



GILSTON AREA DELIVERY STRATEGY

**PLACES FOR PEOPLE & CITY AND
PROVINCIAL PROPERTIES**

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Q10058

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Documents

Document 1: Gilston Area Concept Masterplan

Document 2: Gilston Area Technical Evidence Base

1 INTRODUCTION

- 1.1 This Delivery Strategy has been prepared by Quod, with input from Savills and Knight Frank, to support the promotion of the Gilston Area site in the emerging East Hertfordshire District Plan (“District Plan”).
- 1.2 The Gilston Area consists of circa 1,120ha of land to the north of Harlow and the River Stort. The land is proposed for redevelopment by Places for People & City and Provincial Properties to deliver around 10,000 new homes across seven carefully planned individual ‘villages’. East Herts District Council (“EHDC”) is the local planning authority for the area in which the development is primarily located. Harlow District Council (“HDC”) is the local planning authority for the strategic transport corridors into Harlow from the A414.
- 1.3 Places for People’s landownership within the Gilston Area extends to c.1,005ha and accommodates 6 of the ‘villages’, sensitively designed around an enhanced Gilston Park providing around 8,500 homes – this is known as Gilston Park Estate. The seventh ‘village’, promoted by City and Provincial Properties, is located to the south east of the Gilston Area on land referred to as the Briggens Estate, which provides c.1,500 homes.
- 1.4 Collectively the ‘villages’ that comprise the Gilston Area provide much needed local housing to support the residents of East Hertfordshire (as well as the wider Housing Market Area), whilst the development also contributes to the lasting economic and social regeneration of Harlow. A copy of the illustrative Concept Masterplan for the Gilston Area is attached at **Document 1**, which is explained in full in the Gilston Area Concept Framework.
- 1.5 In January 2014 EHDC published the District Plan Preferred Options, which identified the Gilston Area as a Broad Location for development. Chapter 3 of the Preferred Options explains that EHDC accept the principle of development at the Gilston Area but suggested that there was some uncertainty about aspects of the proposals which require further testing through the preparation of a future Development Plan Document (“DPD”).
- 1.6 Places for People & City and Provincial Properties have had an interest in the Gilston Area for a considerable period of time. During this time they have appointed a large consultant team and

commissioned a significant amount of technical work to enable the production of a sustainable and deliverable Concept Masterplan for the site. Much of this technical information has been shared with EHDC during the preparation of the District Plan. A full list of all technical evidence submitted as representations to the Pre-Submission District Plan is set out at **Document 2**.

- 1.7 Following on-going discussions with EHDC and HDC, and in light of the technical information that exists to support and justify the proposals, it has been agreed that a further DPD for the site is not necessary. Instead it has been agreed that EHDC and HDC will work with Places for People & City and Provincial Properties to finalise the Gilston Area Concept Framework, which assists with the identification of the Gilston Area as a Site Allocation for 10,000 homes within the Pre-Submission version of the District Plan.
- 1.8 A draft of the Concept Framework has been published and the document is to be refined and finalised, following engagement with the local parish councils, ahead of the Submission of the District Plan targeted for Spring 2017.
- 1.9 This Delivery Strategy has been prepared in response to the Pre-Submission District Plan, to demonstrate the deliverability of the Gilston Area as a residential-led Site Allocation. The purpose of this Strategy is to explain the anticipated approach to delivery of the development and the provision of infrastructure. The document is structured as follows:
 - Section 2 – describes the activities that will be undertaken to enable the occupation of the first homes on site;
 - Section 3 – explains the anticipated approach to on-site delivery;
 - Section 4 – identifies the main infrastructure items that will be delivered as part of the development and describes the expected funding mechanism and delivery trigger for each; and
 - Section 5 – provides overall conclusions on the deliverability of the project.

2 GILSTON AREA – IMPLEMENTATION ACTIVITIES

a) Introduction

- 2.1 The vision for the Gilston Area is the creation of a sustainable, residential-led development delivering 10,000 homes across 7 carefully planned villages, supported by the necessary physical and social infrastructure including schools, roads, healthcare facilities, etc. An illustrative Concept Masterplan has been prepared which is contained at Document 1 and is fully explained in the Gilston Area Concept Framework.
- 2.2 The Concept Masterplan is an illustrative representation of the Gilston Area development, based on the design constraints and opportunities of the site, and in particular a response to its landscape characteristics. The key design principles that underpin the Concept Masterplan are described in the Gilston Area Concept Framework, and key aspects are reflected in the Site Allocation policy in the Pre-Submission District Plan. The detailed design of the Gilston Area may differ from that set out in the illustrative Concept Masterplan, but it will be underpinned by the same core principles.
- 2.3 The Gilston Area Design Statement sets out the anticipated phasing of the development. As described in the Design Statement, the development will be delivered over a c.20 year period and as such the proposed phasing is indicative only and will change over time depending on planning and various market forces etc.
- 2.4 It is envisaged that Phase 1 will focus development within Villages 1 and 2. At this early stage the sequencing of the development within Phase 1 is yet to be confirmed. It is likely that the first homes to be occupied will be within Village 1, however, due to the increasing importance that the highway authorities are placing on the new River Stort crossing (proposed to the east of the existing crossing) and how its early delivery will support strategic growth across the wider Harlow area, Places for People may decide that it is more appropriate to commence initial development within Village 2. In any event, the activities and work required to commence the development is similar in either scenario, and therefore for the purposes of this report it has been assumed that development will commence within Village 1.

2.5 On this basis, this section identifies the necessary activities that will need to be undertaken by Places for People & City and Provincial Properties to enable the occupation of the first homes within Village 1 (or whichever village will come forward first as Phase 1). For ease of reference these matters are considered under two sub headings, 'Planning' and 'Enabling Works'.

2.6 The Governance Strategy refers to various preliminary activities (shadow governance structure and framework planning agreement) which will be completed in parallel with the planning activities described below.

b) Planning

2.7 The main planning activities that need to be successfully completed to commence and implement the initial aspects of Phase 1 include the following:

- Submission and determination of an outline planning application for the Gilston Area;
- Submission and determination of a detailed application for the initial elements of Phase 1 (assumed to be circa 350 - 500 homes in Village 1); and
- Discharge of relevant pre commencement conditions.

2.8 Each of these activities are discussed in more detail below, including an indication on timescales and the nature of the work involved.

i) Planning Application

2.9 The process for the preparation, submission and determination of a planning application is a matter that will require detailed discussion with EHDC officers. However, at this stage it is assumed that an application would most likely take one of two forms:

- An outline planning application for the entire Gilston Area, followed up by a reserved matters application for the initial elements of Phase 1 (and subsequent phases); or
- A hybrid application containing the detailed design for the initial elements of Phase 1, with outline permission sought for the remaining parts of the Gilston Area (and subsequent phases to come forward as reserved matters applications).

- 2.10 Places for People & City and Provincial Properties are likely to progress with a hybrid application, as it shortens the timescale associated with the preparation and submission of reserved matters applications for the initial phase. This preference will be discussed in detail with EHDC officers.
- 2.11 Places for People & City and Provincial Properties have commissioned significant amounts of technical information to support the preparation of the Concept Masterplan which has fed into the District Plan process. Much of this information is directly transferable to a planning application – albeit there will need to be additional specific assessments undertaken eg Environmental Impact Assessment (“EIA”). Based on the existing information available, it is estimated that a further 5-7 months would be needed to prepare and submit a planning application.
- 2.12 The preparation and finalisation of the Concept Framework, as well as the evidence base available to date, provides a solid foundation to enter into formal pre-application discussions with officers. This could, potentially, commence in January 2017 (post completion of consultation on the Pre-Submission District Plan), which could facilitate an application submission in the Summer of 2017.
- 2.13 The submission of an application in advance of the District Plan Examination would have the benefit of providing the Inspector with additional evidence to reinforce the deliverability of the Gilston Area, including the results of the EIA. However, it is anticipated that the application would be submitted on the basis that it would not be determined by EHDC until after the receipt of the District Plan Inspector’s Report, unless the District Plan Examination is adjourned and deferred to a later date. The District Plan timetable is subject to change, but on the basis of an Examination in Summer/Autumn 2017, the Inspector’s Report may be available in early 2018. As a result, it is reasonable to assume EHDC may look to determine the planning application in mid-2018.

ii) Pre Commencement Conditions

- 2.14 Post the approval of the application, progress could then commence to discharge the relevant pre-commencement conditions. Based on our experience of other large scale projects it is anticipated that all pre-commencement matters for the initial elements of Phase 1 could be resolved within 9 months (ie early 2019).
- 2.15 In light of the above, the planning process for the initial elements of Phase 1 are likely to conclude by late 2018/early 2019.

c) **Enabling Works**

2.16 In addition to the planning aspects referred to above, there are a number of enabling works activities that will need to be addressed before the initial homes can be built and occupied. The principal activities will involve:

- Land assembly and contractor set up; and
- Early infrastructure including highways agreements and other necessary consents.

i) **Land Assembly & Contractor Set Up**

2.17 The vast majority of the Gilston Area site is in Places for People's sole ownership – six of the seven proposed villages. The Briggens Estate, ie Village 7, is in the ownership of Briggens Estate LLP. No residential development will be delivered in Village 7 during Phase 1. All of the land forming the Gilston Area is owned by these two landowners, with the exception of any land required for the offsite highways improvements.

2.18 Given the existing agricultural, residential and non-residential uses across the site, the landowners' estate management teams will pro-actively manage the tenancies to ensure leases are aligned with the agreed phasing so that vacant possession of the relevant land parcels is achieved in a timely manner whilst enabling the existing uses to continue as long as reasonably practical.

2.19 As lead developer, Places for People will appoint a full site based project delivery team to oversee the procurement and delivery of all site servicing and infrastructure works.

2.20 Consultant appointments are already in place for all site investigations, archaeology, ecology and arboriculture. The next step will be to select suitable contractors for the initial enabling and infrastructure works.

2.21 Contractor procurement will commence early to appoint suitable contractors for selective tendering based on track record, size, nature, complexity and wherever possible, employing local contractors and labour.

ii) Early Infrastructure

2.22 Based on the extensive technical work undertaken to date, the critical infrastructure required to support circa 350 – 500 homes in Village 1 has been identified. Of this infrastructure, certain elements are required to be delivered as early enabling works including:

- Connection to water mains;
- Connection to electricity;
- Connection to gas mains; and
- Road access to village 1 (adjacent to existing Eastwick crossing).

2.23 The works are described in turn below.

2.24 **Water** - Detailed engagement has recently been undertaken with Affinity Water who has confirmed that there is adequate supply within the two existing Affinity Water mains running north-south through the site (near Eastwick) to supply the development. Details are set out in the Gilston Area Utility Strategy prepared by Aecom.

2.25 Affinity Water has confirmed that connection to the site for the initial elements of Phase 1 will come from existing mains, and is likely to follow the line and level of the proposed highway.

2.26 **Electricity** - UK Power Network has confirmed that the strategic connection point for the development will be from the Harlow West primary sub-station which will require a connection across the Stort Valley via the existing Central Crossing to a new primary sub-station within the southern edge of Village 1. As part of the planning application process, early capacity assessments will be undertaken to determine if existing local electricity infrastructure could cater for the demand of all or some of the initial 350 - 500 homes.

2.27 **Gas** - National Grid has confirmed that the connection point will be from the existing High Pressure mains at Redricks Lane, via a route next to Redricks Lane and Eastwick Road, to a new gas governor within the proposed development.

- 2.28 **Road Access** - The Concept Masterplan indicates that Village 1 will be accessed from the existing Eastwick roundabout, which is proposed to become a signalised junction as a result of the dualling of the Eastwick Crossing. The detailed layout of the junction is being discussed with Hertfordshire County Council (“HCC”) and Essex County Council (“ECC”), and is likely to be detailed within the hybrid application.
- 2.29 Vectos has advised that the traffic flows associated with circa 350 – 500 units could be accommodated within the configuration of the existing roundabout, linked to new internal road infrastructure. As a result, the junction signalisation should not be needed to deliver the initial elements of Phase 1, nor is it expected that any other additional off site highway works will be required to accommodate this stage. However, junction improvements will start to be implemented alongside the build out of the early phases (post Phase 1).
- 2.30 These works will require Places for People & City and Provincial Properties to enter into a Section 278 Agreement with ECC/HCC, and Vectos has advised that this is likely to be undertaken in parallel with the discharging of the relevant pre-commencement conditions on the outline planning permission.
- 2.31 **Other Infrastructure** - In addition to that described above, Thames Water have confirmed that there is capacity within their existing waste water infrastructure to serve the development.
- 2.32 The above enabling infrastructure works can all be undertaken upon land within Places for People’s ownership and the statutory providers have the necessary rights to deliver the utility infrastructure with or without landowner consent. No third party land is required.

d) Summary

- 2.33 In summary, having completed the above activities post securing planning permission it is estimated that the first homes may be ready for occupation in 2019/2020. During this time the necessary supporting infrastructure would also be delivered including the first primary school places in Village 1 and temporary secondary school accommodation, as well as local road infrastructure and landscape works.

3 GILSTON AREA – HOUSING DELIVERY

a) Introduction

- 3.1 The Government’s adopted policy guidelines set out in the National Planning Policy Framework (“NPPF”) and the Planning Practice Guidance (“PPG”), together with the Autumn Statement (November 2016), all indicate housing growth as a top priority in order to meet critical housing shortfalls across the country. In particular the Autumn Statement seeks to accelerate new housing supply and accelerate housing construction.
- 3.2 The Gilston Area Concept Masterplan is supported by an extensive evidence base, which is summarised in the Concept Framework. It is clear, based on this evidence, that the Gilston Area is available, suitable and achievable as a residential-led allocation, and hence EHDC has identified it as a Site Allocation in the Pre-Submission District Plan.

b) Housing Delivery

- 3.3 The Landowners welcome the identification of the Gilston Area for the development of 10,000 homes. They are committed to the creation of a high quality development at the Gilson Area and have the resources to deliver it in the immediate term.
- 3.4 The deliverability of the project is significantly assisted by the fact that the land required to deliver the ‘villages’ is entirely within the control of the two landowners – an unusual position for a strategic site of this scale.
- 3.5 The Landowners have commissioned a full professional team who have comprehensively analysed the site and prepared an illustrative Concept Masterplan to address all technical matters. The progress made to date is more advanced than would typically be required for a Local Plan process, which reinforces their desire to see the site come forward.
- 3.6 The Landowners are aware that the PSDP estimates that approximately 3,000 homes will be delivered at the Gilston Area by the end of the plan period. In light of the Landowners commitment to the site they are confident that at least 3,000 homes will be delivered over the 15 year period following adoption of the plan, and in all likelihood significantly more.

- 3.7 However, the Landowners note that the policies of the PSDP do not impose the 3,000 home figure as a cap/limit. This is understandable given the extent of the local housing need, as well as the urgency to secure the economic and social regeneration of Harlow. Furthermore, this approach is also consistent with the NPPF which advises that sustainable development should be approved without delay (para 15) and the Autumn Statement which sets out the Government's clear commitment to accelerating the delivery of housing beyond that achieved historically.
- 3.8 The plan period for the Pre-Submission District Plan is 2017 to 2033. The Gilston Area development is anticipated to be delivered over a c.20 year period, which extends beyond the plan period. The landowners are confident that the Gilston Area will commence delivery in the short term and deliver at least 3,000 homes within the plan period.
- 3.9 This is considered entirely reasonable and is reflective of a number of factors combining to create a set of unique site specific circumstances as set out in research undertaken for the landowners by Savills. These factors are summarised below:
- a) The current Government agenda is heavily focused on assisting the delivery of housing, and the measures proposed in the Housing and Planning Act and the 2016 Autumn Statement seek to stimulate increased levels of activity, specifically accelerated delivery. It is the planning systems role to facilitate the delivery of housing, especially in instances such as the Gilston Area which is locally supported in the Pre-Submission District Plan and has willing developers whom own the necessary land to deliver the villages;
 - b) The Gilston Area is located within a housing market area that is evidenced to have had a chronic under supply of market and affordable housing. The latest Annual Monitoring Reports show that over the last 5 years EHDC had a shortfall in housing completions of 1,500 homes (AMRs & Housing Live Tables 2010/11 - 2014/15), whilst Harlow had an under supply of around 920 homes (AMRs & Housing Live Tables 2010/11 - 2014/15);
 - c) The latest Strategic Housing Market Assessment ("SHMA") (ORS, 2015) evidences the significant extent of forecast housing needed in the housing market area, which

includes the need for 745 homes per annum in EHDC, of which 26% of the need is for affordable housing, and 268 homes per annum in Harlow, of which 58% of the need is for affordable housing. The most recent Sub National Population Projections (2014 based) indicate that the 2015 SHMA presents an underestimate of need. ORS has produced a revised Objectively Assessed Housing Need accordingly. This further evidence indicates that EHDC could need to accommodate up to 19,500 new homes between 2011 and 2033 – a need of 886 per year¹. The most recent estimated target for Harlow is set out in the draft Epping Forest Local Plan, which states that Harlow will need to deliver c. 9,200 over the plan period - 418 per year²;

- d) The Gilston Area development is made up of 7 individual villages, each with their own distinct character, which when combined with the varied housing tenures, will create a number of different, non-competing, ‘sales centres’ which will enable development to come forward at various villages simultaneously;
- e) Within each village ‘sales centre’ it is likely that multiple housebuilders will be operating and offering differentiated products;
- f) Each village will contain a mix of housing products, based upon Places for People’s unique ability to provide a wider range of tenures than a “normal” housebuilder led scheme. In particular, the mix across the majority of villages will include:
 - Market housing offering a broad range of accommodation at different pricing points from entry level homes through to larger family properties and apartments ranging from first time properties through to downsizing accommodation;
 - Market rental properties comprising apartments, family accommodation and retirement homes which will not compete with the market sale products;

¹ East Hertfordshire District Council, 2016, East Hertfordshire District Plan – Pre-Submission Version 2016, para 3.2.7

² Epping Forest, 2016, Epping Forest Draft Local Plan Consultation 2016 para 3.47

- Affordable housing, which does not compete with the private sale offer, consisting of a mix of Starter Homes, affordable rent, intermediate rent and intermediate sale products; at a range of income bands to suit local needs;
 - Older persons accommodation including housing with care and offering a mix of leasehold ownership, rental and affordable products;
 - Custom Build or Self-build (in select villages); and
 - Key worker accommodation (in select villages).
- g) Each village has been carefully designed to offer different typologies and differing price points;
- h) The delivery strategy also takes account of time – this is a relevant factor because of the duration it will take to build critical mass and a sense of place, as well as develop the public transport infrastructure. Over time the Gilston Area will grow and have the critical mass to be viewed as a stand-alone settlement with its own distinct market. As the Gilston Area makes this transition it will gain wider appeal and be able to draw buyers from a larger market. In doing so its sales capacity will increase;
- i) The delivery strategy takes account of the infrastructure that will shape the pace and direction of development and the surrounding area, including Junction 7A on the M11/Crossrail 2; and
- j) The delivery strategy also has regard to other growth locations across Harlow and the employment prospects of this part of the London Stansted Cambridge Corridor.

3.10 The mix of housing typologies proposed has been carefully analysed having regard to identified housing needs and the requirement to create a socially and economically sustainable new place. Detail on how this residential mix responds to the identified housing needs is set out in the Gilston Area Case for Growth.

3.11 In the context of the above, it is also necessary to understand the delivery model that is proposed for the development. Places for People will act as the 'master developer' and will have responsibility for

placemaking, site servicing, infrastructure and governance arrangements. The infrastructure costs will be reflected in the land values.

3.12 Places for People will, themselves, develop phases of development but will also sell phases of serviced land to housebuilders and other residential developers. This has a number of benefits of accelerating delivery rates and not having reliance solely on market sales. Places for People therefore offer an entirely different approach, acting as a patient long term investor and asset manager, not a short term developer. The key differences with the traditional 'housebuilder model' can be highlighted as:

- Return Measure – the level of return needed for a housebuilder model requires margins to be maximised on each individual home and as a result constraining rate of supply can assist. However, an asset manager requires a moderate blended return across a number of price points and sectors (social rent, intermediate rent, private rent, shared ownership, infrastructure etc). Key issues are achieving management/investment efficiency through scale and minimising time between initial investment and positive cashflow. Early delivery is therefore incentivized;
- Investment horizon – the housebuilder model involves regular short term decisions to raise/lower/cease supply according to strength of the housing market. Average delivery rates over time are therefore reduced due to some periods of low activity. However, asset allocation decisions for long term investors are based on medium to long term economic forecasts, and therefore the ability exists to establish a stable delivery platform and consistently complete the similar number of homes each year;
- Freehold interest – a housebuilder takes no benefit from future revenue growth post the initial sale of a dwelling/commercial building and therefore the incentive to create value is reduced, requiring instead a focus on maximising value on initial sale. The Places for People model is based on improving return on investment over time by increasing the attractiveness and popularity of the place. The incentive, therefore, is to achieve large scale occupation quickly to establish the 'place' and enable the added value amenities to be viable.



3.13 In light of the above factors, Places for People & City and Provincial Properties are confident that the Gilston Area development can make a significant contribution toward addressing local housing needs as well as supporting the regeneration of Harlow.

4 GILSTON AREA – INFRASTRUCTURE DELIVERY

a) Infrastructure Requirements

- 4.1 The preparation of the Gilston Area Concept Masterplan is founded on an extensive technical evidence base, as listed at **Document 2**, and engagement with various key stakeholders including EHDC, HDC, HCC, ECC, Historic England, Highways England, Environment Agency, Stort Valley Partnership, etc. Through this process it has been possible to identify the critical infrastructure necessary to support the development.
- 4.2 Whilst the precise infrastructure requirements of the development will only be established once the proposals proceed to the planning application stage, the level of information currently available is more than sufficient for the purposes of developing a robust Concept Masterplan, as well as informing the District Plan process.
- 4.3 Table 4.1 sets out the main categories of physical and social infrastructure required to support the development, and identifies the anticipated responsibility for funding and delivery.

Table 4.1 – Anticipated Infrastructure Requirements and Delivery Responsibility

Infrastructure Items		Estimated Costs (£m)	Requirement	Source of Funding/Delivery	Ongoing Responsibility/Delivery Partner
Transport	On-site Roads/ Pedestrian/Cycle	85	Scheme Design	Developer	HCC
	Off-site Roads	90.5	Scheme Mitigation	Developer/S106 contributions from Developer and other developments in the wider Harlow and East Herts area	HCC/ECC/HCC
	Sustainable Transport	11.5	Scheme Mitigation	Developer/S106 contributions from Developer and other developments in the wider Harlow and East Herts area	HCC/ECC
Utilities	Water	17.5	Scheme Design	Developer	Utility Infrastructure Provider
	Sewerage	17.5	Scheme Design	Developer	Utility Infrastructure Provider
	Electricity	29	Scheme Design	Developer	Utility Infrastructure Provider
	Gas	16	Scheme Design	Developer	Utility Infrastructure Provider

	Telecommunications	7.5	Scheme Design	Developer	Utility Infrastructure Provider
	Energy Reduction/Other	5.5	Scheme Design	Developer	Energy services company/Other
Drainage/SuDS	On-site facilities	20.5	Scheme Design	Developer	Environment Agency/HCC/Maintenance Body
Social	Sports & Leisure	16	Scheme Design/ Mitigation	Developer	EHDC/HCC
	Education	131	Scheme Design/ Mitigation	Developer	HCC
	Community Facilities	11.5	Scheme Design/ Mitigation	Developer	EHDC/HCC
	Health	18	Scheme Design/ Mitigation	Developer	EHDC/HCC
	Waste Management	0.3	Scheme Design/ Mitigation	Developer	EHDC/HCC
Green	On-site Infrastructure	47.5	Scheme Design	Developer	EHDC/HCC
	Off-site infrastructure	5	Scheme Mitigation	Developer/ S106 contributions from other developments in the wider Harlow area	EHDC/HDC/HCC/ECC/ Stort Valley Partnership

4.4 Full details of the specific infrastructure components of each category in Table 4.1 are set out in the relevant supporting technical reports (as listed at **Document 2**). However, a brief summary of the key components is set out below.

i) Transport

4.5 Extensive technical work has been undertaken with both ECC and HCC, the results of which are described in the Transport Strategy prepared by Vectos, with input from Alan Baxter Associates. Based on the work undertaken to date a range of site access/on site provision, off site highways modifications, as well as sustainable transport enhancements and demand management measures, are anticipated to be required at various stages of the development.

4.6 Based on the Concept Masterplan, the primary access and off site highway modification, and other transport related interventions that are envisaged to support the development are:

- Site Access/On site highways
 - Access from a new signalised junction at the location of the existing Eastwick roundabout;
 - Access via a new roundabout on Eastwick Road to serve the eastern part of the Gilston Area;
 - Access via a new roundabout on the A414 to the west of the Eastwick crossing;
 - Access via a modified junction between the A414 and Church Lane to serve the Village 7 area;
 - An internal highway network with a hierarchy of primary, secondary and tertiary routes, providing links between and within the villages;
- Off Site Highway Improvements
 - Dualling of the existing A414 Central Crossing of the River Stort;
 - Signalisation of the Burnt Mill roundabout (located at the southern end of the Eastwick Crossing)
 - A1184 Sawbridgeworth – signalisation of the Station Road junction;
 - Hammerskjold/Fifth Ave/Velizy Abe ‘Longabout’;

- Second Ave/Velizy Ave 'Throughabout'; and
- Possible improvements to Amwell Roundabout (A1184/A1170).
- Pedestrian and Cycle Provision
 - Comprehensive network of footways and cycleways within the site;
 - Footway and cycleway links on the eastern and western side of the Eastwick crossing;
 - Footway and cycleway links on the new Stort Crossing (to the east or west of the existing);
 - Other links across the Stort valley (informal and formal);
 - Pedestrian and cycle links to existing villages near the site using existing Public Rights of Way
- Public Transport Provision
 - A comprehensive bus service serving all villages within the site with the aim that the majority of residents are within 500m of a bus stop. The aim is for an overall 5 minute frequency service from the site (based on discussions with Arriva – one of the local operators). The services will link with the rail station, town centre and other key destinations;
 - A new northern access to Harlow Town rail station via Burntmill Lane. This will primarily be for cycle and bus access;
 - Train service improvements are expected to be implemented by the Train Operating Company as demand in the area grows. Initially this will be through changing 8 car trains to 12 car trains.

4.7 In addition, a comprehensive Travel Plan will be developed that will set targets for a shift in mode of travel away from single occupancy car journeys.

4.8 It should be noted that there are other transport improvements planned in the area being promoted by transport stakeholders that will assist in serving growth in the area as a whole. The most

significant of these is the potential provision of a new Junction 7a on the M11 as well as improvements to the existing Junction 7, and a new crossing of the River Stort (to the east or west of the existing crossing).

4.9 Detailed dialogue with ECC and HCC is continuing, particularly in respect of ongoing transport modelling. The outcome of this work will refine the infrastructure referred to above and that shown on the Concept Masterplan.

ii) Utilities, Waste and Energy

4.10 As set out in Document 2 detailed assessments have been undertaken of all essential utility, waste and energy facilities required to support the development. The extent of on and off site upgrade works is therefore known and is factored into the Concept Masterplan and deliverability considerations.

4.11 In brief the headlines are as follows:

- Sewerage – Thames Water have confirmed that Rye Meads and the existing waste water network will have sufficient capacity to accommodate the development;
- Electricity – the development can be served from the existing primary sub-station at Harlow West, distributed across the site via a number of new primary sub stations;
- Gas and Water – connections can be made to the existing infrastructure around the site and no significant upgrade works are required to serve the development;
- Energy – the Concept Masterplan has assessed various options for reducing carbon dioxide emissions and whilst a final solution has yet to be selected, it is presently assumed that a combination of energy efficient building design and photovoltaics will be accommodated.

iii) Flood Risk & SuDS

4.12 A comprehensive flood risk and drainage assessment has been undertaken in liaison with the Environment Agency. Using the Environment Agency's latest flood model for the Stort Valley, it has been demonstrated that the new village development is not within a flood risk zone.

4.13 On site drainage has been given detailed consideration and as a result the Concept Masterplan includes a series of retention ponds and swales which work together, particularly through the tributary valleys, to balance surface water movement across the site. These water features have been positively incorporated into the scheme forming part of the overall landscape strategy.

iv) Social Infrastructure

4.14 The residential development of the Gilston Area will be supported by a range of social infrastructure to underpin the creation of a new community. The villages will be served by health facilities, primary and secondary school places, flexible community floorspace, as well as day to day retail services and facilities.

4.15 Each village will have a community hub at its centre, within easy walking distance of the homes in that village. In the smaller villages, this hub may comprise a crèche and a neighbourhood shop around a village green. Larger villages may have shops, a primary school and community or health facilities that will serve the wider community. All neighbourhood community facilities have been planned to be accessible on foot, by bicycle or on public transport.

4.16 Every village will have a crèche and there will be a primary and a secondary school place for every child on-site, should they want to attend their local school. Detailed engagement has been undertaken with HCC who have modelled the potential child yield of the development and forecast the number of primary and secondary school places required.

4.17 The two health centres will be large enough to serve the whole new community as well as provide health and community support facilities alongside General Practitioners.

4.18 The two secondary schools are envisaged to be co-located with a community sports centre with indoor and outdoor facilities and pitches.

4.19 Community spaces will be provided that are flexible to the different needs of the community or faith groups.

4.20 The illustrative distribution of these uses across the villages is shown in the Concept Masterplan and is described in the Design Statement.

v) Green Infrastructure

- 4.21 As described in the Design Statement and the Landscape & Public Realm Strategy, landscape and green infrastructure has played a significant role in the creation of the Concept Masterplan. In the first instance the basis of the masterplan layout has been driven by an understanding of the existing site features and constraints which includes those areas of most importance from a green infrastructure and related ecology perspective.
- 4.22 Based on this existing context the green space strategy has been to enhance existing features to create assets for the proposed development – for example, the creation of Gilston Park with an appropriate response to the setting of Gilston House, enhancements to the Stort Valley, utilising existing ancient woodland to create enhanced woodland areas, the naturalisation of Hunsdon airfield, utilising the tributaries that divide the villages to create ecologically diverse habitats, etc.
- 4.23 In addition to the green infrastructure surrounding the villages, the Concept Masterplan includes a carefully formulated network of spaces within each of the villages, which each serve differing functions from children’s doorstep play, to more structured areas for adult sports/recreation.
- 4.24 Together the proposals incorporate a unique green infrastructure network which enables the villages to integrate with their rural surroundings.

vi) Summary

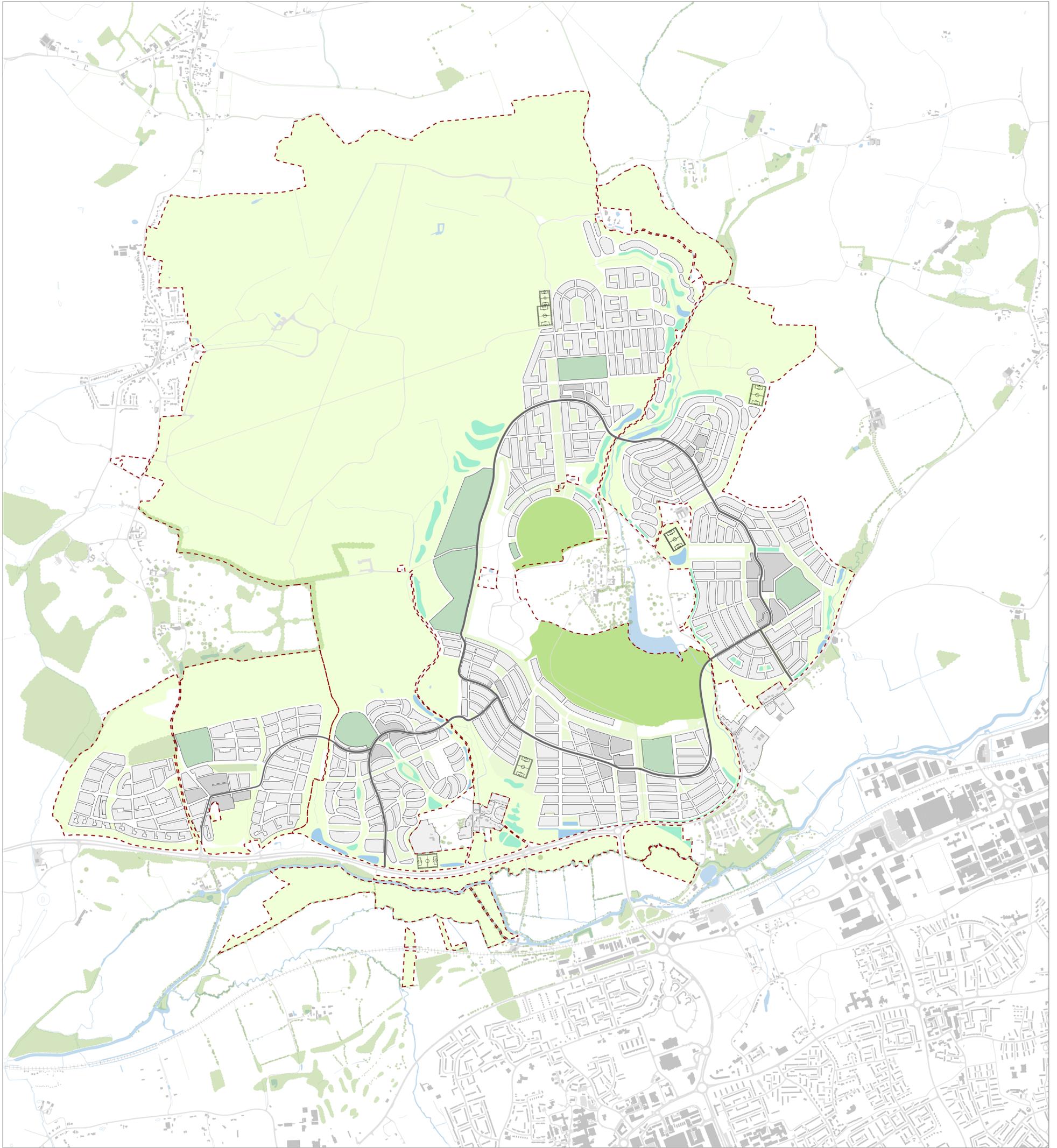
- 4.25 Overall, the above represents a significant infrastructure package to support the development. Places for People & City and Provincial Properties have appointed cost consultants to review the infrastructure and advise on the likely costs of delivery. This information was provided to EHDC for indicative purposes to assist with the completion of the Delivery Study, which was undertaken by Peter Brett Associates (“PBA”) on behalf of EHDC. The information was thoroughly analysed by PBA who concluded that *“The scheme viability appraisal has factored in costs for the enabling infrastructure, and policy requirements including S106 infrastructure, on the basis of current expectations and best estimates. At this stage the scheme is considered to be viable at 30% affordable housing...”* (Page 66). The total costs are indicated in Table 4.1 but as outlined above, S106 contributions are expected from other developments in the wider Harlow area for any off-site infrastructure costs.

b) Infrastructure Phasing/Triggers

- 4.26 Places for People & City and Provincial Properties recognise that the critical infrastructure necessary to mitigate the impacts of the development, and that required to assist with place making, should be provided ahead of the development that creates the demand for it. It is also important to provide EHDC and other stakeholders with assurances that the relevant physical and social infrastructure required as a result of the development will be delivered at the appropriate stage of the development.
- 4.27 The timing for the delivery of the main physical or social infrastructure items can be identified through specific development triggers linked to a certain quantum of development or specific event. Preliminary work has been undertaken but the precise development triggers cannot be identified until detailed testing is completed as part of the planning application process. As a result, the landowners representations have suggested additional wording is added to Policy GA1 to recognise the need for such details to be provided.

5 CONCLUSIONS

- 5.1 This Delivery Strategy has been prepared in response to the Pre-Submission District Plan on behalf of Places for People and City and Provincial Properties.
- 5.2 The document demonstrates the deliverability of the Gilston Area as a residential-led Site Allocation. Specifically it explains the consideration that has been given to the activities that need to be undertaken to facilitate the construction of the first homes on site, and their likely timescales.
- 5.3 Furthermore, the document also outlines the landowners approach to scheme delivery, including the intent that development will occur across multiple villages in any one phase, each having its own distinct character and diverse mix of housing products including market sale, private rented, affordable housing, elderly accommodation, self-build and student accommodation.
- 5.4 The document also explains that the Gilston Area is not being pursued on the traditional 'housebuilder model' - Places for People offer an entirely different approach, acting as a long term investor and asset manager, not a short term developer. This reinforces the importance of place making and infrastructure delivery to ensure the new community is an attractive place to live in the short, medium and long term.
- 5.5 The landowners have commissioned a significant amount of technical work and as a result they have an excellent grasp on the infrastructure required to support the development. This has been incorporated into the Concept Masterplan and scheme delivery strategy.
- 5.6 Overall, the Gilston Area represents a unique and deliverable development, which will assist address the significant housing needs in East Herts, whilst also supporting the lasting economic regeneration of Harlow.



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FIGURE GROUND

A3

Notes
Do not scale
All dimensions to be checked on site

Key

	Blocks Residential
	Blocks Mixed Use
	Blocks Community
	SuDS Wet Pond Zone
	SuDS Dry Pond Zone
	Gilston Area Site Boundary
	Primary Road Network



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Document 2: Gilston Area Technical Evidence Base

1. Design Statement
2. Landscape and Open Space Strategy
3. Biodiversity Strategy
4. Governance Strategy
5. Green Belt Strategy
6. Case for Growth
7. Landscape and Visual Appraisal
8. Minerals Evaluation
9. Heritage Desk Based Assessment
10. Historic Environment Management Plan
11. Transport Strategy
12. Flood Risk and Drainage Strategy
13. Sewerage Treatment and Foul Drainage Strategy
14. Utilities Strategy
15. Energy Statement
16. Delivery Strategy