

Village 1 Engagement Process

Who Are We Engaging With?

During the development of the Village 1 Masterplan the Design Team have been engaging with a wide range of parties. Engagement takes part in numerous forums as listed below:

- **WORKING GROUP** - Four working group sessions (including a site visit) with Local Planning Authority and local stakeholders, including the Hunsdon, Eastwick and Gilston Neighbourhood Planning Group and community representatives.
- **TECHNICAL WORKING GROUP** - Nine themed technical sessions with Local Planning Authority and Statutory Consultees.
- **PUBLIC ENGAGEMENT** - Wider public engagement, including exhibitions.



Working Group - Site Visit



Working Group 2 Session - Hands-On Planning



Working Group 2 Session - Hands-On Planning



Working Group 2 Session - Report Back



Public Exhibition 1



Working Group 3 Session - Design Code Review



Working Group 3 Session - Design Code Review

You said ...

Soft edges to the Village is very important. Eastern and western edges are sensitive and built form addressing these edges should reflect this.

We did ...

The masterplan reflects a lower density towards the Village edges with a feathered edge of development to the east and west. The Regulatory Plan sets out a requirement for landscaping along these edges, and the Design Code contains guidance on suitable building lines and typologies (refer to section 5.3.1 - Frontage Characters).

You said ...

A water feature in the centre to encourage local wildlife.

We did ...

A water feature has been included in the design requirements for the central square in the village centre (Chapter 6). There are also sustainable drainage ponds in and around Village 1 which will have ecology and biodiversity benefits.

You said ...

Position the schools in the centre of the development so they are accessible.

We did ...

Village 1 will deliver a primary and secondary school, with both schools located in the centre of the Village, adjacent to the village centre and well served by the Sustainable Transport Corridor.

You said ...

There is an opportunity to enhance and extend Lime Avenue along the historic carriageway route, with significant planting of new trees.

We did ...

The landscape strategy has been revised to include this proposal. Lime Avenue is included as a key 'Green Infrastructure Component' in the Design Code, with mandatory guidance, including the restocking of trees along the historic avenue.

You said ...

The central area could accommodate elderly retirement homes which can be integrated with other facilities nearby. Nurseries/crèche should be integrated with older residents.

We did ...

Extra care and nursery provision is proposed in close proximity to the village centre, close to the primary and secondary schools, bus stops, and mixed uses.

You said ...

Will there be a provision for car clubs? That may help deter people from using their cars?

We did ...

We are committed to matching car ownership to demand and not overproviding car parking. References to car clubs close to the mobility hub and electric bikes/scooter hire across the development are included in the Design Code. There are opportunities to link to bike hire schemes being developed in the HGGT.

You said ...

A clear hierarchy of public routes - developers need to understand which are most important, especially at the edge of Village 1. Appreciate the difference between 'commuter' and 'leisure' routes and different less 'engineered' surfaces for the latter.

We did ...

The Movement and Access chapter includes guidance on the proposed active travel network and the hierarchy of routes, as well as how they connect into the wider network.

You said ...

Parking ratios should be lower and more communal in the centre of the Village, with parking spaces increasing towards the edges.

We did ...

This is included in the Design Code as a key strategy (section 4.10 - Parking Strategy). The Travel Plan includes requirements of the permissions.

Responding to comments received during the consultation process