

## 1. POLICY AG1 - Promoting Sustainable Development in the Gilston Area

2. Major development in the Gilston Area will be supported where it can be demonstrated that the following criteria have been satisfied:
  - i. Development proposals have considered the context of the overall development of the Gilston Area and can demonstrate that they have not been considered in isolation.
  - ii. Development proposals have positively considered the existing settlements of Gilston, Eastwick and Hunsdon in respect to their character, heritage, environment and landscape setting and where possible have sought to enhance their access to services and facilities.
  - iii. Proposals are landscape-led and have sought to achieve a balanced approach between village development and preservation of the countryside setting.
  - iv. The new villages are visually and physically separated from Harlow by the natural greenspace of the Stort Valley and distinct from it in terms of character and built form.
3. The preparation, in collaboration with the local community, of a Strategic Landscape Masterplan for the entire Gilston Area (including the existing settlements) will be necessary to define development boundaries and ensure the integrity of the landscape and Green Infrastructure Network. A Strategic Landscape Masterplan would provide the context and inform the preparation of Village Masterplans in accordance with Policy GA1 (IV).
4. In order to assist the delivery of sustainable development across the Gilston Area, new development should:
  - i. Draw inspiration from the morphology and character of existing settlements in the Gilston Area and elsewhere in Hertfordshire.
  - ii. Create seven separate and distinctive new villages, each with an individual identity which complement the existing settlements and are informed by Garden City principles and provide living and working environments of exceptional quality, with a wide range of homes, employment, local retail, education and community facilities well connected by pedestrian, cycle and public transport.
  - iii. Make provision for the phased delivery of necessary social and physical infrastructure to meet the comprehensive infrastructure needs of the area in line with Garden City principles and, where possible, promote advanced infrastructure provision to ensure that adequate capacity is available.
  - iv. Maintain the countryside character of the landscape setting and create an integrated network of green spaces.
  - v. Protect and enhance existing rural landscape assets including areas of ecological, wildlife and landscape value.
  - vi. Incorporate measures to conserve water resources and protect existing and new communities from the impacts of flood risk and climate change.
  - vii. Respect and reinforce the integrity of the revised Green Belt boundary and minimise impacts on the Stort Valley, its landscape and biodiversity.
  - viii. Protect and where possible enhance, heritage assets including the historic Gilston Park, Hunsdon House, Hunsdon Airfield, St Mary's and St Botolph's Churches, the local War Memorials, all Scheduled Monuments and the settings of other Listed Buildings.
  - ix. Explore fully the potential for infrastructure and environmental improvements within the existing settlements.
  - x. Proactively engage local communities in the preparation of development proposals.
  - xi. Establish early-on the framework for governance arrangements for the long-term stewardship of the Gilston Area that will bring together new and existing communities whilst ensuring the long-term protection and management of the green spaces and community open land in accordance with Garden City principles and Policy GA1 (V(h)).

## 5. POLICY AG2– Creating a Connected Green Infrastructure Network

1. The design of new development should:
  - i. Minimise direct and indirect impacts on natural landscape assets both on and off-site, including nature conservation areas, areas of ecological importance, woodlands and water bodies and create, retain and manage appropriate separation distances and buffer zones in accordance with, or where possible, exceeding best practice.
  - ii. Retain and, where possible, enhance areas of ecological importance including local wildlife sites and existing waterbodies to achieve excellent levels of net biodiversity gain.
  - iii. Retain, enhance and, where possible, extend existing woodlands with the preparation and implementation of woodland management plans at an early stage of the development process.
2. Development proposals should take into account the Strategic Landscape Masterplan for the Gilston Area (see Policy AG<sub>1</sub> (2)) to ensure the integrity of the landscape and countryside setting whilst creating an integrated Green Infrastructure Network connected with the network of green spaces beyond the Neighbourhood Plan area (Error: Reference source not found) comprising:
  - i. Existing parks, woodlands, designated green spaces and wildlife sites, rivers and other water bodies including the River Stort and Navigation and connections into it.
  - ii. Interconnected green corridors of adequate width to safeguard biodiversity and natural assets and establish suitable wildlife corridor connections with the wider green infrastructure network including the Stort Valley, the Green Belt and Green Wedges in Harlow which abut the River Stort, the Lee Valley Park, Epping Forest and Hatfield Forest.
  - iii. Open areas separating the villages that contribute to the goal of creating distinct villages (see Policy AG<sub>4</sub>).
  - iv. New green spaces and habitats to promote a net gain in biodiversity.
  - v. Walking and cycling access to the countryside in accordance with best practice such as Natural England Accessible Natural Greenspace Standards (ANGst).
  - vi. Areas of open space retaining important local views over the open countryside and from the River Stort (see Error: Reference source not found)
  - vii. Land set aside as required for an effective sustainable drainage system in accordance with District Plan Policy WAT<sub>5</sub>, taking account of historic flood problems, protecting the Stort water systems and taking inspiration from traditional ditch and pond features.
3. The Green Infrastructure Network will be retained in perpetuity and subject to management and maintenance plans which will be a requirement of planning consent being granted and secured through appropriate legal agreements.

## 6. POLICY AG3– Protecting and Enhancing the Countryside Setting of New and Existing Villages

1. Development proposals will be supported where it can be demonstrated that the following criteria have been satisfied:
  7. Measures have been taken which seek to contain and mitigate the visual impacts of development on the open character of the landscape setting of new and existing villages.
  8. Natural features such as fields and woodland blocks have been utilised to maintain the individuality and separation of new and existing villages (see Policy AG4).
  9. The Green Infrastructure Network (see Policy AG2) and Community Trust Open Space Land (see Policy AG7) have generally been maintained as Natural Greenspace (as defined by Natural England) with clear references and inspiration from the local countryside setting comprising areas of woodland, common land, hedgerows, fields and grassland, large trees and wetland by the brooks and ditches.
  10. Proposed plant species are typical of the local countryside and maximise opportunities for enhanced biodiversity, spontaneous colonisation and habitat creation and are adaptable to changing climate conditions.
  11. Paths and bridleways are well integrated with the landscape and where provided, walls and gates should take inspiration from the features of the local countryside.
2. Sport pitches and formal recreational facilities within the Green Infrastructure Network and outside of Village Boundaries should respect the countryside setting by:
  - i. Not requiring significant alteration of contours or the removal of substantial areas of existing vegetation.
  - ii. Ensuring that the setting of heritage assets or wildlife habitats are not adversely affected.
  - iii. Proposing a form of surfacing and enclosure in keeping with the rural setting.
  - iv. Providing only small-scale ancillary facilities, appropriately sited and of sensitive design, which do not encroach on sensitive open views (Error: Reference source not found and Error: Reference source not found).
  - v. Avoiding floodlighting or night use where this would have an unacceptable impact on the environment, wildlife, the maintenance of dark skies or amenity as a result of noise and light pollution.
  - vi. Avoiding adverse impacts on the amenity of existing residents and new communities.
3. Development in the Gilston Area will be physically separated from Harlow by the Stort Valley (with the exception of the River Crossings). The rural landscape, wetland environment and open views of the Stort Valley should be protected from encroachment and appropriate measures should be implemented to mitigate the impacts of development proposals on the Stort Valley including noise and light pollution.
4. Measures will be implemented to minimise and mitigate the impacts of spill-over light and noise pollution from development on the countryside.

## 12.POLICY AG4 – Maintaining the Individuality and Separation of all Villages

1. Development in the Gilston Area should seek to create distinctive villages of individual character set within a rural landscape. The location and extent of new village development should be informed by existing landscape character, topography and heritage assets and respond sympathetically to the built form and setting of existing settlements and communities:
  - i. A landscape-led approach should be adopted to define the extent of meaningful separation and green corridors between villages and to establish a boundary to the built-up area of each village. This should be defined in a Strategic Landscape Masterplan (Policy AG1).
  - ii. The green corridors separating villages should form part of the Green Infrastructure Network (Policy AG3) and should be retained in perpetuity and be subject to management and maintenance plans.
2. Measures should be incorporated to protect the setting and distinctiveness of Eastwick, Gilston and Hunsdon and other clusters of existing buildings, including the establishment of landscape buffers and the retention of sensitive views and existing landscape features. The landscape buffers will be connected to the green corridors and should comprise natural greenspace and a mixture of new planting and management of existing vegetation.
3. The new villages should have a defined Village Boundary within which built development should be contained in order to create a distinct identity and to protect the countryside setting of new and existing villages (Policy AG2)
4. The green corridors separating villages should:
  - i. Be of sufficient width and biodiversity value to support wildlife habitats and protect areas of ecological value from environmental impacts such as noise and light pollution.
  - ii. Accommodate paths and cycle connections provided these can be accommodated without compromising the physical and visual separation between villages, the amenity of existing and new communities and the ecological value of the corridors.
  - iii. Include provision for early planting and landscape improvements to form a meaningful separation between emerging built-up areas and existing settlements.
5. The definition, detailed design and treatment of the natural green corridors and landscape buffers around villages including rights of way and cycle connections will be established in a Strategic Landscape Masterplan and Village Masterplans in consultation with the local community.

### 13.POLICY AG5 –Protecting Areas of Local Significance

1. The following sites are locally significant and are designated as Local Green Space in accordance with the NPPF and District Plan Policy CFLR2. These sites should form part of the Green Infrastructure Network and are subject to the provisions of Policy AG3. Planting and activities within these areas should be consistent with the function, character and use of the Local Green Space (see Error: Reference source not found8):
  - a. Eastwick Wood
  - b. Black Hut Wood
  - c. Lawns Wood and Moat
  - d. Queens Wood
  - e. Eastwick Valley and Eastwick Hall Corridor
  - f. St. Botolph's Churchyard
  - g. Home Wood
  - h. St. Mary's Churchyard
  - j. Golden Grove
  - k. Gilston House Parkland and Lake
  - l. Avenue and Chase
  - m. Terlings Parkland
  - n. Fiddlers Brook / Lowland Fens
2. Community Boundary designations (as defined in Error: Reference source not found) identify the extent of the existing settlements of Eastwick, Gilston and Hunsdon, including clusters of scattered buildings which form part of these communities. Development proposals will be required to protect the integrity of the community within these areas, maintaining their setting and distinctiveness. Proposals should demonstrate how impacts on existing communities will be managed.
3. Important views across open fields and from other vantage points should be protected, with land retained in agricultural use or presenting an appropriate natural greenspace setting (Error: Reference source not found), to ensure that the image of villages within the countryside is retained. Key views include:
  - A. Long distance view from the Hunsdon Plateau / Hunsdon Lodge Farm looking south
  - B. Long distance view from Harlow, marking the transition from urban to village setting
  - C. Long distance view from Parndon Mill across the Stort Valley
  - D. Views to and from the Churches of St. Mary's, St. Botolph's and St. Dunstan and churchyards
  - E. Views to and from the Listed Gilston Park House and Hunsdon House and their gardens
  - F. Open view over Hunsdon Airfield from Acorn Street and Drury Lane and from the airfield towards St Mary's
  - G. Open views across the airfield from the Airfield Memorial and hangars
  - H. Open views out from Eastwick Road towards the Memorial
  - J. Open views towards Eastwick from the Stort Valley and from the lower part of Gilston Park

- K. Rural views to and from Hunsdon Pond towards Brickhouse Farm House
- L. Open views towards Hunsdon Brook Fishponds
- M. Open views towards and from Home Wood and Hunsdon / Cock Robin Lane
- N. Open view from the exit of Terlings Park and Fiddlers Brook
- P. Open view from the path by Channock Farm towards Golden Grove and High Wych.

## 14.POLICY AG6 – Creating New Villages with a Distinct and Locally Inspired Character

1. Proposals for the new villages should clearly demonstrate that the best possible balance has been achieved between landscape, village separation, mass, density and the overall delivery of the aims of Policy GA1 of the District Plan. This should be demonstrated in the Village Masterplan prepared in collaboration with the local community, which should:
  - i. Respect local topography and settlement morphology.
  - ii. Create a village of distinct and individual character.
  - iii. Incorporate significant existing landscape features and an integrated Green Infrastructure Network which connects with the wider Gilston Area (Policy AG2).
  - iv. Provide a range of densities and building heights which are appropriately scaled in relation to location, heritage assets, landscape features and topography.
2. The Village Masterplan should demonstrate the extent to which it has been informed by its relationship with the landscape and heritage assets and has drawn inspiration from the character and morphology of existing villages in the Gilston Area and elsewhere in Hertfordshire to create a distinct and individual village character. Consideration should be given to the following typical local village characteristics in the preparation of Village Masterplans:
  - i. Informal layout of streets and lanes which should include street planting and connect with the Green Infrastructure Network.
  - ii. Clear visual integration with the countryside, with direct views over the rural landscape and the retention of pockets of natural greenspace and existing landscape features within the village boundary.
  - iii. 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.
  - iv. Building heights and massing which do not visually dominate views and landscape from key viewpoints and are appropriately scaled in relation to village location and heritage and landscape elements.
  - v. Diversity of building typologies and design.
  - vi. The potential to creatively reflect in the village design other local characteristics identified in Appendix 4.
3. Contemporary and innovative design will be encouraged, provided this is appropriate to its context in terms of landscape, topography, built form, scale and materials.
4. The character, built form and morphology of the new villages should be clearly distinguishable from the character and built form of Harlow.

## 15.POLICY AG7 – Creating New Countryside Parks at Hunsdon Airfield and Eastwick Woodlands

1. In accordance with Policy GA<sub>1</sub>, development in the Gilston Area will be required to include provision of Community Trust Open Space Land on the northern section of the site identified in figure 11.2 of the District Plan which includes Hunsdon Airfield and the area around Eastwick Wood. This area will include new countryside parks designed and managed as natural greenspaces (in accordance with Policy AG<sub>3</sub>) and will address the following requirements:
  - i. Retention of the area as Community Trust Open Space Land in perpetuity and the transfer of the site to a community land trust, or other suitable mechanism that ensures long term stewardship and governance for the benefit of the community (see Policy D<sub>2</sub>), to deliver local ownership and management of these assets early in the overall development programme in accordance with District Plan Policy GA<sub>1</sub>.
  - ii. Funding and design support secured through a legal agreement prior to the transfer of the land and made available at the early stages of the development to enable community involvement in the design of the countryside parks and preparation of a management and maintenance plan (see also Policies D<sub>1</sub> and D<sub>2</sub>).
  - iii. Provision for early planting and woodland restoration and the strict control and consideration of relocation of existing incompatible land uses and the introduction of agricultural practices with greater biodiversity value.
  - iv. Prior to the commencement of works in the area, investigation for potential land contamination and remediation as appropriate, to ensure the long-term safety of any future works or drainage proposals that may disturb the ground.
2. The design of the countryside parks will be developed in consultation with the local community and other stakeholder groups. The design should be in accordance with Policy AG<sub>2</sub> and AG<sub>3</sub> and include:
  - i. Substantial increase in biodiversity value, including woodland planting and natural grassland.
  - ii. Protection of the legacy and appreciation of the Airfield footprint.
  - iii. Protection of key views, and the sensitive landscape gap before entering Hunsdon village (Error: Reference source not found).
  - iv. Restoration of existing heritage buildings to provide a visitor centre with interpretation facilities relating to the history and natural environment of the Airfield and small-scale ancillary uses such as a café.
  - v. No formal recreation or commercial uses where the scale and nature of these uses would impact on the countryside setting and open character of the parkland or local amenity or be in conflict with other policy objectives.
  - vi. New buildings only if in keeping with local character and provided these are ancillary to the recreational use of the area, of a compatible scale and architectural design, and discreetly located.
  - vii. Car parking provision in accordance with Policy TRA<sub>1</sub> and where required, located in small groups on the edge of the parkland and well-integrated with the landscape.
  - viii. Establishment of appropriate footpath, cycleway and bridleway connections to existing and new villages, and onwards to Harlow Town Station and Harlow and the wider countryside.
  - ix. Integration of flood water retention in the landscape to remedy, if necessary, surface water flood risk within Hunsdon village in consultation with the lead local flood authority (LLFA).



## POLICY AG8 – Minimising the Impact of Traffic and New Transport Infrastructure on Existing Communities

1. Infrastructure design proposals will be supported where it can be demonstrated that the following criteria are satisfied:
  - i. The design of new road infrastructure minimises impacts on existing communities and avoids severance of or within existing settlements.
  - ii. Impacts from traffic and road infrastructure on existing communities in terms of safety, traffic speed, pollution, environmental and visual impacts are adequately controlled and mitigated.
  - iii. Measures have been taken to protect the environment of the Stort Valley and to mitigate visual and noise impacts on landscape character and the setting of local heritage assets.
  - iv. Measures have been put in place to minimise the risk of potential pollutants entering the River Stort or any of the other watercourses (main river or ordinary) as a result of surface water run-off from new transport infrastructure or increase in traffic volumes resulting from the development.
  - v. New vehicular access arrangements are designed to limit any increase in traffic on existing roads and lanes and to retain convenient access for existing communities.
  - vi. There will be no significant additional heavy vehicle movements through the existing communities as a result of the development or of new highway and access arrangements associated with the development.
  - vi. A Construction and Environmental Management Plan (CEMP) will be prepared to limit the impact of construction traffic in agreement with the community.
  - vii. A monitoring and management regime will be implemented to ensure appropriate measures will be introduced to address any issues which may arise during the construction or operation of the development.

## 16.POLICY AG9– Phasing of Infrastructure Delivery

1. The early delivery of infrastructure will be encouraged, and development proposals will be supported where the following criteria are satisfied:
  - i. A comprehensive assessment of needs arising from the area and from the development has been undertaken in line with the Harlow and Gilston Garden Town Vision and Infrastructure Delivery Plan
  - ii. An Infrastructure Delivery Strategy has been prepared which demonstrates how the delivery of infrastructure will be phased to ensure that social and physical infrastructure is provided at the time of need for the benefit of the entire community according to Garden City Principles and ensure there is adequate capacity to meet the cumulative needs of new and existing communities.
2. Infrastructure requirements and the timescale for provision will be subject to public consultation through the planning application process and determined as part of the approval of future planning applications.

## 17.POLICY LA1 – Landscape within the New Village Boundaries

1. Village Masterplans (prepared in conformity with Policy GA<sub>1</sub> of the District Plan) should incorporate a comprehensive landscape framework for each individual village which should:
  - i. Take inspiration from Hertfordshire villages in the countryside (see Policy AG<sub>6</sub> and Appendix 4) and demonstrate a positive relationship with the surrounding landscape in accordance with District Plan Policy DES<sub>1</sub>.
  - ii. Seek to optimise the visual relationship of the village with the surrounding countryside. The landscape within the boundary of each village should incorporate existing and new landscape features, and green spaces should be in preference integrated into the Green Infrastructure Network (see Policy AG<sub>2</sub>) to maximise its continuity and contribute to the wider network of paths and cycle routes.
  - iii. 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.
  - iv. Provide appropriate new planting characteristic of the local countryside and ensure a net gain in biodiversity on site.
  - v. Preserve and enhance important views and connections and the setting of existing heritage assets (see Policy AG<sub>3</sub> and AG<sub>5</sub>).
  - vi. Integrate existing heritage assets, SuDS and other features in a comprehensive landscape design.
  - vii. Make suitable provision for outdoor recreation and leisure facilities, including sports pitches with artificial surfaces and floodlighting provided that it can be demonstrated there would be no adverse impacts on the environment and residential amenity of existing and new communities.
2. Where possible, provision should be made, for the implementation of landscape proposals at an early stage in the development programme.
3. Provision should be secured for the long-term management and maintenance of landscape and green spaces within the village boundary through a legal agreement as part of an overall governance strategy (Policy D<sub>2</sub>).

## 18.POLICY BU1 – Housing and Residential Neighbourhoods

1. Development proposals will be supported where they are in accordance with a Village Masterplan developed in collaboration with the local community and where it can be demonstrated that the criteria below are satisfied.
2. The proposals should clearly define the character and individuality of each village and adopt a layout appropriate to context and the existing landscape, topography and built-form, also adopting a palette of locally inspired details and materials.
3. The height and density of development should demonstrably achieve an appropriate balance between landscape and village character in accordance with Policy AG6, through:
  - i. Creation of character areas within each village, each adopting a range of built-form, scale and height, drawing inspiration from the diversity local villages.
  - ii. Location of more compact development and higher densities, subject to high-quality design, in village centres and locations with access to sustainable transport provision.
  - iii. Height of buildings appropriate to village character, with taller buildings located in village centres and away from prominent locations, sensitive heritage, natural assets and village edges.
  - iv. Lower heights and densities adjacent to sensitive landscape edges, village boundaries, within proximity to the existing settlements and in areas that fall within sensitive views of landscape and heritage assets from Hunsdon, the Stort Valley and High Wych (Error: Reference source not found).
  - v. Development is appropriately scaled and sensitive to the setting of existing settlements and landscape and heritage assets.
4. The design of new residential development should be landscape-led and demonstrate adoption of outstanding sustainability principles by:
  - i. Contributing positively to the overall landscape structure of the village, the streets or green spaces and with buildings being in scale and proportion to each other and to their function.
  - ii. Providing direct frontages to community open spaces and amenities and establishing soft edges towards the open countryside.
  - iii. Following natural contours and including visual links to wider heritage and natural assets.
  - iv. Optimising orientation for sustainability benefits.
  - v. Delivering high-quality low carbon homes, using, where appropriate, wood or recycled materials in construction and measures for energy and water efficiency.
  - vi. Ensuring every home is within walking distance of a green space.
5. Provision should be made for a wide range of different housing typologies and tenures (including market and affordable housing) in each village to create mixed and balanced communities in accordance with District Plan Policy HOU1.
6. Car parking provision reflects the objective of encouraging sustainable transport modes and shared mobility services. Lower levels of car parking provision are encouraged in locations closest to transport facilities. Car parking reduction will be encouraged in the longer term to reflect increased provision of sustainable transport choices.
7. An appropriate level of cycle storage and cycle parking should be provided to encourage a high proportion of cycling trips as part of a Sustainable Mobility Strategy (District Plan Policy TRA1).

## 19.POLICY BU2 – Village Cores / Centres

1. Development proposals will be supported where it can be demonstrated that the following criteria are satisfied:
  - i. The village centre has been designed to provide a clear identity to the village and 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.
  - ii. The village centre provides a mix of uses to serve the new community with active frontages and ground floor uses comprising retail, workspaces, community and leisure uses in addition to residential to support the functions of the village centre and encourage sustainable transport modes.
  - iii. Consideration has been given to the location of nursery and primary schools in the village centre.
  - iv. Measures have been incorporated to maximise energy and water efficiency. Non-residential buildings should seek to achieve the same standards of efficient use of water resources as residential buildings or a BREEAM 'excellent' rating for water efficiency.
  - v. The village centre well connected by public transport services.
  - vi. Village Masterplans will identify the location of 'micro-hubs' at key points on the Sustainable Transport Corridors to provide interchange between bus services and cycle facilities.
  - vii. The Masterplan for the village centre should demonstrate flexibility in anticipation of future mobility scenarios, including adaptable parking, drop off and pick up arrangements and electric vehicle charging points.

## 20.POLICY BU3– Employment Areas

1. Employment uses will be encouraged in village centres as part of mixed-use areas where it can be demonstrated that the following criteria are satisfied:
  - i. Employment uses are well integrated within the village structure and respectful of the overall character and landscape-led approach to development.
  - ii. A range of workspace of different types and sizes are provided including workspace suitable for SMEs and start-up businesses.
  - iii. Measures have been taken to encourage access to employment uses by walking, cycling and public transport including the adoption of an appropriate strategy to reduce the need for car parking. Parking and other operational areas associated with new employment spaces should be suitably designed to minimise their visual impact and located away from the main public spaces.
2. Proposals for employment development outside village centres will be required to demonstrate compliance with the following criteria:
  - i. Location within a defined Village Boundary and detailed as part of the Village Masterplans.
  - ii. High-quality of design appropriate to the village character and design characteristics of its specific location.
  - iii. Respectful of context and landscape setting.
  - iv. Well-integrated within the built fabric of the village.
  - v. Consistent with and complementary to the overall employment strategy for the Garden Town.
  - vi. Pedestrian oriented and accessible by walking, cycling and public transport.
  - vii. Compliant with other policies in the Neighbourhood Plan.

## 21.POLICY BU4 –Design of Village Streets and Lanes

1. The quality and character of the primary street network linking the villages should be defined comprehensively for the whole area, in preference as part of a Strategic Landscape Masterplan. Streets and lanes within the Village Boundaries should be defined in the relevant Village Masterplan.
2. Development proposals will be supported where it can be demonstrated that the following criteria are satisfied:
  - i. The design of all streets and lanes makes a clear positive contribution to the character, individuality and setting of the village.
  - ii. The design of all streets, including the primary street network will encourage walking and cycling in safety, discourage unnecessary car trips and heavy vehicle traffic through villages and control traffic speed.
  - iii. Each village layout incorporates a legible street network connecting new housing to the village centre and other facilities.
  - iv. The provision and design of streetlighting is appropriate to its location and purpose. Streetlighting should provide a safe environment for pedestrians but the level of lighting should be sensitive to the landscape setting and minimise light pollution and impacts on biodiversity.
  - v. Street planting is generous and includes trees and hedgerows characteristic of the local area and appropriate to village character.
  - vi. Car parking (on and off road) should be well integrated into the street design and in line with the Sustainable Mobility strategy for the area.

## 22.POLICY H1 – Celebrating the Existing Heritage Assets

1. A comprehensive assessment of the area should be undertaken to identify all heritage assets within and in proximity to the development and set out a clear approach for their protection and where possible, enhancement.
2. Development proposals will be supported where it can be demonstrated that the following criteria are satisfied:
  - i. The layout and design of the development respond sensitively to the form, proportion, scale and character of heritage assets, including, where appropriate, set back distances and buffers to preserve and enhance their rural countryside setting.
  - ii. Retaining the open, edge of settlement setting of the Churches of St. Mary's, St. Botolph's and St. Dunstan's.
  - iii. Open spaces have been strategically positioned to preserve the setting of heritage assets and key views.
  - iv. The significance and historic role of heritage assets in the area have been respected and integrated in the new development so that their local importance will not be lost.
3. Proposals should also include measures to celebrate and give prominence to heritage assets by:
  - i. Promoting opportunities to increase public appreciation and understanding of heritage assets by integrating them in an appropriate layout and incorporation of appropriate references in the design of new development.
  - ii. Preserving and where possible enhancing heritage assets and key views as informing elements of the new development.
  - iii. Respecting, preserving and where possible enhancing historic boundaries, such as the former deer park pale and ditch.
  - iv. Protecting from visual encroachment or pollution (noise or light) and enhancing the parkland setting of Gilston Park and Hunsdon House.
  - v. Ensuring that the 19<sup>th</sup> century legacy of John Hodgson's Gilston Park Estate improvement (cottages, farm and community buildings, etc.) is recognised and highlighted in design proposals.
4. Where the proposed development affects heritage assets, a long-term heritage conservation and, where appropriate, management plan should be developed in consultation with the local community as part of the planning process and included where appropriate in the governance agreement (see Policy D1).



## 23.POLICY C1 – Community Facility Provision

1. Development proposals will be supported where it can be demonstrated that the following criteria are satisfied:
  - i. Community facilities will be provided in line with Policy AG9 for the benefit of the whole community.
  - ii. The distribution, availability and access to community facilities across all villages is clearly set out, especially during the initial phases of development and where facilities are provided in a neighbouring village to serve more than one community.
  - iii. Community facilities are provided in locations which are easily accessible by walking, cycling or public transport. The location of community facilities in Village Centres is encouraged.
  - iv. Where appropriate, measures are in place for the transfer of key community facilities into the ownership and stewardship of the local community, as part of an agreed governance agreement (see Policy D2).

## 24.POLICY EX1 – Improving the Existing Settlements

1. Development proposals in the Gilston Area will be required to:
  - i. Demonstrate how the impact of development on existing settlements and outlying properties which form part of these communities will be mitigated as part of the overall development scheme.
  - ii. Protect the landscape character of lanes, streets and open spaces within existing settlements such as Church Lane, Gilston Lane and Eastwick Hall Lane.
  - iii. Make provision for early landscape works and planting of indigenous species with high biodiversity value and species characteristic of the local countryside to strengthen the green buffers around existing settlements and along the existing lanes.
  - iv. Provide suitable and convenient access to new and existing community facilities and destinations.
  - v. Incorporate appropriate measures to mitigate the impacts of the construction phase on existing communities.
2. Development proposals within the settlements (outside the GA<sub>1</sub> allocation) will be required to mitigate the impacts of development in accordance with policies in this Plan and the District Plan.
3. The retrofitting of existing buildings to improve water and energy efficiency will be encouraged where opportunities arise through refurbishments or change of use.
4. Long-term maintenance of green and public spaces within the existing communities will be considered through the planning process and as part of the wider maintenance agreements for the Gilston Area (Policy D<sub>2</sub>).
5. Funding will be made available through legal agreements or through the future application of CIL payments to undertake improvements to the existing settlements in order to mitigate the impacts of new development. Priority projects will be identified in consultation with the local community.

## 25.POLICY TRA1 – Sustainable Mobility

1. Development should be designed to achieve the sustainable mobility targets set by the Harlow and Gilston Garden Town Transport Strategy and any subsequent update to it.
2. Development should demonstrate that clear targets are in place and that they can be realistically monitored and achieved through a comprehensive Sustainable Mobility Strategy including the identification of clear objectives, targets and a range of practical and achievable solutions.
3. Development proposals should:
  - i. Promote sustainable transport choices with a clear order of priority: reduce the need to travel, walking, cycling, public transport, shared transport and private transport.
  - ii. Be integrated with sustainable travel initiatives in the wider Garden Town area including the creation of sustainable transport corridors and micro-hubs (Policy BU2).
  - iii. Provide a well-connected network of attractive, safe, convenient and where possible separated pedestrian and cycle routes within each village and between villages, including the existing communities as part of appropriate street design (Policy BU4).
  - iv. Integrate with the wider area and network of paths, bridleways and cycle routes in accordance with other policies in this Plan.
  - v. Make provision for sustainable transport links which serve journeys outside the Neighbourhood Plan area to nearby urban centres (as well as Harlow).
  - vi. Provide multiple safe, direct and where possible separated cycle and pedestrian routes to Harlow Town Station including improved crossing facilities on the A414, smart cycle schemes and cycle parking facilities and give consideration to a northern entrance to the station dedicated to active mobility.
  - vii. Improve sustainable access to Roydon Station, Harlow Mill Station, Harlow's key shopping and employment destinations and provide safe and where possible separated walking and cycling access to the wider network of greenspaces including the Stort Valley and Lee Valley Park.
  - viii. Make early provision for frequent and extended public transport services to serve new and existing settlements with bus stops within walking distance of most new and existing houses to encourage the use of public transport from the outset of the development.
  - ix. Anticipate changes in transport technology and support smart mobility services, reducing the need to own a car.
  - x. Make provision for cycle parking and electric charging facilities to encourage the use of low carbon emission vehicles.
  - xi. Seek to minimise car parking provision in relation to adopted standards and make allowance for possible reductions in parking standards over time.

## 26.POLICY TRA2 – Access to the Countryside

1. Development proposals should establish a comprehensive plan for the network of footpaths, cycleways and bridleways in the Gilston Area in collaboration with the community and preferably as part of a Strategic Landscape Masterplan including the design of the Green Infrastructure Network (Policy AG2).
2. Proposals will be supported where it can be demonstrated that the following criteria are satisfied:
  - i. The development provides an extended network of safe and where possible separated footpaths, cycleways and bridleways integrated with the existing wider network of Rights of Way to ensure that residents of existing and new villages have access to the countryside for informal leisure activities and enjoyment.
  - ii. The network is extended to provide access to the major areas of natural greenspace in and around the area (including connections to the Stort Valley, Lee Valley Park, and further away to Epping Forest and Hatfield Forest).
  - iii. The design of the routes should consider the tranquillity of the Green Infrastructure Network and other natural greenspaces and the need to minimise environmental impacts such as noise and light pollution.
  - iv. The impact on residential amenity and privacy of Rights of Way in proximity to existing properties is respected.
  - v. The design of the new bridge crossings over the River Stort should minimise impacts on the character and environment of the river and provide good connections for walking and cycling, including provision for wayfinding.

## 27.POLICY D1 – Establishing a Partnership with the Community

1. Development proposals will be supported which have been developed in partnership with the community and meet the following criteria:
  - i. Local communities (existing and new) have been fully, meaningfully and collaboratively engaged with at each stage of the development process Error: Reference source not found; this will include evidence that community views have been taken account in the development proposals.
  - ii. Involvement of the community in briefing the design teams appointed for the preparation of Masterplans about the local area and community views.
  - iii. Collaborative Design Charrettes / Co-Design workshops will be held to provide for the active engagement of the community at each stage in the preparation of the Strategic Landscape Masterplan and individual Village Masterplans and to ensure they reflect local aspirations, and are grounded in an understanding and evaluation of the area's defining characteristics.
2. Funding will be made available through legal agreements to support financially the local community in order to enable full engagement and participation, including professional support where required.

## 28.POLICY D2 – Community Ownership and Stewardship

1. Arrangements for future governance and long-term stewardship of the Gilston Area will be agreed between the principal landowners/developers, the local planning authority and the local community and will be secured as part of the planning process.
2. An agreed governance structure should be in place at the outset of development to ensure the delivery and management of community assets is undertaken in a timely manner and in the interest of the community in accordance with Garden City principles.
3. The arrangements for future governance and long-term stewardship will apply to all development within the Policy GA1 allocation and should include provision for the following:
  - i. An integrated approach to development and necessary infrastructure provision, and the delivery and long-term stewardship of green spaces and other community assets.
  - ii. The establishment of a community land trust or other governance mechanism early in the overall development programme in order to deliver community ownership and the long-term stewardship, protection and maintenance of the Community Trust Open Space Land (see Policy AG7).
  - iii. The establishment of governance and stewardship mechanisms early in the overall development programme for the funding, timely delivery and transfer into community ownership of other green spaces, parklands, sports and recreation areas and community assets.
  - iv. The active involvement of residents from the outset and the long-term interest and continued representation of existing communities in future governance arrangements and stewardship of the Gilston Area.
  - v. Funding and re-investment opportunities to ensure the long-term operation and maintenance of the Community Trust Open Space Land, green spaces, parklands, sports and recreation areas and other community assets.