



6.3 Landscape & Green Infrastructure



The green open spaces within Village 7 are part of an extended network of accessible 'natural greenspaces'.

- This wider network provides a natural landscape setting of rural character between new and existing settlements/ communities.
- Public open spaces within Village 7 have been developed alongside proposals for villages 1-6 to integrate with this wider Gilston green space network.

COUNTRYSIDE PARKS

- CA1 - Eastwick Woodland Park
- CA2 - Hunsdon Airfield Park

COMMUNITY PARKS

- CA3 - Home Wood
- CA4 - Gilston Fields
- CA5 - Gilston Park
- CA6 - Hunsdon Community Park

STRATEGIC GREEN CORRIDORS

- CA7 - Eastwick Valley Green Corridor
- CA8 - Eastwick Village Corridor
- CA9 - Eastwick Hall Green Corridor
- CA10 - Golden Brook Riparian Corridor
- CA11 - Fiddler's Brook Green Corridor
- CA12 - Channocks Farm Green Corridor
- CA13 - Maplecroft Wood & Great Pennys Farm

Natural England Green Infrastructure principles have been considered and have informed the approach as suggested.

VILLAGE CORRIDORS

- CA14 - Village Corridors
- CA15 - Village 7 Greenway

AGRICULTURE

- CA16 - Agriculture

GANP

"Development proposals should take into account the Strategic Landscape Masterplan for the Gilston Area (see Policy AG1 (2)) to ensure the integrity of the landscape and countryside setting whilst creating an integrated Green Infrastructure Network that will surround and sit alongside the new villages, existing settlements and the wider landscape" (Policy AG2 - paragraph 2)

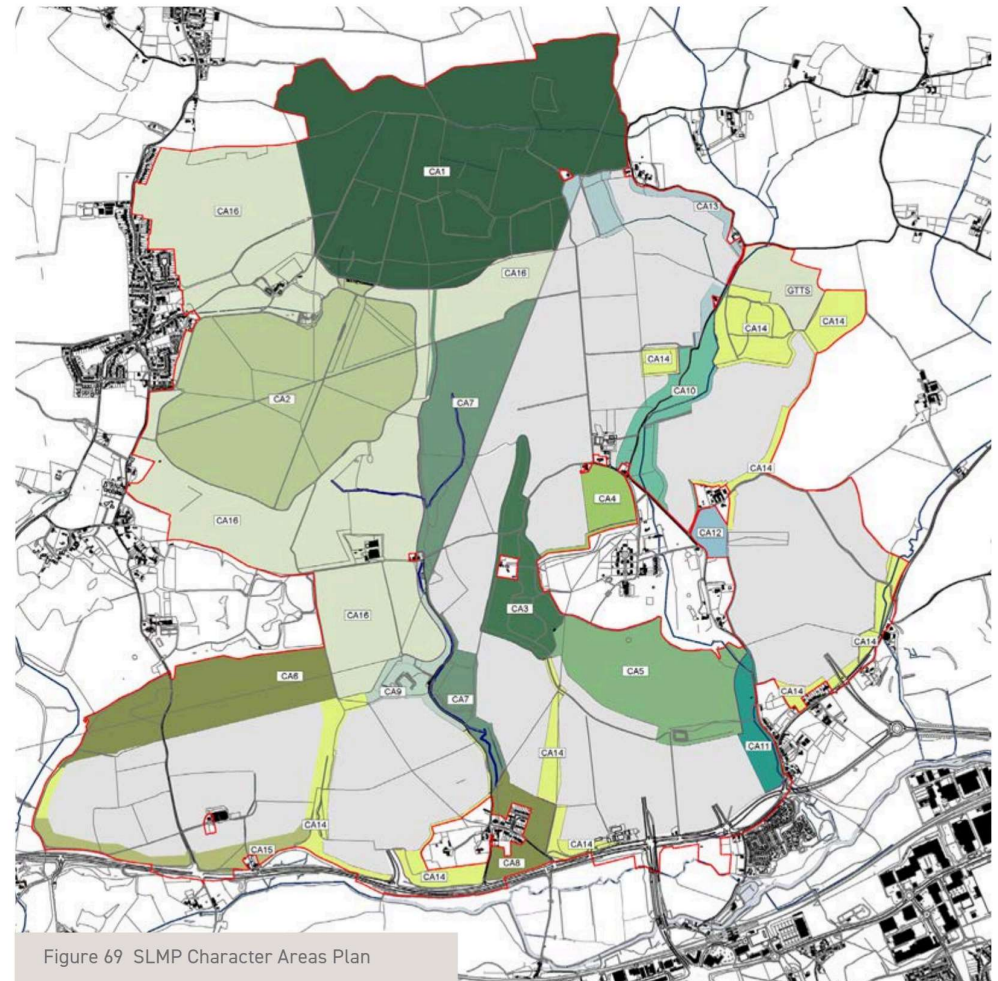
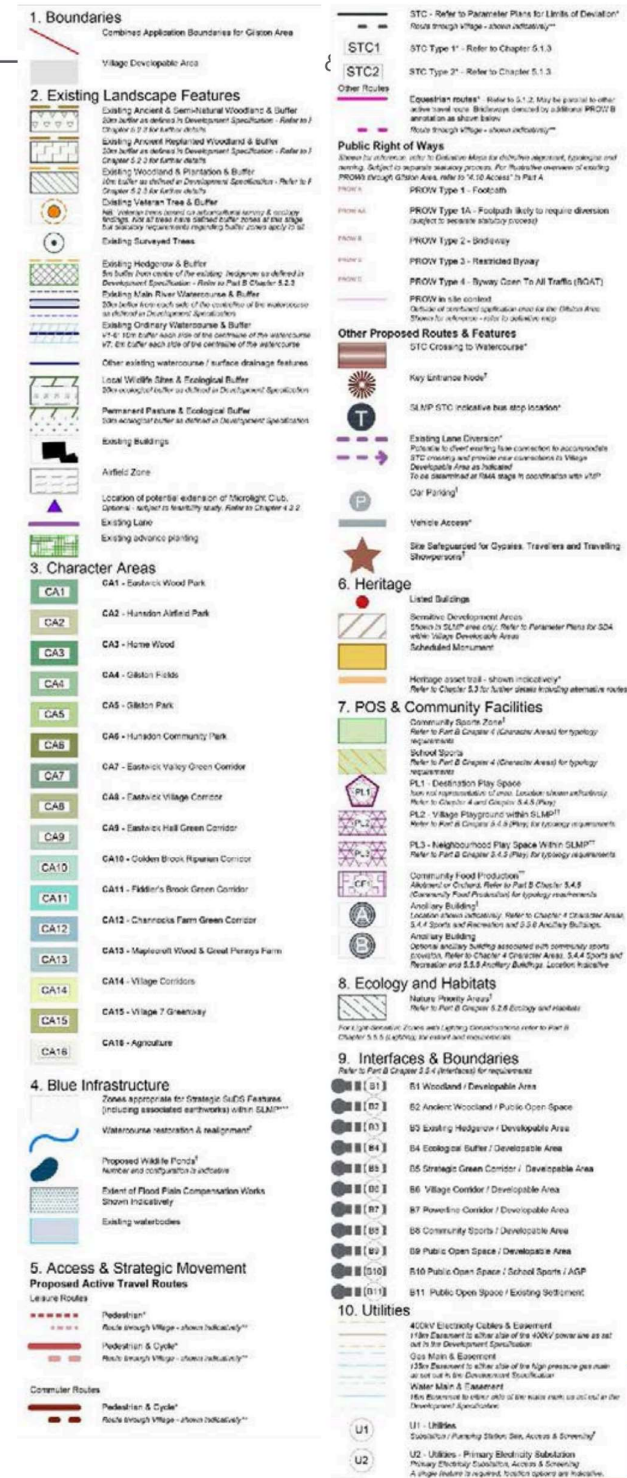


Figure 69 SLMP Character Areas Plan



INHERITED LANDSCAPE CHARACTERISTICS

The landscape of Village 7 includes a gently sloping plateau edge in the north, and a series of more steeply undulating valley slopes to the west and south. There is a network of small woodlands, hedgerows and veteran hedge trees in the west and centre of the Site, and these combine with the undulating landform to create a semi-enclosed character. View towards Harlow are screened in the north-west of the Site, which creates a more rural and tranquil character in this part of the Village 7 landscape. A lack of hedgerows and a larger field-scale creates a more open character in the east, and this allows the pylons at the northern end of Village 7 to have a stronger visual presence in this part of the Site.

The existing route of Church Lane also contributes to the landscape character of Village 7, with a slightly sunken character in the south, and a more winding nature in the north.

INHERITED HERITAGE CHARACTERISTICS

The historic character of the Village 7 landscape is demonstrated by the presence of the Grade I listed Hunsdon House and St Dunstan's Church to the north of the Site, as well as the associated Hunsdon Brook Fishponds scheduled monument to the west. These heritage assets speak to a managed medieval landscape around the Site, characteristically focused on the manorial seat and parish church. St Dunstan's is the most appreciable historic feature of this landscape, due to its open position on Church Lane and distinctive turret, though there is nonetheless negligible intervisibility with the Site due to mature vegetation. This same vegetation blocks views between Hunsdon House and the Site, with the manor further enclosed by its own mature tree boundary and offering only glimpsed visibility from within the surrounding landscape. Hunsdon Brook Fishponds are also set within mature vegetation, and are not currently clearly legible within the landscape here. Though not within the red line boundary, the Grade II listed Brickhouse Farm is the only element of built form within the Site landscape, comprising a two-storey farmhouse dating to the 17th century and demonstrating the post-medieval agricultural use of the landscape here.

GANP

"Retain existing trees and significant hedgerows wherever possible and seek to enhance existing landscape features, such as woodland blocks, hedgerows, mature trees and tree lines" (Policy LA1 - paragraph 1.ii)



Most of the existing site comprises agricultural crops



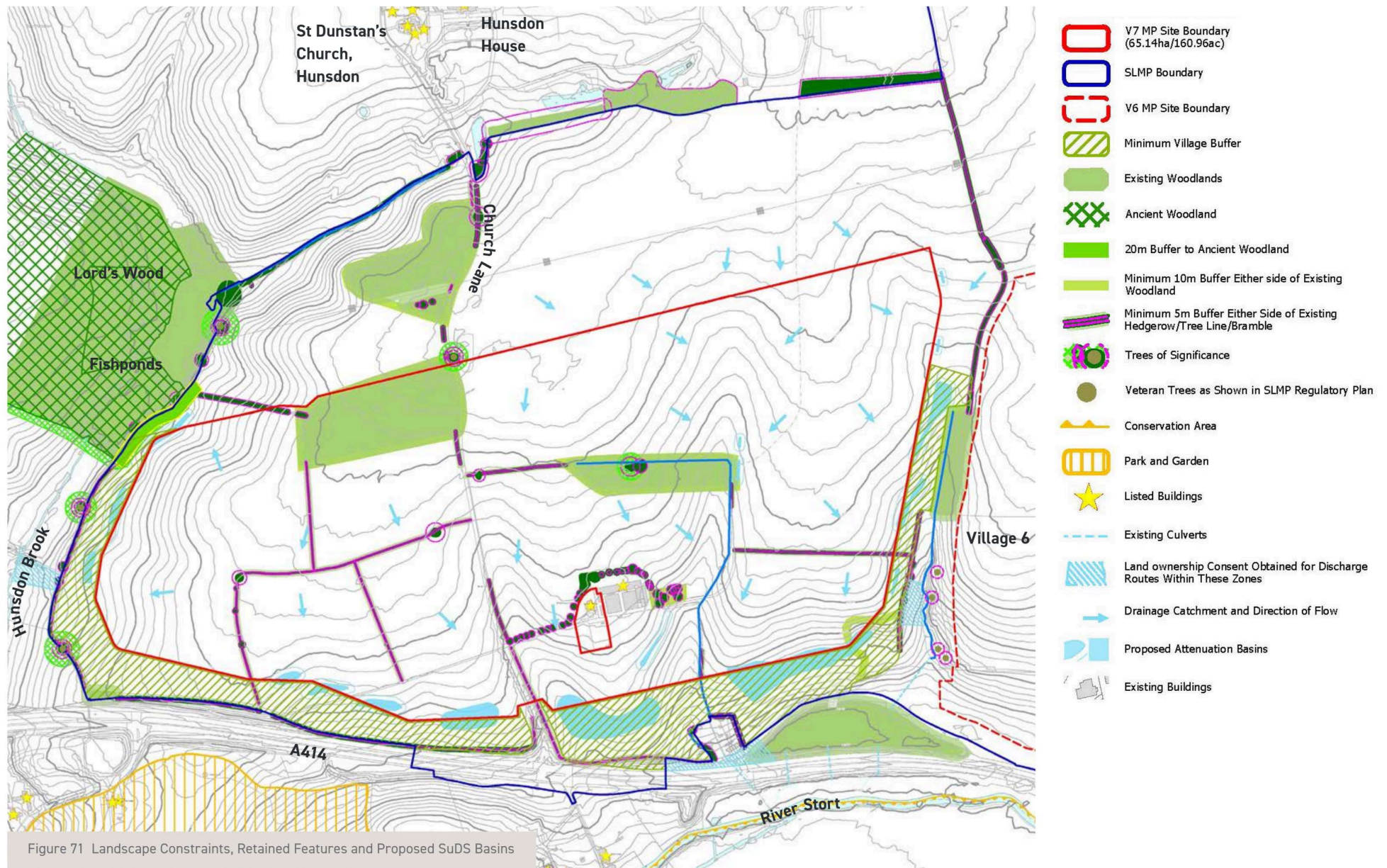
Pylons are a dominant feature to the north of the Site



The Site's only existing buildings are at Brickhouse Farm



Arable fields are broken up by existing hedgerows



GANP

"Retention of the countryside character of the landscape setting of the Gilston Area and an integrated network of green spaces". (Policy AG1 - paragraph 4.ii)

GANP

"Interconnected green corridors of adequate width to safeguard biodiversity and natural assets with suitable wildlife corridor connections with the wider green infrastructure network" (Policy AG2 - paragraph 2.ii)

STRONG CONNECTIONS TO THE WIDER LANDSCAPE CONTEXT

Village 7 will be defined by strong connections between the Site and its natural context: Using the natural assets together with the existing topography and the natural variation this causes across site as a key influence, the proposed green network will reflect the gradual change from the semi-wild greenspace around the edges to the more structured, urban village centre.

ENHANCED BIODIVERSITY

Key tree species and planting typologies found in the area will form the basis for the planting, and will be drawn into the village from the surroundings, their treatment becoming more formal as the user moves into the more urban areas within the village centre. Flowering and fruiting species will be used to increase colour and biodiversity value throughout, with existing high quality planting typologies to be retained as integrated features within the hierarchy of public open space.

A NETWORK OF EXCELLENT GREEN SPACES TO PROMOTE ACTIVE HEALTHY LIFESTYLES

The cycle and pedestrian network for Village 7 aims to encourage a modal shift from car use to more sustainable forms of transport. This will be achieved by creating a truly pedestrian and cycle - friendly network through improvement of existing links, both between Site and the wider context, and throughout the proposed village, ensuring an environment which supports all modes of transport can be provided.

Creation of a robust network of paths between key existing points, and proposed features within the village, will create an inviting, convenient and safe movement network for the Site.

A PLAYFUL AND PRODUCTIVE LANDSCAPE

Creation of a network of play spaces, foraging trails and food growing is a key aspect dotted throughout the landscape to further encourage interaction with nature.



A settlement that is harmoniously integrated within the landscape



A place where active travel is promoted through excellent cycle networks



Green spaces that encourage healthy lifestyles



Biodiverse semi-natural open spaces



The plan opposite provides further granularity regarding the quantum and location of open space delivered through the masterplan stage of the application process.

It includes open space allocations delivered both through the village and through the Strategic Landscape Masterplan, there being three types of play facility, Local Areas of Play (LAPs) which are unequipped and intended for very young children, through Local equipped areas of play (LEAPs), again for young children and Neighbourhood equipped areas of play (NEAPs) which cover both younger children and teenagers.

LAPs will form part of the Provision for Children and Young Play. Although, the figure demonstrates the quantum of LAPs that are required, the final location will be resolved through Reserved Matters Application. LEAPs and NEAPs shown on the diagram, need to be located in broadly the location shown in this diagram. Although, the exact shape and location will be refined through the Reserved Matters Application.

PUBLIC OPEN SPACE WITHIN VILLAGE 7 AND SLMP AREA

The Public Open Space provision is partially allocated within the Strategic Landscape Masterplan area outside of the red line boundary for the Village 7 development. This is to encourage active use of the extensive green space which is accessible to residents of Village 7.

Public Open Space (POS) - SLMP & Village 7MP					
	Parks and public gardens/ amenity green space	Natural and semi-natural green space	Outdoor sports facilities	Provision for children/ young people	Allotments
EHC Open Spaces and Sports Facilities Assessment, prepared by Nortoft (2017) (with reference to Policy CFLR1)	1.4 Ha/1000 population within 10min walk (800m)	3.2 Ha/1000 population within 720m	3.79 Ha/1000 population within 10min walk (800m)	0.25 Ha/1000 population within 10min walk (800m)	0.3 Ha/1000 population within 10min walk (800m)
EHDC Requirement (Ha)	5.31 ha	12.13 ha	14.36 ha	0.95 ha	1.13 ha
SLMP	0 ha	38.84 ha	8.79 ha	0.05 ha	0.79ha
Village 7MP	10.37 ha	4.97 ha	0 ha	0.91 ha	0.35ha

Figure 72 Public Open Space Requirements and Provision



LANDSCAPE CHARACTER ZONES

The Green and Blue Infrastructure as indicated on the plan, has been categorised through the engagement process, into various different landscape character zones.

Each of the Green Corridors will have a distinct character. The 'edges' category is given the same colour on this diagram and will have an overarching common theme of providing structural vegetation, however within this, distinctive treatments are applied along the northern, southern, eastern and western boundaries.

The key characteristics of each of these landscape character zones are summarised here.

THE 'EDGES'

Hunsdon Community Park Edge - is defined by its role to provide screening and forming an undulating edge to provide a soft transition from the development to the wider landscape. Potential to create a foraging trail through the selection of fruit and nut bearing trees. Opportunity for play in the vicinity of the sports hub to create a node of activity for sports and play.

Greenway Edge - will be defined by a wetland character and native planting will be encouraged to increase biodiversity. Species rich meadow and marginal planting to form an open character to provide visual connection with the Greenway beyond.

Stone Basin Spring Edge - plays a multi-functional role with a naturalist character, providing SuDS basins, a LEAP as well as the STC link and further cycle/pedestrian links and forming a transition area to the wider development further east.

Hunsdon Brook Edge - is characterised by its proximity to Lord's Wood (an ancient woodland) and the Hunsdon Fishponds (a scheduled ancient monument). Low level lighting, enhanced hedgerow and tree planting to create a buffer between the development and the existing habitats and assets. Further opportunities for interpretation and wayfinding.

KEY SPACES

Brickhouse Park - forms the heart of the village and will be animated through the use of play including along the approach to Brook Green Corridor. The existing orchard and the new raised community grow gardens lends to a food growing characteristic to this area.

Brickhouse Square - a key role of this area is to protect the existing trees. Planted beds surrounding the existing trees at the entrance to the Brickhouse barns ensures these inherited assets will be protected from compaction within the public realm. The streets will include soft verges with space for long-lived tree species. Wayfinding and public art elements will further help animate the space.

THE 'GREEN CORRIDORS'

Lord's Green Corridor - Reinforce and enhance existing hedgerows . Potential for play along the way, food trail and a pedestrian/cycle links. Native planting to be encouraged to promote biodiversity.

Church Lane Green Corridor - a key green area featuring play on the way linking Brickhouse Square and providing animation along the way. Potential to create a wildlife trail in the hear of the village.

Brook Green Corridor - is defined by the existing ephemeral stream which will be protected. Existing hedgerows will be retained and enhanced with further opportunities for native planting, promoting a wet character. It will also have a LEAP and play along the way linking the play area to Brickhouse Park.

The Walks - form the connecting framework structured on the existing hedgerows across the Site, forming a strong network of green spaces throughout.



Figure 74 Landscape Character Zones

“2. Green links in V7 should connect smaller informal open spaces and play areas in the village to the landscaped periphery and create planting areas for habitat creation and ecological enhancement.”

(point no.2 of the 7 Village 7 principles)

MULTIFUNCTIONAL GREEN ROUTES

Aligned with principles set out in Gibberd's new town vision, the green wedges establish a series of interconnected green spaces and routes through village which connect the development to the periphery open spaces.

They will be multifunctional spaces, accommodating pedestrian and cycle routes and play facilities as well as habitat commuter corridors and space for SuDS and rainwater retention/attenuation.

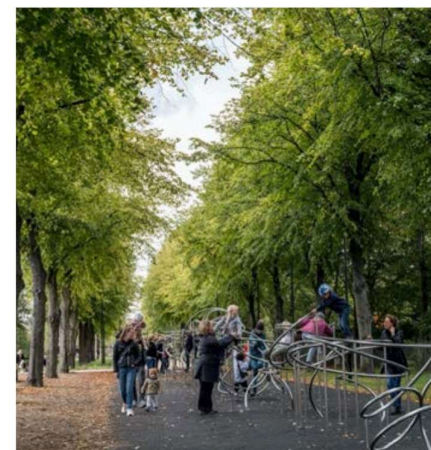
ECOLOGICAL LINKS TO WIDER LANDSCAPE

The purpose of these spaces is to visually and ecologically knit the village into its surroundings. Extensive tree planting in the green wedges will ensure vegetation can provide visual screening of the built development when viewed from the wider landscape.

The open green wedges will reinforce the undulating nature of the topography on the Site with the built development predominantly located away from the low-lying valleys.



Legible connections to housebuilder plots



Play on the way to animate green routes



High quality places to stop to encourage a wide range of users



Wide shared routes to allow pace for walking and cycling



Figure 75 Illustrative masterplan demonstrating areas of Habitat Corridors Enhancements

“The Gilston Area will be a place that encourages active and healthy lifestyles for all ages.”

(point no.8 of the 10 strategic principles)

ACCESSIBLE PARKS

A variety of different scaled park spaces are proposed to ensure good access to recreational activities are distributed across the village. Parks will have blue badge parking on adjacent streets to ensure all user groups can access the formal green spaces.

Each park will have a distinctive character with distinct amenity offers to ensure there is space for all user groups across the village.

ACTIVE GREEN SPACES

All parks will be accessible via pedestrian and cycle links through the network of green wedges to encourage active travel.

Within the green spaces, a wide range of activities will be facilitated; play, sports, event spaces, community grow gardens and links to wider walking/cycling routes. These amenities will ensure the network of green spaces are well used and promote active healthy lifestyles.

ALLOTMENTS AND COMMUNITY ORCHARDS

The proposal includes 3 dedicated allotment areas for use by residents. Allotments are distributed across 3 sites to find a balance between making sites accessible across the entire village whilst ensuring enough plots are located together to encourage opportunities for social interactions between gardeners.

The existing Site includes an established orchard near the Brickhouse Farm two of the proposed allotment sites will be linked via the orchard along one of the green wedges, establishing a potential 'flowering/fruiting trail through the village.



Active routes connecting all amenity spaces



High quality play provision



Parks with generous amenity lawns



Allotments and community grow gardens



Figure 76 Illustrative masterplan demonstrating areas of Parks and Public Gardens, Community Amenity Spaces and Sports

“1.Development at V7 should mainly be outward looking onto the landscaped periphery of the development, with maximum interface between buildings and landscape and physical access to open spaces...”

(point no.1 of the 7 Village 7 principles)

EDGE CONDITIONS

The landscape within Village 7 will reflect the gradual change from the structured urban village centre to the semi-wild greenspace at the village edges. The periphery of the built development will be integrated with the surrounding semi-natural open space (detailed in the SLMP), which in turn is reflective of the existing wider landscape features, knitting the village harmoniously into the surrounding landscape.

Properties at the edges of the development will be outward facing to provide a positive relationship with the surrounding green spaces, ensuring a feeling of safety through the passive surveillance of open space.

BIODIVERSITY

Most of the Site is currently taken up by intensively farmed monocultural agricultural land which has the capacity for biodiverse habitat creation. The semi-natural open spaces at the edge of the development allow space for enhanced biodiversity through species rich grassland, wet meadow grasses and tree and scrub planting.

ACCESS TO NATURE

Walking and cycle routes will be provided through the semi-natural open spaces to connect people to nature and promote active lifestyle. These routes will be sensitively detailed to protect the natural character of the landscape, in places this will mean mown paths through grassland as well as an accessible hard surfaced network.

GANP

“Open land outside the Village Boundaries has generally been maintained as Natural Greenspace (as defined by Natural England) with inspiration taken from the local countryside comprising areas of woodland, common land, hedgerows, fields and grassland, large trees and wetland by the brooks and ditches” (Policy AG3 - paragraph 1.iii)



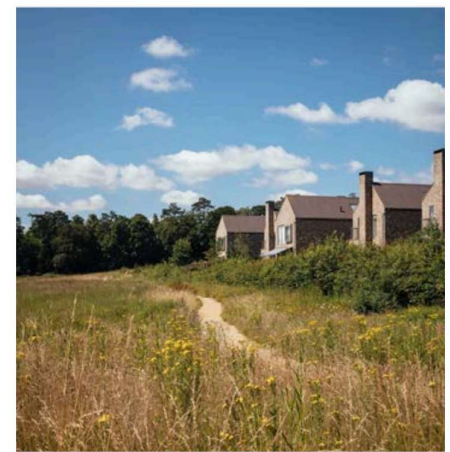
Mown strips to allow informal routes through semi-natural open spaces



Positive relationship between houses and adjacent green spaces



Accessible routes through green space



Biodiverse habitats within natural open space



Figure 77 Illustrative masterplan demonstrating areas of Natural and Semi-Natural Green Space

“6. The proposed development will be designed to value and maximise access to landscape and open spaces.”

(point no.6 of the 10 strategic principles)

PLAY PROVISION

The requirements for the Site comprise 1 Neighbourhood Equipped Area for Play (NEAP) and 5 Local Equipped Areas for Play (LEAP). Local Areas of Play are to be located within a minutes walk of homes which are outside of catchment areas for the LEAPs and NEAP.

These play areas have been equally distributed across the Site to provide a balanced, accessible and varied play experience, fully integrated into landscaped areas. Play areas are located in accessible, safe and welcoming environments which encourage and support the use by all the community.

The proposal ensures there is diversity and distinctiveness for each individual play area so they offer the most amount of interest and play value.

DESTINATION

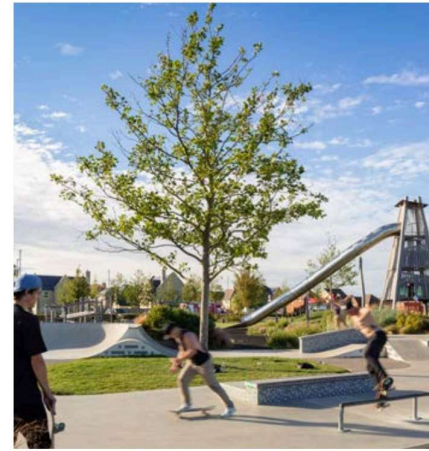
Each play area will be a destination in its 'own right' and ideally co-located with key facilities such as the school, sports facilities, and neighbourhood centre. Play spaces must be accessed via safe and convenient walking and cycle routes. Play spaces must be accessible, safe, and welcoming to all groups and levels of ability.

CHARACTER

Each play space will offer a unique, distinct offer, including the required formal play facilities to meet policy standards. Each play space must also consider the incorporation of natural and sensory elements of play and planting to maximise the quality of the space. All play areas will offer good lighting and natural surveillance to ensure safety.

INCLUSIVITY

Play spaces must focus on providing a broad age range of play facilities, looking to support a destination space for all children, parents, and carers. Play spaces must also ensure they are gender inclusive making sure that they offer equal attraction for girls and boys. Play spaces must offer opportunities for different types of play ensuring there are areas for group gathering, mindfulness and quietude.



Play provision for a range of age groups



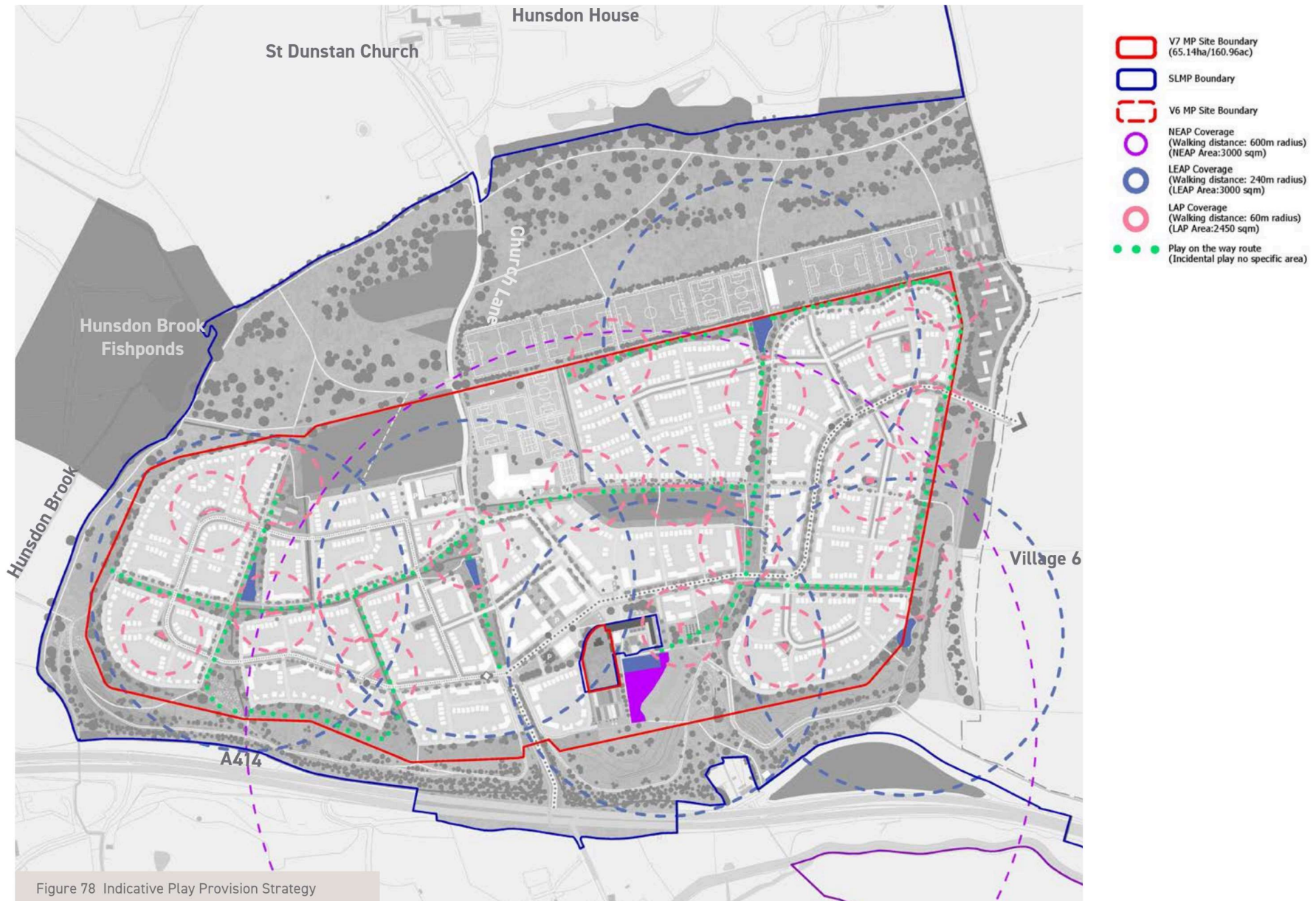
Timber play objects to establish a rural character



Play integrated into the soft landscape



Play on the way as part of the streetscape



SURFACE WATER DRAINAGE AND WATER MANAGEMENT

A Surface Water Drainage Strategy has been established as part of the outline planning application with the inclusion of strategic Sustainable Drainage Systems (SuDS), developed in accordance with the principles set out in the Gilston Area Concept Framework Document and the Gilston Area Charter SPD.

The next level of detail is provided through the Supplementary Flood Risk Assessment and Strategic and Village SUDs strategy which are submitted via separate conditions Numbers 43 (M1), 16 (E1) and 17 (E2). For further detail refer to the Gilston Area Village 7: Strategic and Village SuDS Strategy submitted as part of the supporting technical documents to the Strategic Landscape Masterplan and Village 7 Masterplan.

The overall surface water management strategy provided at the Outline Planning Stage is illustrated in the plan opposite.

The overall surface water management strategy for the Village 7 development is aimed at providing sufficient attenuation to restrict the surface water runoff to the existing watercourses at the pre-

developed greenfield rate and provide betterment where possible whilst seeing that every opportunity is taken to incorporate amenity uses, provide ecological enhancements and water quality treatment.

Design Criteria for the Village 7 Masterplan

The surface water management strategy considers the land uses proposed across the Village 7 masterplan, with on-plot solutions designed to provide a SuDS treatment train, before discharging to the wider strategic surface water management strategy, which is incorporated into the wider strategic landscape proposals.

SuDS will therefore be fully integrated throughout the proposed development and will comprise of a variety of features and treatment types, including but not limited to, basins (either attenuation or infiltration, subject to the suitability of the underlying geology for infiltration), vegetated swales, bio-retention areas, rills, rain gardens, permeable paving and local rainwater harvesting techniques.

A 'management train' will be used to mimic as closely as possible the natural drainage regime, to accommodate not only the development generated surface water runoff and its treatment, exceedance events and overland flow routes, but also consider the phasing of the proposed development.

The 'train' of SuDS will enable the surface water to be treated close to where it falls, passing the development generated runoff through the proposed SuDS, which as a minimum will be designed in accordance with the CIRIA SuDS Manual Simple Index Approach, this is to provide improvement of water quality prior to discharge to the surrounding water features, such as the Hunsdon Brook, Stone Basins Spring and the unnamed central watercourse.

SuDS will also form part of the highway landscape, where possible, to treat, convey and where required attenuate, in accordance with approving authorities' guidance.

The Site is relatively steep in places and therefore check dams and baffles may be incorporated to help 'slow the flow', prevent scour and to help encourage treatment of the surface water runoff.

Where the constraints of the Site prevent the use of open conveyance SuDS features, a piped drainage network will be required and designed in full accordance with adopting authorities' conditions.

The long-term management of the surface water drainage is an essential part of the design process and SuDS will require maintenance in the same way as other drainage systems and landscape features do. The proposed SuDS design for Village 7 will therefore be designed such that suitable, sustainable, and cost-effective management arrangements are achievable.

Buffers to Watercourses

Conditions 12 and 32 relate to design principles for the protection, maintenance and management of strategic green corridors (main rivers, tributaries, Ordinary Watercourses or surface water flow paths) within village 7 and the related buffers to these features. This document should be referred to for further detail, but have been spatially considered into the design of the regulatory plan with any buffers located within green corridors.



OPA SPECIFICATION

Parameter Plan 2: Buffers and Development Zones shows the existing vegetation features and buildings within and adjacent to the Site that would be retained and protected using buffers as well as those areas of existing vegetation to be removed. Retained and adjacent habitats would be protected through the creation of buffer zones (20m to Existing Ancient Woodland, 10m to Existing Woodlands, 5m to Existing Hedgerow/ Tree Line/Bramble) and existing habitats would be integrated within the green infrastructure of the Project including landscape areas which are not built development and the creation of new open space areas, which will be naturalistic green spaces managed for biodiversity and recreation.

ADDITIONAL ASSESSMENT (OVERVIEW)

Additional ecological surveys will be undertaken in order to update the baseline for ecological receptors. This will include surveys of habitats (including botanical surveys and collection of UK Habitats data and condition assessments to inform biodiversity net gain calculation) and surveys for protected and notable species

including wintering and breeding birds, badgers, bats, and reptiles. Assessments are currently ongoing, with initial wintering bird surveys commenced in November 2021 and surveys for additional receptors to be completed in 2022.

BIODIVERSITY NET GAIN

The Project has a commitment to achieve at least +10% net gain. This calculation will be updated using the most recent DEFRA metric (currently version 3.0) which will be informed by habitat condition assessments undertaken in the field and submitted as part of the strategic and village ecological strategies. Ecological surveys were most recently carried out between late 2023 and late 2024. The most recent assessment undertaken for Village 7 in January 2024 indicated a +42.54% gain in habitat units and a +10.26% gain in hedgerow units based on the biodiversity strategy assumptions.

The existing landscape predominantly comprises intensively farmed agricultural fields of low ecological value. The green infrastructure of ecological value, hedgerows and trees, will be retained and they inform the location of the proposed green corridors through the Site. These green corridors will be planted with native tree, scrub, grass and wildflower mixes to enhance existing ecological connections and habitats.

The plan opposite provides a broad strategy of where key habitats are to be provided and located in V7 to meet the minimum 10% BNG net gain requirement.

PROPOSED HABITAT IMPROVEMENTS

Wetland and Damp Grassland

The site-wide SuDS infrastructure will establish areas of wet grassland which provide temporary wetland habitats and improve the environmental quality of the exiting wider water courses.

GANP

"Proposed plant species are typical of the local countryside and adaptable to changing climate conditions and maximise opportunities for enhanced biodiversity, spontaneous colonisation and habitat creation" (Policy AG3 - paragraph 1.iv)

Open Grassland

Where open areas of grass is proposed, they will be seeded with species rich grass and wildflower mixes. This will provide an improvement upon the existing monocultural crops and enhance biodiversity.

Woodland and Tree Planting

Existing trees and copses will be retained and enhanced with additional tree planting along green corridors to link up strategic commuter routes and habitats through the Site.

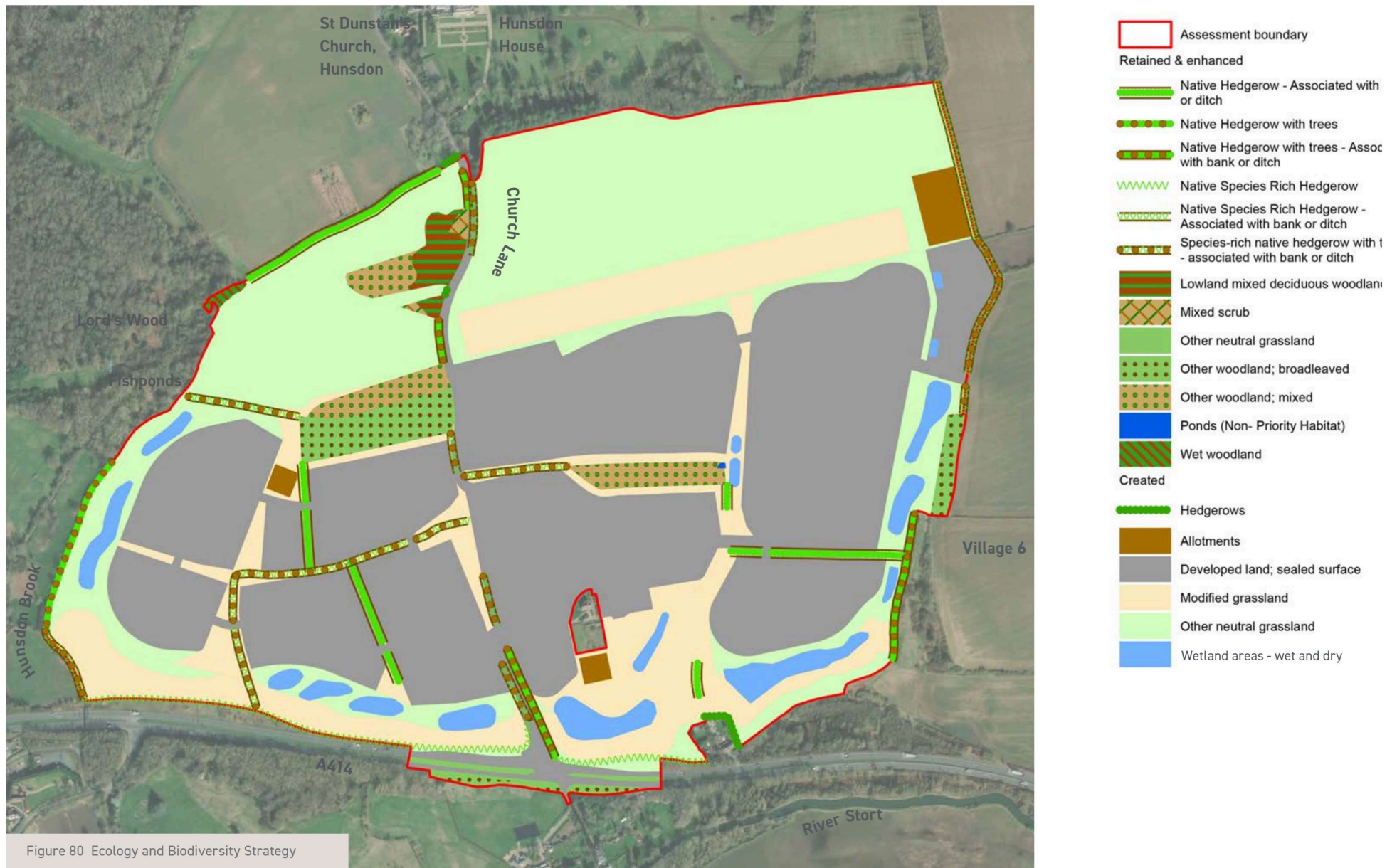


Figure 80 Ecology and Biodiversity Strategy



6.4 Placemaking, Homes, Regeneration & Economy



“3. There should be a distinctive spatial progression from landscape to centre, particularly defined at the high street, to provide legibility in the urban form.”

(point no.3 of the 7 Village 7 Masterplan principles)

OVERVIEW

This section addresses the principles and considerations that have informed the refinement of land use parameters for the Village 7 Masterplan, underpinned by additional design and technical assessment work undertaken.

The Land Use Strategy embraces, evolves and builds upon the principles that were already established by the OPA Land Use Parameter Plan and the Option Testing work carried out as demonstrated in Chapter 5 of this document. Please refer to Figure 66 for the Preferred Indicative Design Concept which describes how various elements have been assessed holistically and carefully to achieve a robust and balanced layout which can deliver the aspirations for Village 7.

Residential Development Areas

Residential development areas have been developed through a series of testing layouts to ensure that the primary and secondary routes, alongside the indicative tertiary route and shared surface alignments will create optimum parcel arrangements that are in accordance with market standards for the envisaged housing typologies.

Where residential area is located adjacent to existing vegetation and woodland, parcel boundaries have been defined to allow for adequate set backs, in particular along the green corridors.

Education

The Primary School site has been identified in the northern part of the Mixed Use Zone to provide a soft transition to the northern open space which creates an extensive buffer to Hunsdon House.

This plot will sit east of Church Lane and north of the retained hedgerow and woodland.

An early years facility will also be located within the Village Centre, potentially in close proximity to the school site.

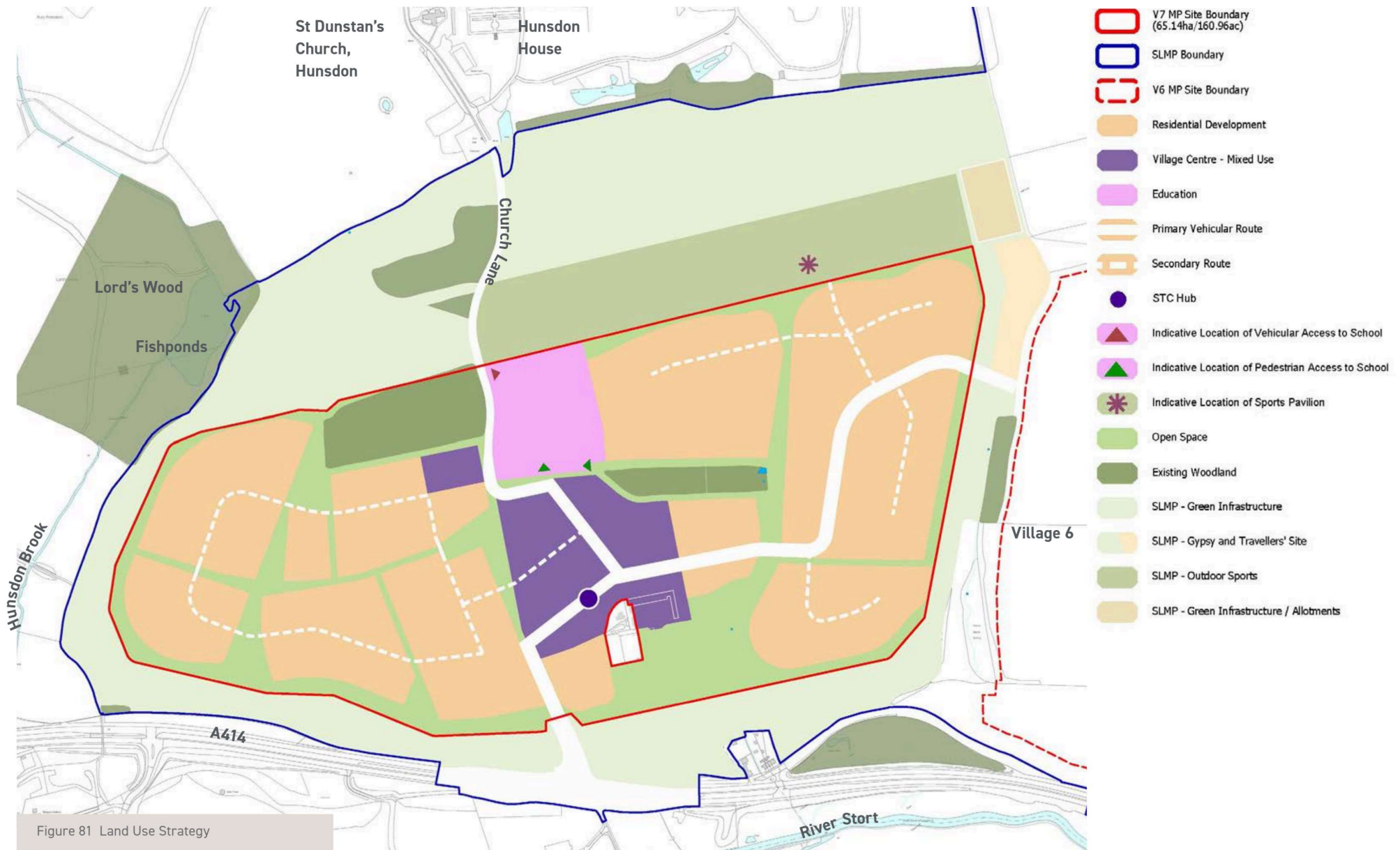
Village Centre - Mixed Use

The location of the Village Centre has been refined based on the updated access strategy, to allow for a separation of buses and general vehicular traffic.

The Mixed Use area within the Village Centre includes the Brickhouse Barn which accommodates a range of community, retail and commercial uses. This is co-located with the Sustainable Transport Hub to create a major destination for Village 7.

An area of employment provision is identified west of Church Lane and south of the existing woodland. If delivered, this will benefit from easy access from the route network and proximity to the facilities included in the Village Centre.

The provision is subject to future market assessment to demonstrate its viability, and the parcel could eventually be reverted to residential development if no need for employment would arise.



“6. There should be a balance and rich variety in the scale and composition of building... and reflecting individual village character.”

(point no.6 of the 7 Village 7 Masterplan principles)

OVERVIEW

The Building Heights Plan to the right refines the heights parameters expressed in metres and provides a tolerance of +/- 2m for the existing ground levels.

The higher 4 and 5 storeys zones now clearly identify how taller elements will mark key junctions and corners along important routes. As per the submitted DSS, a 20% disposition is identified based on floorspace in achieving a maximum of five storeys within the Village Centre.

BUILDING HEIGHTS STRATEGY

The building height strategy for the Site is designed to reinforce the placemaking principles established in the OPA and the Land Use Strategy as shown on Figure 81.

- The highest scale and massing of up to 5 storeys is located at the key node in front of the existing Brickhouse Barn between the STC and the primary route. Key community and retail uses will be co-located here to create synergy and activities at the heart of the development. The tallest buildings will also define key spaces at the main movement nodes which helps place-based traffic calming;
- Taller massing of up to 4 storey is located around the area north of the STC Hub and along the primary route to create a transition from the Village Centre to the surrounding residential area. This building height is also applied to key locations and corners identified along the STC route to highlight the important key nodes within the masterplan, assisting legibility and wayfinding.
- The majority of the development is identified as having up to 3 storeys as per the OPA Building Heights Parameter Plan.

GANP

“Building heights and massing which are appropriately scaled in relation to village location and heritage and landscape elements.” (Policy AG6 - paragraph 2, part iii)

SENSITIVE DEVELOPMENT AREAS (SDAS) IMPACT

The Strategy plans continue to account for the setting of the respective heritage assets. The use of a variety of building heights will soften the edge of the development and provide a transition to the open space and the defined SDAs; in particular the Grade II listed Brickhouse farm house, Brickhouse Farm Barn and attached Stable and Cattleshed.

Moreover, in regard to the fishponds, consideration has been given to minimising the height of the development to protect this asset (and minimise harm to its setting). There is an opportunity to provide a more Arcadian form of housing that softens the northwestern extent of the development.



Figure 82 OPA Parameter Plan 6 - Building Heights

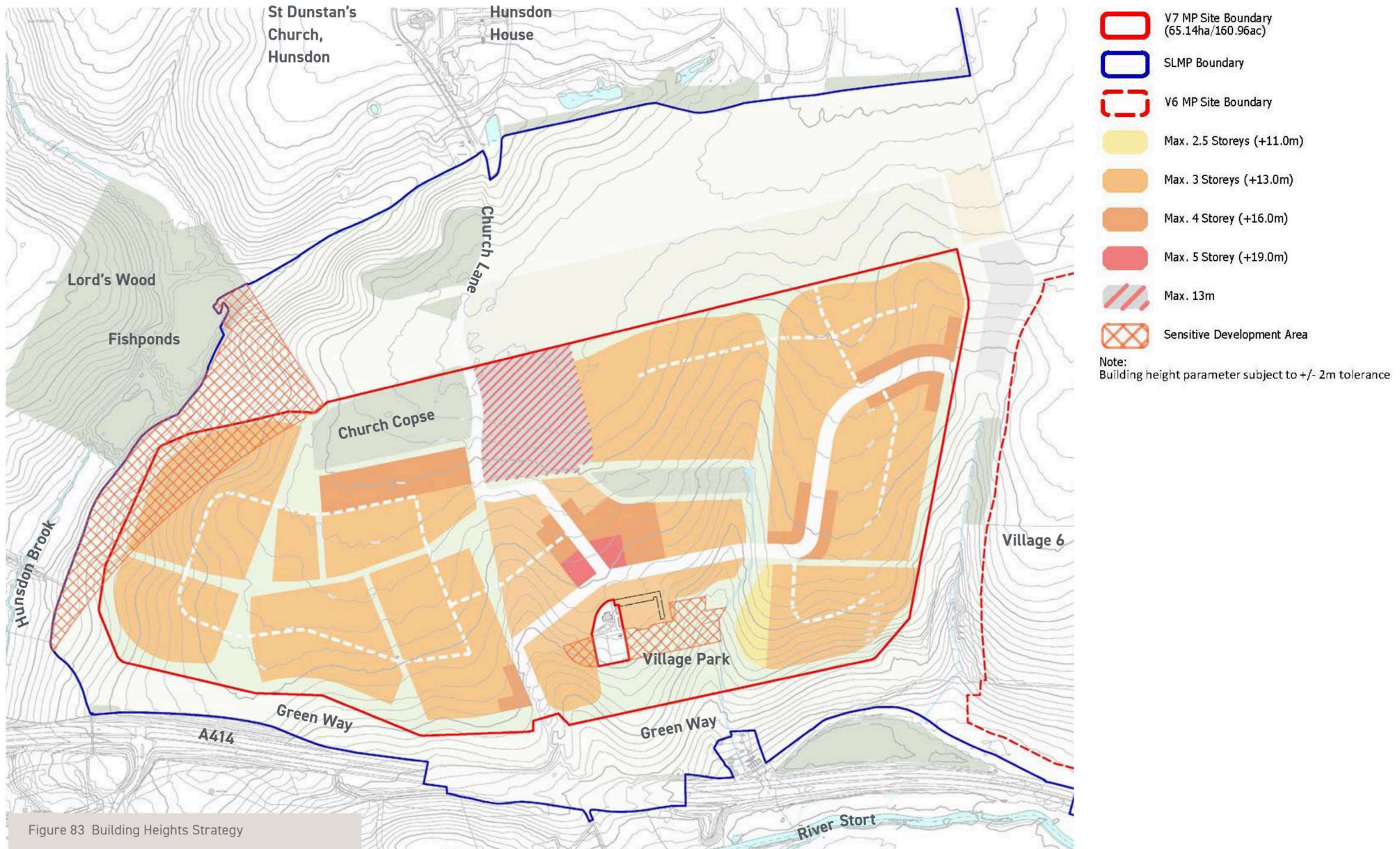


Figure 83 Building Heights Strategy

OVERVIEW

Density can be measured on either a gross or net basis. Gross density is a measure that includes all components of a site of any size, including the housing, commercial space, roads, open and public realm, schools and their grounds, and other uses. It is calculated using site area. Net density is a measure that includes everything that is developed but excludes major roads, open and public realm, schools and their grounds, and commercial and community buildings. It is calculated using net development area.

The total developable area of the Site is 65.5 hectares resulting in an average gross density of 22.9 dwellings per hectare. The total net developable area of the Site is 42.1 hectares, resulting in an average net density of 35.6 dwellings per hectare.

The Indicative Residential (& Non-Residential) Densities Strategy opposite demonstrates how the proposal will deliver 1500 units through a varied and rich range of densities with higher densities in the Village Centre and along the STC corridor and lower densities along the western, southern and eastern edges.

The Net Density Ranges shown in the plan exclude the following Village Masterplan areas:

- Green Infrastructure,
- STC Corridor,
- Primary Road Corridor,
- School,
- Non-residential Areas around the existing listed buildings.

DENSITY STRATEGY

- The highest density is proposed for the Village Centre area which is located at the heart of Village 7 in order to make the most optimal and efficient use of the land in proximity to mixed use facilities where the scale and massing is also highest. Locating the highest density here will also optimise the advantage for residents to be in close walking distance to commercial and community facilities.
- A medium high density of is distributed adjacent to the Village Centre and along the STC corridor to maximise accessibility to sustainable transport facilities.
- The medium low density range is located in the north western edge to the sports facilities and G&T site and along the east-west green corridor along the secondary road.
- The lowest density is distributed predominantly along the western edge to address the heritage and landscape sensitivities here and create a soft transition to the countryside beyond. It is also applied along the southern and eastern edges to create a more organic frontage to the Greenway along the southern edge and River Stort valley situated between Village 6 and 7.



Figure 84 Residential (& Non-Residential) Densities Strategy

“2. The proposed developments will respect and have positive relationships with their heritage assets”

(point no.2 of the 10 strategic principles)

The masterplan presented here provides a clear direction for the forthcoming RMA, building on principles established as part of the OPA and laying the foundations for forthcoming detailed design development. Whilst the masterplan identifies overall areas within the Site for certain types of building, building heights and densities, this will need to be carefully articulated in order to successfully achieve the aims of the masterplan, as well as the DSS and Neighbourhood Plan. This is described in relation to three key groups of heritage assets below:

HUNSDON BROOK FISHPONDS SCHEDULED MONUMENT AND ITS SENSITIVE DEVELOPMENT AREA

There are several key principles which have been established through the masterplan in relation to this area of the Site and sensitive development within it.

Response

The key principle in this location is that of reduced density and building heights, with the way in which the development responds to the landscape here a key consideration. Whilst development will be set into the contours of the landscape to enhance existing landscape features here, and in order to reduce visual impact in the setting of the scheduled monument, the detailed design of these buildings and their choice of materials should also reflect this landscape and ‘blend’ with it as much as possible. This area of the masterplan will have a distinct character, as envisaged through the Western Character Area described in the masterplan, differentiated by its overall massing. A distinct choice of materials of building typology/ vernacular could also be used in this area to complement this. Lighting should also be carefully considered and strategically located in order to reduce light pollution in the setting of the scheduled monument.

HUNSDON HOUSE AND HUNSDON PARK

Establishing a correct relationship between Hunsdon House, the other listed buildings, and the masterplan is of utmost importance.

Response

The northern area is primarily defined by the green buffer, ensuring a considerable separation between these listed buildings and the developed area. This is identified as a natural/semi-natural green space in the masterplan, and the choice of detailed landscape design here will need to be carefully considered in order to both deliver a visual buffer and enhance existing landscape features. Existing woodland will also be maintained to retain this aspect of the existing character, whilst also marking the north-south route into the Site, and the ways in which detailed landscape design can fully celebrate this new route and views along it will also need to be carefully considered. Lighting design will be a key consideration in relation to the setting of the listed buildings here, particularly in relation to the outdoor sports pitches and potential light pollution, though with careful placement and strategic design it

has been established that these impacts will be mitigated, especially in light of the significant green buffer as described here.

It is therefore considered that the masterplan establishes a clear framework for the detailed design development at RMA stage, and will successfully respond to both the heritage constraints and opportunities presented by the Site, in accordance with the identified design principles as outlined above.

BRICKHOUSE FARM AND BARN AND THEIR SENSITIVE DEVELOPMENT AREA

The proposals for the immediate setting of the listed farmhouse and barns are the focal point of the masterplan design. This represents a much denser area of the development in order to create the village centre, which is focused around and celebrates the listed building.

Response

Due to the land use in this area the vernacular and materials used will reflect the public realm and mixed use opportunities provided here, with the need for high quality design and materials to be used in the immediate setting of the listed farmhouse and barns. Views and sightlines through the development north-south, to both the farmhouse and barns and the Grade I listed St Dunstan's Church, will also need to be carefully integrated, with lighting design not overpowering these views and planting not obscuring them whilst still softening the street frontage here. The green space and allotments to the south and west of the farmhouse and barns are also a key part of this delivery, providing a balance to the denser village centre and reflecting

the former character of the farmhouse and barn's setting through considered landscape design in order to enhance existing landscape features.



Brickhouse Farm aerial



Barn and attached Stable and Cattleshed

“1. Villages should have a collective identity while having distinct individual characters and a recognisable range of treatment from centres to middle and to edges.”

(point no.1 of the 10 strategic principles)

OVERVIEW

The unique nature of each character area has been derived from the existing landscape assets, responses to heritage assets and surrounding built form across the Site. They have been developed to create a series of distinct neighbourhoods each with a unique sense of place and identity, reflected by building scale, morphological layout, architectural expression and public realm design.

The following pages defines the distinguishing features, elements and differences between each character area. The Design Code (Chapter 9) will provide a more comprehensive a robust set of design instructions which will inform future detailed design.

The design components and suggested character areas boundaries outlined in this section have an element of flexibility, the appropriate design responses will be reviewed and refined in subsequent design stages.

The three Character Areas identified are as follow:

- Village Heart;
- Eastern Gateway; and
- Woodland View.

VILLAGE HEART

- Inspired by the listed Brickhouse Barn and being in the heart of the village, layout of the Village Centre reflects the formality and regularity with high density development, creating a definition and sense of enclosure.



WOODLAND VIEW

- Most sensitive and contains medium to low density area within Village 7, with a distinctive verdant, leafy and rural character.
- Creates a sense of openness and living close to nature with an informal built form.



GANP

“The creation of character areas within each village, each adopting a range of built-form, scale and height appropriate to a village setting.” (Policy BU1 - paragraph 3, part i)



EASTERN GATEWAY

- This area is an important gateway into Village 6 and the wider Gilston Area, therefore, a strong sense of place and identity will be established at the eastern gateway.
- The overall layout and built form has a lower degree of formality compared to the Village Centre

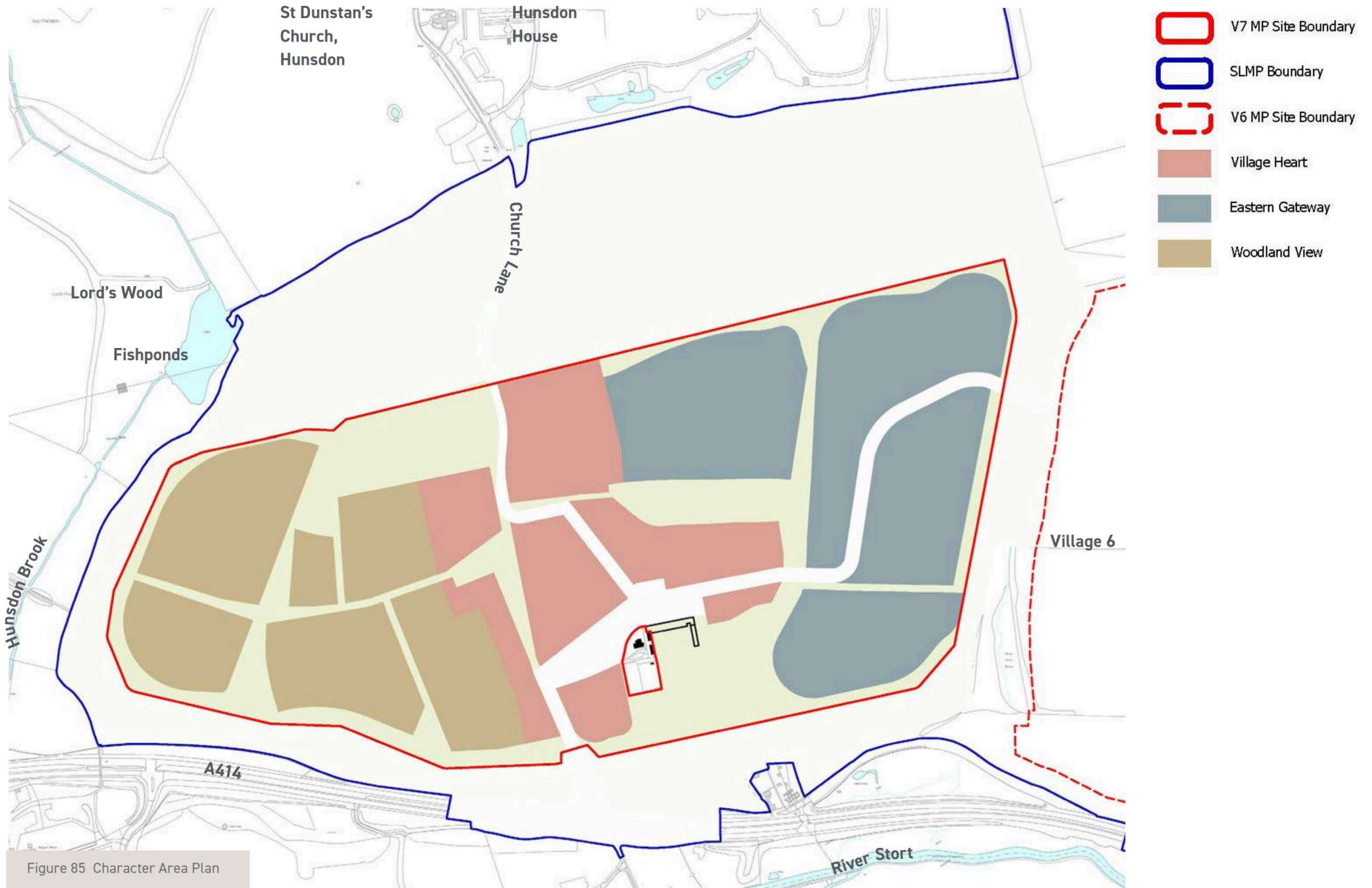


Figure 85 Character Area Plan

Village Heart Character Area

The Village Heart Character Area is located centrally within Village 7 and comprises important key community facilities and amenities that are fundamental in supporting a vibrant and sustainable village life. This includes the listed Brickhouse Barn, Village Square, Village Park, Church Lane Green and the STC Hub and Primary School. Church Lane and the Primary Road/STC route provide a north-south link, connecting Hunsdon House from the north to the A414 to the south of the Site, creating a Southern Gateway into Village 7 from the A414.

This area is characterised as formal in nature, consisting of the highest density development on average and predominantly compact built form, particularly around the Village Square and STC hub. Co-location of facilities will establish a focal point and a meeting place for the wider development. Building design will feature architectural details and materials taking inspiration from the listed Brickhouse Barn.

Development will sensitively respond to existing landscape features, including hedgerows and woodland, with a generous building line set-back.



Key Plan



High density frontage overlooking attractive landscape (Source: Great Western Park, Didcot)



Continuous frontage creating a sense of enclosure to public space (Source: Burghley Green, Taylor Wimpey)



Continuous frontage enclosing main thoroughfare (Source: Rochester Riverside, BPTW)

GANP

"The village centre provides a clear identity to the village and is located along an active pedestrian friendly street or appropriate village green and well connected to housing areas through a network of walking and cycling routes." (Policy BU2 - paragraph 1, part i)



High density frontage overlooking attractive landscape (Source: Wisley Airfield, Surrey)

Figure 86 Artist's impression of the Village Heart Character Area



Eastern Gateway Character Area

This character area is located to the eastern part of Village 7 and is bordered by the Football Hub to the north, Stone Basin Spring and the Gypsy Traveller site to the east, a north-south green corridor to the west and the Green Way to the south, abutting the A414. It consists of primarily residential development with the STC corridor as its east-west spine, providing a key all transport modes access and gateway area into Village 7 from Village 6.

The importance of this gateway location to the wider Gilston Area, is marked by formal built form around the gateway entrance and along the STC Corridor with landmark and accent buildings creating vistas and a sense of arrival into Village 7. Other parts of the Eastern Gateway Character Area feature less formal built form.

Along the development edges, built form is generally lower in density with an informal street layout and building arrangements to respond sensitively to the landscape edges, creating a 'softer' transition between built form and the landscape beyond.

The north-south green corridor is an important landscape feature within this area. It provides a key active travel route for both leisure and commute, connecting the formal sports area along the northern edge to the main Village Park and Village Square at the heart of the scheme.



Key Plan



Formal continuous frontage enclosing main thoroughfare and pocket space (Source: Trumpington Meadows, Cambridge)

GANP

"Softer outer village edges (with a fragmented building line and varied frontages dispersed among trees), with no visually prominent buildings or built frontages at the edges."
(Policy AG6 - paragraph 2, part ii)



Sensitive edge development along sloping green corridor (Source: The Avenue, Fleet)



Higher density edge frontage to green corridor in proximity to gateway (Source: Linmere, Houghton Regis)

Figure 87 Artist's impression of the Eastern Gateway Character Area



Woodland View Character Area

The Woodland View Character Area is on average the lowest density area within Village 7 providing a soft transition to the countryside to the west of the Site, creating an appropriate setting for Lord's Wood Ancient Woodland and the Hunsdon Brook Fishponds Scheduled Ancient Monument. Development along this interface will have a sensitive approach that respects and protects the setting of the heritage assets, which are compliant with the 'Sensitive Development Area' identified at OPA.

Development within this area is structured along a north-south green corridor which will provide co-located community amenities including allotments, play area and bus stop facilities. The east-west Key Active Travel Route provides a safe and direct route for cyclist and pedestrian, connecting the primary school, the Village Centre and Roydon Station located to the south west of the Site.

The varied and informal building character in this location will be complemented by landscape features and green corridors where existing vegetation will be retained and enhanced to create a distinctive verdant, leafy and rural character.



Key Plan



Landscaped green corridor framed by built form
(Source: Taplow Riverside, Berkeley Group)



Variety of housing typologies along edges (Source: Burleyfields, Taylor Wimpey)



Varied low density housing
(Source: Coulsdon South, London)



Sensitive edge development
(Source: Ellison Park, Hunsdon)

GANP

"Softer outer village edges (with a fragmented building line and varied frontages dispersed among trees), with no visually prominent buildings or built frontages at the edges."
(Policy AG6 - paragraph 2, part ii)

Figure 88 Artist's impression of the Woodland View Character Area



“10. There should be a heart to each village of an appropriate size and scale which will be the centre of village life”

(point no.10 of the 10 strategic principles)

VILLAGE CENTRE

Located at the heart of Village 7, the Village Centre will offer a mix of uses to support the new community as this grows.

The Village Centre consists of the below key components:

- 1 Mixed Uses focussed around the key node between the east-west STC corridor and the north-south primary route;
- 2 A new Community / Transport Hub to the south, in proximity to the retained existing Brickhouse Farm House and associated barn, which will also include a Sustainable Transport Hub (see section 6.5.7);
- 3 A Primary School anchoring the northern end of the north-south primary route where this reconnects with Church Lane (more details on p158);
- 4 A potential area for employment;
- 5 Direct access to the Community Park south of the Community Hub, creating a play, leisure and ecology destination for the whole community as well as preserving views and creating a setting for the existing heritage buildings.
- 6 A Village Green including play facilities and strategic walking and cycle routes along the current alignment of Church Lane;
- 7 Proposed primary routes creating an alternative alignment to Church Lane with continuous active frontages creating a sense of enclosure in a walking and cycling friendly environment;



Village Masterplan - Illustrative Masterplan - Village Square commercial and retail

Figure 89 Artist's impression of the Village Centre



“5. The detailed designs for V7 should make appropriate provision for work and community facilities, including dedicated floorspace for employment as well as home-working, and supporting infrastructure.”

(point no.5 of the 7 Village 7 principles)

PROVISION OF COMMERCIAL, RETAIL AND EMPLOYMENT AREA.

The proposal will deliver up to a total of 11,510 sqm (GEA) of non-residential floorspace, of which 6,050sqm are identified for commercial, retail, offices and light industrial uses (breakdown of uses are included in the table below). This will be provided within the Village Centre (Mixed Use Area) as identified in Figure 91 opposite.

The Village Centre is envisioned to provide for the day-to day needs of Village 7 residents and the wider Gilston neighbourhoods. Therefore, commercial and retail provisions, including shops, cafés, restaurants and co-working spaces

will be co-located together with other community uses, such as community hall, meeting places, STC Hub and the listed Brickhouse Barn to create a local destination which have good visibility and can be easily accessed via public transport.

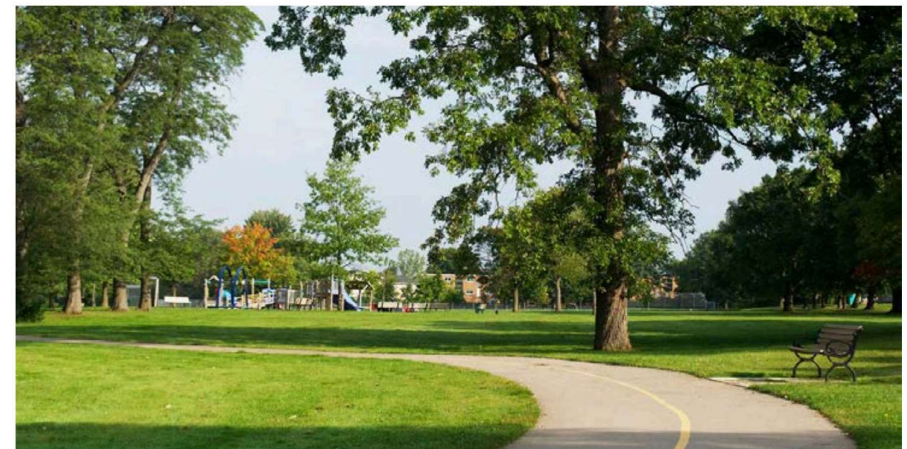
Likewise, offices and any light industrial and storage or distribution (Class E, B2 and B8) provision will be located to the west of the realigned Church Lane and south of the woodland. This area will benefiting from a natural buffer to any habitable dwellings and thus, minimise noise and visual impacts. It will also benefit from the direct link to the A414, which connects to Harlow and Cambridge.

Non Residential Land Uses	GEA
Shop, Financial and professional services, Cafés or restaurants (Class E)	Up to 570sqm
Pub or drinking establishment (sui generis)	Up to 190sqm
Take away (sui generis)	Up to 190sqm
Office and any Light Industrial process (which can be carried out in any residential area without causing detriment to the amenity of the area) (Class E)	Up to 3,000sqm
Light Industrial process (which can be carried out in any residential area without causing detriment to the amenity of the area) (Class E) Industrial (Class B2) Storage or Distribution (Class B8)	Up to 2,100sqm

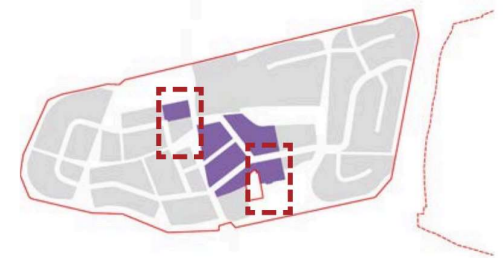
Figure 90 Schedule of Proposed Non-Residential Land Uses - Employment



Precedent: Mixed use/ community building



Precedent: Community park and play area



Key Plan



PROVISION OF PRIMARY SCHOOL AND EARLY YEARS FACILITY

The masterplan makes provision for up to 3,850sqm of education floorspace for the delivery of up to a 3Form Entry Primary School as per the DSS. The final floorspace figures will be determined through the RMA for the primary school (to include nursery). The Independent day early years facility is a separate provision in the Village Centre, with a minimum floorspace of 300 sqm and a maximum of 550 sqm.

Both sites will have good access to public transport and can also be accessed by walking and cycling, via a connected network of cycleways and footpaths. Public realm in front and around the school site will be of high quality and well designed to ensure the safety of children and pupils.

Where provision for Special Educational Needs and Disabilities ("SEND") is identified through capacity and feasibility testing at a more detailed design stage, this will form an integral part of the Village 7 Primary School. This will be considered through the Education Review

Group and Education Review Report in line with the S106 agreement, to ensure a coordinated and comprehensive approach to meeting the requirements across the Gilston Area.

The strategic east-west pedestrian and cycle route will provide a direct and safe connection to the Primary School. As explained in the Option Testing chapter, the school building and entrance zone to be located approximately 30m away from Church Lane traffic to minimise any negative impact this primary route might generate.



Precedent: primary school



Figure 93 Artist's impression of the Primary School

Non Residential Land Uses	GEA
Schools – Up to 3 Form Entry Primary School including Nursery (Class F.1)	Up to 3,850sqm
Early Years Facility (Class E)	Up to 550sqm

Figure 94 Schedule of Proposed Non-Residential Land Uses - Education



Figure 95 Indicative Primary School layout



Key Plan



Cherished View

In the circumstances where the Primary School is to be delivered by the County Council, the developer is required to provide a suitable serviced site for the Primary School, in accordance with the County Council's Land Specification for School Sites. That specification ensures that School Sites meet a range of criteria, to include the correct size (2.92 Ha) of site and suitable topography, amongst a range of other considerations. In accordance with the S106 legal agreement, a School Site Plan is submitted alongside this Masterplan to show the boundary of the School Site in accordance with the County Council's Specification requirements, and this site has been incorporated into these masterplan proposals accordingly.

Where the Primary School is to be delivered by the developer, this has to be provided in accordance with the County Council's requirements for Developer Built Schools and constructed to meet or exceed the Primary School Specification in complying with Department for Education Output Specification as contained in the Government's School and Further Education College Design and Construction Guidance". The requirements of this guidance would be further considered at the Reserved Matters stage.



6.5 Sustainable Movement



STRATEGIC CONTEXT

Village 7 is referred to as 'The Western Gateway to the Gilston Area' in the Strategic Design Guide. Access proposals for the Site have been developed alongside those for Villages 1-6, to ensure good connectivity by active and sustainable modes within the Gilston Area and beyond to neighbouring communities, as well as to tie into wider strategies for improved connectivity across the HGTT and Hertfordshire / Essex region. The key element of this is a network of Sustainable Transport Corridors linking the seven villages of the Gilston Area to Harlow Town Station, Harlow town centre and across the wider HGTT area. These will prioritise walking, cycling and bus travel, and would accommodate proposed future "HERT" mass rapid transit services.

Village 7 lies within the context of the Strategic Landscape Masterplan, which includes strategies and a design code for access routes through the landscape areas surrounding the villages of the Gilston Area.

The Gilston Area has ambitious sustainable travel aspirations, targeting 60% of all journeys generated by development in the Gilston Area to be undertaken by sustainable modes.

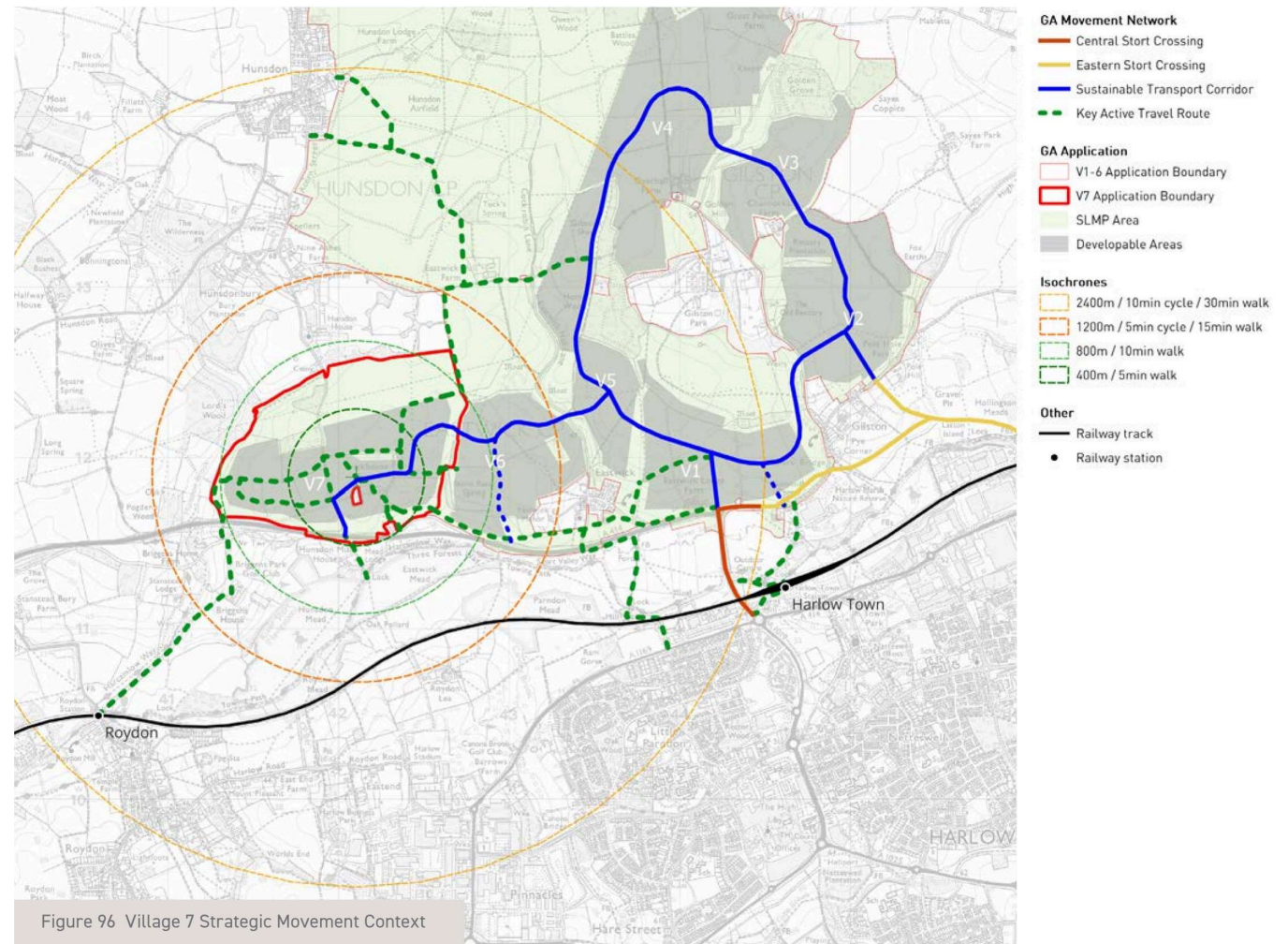


Figure 96 Village 7 Strategic Movement Context

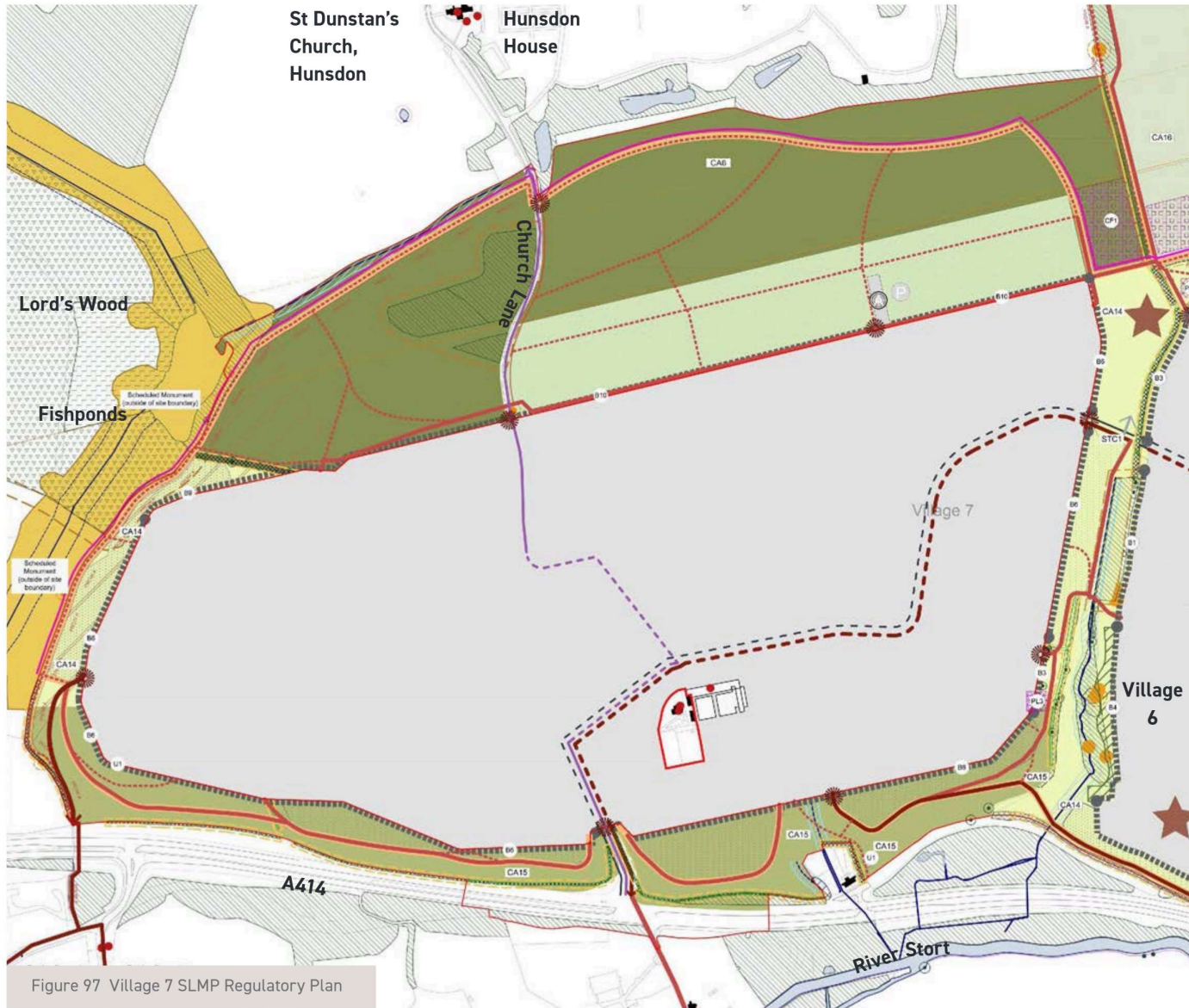


Figure 97 Village 7 SLMP Regulatory Plan

1. Boundaries Combined Application Boundaries for Giron Area Village Developable Area Existing Ancient & Semi-natural Woodland & Buffer 20m buffer as defined in Development Specification - Refer to 7.3.1 and 7.3.2 for further details Existing Ancient Plantation Woodland & Buffer 20m buffer as defined in Development Specification - Refer to 7.3.1 and 7.3.2 for further details Existing Woodland & Plantation & Buffer 20m buffer as defined in Development Specification - Refer to 7.3.1 and 7.3.2 for further details Existing Veteran Tree & Buffer 10m buffer as defined in Development Specification - Refer to 7.3.1 and 7.3.2 for further details Existing Hedgerow & Buffer 10m buffer as defined in Development Specification - Refer to 7.3.1 and 7.3.2 for further details Existing Watercourse & Buffer 10m buffer as defined in Development Specification - Refer to 7.3.1 and 7.3.2 for further details Other existing watercourse / surface drainage features Local Wildlife Site & Ecological Buffer 20m buffer as defined in Development Specification Permanent Feature & Ecological Buffer 20m buffer as defined in Development Specification Existing Buildings Artificial Zone Location of potential extension of Monks' Club Optional - subject to feasibility study. Refer to Chapter 4.2.2 Existing Lane Existing advance planting	2. Existing Landscape Features Existing Ancient & Semi-natural Woodland & Buffer 20m buffer as defined in Development Specification - Refer to 7.3.1 and 7.3.2 for further details Existing Ancient Plantation Woodland & Buffer 20m buffer as defined in Development Specification - Refer to 7.3.1 and 7.3.2 for further details Existing Woodland & Plantation & Buffer 20m buffer as defined in Development Specification - Refer to 7.3.1 and 7.3.2 for further details Existing Veteran Tree & Buffer 10m buffer as defined in Development Specification - Refer to 7.3.1 and 7.3.2 for further details Existing Hedgerow & Buffer 10m buffer as defined in Development Specification - Refer to 7.3.1 and 7.3.2 for further details Existing Watercourse & Buffer 10m buffer as defined in Development Specification - Refer to 7.3.1 and 7.3.2 for further details Other existing watercourse / surface drainage features Local Wildlife Site & Ecological Buffer 20m buffer as defined in Development Specification Permanent Feature & Ecological Buffer 20m buffer as defined in Development Specification Existing Buildings Artificial Zone Location of potential extension of Monks' Club Optional - subject to feasibility study. Refer to Chapter 4.2.2 Existing Lane Existing advance planting	3. Character Areas CA1 - Easton Wood Park CA2 - Hunsdon Allotment Park CA3 - Home Wood CA4 - Giron Fields CA5 - Giron Park CA6 - Hunsdon Community Park CA7 - Easton Valley Green Corridor CA8 - Easton Village Corridor CA9 - Easton Hall Green Corridor CA10 - Golden Brook Riparian Corridor CA11 - Fiddler's Brook Green Corridor CA12 - Charnock Farm Green Corridor CA13 - Mayflower Wood & Great Paragon Farm CA14 - Village Corridor CA15 - Village 7 Greenway CA16 - Agriculture	4. Blue Infrastructure Zones appropriate for Strategic SuDS Features (Including associated earthworks) within SLMP Watercourse restoration & realignment Proposed Wildlife Ponds Ancient and semi-natural wetlands Plant of Flood Plain Compensation Works Shown Indicatively Existing waterbodies	5. Access & Strategic Movement Proposed Active Travel Routes Leisure Routes Pedestrian Route through Village - shown indicatively Pedestrian & Cycle Route through Village - shown indicatively Commuter Routes Pedestrian & Cycle Route through Village - shown indicatively	6. Heritage Listed Buildings Scheduled Development Areas Shown in SLMP as yellow. Refer to Part 8 Chapter 3.4.8 for further details Scheduled Monument Shown in SLMP as orange. Refer to Part 8 Chapter 3.4.8 for further details Heritage Asset Trail - shown indicatively Refer to Chapter 3.5.3 for further details	7. POS & Community Facilities Community Sports Zone Refer to Part 8 Chapter 4 (Green Area) for further details School Sports Refer to Part 8 Chapter 4 (Green Area) for further details PL1 - Destination Play Space Refer to Chapter 4 and Chapter 3.4.8 for further details PL2 - Village Playground within SLMP Refer to Part 8 Chapter 4.3.3 for further details PL3 - Neighbourhood Play Space within SLMP Refer to Part 8 Chapter 4.3.3 for further details Community Food Production Refer to Part 8 Chapter 4.3.3 for further details Any other Building Location shown indicatively. Refer to Chapter 4 (Green Area) 3.4.8 for further details Any other Building Location shown indicatively. Refer to Chapter 4 (Green Area) 3.4.8 for further details	8. Ecology and Habitats Nature Priority Areas Refer to Part 8 Chapter 3.5.3 for further details For a full list of areas and their locations, refer to Part 8 Chapter 3.5.3 for further details	9. Interfaces & Boundaries Refer to Part 8 Chapter 3.5.3 for further details B1 Woodland / Developable Area B2 Ancient Woodland / Public Open Space B3 Existing Hedgerow / Developable Area B4 Ecological Buffer / Developable Area B5 Strategic Green Corridor / Developable Area B6 Village Corridor / Developable Area B7 Riparian Corridor / Developable Area B8 Community Sports / Developable Area B9 Public Open Space / Developable Area B10 Public Open Space / School Sports / ADP B11 Public Open Space / Existing Settlement	10. Utilities 400V Electricity Cables & Equipment 11kV Electricity Cables & Equipment Gas Main & Equipment 12kV Electricity Cables & Equipment Water Main & Equipment 11kV Electricity Cables & Equipment 11kV Electricity Cables & Equipment U1 - Utilities Substation / Pumping Station / Access & Screening U2 - Utilities - Primary Electricity Substation Primary Electricity Substation, Access & Screening A single substation is required, location options are indicative
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“9. Streets should be treated as vibrant and active spaces in themselves, prioritising walking, cycling and public transport”

(point no.9 of the 10 strategic principles)

KEY PRINCIPLES

The design approach for the Village 7 masterplan is based on the principles set out in the HGGT Design Guidance. These aim to achieve sustainable growth based on four themes: economy & regeneration, placemaking & homes, landscape & green infrastructure and sustainable movement.

This last of which sets the following key principles:

- Revitalising the cycle and walking network
- Changing the character of roads to streets
- Integrated sustainable transport: a viable and preferred alternative to cars
- Anticipating change and future proofing infrastructure

The approach taken to access and movement has embedded these principles in the masterplan as it has been developed. This includes designing access and movement networks to prioritise active and sustainable modes of travel, with the overarching aim of achieving a target that 60% of all journeys generated by development in the Gilston Area are made by sustainable modes.

The Village Masterplan enables a suite of measures to be introduced that in

combination help achieve the 60% sustainable mode share target. These measures are:

- Broad mix of uses including commercial, employment, education and leisure to meet daily needs without off-site travel
- Sustainable Transport Corridor which prioritises active travel and public transport with high-quality facilities linking to the Gilston Area, rail stations and Harlow
- High-quality active travel infrastructure including permeable and direct network of commuter and leisure routes and off-site links
- Street layout that is circuitous for cars but more direct for buses and active travel
- Mobility hubs with associated facilities including real-time passenger information, secure cycle parking and parcel lockers
- Bus prioritisation including bus gates, bus lanes and in-line bus stops
- Bus strategy with high-frequency service secured through funding contribution and additional contingency
- Generous cycle parking provision for all uses and in the public realm
- Car club parking



Directness of routes by mode of transport

- Travel planning including sustainable travel vouchers
- Continued monitoring of progress and implementation of additional measures through Sustainable Transport and Innovation Fund if required.

In combination these measures can contribute to an environment that is attractive to residents who seek a car-light lifestyle and do not rely on the car for a majority of their trips. In turn, this could encourage reduced car ownership which over time would lead to self-reinforce effects, further increasing the attractiveness of sustainable modes.

The Village Masterplan Access and Movement Plan refines the key elements identified in the OPA parameter plan. These refinements are important in terms of achieving sustainable travel behaviour but are nevertheless all compliant with the OPA. The refinements are as follows:

- At the Village Centre the STC and Hub remain in place. The STC therefore remains within its deviation zone.
- The western bus loop has been enlarged and now better serves the westernmost areas of Village 7 and follows secondary streets.
- A bus gate has been added on the western bus loop to prioritise buses over general traffic.

GANP

“Promote sustainable transport choices with a clear order of priority: reduce the need to travel, walking, cycling, public transport, shared transport, deliveries and private transport.” (Policy TRA1 - paragraph 3, part i)

- Alignment adjusted to enable view of St Dunstan Church Spire from Church Lane.

Furthermore, the Access and Movement Plan makes the following additions compared to the OPA:

- The vehicle access network is no longer organised in loops but in separated cells, thus, making car journeys between destinations and neighbourhoods across the Site more circuitous than active and sustainable journeys.
- The cycle network has been refined with the STC and commuter routes forming the backbone of the cycle network rather than always coinciding with the vehicular network. The network is particularly designed to encourage active travel to the school, sports hub, Village Centre, Sustainable Transport Hub and other points of interest.
- An indicative local hub in the east and two bus stops in the west have been added. The former forming a key node in proximity to junctions between the STC and secondary movement network.
- 5 minutes walking catchments from bus stops have been added. All dwellings in Village 7 fall within a 400m radius of a bus stop.



- V7 MP Site Boundary
- SLMP Boundary
- V6 MP Site Boundary
- Deviation Zone for Sustainable Transport Corridor / Indicative Primary Vehicular Route
- Deviation Zone for Indicative Primary Vehicular Route towards Hunsdon
- Primary Street
- Secondary Street
- Indicative Tertiary Street
- Indicative Shared Surface Street
- Sustainable Transport Corridor (STC)
- Supplementary STC
- STC Hub
- Bus Stop
- Bus Gate
- All-modes of Transport Access Points
- Active Travel Access Points (Pedestrian & Cycle)
- Pedestrian Only Access Points
- Pedestrian Leisure Route*
- Cycle Commuter Route*
- Cycle Leisure Route*
- Heritage Trail (as shown in SLMP)
- Existing Public Rights of Way
- Community Heat Hub
- Pumping Station

*Delivery of route typology for strategic connectivity is mandatory. Alignment of route is shown indicatively.

Figure 98 Village Masterplan Access and Movement Strategy

*Delivery of route typology for strategic connectivity is mandatory. Alignment of route is shown indicatively.

“Village 7 is to form the western gateway to the Gilston Area occupies the south facing slopes of the Stort Valley, flanked and Lord’s Wood to the west, and the proposed site of Village 6 to the east”

(Extract from the Strategic Design Guide, page 78)

GANP

Gateways should be designed through “a transition through landscape”. “Gateways and landmark buildings at the entrance of a site are...alien in villages that developed organically over time.” (Appendix 3.8 - p.117)

ALL-MODE ACCESS POINTS

Three main access points to Village 7 are identified. The Southern access point is the main access point into the development from the A414 at the location of the existing Church Lane junction with the A414. The Northern access point is the approach into the Site from Hunsdon House via Church Lane. The Eastern access point is the strategic connection point that lies within the Village 7 and Village 6 landscape buffer, connecting Village 7 to the wider Gilston Area. At the edges of the development area one finds a gateway area with traffic calming features and signage welcoming visitors to Village 7. Further design guidance on the built form and appearance of each gateway area is provided in Section 9.7.3 of this document.

The above primary all-modes access points feature protected cycling and walking infrastructure and are the starting points of the village's street network, connecting to the existing highway network.

ACTIVE TRAVEL ACCESS POINTS

Seven additional access points are identified solely for active travel purposes, allowing pedestrian/cycle connections along the perimeter of the Site, which incorporates existing Public Rights of Ways (PRoWs) and other footpaths. This includes pedestrian/cycle accesses towards Village 1-6, Eastwick, Hunsdon, Roydon Station, Harlow Station and Stort Valley Towpath. At the western Site boundary there is a pedestrian access point connecting to Footpath Hunsdon 001. This will allow adjacent landowners to implement a potential future bridleway connection to Bridleway Stanstead Abbots 020/Hunsdon 002. The distribution of access points around Village 7 provides safe and easy connections to the surrounding local destinations and landscape, including Hunsdon Brook to the west, Stone Basin Spring and the landscape buffer to Village 6 to the east and the allotment area to the north east of Village 7.

ONWARD ROUTES

To the east, the five access points tie into numerous onward routes within the SLMP. There are also off-site links which are to be provided alongside the delivery of Village 7. These are the Hunsdon Lock Link, the Roydon Commuter Link and the V1-7 Temporary Pedestrian and Cycle Link. The first two provide onward connections beyond the SLMP while the latter secures early active travel connectivity to Village 1.



PEDESTRIAN NETWORK

While the vehicular street network does not offer direct links between neighbourhoods the pedestrian network is designed to be very permeable to increase walkability. They are differentiated into Commuter (primarily footways) and Leisure Pedestrian Routes (primarily footpaths) with the former being well lit and with sealed surfacing. All vehicular streets with the exception of Shared Surface Streets offer pedestrian footways which are supported by shared foot and cycle paths and regular footpaths to create a fine mesh of walking routes. Away from the streets, most footpaths follow landscape features, allowing for easy experiencing of the village's rich natural landscape.

Pedestrian routes are to be direct and attractive so that residents and visitors choose sustainable travel modes over cars, in particular for trips within the Site. Wayfinding has to be comprehensive and of continuity across the Gilston Area and Harlow, providing a highly legible network of routes. The Greenway to the south presents an important leisure route for pedestrians as laid out in the Strategic Landscape Masterplan.

GANP

"Each village layout incorporates a legible street network designed to encourage walking and cycling connecting new housing to the village centre and other facilities." (Policy BU4 - paragraph 2, part ii)



Precedent: Shared pedestrian and cycle path, Broughton



Figure 100 Pedestrian Network Plan

CYCLING NETWORK

A comprehensive and permeable cycle network is proposed across Village 7 where every corner of the Site is reachable within a 5–10 minute cycle. This allows for quick and sustainable access to key on-site destinations within the Village Centre such as the Early Years Facility, primary school, offices and the transport hub.

The cycling network offers some of the most direct links between points of interest in and around the village. Multiple distinct north-south as well as east-west connections form a permeable network. Along primary and some secondary streets, cycling infrastructure is segregated from the carriageway while on tertiary streets and shared surface streets vehicles give priority to cyclists. The cycle network can further be differentiated between commuter and leisure routes with commuter routes being well lit and having sealed surfacing. Further specification can be found in the Design Code.

GANP

“Provide a well-connected network of attractive, safe, convenient...cycle routes”
(Policy TRA1 - paragraph 3, part iii)



Precedent: Shared path with modal filter (Source: E17 Modal Filters)

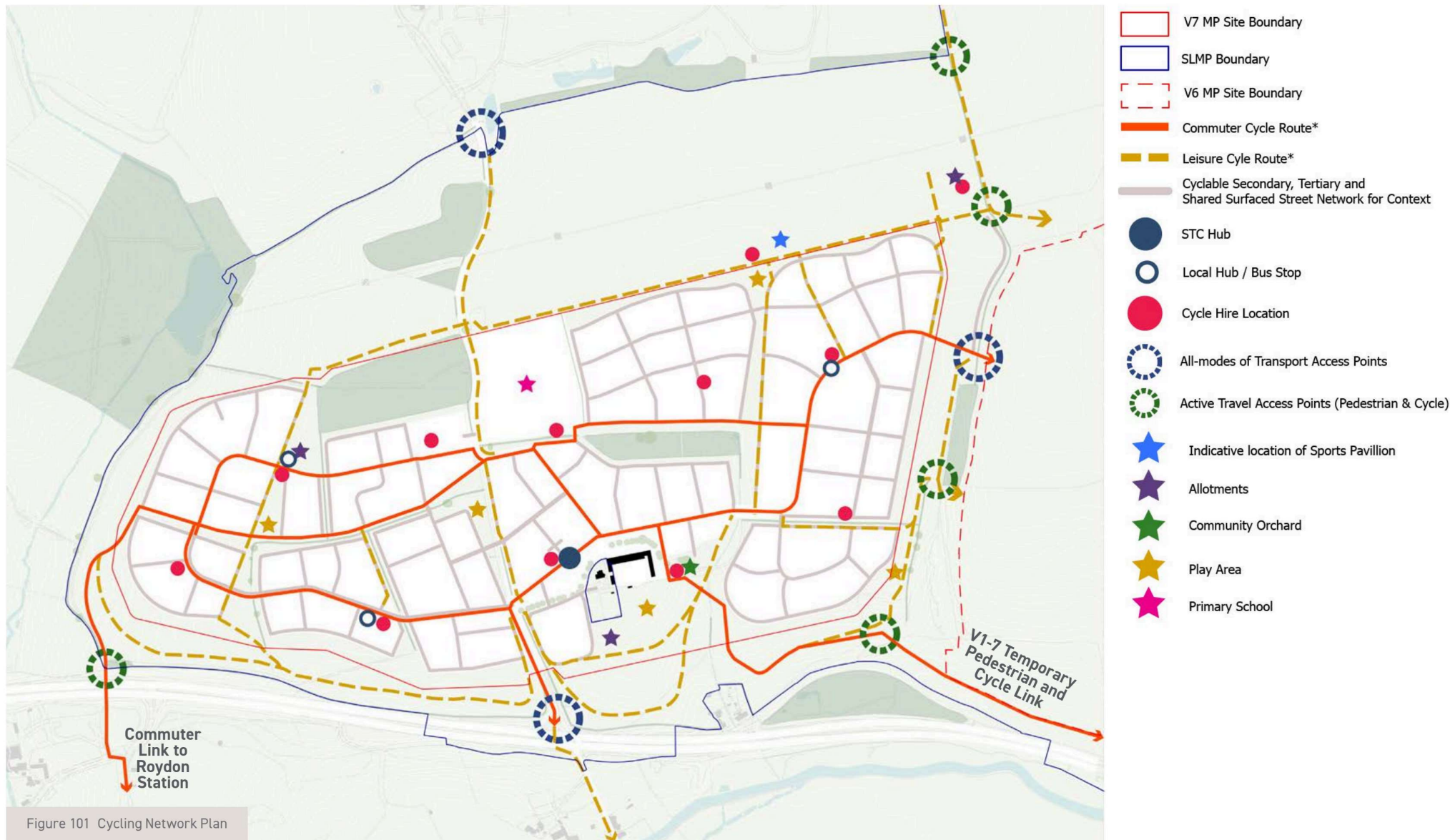


Figure 101 Cycling Network Plan

BUS NETWORK

Public transport is provided in the village through numerous bus routes. They run on the primary streets and to a lesser extent the secondary streets. The village is covered by four bus stops, that bring all housing units within a 400m radius (a 5-minute walk) of a stop and the entirety of the village's housing within an 800m radius (a 10-minute walk) of the STC Hub. All bus services are to stop at the STC Hub at the village's centre. Here interchange between bus services is envisaged and many other useful mobility-related services are to be located at this local hub.

The bus network and hub are designed for buses to traverse the village at ease. Services to/from the west (including potentially HERT services) would enter/exit via the A414 access, stop at the STC Hub and eastern stop, then continuing east through the Gilston Area. Local Gilston Area bus services terminating in Village 7 would loop around the western end of the development with priority access to/from the STC Hub via bus gates.

A maximum of seven bus services per hour are expected to terminate at the STC Hub in Village 7. With the bus loop operating clockwise, bus stands are best be located on the eastbound (north) side of the road at the Hub. It is assumed that this would be the only bus parking provision at Village 7 and no depot facilities will be provided.

Along the STC buses are to be prioritised. If prioritisation is found to be insufficient throughout the course of development build-out, additional bus priority measures (see STC coding section) are to be introduced on the STC to improve bus reliability and journey times.

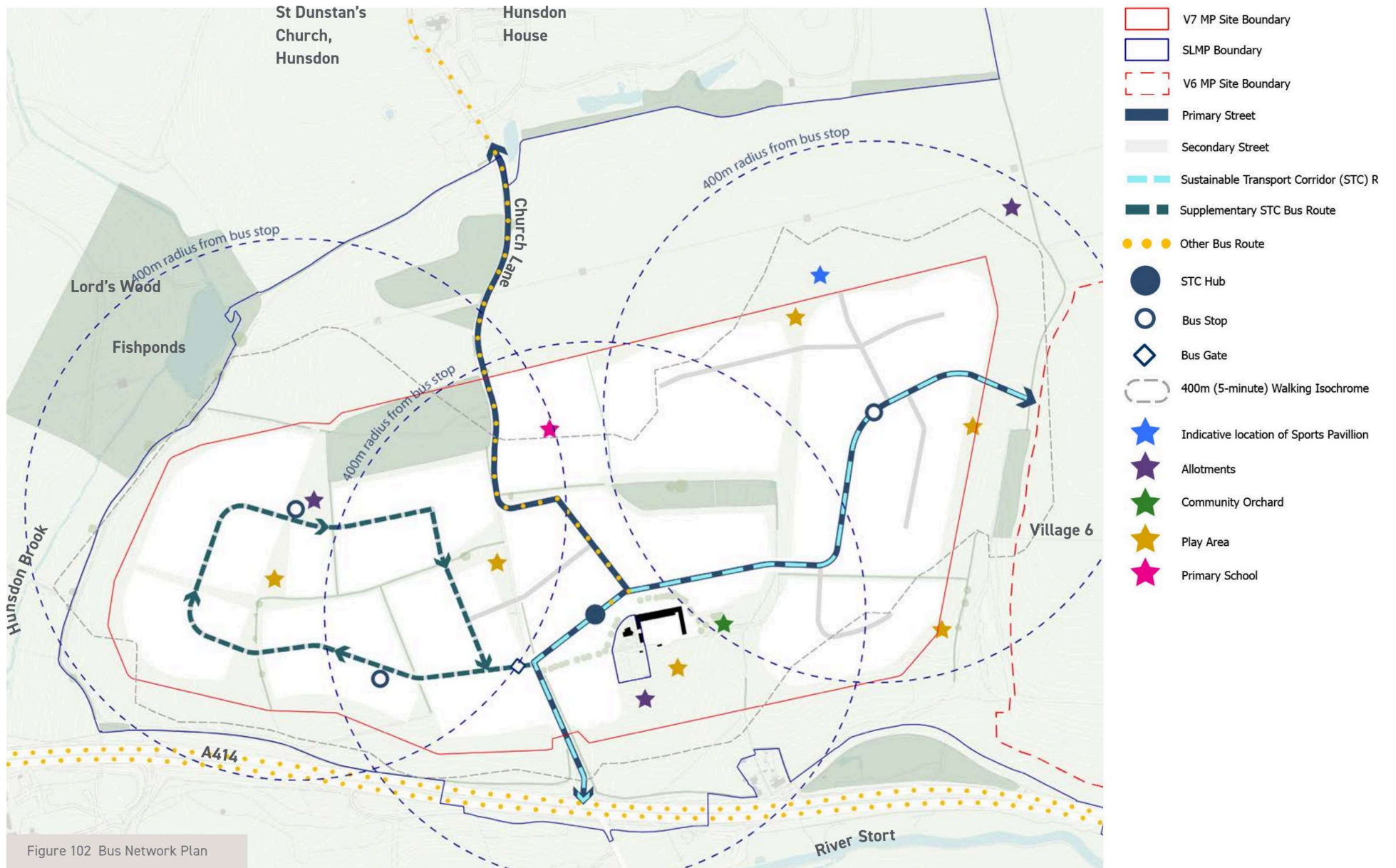


Figure 102 Bus Network Plan

In Village 7, sustainable modes of travel, in particular bus use and cycling, enjoy priority over the private motorised vehicle in numerous ways. The GA bus strategy has been developed which feeds into the wider HGGT Transport Strategy, which identifies the potential for providing a north-south Sustainable Transport Corridor through Harlow, connecting the GA to the wider Harlow Garden Town.

SUSTAINABLE TRANSPORT CORRIDOR (STC)

The STC will accommodate a high frequency of bus services (11 buses per hour) with segregation from and priority over normal traffic on the connection from the GA to Harlow Town Station.

The STC enters Village 7 from the east, passing a first bus stop, continuing to a larger bus stop with interchange facilities (the Sustainable Transport Hub) at the village centre. It then turns south to join the A414. Within the village, the corridor has segregated cycle lanes along its length.

SUSTAINABLE TRANSPORT CORRIDOR HUB (STC HUB)

The Village 7 STC Hub at the Village Centre will be a secondary mobility hub as laid out in the Harlow and Gilston Garden Town Guide for Sustainable Community Transport Hubs.

Amenities might change over time as the hub and transport needs and possibilities develop. The bus stops at the hub are designed so they can be accessed from all directions to the east and the west. This setup allows for an initial hub service in the early phases of development as well as through services later on. Extension of routes to the west of Village 7 can also be incorporated without alterations to the layout. The layout also allows all bus services that head the same way to depart from the same stop which makes the calling pattern intuitive for passengers.

The hub is not merely a bus stop but a interchange facility that combines many forms of sustainable mobility. It acts as an interface between the “last mile” and longer journeys. Furthermore, it is a focal point of village life where residents encounter other villagers.

Supporting this, the three bus stops at the eastern and western sides of Village 7 respectively are to act as local hubs as described in the aforementioned policy document.

The eastern and western bus stops also have some hub features. These may include many of those offered by the main hub. Further information on these amenities can be found in the Design Code and the VAMPS.

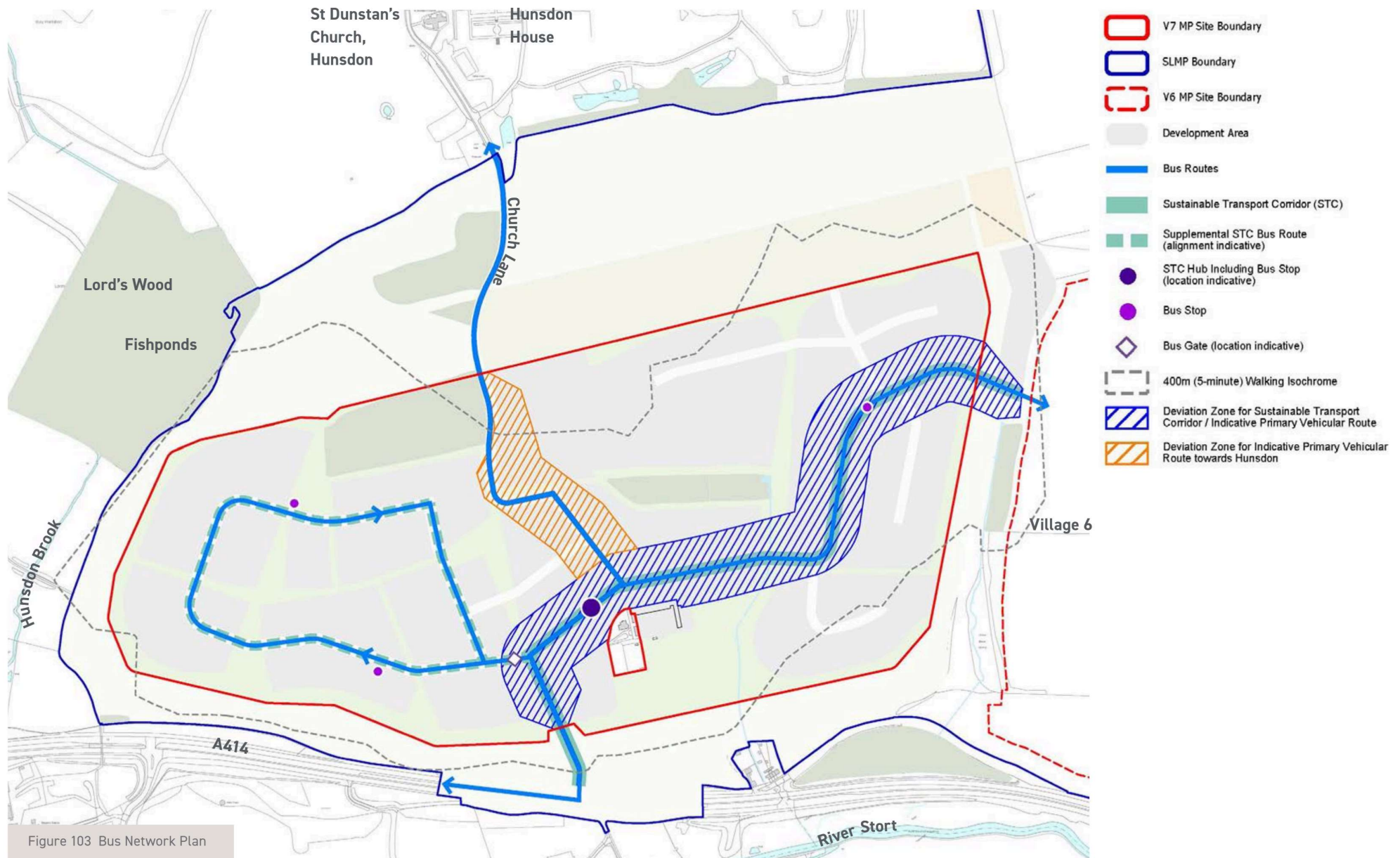


Figure 103 Bus Network Plan

The diagram opposite illustrates an indicative Sustainable Transport Hub layout which includes the below elements:

Bus Prioritisation Measures:

- 1 Bus gates prioritising access to the west of the village
- 2 Bus lane on southern approach from the A414 signal junction
- 3 Regular bus stops on carriageway without lay-by so buses need not re-enter traffic

Cycling Prioritisation Measures:

- 4 Fast and direct cycle connections to all major points of interest on dedicated cycling routes
- 5 Bidirectional cycle lanes separated from carriageway along primary routes avoid many junctions and crossings
- 6 Tertiary streets and shared surface streets designed as cycle streets where cyclists have priority over cars



Precedent: Example of mobility hub in Belgium

- 7 Crossing designs with Copenhagen style crossings and squareabouts that give cyclists priority over motorised traffic

- Permeable street network for cyclists
- Combined pedestrian and cycle paths in the surrounding landscape for leisure use

The layout of the STC Hub opposite also features:

- A bus stand for waiting buses
- (E-) cycle and (e-) scooter hire facilities
- Parcel pick-up facility, e.g. parcel lockers
- (E-) car club vehicles for hire



Precedent: Enfield Town Cycle Hub



AMENITIES OF THE STC HUB

- | | |
|--|--|
| 1 Sheltered waiting areas | 5 E-car club vehicles for hire |
| 2 Parcel locker | 6 Real-time passenger information and seamless ticketing |
| 3 E-cycle and e-scooter stands and hire facilities | 7 Seating for leisure |
| 4 Wayfinding, signposting | 8 High-frequency service |

Not shown in diagram:

- Bus priority
- Inclusive markings and road designs
- Connection to major cycle routes
- Remote working space
- (E-)cycle lockers
- Recycling facilities

Figure 104 Diagram showing an example of a Mobility Hub (Source: CoMoUK)



STREET HIERARCHY

The village streets follow a hierarchy that allows adequate access to all properties and creates a legible network of streets. There shall be four principal categories of street in Village 7; each with different functions and with different attributes. Together, they form a network for vehicular movement within, through, to and from the village.

Four types of streets are identified, this includes:

- Primary Street;
- Secondary Street;
- Tertiary Street; and
- Shared Surface Streets

These are to be located as indicated in the Street Hierarchy Plan overleaf. Please refer to Chapter 9 Design Code for further design instructions on street typology and indicative street sections.



Precedent: A shared surface street, Lime Tree Square, Street (Source: Neil Crocker)

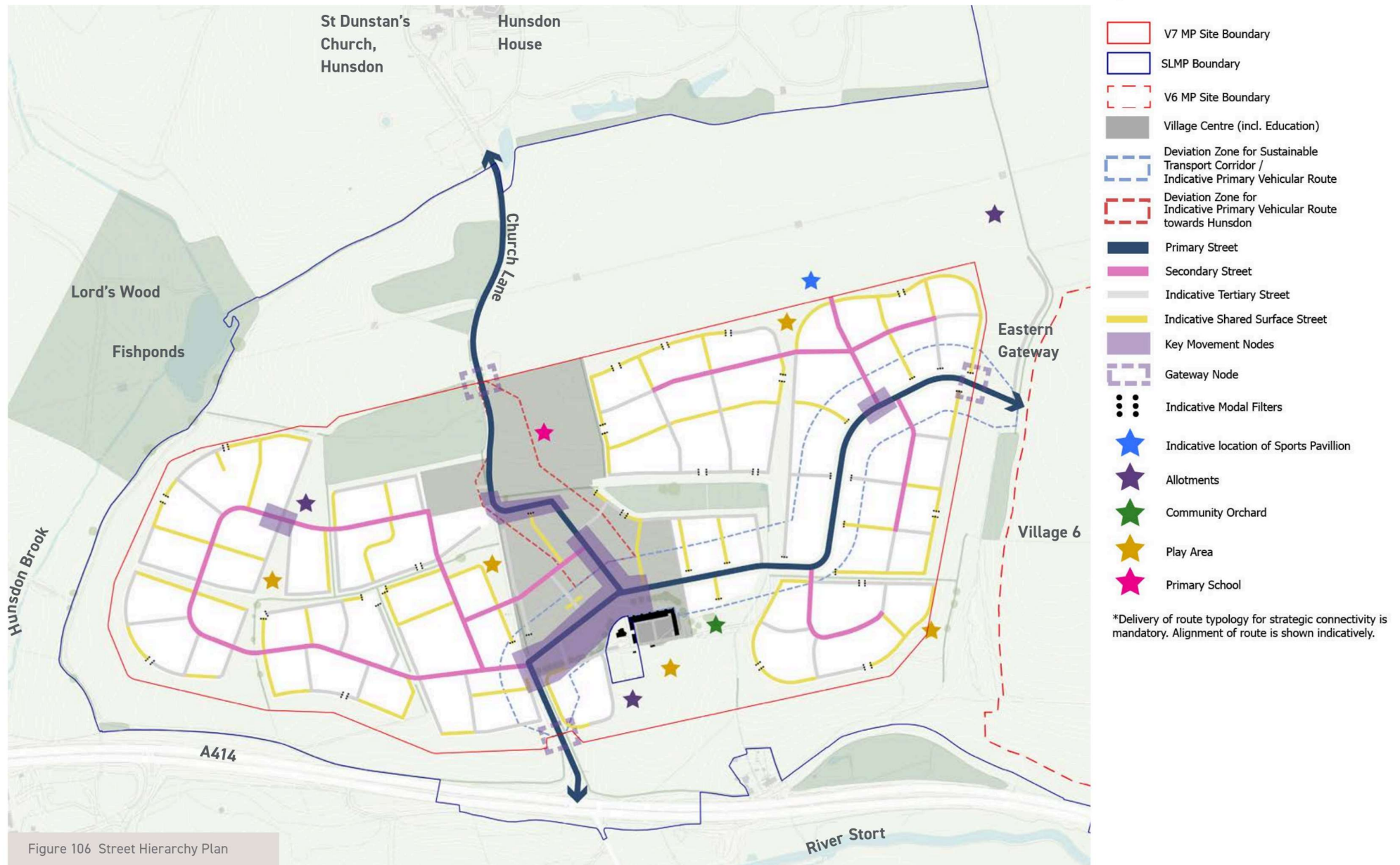


Figure 106 Street Hierarchy Plan

Provision of car parking for private vehicles is proposed in the overall context of supporting the modal shift towards sustainable travel required across the Garden Town and the creation of walkable neighbourhoods and healthy streets that are safe, vibrant public spaces that connect people to the places where they live, work, and play.

The Design Code sets out the principles of how cycle and car parking will be designed, located and managed to encourage trips that are easier, safer and more convenient by walking, cycling and public transport as opposed to private car journeys. The underlying rationale for this strategy as well as the required quantum of various types of parking is defined in the Village Access, Movement and Parking Strategy (VAMPS).

The general approach that has been taken is to follow the adopted EHDC Parking SPD (adopted 2008, updated 2015) with reference to the EPOA Essex Parking Guidance (2024) comparison only.

The car parking provision for Village 7 has been carefully balanced, considering the requirements of the adopted parking standards, the opportunity to reduce parking availability due to provision of viable sustainable alternatives to car travel, the reduction of carbon emissions, as well as attracting residents to the Development.

It should be noted that parking provision specified here is dependent on the housing mix and therefore illustrative only. The parking ratios may be found in the VAMPS

and the absolute provision will be finalised at the reserved matters stage.

INDICATIVE PARKING ZONES

The EHDC Parking SPD allows for reductions from standard based on accessibility zones. Using the SPD's principles, indicative accessibility zones for Village 7 have been derived, with an indicative breakdown of the residential units and proposed cycle and car parking provision shown here. The totals are derived from a unit-based requirement. Further explanation of this approach is given in the VAMPS.

Note that the zones have been adapted from those shown in the Outline Planning Application, with the "Eastern Zone" moving from Zone 4 to Zone 3. Its strong public transport provision given by bus stop at the local hub makes this area better suited for Zone 3.

CYCLE PARKING

An ambitious cycle parking provision is proposed in order to positively contribute towards the target 60% sustainable modal share. All residential and non-residential floorspace as well as the three transport hubs will be provided with secure, covered

parking for cycles that is compliant with the minimum cycle parking standards. Cycle parking will also be provided within the public realm for visitors with the

potential to also accommodate electric bicycles. Further details can be found in the Design Code.

Illustrative Housing Mix						
	Houses		Flats		Totals	
Zone 3	770		260		1,030	
Zone 4	390		80		470	
Total	1,160		340		1,500	

Illustrative Cycle Parking						
	EHDC Min		EPOA Min		Proposed	
	l/s	s/s	l/s	s/s	l/s	s/s
Houses	1,160	-	3,814	145	3,814	290
Flats	340	-	482	43	482	86
Total	1,500	-	4,296	188	4,296	375

Illustrative Residential Car Parking					
	EHDC Zone 3	EHDC Zone 4	EHDC Total	EPOA Min	EPOA Desirable
Residential	1,221 - 2,442	875 - 1,163	2,096 - 3,605	1,969	1,633
Visitor	122 - 244	87 - 116	210 - 361	376	375
Car Club	(included in the overall numbers)			113	150
Total	1,343 - 2,686	962 - 1,279	2,305 - 3,966	2,447	2,158
Average Ratio	1.3 - 2.6	2.0 - 2.7	1.5 - 2.6	1.6	1.4

Figure 107 Total Proposed Car and Cycle Parking Provision (as per the VAMPS)



Figure 108 EHDC Accessibility Zones in Village 7



Indicative CGI of natural parkland open space at Taylor Wimpey's development.

Chapter 7.

Sustainability and Climate Change

Sustainability Vision for Village 7

Sustainability focuses on enabling a way of life that can be sustained into the future. The Brundtland definition is the most common:

“SUSTAINABLE DEVELOPMENT IS DEVELOPMENT THAT MEETS THE NEEDS OF THE PRESENT WITHOUT COMPROMISING THE ABILITY OF FUTURE GENERATIONS TO MEET THEIR OWN NEEDS.”

This is particularly relevant for Garden Towns, which seek to deliver high quality sustainable developments by adopting a holistic approach to environmental, social and economic sustainability; in line with the UN Sustainability Development Goals.

Indicative CGI of Taylor Wimpey's development surrounding a central green space.

LINKING THE SELECTED SUSTAINABLE DEVELOPMENT GOALS TO THE GILSTON VILLAGE MASTERPLAN



A set of four UN Sustainable Development Goals (SDGs) have been identified as being of particular importance for Village 7 and share an affinity with the HGGT Design Guide Principles. Summarised below are some features within the design of Village 7 which align with the identified SDGs.

SDG 7 Affordable and Clean Energy



- Fossil fuel free development utilising low and zero carbon technologies, delivering Net Zero Carbon Ready homes.
- Delivery of highly energy efficient homes to minimise energy demand and associated costs for residents.

SDG 9 Industry, Innovation and Infrastructure



- A central sustainable transport hub providing cycle parking, EV charging and live travel information and a green transport corridor that connects Village 7 to other villages in the area and beyond.
- Supporting economic development with the provision of a new Village Centre, flexible for a range of uses, along with commercial floorspace.
- A community-oriented stewardship model and strategy to support community resilience and build an inclusive, diverse and cohesive community.
- Creation of jobs during the construction phases and into operation, along with provision of new primary school and early years facility places.
- Delivery of a community heat hub, supplying heat to each home powered by low carbon electricity.

SDG 11 Sustainable Cities and Communities



- A green network connected to the surrounding area enabling sustainable and active travel in pleasant surroundings.
- Design of areas of productive landscapes that enable communities and residents to grow their food and build a sense of community.
- Extensive areas of outdoor sports and play space, enabling residents of all age groups to gather for recreation, movement, and social activities.
- Designed to create a sense of community from the outset, with the provision of key social infrastructure.

SDG 15 Life on Land



- Achievement of a 30% biodiversity net gain target for habitats, and 21% for hedgerows.
- Inclusion of natural and semi-natural green space for nature and amenity.
- Attractive space for wildlife conservation, environmental education and informal recreation will be situated within a 15-minute walk of residential areas and the school.

“Village 7 will be an adaptable, healthy and innovative development which incorporates Net Zero Carbon principles. It will provide high-quality affordable homes, significant biodiversity improvements and a well connected community showcasing modern, best practice approaches to design and construction. Through a progressive approach, the development will encourage active lifestyles and nurture biodiversity. Village 7 will achieve operational Net Zero Carbon by 2050.”



Indicative CGI of Taylor Wimpey's development of an active travel route

Taylor Wimpey Position

Taylor Wimpey recognise that climate change is one of the biggest challenges of our age and are determined to play their part in tackling it. Taylor Wimpey's purpose is to build great homes and create thriving communities, and a commitment to sustainability is key to this. In early 2023, Taylor Wimpey launched their science-based net zero goal and published a detailed transition plan.

The key commitments within the Net Zero Transition Plan are:

- All homes will be net zero carbon ready by 2030;
- Operational zero carbon by 2035 using carbon offsetting;
- SBTi Net Zero by 2045, including a 90% absolute reduction;
- Innovative zero carbon technology trial underway in real homes on a live site including enhanced fabric specification and roof mounted air source heat pumps;
- Increase in timber frame & off-site construction;
- Hybrid generators and alternative low carbon fuels used during construction; and
- Wildlife enhancements on all new sites.

Taylor Wimpey were the first housebuilder to have their science-based net-zero target approved by the Science Based Targets initiative in 2023, and they are 'Rated A' by CDP Climate Change in recognition of their Environmental, Social and Governance (ESG) progress.

Market Leading

Delivering greener and healthier communities

Recognised

for our achievements

Committed

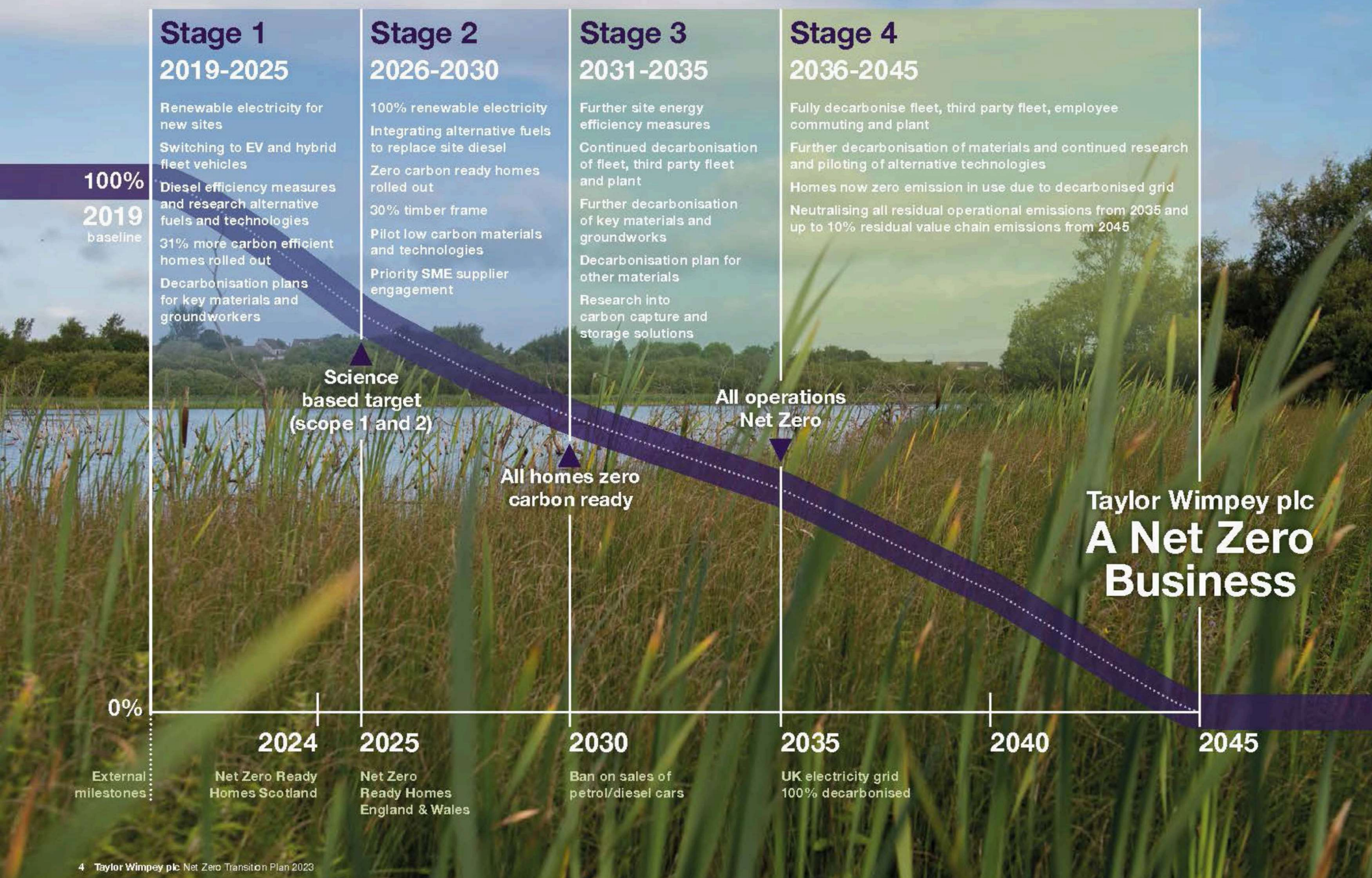
to reducing our emissions and waste

Driven

Together we can help build a more sustainable future



Summary of our roadmap



This Sustainability and Climate Change chapter outlines how the Village 7 Masterplan demonstrates sustainability in line with the Harlow and Gilston Garden Town (HGGT) Design Guide, and its principles of Healthy Growth. The Statement recognises that Village 7 will be designed with four key themes that are outlined in the Design Guide. These include: Placemaking and Homes, Landscape and Green Infrastructure, and Sustainable Movement.

This Sustainability Statement will also confirm the measures to be implemented at this stage to minimise climate impacts arising from the development in accordance with the Energy and Sustainability principles in the "Development Specification" and shall demonstrate how these measures have sought to achieve exemplar standards as established in the HGGT Sustainability Guidance .

Village 7 is not seeking a formal sustainable performance certification, however the development will be designed in line with the core principles contained of leading Environmental Assessment Methods such as BREEAM Communities and the WELL Building Standard.

Sustainability principles are embedded within the Village 7 Masterplan, and the development will be designed to align with the aims of leading Environmental Assessment Methods such as BREEAM Communities and the WELL Building Standard as well as Future Homes Standard and any updated requirements of Building Regulations Part L.



Sustainable multifunctional open space (Source: TW Heather Gardens)

“7. The layout, landscaping and detailed design of V7 should demonstrate how building sustainability and innovation and site context, including the settings of heritage assets and natural assets have been accounted for.”

(point no.7 of the 7 strategic principles)

CLIMATE CHANGE MEASURES

The Energy Statement and Sustainability Statement submitted as part of the OPA confirmed that Village 7 will deliver the following Climate Change measures:

- A minimum 10% Biodiversity Net Gain
- Provision of climate resilient planting
- Sustainable drainage measures to provide flood compensation for a 1 in a 100-year storm event plus 40%
- Electric vehicle charging to all homes
- Use of high performance construction materials
- Highly energy efficiency homes that will minimise running costs
- A Net Zero Carbon Ready energy strategy which utilises electric systems only to benefit from the grid decarbonisation
- Incorporation of renewable of low carbon technology such as solar panels or heat pumps
- Residential buildings will achieve a 19% reduction in carbon emissions over Part L 2013
- Non-domestic buildings will meet the Part L requirements current at the time of the RMA
- Climate resilient planting

**CLIMATE RESILIENT PLANTING
HEALTH AND WELLBEING MEASURES**

- Overheating risk mitigation measures such as shading, solar control glazing, and ventilation
- Provision of a significant amount of public open space
- On-site food production will be provided with pocket and full-size allotments will be offered
- Good levels of internal and external lighting, thermal comfort, acoustic comfort and air quality
- A range of outdoor areas for public use within walking distance from all residential units including parks & public gardens, natural & semi-natural green space, outdoor sports facilities and amenity green space
- Measures to encourage healthy lifestyles and physical exercise will include the promotion of staircases and provision of cycling facilities and safe cycling routes
- ‘Secured by design’ homes principles with particular focus on the layout of roads and footpaths, communal areas, dwelling boundaries, and layout and orientation

CLIMATE CHANGE RESILIENCE

The approach to all villages at Gilston will increasingly be driven by a need make new communities resilient to climate change. The latest UK Climate Projections (UKCP18) predict that it is likely that the UK will experience warmer and wetter winters, hotter and drier summers and an increased frequency of extreme weather events (particularly flooding).

Climate Change adaptation and resilience focuses on ensuring that development is designed and delivered in a way that is future-proofed and adaptable to future climatic projections. Examples of these design measures incorporated into the design include overheating mitigation, flood mitigation, access to mass sustainable transportation, resilient biodiversity, and adaptable building designs.

As well as future-proofing developments it will also become more important to ring fence existing natural assets. New strategies around the stewardship of the natural assets are likely to occur, for example the use of unbuilt land to capture and store carbon. It is expected that new stewardship strategies are likely to gain greater buy in over the coming years.

GANP

“Deliver high-quality low carbon homes, using where appropriate wood or recycled materials in construction and measures for energy and water efficiency.” (Policy AG1 - paragraph 5, part iii)

“Incorporate measures to conserve water resources and protect existing and new communities from the impacts of flood risk and climate change.” (Policy AG1 - paragraph 5, part i)

7.1 Harlow and Gilston Garden Town Sustainability Guidance and Checklist

Since the submission of the Village 7 Outline Planning Application in 2019, the HGGT Sustainability Guidance and Checklist has been adopted (March 2021). To demonstrate the latest Masterplan has been designed in line with the HGGT Sustainability Guidance, Table 2 reproduces the Outline applicable elements of the checklist and confirms the developments targeted performance. These performance targets will be verified as part of the reserved matters planning application by the submission of technical reports including:

- Energy and Sustainability Statement
- Circular Economy Statement
- Whole Lifecycle Carbon Assessment
- Biodiversity Net Gain Strategy
- Air Quality Assessment
- Operational Waste Management Strategy

The performance targets under each element of the sustainability checklist are colour coded to show whether the quality standard meets minimum requirements (red), medium quality (amber), or garden town high quality (green). These standards are defined in the HGGT Sustainability Guidance as shown in Table 2.

Minimum Requirements (Low Quality)	Net Zero-Carbon by 2050 (Medium Quality)	Net Zero-Carbon by 2030 (Garden Town High Quality)
These are policy-compliant / Building Regulations compliant, but do not meet Climate Declaration targets	These targets meet ultimate goal, but 20 years slower	These targets meet HGGT goal and Climate Declarations
This sets out what HGGT consider low quality standards / outcomes	This sets out what HGGT consider medium quality standards/ outcomes	This sets out what HGGT consider high quality standards/ outcomes
Outline Planning Submission	Outline Planning Submission	Outline Planning Submission

Figure 109 Sustainability Quality Standard Definitions

Table 2 Sustainability Checklist, in line with the HGGT Sustainability Guidance

Environmental Sustainability Quality Checklist		Village 7 Targeted Performance
En.1	What Operational Energy target does the development aim to achieve (KWh/m2/y)	<70
En.2	What Embodied Carbon target does the development aim to achieve (kgCO2e/m2)	<450
Rn.1	What on-site renewable energy technologies are planned to be included in the development?	Electric Heat Pumps / Solar Thermal
Rn.2	What percentage of CO2 emission reduction is planned to be provided from on-site renewable energy sources?	>50%
Gr.1	Has a Landscape-led approach been demonstrated?	Ecology, topography, vistas, landscape character & features leading design
Gr.2	What % of Biodiversity Net Gain (BNG) will be delivered?	10-15%
Tr.1	Have walkable low traffic neighbourhoods been designed as a first principle?	Yes - desire lines, permeability, topography, user hierarchy leading design
Tr.2	Have safe and high quality connections to active travel networks beyond the development boundary been proposed with green infrastructure considered?	Strong connections to networks, with clear relationship to GI/ ecology
W.1	What water collection or recycling measures are likely to be used?	100% provision of water butts
W.2	How much of the hard surfaces within the development and conveyance systems will be permeable (i.e. streams, swales)?	75%
CE.1	How much of the materials used are expected to be 'reusable'?	50%
CE.2	How much of the materials used are expected to be 'reused'?	30%
W.1	Has early engagement been undertaken with LPA waste management teams to ensure due processes are taken into consideration?	Yes
W.2	Have developments been designed to encourage ease in waste recycling?	Yes
A.1	Have mitigation measures as described in each relevant District's Air Pollution Mitigation Strategy been adhered to?	Yes
A.2	Where the development has the potential to impact on air quality, has an air quality assessment been undertaken to ensure present and future occupants are not exposed to unacceptable levels of air pollution?	Yes

The targeted performance for Village 7 at this stage achieves a minimum "medium quality" performance in line with achieving Net Zero Carbon by 2050 with many of the measures targeting "Garden Town High Quality".

A new standard for energy-efficient homes is expected to be introduced in 2025. Homes build under the Future Homes Standard should produce 75-80% less carbon emissions compared with current levels and become net zero as the electricity grid continues to decarbonise.

All of the sustainability outcomes committed to at the outline stage will be met or exceeded by the updated Masterplan. Notably the building performance standards will be exceeded as all buildings will be designed to meet the latest energy efficiency and carbon emissions reduction standards set by Building Regulations Approved Document L: Conservation of fuel and power. The current version of Part L 2021 (adopted June 2022) exceeds the energy efficiency performance targeted under the Outline Planning Application, with a minimum 31% reduction in regulated carbon emissions for residential buildings over Part L 2013 compared the outline performance of a 19% reduction.

Sustainability principles are embedded within the Village 7 Masterplan, and the development will be designed to align with the aims of leading Environmental Assessment Methods such as BREEAM Communities and the WELL Building Standard.



Figure 110 Energy and Sustainability Statement

7.2 Enabling Zero Carbon Living



ENERGY & CARBON

1. Maximise PV (where required)
2. Sustainable modes of transport (EV bus)
3. Avoid complex heat loss junctions
4. High thermal efficiency
5. Low embodied carbon materials
6. Low energy lighting
7. Efficient appliances
8. Active travel store (bike store)
9. District heat network
10. Electric mobility charging



RESOURCE EFFICIENCY

11. Mechanical ventilation with heat recovery
12. Rainwater harvesting
13. Low water consuming fittings
14. Waste water heat recovery
15. Design to support zero waste living
16. Flexible living and working spaces with high speed digital connectivity



BIODIVERSITY & NATURE

17. Natural shading and cross ventilation
18. View out to gardens and green space
19. Street trees and deciduous shading
20. Protect and repair valuable habitats



Figure 111 Enabling Zero Carbon Living Diagram

7.3 High Performance Homes

Compliance with Part L 2021 and the interim future homes guidance will be achieved following a fabric first approach, through the adoption of passive design measures including increased cavity widths and insulation density in walls, triple glazing windows, and thermally efficient lintels and doors. Newly built dwellings will benefit from low and zero carbon technologies including:

- Smart Roof System;
- Rain water harvesting;
- Energy and water efficient appliances;
- Wastewater Heat Recovery; and
- 100% active EV charging point.

In addition, resources and waste will be managed with an integrated and convenient recycling storage facilities.

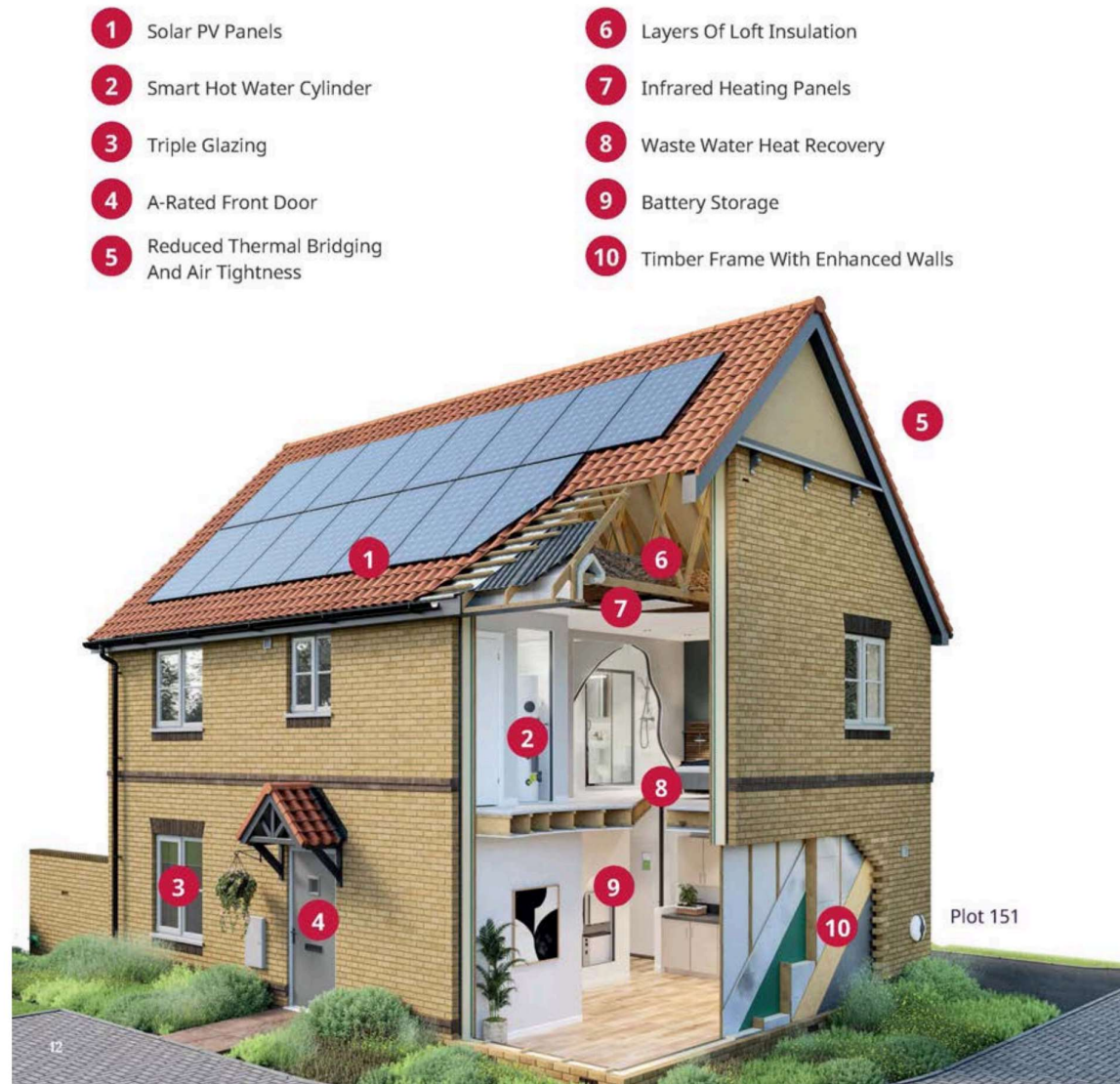
The detailed building performance specification will be defined through the RMA process - these images show the current TW prototype homes approach to fabric performance (page 194) and low carbon technology (page 195) that will be introduced to meet emerging government policy and as technology upgrades become available and viable. As such it is likely this technologies will be available on later phases of the development.



Illustrative Fabric First Approach

PROTOTYPE HOME

Further improvements to fabric and technology solutions for FHS will be explored to find the best ways to reduce energy demand and achieve improved fabric performance for new homes. The Prototype Home shows an example of the measures that are being tested by Taylor Wimpey, and may be introduced on later phases should the new regulations require and the testing being successful.



Taylor Wimpey's Prototype Home

7.4 Community Heat Hub

DELIVERY OF A COMMUNITY HEAT HUB

The OPA Energy Strategy specified individual Air Source Heat Pump (ASHP) to each dwelling, this approach has evolved to utilise larger more efficient technology to deliver a Community Heat Hub. Using this approach low carbon heat is produced in a Community Heat Hub using zero carbon ready, large-scale, air-source heat pumps, powered by low carbon electricity. Heat is pumped to each home, in the form of hot water, using our underground flow and return pipe network and each home has a Heat Interface Unit (HIU), which transfers heat from the network into the home and monitors energy use using smart metering. The HIU is similar in size to a gas boiler and delivers heat for space heating and domestic hot water needs. Heat and hot water are delivered instantaneously without any need for a cylinder in the home.

The delivery of a Community Heat Hub also provides future proofing against future technology changes. When technologies advance, there is opportunity to simply add them to the network improving the long-term sustainability solution, with no need for disruptive works later on – this could include a seamless transition to hydrogen gas boilers in the Community Heat Hub.

Figure 114 summarises the performance level of Gilston Village 7 compared to Part L and the expected FHS. Proposals at Gilston Village 7 are future-proofed to embrace the introduction of these new standards in line with Taylor Wimpey's commitment to sustainability.



Figure 112 Precedent images of Chilton Woods Community Heat Hub

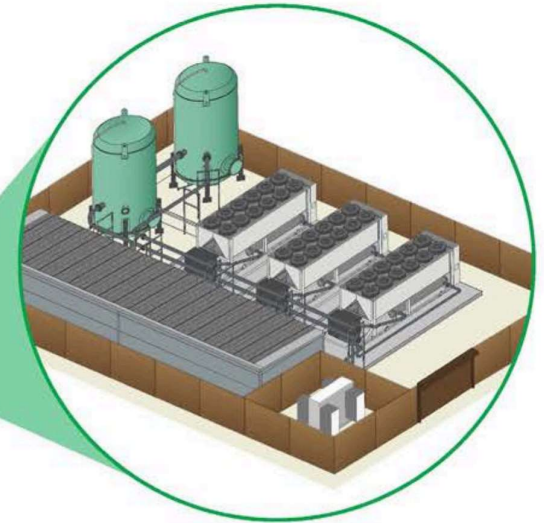
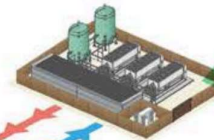
The community heat hub explained



Each home has a Heat Interface Unit (HIU), which transfers heat from the network into the home and keeps track of what's being used. The HIU is similar in size to a gas boiler and delivers heat to radiators, or underfloor heating and domestic hot water to meet customer needs. Heat and hot water are delivered instantaneously without any need for a cylinder in the home.

Community Heat Hub

Low carbon heat is produced in a community heat hub using zero carbon ready, large-scale, air-source heat pumps, powered by low carbon electricity.



High Efficiency Network

Heat is pumped to each home, in the form of hot water, using our underground flow and return pipe network

— Heat supplied from and returning to the community heat hub

Figure 113 A simplified schematic of a community heat hub. Source: GTC Community Heat Hub Brochure.

ADDITIONAL MEASURES

As well as the evolution of the Energy Strategy to incorporate a Community Heat Hub, the following additional climate change measures have also been incorporated as set out in the updated Energy and Sustainability Statement submitted to support this Masterplan Framework:

- A central sustainable transport hub incorporating secure cycle parking, EV charging and live bus information to help reduce the number of journeys made by private car;
 - Improved surface water attenuation incorporating wetland features;
 - Flexible work from home space within homes, which combined with on-site employment opportunities and co-working space will reduce travel for commuting;
- A minimum 10% biodiversity net gain target for habitats and 21% for hedgerows, plus new community orchards; and
 - Improved energy efficiency and carbon reduction specification in homes which goes beyond the OPA commitments and seeks to meet the Future Homes Standard. This includes improved insulation, high efficiency thermal lintels, triple glazing windows, and waste water heat recovery.

A detailed energy and sustainability assessment will be prepared to support the reserved matters application which will follow the Energy Hierarchy as set out in the HGGT Sustainability Guidance and Checklist. This assessment will demonstrate the development's approach to each of the performance criteria under the environmental sustainability section of the HGGT Sustainability Guidance and Checklist in order to achieve the goal to become Net Zero Carbon by 2050.

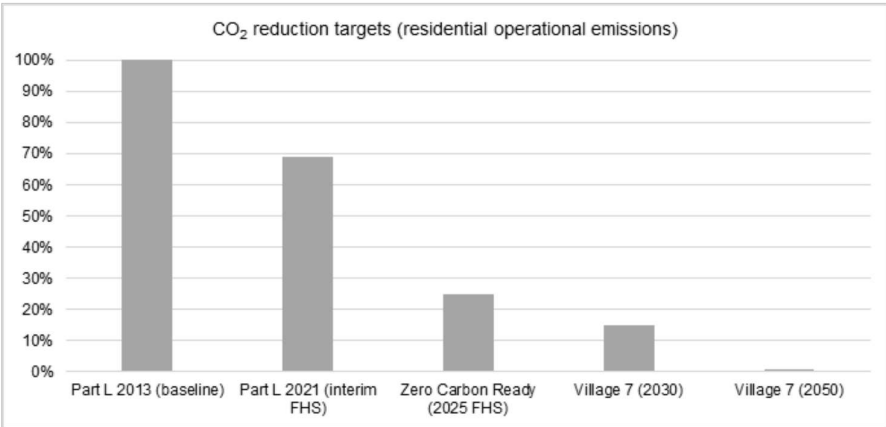


Figure 114 Gilston Village 7 performance level

Chapter 8.

Framework for Delivery

8.1 Village Phasing and Delivery

The Village 7 Village Masterplan Scope document recognises that the Gilston Area Charter states that the VMP should include a framework for delivery including a phasing plan for development and infrastructure and identifies the information to be provided will reflect the information to be submitted to and approved pursuant to Planning Condition 8 (Phasing Plan)". Shown opposite are the latest versions of the indicative Phasing and Sub-Phasing Plans for Village 7 submitted to the Council in May 2025 (X/25/0256/CND to be approved pursuant to Planning Condition 8, which states that:

C2 - Phasing Plan: Site-wide phasing proposals (hereinafter called the "Phasing Plan") for the development shall be submitted for approval by the local planning authority on or before submission of the first application for approval of Reserved Matters. The Phasing Plan shall include the following:

a) A plan of the Site showing the extent of each proposed Phase and Sub-Phase of the development;

b) A timetable for the delivery of the development and associated infrastructure; and,

c) Mechanisms for monitoring the implementation of and delivery of the development and its associated infrastructure

No development (except Preliminary Works) shall be begun until the Phasing Plan has been approved in writing by the local planning authority.

Reason: To ensure that the development is delivered and develop in a manner which is coherent and compliant with Development Plan policies"

Key principles underpinning this proposed phasing are as follows:

- Creating a sense of place around the Brickhouse Farm listed buildings;
- Early delivery of the Sustainable Transport Corridor and Hub, and connection through to Village 1;
- Delivery of the Primary School according to timings to be determined by HCC via Education Review and through the Education Review Group;
- Building sufficient critical mass around the mixed use node between the STC route and the re-routed Church Lane primary link to support the viability of non-residential uses.

Infrastructure Delivery Phasing Plans for both Landscape and Transport have been submitted alongside the Strategic Landscape Masterplan and are consistent with the information submitted pursuant to Planning Condition 8 and also the details proposed by this Village 7 Village Masterplan document.

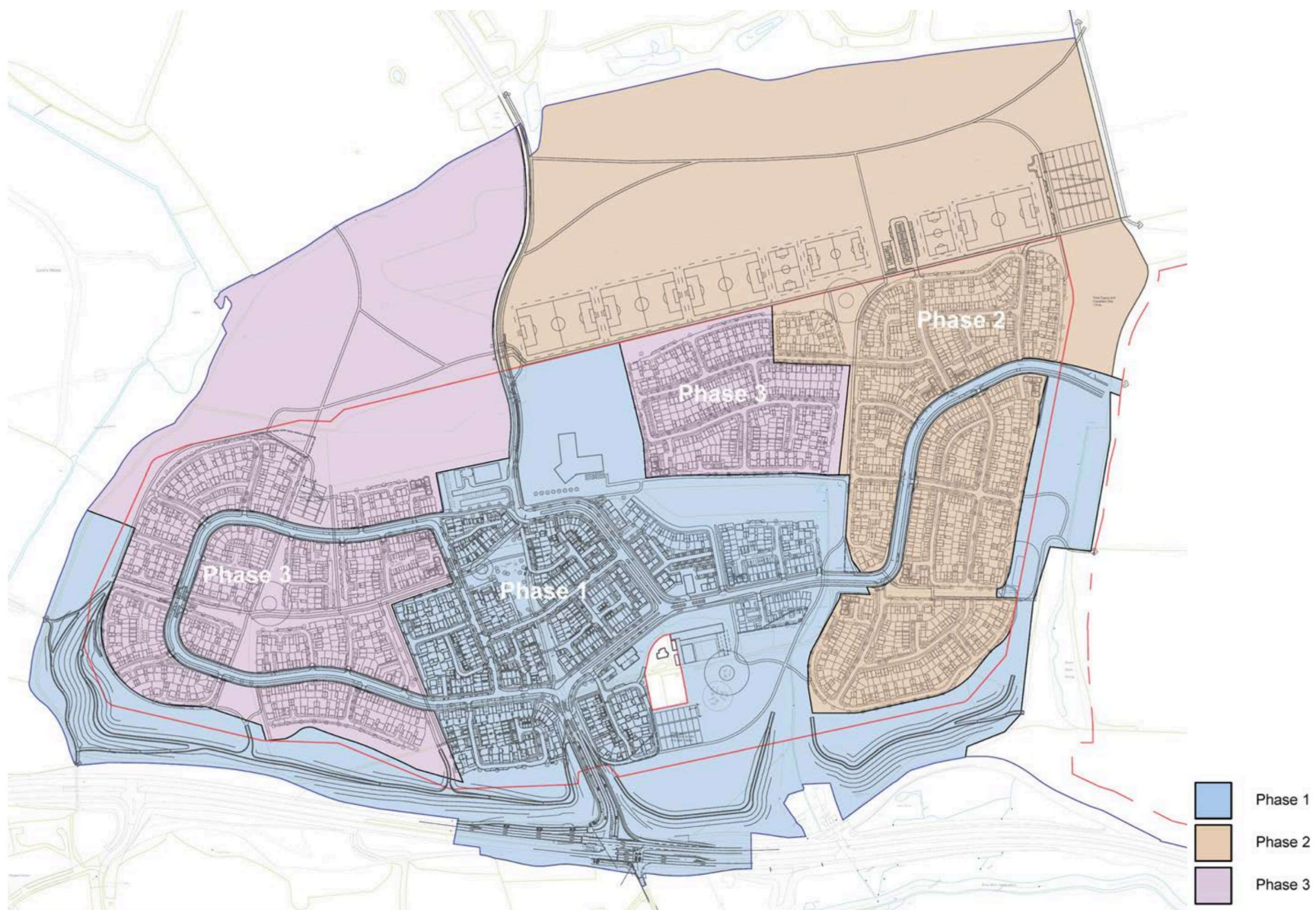
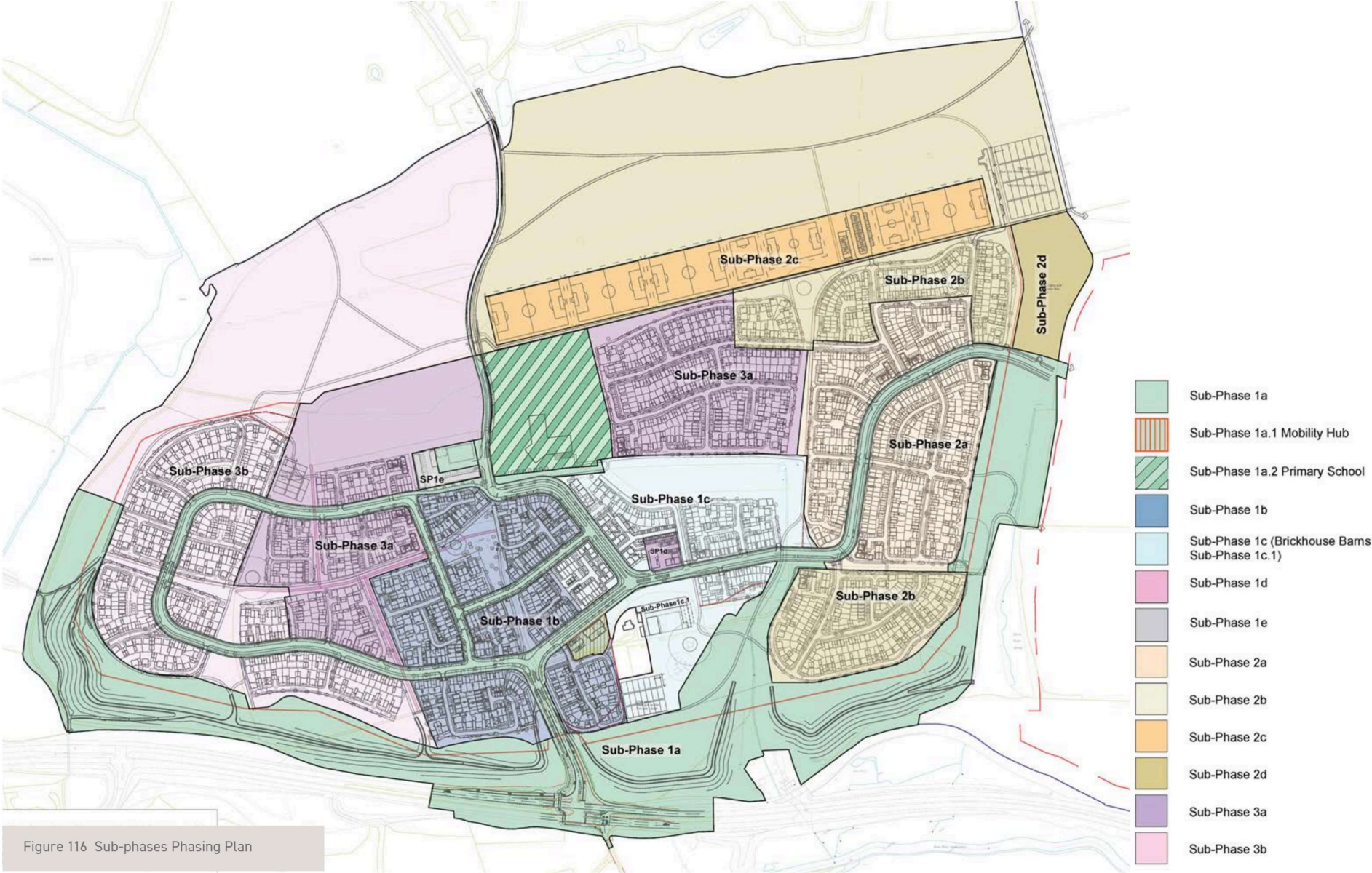
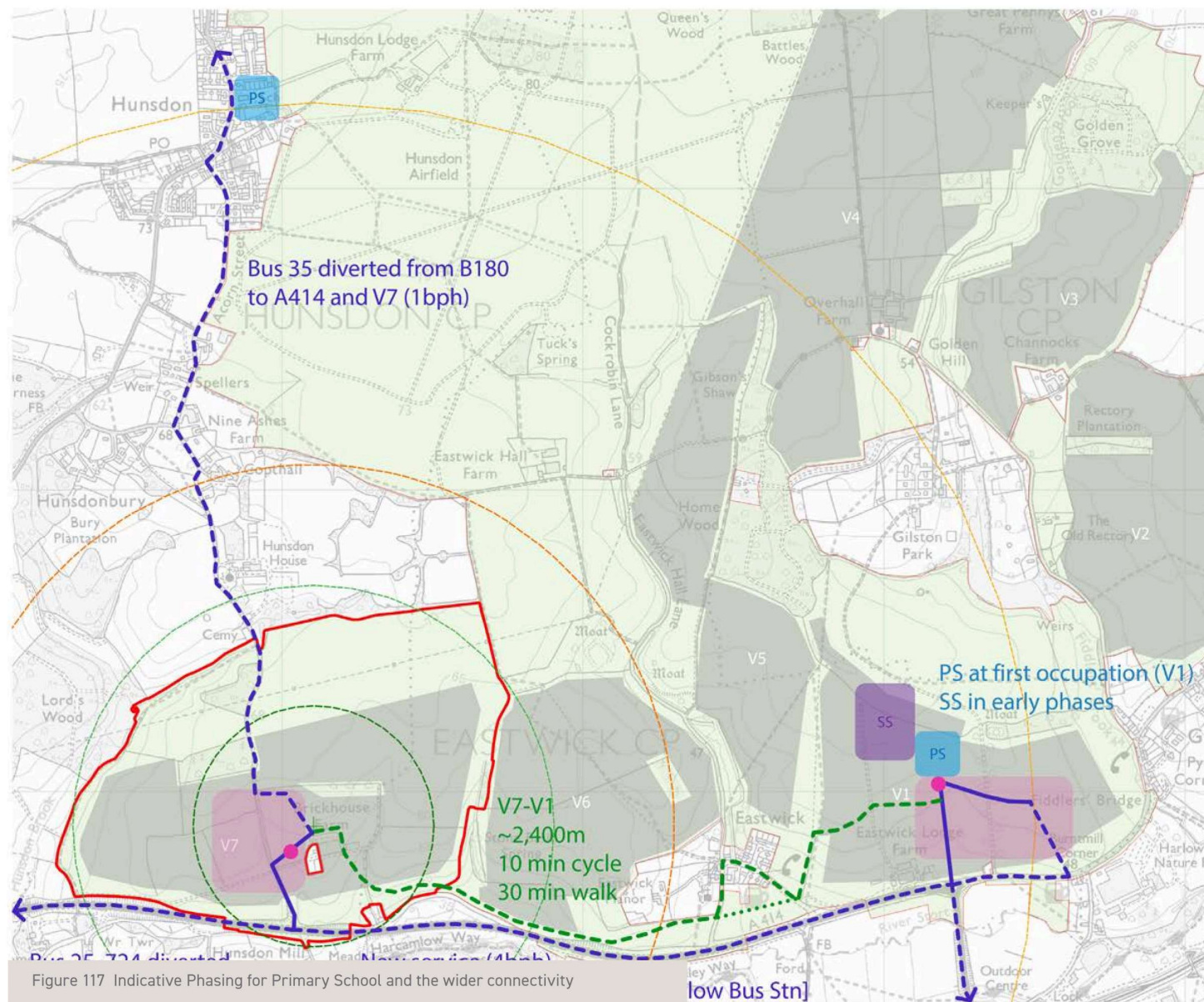


Figure 115 Main Phases Phasing Plan



The plan adjacent shows the school and active travel route provision in the Gilston Area upon first occupation of Village 7.

- V7 Application Boundary
 - V1-6 Application Boundary
 - SLMP Area
 - Developable Areas
- Isochrones**
- 400m / 5min walk
 - 800m / 10min walk
 - 1200m / 5min cycle / 15min walk
 - 2400m / 10min cycle / 30min walk
- Temp V1-7 Link (preferred)
 - Temp V1-7 Link (alternative southern alignment if deliverable and feasible and agreed between HCC and PFP)
 - STC (Bus Route)
 - Other Bus Route
 - Mobility Hub
 - Early Phase Development
 - Primary School (PS)
 - Secondary School (SS)



The Planning Conditions and S106 Obligations for Village 7 provide a comprehensive framework for the delivery of Village 7, when read alongside the outline Parameter Plans, Strategic Landscape and Village Masterplans and the Phasing Plan.

To summarise this and utilising Timetables 1 and 2 from the Phasing Plan, we have

identified the key spatial parameters, as defined by the Parameter Plans and Masterplans, for each of the proposed Sub-Phases and for key infrastructure items as shown at figures 118 and 119. To note this information is for context only and the actual indicative timetable information will be approved pursuant to Planning Condition 8 (Phasing Plan).

Figure 118 Framework for the delivery of the development (Residential and Non-Residential Uses)

Sub-Phase	No. of residential units (indicative)	Non-residential floorspace by use (indicative)	Anticipated Start Date (indicative)	Anticipated Completion Date (indicative)	Key OPP and Masterplan parameters
1A	n/a	n/a	January 2026	January 2029	Principally Natural and Semi-Natural Green Space (PP4), along with land within Developable Area (PP's 2-6);
1A.1 (Mobility Hub)	n/a	Up to 250sqm	June 2026	December 2026	Edge of Village Centre (PP5); Location identified on Access and Movement Strategy
1A.1 (Second Commercial Floorspace)	n/a	Up to 1,200sqm*	July 2032	December 2033	Village Centre/ Mixed-Use Zone (PP5) (PP5); See Indicative commercial phasing at 8.2 of the V7 MP
1A.2	n/a	Up to 3 Forms of Entry	Not yet known	Not yet known	Village Centre/ Mixed-Use Zone (PP5)
1B	275	n/a	December 2025	July 2028	Area defined for Residential uses (PP5)
1C	175	Up to 3,755sqm	March 2027 (Scenarios 1 and 2)	July 2029 (Scenario 1) December 2032 (Scenario 2)	Village Centre/ Mixed-Use Zone (PP5)
1D	8	Up to 900sqm	July 2032 (Scenario 1) December 2030 (Scenario 2)	July 2033 (Scenario 1) December 2031 (Scenario 2)	Village Centre/ Mixed-Use Zone (PP5)
1E	n/a	Up to 1,255sqm / landscaping	July 2031 (Scenario 1) December 2026 (Scenario 2)	December 2032 (Scenario 1) December 2028 (Scenario 2)	Village Centre/ Mixed-Use Zone (PP5)
2A	305	n/a	January 2029	December 2031	Area defined for Residential uses (PP5)
2B	215	n/a	January 2031	December 2033	Area defined for Residential uses (PP5)
3A	310	n/a	January 2033	December 2035	Area defined for Residential uses (PP5)
3B	212	n/a	January 2035	December 2037	Area defined for Residential uses (PP5)
*Subject to Market / Needs (as applicable) Assessment					

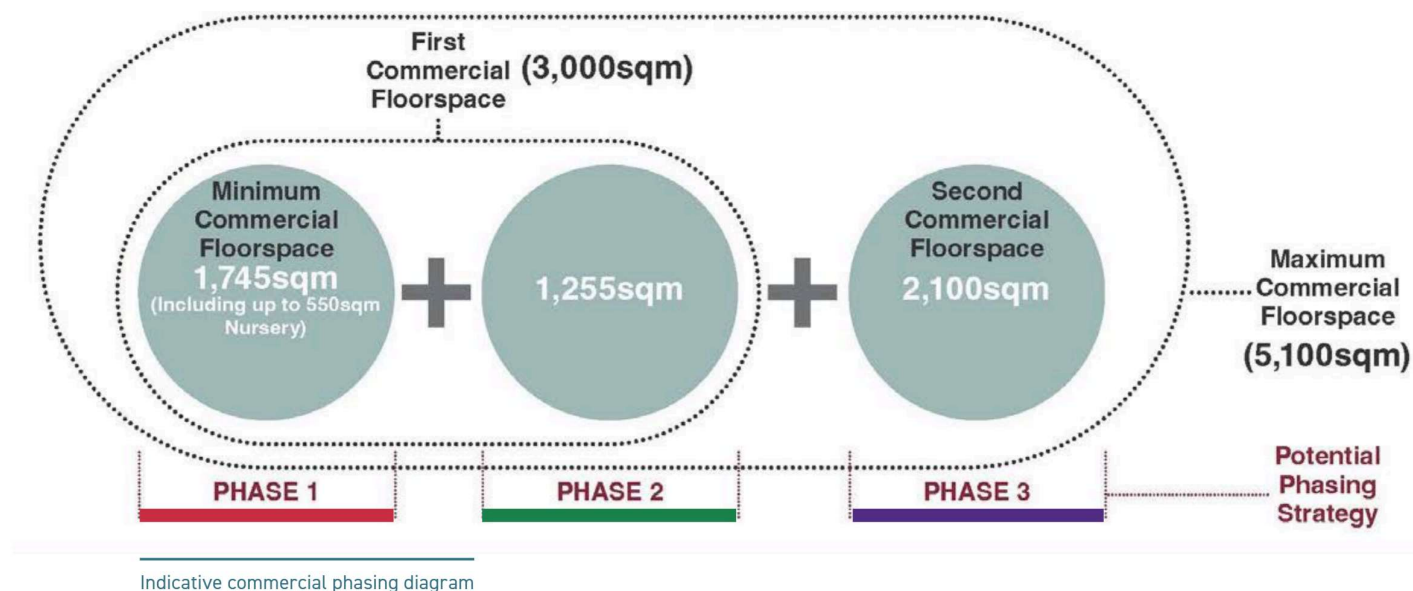
Figure 119 Framework for the delivery of the development (Associated Infrastructure)

Infrastructure Item	Delivery Trigger Event (as per S106 Obligation or Planning Condition)	Anticipated Start Date	Anticipated Completion Date	Key OPP and Masterplan parameters
Primary School (to include SEND)	Design, consenting and delivery process to commence upon Call from Hertfordshire County Council	Not yet known	Not yet known	Village Centre (PP5)
Full A414/Church Lane Access	Delivery prior to occupation of 150 residential units	January 2026	June 2027	Improved Vehicular Primary Means of Access Point from A414 (for planning approval) (PP5)
STC from A414/Church Lane Access to Full STC Hub	Delivery prior to occupation of 150 residential units	January 2027	June 2027	Deviation Zone for Sustainable Transport Corridor / Indicative Primary Vehicular Route (PP4)
Full STC Hub	Delivery prior to occupation of 150 residential units	January 2027	June 2027	Edge of Village Centre (PP5); Location identified on Access and Movement Strategy
Hunsdon Lock Link	Delivery prior to occupation of 200 residential units	June 2027	December 2027	n/a
STC from Full STC Hub to V7/V6 boundary	Delivery prior to occupation of 350 residential units	July 2027	December 2028	Deviation Zone for Sustainable Transport Corridor / Indicative Primary Vehicular Route (PP4)
V7-V1 Temporary Pedestrian and Cycle Link	Delivery prior to occupation of first residential unit	June 2026	June 2027	Access & Movement Strategy
Roydon Commuter Link	Delivery prior to occupation of 1,000 residential units	January 2030	July 2031	Access & Movement Strategy
Supplemental V7 STC Bus Route Inclusive of Bus Gate	Delivery prior to occupation of 1,000 residential units	June 2026	January 2029	Indicative location (PP4)

8.2 Indicative commercial phasing

As part of the over-arching principles and requirements for Village 7, there is provision for inclusion of a range of non-residential uses within the masterplan with corresponding minimum and maximum floorspace (GEA).

This section focuses on the commercial floorspace provision, which will total up to 5,100sqm, with the actual amount of Commercial Floorspace to be delivered on a phased basis (over and above the Minimum Floorspace of 1,745sqm, to which Taylor Wimpey is committed to the delivery of) subject to a mechanism to assess the market demand for this Commercial Floorspace to be established in the Gilston Area S106 Agreement.



ZONES	USE	STOREYS	APPROX GEA (M2)
ZONE A	Class B2: General Industrial/Class E (g)i: Office/Class E(g)ii: Research & Development/Class E(g)iii:	1*	up to circa. 1,255
ZONE B	Class E (Early Years Facility)	1 or 2	up to circa. 550
ZONE C	Class E (Office)	1**	circa. 1,195
ZONE E	Class E (Office)	3	up to circa. 1,200
ZONE F	Class E (Office)	3	up to circa. 900
	TOTAL		5,100

*Plus partial mezzanine within each unit (included in GEA)

**Plus partial mezzanine within main barn

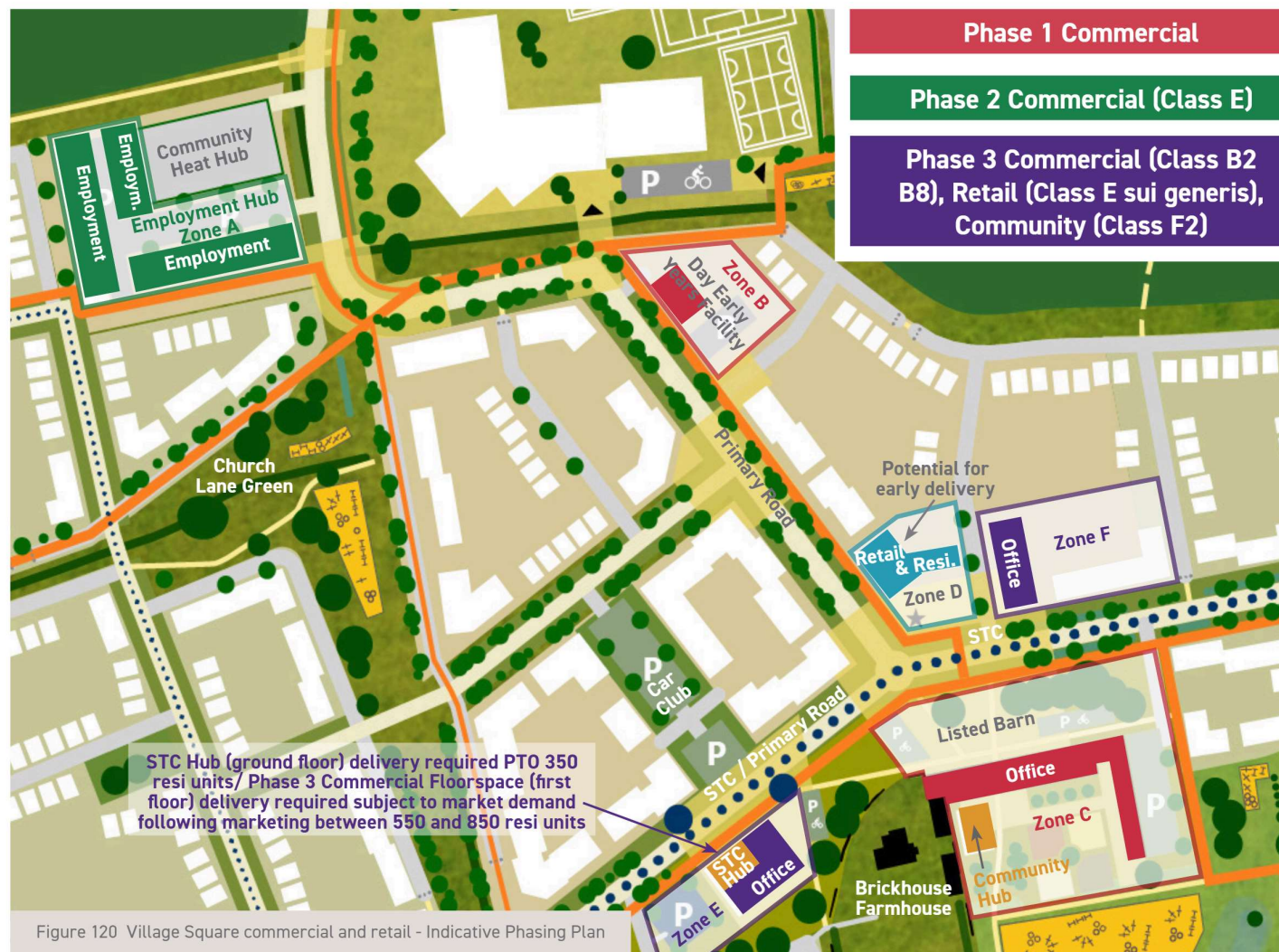
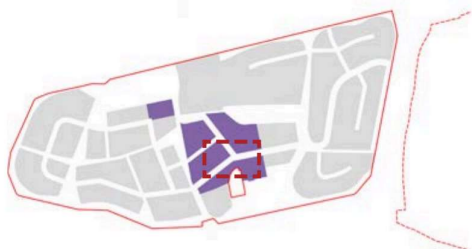
In accordance with S106 Agreement, an Employment Strategy has been submitted to identify potential uses for the Commercial Floorspace, which currently remains with the District Council for approval at the time of

writing. Whilst the delivery of Phase 1 is required, the delivery of Phases 2 and 3 will be delivered subject to market assessment. Delivery of Phase 1 is required prior to occupation of 500 residential units, whilst Phases 2 and

3 will be delivered (subject to market demand being identified) following the expiry of marketing periods between occupation of 200 and 600 residential units, and between 550 and 850 residential units, respectively".

Six key zones of development have been identified for delivery of suitable commercial floorspace and associated town-centre and community uses as follows:

- Zone A: Opportunity to provide an Employment Hub adjacent to the Community Heat Hub Facility
- Zone B: Opportunity to locate Early Years Facility adjacent to Primary School Site (to the north)
- Zone C: Opportunity to convert and extend Brickhouse Barns with a mix of uses including office, community and retail
- Zone D: Opportunity to create a mixed-use focal building with retail at ground floor and residential above
- Zone E: Opportunity to allow for future extension/ replacement of the STC Hub with a combined STC Hub and office building subject to market demands
- Zone F: Opportunity for additional office floorspace or alternative uses subject to market demands



**Uses (and amounts in Phases 2 and 3) to be determined through marketing'.*

ZONE A - EMPLOYMENT HUB

The zone around the Community Heat Hub is an ideal location for an Employment Hub that could provide flexible premises for small to medium sized business that accommodate both office and light industrial-type activities with the benefit of on-site communal facilities and parking. The provision of such a facility is in line with advice from Savills' Economics Team on suitable employment uses for Village 7 with the highest level of demand as per their initial market analysis. Early delivery of this phase would also coordinate well with the Community Heat Hub facility delivery time-line.

ZONE B - INDEPENDENT EARLY YEARS FACILITY

As identified in the outline masterplan, the location of the Early Years Facility at the north-end of the Village Centre creates a strong relationship with the adjacent Primary School site (to the north), reinforcing this as an educational/child-centred quarter of the masterplan. Early delivery of the Early Years Facility would provide significant benefits to the new community at the outset of the development and benefit the sales and marketing strategy.

ZONE C - COMMERCIAL

Within Zone C there is opportunity to convert and extend Brickhouse Barn with a mix of uses including office, community and retail.

The historic Brickhouse Farm, a focal point of the proposed development, will undergo a thoughtful refurbishment to transform the 17th-century dilapidated building into flexible workspace (Class E). Additionally, a new standalone building in the courtyard will facilitate community use (Class F2). Further office space will be created through an extension on the eastern edge of the courtyard, as outlined in the emerging Village Centre Framework.

This refurbishment aims to create approximately 1,195 sqm GEA of office space. All proposals for the barns are subject to discussions with EHDC, particularly concerning heritage, fire safety, existing conditions, and adaptability. The outcome of these discussions will determine the full extent of the required works and the achievable amount of Class E floorspace.

SCENARIO 1 OPTION STUDY GROUND FLOOR ZONING STUDY

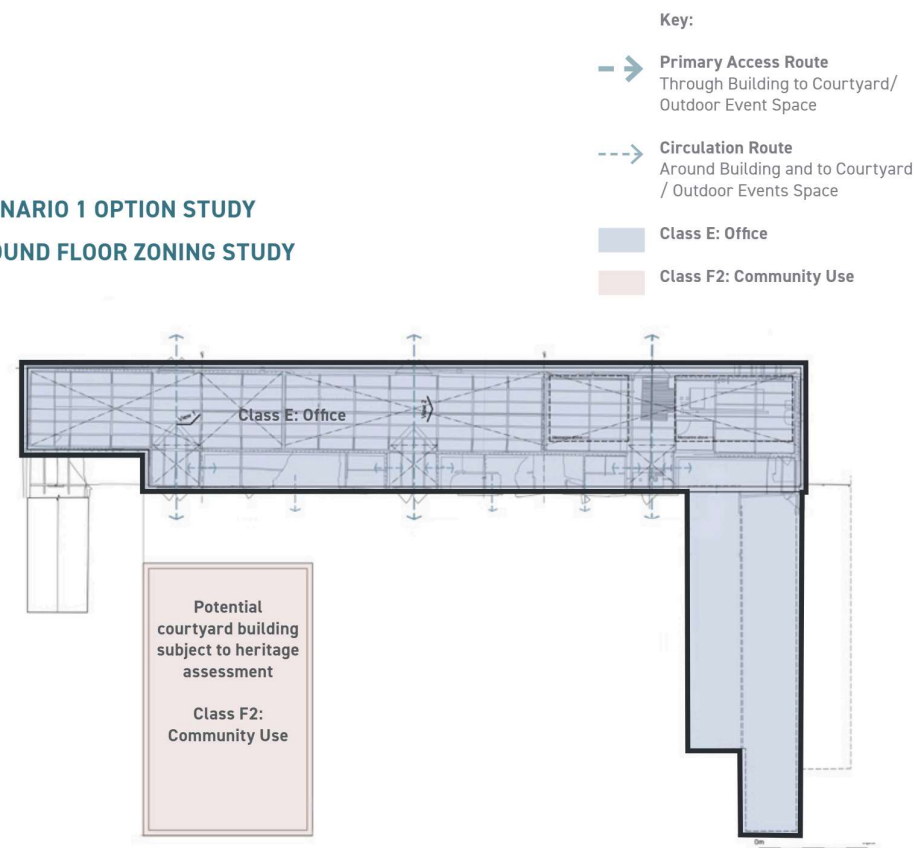
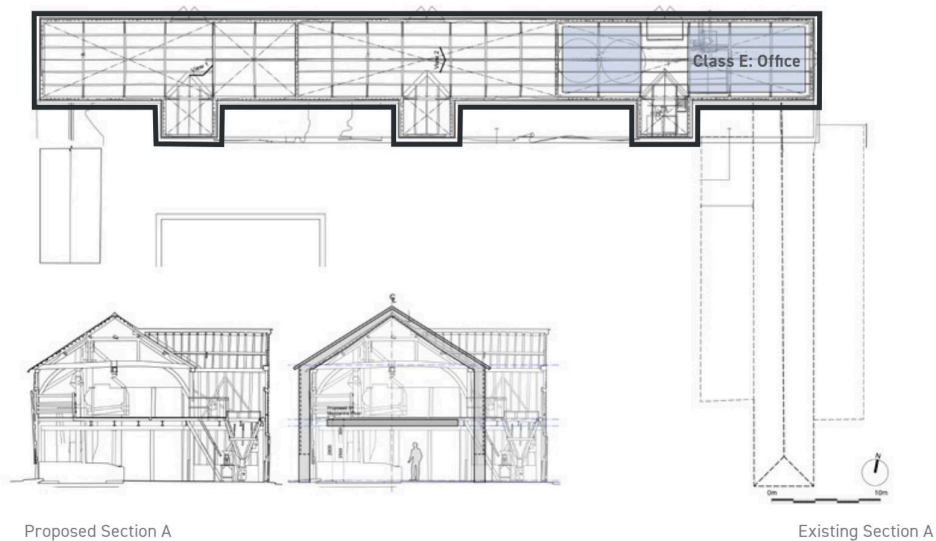


Figure 121 Brickhouse Barns Study - Scenario 1 Option Study - GARDNER STEWART ARCHITECTS (Study to show one option of how Brickhouse Barn area may come forward in line with the commercial phasing and employment strategy. This is indicative to show a study option only. Any design is subject to heritage assessments and reserved matters approval)

FIRST FLOOR ZONING STUDY



ZONE D - MIXED-USE FOCAL BUILDING

Fronting onto the new Village Square at the heart of the Village Centre, there is an opportunity to provide a mixed-use focal building in this location comprising ground floor retail accommodation with residential apartments above. This location would be ideal for a food-store (subject to market demand) and potential additional shop/s that would activate the streetscape and public realm at this key node along the STC.

ZONE E - STC HUB / ADDITIONAL COMMERCIAL FLOORSPACE:

This site is identified in the outline masterplan as the location of the STC Hub facility. The formal requirements for covered/internal space for this facility are relatively limited and there is an opportunity to consider expansion as mixed-use travel hub/additional office facility, with highly sustainable transport links, on-site cycle parking and car parking in close proximity. Should there be insufficient demand for the additional commercial floorspace, the site would still operate as the STC Hub thereby avoiding creating a void space in the wider Village Centre area.

ZONE F - ADDITIONAL COMMERCIAL FLOORSPACE / OTHER USES

Zone F is well located to the eastern edge of the heart of the Village Centre. This location would suit a range of potential uses including (subject to market demand):

- Meanwhile uses to activate this part of the Village Centre whilst the potential future use is established
- Additional commercial floorspace (Office)
- Or residential development (with potential for Senior Living) Maintaining a degree of flexibility and adaptability is an important element of creating a robust and viable masterplan (subject to market demand);
- Meanwhile uses to activate this part of the Village Centre whilst the potential future use is established
- Additional commercial floorspace (Office)
- Or residential development (with potential for Senior Living) Maintaining a degree of flexibility and adaptability is an important element of creating a robust and viable masterplan.

8.3 Stewardship & Governance Structures

The Gilston Area Stewardship Strategy (2022) outlines the PfP/TW proposals for creating a new Gilston Area specific stewardship and legacy organisation which will take ownership and management responsibility for community infrastructure post completion, as well as deliver a range of community development services with residents.

This is set within the context of the Garden Town wide HGGT Stewardship Charter adopted in 2024, which seeks to take responsibility for community assets serving a wider public beyond the Gilston Area.

The Gilston Area Stewardship Strategy proposes that the stewardship and community development responsibilities within the this area will be delivered by a new trust, with a working title of Gilston Area Community Management Trust (GACMT), which will be funded to own the unadopted community infrastructure.

It is intended that this Stewardship Strategy will cover villages 1-7, Village 7 is one component of an overall assembly of Villages as part of the Gilston Area, the remainder of which has been submitted as part of a separate outline planning application by Places for People (in

relation to Villages 1 -6). Taylor Wimpey is only able to commit to the aspects of stewardship which relate to land and assets in its control.

The proposals for community ownership and management of public open space reflect a collaborative approach and are also specifically designed to respond to the views expressed during the Local Plan process that undeveloped land needed a permanent safeguard against development.

Stewardship will also enhance the healthy place shaping aims through a strong programme of community creation and well-being activities. From the moment residents move into their homes, they will be welcomed and encouraged to join in and help develop events, activities and other initiatives, which will be open to both Gilston Area residents and those in

neighbouring communities. GACMT will develop a culture of participation and volunteering that will make a significant contribution to community wellbeing.

GACMT will be accountable to the Gilston Area residents as members and other relevant stakeholders and will have the ability to fulfil its roles and responsibilities, be democratically governed by local people, financially sustainable, and be credible with all local stakeholders.

In short, the stewardship proposal for the Gilston Area will do much more than ensure the public realm is well maintained - vital as that is. It will provide a charitable structure designed to act as the long-term custodian of the community assets whilst also delivering a community creation and wellbeing solution that ensures the Gilston Area remains a quality thriving community in perpetuity.



HGGT Stewardship Charter (2024)



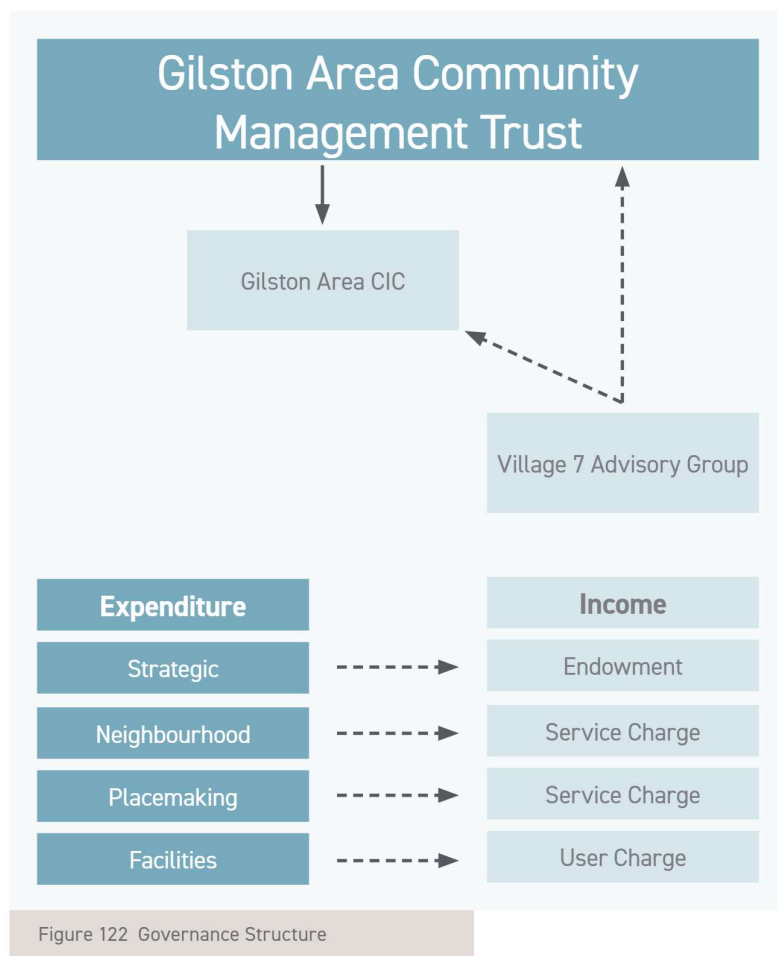
Gilston Area Stewardship Strategy (November 2022)

6 PRINCIPLES OF THE HGGT STEWARDSHIP CHARTER (2024)

HGGT's Stewardship Charter identifies six principles that are essential to enable effective and enduring stewardship.

- Principle 1. Collaborative stewardship
- Principle 2. Community assets: collaborative planning, design, delivery and care of physical infrastructure which is sustainable, responsive, effective and established in perpetuity
- Principle 3. Community development: collaborative planning, delivery and running of place-based community projects
- Principle 4. A representative and accountable governance structure to develop, deliver and manage stewardship
- Principle 5. Financial sustainability, resilience, and entrepreneurship
- Principle 6. Ambitious Environmental, social, and socio-economic practice and monitoring

"Development proposals will be supported which have been developed in partnership with the community" (Policy D1 - paragraph 1)



STEWARDSHIP

Stewardship is the careful and responsible management of the development to achieve this aspiration. It is much more than just the day-to-day maintenance of the facilities, although that remains an important part.

Stewardship is also about how the community land and assets are utilised and by whom, in order to build an inclusive, diverse, and cohesive community in which everyone feels a part. This will all be achieved through the planning, development, resourcing, and implementation of a range of relevant

stewardship activities under the two main themes:

- **Management of the community infrastructure**, which includes green and blue infrastructure and other buildings/ assets, that are identified to be owned by the community and not adopted by public authorities.
- **Wellbeing**: Enabling the activation of the new community by facilitating community engagement and activities, meeting its evolving needs and aspirations, including integration beyond the boundaries of the Site.

Stewardship Responsibilities		
Strategic Assets	Village Assets	Community Wellbeing
Country Parks Community Parks Green Corridors/Buffers Sports Pitches Community Centre Youth Facility Community Orchard Strategic Play Areas Heritage Assets	Public Realm Local Parks Green Corridors/ Buffers Local Play Areas Allotments SUDS/drainage Village sports/ facilities	Community Events Arts & Culture Community Development Community Cohesion Security Enforcement

Figure 123 Stewardship Responsibilities of the GACMT

The Four Pillars of Successful Stewardship

The vision for the stewardship of the Gilston Area and the approach underpinning its delivery will further planning and development through the four key pillars described below. These four pillars underpin the six principles that were later established within the HGGT charter.



Community Infrastructure

Own and manage the country parks, children and young people's play spaces, allotments, community gardens, green and public open spaces, sports pitches and community facilities.

- High quality management and maintenance of landscaping, green and public open space carried out by specialist providers.
- Community buildings managed and operated by professional teams, ensuring community access and a rich programme of activities and programmes.



Community Wellbeing

Support the development of an integrated, healthy, and sustainable community through a programme of activities and events which encourage and facilitate participation in community life.

- Community events, activities and programmes which bring together existing communities with the new, celebrating cultural diversity and inclusion.
- Encouraging, supporting and promoting volunteering, the creation of new community groups and community action to benefit the lives of others.



Governance

Establish a bespoke governance structure which brings together all stakeholders to discuss, initiate, oversee and deliver the Stewardship and Governance Strategy.

- The stewardship organisation will be set up as a charitable trust, accountable to residents and other relevant stakeholders, employing staff and managing its resources. Its board of Trustees will be made up of various local stakeholders including residents, reporting back to the Annual General Meeting.
- Board sub-committees will be created to enable key stakeholders to contribute to the thinking, planning and delivery of the GA stewardship strategy.
- A Community Forum will be established alongside Village Advisory Groups to enable residents and local stakeholders to influence the Trust's delivery.



Finance and Resources

Ensure sustainable finance for the startup of the organisation, bringing on board staff and financial resources capable of operating and sustaining the Stewardship Trust in the long term.

- Create a business plan which defines the funding and resources required for the Trust long term.
- Establish the Stewardship Trust before first occupation and appoint early staff to set up the Trust, ensuring specialist skills are employed.



Figure 124 Indicative Community Infrastructure Plan

The village masterplan and design principles in the next section have been considered in line with the Stewardship Body to ensure the design, form and function of the facilities and open spaces do not result in an unreasonable cost or management burden for the stewardship body, that would result in them not being viable or able to be transferred.