



HEGNPG

Supporting our Community

Places for People revised planning applications - your response

Community Zoom presentation
11th January 7-8.30pm

Welcome

- Thanks to those who have already responded to the applications - the deadline has been extended to January 21st as we await new images of the new road through the middle of Pye Corner
- If you've responded already - you can still make further comments

Introductions

- We're your Neighbourhood Plan Group - your community representatives NOT East Herts Council or the developers
- With us are Urban Silence, our advisors who work for us (and you!)

Location of Villages 1-7



Our plan for this evening

1. Overview and what we want to achieve from this evening
2. Reminder of where we are in the process and the application revisions
3. Key changes and our proposed areas for responses
4. How to respond
5. What happens next
6. Questions and discussion
7. Wrap up

1. Overview and what we want to achieve from this evening

- The nature of the five applications and their revisions
- The problem of 'detail' and getting to the key points where we can best influence the process
- What we cannot achieve on behalf of residents is:
 - Making a response covering your specific circumstances
 - Overturn the Gilston Local Plan allocation - much as we do not like it
 - Respond to the whole application - only to the revisions made
- Our aim is to:
 - Let you know the work we are doing
 - Invite your comments and questions
 - Encourage you and your neighbours to individually comment

2. Reminder of where we are in the process and the application revisions

- Applications were made by PfP for Villages 1-6 18 months ago
- Residents, NPG, and East Herts Council responded and revisions were made in response
- Village 7 application made a year ago - their revisions are expected soon
- Applicants don't own all the land they need to deliver their scheme so they'll need statutory powers to acquire land - including community assets
- Government has offered Hertfordshire County Council £172m funding for infrastructure
- We're not allowed to see the basis of why this taxpayer funding has been made, despite being the community directly affected
- Government is insisting that 'decisions are made' on the planning applications or the funding will be lost
- Meanwhile: Neighbourhood Plan has progressed and will hopefully soon be a part of the formal planning policy for Gilston

3. Key changes and our proposed areas for responses

The 'big' things are; -

1. Highways and transport
2. Industrial uses and “business park” that East Herts Council want in conflict with their Concept Framework
3. Stewardship
4. Developer contributions (c.£600m offered?)
5. Land Value capture
6. Biodiversity net gain and village buffers being too narrow
7. Development height and form
8. Provision for Travellers and Showpeople
9. And... we are not just grumblers!

3.1 Highways/Transport changes and omissions

- Major changes to Eastern Crossing
 - Roads divide Gilston community into different parts
 - Land take from Terlings Park's public realm
 - Noise and pollution on Pye Corner
 - Not needed by development and seems to be a diversion of A414 by stealth with NO analysis of the alternative options by EHC/HCC
- New access to Village 1
- No Station improvements? No improvements to station connections for walkers, cyclists or bus users?
- Consequential changes needed?
 - A414 status
 - Burnt Mill Lane and Eastwick Road redesign?
 - Gilston Lane

3.2 Industrial added into Villages

We've always accepted the idea of 'employment' uses in Village centres

BUT East Herts Council is championing a "Business Park" close to Eastwick Village with direct A414 access despite this not being in their Concept Framework

Applicants are responding to East Herts Council's request so possibly:

- An extra signalled junction on A414 just to the west of Eastwick?
- Industrial buildings (possibly with crinkly tin) fronting A414 and so impacting views from Green Belt to Village 6?

3.3 Stewardship

- A large amount of land is due to be transferred to Community ownership (including the Eastwick woods and Hunsdon former airfield)
- Buffers between the Villages should be triple locked from further urbanisation - we feel they are under threat
- Despite the passage of time little progress has been made with the Developers on explaining how the Stewardship will work and be funded
- Good long term 'Stewardship' by us as the local community of this land is critical, a part of the GA1 Policy, and so a major concern.

3.4 Section 106 = Developer contributions

- The developers need to fund the facilities required by their proposals rather than pass the cost on to us - the Council Charge payers; this is achieved through Section 106 agreements
- So far East Herts Council tell us nothing has been agreed regarding:
 - Public transport provisions
 - New roads
 - Harlow station improvements
 - Funding for managing the land to be transferred to the community
 - Schools
 - Community facilities
 - Social housing etc etc
- This is key. How can the application be decided without this information?

3.5 Land Value Capture

- A key part of both East Herts Council's policy GA1 and the principles of Garden Towns/Villages includes capturing the increase in the land value that takes place when East Herts Council's removes the Green Belt designation and designates the land for property development.
- East Herts Council and The Harlow and Gilston Garden Town seem to be abandoning Land Value Capture, as a concept, other than to pay for things the developers need to make their schemes work and we, as taxpayers should not be asked to pay for.

3.6 Biodiversity - 10% net gain & Village buffers

We live in a countryside setting, we have barn owls and other wildlife - how will the habitats be enhanced to achieve the government target of a 10% net gain in biodiversity

- We simply do not know how this will be achieved
- We do know that around 1,000 acres of green belt land will be covered in development
- We've been promised "early wins" here but nothing has yet been achieved
- Are developers waiting on taxpayer funding - that seems unfair
- The buffers between the villages are too narrow and must be kept free of development forever with a "triple lock" mechanism

3.7 Development height and form

- The Industrial/Business use we spoke about earlier seems out of place within the concept of 'Villages'- there are other ways of creating business space
- The villages will have denser centres and soft edges; the question is how high should the centres be?
- Five or six stories (18 metres) feels like central Bishops Stortford, so a town centre not a village.

3.8 Travellers and Showpeople

- It's the duty of East Herts Council to provide accommodation to travellers and showpeople across the district; one site is allocated to the north of Village 4 and one between Village 6 & 7
- The development may need to provide facilities - but they should be in proportion to the rest of the district
- The GA1 allocation should not be disproportionately used to house these communities
- There is poor provision for road access, and the same is true in the south-west location
- Is there a need for these sites to meet increase in traveller numbers during the plan period?
- Sites reserved for any need after 2033 need shouldn't be in the landscape buffers which have been identified as areas to be secured from future development
- Where else have sites been reserved in East Herts?

3.9 We are not just “grumblers”!

- The applicants want approval for their Strategic Design Guide and Placemaking strategies, and we agree with plenty that is in there particularly as much of that matches our Neighbourhood Plan
- The applicants have also talked with us about local community Stewardship but they haven't done enough work to make it happen! We are eager to get early wins and establish a long term framework for managing the land.

4. How to respond

- We, your NPG, will draft a short form response(s) you might find helpful and post them on our website. We have just had some revised Pye Corner images and raised questions on them.
- We hope that residents will formally endorse our response on behalf of the community as a whole.
- You are encouraged to make representations on matters/development impacts that affect you directly; as your community group we cannot do that
- Also: We're advancing our Neighbourhood Plan, making representations on S106 and getting involved in the Landscape and Village 1 Masterplanning work streams etc.

5. What happens next?

1. East Herts Council, as the 'decision maker' will review the revisions and responses from the community and make a report reviewing the application against National, Local Plan and Neighbourhood Plan policies.

The Council are under pressure to approve the application as delay could result in losing £170 m of government funding but any approval is likely to be subject to conditions.

1. We will review the revisions to the Village 7 application and make responses.
2. Remember: your personal responses, even if you just endorsing the NPG's representations, will show evidence of community concern and engagement - **this is important**

6. Questions and discussion

7. Wrap up

The background features abstract, overlapping green geometric shapes, primarily triangles and polygons, in various shades of green. These shapes are concentrated on the right side of the image, with some extending towards the left. The overall effect is a modern, layered design.

Advice from our Highways consultant

Bus Strategy

Amendment Application

The Amended Application refers to a "Bus Business Plan" which has determined the requirement of 15 buses per hour (bph).
"...that the maximum number of one-way trips occurs between 8am and 9am ... 766 bus trips...this means there could be 51 passengers per bus at the peak." Further analysis is presented to show that between 5pm to 6pm there are 606 one-way trips, equating to a maximum of 40 passengers per bus (appendix Q of the TAA)

Markides Associates comment?

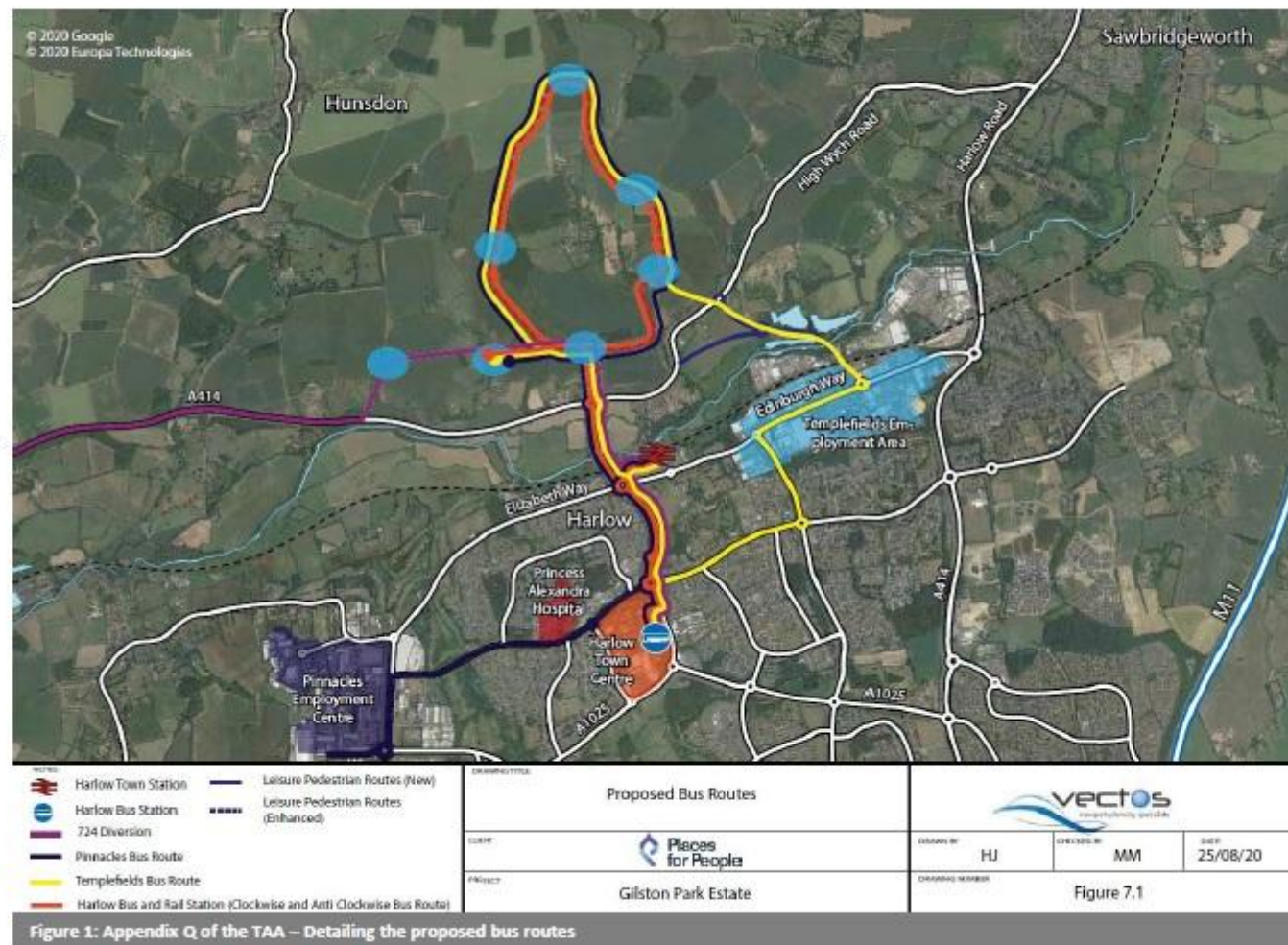
The applicant has clearly undertaken further, relatively extensive work to understand the number of trips and the circulation of buses associated with the masterplan. The number of buses proposed exactly matches the forecast number of trips, therefore whilst anticipated frequency is reasonable it does not seem overly ambitious. There is also limited detail regarding service provision outside of the peak and at weekends, which are also critical to ensuring their mode share targets are achieved. The application makes it clear the pump priming of the bus service would be necessary but makes limited reference to by how much / what amount.

Key Questions?

How would the applicant ensure additional buses were provided should demand exceed 15 buses per hour at peak?

What assurances are there that a high quality reliable bus service is also available outside of the peak?

The NPG should be sure to make sure sufficient mechanisms are made within the S106 so that additional buses can be secured in the future.



Rail Strategy (1)

Amendment Application

The application states that “The rail strategy remains as within the planning application with enhanced links provided to the station via Central Stort Crossing and Burnt Mill Lane and provision of a Northern Station Access if deemed feasible by Network Rail.”

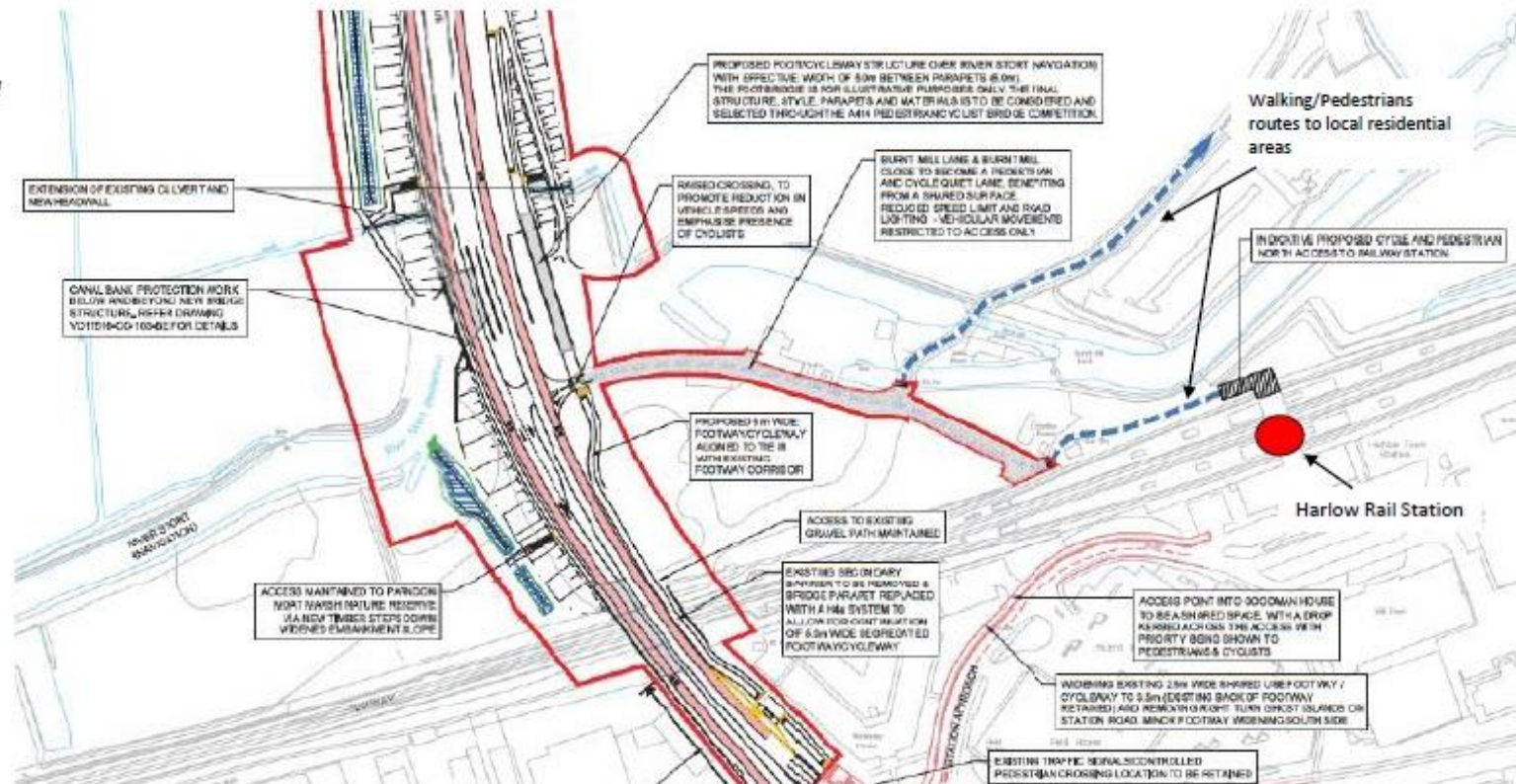
Markides Associates Comment

Whilst it appears as through further work has been undertaken in relation to the Northern Station access, the commitment made by the applicant towards it is still minimal and caveated with, if it is feasible. The application makes reference to the fact that without the Northern Station access the development impact is acceptable – i.e. it is not essential and/or a requirement.

We suspect this is a means of ‘watering down’ any commitment in the future.

Key Questions?

When will the feasibility of the Northern Station access be known? – this has clearly not been answered since the original application (one might argue this a key point and it appears as though very limited additional consideration has been given to this over the last year).



Rail Strategy (2)

Burnt Mill Lane

What improvements, if any, are proposed to Burnt Mill Lane (towards Terlings Park) – it currently lacks a footway in several locations and where footways are present they are now wide enough for more than one person to pass?. Street lighting is also extremely limited.

How will car parking (associated with the station other uses) on these narrow roads be enforced and are sufficient measures to cover long term enforcement accounted for?

Harlow Town Station

What improvements are proposed at Harlow Station to accommodate the interchange of passengers from the Gilston Villages?

- Additional cycle parking facilities
- Waiting area for bus passengers;
- Digital bus information for passengers? (next bus in XXmins etc)
- Improvements to existing taxi facilities?



Crossing(s) General

Amendment Application

The application states that "It should be remembered that the Stort Crossings are provided to serve growth in Harlow and the surrounding area in general of which GPE forms a part. For example, the sustainable transport improvements brought forward by the Central Crossing works will assist all those crossing the valley and wishing to use sustainable modes. Similarly, by diverting existing traffic and traffic from Local Plan growth onto the Eastern Crossing, this will relieve conditions within more central parts of Harlow, thus assisting sustainable modes for new and existing residents and visitors." (Para 1.25 TAA, Executive Summary)

Markides Associates comment?

Clearly a slight change of angle from the previous application, with the applicant admitting that the Stort Crossings are not exclusively a means of mitigating the impact of the development. The above paragraph demonstrates that the Eastern Crossing is being used, in part at least, to relieve traffic in central parts of Harlow.

Its an interesting argument stating that this specifically assists sustainable modes. The Eastern Crossing, as we have always said, will result in a greater number of trips increasing severance between the development and existing facilities within Harlow as outlined in Figure 3.

Key Question?

By diverting vehicles away from the centre of Harlow towards the Eastern Crossing (between the development and Harlow station(s) and other town facilities), isn't this simply increasing severance between the development and Harlow, potentially reducing the likelihood of sustainable trips between the site and Harlow?

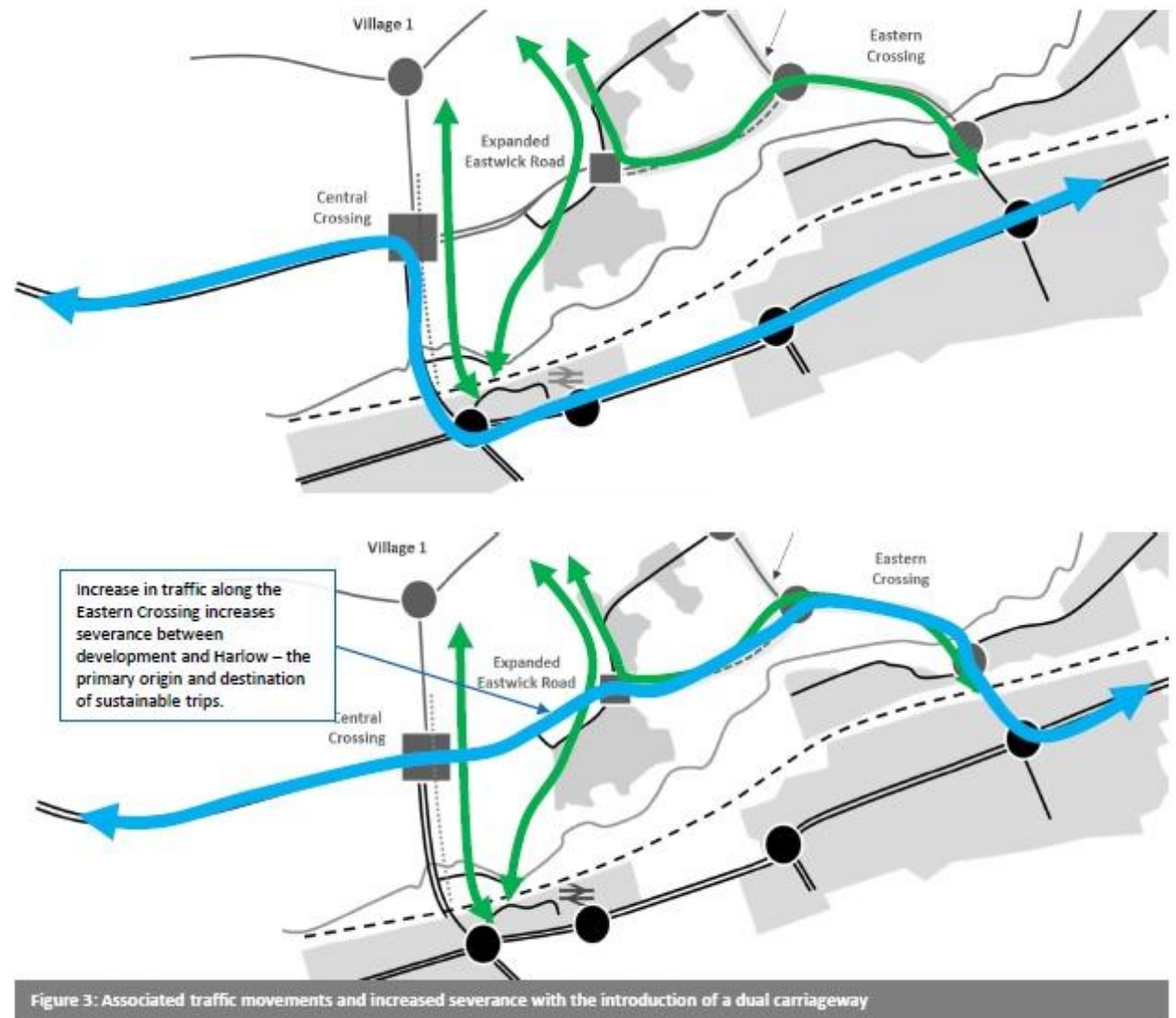


Figure 3: Associated traffic movements and increased severance with the introduction of a dual carriageway

Figure 4: Central Stort Crossing General Arrangement, provided by Vectos in the TAA Appendix J

Village 1 - Central Stort Crossing

Amendment Application

The application states that "Comment has been received from the authorities that 2 right turn lanes from the A414 (West) to Fifth Avenue should not be provided in order to reduce traffic flows entering Harlow and encourage use of the ESC. The primary purpose of the additional capacity provided on the Central Stort Crossing Development is to serve sustainable modes and in particular buses. Bus lanes will be provided in both directions on the crossings terminating at advance bus stop lines... Buses travelling northbound will pass through the signalised junction onto the bus-only access to village 1." (Para 5.79, TAA)"

Markides Associates comment?

A large number of lanes is going to drive further severance between the site and Harlow and it is clear that at grade crossing facilities here are unlikely to be attractive to pedestrians and cyclists.

It is also clear from the TAA, that highway authorities are seeking to drive greater number of trips through the new Central and Eastern Crossings with the aim of reducing the number of trips within Harlow. This highlights the concern highlighted previously about delivering a by-pass by stealth.

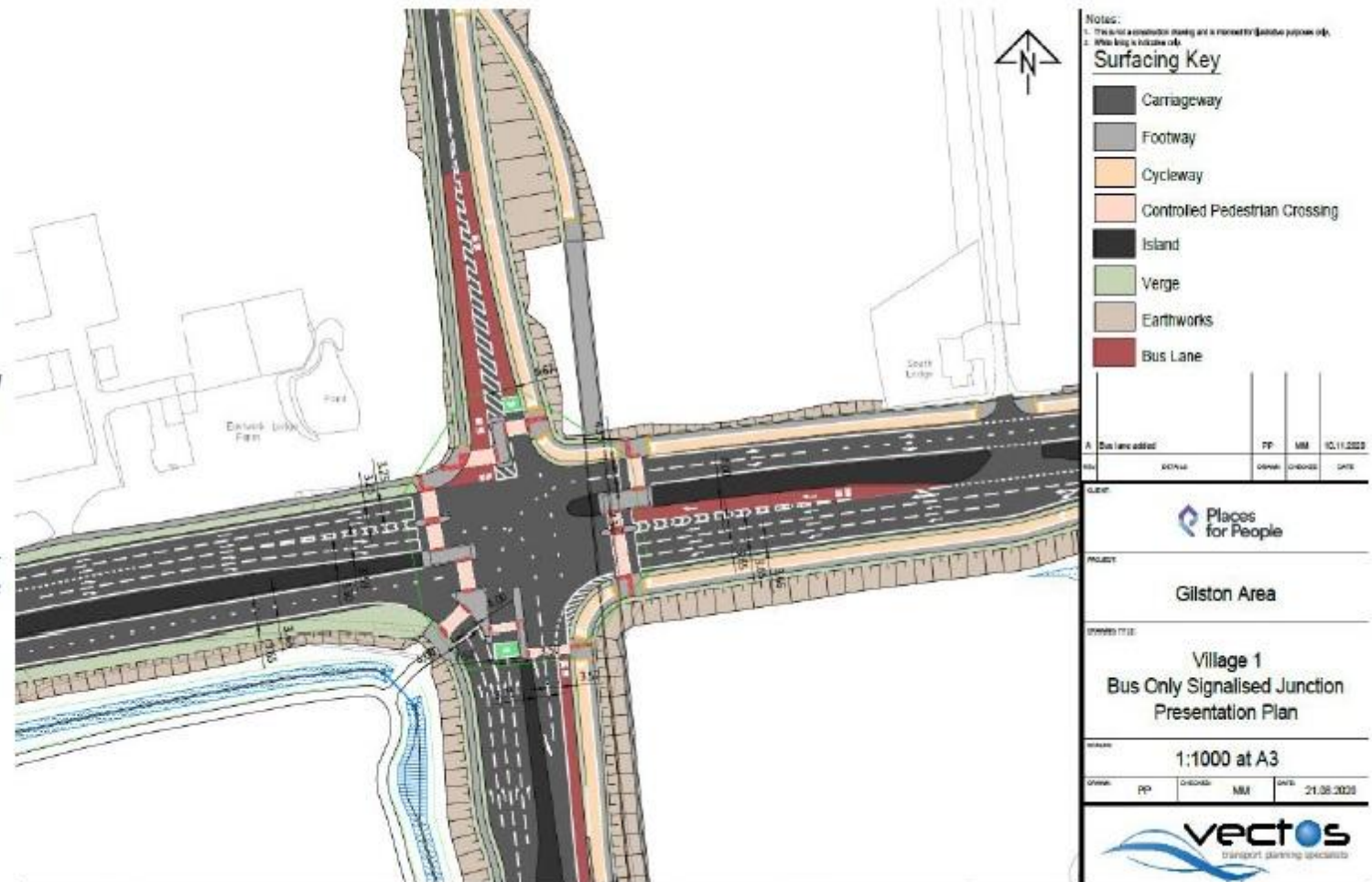


Figure 6: Final junction arrangement plans for Village 1's Central Access, this is bus only, plans provided by Vectos

Interim Village 1 Access – Eastern Access

Amendment Application

"Village 2 ill be served by a vehicular, pedestrian and cycle access off Eastwick Road. It is designed to be delivered prior to the works to create the Eastern Stort Crossing, and consists of a signal controlled 'T' junction layout, with the northern arm providing all-vehicle access into and out of the site with associated segregated footways/cycleways. However, once an internal connection is made between Village 2 and Village 1, only the left-out and right-in movements will be permitted from/to the Village 2 to prevent development related traffic from using Pye Corner. Therefore, any traffic travelling to or from the west would need to use the Village 1 all-movement access." (Para 5.12, TAA)

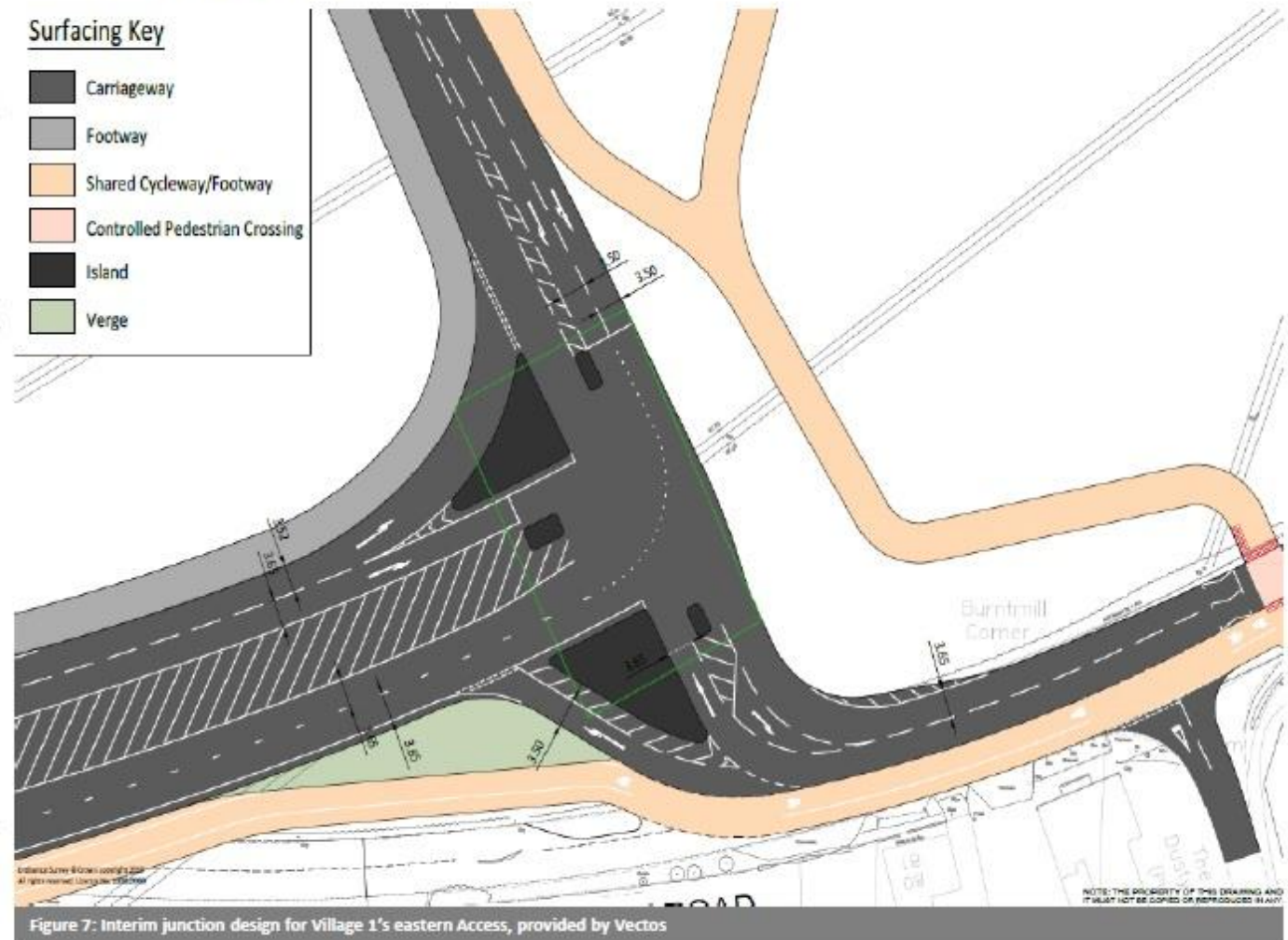
Markides Associates comment?

The new Village 1 Eastern Access creates an additional junction within the green belt over and above the original application driven by the sustainable bus corridor. The theory behind a sustainable bus corridor is laudable, but all it really does is shift traffic towards this junction, so arguably doesn't really improve sustainable credentials – just shifts vehicle traffic further east whilst delivers even greater amount of 'tarmac'.

Key Questions

Whilst the NPG support the sustainable transport corridor in theory, surely it only 'works' if it discourages vehicle trips? – this application simply provides the same means of access as the original application just with an additional junction further to the east resulting in greater land requirements and additional turning movements at two junctions beyond the original application?

How much additional land is required in delivering the Village 1 Eastern Access beyond the original application?



Terlings Park Access – Eastern Stort Crossing

Amendment Application

The application states that "This junction has been revised to reduce any severance effects between Terlings Park and Gilston/Pye Corner. To achieve this, the access for Terlings Park has been moved west so that it connects to Eastwick Road at the location of the new Village 1 all-vehicle access. This allowed the width of the Eastwick road to be reduced significantly so that only one through lane in each direction is provided. The width of carriageway reduces from 18m to 12m" (Para 5.68, TAA)

Markides Associates comment?

The new junction arrangement appears to reduce the impact of through traffic along Pye Corner, although it is notable that through traffic is still likely to be possible. The NPG might want to consider how the old Eastwick Road alignment should be traffic calmed to reduce the likelihood of through trips.

Key Questions

What is proposed to the old Eastwick Road alignment to reduce rat-running / through traffic?

Surfacing Key

	Carriageway
	Footway
	Cycleway
	Controlled Pedestrian Crossing
	Island
	Verge
	Earthworks



Terlings Park Access

Visualisation of Terlings Park Accesses (for info)

Original Places for People design (May 2019)



Revised Places for People Design (November 2020)



Legacy of Existing Infrastructure

Should the proposal get the go ahead we would recommend the NPG considering how elements of the existing highway network and A414 that will see reduced traffic are treated, reflecting the substantial change in the status and traffic volumes of these routes.

Key areas to consider include:

1. Pye Corner – elements of streetscape relating to the existing A414 could be removed such as guardrailings and large chevron signs. The design speed of the road could be reduced to 20mph and traffic calming introduced to enforce the change in designation of what would become the old A414.
2. New Terlings Park Entrance – the new entrance to Terlings Park that would be created to the west could similarly be designed as a low trafficked low speed road. Confirmation of the design speed and wider design intention should be sought.



Opportunity to downgrade, remove heavier infrastructure, install traffic calming and improve existing Eastwick Road section through Pye Corner.



Opportunity to downgrade, remove heavier infrastructure, install traffic calming and improve existing Eastwick Road section through Pye Corner.

Pye Corner/Terlings - new images

Places for People images for Terlings/Pye Corner road

These images have been prepared by the Developers to show the impact of the new road through the village and the measures they are taking to manage: -

- The visual impact of their road proposal
- The increased noise that will result and how they will try to attenuate that (NOTE there will be a signalled junction into Pye Corner so noise generated from the stopping and starting from that)
- The pollution from the added vehicles using the new road (NOTE as proposed it will have a substructure designed to cater for it being converted to a dual carriageway)

Terlings Park Management Company is still working on the land transfer as included in the Q4 Director update

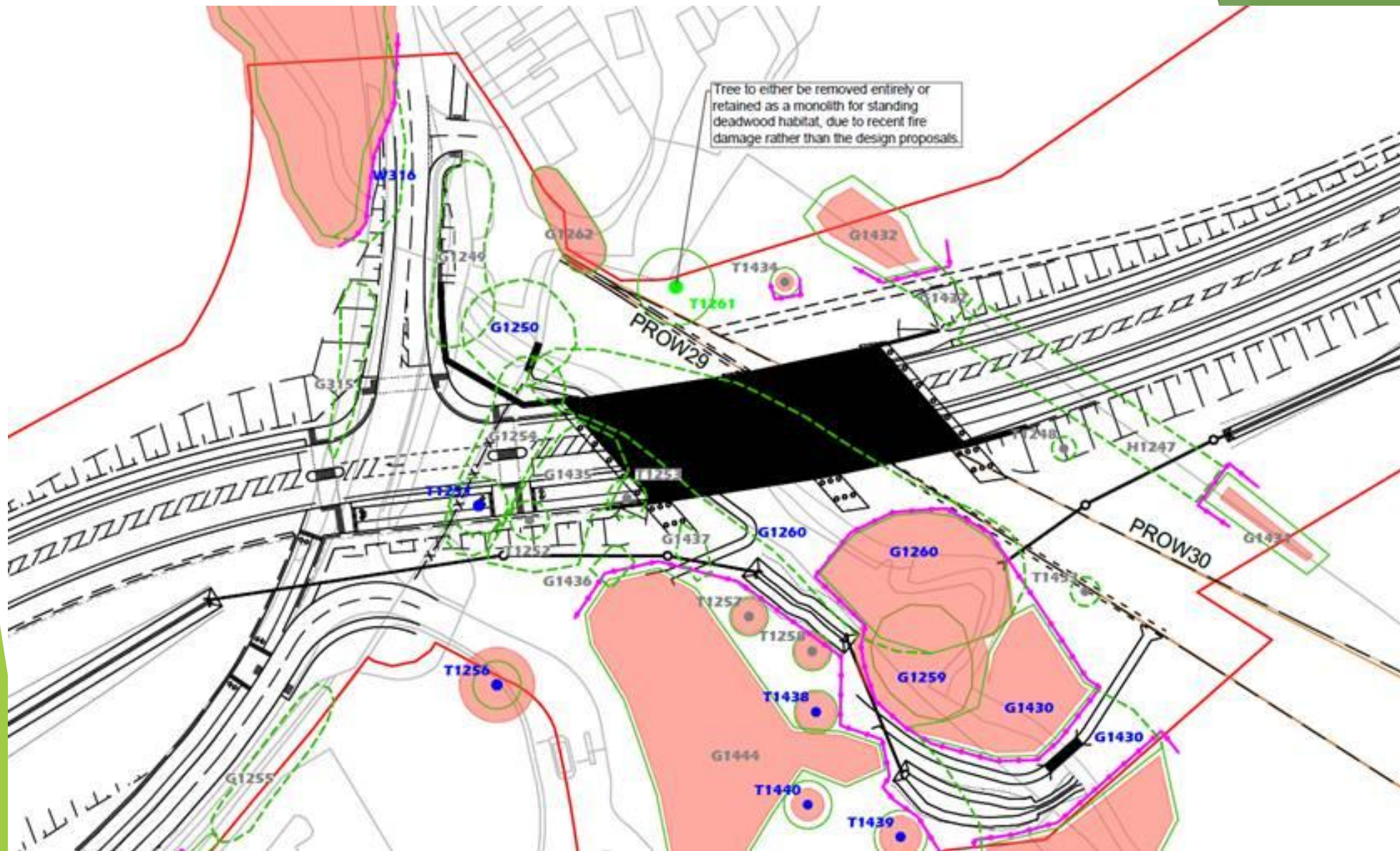
While it has had an initial dialogue with P4P regarding the land, it has NOT entered in to any negotiations at all at this stage and will not do so without consulting residents

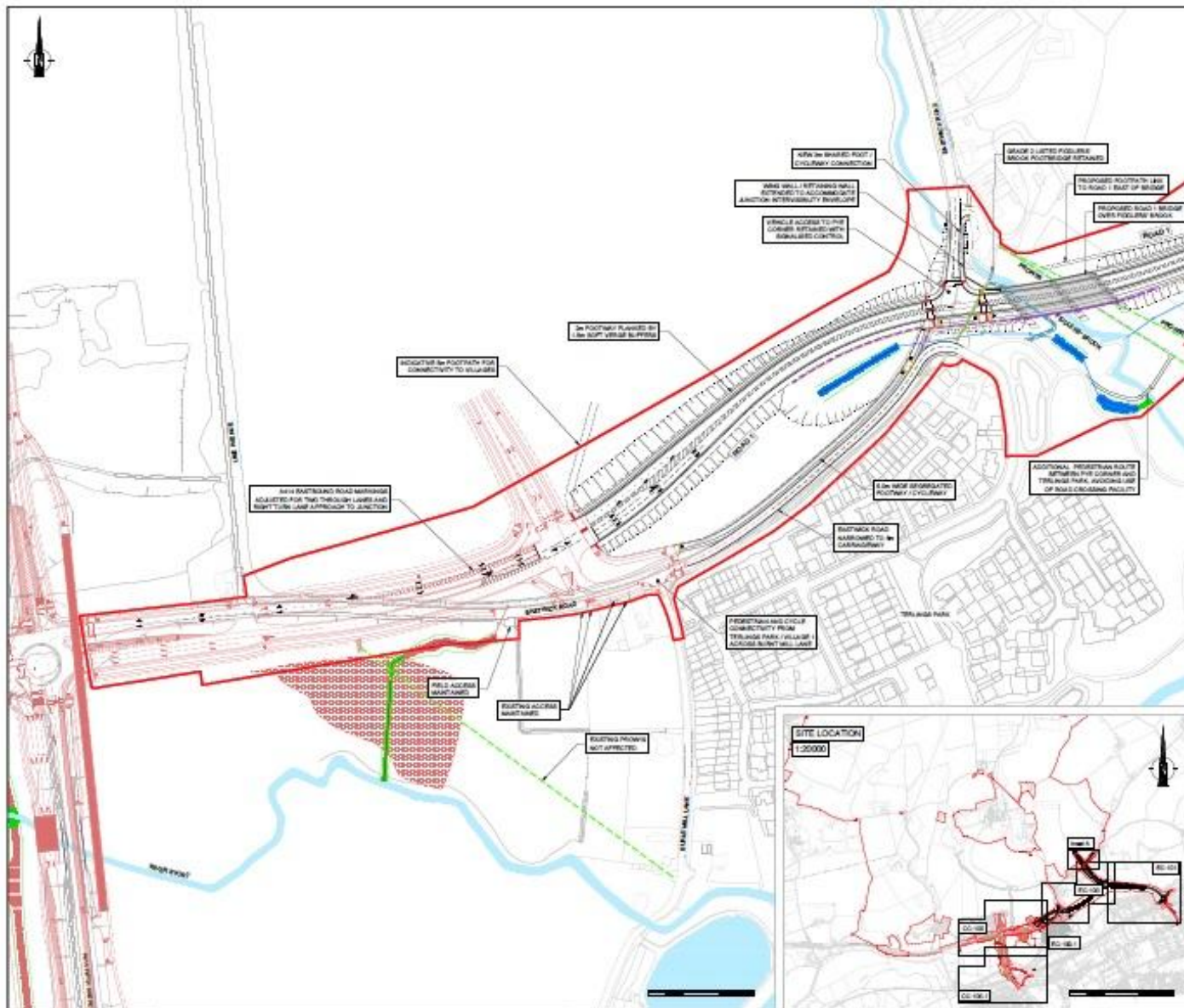
NPG requests for further information/clarification

We received these images on 11th January and are asking for clarifications etc on: -

- They do not show any lorries using the road **but** they are proposing that the Eastwick bridge is designed to cater for the highest lorries allowed on the trunk roads. Showing us the impact of a passing transit van rather than a high lorry seems inappropriate, especially as the road links to an industrial area?
- They are proposing to cut down a mature (100 year old?) specimen oak tree, currently in Terlings ownership - how will they achieve 10% net biodiversity gain from felling so many trees
- Why they are wanting to include so much of Terlings land in their planning application boundary when it appears to be unchanged? If they want to use it as a construction site that has major adverse consequences.
- How they will provide replacement community space for residents to replace the space they seem to want to acquire through compulsory purchase powers?
- The effectiveness of the noise attention measures proposed
- The new 'gateway' into Terlings







KEY

- BARRIER STORT CROSSING APPLICATION WITH BOUNDARY
- WIDEN WILLOW NOISE SCREEN
- LIVING & WIDEN WILLOW NOISE SCREEN
- EXISTING FLOW
- FOOTPATH CONNECTED
- FOOTPATH CLOSED

ITEM	DESCRIPTION	DATE	BY	FOR
1	Issue for design review and approval	15.10.18	100	100
2	Issue for design review and approval	15.10.18	100	100
3	Issue for design review and approval	15.10.18	100	100

Placemakers for People

Eastern Stort Crossing

General Arrangement (Sheet 2 of 3)

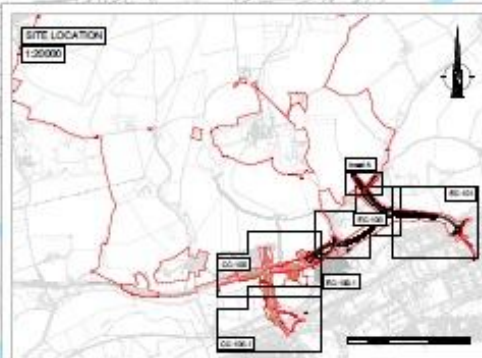
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Vector

Network Building, 87 Tottenham Court Road, London, W1P 0LP
 T: 020 7688 7375
 E: info@vector.co.uk

VD17516/EC-100.1-GA

P04



**Gilston Park Estate
Tree Survey BS5837-2012**



Tree/Group Reference	Tree Count	Species	Height (m)	Stem Count	Stem Diameter (cm)	Crown Radius (m)				Crown Clearance Height (m)	Lowest Branch Height (m)	Life Stage	Physiological Condition	Observations and Recommendations	RPA (m²)	RPR (m)	Remaining Contribution (Years)	Retention Category	Retention Sub-category
T11	1	<i>Cedrus atlantica</i> Atlas Cedar	27.0	1	90	N 7.0	E 7.0	S 7.0	W 7.0			Mature	Fair	Die-back - Mid crown.	366.4	10.8	40+	B	1
H194	1	<i>Acer campestre</i> Field Maple	4.0	1	12	N 2.0	E 2.0	S 2.0	W 2.0			Mature	Good	Hedgerow growing along drainage ditch.	6.5	1.4	40+	B	3
	1	<i>Crataegus monogyna</i> Common Hawthorn/Quick/May																B	
	1	<i>Prunus spinosa</i> Blackthorn/Sloe																B	
	1	<i>Ulmus</i> sp. Elm sp.																B	
H195	1	<i>Crataegus monogyna</i> Common Hawthorn/Quick/May	3.5	1	15	N 1.5	E 1.5	S 1.5	W 1.5	0.0		Mature	Good	Hedgerow - Maintained. Boundary line hedge. 28/08/20 CJH Crown edge is 8 m from kerb.	10.2	1.8	40+	B	3
H196	1	<i>Ligustrum</i> sp. Privet sp.	3.5	1	20	NW 1.5	NE 1.5	SE 2.0	SW 1.5	0.0		Mature	Good	Hedgerow - Maintained. Boundary line hedge. 28/08/20 CJH Grown out somewhat, 3.5-4 m height; 6 m at southwestern end where last 2 plants are unmaintained. Crown edge is c. 4.5 m from kerb at widest point.	18.1	2.4	40+	B	3
	1	<i>Crataegus monogyna</i> Common Hawthorn/Quick/May																B	
H197	1	<i>Crataegus monogyna</i> Common Hawthorn/Quick/May	3.0	1	20	N 1.5	E 1.5	S 1.5	W 1.5	0.0		Semi Mature	Good	Hedgerow - Maintained. 28/08/20 CJH Crown edge is 7.5 m from kerb at widest point.	18.1	2.4	40+	B	2

1.EXISTING



2.EXISTING



1.SUMMER

DRAFT



2.SUMMER



3.EXISTING



3.SUMMER



4.EXISTING



4.SUMMER

DRAFT





**1.EXISTING
CAM HEIGHT 2.5m**



1. YEAR 1

DRAFT



1.WINTER

APPROXIMATE YEAR 10

DRAFT



1.SUMMER

APPROXIMATE YEAR 10



**2.EXISTING
CAM HEIGHT 2.0m**



2.WINTER

APPROXIMATE YEAR 10



2.WINTER

APPROXIMATE YEAR 10



2.SUMMER

APPROXIMATE YEAR 10



3.EXISTING
CAM HEIGHT 4.0m



3.WINTER

APPROXIMATE YEAR 10



3.SUMMER
APPROXIMATE YEAR 10



1.EXISTING



4.WINTER

APPROXIMATE YEAR 10

DRAFT



4.WINTER

APPROXIMATE YEAR 10

DRAFT



4.SUMMER
APPROXIMATE YEAR 10

DRAFT



**5.EXISTING
CAM HEIGHT 4.0m**



DRAFT



5.WINTER

APPROXIMATE YEAR 10

DRAFT



5.SUMMER

APPROXIMATE YEAR 10

DRAFT



2 x 4.85 m tall lorry on the proposed route,
travelling west



Willow - winter



Living willow acoustic fence at six months after planting



Living willow acoustic fence - mature



Living willow screen

