11. A Destination Play Space (PL1) **must** be provided. The provision may be located in Eastwick Wood Countryside Park, in Hunsdon Airfield Countryside Park, or between the two Countryside Parks within CA16 (refer to “4.4 A Connected Landscape”) The location is to be finalised at RMA stage and may be associated with the visitor and interpretation centre. For further requirements on the location refer to “4.2.2 Design Requirements”.
12. 1No. Neighbourhood Play (PL3) **should** be provided within the agricultural area west of Village 4 between CA1 and CA7. This could be designed to be associated with the strategic allotment site in CA7. The play area **must** be easily accessible via the active travel routes proposed.

Public Realm

13. A Gypsy and Traveller site **must** be safeguarded in the land north east of Village 4 as shown in the Regulatory Plan and Parameter Plan 5 of the OPP. Refer to “5.5.11 Gypsy, Traveller & Travelling Showpeople Sites”.
14. Seating **should** be provided at key locations, at appropriate intervals along existing and proposed active travel routes to create a more accessible countryside experience
15. Lighting proposals **must** be designed sensitively and in line with the requirements set out in “5.5.5 Lighting”.

Design Guidance

- The Agricultural land (CA16) directly south of the Airfield and west of Tuck’s Spring and Eastwick Hall Farm could be used as a productive landscape as indicated in the illustrative layout. This could entail potential use of a plant/tree growing facility for the site, subject to feasibility.
- An area may be safeguarded for the potential expansion of the Microlight aircraft flying club. Any such area, to be located to the east of the existing club (within CA 16) as shown in the Regulatory Plan, **must** follow the site constraints and parameters set out within the Regulatory Plan, subject to a feasibility study. Any such expansion **must** not obstruct visual axis and views between the two Countryside Parks between the woodland blocks of Black Hut Wood. An Ancillary Building to the Microlight Club may be proposed to support the potential expansion. Any such Ancillary Building **must** be appropriate in scale and character and must meet the design requirements set out in “5.5.8 Ancillary Buildings within the Landscape”.
- The unlit sports pitches forming part of the Village 5 provision may be located into CA16 as annotated in the Regulatory Plans subject to feasibility at RMA stage. Any such sports pitches provided within the SLMP **must** comply with the design requirements set out in “5.4.4 Sports and Recreation”.

Fig. 118. CA 16 - Agriculture Regulatory Plan Extract 1 of 3 (not to scale)

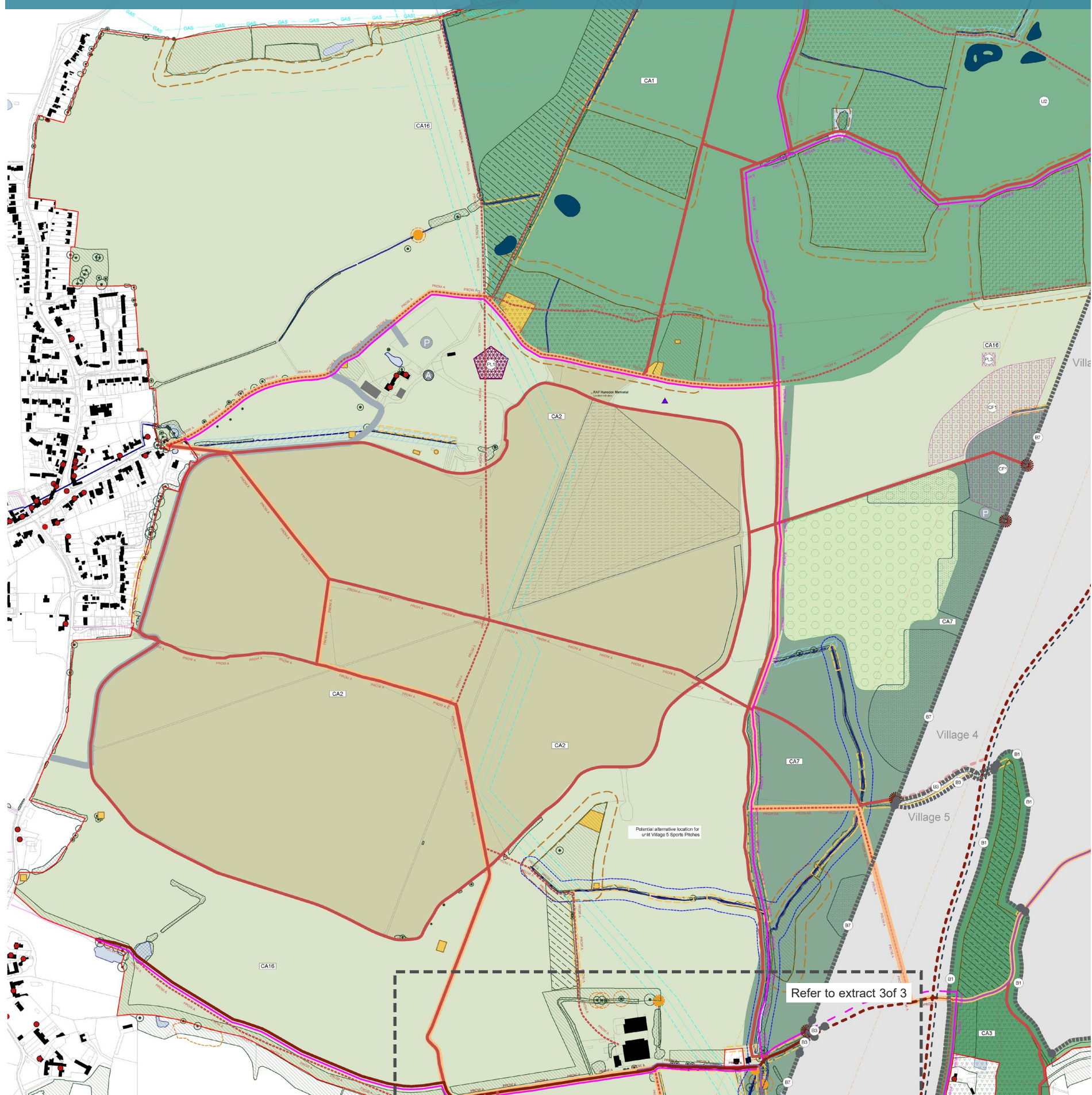


Fig. 119. CA 16 - Agriculture Regulatory Plan Extract 2 of 3 (not to scale)

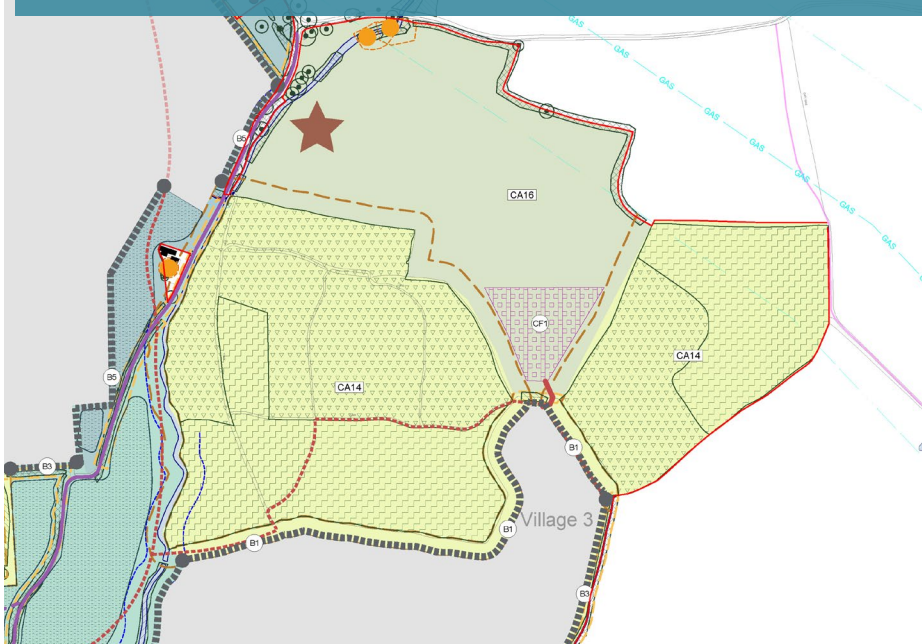
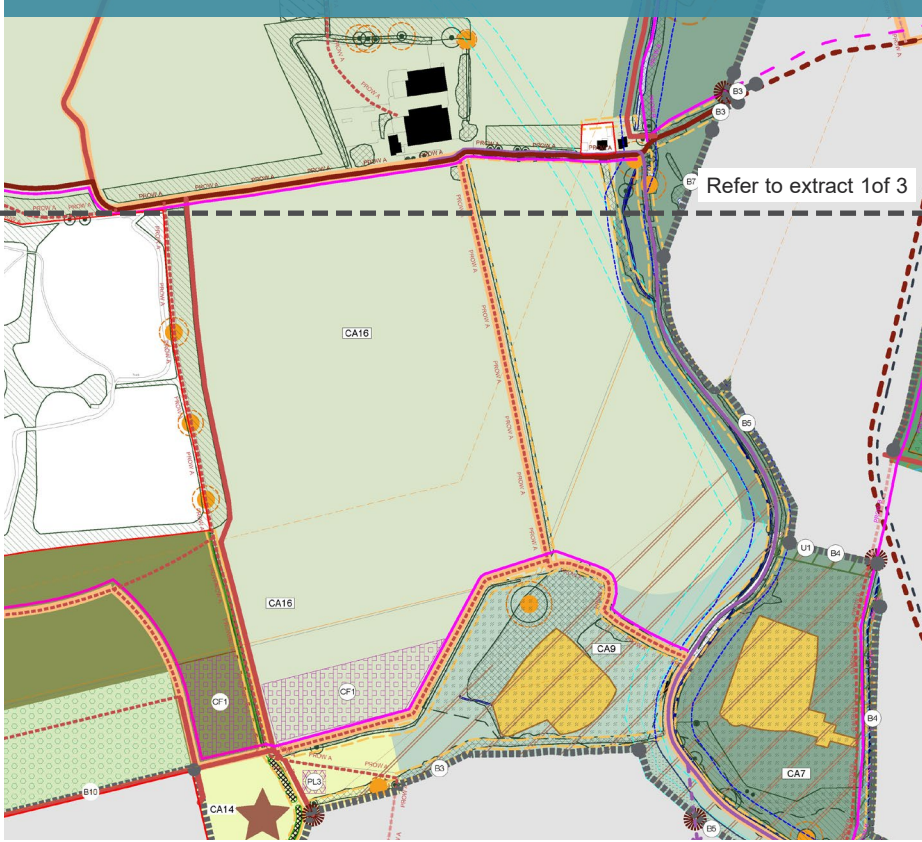


Fig. 120. CA 16 - Agriculture Regulatory Plan Extract 3 of 3 (not to scale)



For legend refer to: “3.1.1 Regulatory Plans Legend”

GSLM605-GRA-X-XX-DR-L-1103, GSLM605-GRA-X-XX-DR-L-1104,
GSLM605-GRA-X-XX-DR-L-1105, GSLM605-GRA-X-XX-DR-L-1106,
GSLM605-GRA-X-XX-DR-L-1108, GSLM605-GRA-X-XX-DR-L-1111



Fig.121 Site photograph taken from Eastwick Wood Countryside Park with Black Hut Wood to the right

Detailing the Landscape

Chapter 5

5.1 Access & Movement

5.1.1	Introduction	103
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5.1.4	Sustainable Transport Corridor - Crossings	112
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5.1.7	Hard Landscape Details	116
5.1.8	All Modes Parking	117



THE ACCESS AND MOVEMENT STRATEGY WILL ACHIEVE:



Commitments directly affecting the V7 part of the SLMP Study that are specific to the V7 Development Specification are:

- A vehicle through-route to provide travel through V7 via the private car to predominantly seek to accommodate existing users of Church Lane (to also provide a secondary route for buses, as required) as well as serve the Village Centre in the interests of securing vibrancy and vitality. This is indicatively shown to run north off the A414 along the realigned Church Lane, as well as diverting east at the Village Centre to provide a connection through to V6.
- A strategic network of primary off-road foot/cycle paths to extend across the Village 7 Developable Area and also provide connections beyond the application boundary to existing routes within the surrounding landscape as well as those to be delivered within Village 6 to link into the wider Gilston Area network (with an indicative network shown on V7 PP4)

The SLMP provides an overview of the proposed movement network across the site, including use of existing Public Rights of Way (PROW). Where necessary diversion of a PROW is proposed this is subject to a separate approvals process.

Detailing the Landscape

5.1.1 Introduction

Access & Movement - Background Context

The OPP Development Specifications sets out the following key parameters in relation to Access and Movement:

- 60% of all trips originating in Villages 1-7 will be made by sustainable modes of travel.
- The Strategic Landscape Masterplan, Village Masterplans and RMA's must facilitate walkable neighbourhoods that prioritise walking and cycling.
- Village Developments will deliver a network of Commuter and Leisure walking and cycling routes, designed to follow the 6 Core Principles of Coherence, Directness, Safety, Comfort, Attractiveness, and Adaptability.
- A Sustainable Transport Corridor (STC) will be delivered within the limits of deviation defined in within Parameter Plans 4 for Villages 1-6 and Village 7. The design of this feature is centred around providing priority for public transport and creating active travel routes
- Where the internal STC crosses watercourses within the site, it is intended that all crossings will be open 'bridge' structures, unless culverts or in-river structures can be demonstrated to not adversely impact ecology or flood risk.
- Sustainable transport hubs will be provided within or adjacent to each village centre to act as an interchange for sustainable and active modes of transport.
- Provision of car parking for private vehicles shall be considered in the context of supporting the modal shift towards sustainable travel required across the Garden Town
- Cycle parking will be located and designed to prioritise cycling
- In relation to Gilston Lane, two no-through points are proposed on the V1-6 Parameter Plan 4, the precise location and nature of which is further defined at the SLMP stage.

Access and Movement strategies and requirements within Villages are to be defined within the Village Masterplans

Detailing the Landscape

5.1.2 Active Travel Routes

Route Typologies

The SLMP will contribute to achieving the target of 60% of trips being by sustainable modes across the Gilston Area development. The active travel network is instrumental in delivering this. Encouraging people to walk and cycle across the development will reduce air pollution, lower carbon emissions and will provide health and well-being benefits.

To ensure the active travel network is accessible to all, a range of route typologies are to be delivered, catering to different abilities and levels of experience. The following pages set out the characteristics and design requirements for the various active travel routes proposed.

Further information on recreational routes provided in "5.4 Activity & Use"

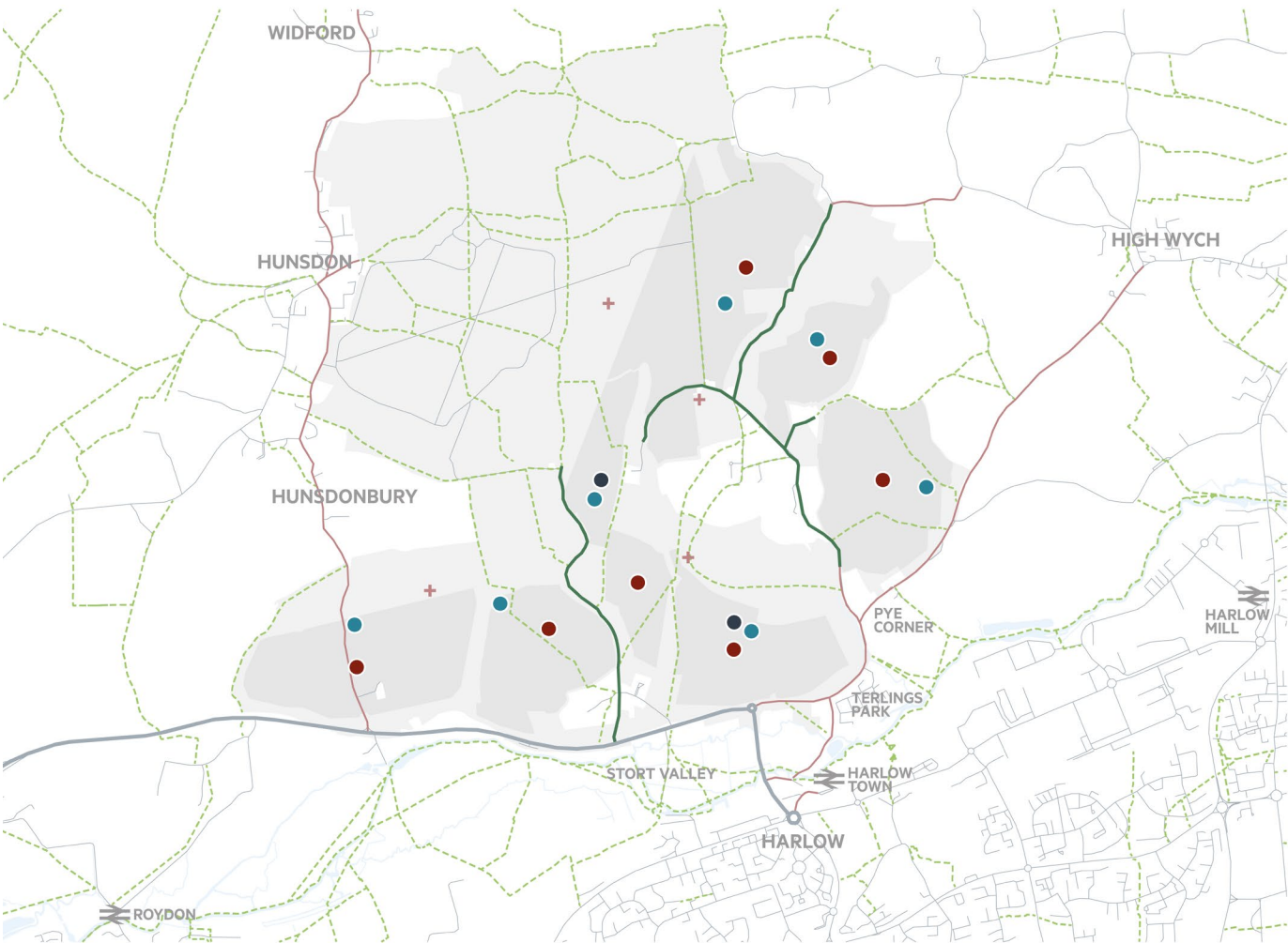
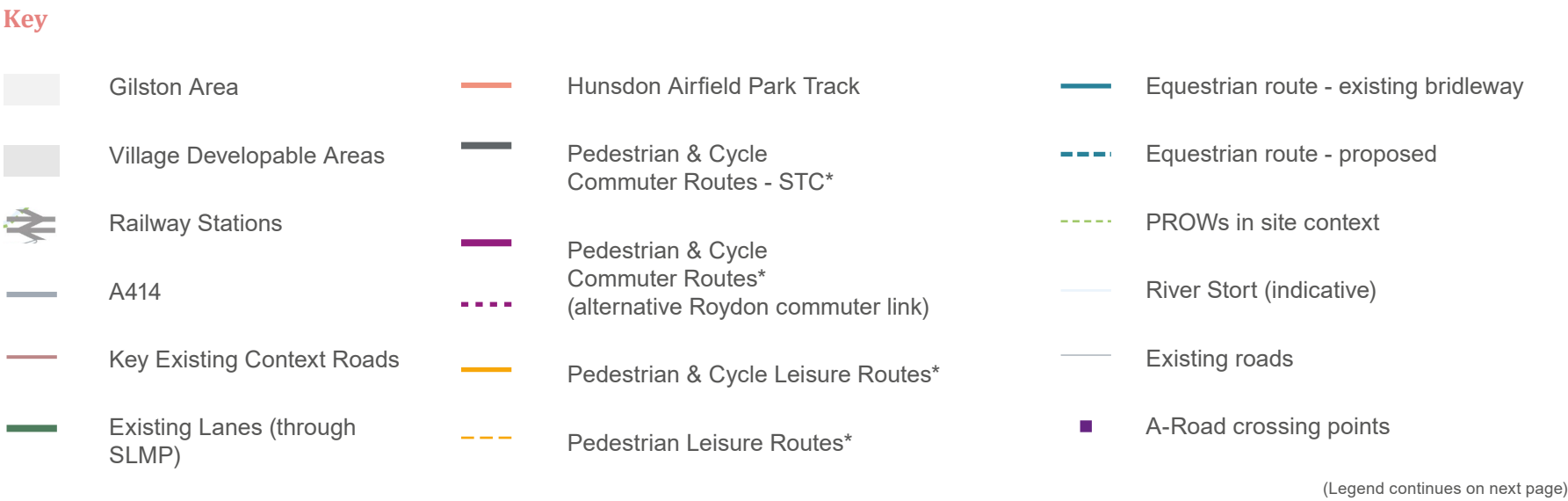


Fig.122 Active Travel Strategy - Routes and Key Destinations (indicative)

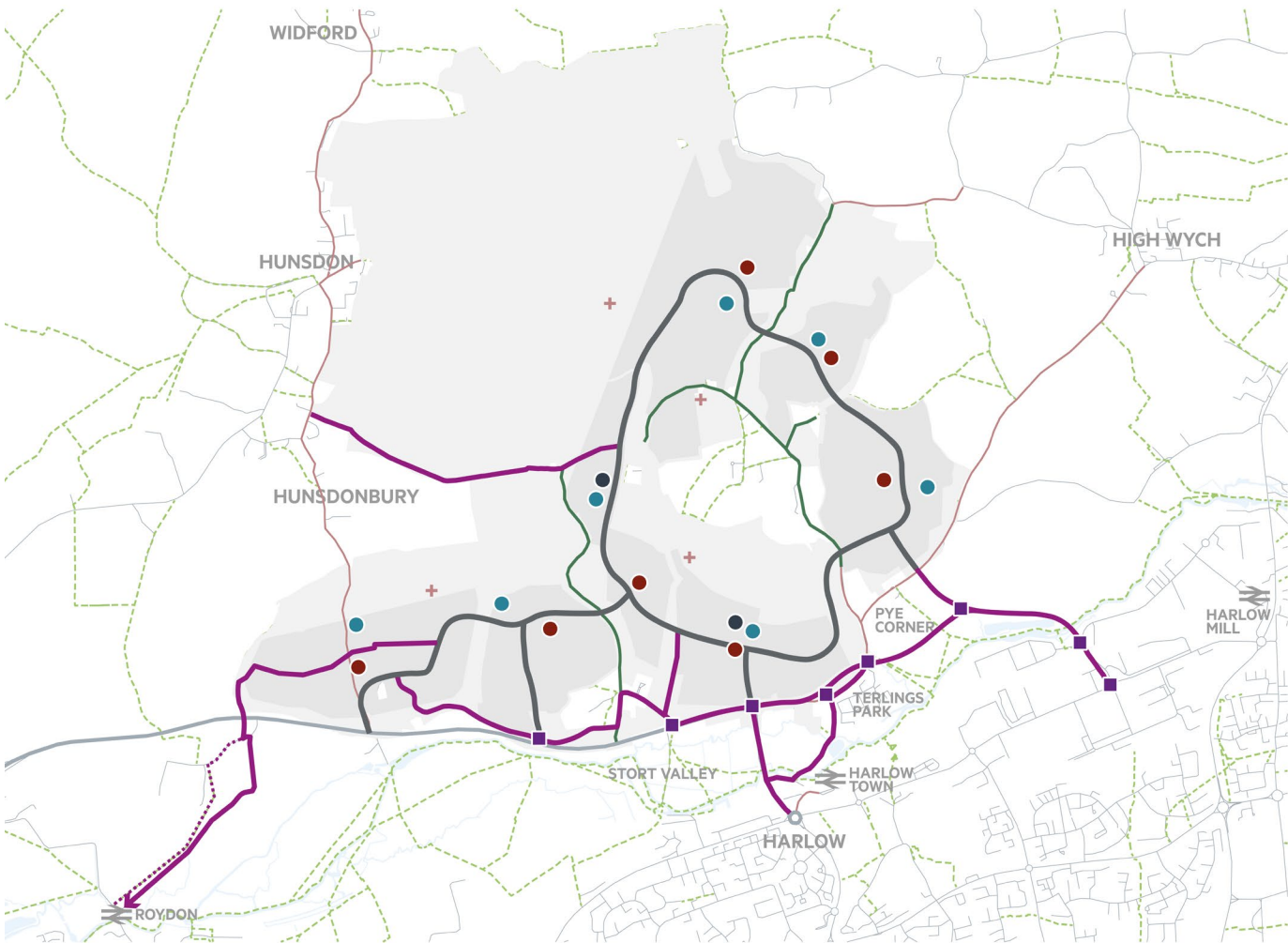


Fig.123 Active Travel Strategy - Commuter Routes (indicative)

Key destinations:

- Village Centres**
- Primary Schools**
- Secondary Schools**
- + Sport club (refer to "5.4.4 Sports and Recreation" and "5.5.8 Ancillary Buildings within the Landscape")

*Route alignment is indicative and to be confirmed at RMA stages. Alignment through village is shown indicatively to demonstrate strategic connectivity across Gilston Area. Design and alignment are subject to relevant VMP

** Village provision - shown indicatively and for reference only. To be confirmed at VMP stage

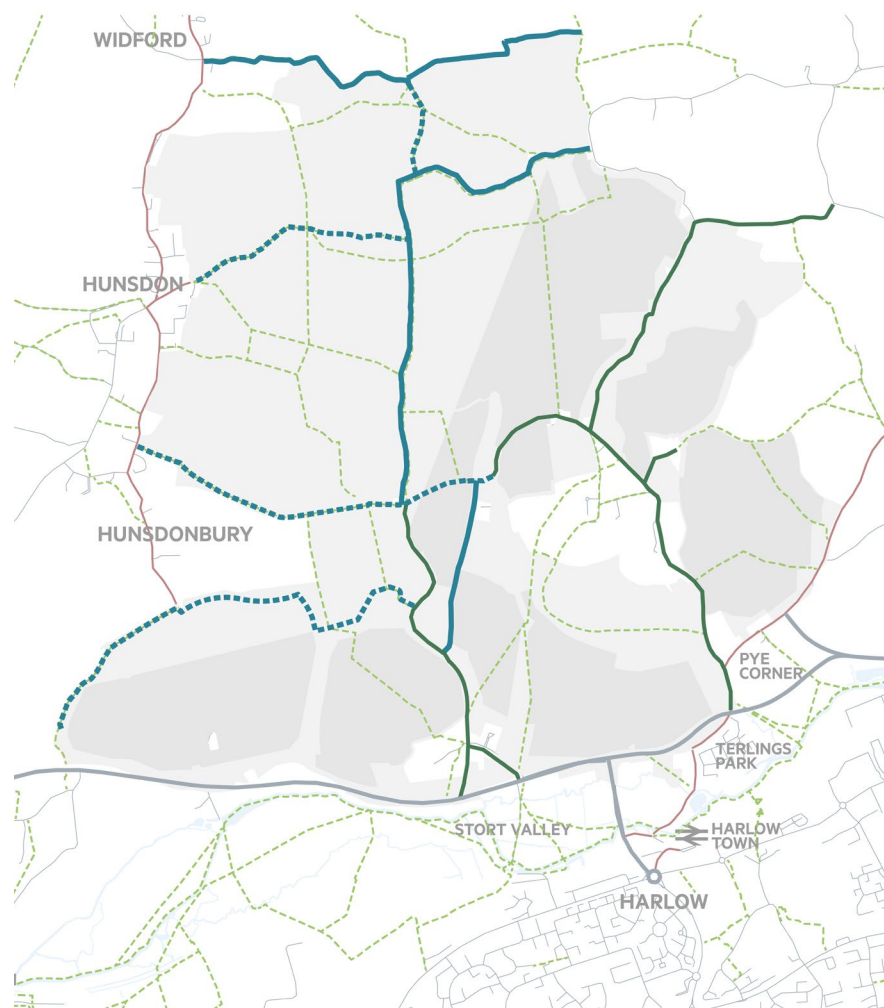


Fig.124 Active Travel Strategy - Equestrian Routes (indicative)

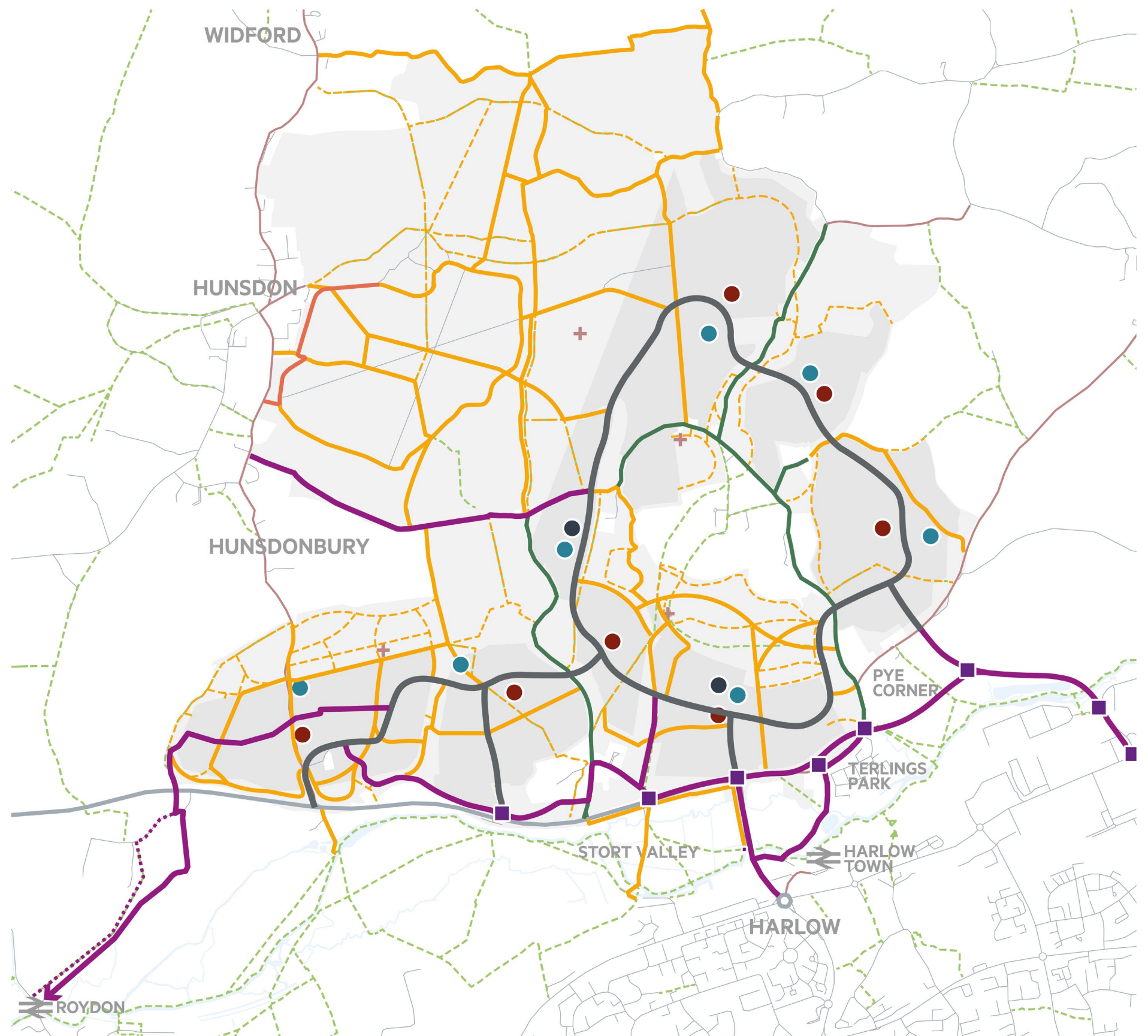


Fig.125 Active Travel Strategy - Commuter and Leisure Routes (indicative)

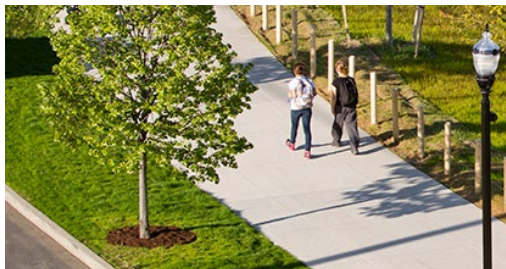
Route Typology	Commuter Route - STC STC - Cycle		Commuter Route - STC STC - Pedestrian	
Reference image & Character		High quality, two-way commuter route, designed to have priority over vehicles at key crossings. Designed to standards set out in LTN1/20		High quality footpath to be provided to either side of the STC corridor. Designed to have priority over vehicles at key crossings.
Separation	This must be as follows: Separated from footpath by low pin kerb or similar. Separated from carriageway by buffer zone comprising of: 2m planted verge with tree planting (refer to "5.2.8 Tree Palette")		This must be as follows: Separated from cycle path by low pin kerb or similar. Separated from carriageway by buffer zone comprising of either: 1.0m planted verge 2m minimum planted verge with tree planting (refer to "5.2.8 Tree Palette")	
Width	Minimum widths must be as follows: 3m minimum width		Minimum widths must be as follows: 2m minimum width	
Material (refer to "Hard Landscape Material" for further details)	Materials must be as follows: Smooth, sealed, surface. Colour to provide visual contrast to pedestrian and vehicular routes		Materials must be as follows: Sealed, surface.	
Lighting	Full extent of route along STC must be lit, with appropriate consideration of ecological constraints. Refer to "5.5.5 Lighting"			
Other features	Where use by motorised vehicles is not intended, sufficient deterrent for such vehicles entering these routes must be provided, e.g. through the use of bollards The design should consider the following: - STC interchanges - to provide cycle parking, seating, and may include, bike servicing points, including pumps and e-bike charging points. - Provide cycle parking and seating at key locations along the STC (e.g. community sport facilities, bus stops etc.) - High quality signage and wayfinding - To be designed to universally accessible gradients - Incorporate SuDS features - Provide bins (including dog waste bins) at strategic locations along routes, in line with requirements set out in "5.5.10 Waste & Recycling"			

Table 01 Active Travel Route Typologies

Route Typology	Commuter Route - Pedestrian & Cycle Through SLMP		Existing Lanes* Shared	
Reference image & Character		High quality pedestrian and cycle routes through areas of strategic landscape, with delineation of uses. Designed to standards set out in LTN1/20		Shared route with rural character
Separation	This must be as follows: High colour contrast delineation between the cycle and footpath to reduce potential conflict between uses.		Shared surface route. Traffic calming measures may include: - One-way priority 'gates' where only one-way working is possible - facilitated by areas of kerb/ verge build-outs - Narrow Road widths retained to keep speeds low	
Width	Minimum widths must be as follows: 5.0m minimum route width to include: 3.0m minimum width two-way cycle path 2.0m minimum footpath Or in spatially constrained and/or low usage locations, widths must achieve a minimum of 3m where shared		Existing width retained	
Material (Refer to "5.1.7 Hard Landscape Details" for further details)	Materials must be as follows: Smooth, sealed, surface. Colour to provide high visual contrast to pedestrian routes		Materials may be as follows: Existing surfaces to be upgraded where needed to be smooth, sealed surface. To be suitable for vehicular use. Porous material to be used where suitable	
Lighting	Commuter routes may be lit as appropriate to level of use and landscape & ecological sensitivity. Refer to "5.5.5 Lighting"			
Other features	Shared commuter routes must : - Provide direct, safe, legible connections between key destinations (e.g. schools, village centres etc.) - Be designed of sufficient capacity for shared active travel - Be sensitively designed to limit adverse impact on natural features such as trees where possible, hedgerows and watercourses - Be designed to universally accessible gradients where possible - Be well-surfaced & comfortable to use - Mitigate conflict between pedestrian and cyclist uses. This may be achieved through a range of measures, such as clear delineation of uses by providing contrasting colour surfaces - Be suited for 24hr use, utilising appropriate lighting for the anticipated level of use and environmental context - Incorporate SuDS features as appropriate - Include high quality signage and wayfinding - Provide sufficient measures to deter motorised vehicles entering these routes where use by such vehicles is not intended. E.g. through the use of bollards Shared commuter routes should : - Provide bins (including dog waste bins) at strategic locations along routes, in line with requirements set out in "5.5.10 Waste & Recycling"		- Any proposals for the existing lanes should be designed to encourage use of active modes of travel and reflect the rural character of the lanes. - Design proposals should avoid increased vehicular use of the existing lanes where possible - Vehicular access to existing properties currently accessed via the existing lanes must be maintained - Design proposals must ensure the rural character of the lane is maintained by maintaining existing vegetation adjacent to the lanes - Two no-through points on Gilston Lane should be delivered. These points must consider access needs of all modes including walking, cycling, equestrian and vehicular access to private residences along the lane, and be designed to be in keeping with the rural character of the historic lane - Seating areas with cycle parking could be provided for key resting points along the route where width allows - Access for agricultural vehicles along existing lanes must be retained or alternative access provided	

*Refer to "5.1.4 Sustainable Transport Corridor - Crossings" for description of new connections between existing lanes and the STC

Route Typology	Leisure Route - Pedestrian & Cycle Shared		Leisure Route - Pedestrian	
Reference image & Character		High quality shared pedestrian and cycle routes through areas of strategic landscape. The encourage cyclists of all abilities		Leisure routes with countryside character, primarily focussed on pedestrian use
Separation	This should be as follows: High colour contrast delineation between the cycle and footpath may be required in areas where high volumes of users are expected in order to avoid conflict between uses.			
Width	Minimum widths must be as follows: 5.0m minimum route width to be include: 3.0m minimum width two-way cycle path 2.0m minimum footpath - To achieve a minimum width of 3m where shared		Minimum widths should be as follows: 2m minimum width	
Material (refer to "Hard Landscape Material" for further details)	Materials should be as follows: Smooth, sealed, surface in key areas. Non-sealed surfaces may be acceptable subject to expected number of uses (e.g. self-binding gravel)		Materials should be as follows: Sealed surfaces in areas of higher footfall. Non-sealed surfaces may be acceptable subject to expected number of uses (e.g. self-binding gravel)	
Lighting	Sensitive lighting may be provided in key areas, as appropriate to level of use and landscape & ecological sensitivity. Refer to "5.5.5 Lighting" Examples of suitable lighting include solar-powered surface mounted lighting and sensor activated lighting		Generally not lit, apart from sensitive lighting in key locations as appropriate to level of use and landscape & ecological sensitivity. Refer to "5.5.5 Lighting"	
Other features	Shared pedestrian and cycle leisure routes must be designed to: - Be designed of sufficient capacity for shared active travel - Mitigate conflict between pedestrian and cycle uses, however shared use is acceptable - Encourage enjoyment of the strategic landscape areas - Limit adverse impact on natural features such as trees, hedgerows and watercourses - Include places to stop and rest - Provide a safe and attractive environment - Be well-surfaced & comfortable to use - Deter motorised vehicles entering these routes where use by such vehicles is not intended by providing sufficient deterrent. E.g. through the use of bollards Leisure routes should be designed to: - Accommodate pedestrians and cyclists of all abilities wherever possible, using universally accessible gradients, with alternative accessible routes clearly signposted, and mitigations such as resting areas provided if unachievable. - Anticipate desire lines by providing convenient connections - High quality signage and wayfinding - Provide bins (including dog waste bins) at strategic locations along routes, in line with requirements set out in "5.5.10 Waste & Recycling"		Pedestrian leisure routes must be designed to: - Accommodate pedestrians of all abilities - Be designed of sufficient capacity for their intended use - Mitigate conflict between pedestrian and cycle uses, where intersecting with cycle routes - Encourage enjoyment of the strategic landscape areas - Be well-surfaced & comfortable to use Leisure routes should be designed to: - Universally accessible gradients wherever possible, with mitigations such as resting areas provided if unachievable - Anticipate desire lines by providing convenient connections - Provide bins (including dog waste bins) at strategic locations along routes, in line with requirements set out in "5.5.10 Waste & Recycling"	

Route Typology	Leisure Route - Pedestrian - Informal Not shown on regulatory plan		Hunsdon Airfield Park Track		Equestrian Routes Refer to regulatory plan for locations
Reference image & Character		Informal leisure routes to allow exploration of the SLMP areas and the wider countryside.		The existing Airfield Park Track is to be enhanced to incorporate a vehicular, cyclist and pedestrian route providing access between Acorn Lane and the Black Barns and Destination Play Space*.	
Separation	N/A		This should be as follows: Footway with kerb to separate pedestrian route. Shared vehicular and cycle route to be visually narrowed through use of contrasting central strip.		Where equestrian routes are parallel to other active travel routes, a dedicated path for equestrian route should be provided. This should be of a suitable material as set out below. Note that the surfacing for the equestrian route is likely to differ from the surface of other active travel routes. The overall route might therefore consist of a combination of materials laid parallel to each other.
Width	Minimum widths should be as follows: Varies. From 2m width to informal mown grass tracks		Minimum widths should be as follows: Carriageway with central contrasting strip. 2m wide pedestrian footway		Widths should follow guidance by British Horse Society. Generally, widths should be a minimum of 3m (useable width) for new routes
Material (refer to "Hard Landscape Material" for further details)			Materials must be as follows: Smooth, sealed, surface for carriageway. Pedestrian footway may be sealed or non-sealed surface subject to expected number of uses (e.g. self binding-gravel)		Appropriate surfaces include grass, grassed gravel, wood-chip, breedon gravel or sand. Constructed paths of firm, non-slip surface may also be appropriate for equestrian use where these are existing (e.g. existing lanes).
Lighting	Generally not lit to preserve dark skies and limit ecological impact.		Sensitive lighting may be provided as appropriate to level of use and landscape & ecological sensitivity. Refer to "5.5.5 Lighting" Examples of suitable lighting include solar-powered surface mounted lighting and sensor activated lighting		Generally not lit to preserve dark skies and limit ecological impact.
Other features	Informal pedestrian leisure routes must be designed to: - Encourage enjoyment of the strategic landscape areas and facilitate anticipated desire lines by providing convenient connections - Be surfaced in suitably low-key / informal materials such as mown-grass or bark chippings, as a visual indicator that the route is not a key access route - Be designed to minimum widths to reduce impact and discourage interpretation as a primary path Leisure routes should be designed to: - Universally accessible gradients wherever possible, with clear alternative accessible routes available - Provide informal seating areas along route		- The enhanced track design must be sensitive to the rural character of the Airfield Park location, avoiding excessive use of highways design typologies such as line-painting and instead reflecting the overarching use as a proposed Countryside Park with pedestrian and cycle leisure use as its primary function. - The enhanced track must be designed to include SuDS principles - The enhanced track must be adequately sized to accommodate intended use, including potential occasional access by large vehicles required or servicing or events within the Countryside Park. - The proposal must consider appropriate methods to mitigate potential unsolicited vehicular access of the track and airfield site at night-time - The route should utilise the existing access point at Acorn Lane, subject to further Transport Assessment		- Where path widths are below the latest best practice standards, passing places should be provided - Routes and appropriate crossing points should be designed in line with the latest best practice guidance, including: - Hertfordshire "Non Motorised Routes: A Design Guide" - The British Horse Society "Advice of Surfaces for horses" - Hertfordshire "Highways Place and Movement Planning and Design Guide"

*Access route location for the Destination Play Space within the Eastwick Woodland Park / Hunsdon Airfield Park is subject to confirmation of final location for this feature at RMA stage.

Detailing the Landscape

5.1.3 Sustainable Transport Corridor

STC Character

All elements of the STC design must be developed with the objective of promoting the use of sustainable and active travel modes over private vehicles and thus prioritising the needs of those modes. Due to its primary purpose as a pedestrian and cycle connection, the character of the STC is of huge significance as it will form the main arterial route for active travel with a great sensitivity to environmental comfort, attractiveness, and functional usability of the route.

Design Requirements

1. Where PROWs or commuter routes cross the STC, road design **must** give priority to pedestrian and cyclists
2. Bus stops at key nodes **must** be accommodated on-carriageway. Pedestrian routes to the bus stop **must** be appropriately demarcated to avoid conflict between pedestrians and cyclists, in accordance with British Standards.
3. STC interchanges and key bus stops **must** feature; a shelter with seating, wayfinding maps for the location. Designs **should** also consider providing access to live bus time information and appropriate provision of cycle parking and potential e-bike hire.
4. The drainage strategy of the STC **must** incorporate SuDS features to improve water quality and provide ecological and amenity benefits (e.g. by use of bioretention systems) and must apply the SuDS principles set out in "5.2.10 Sustainable Drainage Systems (SuDS)"
5. Planted strips **must** be used to provide separation between pedestrian/cycle routes and carriageway with the exception of the STC crossing structures where planted verges should not be used
6. Tree planting **must** be provided along the STC to enhance microclimate and ecological value
7. Legacy tree planting of medium-large sized trees **should** be incorporated into designs wherever possible.
8. Tree planting proposals **must** be supported through provision of suitably sized root-zones below ground and coordination with bus corridors, including sufficient clear stem heights and appropriate mature canopy spread
9. Planting **should** provide year-round structure and be designed to maintain clear sight lines and visibility for pedestrians. Lower vegetation **should** be used in zones around pedestrian and cycle crossings.
10. An underground service corridor **must** be identified and coordinated with planting areas to avoid conflict where possible
11. Associated road earthworks for the STC **should** be sensitively integrated with surrounding landscape and designed to accommodate pedestrian connectivity

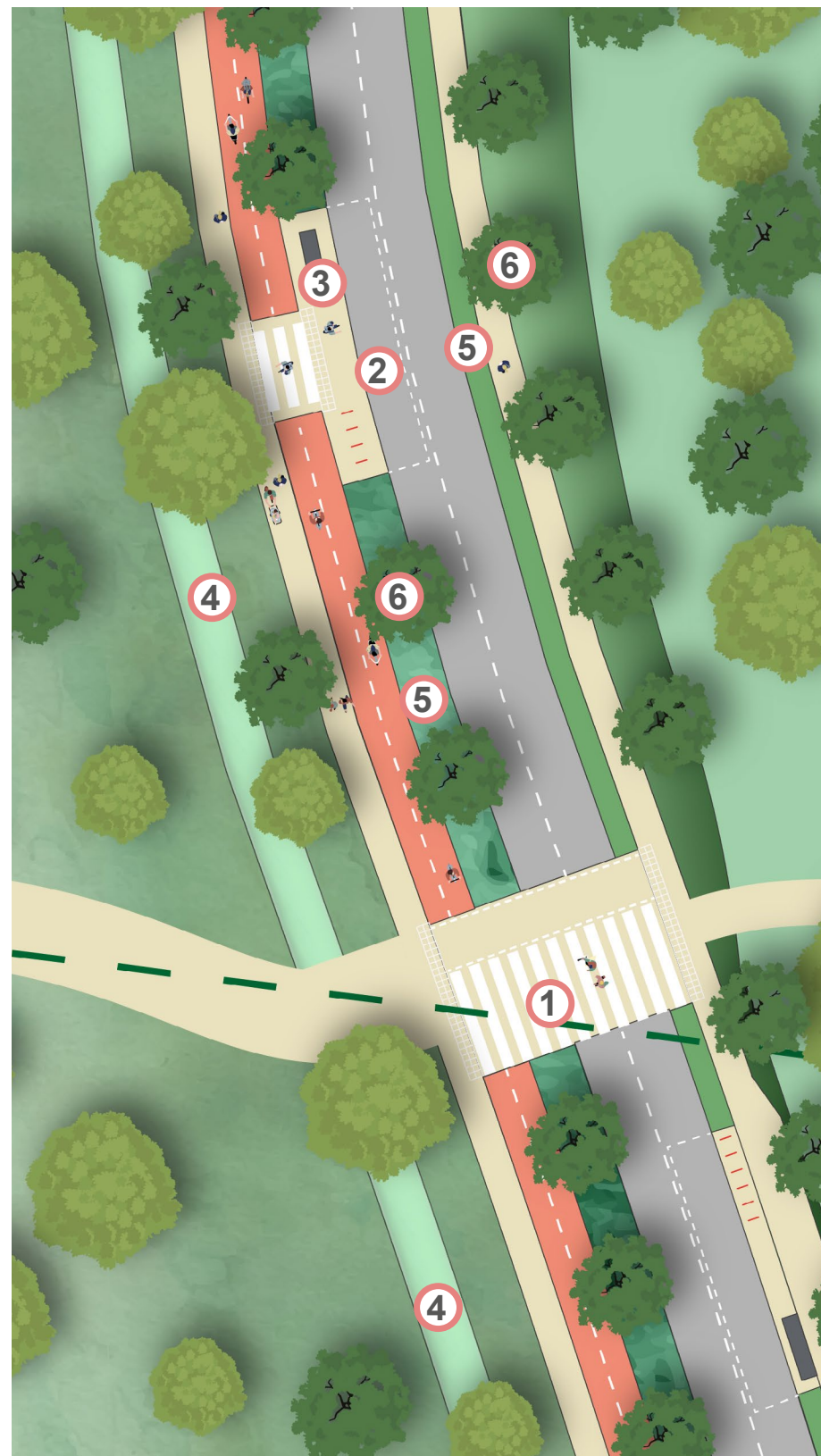


Fig.127 Illustrative Plan of STC Type 1 - STC Park Edge

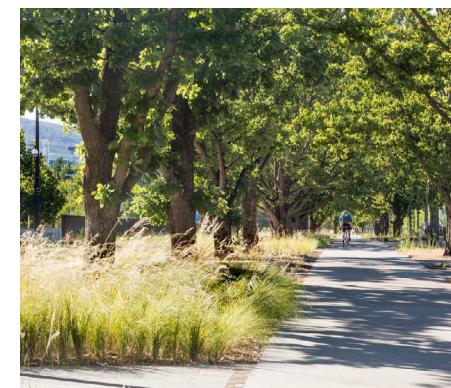


Fig.128 Rural SLMP character

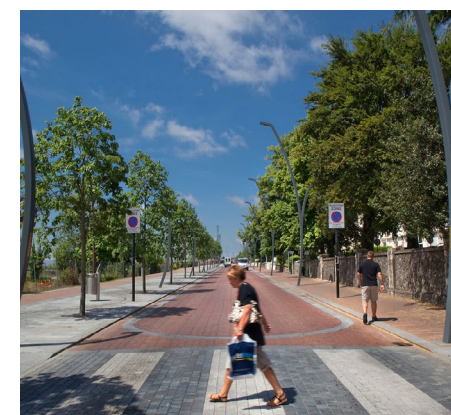


Fig.129 STC informal crossing with design priority

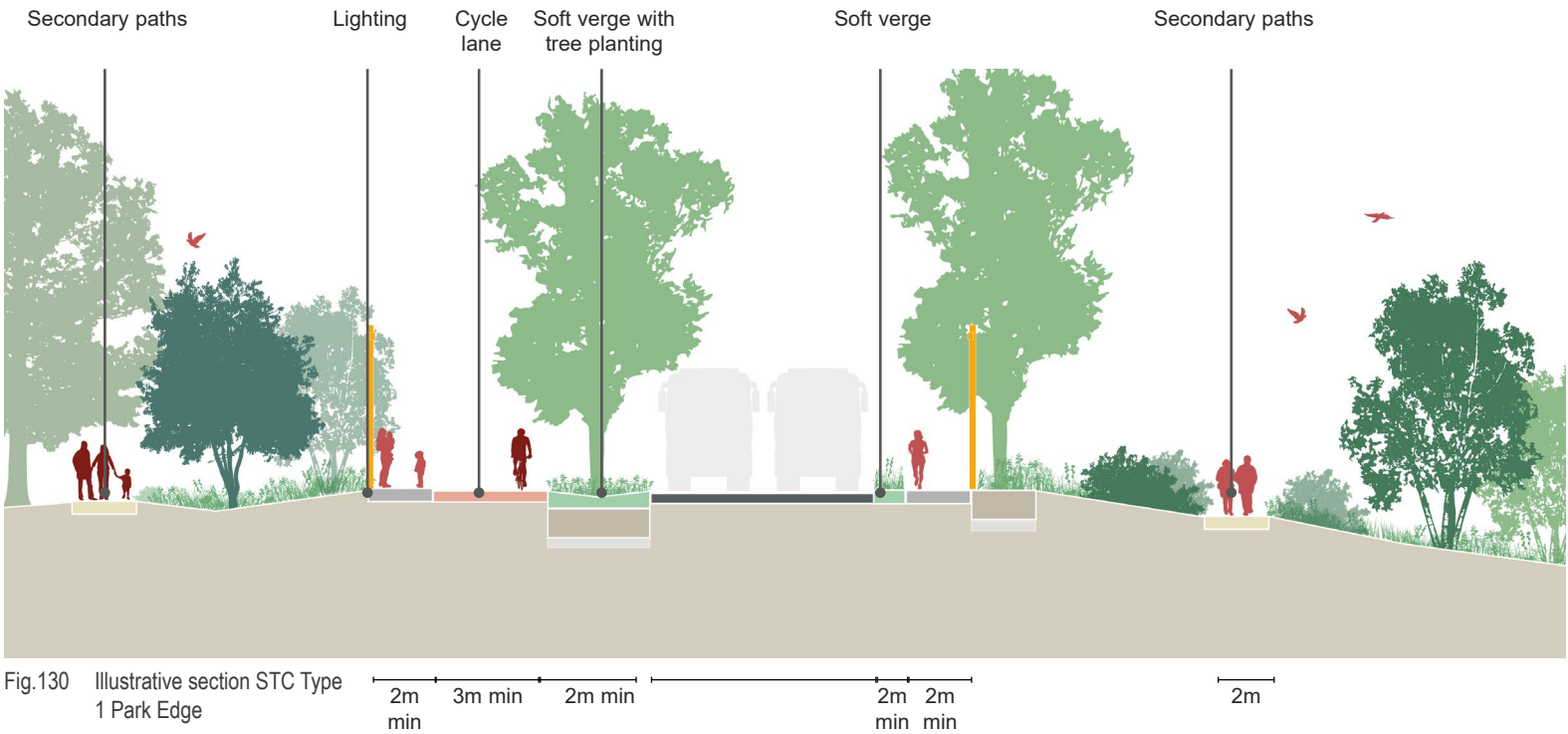
STC Type 1 - STC Park Edge

Design Requirements

1. Avenue tree planting with trees to either side **must** be provided along the length of the STC corridor
2. High quality commuter cycle route **must** be provided of minimum 3.0m width
3. Soft landscaping buffer **must** be provided between the carriageway and the cycle way. Minimum width 1.0m or 2.0m if tree planting is included
4. Lighting of STC corridor **must** minimise light pollution to adjacent areas of strategic landscape.

Design Guidance

- Secondary shared foot and cycle path could be provided through the buffer zone to provide additional interest along the route. To include areas of seating and incidental natural play features.



STC Type 2 - Tributary Valleys

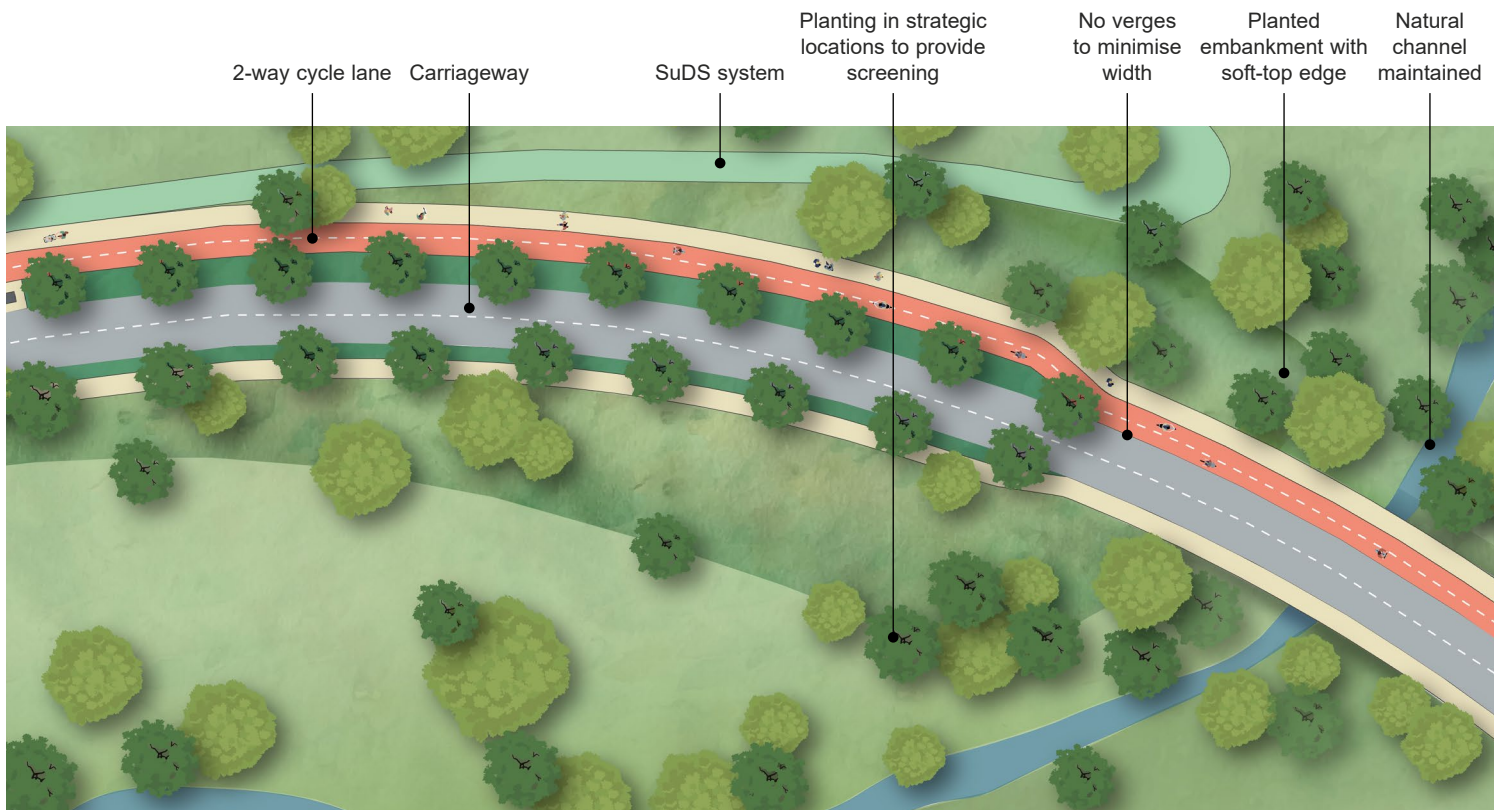
This STC Type applies where the STC crosses watercourses. As a result, this below should be read in conjunction with "5.1.4 Sustainable Transport Corridor - Crossings" for further details on the design guidance and design requirements for the crossing structures

Design Requirements

1. STC SuDS **must** be designed as a separate system to the Village drainage to ensure surface runoff is attenuated to greenfield runoff rates and that the pollution risk associated with road runoff is sufficiently treated prior to discharge to the nearby watercourse
2. Overall cross section width of the crossing structure **should** be kept to a minimum
3. High quality commuter cycle route **must** be provided of minimum 3.0m width
4. Lighting of STC corridor **must** minimise light pollution to adjacent areas of strategic landscape.

Design Guidance

- In these locations the STC design will seek to emphasise the wider landscape character, through consideration of views and incorporation of appropriate informal riparian character.



Detailing the Landscape

5.1.4 Sustainable Transport Corridor - Crossings

STC Crossings

The STC crossings facilitate creation of the STC, intended to be the primary active travel connection between Villages. The broad locations of the four crossings, to Golden Brook, Fiddler's Brook, Eastwick Brook and Stone Basin Spring, are located within the Regulatory Plans. Each STC crossing will be subject to a bespoke design process.

There is a broad spectrum of considerations for the designs of these key pieces of infrastructure relating to location, views, and flood risk. The mandatory requirements and design guidance below describes the desirable outcomes for the RMA designs.

Design Requirements

The STC Crossing designs:

1. **Must** prioritise active travel along the STC
2. **Must** provide active travel connections between the existing lane and the STC. These may be integrated within villages at RMA stage
3. **Should** achieve a minimum headroom of 3.4m beneath the crossing structure.
4. **Must** consider the waterway and public realm environment as of high importance to the design, particularly in regard to the form, position, and orientation of structural elements of the crossing.
5. **Must** be designed to follow safe-by-design principles, avoiding 'dead' space and concealed areas in the public realm beneath the crossing. Creation of too narrow an opening **should** be avoided as this will create a dark and uncomfortable environment which could attract anti-social behaviour
6. **Should** achieve an appropriate balance between the scale of structure within the wider landscape and the need for visual openness within the watercourse public realm below.
7. **Must** consider the relationship of the crossing structure with the natural watercourse, in regards to its width, bed level and depth to ensure the movement of aquatic wildlife is maintained
8. **Must** maintain riparian and ecological connections. Proposals **must** be developed through coordinated RMA engineering and landscape proposals to ensure appropriate planting is incorporated to achieve successful landscape integration. Aside from paths, surface finishes beneath the crossing structure **should** be designed to permit natural vegetation to extend as far as possible to assist ecological continuity.
9. **Must** ensure all elements of the crossing structure, detailing and access requirements are fully coordinated to ensure visual cohesion of the design for example relationship between the structure and protective barriers/ guard-rails, cables/ducting, foundations, and drainage features.

10. **Must** ensure all visible concrete is designed with consideration to appearance, ageing and weathering.
11. **Should** consider opportunities for reducing embodied carbon
12. All lighting associated with the crossing **must** to be designed with consideration to sensitive ecological corridors. Refer to "5.5.5 Lighting". An RMA lighting proposal could determine the most appropriate lighting response for the environment below the structure (which may be no lighting).
13. Where required, crossings **must** be designed to direct flow beneath the STC and other transport corridors in accordance with LLFA requirements

Design Guidance

In addition to the Design Requirements the following criteria provide recommendations for how successful design outcomes may be achieved.

- The character of the connecting routes to existing lanes will be defined through further RMA design. Key considerations for this design will include; achieving convenient and safe routes, providing a practical and rational approach to level changes, and sensitivity to landscape context.
- Abutments set back from the watercourse channel are preferred in order to avoid any construction on the bank of the watercourse. Such features can make positive contribution to public realm and ecological value, through sensitive integration of planted earthworks, surface materiality and screening.
- Where embankments are proposed a 'soft-top edge' is desirable. Where possible, slope embankments should be shallow enough to allow vegetation to grow without the need for retaining measures
- Where practicable, designs should consider ways to minimise the visual profile and overshadowing effects of the crossing e.g. by minimising structural depth, and considering tapering edges of the structure
- Avoid large, visible wing walls where possible. Sloped abutments with riprap appear a softer, more natural element in the landscape.
- Appearance of the soffit is an important consideration.
- Where possible, foundations of any abutments/piers are to be buried below ground with sufficient cover for continuity of surrounding finish and with allowance for any scour of the watercourse bed.
- A closed drainage system that discharges remotely from the structure is preferred, together with detailing to avoid water running down concrete faces

5.1.5 Gateway Nodes

Design Requirements

Gateway nodes are to provide a welcoming transition between key points in the SLMP landscape and the Villages. These **must** be developed with the following considerations:

1. Designed to promote user safety including:
 - Clear lines of sight for pedestrians and cyclists and avoiding concealed areas and encouraging movement between Village and SLMP landscape
 - Sensitive use of lighting to enable good onward visibility
 - Spatial arrangement to provide comfortable widths and avoid potential conflict between pedestrians, cyclists, and vehicles
2. Designed as attractive gateways incorporating the following:
 - Utilising landmarks such as key buildings and landmark trees and landform
 - Consideration to materiality at the threshold between the landscape and village, to provide a cohesive transition zone with planting to signify the overarching character of the SLMP landscape
 - Integration of all features into the public realm, including necessary structures such as utilities, following the principles set out in "5.5 Public Realm" .
 - Promoting the primary active travel use of the SLMP landscapes through sensitive integration of vehicular access where necessary to ensure good continuity of pedestrian and cycle routes. Designs **should** seek to avoid excessive road widths, creation of areas of isolated or 'dead space' verges, and to ensure selected street furniture / highways features are sensitive to the surrounding landscape context.
 - Design response specific to the character of the surrounding SLMP Character Area, including through tree planting and soft landscape proposals.
3. Encouraging exploration and curiosity through:
 - Clear wayfinding and/or mapping including reference to amenity features such as play areas / bird hides etc.
 - Interpretative signage pointing to heritage or natural features of interest if in close proximity
 - Considering potential for art interventions or play-on-the-way features/trails

Detailing the Landscape

5.1.6 Hard Landscape Materials

Hard Landscape Typologies

The materiality of the hard landscaping will significantly contribute to the character of the Gilston Area and the individuality of each Character Areas. This section will set out appropriate hard landscaping typologies, to inform the detailed hard landscape materials to be established at RMA stage.

Design Guidance

1. Materials specified **must** complement the character of the Gilston Area and **should** be sensitive to the rural character of the site.
2. Within sensitive areas of landscape, surfacing of the carriageway **must** consider use of low-noise surfacing. Examples include the STC carriageway through the Strategic Green Corridors.
3. Surface materials **should** be kept consistent to ensure minimal visual disruption between phases of work, and to ensure ease of maintenance.
4. Consideration **must** be given to local environmental impact of hard landscape, including:
 - Use of low-carbon materials should be considered where appropriate
 - Use of porous materials where appropriate to limit surface water runoff
 - Whole life cycle environmental impact of materials
 - Consideration of albedo of materials to limit urban heat island effect

Key

- Gilston Area
- Village Developable Areas
- Railway Stations
- Existing Lanes
- Pedestrian & Cycle Commuter Routes - STC*
- Pedestrian & Cycle Commuter Routes* (alternative Roydon commuter link)
- Pedestrian & Cycle Leisure Routes*
- Pedestrian Leisure Routes*
- PROWs in site context
- River Stort (indicative)

- A-road crossing points
- Key destinations:
 - Village Centres**
 - Primary Schools**
 - Secondary Schools**
 - Sport club (refer to "5.4.4 Sports and Recreation" and "5.5.8 Ancillary Buildings within the Landscape")

*Route alignment is indicative and to be confirmed at RMA stages. Alignment through village is shown indicatively to demonstrate strategic connectivity across Gilston Area. Design and alignment are subject to relevant VMP

** Village provision - shown indicatively and for reference only. To be confirmed at VMP stage

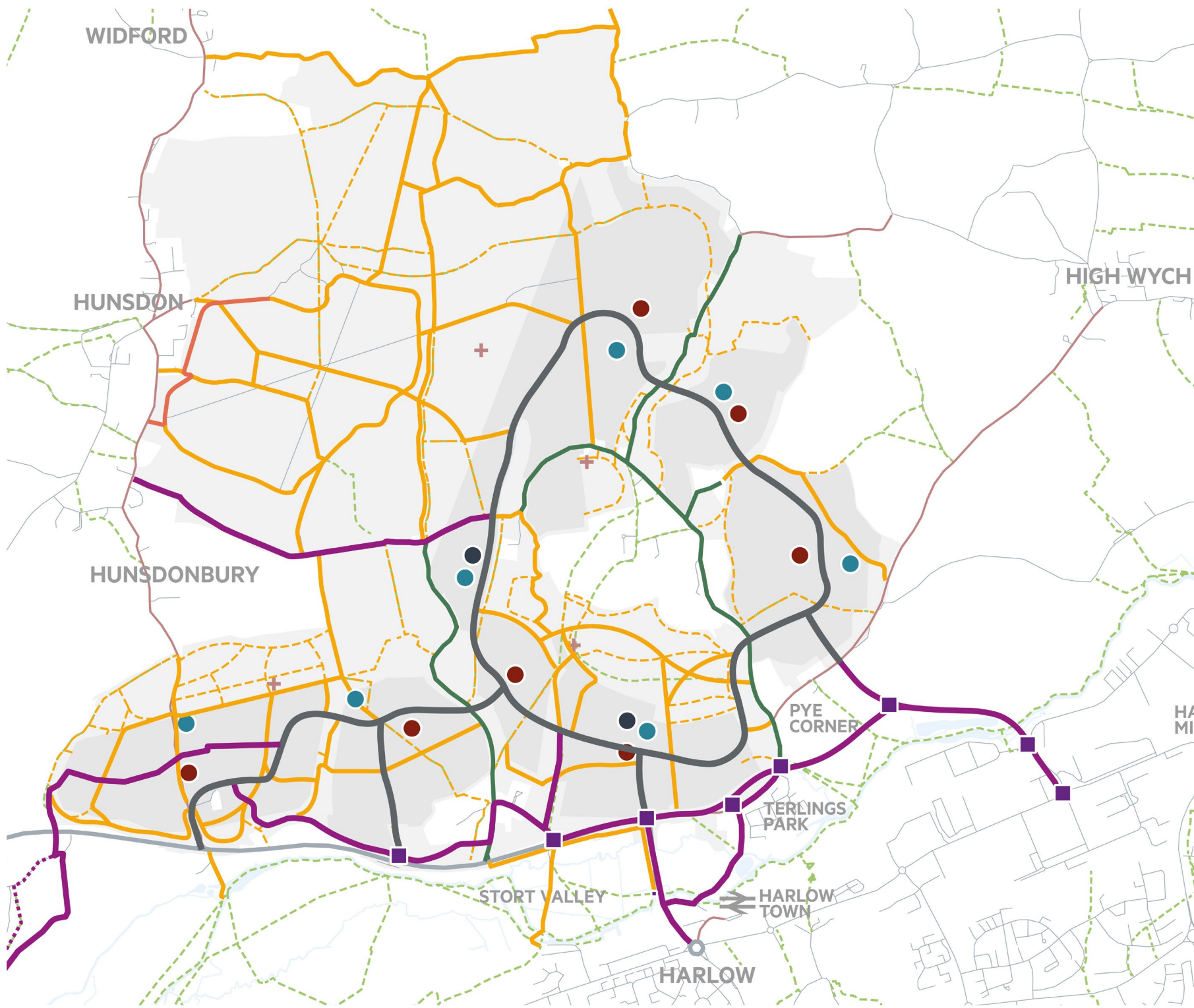


Fig.135 Active Travel Strategy - Commuter and Leisure Routes

