

9. Illustrative Character

TILEKILN WOODLAND EDGE

- 9.71 The Tilekiln Woodland Edge adjoins the existing areas of woodland and Ancient Woodland along the south western edge of the Site, creating and enclosed character between woodland and built form. Large stretches of the woodland edge are proposed to be planted up with thicket and scrub to create a more gradual woodland edge/ecotone between the woodland and surrounding development. This would often be accompanied by timber post and rail fencing, or similar, to deter public access. Information boards would be included, explaining why people should not enter the woodland areas. Some stretches of the woodland edge would be marked by swales, amenity grass, meadow or scattered trees to create interest and a diverse woodland edge habitat.
- 9.72 Existing gaps in the woodland and the public footpaths through it would be retained and enhanced to provide direct access from the Site into Great Ashby. The paths would be lined by brush piles or timber fencing, to deter access into the wider woodland. Natural timber play equipment would be located in areas of amenity grass, reflecting the woodland setting.
- 9.73 Native thicket and scrub planting should be introduced along the edge of existing blocks of ancient woodland to create an ecotone, and should be accompanied by timber post and rail fencing, or scrub piles, to help deter public access to areas of ecological sensitivity.
- 9.74 Long grass and meadow planting should be included between thicket planting to create a variety of undisturbed habitats along the woodland edge.
- 9.75 Existing public footpath and proposed new footpaths which run through or are adjacent to areas of Ancient Woodland, should be clearly signposted and where necessary, fenced.
- 9.76 Where space permits, mown grass should be incorporated outside of the fence-line to allow for informal access to the woodland edge and interactions with nature. Where space permits, natural play equipment should also be included.
- 9.77 Where possible, avoid street lights directly adjacent to the woodland or hedgerow corridors. Where this is unavoidable, the use of shorter lamp posts and directional lighting should be explored to reduce light spill into adjacent habitats.



9. Illustrative Character

MENDIP GATEWAY PARK

- 9.78 The Mendip Gateway Park access route provides a primary connection for both active travel and vehicular access, facilitating movement into the Site from the west via Mendip Way. This route passes beneath the existing pylon corridor and is designed to support a seamless and efficient entry point for residents, visitors, and vehicular traffic.
- 9.79 The linear green space will act as the welcome space for people arriving at the new development by foot, bike or vehicle. The space would accommodate the access road, which would be located in the far south of the park to maximise the usable open space. The active travel route, integral to the Site’s movement strategy, will create a direct and safe link between the existing Neighbourhood Centre and the new Community Hub. This route has been designed with a strong emphasis on pedestrian and cyclist priority, ensuring a safe and accessible environment that encourages sustainable transport modes. Additionally, it will function as a traffic-calming measure, incorporating design elements that naturally reduce vehicle speeds and enhance safety for all users.
- 9.80 The active travel link will be strategically positioned along the edge of the park, offering a secure and convenient movement corridor that integrates seamlessly with the surrounding green space. This layout will not only provide direct access to recreational amenities but also encourage walking and cycling as primary modes of transport within the development. By prioritising active travel, the design promotes healthier lifestyles, reduces reliance on private vehicles, and enhances the overall sense of community connectivity.
- 9.81 To enhance the experience and safety of users, the Mendip Gateway Park access route will be framed by a railing and tree planting, with the potential for a low ornamental hedge to be incorporated, establishing a well-defined buffer between the recreational park and vehicular traffic, whilst allowing surveillance of the active travel route from vehicles along the access road. This green corridor will contribute to the overall landscape character of the development, providing both aesthetic and environmental benefits such as shade, habitat creation, and air quality improvements.
- 9.82 An avenue of street trees along the access road will provide a formal gateway to the development, whilst also filtering views of the overhead lines and pylons. Compact and slow-growing tree species are proposed to reduce maintenance required to manage potential conflict with overhead wires.



9. Illustrative Character

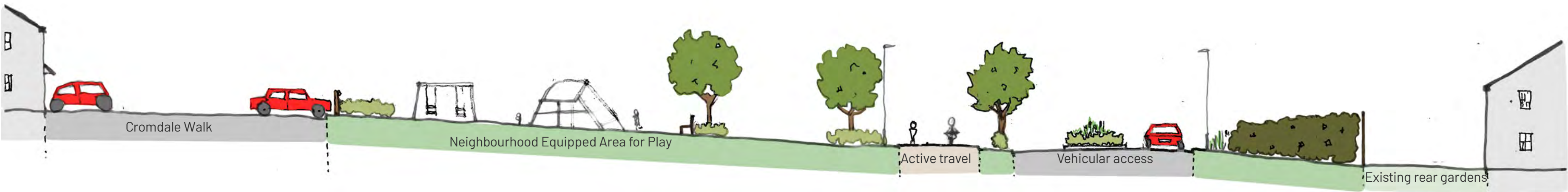
- 9.83 The park will include new areas of wildflower meadow, as well as structural planting to separate the public open space from existing properties.
- 9.84 To the north of the access road, the existing play area would be replaced with a new Neighbourhood Equipped Area for Play (NEAP). It would be set within an area of amenity grass to encourage informal play and would be separated from existing properties by hedging and structural planting, as well as appropriate railings or low-level fencing.
- 9.85 The new NEAP should make use of attractive play equipment which reflect the woodland setting of the park.
- 9.86 Swales should be seeded with meadow species or colourful perennials and grasses suited to wetter conditions, to provide year-round interest and impact on arrival.
- 9.87 Native tree and thicket planting will be incorporated along the southern edge of the park to reinforce existing planting at the back of gardens of properties along Grampian Place.
- 9.88 Long grass / meadow planting will be incorporated between thicket planting to create a variety of woodland edge habitats. Where necessary, timber fencing will be used to deter access to areas of woodland.
- 9.89 Clear signage and direct links will allow easy pedestrian and cycle movement. Ensure vegetation between the road and park do not prevent passive surveillance of the open space, and that it does not interfere with vehicular visibility requirements.
- 9.90 The detailed plans for the full application are included in Section 8.



▲ Figure 9.12 – Illustrative layout for Mendip Gateway Park

- 1. New Neighbourhood Equipped Area for Play (‘NEAP’) to replace the play area which will be removed to create the access. Play equipment would be no higher than 5m off the ground to comply with requirements for overhead line.
- 2. Amenity grass as informal play and picnic area, separated from the new street by low hedgerow planting to create a visual separation, as well as character along the street.
- 3. It is proposed to line the existing public footpath through the wood with a timber post and rail fence or scrub piles, to prevent people from straying off the path and into the wider woodland.
- 4. Avenue of trees and low ornamental hedgerows lining spine street.
- 5. Existing and proposed tree belts surrounded by meadow/long grass and amenity grass, creating a parkland character.
- 6. The active travel cycleway and footway will lead through an area of parkland, linking the development to the existing housing within Great Ashby.
- 7. New and existing vegetation alongside the existing properties will protect their privacy and form a buffer between the open space and their gardens.
- 8. Existing boundary vegetation to Cromdale Walk retained and enhanced.
- 9. Area for informal play/pump track.
- 10. Mown paths in areas of meadow.
- 11. Ornamental planting to create an attractive backdrop to the open space and provide year-round interest.
- 12. Public footpath Great Ashby 011 rerouted at crossing of new road.

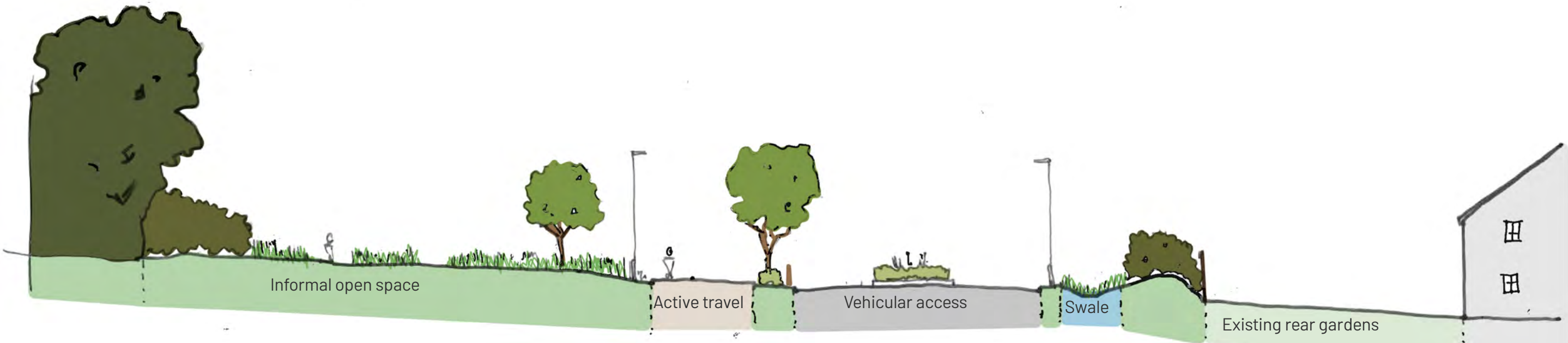
9. Illustrative Character



▲ Figure 9.13 - Illustrative section through Mendip Gateway Park



Active travel route forms a key movement route within the gateway park, and will connect to the existing and proposed leisure routes and footways within the park and surroundings.



▲ Figure 9.14- Illustrative section through Mendip Gateway Park

Mendip Gateway Park framed by ornamental hedging and tree planting, separating it from the access road, and maintaining clear separation between recreational areas and vehicles. Active travel route located along inside edge of park, provides movement link and access to park.



Active travel crossings designed to prioritise cyclist and pedestrians, and to slow vehicles. Islands of vegetation continue the 'green' along the active travel routes, reinforcing the parkland character.



The access road includes elements such as textured areas and level crossing points to break up the mass of the road and aid in integrating it into the parkland, whilst also slowing vehicle speeds.



9. Illustrative Character

NINE ACRE PARK

- 9.91 Nine Acre Park encompasses the central open space beneath the pylon corridor within the heart of the development. It would provide a variety of habitats and landscape features, creating visual interest and a green gateway into the Site. The area adjacent to the north west of Nine Acre Spring would have a more informal, naturalistic character, with the drainage basin landscaped with structural shrub planting around it. Meadow grass and emergent planting tolerant of temporary inundation would comprise the bottom of the basin. New structural planting, including scrub and thicket, would be planted around the base of the pylon, helping to filter views of it and reduce its dominance in views.
- 9.92 The western half of Nine Acre Park includes part of the access road, which will be located along the edge of the proposed housing north of the park, in order to maximise the usable open space. This would be characterised by amenity grass, tree avenues, and orchard planting, proving a space for informal play which is overlooked by adjoining houses. The active travel route and a further shared foot and cycleway would extend through the park, allowing for direct access to the existing community of Great Ashby. Swales and tree planting would follow the access road, providing seasonal interest and structure to the space, which would be enclosed by woodland and proposed built form.
- 9.93 Wet-loving species such as dogwood and willow should be planted along the banks of the SuDS basin to provide structure. Thorny species should be utilised around the base of the pylon to deter access.
- 9.94 Orchard trees could be located beneath the overhead lines, using shorter trees to reduce the visual dominance of the pylons, and utilising orchard species of local provenance.
- 9.95 The avenue of street trees along the access road would be continued to provide a formal gateway to the development, whilst also filtering views of the pylons. Compact and slow-growing tree species should be used to reduce maintenance needed to manage potential conflict with overhead wires.
- 9.96 SuDS features should avoid overly-engineered designs and large expanses of concrete. Safety fencing should only be used where necessary and should be made of timber. They should be carefully located to avoid the perception of long fencelines in views, for example through the use of bunds, terraces and vegetation.



9. Illustrative Character

LONGDELL WOODLAND CHAIN

- 9.97 Longdell Woodland Chain encompasses the connected woodland blocks of Newberry Grove, Nine Acre Spring and Longdell Wood. Scrub and thicket planting would be located along the edge of the woodland blocks to create a more diverse woodland edge and ecotone, between the woodland and surrounding grassland or built development. Thicket planting would be accompanied by timber rail fencing to deter public access. This would be reinforced through informational signage explaining the ecological value of Ancient Woodland.
- 9.98 The woodland blocks would be connected via existing hedgerows and hedgerow trees which would be reinforced through additional thicket planting, helping to create undisturbed green wildlife corridors through the heart of the development. This chain of woodland and established hedgerows would play an important role in framing the adjacent built development and providing a sense of enclosure with the wooded skyline.
- 9.99 A new area of native broadleaved woodland is proposed to the south west of Dane End Farm to provide privacy and to extend the woodland chain from Newberry Grove to other hedgerows and woodland blocks to the south east, therefore providing a more joined up nature network.
- 9.100 Native thicket and scrub planting should be introduced along the edge of existing woodland blocks and mature hedgerows to create an ecotone. Long grass and meadow planting should be incorporated between thicket planting to create a variety of undisturbed habitats along the woodland edge.
- 9.101 Split or post and rail timber fencing should be used to provide a natural man-made barrier to public access. Existing public footpath routes along the woodland edges should be clearly signposted, and the woodland should be protected from incursion by timber fencing and/or wood ans scrub piles. The paths should remain unmade.
- 9.102 Where possible, avoid street lights directly adjacent to the woodland or hedgerow corridors. Where this is unavoidable, explore the use of shorter lamp posts and directional lighting to reduce light spill into adjacent habitats.



9. Illustrative Character

WARRENSGREEN COUNTRYSIDE EDGE

- 9.103 Along the Warrensgreen Countryside Edge, the relationship between new houses, Dane End Farm and the wider countryside is an important consideration. A more open settlement edge is proposed here, with the new houses set back from a new native, managed hedgerow on the development’s side of the public footpath. This will allow for intervisibility between the houses and the countryside, whilst clearly marking the settlement edge. A new woodland belt is proposed adjacent to Newberry Grove to create visual separation with Dane End Farm.
- 9.104 Along the easternmost end of the pylon corridor, a SuDS basin will provide a new multifunctional open space. The basin will have an area of amenity grass along its bottom and provide an informal kickabout space for older children, as well as a play area. The western end of the basin would be wet most regularly and opportunities for natural play and interactions with nature would be introduced here.
- 9.105 The SuDS basin would be designed to have a 1:3 gradient with timber post and rail fencing and thorny vegetation on the edges to deter access away from the marked routes, and to ensure a safe environment. Allow for sloped access to the bottom of the SuDS basin at no more than 1:20 gradient, as well as more direct stepped access.
- 9.106 The western end of the SuDS basin should be planted with emergent plants and meadow grass capable of withstanding temporary wet conditions.
- 9.107 To the north of the SuDS basin, development and the new native hedgerow should be set back from the existing public footpath to create an area of open space which is physically and visually connected with the wider countryside to the east, allowing people to appreciate views across the adjacent countryside and for longer views south from Footpath Weston 044 to be retained.



9. Illustrative Character



▲ Figure 9.11 - Illustrative layout of play area at Warrensgreen Countryside Edge



▲ Figure 9.12 - Illustrative section through play area at Warrensgreen Countryside Edge

1. Paths will be created along the embankments, to allow access into the amenity area.
2. A Local Equipped Area for Play ('LEAP') will be provided within the eastern corner of the basin.
3. A walking route will also be provided around the basin's edge along the embankment.
4. Long grass and emergent vegetation will be incorporated around the lowest point of the basin, which is most likely to be wet.
5. The embankments will be planted with meadow grass and thicket planting (including things like bramble, which are great for ecology) in order to prevent people accessing the sloped parts of the embankments.
6. A timber post and rail fence will deter public access onto the slopes of the banks.
7. Amenity grass area for informal play, approximately 35m x 110m, located within the base of the drainage basin.
8. 3m wide shared foot and cycleway.
9. 2m wide footway.
10. Existing public footpath laid to hoggin.

9. Illustrative Character

NEWBERRY SPRING

- 9.108 The southern drainage basin would be designed to reflect the character of the existing basin which it adjoins. New areas of thicket would be planted along the banks of the basin, deterring informal access to the sides of the basin. Wet wildflower grass, emergent planting and scattered scrub would be established within the bottom of the basin, creating a diversity of habitats which are tolerant to both wet and dry conditions.
- 9.109 There would be no formal access to the new basin, with access retained along the public footpath which follows the south western edge of the existing basin. The basin would be managed as a semi-natural landscaped area and would be managed for the benefit of wildlife and water management, and it would be visually attractive.
- 9.110 The new SuDS basin should be planted up with thorny vegetation and thicket on its sides to deter informal access to the banks, ensuring a safe environment. The banks should be designed to be no steeper than 1:3.
- 9.111 The bottom of the basin should be planted with a mixture of emergent plants and wet meadow grass which is capable of withstanding temporary wet conditions.
- 9.112 Some scattered scrub and trees should be allowed to colonise the bottom of the new basin, as has occurred with the existing basin, however, these cannot interfere with the function of the basin in terms of water management.
- 9.113 The existing public footpath to the south west of the existing basin would be retained, however, informal access to the basins would not be encouraged.
- 9.114 SuDS features should avoid overly-engineered designs and large expanses of concrete. Safety fencing should only be used where necessary and should be made of timber. They should be carefully located to avoid the perception of long fencelines in views, for example through the use of bunds, terraces and vegetation.



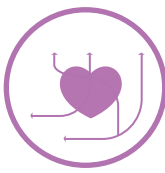
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Sustainability Strategy and Future Proof

10. Sustainability Strategy and Future Proof

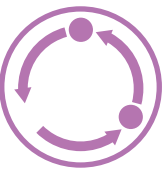
THE PROPOSED DEVELOPMENT WILL SEEK TO HAVE AN OVERALL POSITIVE IMPACT ON THE ENVIRONMENT

10.1 On 21st May 2019, North Herts Council declared a climate emergency, setting a target to achieve net-zero emissions by 2030. To aid in achieving this goal, a number of sustainability measures have been embedded within the design of the proposed development. These measures will both reduce the impact of the proposed development on the environment and the global climate, as well as ensuring resilience to, and the ability to adapt to, the impacts of climate change.

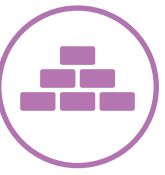
 10.2 A primary school and community hub will also be delivered as part of the proposed development, ensuring services, amenities and facilities are within a short walking or cycling distance, which will reduce the carbon dioxide emissions associated with travel within, to and from the proposals.

 10.3 High levels of fabric efficiency, and the use of renewable technologies, such as heat pumps, will aid in reducing the demand for energy within the scheme.

 10.4 In addition to selecting the design and layout of their new home, self-build plot developers are able to specify the standards to which their new home will be built. This includes aspects such as insulation levels, heating and ventilation and renewable energy technology, which directly affect the energy consumption and therefore carbon dioxide emissions of the home. Research has shown that, as the eventual bill payer, self-build clients are willing to go well beyond building regulations minimum standards in designing energy efficiency into their homes, as they will have lower operating costs. Therefore, self-build developments are likely to result in more sustainable homes.

 10.5 Circular economy principles will be embedded to ensure materials are kept at their highest value for as long as possible, and to aid in reducing the generation of waste.

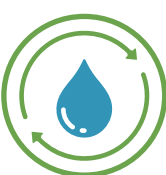
 10.6 Electric-only systems to heat and power the buildings to decarbonise in line with the national grid.

 10.7 Materials used for the construction of the proposed development will be selected in consideration of their environmental effects, and potential impacts on future occupant health. Where appropriate, materials will be procured in line with the recommendations of the Building Research Establishment's (BRE) Green Guide to Specification. Where feasible, materials will be locally sourced, and materials with a high recycled content will be used preferentially.

 10.8 The incorporation of footpaths and cycleways throughout the proposals aid in delivering sustainable travel options for future residents, without needing to rely on the private car.

 10.9 Electric vehicle charging facilities will be provided to support the continued shift away from fossil-fuel reliant private cars.

 10.10 A landscape-led approach, with green infrastructure to be woven throughout the masterplan, to ensure access to nature on the doorstep.

 10.11 Water efficient fittings and potential measures to enable the harvesting of rainwater will also be included. This will reduce the environmental impact, as well as ensuring bills can be reduced as far as possible for future residents.

 10.12 Embedding green infrastructure within the fabric of the scheme ensures opportunities for biodiversity are retained, maintained and enhanced.

 10.13 The provision of green and open spaces will also aid in mitigating the heat island effect.

10. Sustainability Strategy and Future Proof

SUSTAINABILITY

- 10.14 In line with the Council’s Sustainability SPD, it is expected that applicants will select several sustainability themes on which to achieve higher sustainability levels. These will be influenced by factors such as location, scale and context of the proposed development.
- 10.15 The themes set out in the SPD include:
- Optimising Design & Fabric Performance
 - Achieving Low Carbon Energy
 - Minimising Carbon Footprint
 - Healthy Placemaking
 - Promoting Biodiversity
 - Sustainable Travel
 - Conserving Water
 - Incorporating Sustainable Drainage
 - Historic Buildings
- 10.16 Most of these themes will be relevant to the proposed development at GA2 and therefore should be incorporated into the design process as the scheme progresses.
- 10.17 It would be expected that any development proposals brought forward would meet the bronze level requirement for each theme, but with an aspiration to achieve the higher silver or gold levels, as outlined within the following table.

Theme	Targeted Level of Achievement	Proposed Measures
Optimising Passive Design and Fabric Performance	Silver	Targeting of high EPC ratings for all dwellings
		Submission of Sustainability Statement
		Targeting a minimum 50% reduction in carbon dioxide emissions over the relevant Building Regulations baseline
Achieving low carbon energy	Silver	Targeting of high levels of energy and space heating efficiency
		Seek to meet at least 75% of the energy demand of dwellings through renewable technology, such as air source heat pumps (ASHPs) and photovoltaic (PV) panels
Provision of roof spaces that have been optimised for the incorporation of PV panels	Silver	Provision of Whole Life Carbon Assessments, updated at pre-commencement and pre-occupation stages
		Targeting of low levels of embodied carbon both related to construction materials, and the operation of the scheme
Whole life carbon assessment	Silver	Provision of Whole Life Carbon Assessments, updated at pre-commencement and pre-occupation stages
		Targeting of low levels of embodied carbon both related to construction materials, and the operation of the scheme
Circular economy principles	Silver	Beneficial re-use of excavation materials on-site
		Submission of Circular Economy Statement
Green and Blue Infrastructure	Gold	Submission of a Landscape Strategy, mapping play areas, amenities and food growing areas
		Delivery of Green Infrastructure in line with Natural England’s Green Infrastructure Principles, and which provides strategic links

Theme	Targeted Level of Achievement	Proposed Measures
Ecological surveys and	Gold	Undertaking of Ecology Surveys supported by photographic evidence
Arboriculture	Bronze	Submission of Arboricultural Assessment
BNG	Silver	Target 10% BNG on-site
		Provision of on-plot ecological enhancements
Ecological buffers	Silver	Implementation of sufficient ecological buffers, in line with Natural England guidelines
Transport statement	Gold	Submission of Transport Statement that includes for measures to target 50% of local trips being undertaken by active and/or sustainable modes, such as car clubs and pedestrian / cycle infrastructure
EV Charging	Gold	Provision of EV charging facilities for all dwelling and within mobility hubs
Conserving water	Bronze	Targeting of residential water consumption of no greater than 110 litres per person per day
SuDS scheme	Silver	Targeting of greenfield run-off rates through implementation of site-wide SuDS strategy that addresses the four pillars of SuDS



Delivery

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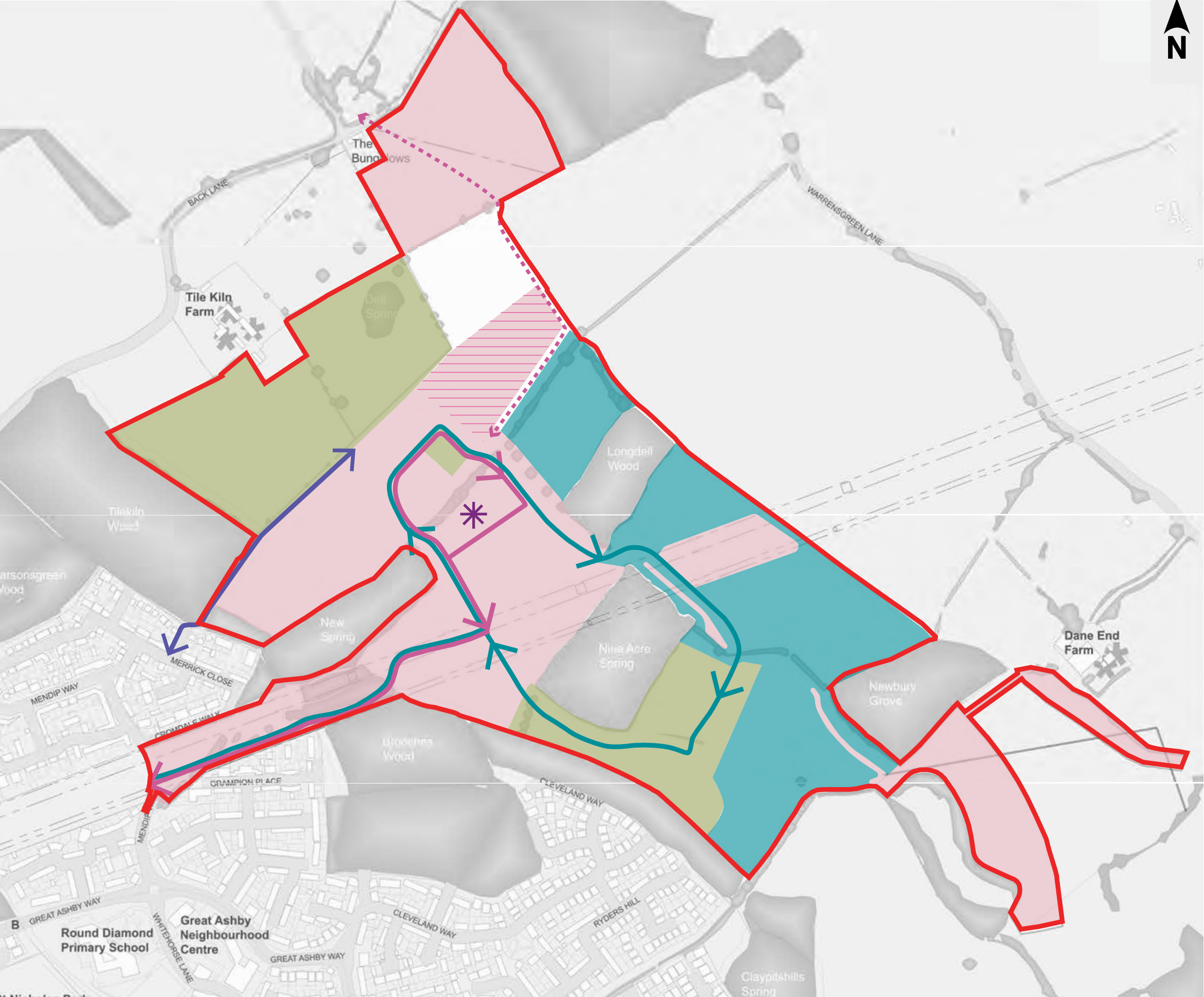
11. Delivery

PHASING

- 11.1
- An indicative Phasing Plan has been prepared in order to guide the delivery of the development. It is proposed to bring the development forward in broadly three phases.
- 11.2
- Phase 1 will see the construction of the main access road into the development off Mendip Way, and northwards towards the site for the primary school. This will allow the housing alongside the spine street within the north of the Site to be built. This also allows the play area and parks along the new access road to be delivered, as well as part of the parkland within the central green space. This allows for the creation of the western drainage basin. The emergency vehicle link will be built in Phase 1. The bus route is also proposed to be implemented as soon as possible during Phase 1. At this stage, it is proposed that the bus accesses the Site from Mendip Way, and then turns into the northern part of the Site along the spine street up to the school site. It is then possible for the bus to turn around south and east, and then exit back out of the Site.
- 11.3
- Phase 1 also sees the delivery of the serviced primary school site. The swales and drainage basin within the east and south of the Site are required to serve this Community Hub area, and these will therefore be built during Phase 1.
- 11.4
- Although the serviced school site will be delivered in Phase 1, the school can be brought forward at any phase, in line with requirements.
- 11.5
- Phase 2 includes the housing at the north west of the Site, as well as housing within the south west of the Site. It also includes the creation of the allotments at Dell Spring, and the provision of the Community Hall.
- 11.6
- Phase 3 sees the remainder of the housing and open spaces within the development built. The spine street is completed, and the bus route is now proposed to link through the Site in a clockwise direction along the spine street.
- 11.7
- In the case that the reserved educational land is no longer required by the County Council, it is proposed to utilise this field for a further low density housing development, up to 2 storeys in height. This will likely occur after the third Phase of development.
- 11.8
- While the phases are indicative, they do give an indication of how the development could be brought forward. The exact strategy, phasing, and delivery programme will be confirmed at the detailed design stage. The final housebuilders may review the phasing to potentially allow housing in the south to come forward earlier.

- Phase 1
- Phase 1: Bus route
- Phase 1: Emergency vehicle access
- Phase 1: Merrick Close Active Travel Link
- Serviced site for primary school will be provided in Phase1, however school could be built in any phase as required
- *

Potential location for self-build plots within Phase 1
- Phase 2
- Phase 3
- Phase 3: Bus route



▲ Figure 11.1 - Phasing Strategy Framework Plan

11. Delivery

- 11.9
- The scheme will support the delivery of a comprehensive, sustainable and well-connected new community, with each phase functioning as a place in its own right.
- 11.10
- The Applicant is yet to appoint a development partner who will undertake the detailed design and delivery of the Site. This, along with uncertainty over the timing of the school and the community hall, necessitates the indicative nature of the phasing of the development at this stage.
- 11.11
- The key principles which will underpin the future phasing strategy are outlined below:

• As part of the first phase, the new access from Mendip Way will be created. The replacement play area, as well as the foot and cycle links within this area, will be instated as soon as possible once the access road is built, in order to allow public use of this western area of open space.

• The next stretch of the spine street will lead north to serve the central core of the development to enable the key amenities and facilities to come forward as part of the early stages of development.

• The Applicant and developer will work with the District and County Councils to agree the timing of off-site highway improvements, including those that promote active travel, and this will be incorporated into the detailed phasing plan that will follow.

• All phases will ensure that built infrastructure and measures for sustainable travel (bus, walking and cycle access) are available for residents and workers on the Site. This will include access to existing primary and secondary schools, interconnectivity with GA1 and links to the existing Great Ashby Community Centre and shopping facilities. This will be developed in partnership with the District and County Councils, bus operators, and other partners.

• Each phase is expected to deliver a mix of housing type/tenures.

• Each phase will provide access to new and existing open space and recreational facilities.

INFRASTRUCTURE DELIVERY

Utilities

- 11.12
- At this stage, it is understood that only localised service diversions will be required at the access off Mendip Way, and within the far north of the Site where the emergency access is located. Further discussions will continue with the utility providers as the design and development of the scheme progresses, and costs and contributions agreed.

Electricity

- 11.13
- In order to supply the proposed development, a load of 4,113kVA is required. A Point of Connection application was made and a response from UK Power Networks was received, advising that a 11,000V High Voltage Connection can be provided from the Verity Way Primary substation on Coventry Close, and that approximately 3km of off-site works will be required. Further reinforcement works are also required, entailing two transformer upgrades. An indicative cost for the works has been provided to the Applicant.

Potable water

- 11.14
- Affinity Water have confirmed the likely point of connection and available capacity for the development site via a pre-development assessment. A point of connection has been confirmed at the 180mm HPPE Water Main within Mendip Way. The existing network does not have sufficient capacity to supply the proposed development without upstream reinforcement works. The following upgrades are noted as required: ‘It is recommended that the pump at Pinn Green Reservoir is set at 20m to improve the pressure at the critical point. In addition, it is recommended that the standby pump at the Pinn Green Reservoir is activated and the pressure control set at 20m to reduce the impact upon the network’. The cost for these works is currently covered under payment of the Infrastructure Charge due for each connection.

Waste and recycling services

- 11.15
- At the Reserved Matters stage, the layout will be designed to comply with the Council’s Waste and Recycling guidance, including the provision of storage for household or communal waste bins, and the requirements for waste collection vehicles. Dedicated recycling points could also be accommodated within the development at the detailed design stage.

Social Infrastructure

- 11.16
- As shown on the Phasing Plan in Figure 11.1, the serviced site for the primary school will be delivered in phase 1, allowing the school and Community Hall to be delivered from phase 1. A financial contribution will be made towards education, and will be agreed with the County Council. A financial contribution will also be made towards health care and facilities, although the potential exists to utilise part or all of the proposed Community Hall as a medical centre or similar, should this be proven necessary and viable during the Application discussions.

Sports and Recreational Infrastructure

- 11.17
- As set out earlier, it is proposed that a financial contribution is made to off-site sports provision and to indoor sports provision, although the Community Hall would be capable of accommodating some indoor sports uses at a local level. The Phasing Plan at Figure 11.1 shows how the open spaces and play areas within the development are proposed to be brought forward in a phased manner.

Drainage System

- 11.18
- The Phasing Plan at Figure 11.1 shows how the proposed SuDS elements are suggested to be phased, to ensure that the various development parcels are satisfactorily drained.

Structural Landscaping and BNG

- 11.19
- It is proposed that the structural landscaping is brought forward alongside the development parcels as per the Phasing Plan at Figure 11.1. The habitat creation area and the areas of new woodland as part of the BNG strategy will be implemented during the first planting season once construction has started, early in Phase 1.

11. Delivery

Ecological Mitigation

- 11.20
- The scheme has been designed to deliver in excess of 10% Biodiversity Net Gain (BNG) demonstrated through use of the Statutory Biodiversity Metric. This takes into account habitat retention, creation and enhancement works as proposed above, as well as the inclusion of tree-lined streets and other landscaping within the built environment.

- 11.21
- All of the above can be robustly secured through either an appropriately worded planning condition, s106 agreement and/or the control of detailed design at the relevant Reserved Matters stage.

Highway Improvements

- 11.22
- An Accessibility Audit has been undertaken to consider where improvements to walking and cycling routes may be required. The proposed development includes the creation of a new separated cycle and foot crossing over Mendip Way to the western side of the street, from the new access junction into the Site on the eastern side of the street. The proposals also potentially require the removal of a very short section of the timber fence along the northern edge of Merrick Close, to allow easier access into the new foot and cycle path into the Site, off Merrick Close.
- 11.23
- It is likely that the existing public footpaths and bridleway within the Site will be either widened, and/or surfaced, in order to accommodate the expected increase in use.
- 11.24
- It is unlikely that any off-site junctions or road will require improvement, due to the low level of impact arising from the development, as well as the drive towards encouraging active travel as opposed to the use of the private car.
- 11.25
- Potential improvement options are set out in the tables adjacent, and will be agreed with the Council as the design of the development progresses:

Improvement Location	Proposed Transport Intervention	Analysis
Walking Route 1: Main site access off Mendip Way to Round Diamond School and cluster of facilities including among others Busy Bees Nursery school, Great Ashby Community Centre and Budgens supermarket.	Resurfacing and widening of the route along all its length on eastern side, upgrading existing crossing at Mendip Way/Great Ashby roundabout to zebra crossing, removing the overgrown vegetation and replacing the surfacing where required. The existing coloured carriageway surfacing and road markings near the pedestrian crossing by Round Diamond School and the dropped kerb paving on Mendip Way arm could also be replaced.	The cluster of amenities, located within 400m of the proposed site access off Mendip Way. Due to the proximity to the site a large number of residents will seek to reach the facilities including the supermarket and the nursery. The proposed intervention will ensure the route is more convenient for walking and other users, encouraging sustainable trips for a large proportion of residents from the site.
Walking Route 2: Bridleway site access via Fairfield Way Bus Stop, Round Diamond School and cluster of facilities; to equestrian crossing on Great Ashby Way.	Resurfacing and widening of the route along all its length to 3.0m wide, improving the street lighting particularly in the areas of St Nicolas Park and near the Fairfield Way bus stop and removing the overgrown vegetation. The raised kerb for the Fairfield Way bus stop could also be provided.	The least scoring walking route, with the lowest results. As Route 1, this route is the closest cluster of amenities, including the supermarket and the nursery, from the proposed Bridleway site access. The proposed intervention will ensure the route is more convenient for walking and other users.

Improvement Location	Proposed Transport Intervention	Analysis
Cycling Route 1: Site access to The Leys Primary and Nursery School, Giles Junior Sand Nursery and Infants’ School, Trotts Hill School and Almond Hill Junior School	Cleaning, resurfacing, and widening of the route, consider the zebra crossing at road dropped crossings on Bray Drive and Orwell Avenue, improving the street lighting particularly near schools and removing the overgrown vegetation. More direct route by Nicholas Playground could also be provided while the bin from the footway on the turn to cycleway by Giles School could also be relocated.	Route 1 forms a part of the cycleway to the Stevenage Train Station and also wider cycleway network
Cycling Route 3: Site access to Employment Area, Martins Wood Primary School and The Noble School Secondary School.	Cleaning, resurfacing, and widening of the route (particularly through Industrial Estate on Wedgewood Way), improving the street lighting particularly near schools and removing the overgrown vegetation.	Route to the nearest Secondary School, it is considered that the primary focus on the improvements should be given to this route.

Public Transport

- 11.26
- As set out earlier, the Illustrative Masterplan has been designed to allow a bus route to enter the Site, move around the spine street in a clockwise direction, and exit the Site again. Discussions have been had with the bus operator to confirm the principles. It is proposed that a temporary bus service is delivered early on in the development phases, in order to ensure new residents have access to public transport as soon as possible. The Phasing Plan in Figure 10.1 shows how the proposed bus service is proposed to be phased.
- 11.27
- In addition, a new Bus Service ‘SB12’ is proposed to be provided on every half an hour basis from the Site to provide new direct links to Lister Hospital, Stevenage Old Town, John Henry Newman school and Stevenage Interchange.

11. Delivery

WASTE MANAGEMENT

- 11.28 A Waste Management Strategy has been submitted with the Application. At the detailed design stage, the exact requirements of the Waste Services will be considered in further detail, in line with the appropriate waste service guidance for developers.
- 11.29 At this stage, the proposed vehicular access design has been designed to accommodate the swept path of the waste collection vehicles currently used in this area. At the Reserved Matters stage, the other streets and spaces within the development will also be designed to accommodate these vehicles, including their turning and reversing requirements.
- 11.30 Currently, properties in North Herts District each have four wheelie bins and a food waste caddy, and at the detailed design stage, space should be designed into the properties to accommodate the storage of these, as well as routes to take them to the kerbside or other collection points.
- 11.31 Storage is likely to be accommodate in rear gardens in dedicated spaces, although some properties may be better served by storage within the front gardens or integrated into the dwellings. Dedicated, covered storage within rear parking courts could also be considered.
- 11.32 The potential for communal bins could also be considered at the Reserved Matters stage, and these could be accommodated in dedicated spaces within shared parking areas, or within apartment buildings in dedicated areas.
- 11.33 The exact locations will be agreed with the Council at the Reserved Matters stage.



Appendix A





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