



# Gilston Area Strategic Landscape Masterplan

Community Working Group - Session 02 You Said We Did

GSLM605-GA-PR-0028\_CWG2 You Said We Did

March 2025

# YOU SAID... WE DID

## YOU SAID

### ALLOTMENTS:

- How many allotments will there be?
- How will the allotments be managed?
- Can the allotments be in the buffer zones?

There are sports and play strategies but there is no strategy for culture. Parndon Mill provides a space for artists, craftspeople and designers but there is no provision for performing arts. This could include open air theatres etc.

The location of the sports pitches to the north of the pylons seems popular with residents due to its proximity to Village 4 and the Sustainable Transport Corridor. General preference for pitches to be closer to the villages

Desire for sports pitches to be accessible by sustainable transport methods.

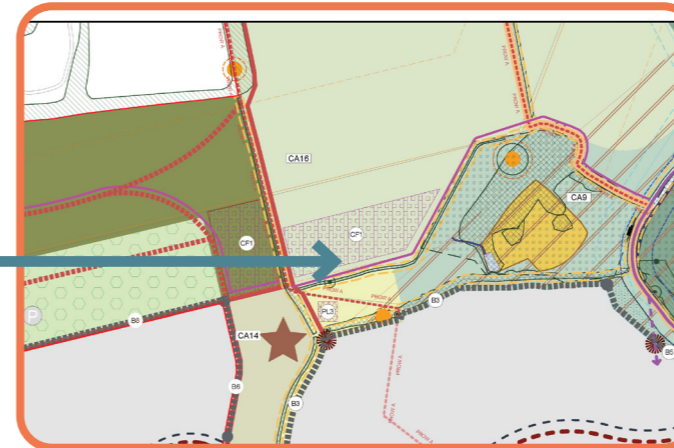
## WE DID

6.35ha of allotments will be provided across the Gilston Area in line with the OPP commitments set out in the Development Specification. The SLMP regulatory plans set out appropriate locations for the allotments and community orchards. Design requirements for community growing are provided within Part B of the SLMP

Gilston Park sets out design guidance for a potential Outdoor Performance Area. In addition, there is a commitment to funding public art throughout the development, as set out in Chapter 5.5.9 Art Strategy of Part B

Regulatory plans include community sports zone on the interface of Village 4 and Eastwick Valley Corridor. This zone will include 4 football pitches, the Village 4 playing field, and a tennis facility as set out in chapter 5.4.4 Sports and recreation

Design requirements relating to sport pitches set out the need for active travel to be encouraged



### Detailing the Landscape

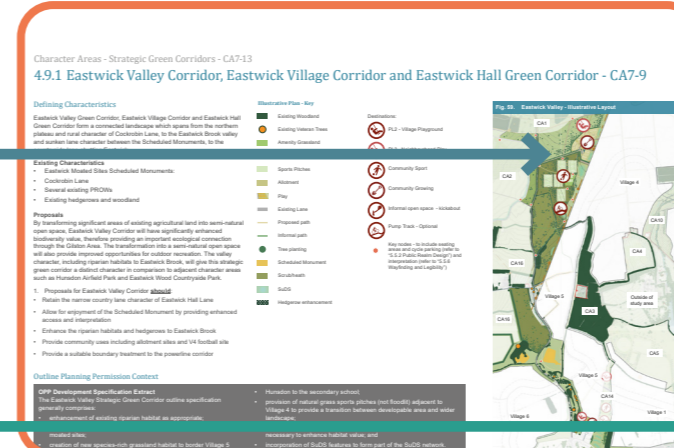
#### 5.4.6 Community Food Production

**Community Food Production**

1. Each allotment site shall be designed in accordance with best practice... (text continues)
2. Allotment sites shall be designed in accordance with best practice... (text continues)
3. Allotment sites shall be designed in accordance with best practice... (text continues)
4. Allotment sites shall be designed in accordance with best practice... (text continues)
5. Allotment sites shall be designed in accordance with best practice... (text continues)
6. Allotment sites shall be designed in accordance with best practice... (text continues)
7. Allotment sites shall be designed in accordance with best practice... (text continues)
8. Allotment sites shall be designed in accordance with best practice... (text continues)
9. Allotment sites shall be designed in accordance with best practice... (text continues)
10. Allotment sites shall be designed in accordance with best practice... (text continues)
11. Allotment sites shall be designed in accordance with best practice... (text continues)

**Allotment - Design Guidance**

- Boundary treatment between plots should consider opportunities for provision of emergency services and sustainable drainage including:
  - Waterflow treatment to improve soil health and provide pollution benefits.
  - Swales, vegetations and trench drains to aid drainage, irrigation and provide habitat.
- Subject to SLMP design, community facilities shall be provided on allotment sites. These may include:
  - Tables, which are to be fully accessible and provide an outdoor seating area.
  - Compost bins and mulch storage, which are to be fully accessible and provide an outdoor seating area.
- Allotment sites shall provide opportunities for seedling production & outdoor learning through a consistent approach which promotes sustainable horticulture practices.
- To enhance local ecosystem services, biodiversity features such as water features could be provided. These could be associated with community buildings and associated social areas.
- A range of allotment beds could be provided, including raised beds. These could be used for growing vegetables, fruit, flowers or herbs.
- To facilitate use of the allotments by active travel users, a range of transport facilities such as bicycle racks and e-bike charging could be provided.



### Design Requirements - Sport

#### Mandatory Features - General

1. All sport pitches and facilities **must** encourage active travel to the sport sites by providing pedestrian and cycle connections and cycle parking.
2. Within Villages 1-6, seating **should** be provided associated with the sports pitches. Such seating **should** be appropriate and must consider micro-climate including shade
3. To achieve gradients recommended by Sport England, the pitches **must** be sensitively integrated into the existing landscape where possible.
4. All sports pitches **must** consider drainage, including permeability of the soil, long term maintenance and good drainage. Examples of suitable drainage systems include pipe drainage with sand and grooves. Drainage **must** be considered as part of the wider SUDS approach of the site.
5. Consideration **must** be given to the soil, to ensure the soil is suitable for the proposed sports pitch.
6. Boundary treatments to sports pitches **must** consider visual and environmental impact, providing screening, shade and habitat. Examples

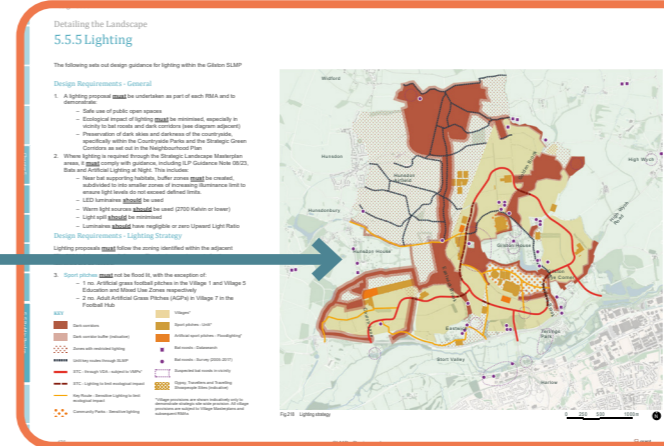
# YOU SAID... WE DID

## YOU SAID

## WE DID

Lighting should be considered, it should be unobtrusive and considerate of the ecological impact. Some pitches will be floodlit while others will be informal kickabout areas.

Floodlighting of sports pitches will be limited, through the parameters set out in the OPP. The Design Code includes design requirements to ensure lighting of sports pitches is well considered and sensitive to ecological impact



- Dark corridors buffers (shown indicatively in plan); within the buffer zone, all lighting design **must** be sensitive to the close proximity to the dark corridors, and keep light levels as low as practicable. This will create a transition zone between sensitive features in the dark corridors and surrounding areas
- Zones with restricted lighting; in these zones, lighting **should** generally be limited in order to preserve dark skies
- Community Parks - Sensitive lighting; Sensitive lighting **must** be considered for the Community Parks (Gilston Park and Gilston Fields) to balance ecological sensitivities and safe use and enjoyment of these public spaces particularly in regards to primary routes and club sports
- Lighting of key routes **must** follow the lighting typologies identified in the Lighting Strategy plan adjacent, following the design requirements below:
  - Key Route - Sensitive Lighting to limit ecological impact; applies to commuter routes and to shared pedestrian and cycle routes. Lighting proposals **should** carefully balance considerations of safety against ecological and visual sensitivities. This may include low brightness lighting, low level lighting, lighting with ecologically

Commercial play areas are mentioned, specifically in relation to the Destination Play area. There is a preference for natural, non-urbanised and noncommercial play areas

The design requirements relating to Destination Play Spaces establish that these spaces should be located in natural settings and must be designed to include natural features.



- Should** be located within natural settings such as woodland and meadow and to be designed to encourage early appreciation of nature. Spaces **must** be located in areas assessed as appropriate to receive Destination Play Spaces, such as the area of more recent plantation woodland in Home Wood.
- Must** be located adjacent to a primary walking and cycling route and include provision for convenient and secure cycle parking facilities.
- Must** be designed as an adventure playground/trail incorporating natural features such as trees and/or topography, as well as large play structures.
- Must** incorporate play and socialising opportunities to be aimed at children and young adults of all ages
- Must** include low-impact playable elements suited to a wide range of ages and play interpretations.
- Designs **must** include areas for den-building etc. and organised activities such as Forest Schools, bushcraft activities etc
- Must** include a car-park (in Eastwick Wood Countryside Park only). Disabled parking access to Home Wood **must** be provided as part of the

There is an opportunity to create interesting habitats (e.g. permanent water features and seasonal drains) when addressing flood issues. The edge treatment and planting of features should be considered as it is crucial to encourage wildlife

The SLMP sets out design requirements for habitat enhancements and the creation of new ponds. It also sets out requirements for blue infrastructure; this includes a requirement to consider a range of habitats, and a requirement to carefully select vegetation to provide ecological enhancements



- ### Green & Blue Infrastructure
- Low density tree planting **must** be provided along the perimeter track
  - Species-rich grassland planting **must** be provided to create a connected grassland habitat within and around the parkland and adjacent landscape
  - SuDS features **should** be created to provide localised surface water drainage. Refer to "5.2.10 Sustainable Drainage Systems (SuDS)"
  - Design proposal **should** consider creation of new habitats, including:
    - Biodiverse wild-flower field margins;
    - Areas of meadow and pasture
- ### Heritage & Views
- Design proposals **must** respond to and celebrate the heritage of the former Hunsdon Airfield. This **must** include:
    - Provision of amenity grassland for informal leisure activities and grassland strips along the lines of the former Hunsdon Airfield runways

HUNSDON AIRFIELD: There is an opportunity to improve this part of the site for wildlife as it is currently relatively poor arable land

Design requirements for Hunsdon Airfield Park state that creation of new habitats should be considered. In addition, it states that opportunities for sustainable forms of agriculture should be considered

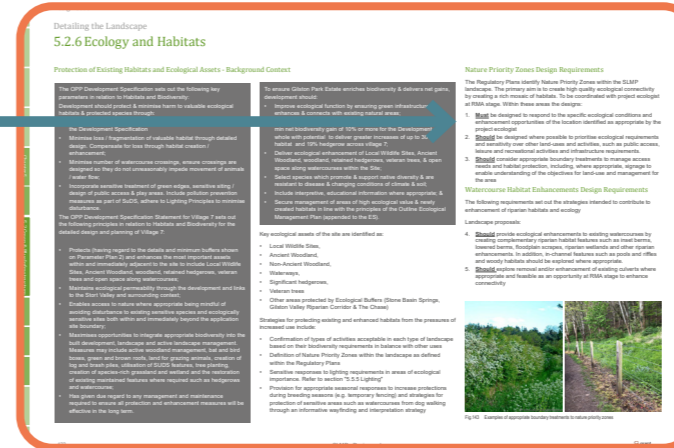
# YOU SAID... WE DID

## YOU SAID

## WE DID

Could certain areas be restricted to encourage wildlife? This should be established from the start so it is enforceable later. Could include areas like Home Wood and the Bluebells

The SLMP will establish nature priority zones throughout the landscape. The primary aim is to create high quality ecological connectivity by creating a rich mosaic of habitats. They should be designed where possible to prioritise ecological requirements and sensitivity over other land-uses and activities, such as public access, leisure and recreational activities and infrastructure requirements.



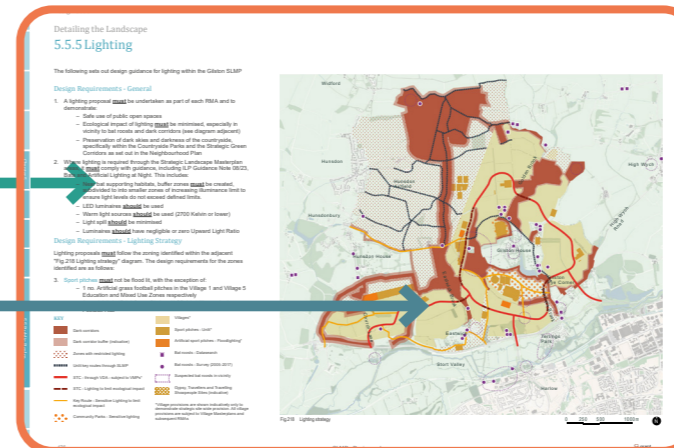
### Nature Priority Zones Design Requirements

The Regulatory Plans identify Nature Priority Zones within the SLMP landscape. The primary aim is to create high quality ecological connectivity by creating a rich mosaic of habitats. To be coordinated with project ecologist at RMA stage. Within these areas the designs:

1. **Must** be designed to respond to the specific ecological conditions and enhancement opportunities of the location identified as appropriate by the project ecologist
2. **Should** be designed where possible to prioritise ecological requirements and sensitivity over other land-uses and activities, such as public access, leisure and recreational activities and infrastructure requirements.
3. **Should** consider appropriate boundary treatments to manage access needs and habitat protection, including, where appropriate, signage to enable understanding of the objectives for land-use and management for the area

RESPECTING NATURALLY DARK AREAS: There should be a gradual change in lighting intensity from the villages to more rural areas

The SLMP establishes dark corridor buffers to ensure a transition in lighting intensity. These are shown indicatively on the plan in Chapter 5.5.5 Lighting



5. **Dark corridors buffers** (shown indicatively in plan); within the buffer zone, all lighting design **must** be sensitive to the close proximity to the dark corridors, and keep light levels as low as practicable. This will create a transition zone between sensitive features in the dark corridors and surrounding areas
6. **Zones with restricted lighting**; in these zones, lighting **should** generally be limited in order to preserve dark skies
7. **Community Parks - Sensitive lighting**; Sensitive lighting **must** be considered for the Community Parks (Gilston Park and Gilston Fields) to balance ecological sensitivities and safe use and enjoyment of these public spaces particularly in regards to primary routes and club sports
8. Lighting of key routes **must** follow the lighting typologies identified in the Lighting Strategy plan adjacent, following the design requirements below:
  - **Key Route - Sensitive Lighting to limit ecological impact**; applies to commuter routes and to shared pedestrian and cycle routes. Lighting proposals **should** carefully balance considerations of safety against ecological and visual sensitivities. This may include low brightness lighting, low level lighting, lighting with ecologically

CONSIDERING BAT CORRIDORS

The dark corridors established in the SLMP have been developed in coordination with the project ecologist to ensure a sensitive approach to bat corridors

For horseriders, it is preferable for bridleways not to be tarmacked, though tarmacked routes are more favourable for people with strollers and cyclists.

The regulatory plan of the design code establish equestrian routes to ensure connectivity throughout the gilston area. This is supported by the active travel chapter, that sets out design requirements for equestrian route, including opportunities for parallel, unsealed routes

Route Typology	Leisure Route - Informal See design requirements page	Hunsdon Airfield Park Track	Equestrian Routes Refer to regulations page for details
Reference Image & Character	Informal leisure routes to follow the boundaries of the SLMP areas and the water courses.	The existing Airfield Park Track is to be enhanced to incorporate a wide, paved, and accessible route suitable for use by all.	Refer to regulations page for details.
Separation	N/A	The <b>should</b> be as follows: Pathways with level to separate pedestrian route. Shared vehicle and cycle route to be visually separated from use of contrasting color of tarmac.	Where equestrian routes are adjacent to other routes, a <b>should</b> be provided. This <b>should</b> be a suitable material or a <b>should</b> be provided. The surface of the route should be suitable for use by all.
Width	Minimum width <b>should</b> be as follows: Paths: 2m wide to informal moor grass tracks.	Minimum width <b>should</b> be as follows: Carriageway with level contrasting strip. 2m wide pedestrian pathway.	Widths <b>should</b> follow guidance in the regulations. Generally, a minimum width of 2m <b>should</b> be provided for new routes.
Material	Paths to be as follows: Smooth, sealed, surface for carriageway. Pedestrian paths may be unsealed.	Material <b>should</b> be as follows: Smooth, sealed, surface for carriageway. Pedestrian paths may be unsealed.	Appropriate surfaces to be provided for the route. Generally, a smooth, sealed surface may also be appropriate for the route. Where an existing route is being enhanced, the surface should be suitable for use by all.
Lighting	Generally not to be provided. Dark skies and bird ecological impact.	Sensitive lighting may be provided as appropriate to level of use and amenity & ecological sensitivity. Refer to '5.5.5 Lighting' for details of sensitive lighting. Sensitive lighting may be provided for the route.	Generally not to be provided. Dark skies and bird ecological impact.
Other Features	Informal pedestrian leisure routes <b>should</b> be designed to: - Encourage enjoyment of the natural landscape areas and facilitate enhanced access to the surrounding countryside. - Be suitable for use by all, including those with limited mobility. - Be designed to minimise width to reduce impact and discourage inappropriate use as a primary route. - Be designed to be suitable for use by all, including those with limited mobility. - Universally accessible gradients wherever possible, with clear alternative accessible routes available. - Provide informal seating areas along route.	The enhanced track design <b>should</b> be suitable to the east of the Airfield Park Track, meeting the requirements of the design typologies such as the paving and material surfacing the carriageway use as a paved Carriageway Park with pedestrian and cycle routes as its primary function. The enhanced track <b>should</b> be designed to meet the design principles of the regulations. The design <b>should</b> be suitable for use by all, including those with limited mobility. The enhanced track <b>should</b> be designed to meet the design principles of the regulations. The design <b>should</b> be suitable for use by all, including those with limited mobility. The enhanced track <b>should</b> be designed to meet the design principles of the regulations. The design <b>should</b> be suitable for use by all, including those with limited mobility.	Where paths within the route have the level of the ground, the design <b>should</b> be suitable for use by all, including those with limited mobility. The design <b>should</b> be suitable for use by all, including those with limited mobility. The design <b>should</b> be suitable for use by all, including those with limited mobility.

### Green & Blue Infrastructure

3. Low density tree planting **must** be provided along the perimeter track
4. Species-rich grassland planting **must** be provided to create a connected grassland habitat within and around the parkland and adjacent landscape
5. SuDS features **should** be created to provide localised surface water drainage. Refer to "5.2.10 Sustainable Drainage Systems (SuDS)"
6. Design proposal **should** consider creation of new habitats, including:
  - Biodiverse wild-flower field margins,
  - Areas of meadow and pasture

### Heritage & Views

7. Design proposals **must** respond to and celebrate the heritage of the former Hunsdon Airfield. This **must** include:
  - Provision of amenity grassland for informal leisure activities and grassland strips along the lines of the former Hunsdon Airfield runways

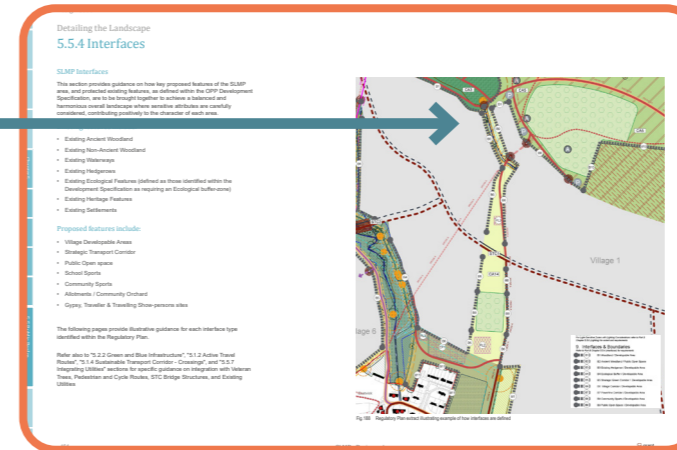
# YOU SAID... WE DID

## YOU SAID

## WE DID

**SOFT EDGES:** Soft edges to the villages need to be considered. They come in different forms but gardens are unlikely to back onto an open space. It is more likely there will be houses fronting onto a street

The SLMP sets out design requirements for a number of interfaces, including those between the SLMP and existing and proposed villages. Although the SLMP does not control what is designed in the village, it does set requirements to ensure there is a permeable edge to the development, with a balance of screening and visual connection between villages and the landscape



When is advance planting expected to take place? Early planting around Channocks to get the trees surrounding the farm area to grow to a substantial height before homes are built in adjacent areas. This would allow the view to be tree canopies not houses.

Advance planting has been carried out around Channocks Farm and Pye Corner.



What are G&T&TS requirement?: Practicalities like access, facilities, community needs, noise and levels need to be considered. Will there be need for community rooms? Space to keep dogs and horses?

The SLMP has established design requirement for the design for G&T&TS sites. This includes requirements on the boundary treatments and landscape integration with existing topography & vegetation. Guidance is also provided on the incorporation of recreation space for children as well as dedicated space for keeping & grazing of horses. Key relevant guidance for each community is also referenced.

