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Contact:
democracy@welhat.gov.uk

* Reporting to Cabinet

9 October 2024

You are requested to attend a meeting of the WELWYN HATFIELD BOROUGH COUNCIL CABINET PLANNING AND PARKING PANEL to be held on Thursday 17 October 2024 at 7.30 pm in the Council Chamber, Council Offices, The Campus, Welwyn Garden City, Herts, AL8 6AE.

AGENDA **PART 1**

1. **APOLOGIES & SUBSTITUTIONS**

To note any substitution of Panel Members in accordance with Council Procedure Rules.

2. **MINUTES**

To confirm as a correct record the Minutes of the meeting held on 17 September 2024 (previously circulated).

3. **NOTIFICATION OR URGENT BUSINESS TO BE CONSIDERED UNDER ITEM 8**

4. **DECLARATION OF INTERESTS BY MEMBERS**

To note declarations of Members' disclosable pecuniary interests, non-disclosable pecuniary interests and non-pecuniary interests in respect of items on this Agenda.

5. **PUBLIC QUESTION TIME AND PETITIONS**

Up to thirty minutes will be made available for questions from members of the public on issues relating to the work of the Committee and to receive any petitions.

6. **SUSTAINABILITY SUPPLEMENTARY PLANNING DOCUMENT (SPD) FOR PUBLIC CONSULTATION (Pages 3 - 94)**

Report of the Assistant Director (Planning)

7. NORTH WEST HATFIELD MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT (Pages 95 - 206)

Report of the Assistant Director (Planning)

8. SUCH OTHER BUSINESS AS, IN THE OPINION OF THE CHAIRMAN, IS OF SUFFICIENT URGENCY TO WARRANT IMMEDIATE CONSIDERATION

9. EXCLUSION OF THE PRESS AND PUBLIC

The Panel is asked to resolve:

That under Section 100(A)(2) and (4) of the Local Government Act 1972, the press and public be now excluded from the meeting for item 10 (if any) on the grounds that it involves the likely disclosure of confidential or exempt information as defined in Section 100A(3) and Part 1 of Schedule 12A of the said Act (as amended).

In resolving to exclude the public in respect of the exempt information, it is considered that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

PART II

10. ANY OTHER BUSINESS OF A CONFIDENTIAL OR EXEMPT NATURE AT THE DISCRETION OF THE CHAIRMAN

<u>Circulation:</u>	Councillors	K.Thorpe	L.Musk
		R.Platt (Chair)	S.Thusu
		S.Bonfante	L.Gilbert (Vice-Chairman)
		S.Goldwater	P.Shah
		T.Kingsbury	M.Hobbs
		G.Michaelides	J.Quinton

Co-opted Members:-
Tenants' Panel Representatives
To be appointed

Senior Leadership Team
Press and Public (except Part II Items)

If you require any further information about this Agenda please contact Democratic Services, Governance Services on or email – democracy@welhat.gov.uk

Part I

Item No: 0

Main author: C Matthews / M Pyecroft

Executive Member: Cllr Rose Grewal

All Wards

WELWYN HATFIELD BOROUGH COUNCIL
CABINET PLANNING AND PARKING PANEL – 17 OCTOBER 2024
REPORT OF THE ASSISTANT DIRECTOR (PLANNING)

SUSTAINABILITY SUPPLEMENTARY PLANNING DOCUMENT (SPD) FOR PUBLIC CONSULTATION

1. Executive Summary

- 1.1 This report presents the Draft Sustainability Supplementary Planning Document (SPD) for the Panel's consideration and onward recommendation for approval to consult by Cabinet.
- 1.2 Achieving sustainable development is a fundamental objective of local and national planning policy. Whilst it is accepted that development is needed to accommodate for growth, there is more pressure than ever to deliver development that consumes less energy, produces fewer emissions and utilises less of the earth's natural resources.
- 1.3 A Draft Sustainability Supplementary Planning Document (SPD) has been prepared to provide additional information on sustainability expectations for development proposals within the borough and encourage higher standards.
- 1.4 The SPD is intended to be used by applicants and decision makers to provide clarity on what sustainability measures are required in the Welwyn Hatfield Local Plan 2016 – 2036 and secondary legislation and provides guidance on good sustainability practice for development that exceeds national and local policy/legislation.
- 1.5 The Draft Sustainability SPD (Appendix A) will be circulated to members of Climate Change Panel for comment by 25 October, and a verbal update will be given to Cabinet.

2. Recommendation(s)

- 2.1 That the Panel recommends to Cabinet that:
 - The Draft Sustainability SPD (Appendix A) be subject to public consultation for a period of six weeks.
 - The associated SEA/HRA Screening Report is consulted upon with the consultation bodies/nature conservation body for a period of six weeks.

- That any subsequent minor amendments and editing changes, arising from this meeting or engagement with Climate Change Panel, that do not materially affect the content prior to consultation be delegated to Assistant Director (Planning) in consultation with the Executive Member for Planning.

3. Explanation

- 3.1 The built environment is responsible for approximately 25% of greenhouse gas emissions in the UK. There is great importance in improving energy efficiency and reducing emissions in new and existing development for domestic and non-domestic properties to contribute to the overall goal of slowing down the effects of climate change along with mitigating the impacts of climate change.
- 3.2 The National Planning Policy Framework (NPPF) and Planning Policy Guidance (PPG) define SPDs as documents which add further detail to the policies in the development plan and are capable of being a material consideration in planning decisions. However, they do not form part of the development plan and cannot introduce policies as they have not been viability tested.
- 3.3 The Welwyn Hatfield Local Plan 2016 – 2036 (WHLP) is based on the 2012 version of the NPPF, and did not have as much of a focus on climate change and sustainability. In the present day, there is considerably more focus on the impact of climate change and the impact development can have on the environment.
- 3.4 In addition to this, Welwyn Hatfield Borough Council recognised the negative effects of climate change and declared a climate emergency in 2019. In support of this, the Council set targets to be net zero as an organisation by 2030 and as a borough by 2050. The Council has also updated the Corporate Priorities, to reflect our climate ambition, and have ‘Action on Climate’ as a key priority.
- 3.5 The WHLP contains some policies with implications for sustainability. The main policy ‘hooks’ that allow the Council to seek sustainability in development proposals are SP10 (Sustainable Design and Construction) and SADM13 (Sustainability Requirements). However, as previously mentioned, the WHLP was created under an older framework and the policies in the WHLP do not fully reflect the Council’s current aspirations for sustainability.
- 3.6 The SPD seeks to add further detail to the existing policies in the WHLP and provide further guidance for applicants to help achieve an increased level of sustainability in development proposals within the borough. An SPD can be used as a material consideration in the determination of planning applications, meaning this SPD, following any future adoption, can ensure that sustainability principles are addressed more effectively.
- 3.7 The SPD is in draft form and incorporates local plan/legislative requirements, best practice and advice on topics such as energy efficiency, passive design, active travel, drainage and flood risk, water efficiency, climate adaptation and EV charging. There is also further information on retrofitting and the methods that can be utilised to improve the energy efficiency of existing buildings. Whilst identifying what retrofitting methods can and cannot be achieved through Permitted Development Rights is outside the scope of this SPD, additional guidance on retrofitting will be provided on the Council’s website in due course.

- 3.8 The Draft Sustainability SPD has been written by officers in the Planning Policy team. However, there has been close collaboration with Development Management officers and the Climate Change officer within Welwyn Hatfield Borough Council, as well as additional collaboration from Hertfordshire County Council officers working within the Growth and Environment team to provide further guidance and critique.
- 3.9 The SPD follows a '*proposals must, should and could*' approach for criteria within the document topics:
- '*Proposals must*' identifies a minimum requirement stated in policy or legislation;
 - '*Proposals should*' identifies something which is widely accepted as best practice in the built environment industry; and
 - '*Proposals could*' identifies something which is more aspirational and can be seen as an exemplary example of sustainability
- 3.10 It is proposed that efforts to go beyond policy, such as meeting '*proposals should*' or '*proposals could*', would be given a positive consideration in the planning balance when planning applications are being determined. It is important to note however that this will be decided on a case-by-case basis by the decision maker.
- 3.11 A Sustainability Checklist has also been created in tandem with the Sustainability SPD, which is proposed to be completed and submitted by the applicant and then reviewed by officers as part of the application process. It is intended that this will capture key information in one place and enable decision makers to better assess the sustainability credentials of larger development proposals. However, it is also intended that the SPD can be used as a good practice guidance for small-scale development proposals.
- 3.12 The Draft Sustainability SPD (Appendix A) will be circulated to members of Climate Change Panel for comment by 25 October, and a verbal update will be given to Cabinet.
- 3.13 The draft SPD is attached at Appendix A and the accompanying SEA/HRA Screening Report at Appendix B. The mandatory duration requirement for consultation on any SPD is no less than four weeks. However, in order to allow time for responses to the SPD, a consultation period of six weeks is proposed. The community and other stakeholders, including statutory bodies, will be notified of the consultation and details for submitting representations. The appropriate consultation bodies/nature conservation body will also be consulted on the SEA/HRA Screening Report. Regulations require this consultation be for a period of five weeks but it is proposed for six weeks to align with the consultation on the SPD.
- 3.14 A statement will be prepared following the consultation in line with The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended. The draft SPD may also be updated, as appropriate, following consideration of consultation responses and other relevant matters prior to adoption.

- 3.15 Following the consideration of responses and any appropriate modifications, a final version of the SPD will be re-presented to this committee. The committee will be asked to recommend to Cabinet and Council that the SPD be adopted.

4. Link to Corporate Priorities

- 4.1 The potential future adoption of a Sustainability SPD is linked to the Council's 'Action on Climate Change' priority as it will seek to mitigate the environmental impact caused by development and promote a higher level of sustainability for future developments. It is also linked to the Council's 'Homes to be proud of' as it will seek to deliver more sustainable housing.

5. Financial Implication(s)

- 5.1 The production of this consultation document and associated public consultation will be met from existing budgets.

6. Legal Implication(s)

- 6.1 The statutory basis for Supplementary Planning Documents and their preparation is set out by a range of acts and associated regulations, including the Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The need to determine whether an SPD requires a Strategic Environmental Assessment is required under The Environmental Assessment of Plans and Programmes Regulations 2004 and the need to determine whether an SPD requires a Habitats Regulation Assessment is required under the Conservation of Habitats and Species Regulations 2017.

7. Climate Change Implication(s)

- 7.1 No climate change implications are expected as a result of this consultation. However, any future adoption of a Sustainability SPD will potentially see the reduction of energy consumption and carbon emissions from new development, either directly through operational use or indirectly. There is also a topic on Climate Change Adaptation, which will seek to mitigate and protect future development from any implications arising due to a changing climate.

8. Security and Terrorism Implication(s)

- 8.1 There are no security and terrorism implications arising directly as a result of this report.

9. Equality and Diversity

- 9.1 An EqIA was not completed because this report does not propose changes to existing service-related policies or the development of new service-related policies.

10. Procurement Implication(s)

- 10.1 There are no procurement implications arising directly as a result of this report.

11. Risk Management Implications

11.1 Although there are no risk management implications arising from this report, any future adoption of a Sustainability SPD will encourage development proposals to achieve higher levels of sustainability, as the implementation of sustainable principles above existing legislation and local plan policy may be promoted as a material consideration in the planning process.

11.2 Not adopting a Sustainability SPD could result in fewer development proposals seeking to implement sustainability principles above existing legislation and local plan policy compared to having an adopted SPD.

11.3 Policy Implication(s)

11.4 The Draft Sustainability SPD seeks to expand and provide guidance on existing local plan policies by stating minimum policy requirements relating to different sustainability topics. It also seeks to provide guidance on existing legislation i.e. Building Regulations. The Draft Sustainability SPD does not introduce any new policy or requirements outside of existing local plan policy or legislation.

Name of author	Conor Matthews/Matthew Pyecroft
Title	Draft Sustainability Supplementary Planning Document
Date	October 2024

Appendices:

Appendix A: Draft Sustainability Supplementary Planning Document, September 2024

Appendix B: Draft Sustainability SPD SEA/HRA Screening Report, September 2024

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Draft Sustainability SPD

Contents

Draft Sustainability SPD

1 Introduction	1
Introduction	1
Climate Change and Environmental Sustainability	1
Local Context and Climate Emergency	2
Economic Sustainability	2
Social Sustainability	3
How to Use This Document	3
2 Passive Design and Layout	5
Introduction	5
Passive Design Policy and Guidance Context	5
Local Plan Requirements – Passive Design	5
Other Policy Considerations	6
Passive Solar Gain, Cooling and Overheating	6
Passive Ventilation	9

Sustainability Criteria - Passive Design and Layout	10
3 Energy Efficiency and Carbon	12
Introduction	12
Energy Efficiency Policy and Guidance Context	12
Local Plan Requirements – Energy Efficiency	13
Other Policy Considerations	14
Considering Energy Consumption During the Whole Life Cycle of a Building	14
Production	15
Construction	15
In Use	15
End of Life	15
Beyond the Lifecycle	15
Building an Energy Efficient Building Envelope	15
Insulating the Building Envelope	15
Improving Airtightness	16

Contents

Reducing Thermal Bridges	16
Incorporating Renewable Energy and Low Carbon Measures	17
Renewable Energy Production	17
Low Carbon Heat Generation and Energy Storage	18
Installing Energy Efficient Fixtures and Fittings	20
Considering Retrofit over Rebuild	21
Assessment of an Existing Building	22
Retrofitting Projects	23
Sustainability Criteria - Energy Efficiency	25

4 Water Use and Efficiency 28

Introduction	28
Water Use/Efficiency Policy and Guidance Context	28
Local Plan Requirements – Water	28
Other Policy Considerations	29
Reducing water consumption	29
Construction	29

In use	29
Incorporating Rainwater Harvesting	30
Incorporating Greywater Re-use	31
Sustainability Criteria - Water Use and Efficiency	32

5 Drainage and Flooding 34

Introduction	34
Drainage and Flooding Policy and Guidance Context	34
Local Plan Requirements – Flood Risk	34
Sustainability Criteria - Drainage and Flooding	37

6 Active and Sustainable Travel 40

Introduction	40
Active and Sustainable Travel Policy and Guidance Context	41
Local Plan Requirements – Transport	41
Local Transport Plan 4 Requirements	42
Other Topic Specific Considerations	42

Contents

Local Cycling and Walking Infrastructure Plan (LCWIP)	42
Active Travel England	43
Transport Assessments	43
Reducing the Need to Travel	43
Sustainability Criteria - Active and Sustainable Travel	45

7 Electric Vehicle Charging Provision 47

Introduction	47
EV Charging Policy and Guidance Context	47
National Policy Requirements	48
Local Plan Requirements	48
Other Topic Specific Considerations	49
Sustainability Criteria - EV Charging Provision Requirements	50

8 Climate Change Adaptation 53

Introduction	53
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Climate Change Adaptation Policy Context	53
Local Plan Requirements – Climate Adaptation	54
Sustainability Criteria - Climate Change Adaptation	55

9 Appendix A - Sustainability Checklist 56

Introduction

Introduction

- 1.1** Sustainability is defined as meeting the needs of the present generation without compromising the ability of future generations to meet their own. In 1987, the United Nations General Assembly agreed a definition of sustainable development as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs”.
- 1.2** Whilst this is largely thought of in terms of climate change and a need to reduce the carbon emissions which are causing this change, it is not exclusively about this and the National Planning Policy Framework (NPPF) identifies three interdependent objectives of sustainable development: economic, social and environmental.
- 1.3** It is important that development in Welwyn Hatfield is sustainable, and that developers and applicants who make significant efforts to increase the sustainability of their proposed developments have this recognised.

Climate Change and Environmental Sustainability

- 1.4** Climate Change is the greatest threat humanity has ever seen.
- 1.5** It is unequivocally scientifically proven that the burning of fossil fuels is the main cause of climate change, through human activities, and it is the unprecedented speed of change that is most alarming. The speed of change is increased due to positive feedback loops, which amplify

the effects of climate change. For instance, permafrost is melting at faster rates due to the rising global temperature, which is releasing large stores of methane (an even more potent greenhouse gas than carbon dioxide) into the atmosphere which further exacerbates global temperature rise.

- 1.6** To slow down this rate of change, we need to reduce emissions (to limit the amount of carbon dioxide in the atmosphere) and enhance the natural environment (to capture and store carbon dioxide). The Royal Town Planning Institute (RTPI) and Town and Country Planning Association (TCPA) have jointly published guidance on this issue as the planning system plays an important role in reducing carbon emissions, delivering sustainable communities and helping ensure that communities are as ready as possible for the impacts of climate change.
- 1.7** We also need to start adapting to the changing climate, because firstly, at a more local level we are already experiencing impacts of climate change in the form of wildfires, flooding, heatwaves and droughts and secondly because the effects of climate change will be experienced for many years to come due to the time lag between what we do and when we feel it and the long lifespan of greenhouse gases. Building resilience and adapting to the impacts of climate change will play a crucial role in planning decisions moving forward, to ensure a sustainable future for ourselves and our community.

Introduction

Local Context and Climate Emergency

- 1.8** The Department of Energy Security and Net Zero publish annual Greenhouse Gas emission figures from all local authorities. The most recent data from 2022 shows that Welwyn Hatfield Borough was responsible for 569.5 kt of CO2 emissions.
- 1.9** There has been a steady decline (37% decrease) since the baseline year of 2005. However, emissions still need to decrease further.
- 1.10** In 2019, Welwyn Hatfield Borough Council recognised this situation and declared a climate emergency. In support of this, the Council set targets to be net zero as an organisation by 2030 and as a borough by 2050. The Council has also updated the Corporate Priorities, to reflect our climate ambition, and have 'Action on Climate' as a key priority, with the following objectives:
- Renew our commitments to be a net zero Council by 2030 (and as a borough by 2050)
 - Step up climate change adaptation and mitigation measures
 - Lead by Example and encourage others to make positive change
 - Increase and promote biodiversity

- 1.11** In practice, this means a focus on reducing emissions both generated as a result of the Council's work, and using its position and influence to help reduce those of others where possible. It also means embedding environmental sustainability into everything the Council does.
- 1.12** This approach has fed into the Council's Corporate Priorities and Corporate Plan for the 2024 – 26 period: Communities at our Heart.
- 1.13** In addition, the Council have recently published a Transition to Net Zero Strategy, which provides an overall vision of what our net zero borough will look like and outlines the pathway to achieving our targets. This Sustainability SPD will help support and guide residents so they can make informed choices and play their part in our borough wide journey.
- 1.14** Welwyn Hatfield are part of the Hertfordshire Climate Change and Sustainability Partnership, which includes all 10 districts and boroughs, the County Council and Hertfordshire Futures (formerly the Hertfordshire Local Enterprise Partnership). The remit of the group is to collaborate and identify joint work programmes on environmental, climate change and wider sustainability issues.

Economic Sustainability

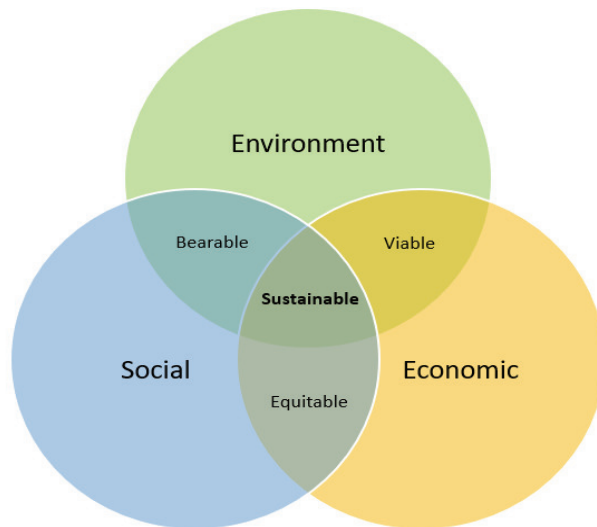
- 1.15** The NPPF defines economic sustainability objectives as those that "help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types

Introduction

is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”.

Social Sustainability

1.16 The NPPF defines social sustainability objectives as those that “support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being”



How to Use This Document

- 1.17** A high level of carbon emissions and associated impact on sustainability come from activities requiring planning permission; both in the form of the development (embodied carbon) and in the use of that development after it has been completed (operational carbon).
- 1.18** Whilst regulation and policy exists to set certain standards, developers and applicants often seek to go beyond that, and this document outlines requirements and highlights opportunities to seek a higher standard of development. Where higher standards are pursued, it is only right that this is recognised where possible, and conscious efforts to go beyond the standards set out in policy are treated as a material consideration when planning applications are considered.
- 1.19** In addition, there are some areas where policy would benefit from greater clarity and this document seeks to provide this where possible. An example of this with the provision of Electric Vehicle (EV) charging in new developments – whilst Local Plan policy SADM3 says that development proposals should make provision where appropriate for facilities for plug in or other ultra low emission vehicles, and building regulations set standards for new residential developments, these need adapting to the Borough’s specific circumstances and greater clarity is needed for commercial and other non-residential developments.

1 Introduction

1.20 Each chapter of this SPD sets out the national and local policy context around the subject. It then describes approaches to addressing the issue. There are requirements set out in policy; generally the Welwyn Hatfield Local Plan (adopted October 2023) but elsewhere where appropriate, and this is what developments **must** do. However, there are often opportunities to go beyond the standard and to be more ambitious. This SPD splits this into two, into measures which developers **should** or **could** adopt:

- **‘must’** means that the measure is a minimum requirement and would be policy and legislation compliant.
- **‘should’** means something which would be expected and is seen as best practice.
- **‘could’** means something which is more aspirational and exceeds both policy compliant and best practice.

1.21 It is important to measure efforts which developers make to go beyond policy and legislative requirements. As part of the planning application process, applicants should set out what they have done to exceed requirements in a Sustainability Summary document, and the template set out in the final chapter of this document should be used.

1.22 Efforts to go beyond policy requirements and to use “could” and / or “should” measures will be treated as a material consideration in the planning application process.

1.23 As the topic of sustainability is a very broad one, it has not been possible to include all areas it covers within this document, though subsequent revisions may include additional areas, including those relating to economic or social sustainability. This document focusses on environmental sustainability. However, developers and applicants should not limit themselves to addressing just the areas covered in detail in this document.

1.24 As with most elements of construction, measures to improve sustainability are most cost effective to install at the time of construction rather than to “retro fit” afterwards. However, it is recognised that the Borough already has an extensive stock of buildings, the vast majority of which will still be here many years in the future, and that many householders will want to make improvements to their own homes. Many of these improvements can be undertaken without planning permission using permitted development, whilst others will require planning permission.

1.25 This SPD is intended for developers, landowners and applicants on new schemes, but the Council is keen to encourage individual property owners to undertake improvements to improve the environmental performance of their property. Information on retro fitting and guidance on whether particular measures on individual properties will need planning permission or not can be found on the Council’s website.

Passive Design and Layout

Introduction

2.1 The design of a building has numerous effects on the energy consumed by a building and therefore its efficiency. Passive design principles use the site context, such as location, orientation, solar angle, shading, wind direction and more to generate the building’s form and massing, the spatial planning around buildings and the location of buildings within the site boundary. The consideration of these aspects can have notable effects on heating, ventilation, lighting and cooling of buildings by ‘passive’ measures rather than ‘active’ measures.

Passive Design Policy and Guidance Context

	National	Local
Policy/ Legislation	National Planning Policy Framework – Meeting the challenge of climate change, flooding and coastal change Building Regulations – Part F, Part L, Part O	Welwyn Hatfield Local Plan – Policy SP9, SADM11, SP10, SADM13
Other Considerations	Overheating in New Homes - Good Homes Alliance	Hertfordshire Building Futures Sustainable Design Toolkit –

	Retrofit-Playbook.pdf (ukgbc.org)	Energy and Climate Change Technical Module Hertfordshire Development Quality Charter
	The Nature Recovery and Climate Resilience Playbook UKGBC	
	Embodied Carbon - Practical Guidance UKGBC	
	Embodied Carbon UKGBC	
	LETI - Home LETI	
	HCCSP - Building Retrofit (hccsp.org.uk)	

Local Plan Requirements – Passive Design

- 2.2** Policy SADM 11 requires buildings have satisfactory levels of sunlight and daylight, and also requires dual aspect dwellings (wherever feasible) to enable passive ventilation.
- 2.3** Policy SP 9 states that taller buildings will need to consider matters such as shadowing, micro-climate and wind tunnelling.

Passive Design and Layout

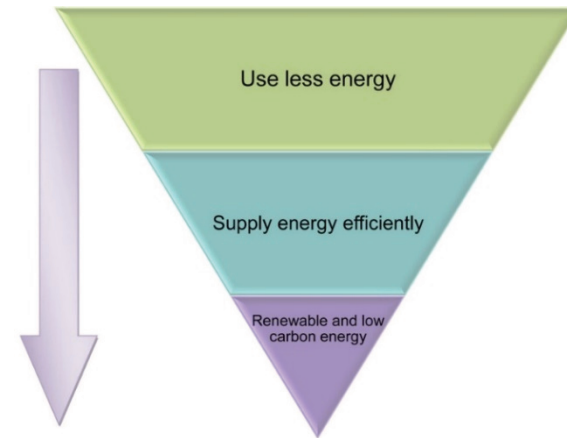
2.4 Policy SP10 refers to the Council's energy hierarchy (pictured below) and requires the layout and design of the site and building(s) reflect the energy hierarchy to maximise reduction of carbon emissions.

Other Policy Considerations

2.5 Hertfordshire Climate Change and Sustainability Partnership: Strategic Action Plan for Carbon ⁽¹⁾: Whilst this Action Plan focuses on net zero carbon across Hertfordshire, passive design seeks to reduce energy consumption and therefore carbon emissions.

2.6 The Building Futures Sustainable Design Toolkit ⁽²⁾: The Design Toolkit features a technical module on energy and asks applicants to answer the following questions:

- How will energy demand for heating, lighting and cooling be avoided?
- What energy efficiency solutions will be used to further reduce energy demand in the new development?
- How will the site and building(s) be made resilient to climate change and reduce its contribution to external overheating?



Objective: Reduce the need for artificial lighting, heating, cooling and ventilation in domestic and non-domestic buildings

Passive Solar Gain, Cooling and Overheating

2.7 Passive solar gain refers to the process of a building being heated and lit by the sun. This can happen directly from sunlight passing through a window and heating the inside of a building, or indirectly as sunlight warms the external fabric of a building and the heat travels to the interior. Passive solar gain can make a significant contribution towards the lighting and heating of a building, and can therefore reduce the need for a building to be heated and

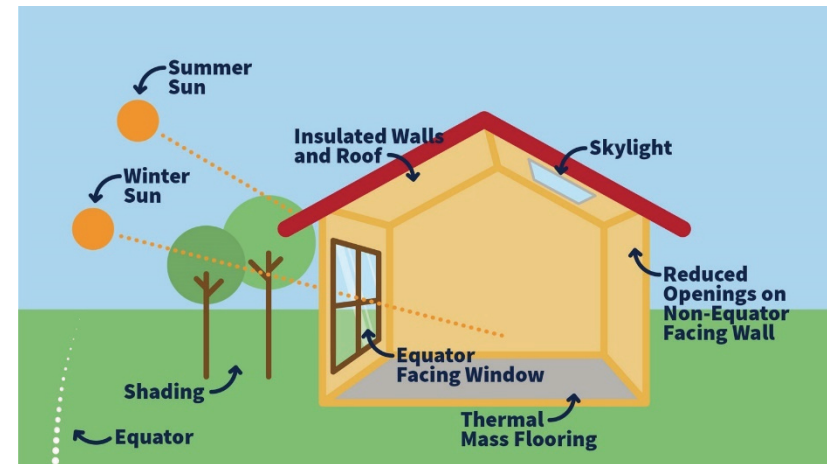
1 [HCCSP Strategic Action Plan for Water 2023](#)

2 [Sustainable Design Toolkit \(hertfordshire.gov.uk\)](#)

Passive Design and Layout

lit actively via the consumption of electricity and/or gas. Key factors that influence the impact of passive solar gain are:

- 2.8 Physical characteristics of the site** – the site's topography and orientation can have a large impact the amount of sun a building can receive during the day, especially during winter months.
- 2.9 Immediate surroundings** – other buildings, trees etc can intercept the sun and cause shading, affecting the ability for buildings to benefit from solar gain.
- 2.10 Orientation of buildings** – Maximising a building's access to the sun will have a great impact on solar gain. For example, buildings should have their main elevations facing within 30° of due south. A slight easterly orientation can also have benefits such as maximising early morning light and heat gains, which is typically when a building is consuming the most amount of energy for heat and light demand.
- 2.11 Materials** – The use of certain building materials can absorb excess heat during warmer periods and release it slowly during cooler periods. This can be especially effective during day/night transitions where days are warm, but nights are cool.



- 2.12 Form factor** – The form factor on a building is a simplified way of measuring the efficiency of a building's shape. This is done by means of a ratio between the external surface area and the internal treated floor area. The internal treated floor area is the area that is heated and therefore consumes energy, and the external surface area is the area where heat is typically lost to the outside. The lower the ratio between the two, the slower the heat loss will be for the same level of fabric performance.
- 2.13 External design** – External design features can have a large impact on solar gain. Design aspects include:
- The size of windows
 - Roof overhang – can provide shading from the sun in summer months but allow solar gain in winter months

Passive Design and Layout

- External shuttering (including active shuttering such as 'brise soleil' systems)
- Deep window/door projections
- Photochromatic/thermochromic glass
- The use of lighter colours in external building materials – this can reduce the effect on solar absorption which, during the warmer part of the year, can reduce the temperature inside of a building compared to darker colours. This is especially important to consider in conjunction with building materials, as some materials can store and re-radiate significantly more heat if they are darker coloured

2.14 External design principles should also consider negative effects; larger windows for example can provide maximum solar gain in the winter months, but cause issues such as overheating in summer months.⁽³⁾

2.15 Internal layout – The layout of habitable rooms can be carefully orientated in relation to the path of the sun, so the rooms used most often can benefit from solar glare.

- Rooms that are most frequently occupied should benefit from a southerly aspect, but with appropriate measures to avoid overheating
- Rooms that contain heat generating appliances (i.e. kitchens, utility rooms, or rooms with high heat production in non-domestic buildings) or are less frequently occupied (i.e. bathrooms and cloakrooms)

should be located in the cooler part of the building, which is generally the northern side.

- The size of interior rooms should be designed in conjunction with appropriately sized fenestration so rooms do not appear dark, such as considering the depth of the room compared to the size/orientation of windows
- Certain devices, such as solar tubes, can be used for darker, interior wall-locked rooms.

2.16 The key factors above should be considered at an early stage of the planning process, and evidence should be demonstrated regarding the consideration of these factors in any development proposals. Consideration of the above at an early stage can remove the need for active/mechanical cooling and reduce the demand for space heating.

2.17 The above factors can also reduce the demand for artificial lighting, however unwanted glare created by natural or artificial light can be uncomfortable for people both inside and outside of a building. Unwanted solar glare can be minimised if factors above are considered early in the design process, such as incorporating blinds and shutters during peak daylight.

3 <https://www.bradpettitt.com/blog/effective-house-design-for-passive-heating-and-cooling/>

Passive Design and Layout

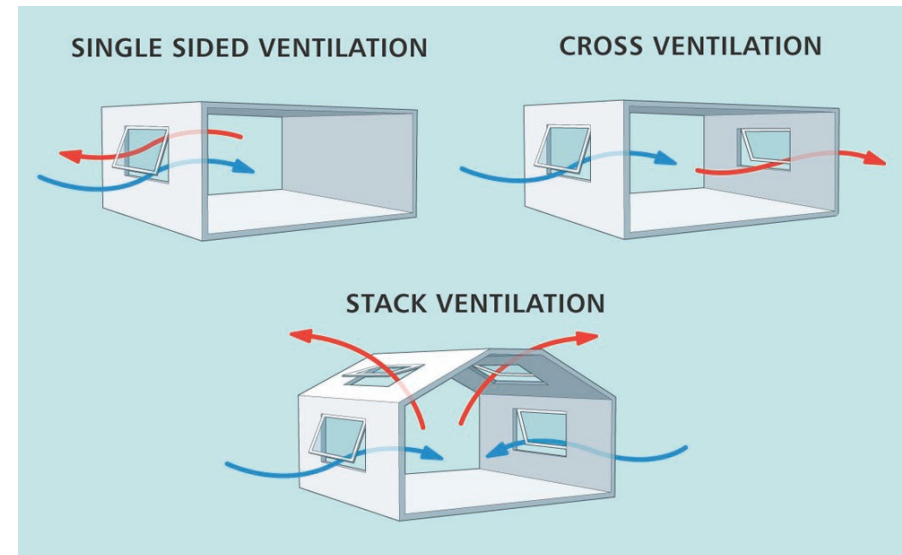
Passive Ventilation

2.18 Maximising natural ventilation is appropriate in most circumstances and reduces the demand for active ventilation systems, such as mechanical ventilation and air-conditioning. However, this should be done in a controlled manner to ensure the building is largely airtight to reduce energy demand for heating or cooling in extreme periods of weather. Passive ventilation can contribute in part or in total to the building's ventilation requirements by:

2.19 Cross Ventilation – cross ventilation works by pressure differences between one side of the building and the other, drawing air in and allowing fresh air to flow through, improving air quality and providing natural cooling. Windows and/or openings on opposing (or adjacent) walls can assist with ventilation by drawing air through a space. Roof mounted turbines or wind cowls can also draw air in through smaller openings in walls and/or floors.

2.20 Passive Stack Ventilation – passive stack ventilation works on the principle that warm air naturally rises. It draws in fresh air from the outside (via trickle vents or windows) which replaces moisture-laden or odorous air. Rising warm air is drawn through ducts out of the top of a building, aided by the pressure effects of wind passing over the roof of a building. In some circumstances, a heat exchanger can be placed where the air escapes to capture heat gain and reduce heat loss.

2.21 In more general terms, windows should be openable to allow for purge ventilation and should also consider noise and air pollution concerns. Single aspect homes should also be avoided, as this usually creates poor ventilation.



Passive Design and Layout

Sustainability Criteria - Passive Design and Layout

Objective	Criteria
Incorporating Passive Design into Development Proposals	<p>Proposals must...</p> <ul style="list-style-type: none"> ● Conform to Building Regulations – Part F, Part L, Part O ● Feature dual aspect dwellings (wherever feasible) ● Have satisfactory levels of sunlight and daylight within buildings and open spaces, and garden areas in particular. <p>Proposals should...</p> <ul style="list-style-type: none"> ● Adopt any of the following passive design elements, and demonstrate their inclusion in development proposals, to reduce the need for artificial lighting, heating and cooling: <ul style="list-style-type: none"> ○ Site layout, design and relationship between buildings and adjacent uses to maximise the reduction of carbon emissions. ○ Orientation of buildings and whether they have a single or dual aspect (or more) ○ Incorporate elevation design, including materials choice, fenestration design, shading devices and eaves design to maximise passive design principles. ○ Include planting and soft landscaping specifically aimed at positive passive design into development proposals, including green roofs, which can afford shade and stabilise microclimates. ● Utilise the Hertfordshire Building Futures Sustainable Design Toolkit to inform design choices, focusing in particular on: <ul style="list-style-type: none"> ○ How will energy demand for heating, lighting and cooling be avoided? <p>Proposals could...</p>

Passive Design and Layout

- Utilise passive solar gain, cooling, overheating and ventilation relative to the building's use and location, and demonstrate how the implementation of these principles have resulted in a reduction in energy consumption and carbon emissions.
- Achieve Criteria 1 to 5 for BREEAM ENE 04 (non-domestic)
- Achieve Passivhaus certification, specifically showing ⁽⁴⁾ (domestic):
 - A signed PHPP showing calculations on shading, ventilation, SummVent, Summer (all matters relating to passive design)
 - Required planning documents relating to passive design (see list in footnotes)
 - Supporting documents relating to passive design (see list in footnotes)

4 See list stating Passivhaus certification criteria - https://passiv.de/downloads/03_certification_criteria_residential_en.pdf

Energy Efficiency and Carbon

Introduction

- 3.1** Buildings inherently consume energy through operational use, and the built environment is a significant contributor to overall UK energy consumption. According to the Climate Change Committee⁽⁵⁾, buildings were responsible for 17% of direct greenhouse gas emissions⁽⁶⁾ and responsible for 59% of UK electricity consumption in 2019.
- 3.2** Most recent data published by DESNZ indicates that, in Welwyn Hatfield, domestic energy is responsible for 24.7% of borough wide total Greenhouse Gas emissions⁽⁷⁾.
- 3.3** Achieving high levels of energy efficiency for newly constructed buildings will reduce the operational energy consumption and will therefore have a crucial input on reducing the impacts of climate change, addressing the borough’s climate emergency, and meeting the Government’s target to reduce CO2 emissions to net zero by 2050.
- 3.4** The materials and technologies we choose are critical in providing energy efficiency, low carbon homes in terms of embodied and operational carbon emissions.

Energy Efficiency Policy and Guidance Context

	National	Local
Policy/ Legislation	National Planning Policy Framework – Meeting the challenge of climate change, flooding and coastal change. Building Regulations – Part L	Welwyn Hatfield Local Plan – Policy SP10, SADM13
Other Considerations	Embodied Carbon - Practical Guidance UKGBC Embodied Carbon UKGBC	Hertfordshire Climate Change and Sustainability Partnership: Strategic Action Plan for Carbon Hertfordshire Building Futures Sustainable Design Toolkit – Energy and Climate Change Technical Module

5 [Sector-summary-Buildings.pdf \(theccc.org.uk\)](#)

6 Direct meaning greenhouse gas emissions being produced directly from the building (not from the grid, for example)

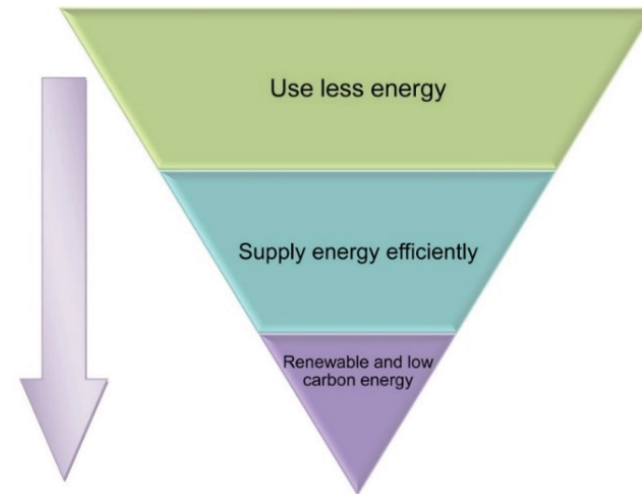
7 BEIS 2022

Energy Efficiency and Carbon

		<p>Hertfordshire Climate Change and Sustainability Partnership: Retrofitting your Home</p> <p>Hertfordshire Development Quality Charter</p>
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Local Plan Requirements – Energy Efficiency

- 3.5** Policy SP10 states that proposals that adopt and demonstrate the following principles via a Sustainable Design Statement will be supported:
- The use of renewable and low carbon energy infrastructure is used where it is appropriate and consistent with other policies.
 - Layout and design of the site and building(s) reflect the energy hierarchy to maximise opportunities to reduce carbon emissions (see figure).



- 3.6** All major development proposals must demonstrate that they have sought to maximise opportunities for renewable and low carbon sources of energy supply where consistent with other Local Plan policies.
- 3.7** Policy SADM13 requires all non-residential development over 1000 square metres to achieve a BREEAM 'excellent' rating.
- 3.8** The implementation for Policy SP10 gives further guidance on Policy SP10. The Building Futures Sustainable Design Toolkit and associated modules on matters of energy, climate change adaptation, water, materials and waste, landscape and biodiversity, noise and air should be used to inform the response to SP 10, SADM 13 and SADM 14 according to the scale and nature of development.

Energy Efficiency and Carbon

Other Policy Considerations

3.9 Hertfordshire Climate Change and Sustainability Partnership: Strategic Action Plan for Carbon⁽⁸⁾: Whilst this Action Plan focuses on net zero carbon across Hertfordshire, the element of energy efficiency is key to achieving this.

3.10 The Building Futures Sustainable Design Toolkit⁽⁹⁾: The Design Toolkit features a technical module on energy and asks applicants to answer the following questions:

- How will energy demand for heating, lighting and cooling be avoided?
- What energy efficiency solutions will be used to further reduce energy demand in the new development?
- Where relevant, how will renewable and low carbon energy technologies be integrated into the new development?

Objective: Reduce the amount of energy directly and indirectly consumed by domestic and non-domestic buildings

Considering Energy Consumption During the Whole Life Cycle of a Building

3.11 Operational energy consumption is seen as a focus for reducing energy in the built environment and is due to be a declining proportion of whole life cycle energy consumption and emissions due to proposed changes to Building Regulations. However, the whole life cycle⁽¹⁰⁾ of a building needs further consideration especially as many aspects of a building's life cycle are directly unregulated.

3.12 Life Cycle Assessments (LCAs) or Whole Life-Cycle Carbon (WLC) assessments can calculate the total carbon emissions during the lifecycle of a building. These assessments typically consider the emissions produced at the stages listed below. There are nationally recognised assessments available which identify and help to reduce whole life-cycle carbon⁽¹¹⁾.

8 [HCCSP Strategic Action Plan for Water 2023](#)

9 [Sustainable Design Toolkit \(hertfordshire.gov.uk\)](https://www.hertfordshire.gov.uk)

10 [CLF-LCA-Practice-Guide_2019-05-23.pdf \(carbonleadershipforum.org\)](#)

11 [Whole life carbon assessment \(WLCA\) for the built environment \(rics.org\)](#)

Energy Efficiency and Carbon

Production

- 3.13** The production stage of a building includes the extraction of raw materials (or processing of recycled materials), transportation of materials to and from the production facility, and the manufacturing of products from these raw or recycled materials, which should all be considered at the initial stages of the development process.

Construction

- 3.14** The construction stage of a building includes the transportation of products from factories to the construction site, and operating equipment (including facilities used by construction professionals), which should all be considered at the initial stages of the development process.

In Use

- 3.15** The vast amount of energy consumed during this phase is the operational energy used by the building. However, the ease of maintenance, repair, replacement and refurbishment of these buildings should be considered. The materials used should also be considered in terms of their durability and energy impacts associated with their production and construction.

End of Life

- 3.16** The end-of-life stage of a building includes the 'de-construction' of a building, which relates to the demolition/dismantling, transportation of materials to their

end-of-life state, waste processing and disposal of materials, which should all be considered post and prior to development.

Beyond the Lifecycle

- 3.17** 'Beyond the lifecycle' considers the energy and associated carbon saved from material re-use. If a building utilises recyclable and reusable materials in the previous four stages, these materials can then be used for a future development.

Building an Energy Efficient Building Envelope

- 3.18** A poorly insulated property can waste as much as one third of energy through heat loss. Therefore, having a high thermal performance is imperative to improving energy efficiency. High thermal performance is attributed to the rate of heat transfer, meaning the lower the heat transfer, the better the building performs.

Insulating the Building Envelope

- 3.19** Increasing thermal performance through increased insulation of the building envelope is the most widely recognised way to reduce heat loss. In the built environment, the heat transmittance of the building's fabric is often calculated using a **U-value**, which is the thermal transmittance coefficient. The smaller the U-value, the better the element is at resisting heat transfer. U-values can be calculated for most elements of the building fabric, including walls, floors, roofs, windows and doors. Improving

Energy Efficiency and Carbon

the U-values of these components is an essential part of reducing energy demand and consumption during operational use of residential and commercial buildings.

Improving Airtightness

3.20 Another element of thermal performance is airtightness. Heat in buildings is often lost via unwanted air leakage due to gaps or discontinuities in one or more elements in the building fabric. These issues can be reduced by:

- Constructing buildings with a continuous air barrier
- Sealing joints between floors/ceilings and walls, and between windows and doors
- Sealing gaps for services, pipes and wires
- Controlling ventilation systems in bathrooms, kitchens and other mechanical ventilation systems – some mechanical ventilation systems can also have heat recovery (MVHR), which recovers heat that would normally be lost as well as removing contaminants, smells and CO₂.

3.21 However, whilst it is important to reduce air increase airtightness to reduce heat loss from unwanted background ventilation, it is important to consider that a high airtightness without considering background ventilation may lead to excessive moisture and pollutant build-up, which can cause poor indoor air quality and affect human health.

Reducing Thermal Bridges

3.22 A thermal bridge is an area or component of the building fabric which conducts heat more than the surrounding materials. The diagram below shows heat transfer through a thermal bridge. Thermal bridges often occur at junctions between components and/or services, such as windows, doors, balconies and lift shafts, particularly in commercial buildings. In some cases, thermal bridges can account for between 20% and 30% of a building's heat loss⁽¹²⁾.

Thermal bridges can be minimised by:

- Continuous insulation (this can be in conjunction with a continuous air barrier)
- Tightly wrapping insulation from wall cavity to rafter spaces
- Tightly fitting insulation with overlapping junctions and taped at joints/junctions
- Sealing and fitting window frames against high performing insulation
- Adding thermal breaks between known thermal bridges

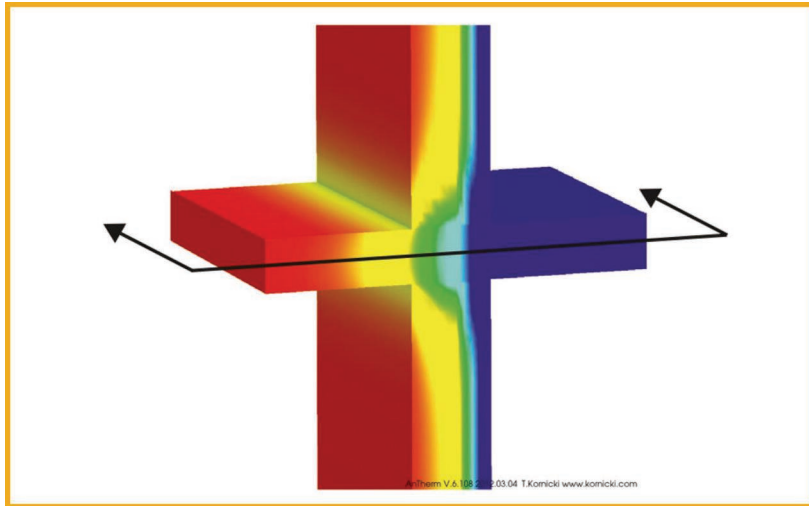
Energy Efficiency and Carbon

Incorporating Renewable Energy and Low Carbon Measures

Renewable Energy Production

3.24 The use of renewable energy production on-site is applicable for both residential and commercial, and can also be mass produced (solar farming, for example). There are different forms of renewable energy, which can be utilised to produce electrical energy or thermal energy. The most common forms of renewable energy utilised in, on or around buildings are:

- **Solar Photovoltaic** – photovoltaic cells convert the sun's energy directly into electricity. This energy can then be converted from DC to AC, which can be used to help meet the building's electrical power demands. The greater the intensity of light, the more energy is produced. In the event of an energy production surplus, this energy can be sold to the local utility provider (if certain conditions are met).
- **Solar Thermal** – Solar thermal (or solar hot water) panels harness energy from the sun to generate thermal energy directly into water, which can then be used to help meet the building's demand for hot water or space heating. There are two types of solar thermal panels, which are flat plate collectors and evacuated tubes. Each have individual benefits and drawbacks – for example, evacuated tubes can be placed on flat roofs and are more efficient but are typically more expensive.



3.23 Part L (volume 1 and 2) of the Building Regulations state that the building fabric should be constructed so there are no reasonably avoidable thermal bridges. Building regulations require that thermal bridging is considered within Standard Assessment Procedures and Simplified Building Energy Model, which are used to inform an Energy Performance Certificate. However, it is important to note that whilst EPCs are a commonly used rating system for efficiency, there are other standards and rating systems that can be used in tandem with EPCs, which can often be more stringent.

Energy Efficiency and Carbon

- **Solar Photovoltaic-Thermal (PV-T)** – PV-T panels generate both electrical and thermal energy. These panels utilise photovoltaic panels overheating by drawing heat away from the panel to produce hot water for hot water or space heating, which in turn makes the photovoltaic element of the panel more efficient.
- **Wind** – Wind turns blades which drive a turbine to produce electricity. Typically, if the wind speed is high, the more electricity is produced. Micro turbines can often be attached to the side or roof of buildings or put as standalone structures. Whilst they can be efficient ways to produce electricity, attaching turbines to buildings in urban areas is often unsuitable, or produce little electricity if surrounded by buildings (due to limited wind). Wind speed should be monitored over a prolonged period of time to test whether energy production via wind is viable.

3.25 Whilst these technologies can be utilised for residential or commercial buildings for renewable energy generation, proposals that utilise renewable energy technologies should consider aspect, tilt, shadowing and prevailing wind to maximise efficiency and potential energy generation. The use of renewable energy in conjunction with low carbon energy measures and/or energy efficient appliances, as listed below, has the potential to produce low carbon or net zero buildings.

Low Carbon Heat Generation and Energy Storage

3.26 In 2022, around two-thirds of non-domestic buildings utilised natural gas as the main heating fuel⁽¹³⁾ whilst in 2023, 78% of homes used a type of gas central heating⁽¹⁴⁾. Whilst the transition from gas non-condensing boilers to gas condensing boilers has improved heating efficiency in residential and commercial buildings, they are still a major contributor to energy consumption and emissions produced on-site.

3.27 Many low carbon technologies utilise electrical energy instead of relying on gas or utilise burning fuel which is carbon neutral. Technology utilising electrical energy can be powered using renewable sources resulting in ultra-low carbon emissions or net zero. Examples of heat generation are:

- **Heat Pumps** – Heat pumps are powered by electrical energy and extract heat from a ‘source’, upgrades the heat and transfers it to a ‘sink’. The source can come from air, ground or water, and the sink is typically the building’s space heating and/or hot water systems. Heat pumps cannot produce high heat as well as gas condensing boilers as the fuel intensity of electricity is much greater than gas. Therefore, they are typically suited to systems which do not require as much heat, such as space heating, and buildings which are well-insulated or do not have access to mains gas.

13 [Evidence update of low carbon heating and cooling in non-domestic buildings \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

14 [Boiler Statistics & Trends \(UK & Beyond\) | Heatable](#)

Energy Efficiency and Carbon

Using heat pumps to produce hot water and space heating in poorly insulated buildings often results in increased net carbon emissions compared to gas condensing boilers.

- **Air source heat pumps** extract heat from the air, even when temperatures are low. They only require a small amount of outside space and are typically less expensive to install, however they are less efficient in winter when demand for space heating increases.
- **Ground source heat pumps** extract heat from the 'base heat' of soil. They are typically more consistent regarding their efficiency as soil temperatures stays more constant than air temperatures, and they are less visually imposing. However, they require a lot of space underground and they can often be more expensive (unless landscaping is already taking place). They are also good in clay soil areas but unsuitable in chalk.
- **Water source heat pumps** work similarly to ground source pumps, but use water as a medium rather than soil. They can either extract heat by lifting water to the surface directly from the body of water (open loop), or can extract heat from the water by pumping fluid through a submerged conducting pipe (closed loop). The body of water is often a solar pond which maximises solar gain, therefore increasing heat pump efficiencies, but can utilise lakes, rivers and aquifers. As they require a large body of water, they are only suitable if located nearby to a body of water or if there is enough required space.

3.28 Biomass Boilers – a biomass boiler works similarly to a conventional gas boiler; it burns fuel to produce thermal energy for space heating and/or hot water. However, instead of using gas for fuel, biomass boilers use wood logs, chips or pellets for fuel. Although the burning of biomass boiler fuel emits carbon dioxide, the amount of carbon dioxide absorbed by the plant before being harvested often provides carbon offsetting, especially if replacement plants are planted at the time of harvest. Whilst processing and transportation mean the fuel is not entirely carbon neutral, it emits substantially less carbon dioxide than conventional gas boilers. However, as they operate by burning biomass, there needs to be consideration toward the production of particulate matter and therefore are generally unsuitable for urban areas.

3.29 Combined Heat and Power Plants (CHP) – A CHP plant is a form of decentralised energy production, which burns fuel to produce electricity and utilises waste thermal energy to provide space heating and/or hot water. The electrical energy produced is significantly more efficient than from the grid (75% efficiency compared to 40%) due to associated losses via transmission and waste heat. Typically, they run on natural gas which emits carbon dioxide, but they can reduce emissions compared to individual gas boilers if designed well. They can also utilise biomass boilers, however this technology is less mature. There are two types of CHP:

- **Micro CHP** – These are typically for small, single domestic and non-domestic uses with high heating

Energy Efficiency and Carbon

demand, as they produce more heat than electrical energy.

- Macro CHP – used for large non-domestic single uses or large residential-led mixed use developments. As they provide energy on a significantly larger scale, they require a lot of space and sometimes have a bespoke building. However, as they are able to provide energy in mass, they can supply energy to buildings without the need for individual boilers. They are especially effective if individual buildings utilise renewable electrical energy sources, resulting in some developments being completely off-grid.

3.30 Underfloor Heating – Underfloor heating is more energy efficient than radiators because it runs at a lower temperature, and it can give higher levels of thermal comfort as it covers the whole room rather than one area (compared to conventional radiators). Although it runs at lower temperatures, it can achieve comparable levels of warmth and comfort. Energy efficiency further increases if using in conjunction with heat pumps (for water underfloor heating systems) or photovoltaic panels (for electric underfloor heating systems).

Installing Energy Efficient Fixtures and Fittings

3.31 To further reduce the amount of energy consumption in residential and commercial contexts, energy efficient fixtures and fittings, such as appliances and lighting, can be incorporated into the construction of buildings.

3.32 Low Energy Lighting - Light Emitting Diode (LED) and Compact Fluorescent Lamp (CFL) lightbulbs are significantly more efficient than traditional lightbulbs and do not reduce the quality of light in buildings. They consume up to 90% less electricity than equivalent traditional bulbs⁽¹⁵⁾ and last longer before replacement is required.

3.33 Hot Water Consumption and Production - Whilst reducing water flow is linked to water efficiency, reducing the flow for water outlets that consume hot water reduces energy consumption from heating. Also, utilising immersion heaters and hot water tanks that have a better energy rating can save money as well as reducing energy consumption.

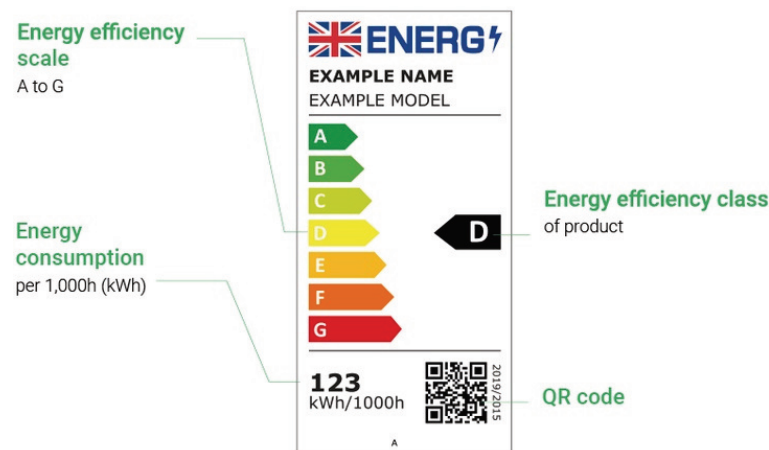
3.34 Appliances and Equipment - The collective energy consumption from appliances and consumer electronics in a residential context can be as high as 35% of the building's overall energy consumption⁽¹⁶⁾. Commercial contexts vary due to the operational use, however the energy consumption from appliances and equipment is

15 [How-much-do-my-appliances-cost-to-use-October-2022.pdf \(nea.org.uk\)](#)

16 [How Much Energy/Electricity Do My Appliances Use? | Heatable](#)

Energy Efficiency and Carbon

often a significant factor in overall energy consumption. Commercial contexts vary due to the operational use, however the energy consumption from appliances and equipment is often a significant factor in overall energy consumption.



- 3.35** When considering which appliances, equipment and electronics should be installed in new buildings, consideration should be made toward their energy efficiency rating. The majority of new appliances, equipment and electronics state their energy consumption in kWh, or feature an energy label which gives them a rating on a scale of A to G, with A being most efficient and G being least efficient (see figure below).
- 3.36** For new buildings, consideration should be given to the energy efficiency of installed appliances, equipment and electronics. Consideration should also be given to the size

and proposed use of appliances, equipment and electronics, as installing larger items than necessary will use more energy than is required.

Considering Retrofit over Rebuild

- 3.37** In many cases, the retrofitting and reuse of existing buildings as opposed to demolition and rebuild is more environmentally sustainable. Whilst the operational carbon emissions of a new building is typically less compared to an older building (due to more advanced construction techniques), retrofitting existing buildings can often bring their energy efficiency and environmental performance to new-build levels of energy efficiency and, in some cases, greatly exceed building regulation levels of energy efficiency and airtightness.
- 3.38** Depending on the age of a building, the environmental performance of an existing building compared to new-build can be drastically poorer. The environmental performance of an existing building is often proportionate to its age; for example, a Victorian property often produces double the carbon emissions of a post-1990 property, and this can be even higher when comparing against new build properties.
- 3.39** There is also the element of Whole Life-Cycle Carbon (WLC) emissions to consider. Utilising existing materials of a building reduces embodied carbon through less new materials being produced and old materials being reused.

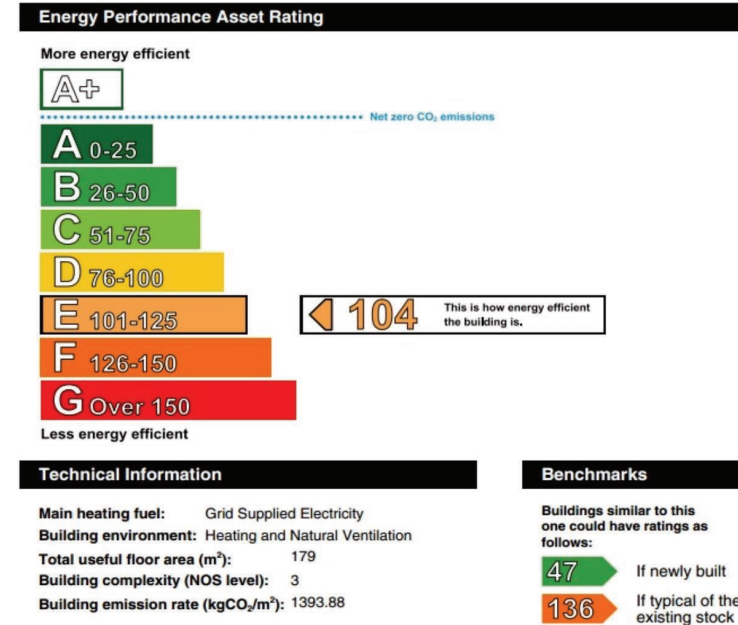
Energy Efficiency and Carbon

The embodied carbon associated with a new building is on average twice that of a deep retrofit, so significant emissions can be saved by retrofitting over rebuilding.

Assessment of an Existing Building

3.40 Before starting any type of retrofit on a property, it is important to assess a building's current environmental performance. In the UK, domestic properties are typically assessed against the Standard Assessment Procedure (SAP) or Reduced Standard Assessment Procedure (RdSAP) and non-domestic properties are assessed against the Simplified Building Energy Model (SBEM).

3.41 This assessment produces an Energy Performance Certificate (EPC) for domestic properties and a Commercial Energy Performance Certificate (CEPC)/Display Energy Certificate (DEC) for non-domestic properties. These advise the energy performance of a property, the cost of heating and lighting, its estimated carbon emissions and provides details of how to improve the energy performance of a property. Domestic properties are ranked from A to G (A being highest performance), and non-domestic properties are ranked from A+ to G (A+ being highest performance). Whilst an EPC is only required when selling, letting or building a new building, they can be obtained at any time for a fee and provide insight into the environmental performance of a building and how to further improve energy efficiency.



Energy Efficiency Rating			Environmental (CO ₂) Impact Rating		
	Current	Potential		Current	Potential
Very energy efficient - lower running costs			Very environmentally friendly - lower CO ₂ emissions		
A (92-100)			A (92-100)		
B (81-91)			B (81-91)		
C (69-80)		70	C (69-80)		
D (55-68)		70	D (55-68)		63
E (39-54)	52		E (39-54)		
F (21-38)			F (21-38)	37	
G (1-20)			G (1-20)		
Not energy efficient - higher running costs			Not environmentally friendly - higher CO ₂ emissions		
UK 2005	Directive 2002/91/EC		UK 2005	Directive 2002/91/EC	

Energy Efficiency and Carbon

Retrofitting Projects

3.42 Retrofitting projects vary greatly in scope and involvement. This is referred to as the 'level' of retrofit, with 'deep' retrofit involving an in-depth renovation aimed at significantly reducing energy consumption. However, a retrofit project can involve any level of renovation aimed at reducing energy consumption. Retrofit solutions include improvements:

- Building fabric – This includes improving walls, roofs, floors, windows, external doors, airtightness of the building envelope and thermal breaks. This is often where the biggest improvement regarding energy consumption can be made. In line with the energy hierarchy and best practice, a 'fabric first' approach is preferred before applying other retrofit solutions, as this will make low carbon heat generation units operate significantly more efficiently.
- Renewable energy production – different types of renewables can be retrofitted to many existing properties to reduce energy consumption from external sources.
- Low carbon heat generation – older properties are more likely to utilise older fossil fuel boilers, which have poor efficiency. Heat pumps, CHP and biomass boilers can be installed to further reduce energy

consumption, and often work well in tandem with renewable energy production.

- Energy efficient lighting – LED and CFL are significantly more efficient than traditional lightbulbs and are a cost effective solution.

3.43 There are several different publicly accessible specifications and standards that can be followed/achieved:

- PAS2030 – A publicly available installer scheme for demonstrating compliance with requirements for installing energy-efficiency measures
- PAS2035 – A publicly available specification for whole-house retrofit, detailing the assessment, co-ordination, design and installation of retrofit principles and measures.
- PAS2038 – A publicly available specification for retrofitting non-domestic buildings (typically less than 500sqm in size), setting out requirements and information for funding, assessment, specification, design and installation of building improvement measures
- PAS2080 – A publicly available standard for managing carbon in infrastructure
- EnerPHit (domestic) – A Passivhaus refurbishment standard which specifies performance criteria in order to receive EnerPHit certification.
- AECB CarbonLite Retrofit – A retrofit standard which specifies performance criteria to meet AECB CarbonLite Standards

Energy Efficiency and Carbon

- AECB CarbonLite Retrofit step-by-step – A similar standard to above, but aims to do retrofit in steps rather than adopting a full retrofit standard and does not state a specific criteria.
- Energiesprong – A performance specification standard for existing homes

Energy Efficiency and Carbon

Sustainability Criteria - Energy Efficiency

Objective	Criteria
<p>Considering Energy Consumption During the Whole Life Cycle of a Building</p>	<p>Proposals should...</p> <ul style="list-style-type: none"> • Consider the Whole Life-Cycle Carbon Impact of development proposals <p>Proposals could...</p> <ul style="list-style-type: none"> • Submit a RICS Whole Life-Cycle Carbon Assessment • Achieve a WLC benchmark scores as follows: <ul style="list-style-type: none"> ○ A1-A5 - <750 ○ B-C (excluding B6 and B7) - <370 ○ A-C (excluding B6 and B7) - <1000
<p>Building an Energy Efficient Building Envelope</p>	<p>Proposals must...</p> <ul style="list-style-type: none"> • Have U-values conforming to Building Regulations specified for walls, floors, roofs, windows and doors • Have air permeability performance conforming to Building Regulations • Have Y-values conforming to Building Regulations specified for thermal bridges <p>Proposals should...</p> <ul style="list-style-type: none"> • Consider layout and design of site to maximise opportunities to reduce carbon emissions (see chapter on Passive Design) <p>Proposals could...</p>

Energy Efficiency and Carbon

Objective	Criteria
	<ul style="list-style-type: none"> • Ensure that developers identify a sustainability standard that exceeds minimum current building regulations as part of their planning application and then use an industry-recognised process to demonstrate compliance with that standard upon completion of their development • Achieve U-values for wall, roof and floor elements of between 0.1 and 0.15 (Passivhaus rule of thumb) • Have air permeability performance no greater than 0.6m³/h @50pa • Be thermal bridge free where possible, or minimise all unavoidable thermal bridges
Incorporating Renewable Energy and Low Carbon Measures	<p>Proposals must...</p> <ul style="list-style-type: none"> • Have at least 92% efficiency for gas boilers providing wet heating (e.g. radiators) • Have at least 91% efficiency for regular oil boilers/86% efficiency for combi oil boilers providing wet heating <p>Proposals should...</p> <ul style="list-style-type: none"> • Consider the use of renewable and low carbon energy in line with energy hierarchy <p>Proposals could...</p> <ul style="list-style-type: none"> • Require mechanical ventilation with heat recovery • Require low carbon heat generation (see examples listed above) • Require on-site renewable energy generation
Energy Efficient Fixtures and Fittings	<p>Proposals must...</p> <ul style="list-style-type: none"> • Have minimum efficacy of all fixed lighting within Building Regulations <p>Proposals should...</p> <ul style="list-style-type: none"> • Have energy efficient lighting in all light sources, unless demonstrated this is not technically feasible

Energy Efficiency and Carbon

Objective	Criteria
	<p>Proposals could...</p> <ul style="list-style-type: none"> • Have minimum A-rated energy efficiency for all appliances installed before operational use
<p>Considering Retrofit over Rebuild</p>	<p>Proposals must...</p> <ul style="list-style-type: none"> • Conform to Building Regulations for any modifications/extensions to an existing property <p>Proposals should...</p> <ul style="list-style-type: none"> • Adopt a 'fabric first' approach if planning to make energy efficiency improvements to an existing property <p>Proposals could...</p> <ul style="list-style-type: none"> • Retrofit an existing building rather than demolishing and rebuilding • Utilise an existing standard/specification for the retrofit of an existing building and achieve accreditation
<p>General</p>	<p>Proposals must...</p> <ul style="list-style-type: none"> • Achieve a BREEAM 'excellent' rating for all non-residential development over 1000 square metres <p>Proposals could...</p> <ul style="list-style-type: none"> • Have 15kWh per square metre net energy consumption per year or lower (domestic) • Ensure a building user guide is provided to allow occupants to fully understand how the building works and utilise its energy most efficiently • Achieve a minimum of 16 BREEAM credits from the Energy category (non-residential)

Water Use and Efficiency

Introduction

- 4.1** Water is a precious resource and supplies are becoming scarcer across England, but the East of England has been classified by the Environment Agency as seriously water stressed⁽¹⁷⁾. An increasing population, combined with climate change producing hotter, longer and drier summers, is likely to exacerbate the scarcity of water and put increasing pressure on water availability. The East of England particularly suffers as it relies on aquifers for groundwater, which also service the unique chalk streams in the area. This has already had a negative effect on the River Mimram and the habitation of aquatic life⁽¹⁸⁾.
- 4.2** It is estimated that there are 200 chalk streams in the world, 10% of which are in Hertfordshire. This means we are custodians of a very rare and valuable natural resource. Unfortunately, these chalk streams are in critical danger due to climate change, pollution and over abstraction.

Water Use/Efficiency Policy and Guidance Context

	National	Local
Policy/ Legislation	Building Regulations – Part G	Welwyn Hatfield Local Plan – Policy SP10, SADM13
Other Considerations		Hertfordshire Climate Change and Sustainability Partnership: Strategic Action Plan for Water Hertfordshire Building Futures Sustainable Design Toolkit – Water Technical Module

Local Plan Requirements – Water

- 4.3** Policy SADM 13 requires a consumption of 110 litres per person per day water consumption limit for newly constructed dwellings, and also requires a BREEAM ‘excellent’ rating for all non-residential development over 1000 square metres.

17 [Water stressed areas – 2021 classification - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

18 [Water Neutrality UK | Water Stress UK | Water Offsets](#)

Water Use and Efficiency

Other Policy Considerations

- 4.4 Hertfordshire Climate Change and Sustainability Partnership: Strategic Action Plan for Water⁽¹⁹⁾:** a vision to facilitate the sustainable management of water in Hertfordshire, and seeks actions to reduce the risk of surface water flooding, increase water use efficiency to improve flow in water courses, raise awareness about the value of and issues surrounding water, and promote behaviour change in residents.
- 4.5 The Building Futures Sustainable Design Toolkit⁽²⁰⁾:** a tool to aid decision making on sustainable design at concept, pre-application and application stages for development in Hertfordshire. The Design Toolkit features technical modules on various topics relating to sustainability, including water. At the time of writing, the technical module on water has not yet been released.

Objective: Reduce the amount of net water consumed in the construction and use of residential and commercial buildings

Reducing water consumption

Construction

- 4.6** The construction of new buildings can be water intensive and measures can be implemented to reduce water consumption. Such measures include:
- A management plan which considers where water is used and can be reduced.
 - Low flow sinks, toilets and showers in site cabins.
 - Automatic shut off taps for washing tools/vehicles, or waterless technologies.
 - Water recycling.

In use

- 4.7** New and/or existing development can include measures to reduce overall water consumption through day-to-day use. Such measures include⁽²¹⁾:
- Aerated washbasin/kitchen taps and shower heads

19 [HCCSP Strategic Action Plan for Water 2023](#)

20 [Sustainable Design Toolkit \(hertfordshire.gov.uk\)](http://hertfordshire.gov.uk)

21 [developing_water_efficient_homes.pdf \(watersafe.org.uk\)](http://watersafe.org.uk)

Water Use and Efficiency

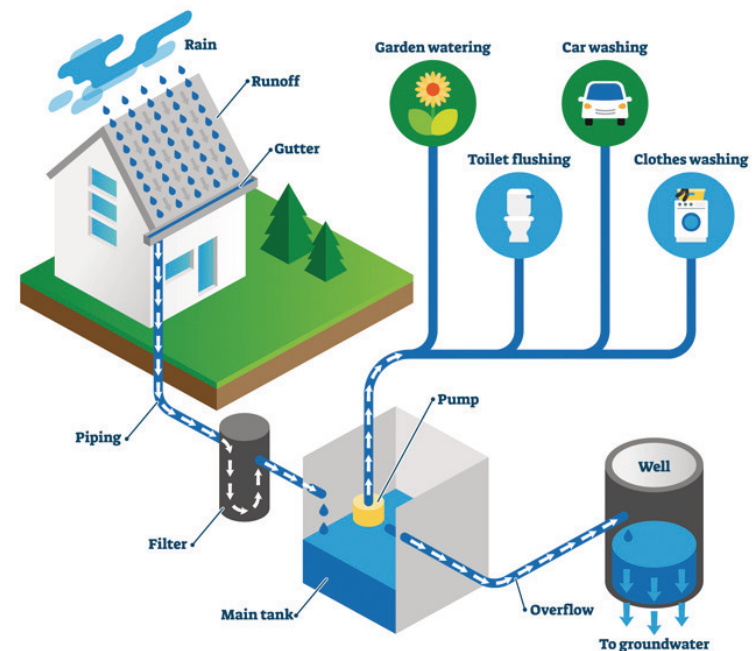
- Tapered/low capacity baths.
- White goods and appliances with low water consumption
 - Household goods will soon be sold with new water efficiency labels, allowing consumers and developers to identify the level of water consumption for appliances⁽²²⁾
- Low flow baths, showers, sinks and toilets
- Individual system monitoring

4.8 More cost-effective solutions for retrofitting water consumption reducing devices are also available. Affinity Water offer free water saving devices to all residential homes in Welwyn Hatfield, which can be applied for here; [Water Saving Devices \(affinitywater.co.uk\)](http://Water Saving Devices (affinitywater.co.uk)).

Incorporating Rainwater Harvesting

4.9 Rainwater harvesting is an efficient way to use water and involves the collection of rainwater directly from where it falls on. Rainwater harvesting can also reduce the strain on storm water or combined sewers by collecting water otherwise destined to be collected in sewers.

4.10 The predicted temperature increases will also lead to the air being able to contain more water, leading to heavier and/or prolonged periods of rain. Because of this, rainwater harvesting will also be able to take advantage of heavier rainfall.



4.11 For residential and commercial buildings, this can be collected from roofs and other above ground surfaces and collected via a system of pipes and tanks. This water can then be used for non-potable purposes, such as watering gardens, washing cars and flushing toilets, which reduces

Water Use and Efficiency

the amount of water consumed from the mains supply. Larger tanks can also be installed on down pipes which treat water before use. In a residential and commercial context, water can be stored using water butts and are typically placed above ground at the bottom of gutter pipes leading from buildings, outbuildings, sheds, etc.

Incorporating Greywater Re-use

- 4.12** Greywater is water that has previously been utilised and consumed for use by another purpose and then recycled for another use. This typically includes water that is recycled from bathrooms, cloakrooms and kitchens, and produces non-potable water which can then be used for watering gardens, washing cars, flushing toilets, etc.
- 4.13** Wastewater is collected from appliances and fed into a collection unit (via pumps or gravity) and treated and filtered to remove contaminants, bacteria and viruses. This water can then be stored before being pumped out for re-use.
- 4.14** Whilst this can be used as a great way of reducing water consumed from the mains supply, the complexity of this technology means it is difficult to retrofit to existing buildings and should be designed as a building specification prior to the construction of a building.

Water Use and Efficiency

Sustainability Criteria - Water Use and Efficiency

Objective	Criteria
Reducing Water Consumption	<p>Proposals must...</p> <ul style="list-style-type: none"> • Have a water consumption not exceeding 110 litres per person per day (domestic) <p>Proposals should...</p> <ul style="list-style-type: none"> • Require a management plan during construction identifying water use and measures to reduce net water consumption. • Have home Quality Mark (HQM) optional fittings standard for all water fittings/appliances (residential) <p>Proposals could...</p> <ul style="list-style-type: none"> • Net water consumption of 80 litres per person per day or less (domestic) • Have home Quality Mark (HQM) advanced fittings standard for all water fittings/appliances (domestic) • Achieve BREEAM Performance Level 5 for all components listed in water consumption performance levels (except for greywater and rainwater system) (non-domestic) • Achieve 5 or more credits in BREEAM Wat01 (non-domestic)
Rainwater Harvesting	<p>Proposals must...</p> <ul style="list-style-type: none"> • Ensure that any rainwater harvesting system complies with British Standards <p>Proposals should...</p> <ul style="list-style-type: none"> • Require any form of rainwater harvesting. <p>Proposals could...</p>

Water Use and Efficiency

	<ul style="list-style-type: none"> • Have at least 50% of demand for non-potable water (e.g. WC flushing) met by rainwater/greywater
<p>Greywater Re-use</p>	<p>Proposals must...</p> <ul style="list-style-type: none"> • Ensure that any greywater system complies with British Standards <p>Proposals should...</p> <ul style="list-style-type: none"> • Require any form of greywater re-use. <p>Proposals could...</p> <ul style="list-style-type: none"> • Have at least 50% of demand for non-potable water (e.g. WC flushing) met by rainwater/greywater
<p>General</p>	<p>Proposals must...</p> <ul style="list-style-type: none"> • Meet at least BREEAM 'excellent' rating for all non-residential development over 1000 square metres, unless it is demonstrated that this is not technically feasible or viable. <p>Proposals could...</p> <ul style="list-style-type: none"> • Achieve a minimum of 15 credits in the Water Efficiency section in the Home Quality Mark (domestic) • A minimum of 9 BREEAM credits from the Water category (non-domestic)

Drainage and Flooding

Introduction

5.1 Climate Change is likely to lead to warmer and wetter winters and more intense storms in the summer and throughout the year in the UK, and increase the likelihood of flooding in certain locations. Hertfordshire saw severe storms in July 2024, parts of Welwyn Garden City saw surface water flooding after heavy storms in 2015, and a number of properties were flooded in Hoddesdon in 2021 and in Hitchin in 2024. The frequency and impact of these incidents are expected to increase. Flood risk can be mitigated or managed at an early stage of the development process in a number of ways including good water management.

Drainage and Flooding Policy and Guidance Context

	National	Local
Policy/ Legislation	National Planning Policy Framework (NPPF) – Chapter 14 – Meeting the challenge of climate change, flooding and coastal change Planning Policy Guidance – Flood Risk and Coastal Change	Welwyn Hatfield Local Plan – Policy SADM14

Other Considerations		Hertfordshire County Council, Local Flood Risk Management Strategy 2019-2029
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Local Plan Requirements – Flood Risk

5.2 Policy SADM14 – Flood Risk and Surface Water Management - requires that development proposals “in areas at risk of flooding from any source should be informed by and consistent with relevant national planning policy and guidance, local and regional strategies and plans, and the latest flood risk information available”. This means that flood risk assessments should be prepared where necessary and design should protect watercourses and retain flood storage, and manage surface water runoff.

5.3 The policy further requires that Flood Risk Assessments “will be in line with national policy and guidance and prepared in accordance with the requirements and advice set out in the Council’s Strategic Flood Risk Assessment”. It also says that major developments or those in areas “identified as being at risk of surface water flooding will be required to manage surface water runoff and surface water flood risk via the use of Sustainable Drainage Systems”.

Drainage and Flooding

Objective: To reduce the risk of flooding in new and existing developments and incorporate sustainable mitigation measures if required

- 5.4 Flood Risk Assessment** - As noted above, national and local policy requires developments to be directed to areas at lowest risk of flooding, and to make sure that developments do not increase the risk of flooding elsewhere.
- 5.5 Design** - Developments should identify the likely impact on surface water run off rates and volumes on their site and include measures to reduce or mitigate flood risk or to manage water on the site should be included within designs at the earliest opportunity. Design should avoid harm to existing water courses through impacts upon flow rate, increasing the likelihood of blockages etc. Similarly, proposals must avoid culverting watercourses. For sites with existing culverts, priority should be given to “daylighting” them. Any proposals to culvert a main river or ordinary watercourse should be discussed with the Environment or Lead Local Flood Authority, respectively.
- 5.6 Floor Levels** – Hertfordshire County Council recommend that for all developments, Finished Floor Levels (FFL’s) should be at least 300mm above all sources of flooding or 150mm above ground level, whichever is the greater.
- 5.7 SUDS** – Traditionally development has often sought to remove water from the site as quickly as possible by channelling it away for example through using pipes. This can contribute to flash flooding if a large volume of water reaches a watercourse in a short period of time and places additional pressure on receiving systems. Sustainable Drainage Systems (SuDS) seek to replicate more natural draining methods by retaining water on the site for longer and releasing it over a period of time at a restricted rate.
- 5.8** This reduces the rate and volume of water going into watercourses, drains and sewers, and can help improve biodiversity and amenity. A range of systems and techniques are available, which means that almost all developments can take advantage of them. The NPPF says that major developments should incorporate sustainable drainage systems unless there is clear evidence that they are inappropriate, and Local Plan Policy SADM14 provides further guidance on their application, including that they should be included in the design of development proposals at the earliest opportunity.
- 5.9 Drainage Hierarchy** - Applicants are encouraged to give detailed consideration to surface water run off rates and to restrict them to greenfield run off rates, and to manage run off as close to source as possible in line with the drainage hierarchy. The hierarchy is as follows:
- i. Using rainwater as a resource, for example as rainwater harvesting
 - ii. Infiltration at or close to the source of the rainfall.

Drainage and Flooding

- iii. Rainwater use in green infrastructure features, for example green roofs
- iv. Discharge to a watercourse, unless this is inappropriate.
- v. Controlled rainwater discharge to a surface water drain.
- vi. Controlled rainwater discharge to a combined drain.
- vii. Controlled rainwater to a foul sewer. Please note that this should be an absolute last resort.

5.10 Protection of water courses - To protect any watercourses which receive surface or ground water, appropriate pollution prevention and treatment methods should be designed and installed in line with national standards.

5.11 Integration of SuDS into placemaking - Features such as high quality blue / green spaces, sustainable water management etc. can be integrated into public realm elements of the proposed development.

Drainage and Flooding

Sustainability Criteria - Drainage and Flooding

Objective	Standard
<p>Flood Risk Assessment</p>	<p>Proposals must...</p> <ul style="list-style-type: none"> • Be consistent with relevant national planning policy such as the sequential test and guidance, local and regional strategies and plans, and the latest flood risk information available • Follow the sequential approach to development. If the sequential test is passed, the sequential approach should be followed which says areas at flood risk should not be developed. If that is not possible, then details of how existing flood risk will be safely mitigated should be provided • Prepare any flood risk assessments in accordance with the requirements and advice set out in the Council's Strategic Flood Risk Assessment. • Protect and enhance the flood risk management function of existing overland flow routes, watercourses and flood plains/storage areas to ensure there is no net loss of flood storage, flows are not impeded, and opportunities to make space for water are taken. • Maintain an appropriate development free corridor along watercourses and take opportunities to naturalise watercourses to improve their condition, ecological status, biodiversity and habitat connectivity. • Consider the fluvial flood risk presented by ordinary watercourses <p>Proposals should...</p> <ul style="list-style-type: none"> • Incorporate additional flood resilience measures such as raised Finished Floor Levels, to ensure the longevity of the site. <p>(NOTE - The LLFA recommends 300mm above the local estimated flood level or at least 150mm above surrounding ground levels – the EA recommend 600mm) See: Preparing a flood risk assessment: standing advice - GOV.UK (www.gov.uk)</p>

Drainage and Flooding

	<p>The reason the LLFA recommend this is because they require all developments to be designed for a design storm defined by the EA. The relevant design storm is determined by the location of the site in the country, and the lifetime of the development. Residential sites tend to have a lifetime of 100 years but realistically many houses that we build today will still be there in hundreds of years. Therefore the LLFA asks all applications to include FFLs raised 300mm or ground levels raised at least 150mm just to keep these properties safe for longer. The LLFA do not yet actively encourage/require the EA's guidance for 600mm.</p> <ul style="list-style-type: none"> Actively seek to reduce flood risk in the vicinity of the site, to provide off-site benefits to local communities. <p>Proposals could...</p> <ul style="list-style-type: none"> Contribute funding/S106 monies etc to local efforts to maintain or upgrade ordinary watercourses/ditches, etc.
<p>Sustainable Urban Drainage Systems (SuDS)</p>	<p>Proposals must...</p> <ul style="list-style-type: none"> Be incorporated into the design of the proposal from the earliest stage. Be designed in accordance with national standards and advice from relevant flood risk management bodies. Follow the SuDS hierarchy, giving priority to above-ground, open blue-green SuDS features before resorting to underground structures Restrict discharge to the 1:1 or QBAR greenfield runoff rates, or as close as practicable Protect water quality by including an appropriate number of treatment stages before discharge Avoid infiltration discharges in groundwater Source Protection Zone 1 (most vulnerable) Consider the discharge hierarchy (above) with priority given to rainwater harvesting/re-use before disposal Adhere to requirements in Local Plan Policy SADM14 Not discharge surface water to foul sewers. <p>Proposals should...</p> <ul style="list-style-type: none"> Integrate the four pillars of SuDS (water quantity, quality, biodiversity and amenity) Be designed in accordance with the Non-statutory Technical Standards for SuDS (NSTS)

Drainage and Flooding

- Retain or install, wherever possible, permeable surfaces and avoid large areas of hard surfacing.
- Manage run off as close to the source as possible
- Distribute SuDS throughout the site to promote a source control approach instead of relying on oversized attenuation at the end of the system
- Use SuDS that are attractive and multifunctional.
- Retrofit SuDS onto existing brownfield sites

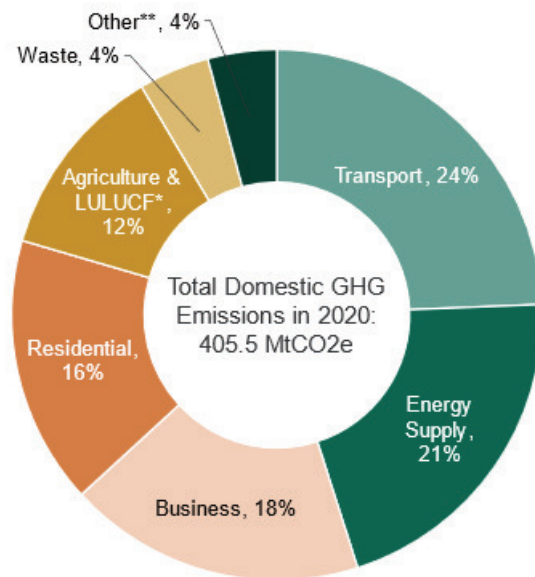
Proposals could...

- Install greenery, trees and green roofs wherever possible to aid absorbency.
- Retrofit SuDS into brownfield sites even for areas not being changed as part of redevelopment (e.g. Upgrade existing car parks to be permeable paving)

Active and Sustainable Travel

Introduction

6.1 Transport is a key contributor to the UK's carbon emissions. According to Government data, transport was responsible for 24% of total UK emissions in 2020. Of that figure, road transport was responsible for 91% of the total, and passenger cars and taxis 52% of that⁽²³⁾. In Welwyn Hatfield, the proportion was even higher with transport being responsible for 36% of total emissions in 2022.



6.2 In addition, reduced levels of petrol or diesel vehicles will have benefits in improved air quality and potentially in reduced congestion. Whilst electric vehicles (EV's) will

eventually replace petrol and diesel powered cars, there will continue to be significant numbers on the roads for some time, and simply replacing one fuel source with another will not reduce congestion nor other negative impacts associated with private motor vehicles.

6.3 There is a danger that new developments can be dominated by the private car. Poor design, accessibility and lack of provision or connectivity can make using means of travel other than the car more difficult than they need be. As the National Design Guide says: "In well-designed places, people should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment. Safe and direct routes with visible destinations or clear signposting encourage people to walk and cycle".

6.4 Poor design can lead residents of these developments into over reliance on the car and this habit can be a hard one to break once established. Developers should consider the needs of residents' travel at a very early stage and seek to make good quality facilities and links an integral part of the development.

6.5 By contrast, well designed places can reduce the need to travel, by providing a mix of uses and facilities, and locating uses close to one another, or enable more sustainable transport choices.

23 <https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022/transport-and-environment-statistics-2022>

Active and Sustainable Travel

6.6 In addition, providing good quality infrastructure that is well connected to locations that residents wish to travel to will encourage reduced car usage and increase the rate of active travel. Installing this when development is underway will be easier and more cost effective than retrofitting it later, and will encourage occupants of new developments to use active and sustainable travel from an early stage.

Active and Sustainable Travel Policy and Guidance Context

	National	Local
Policy/ Legislation	<ul style="list-style-type: none"> National Planning Policy Framework (NPPF) – Chapter 9 Promoting Sustainable Transport Decarbonising Transport: A Better, Greener Britain 	<ul style="list-style-type: none"> Welwyn Hatfield Local Plan – Policy SP4, SADM3 Hertfordshire County Council Local Transport Plan 4 (LTP4) South Central Hertfordshire Growth and Transport Plan (GTP) (2022)
Other Considerations	<ul style="list-style-type: none"> Gear Change: A Bold Vision for 	<ul style="list-style-type: none"> Welwyn Hatfield Local Cycling and

	<ul style="list-style-type: none"> Cycling and Walking (2020) Local Transport Note LTN1/20 (2020) 	<ul style="list-style-type: none"> Walking Infrastructure Plan (LCWIP) (2023) An Active Travel Strategy for Hertfordshire (2024) Hatfield 2030 Transport Strategy (2018)
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Local Plan Requirements – Transport

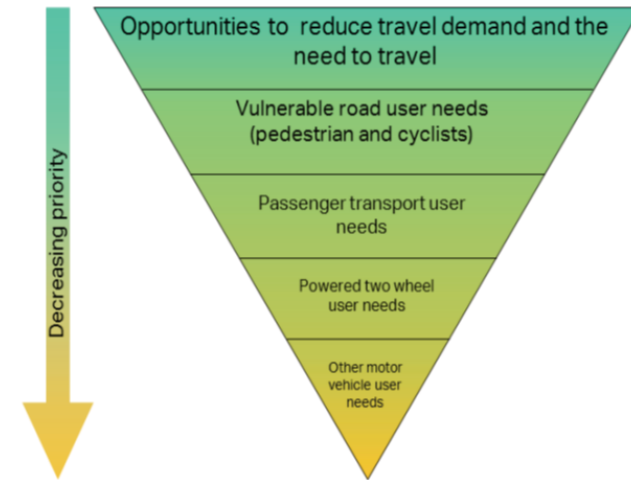
6.7 Policy SP4 of the Welwyn Hatfield Local Plan says that “the Council will seek to support both planned growth and existing development with appropriate transport infrastructure, with the emphasis on promoting the use of sustainable modes of travel and improving safety for all highway users”. It also says that the Council will work with the County Council and others to design and fund transport infrastructure where necessary to support growth.

6.8 Policy SADM3 requires developments to submit a travel plan as part of a planning application and to make provision where appropriate for cyclists, pedestrians, public transport and charging facilities for EV and hybrid vehicles.

Active and Sustainable Travel

Local Transport Plan 4 Requirements

- 6.9** Hertfordshire County Council's Local Transport Plan 4 (LTP4) covers the period 2018 to 2031. It sets out "how transport can help deliver a positive future vision of Hertfordshire" and "accelerates the transition from a previous transport strategy that was largely car based to a more balanced approach which caters for all forms of transport and seeks to encourage a switch from the private car to sustainable transport (e.g. walking, cycling and passenger transport) wherever possible". The Plan sets out a transport hierarchy which is shown below.
- 6.10** Policies 7 and 8 in the Plan seek to encourage and promote walking and cycling, but since the Plan was adopted, the emphasis on active travel has increased further and the replacement LTP5 is likely to place greater emphasis on active travel. The diagram below shows the Hertfordshire County Council Local Transport Plan 4 Transport Hierarchy.



Other Topic Specific Considerations

Local Cycling and Walking Infrastructure Plan (LCWIP)

- 6.11** The Welwyn Hatfield Local Cycling and Walking Infrastructure Plan (LCWIP) was adopted by Hertfordshire County Council in March 2023. These are part of the Government's strategy to increase walking and cycling and are a long term approach to improving infrastructure by identifying and prioritising improvements to the active travel network. The Welwyn Hatfield LCWIP focusses on Welwyn Garden City and Hatfield, and the immediately surrounding villages, and acts as an evidence base for future works and securing funding.

Active and Sustainable Travel

Active Travel England

- 6.12** Active Travel England (ATE) has been made a statutory consultee on all large-scale planning applications. From 1st June 2023, ATE will be consulted on developments equal to or exceeding 150 housing units, 7,500 square meters of floorspace, or an area of five hectares. The goal is to ensure that walking, wheeling, and cycling infrastructure is included in the design and implementation of new development.

Objective: Reduce the need to travel and enable active and sustainable travel

Transport Assessments

- 6.13** Proposed developments above a certain threshold will be required to provide a transport assessment. Details of the thresholds for different types of development are detailed on the Council's website.
- 6.14** This transport assessment will set out the impact of the development and will include all existing and proposed commercial and residential vehicular and pedestrian movements to and from the site. Loading areas and arrangements for manoeuvring, servicing and parking of vehicles should also be clearly identified. It should describe and analyse existing transport conditions, how the development would affect those conditions and any measures proposed to overcome any problems.

- 6.15** New developments will be expected to encourage cycling through the inclusion of safe cycle routes and parking for cycles. New routes should link to – and enhance where necessary - existing infrastructure to key local destinations to promote the widest uptake of active travel options. Contributions may be required for off-site facilities.

Reducing the Need to Travel

- 6.16** Developments can reduce the need to travel by providing facilities in close proximity to housing. Having schools, workplaces, shops, medical facilities, public green space and others which will be used by local residents in close proximity will reduce the need to travel. Often this will be easier to do in strategic developments where there is a significant scale of mixed use development, but developers of all should consider what is already in the wider area and may be made use of by new residents.
- 6.17** Measures to increase uptake of active and sustainable travel and reduce use of the private car could include:
- 6.18 Design** – The design of developments should seek to promote active and sustainable modes of travel and prioritise these over private car use. By creating development layouts that prioritise pedestrian and cycle movements over the car, active travel is seen as a more attractive way of moving around. Promoting active travel can also be done by identifying locations for development that require shorter distances to points of interest, and/or

Active and Sustainable Travel

shorter distances to more significant active transport links such as high quality walking/cycling infrastructure, and bus and train stations.

6.19 Pedestrian Links – Good quality pedestrian links should be provided to every home and should enable all residents to easily and safely access facilities such as shops, schools etc. on foot without routes being interrupted.

6.20 Pavements should be of a high quality, well surfaced and should include an appropriate number of crossing places using either dropped kerbs or raised tables. Provision should be put in place to ensure that vehicles cannot be parked in such a way that these crossing points are blocked or that pavements are not parked on. These should also be appropriate and safe for all users including those with additional access or mobility needs.

6.21 Cycle Links – Good quality cycle links should be provided and enable all residents to cycle easily and safely to local facilities and those beyond the immediate development. This need not always be segregated provision where vehicle flows are low, but should be in line with Local Transport Advice Note LTN1/20. New homes should provide proper storage facilities for an appropriate number of bicycles which should be safe, secure and properly lit, including some provision for non-standard cycles such as cargo bikes, and commercial developments such as workplaces and retail units should provide proper cycle parking facilities.

6.22 Public Transport – Bus provision and priority should be implemented in all sites, and necessary roads should be configured to ensure that buses can access and manoeuvre around the site. This requires an integrated approach between the developers and different parts of the Borough and County Councils:

- Road and junction widths, and the positioning of provision for on-street parking, do not preclude a full length bus from operating into and around it.
- The introduction of a bus gate and its Traffic Regulation Order should be coupled with an existing service being rerouted or a new service introduced. If or where necessary, the capability to enforce now exists in Hertfordshire.

Active and Sustainable Travel

Sustainability Criteria - Active and Sustainable Travel

Area of Work	Criteria
Design	<p>Proposals must...</p> <ul style="list-style-type: none"> • Consider the needs of vulnerable road users including pedestrians and cyclists from the beginning of the design process. • Produce a travel plan to accompany a planning application if required. • Include appropriate provision for electric vehicle (EV) charge points (see separate chapter for details). <p>Proposals could...</p> <ul style="list-style-type: none"> • Provide cycle and pedestrian priority over motor vehicles in the design of streets. • Design layouts using the Healthy Streets objectives and principles.
Pedestrian and Cycle Links	<p>Proposals must...</p> <ul style="list-style-type: none"> • Link new cycle and walking routes to existing networks. • Provide safe and suitable means of access to and from the site for all users. • Include safe cycle routes and provision for cycle parking. • Provide safe, accessible, direct and convenient routes within the new development and wider area. <p>Proposals should...</p> <ul style="list-style-type: none"> • Provide cycle parking which is covered, secure, signed and easily accessible from the network. • Enhance the active travel network wherever possible. • Include active travel infrastructure, ideally fully segregated.

Active and Sustainable Travel

	<ul style="list-style-type: none"> • Ensure that provision complies with Local Transport Note LTN1/20. • Provide secure cycle storage, changing, showering facilities and cycle maintenance stands in non-residential developments. <p>Proposals could...</p> <ul style="list-style-type: none"> • Introduce a cycle hire scheme into larger developments. • Introduce a car club scheme to ensure that not owning a car is more feasible. • Provide information to new residents on the range of active travel provision available in the area.
<p>Public Transport</p>	<p>Proposals must...</p> <ul style="list-style-type: none"> • Provide measures which will improve and support public transport provision and access. <p>Proposals should...</p> <ul style="list-style-type: none"> • Ensure that bus stops are fully accessible. <p>Proposals could...</p> <ul style="list-style-type: none"> • Enhance existing bus stops and services.

Electric Vehicle Charging Provision

Introduction

7.1 As noted in the preceding chapter, transport is a key contributor to UK carbon emissions. Electric vehicles are a key means of reducing these emissions, and the Government sees a significantly increased uptake of Electric Vehicles as a key part of the shift away from fossil fuels to cleaner energy. However, moving millions of vehicles towards zero emissions is a major challenge and requires significant amounts of new infrastructure across the country. This is particularly important in encouraging the uptake of Electric Vehicles, as owners and drivers need to be confident that they have or can easily get sufficient charge to complete their journeys (so called “range anxiety”).

7.2 Unlike for petrol or diesel powered cars, the infrastructure for Electric Vehicles can be spread much more widely. Drivers can potentially charge their vehicles at home, at work, in public car parks or elsewhere. To enable this, it is important that new developments provide the right amount of charging infrastructure in the right places. Doing this at the time of construction will be substantially cheaper than trying to retrofit at a later date.

EV Charging Policy and Guidance Context

	National	Local
Policy/ Legislation	<ul style="list-style-type: none"> National Planning Policy Framework (NPPF) Chapter 9 – Promoting Sustainable Transport. Building Regulations Approved Document S. General Permitted Development Order Schedule 2 Part 2 (D & E) 	<ul style="list-style-type: none"> Welwyn Hatfield Local Plan Policies SADM3 and SADM12. Hertfordshire County Council Local Transport Plan 4 (LTP4) Policy 5.
Other Considerations		<ul style="list-style-type: none"> Hertfordshire Climate Change and Sustainability Partnership (HCCSP) Action Plan for Transport.

Electric Vehicle Charging Provision

National Policy Requirements

- 7.3** The National Planning Policy Framework (2021) requires that when setting local parking standards for residential and non-residential development, policies should take into account the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles (paragraph 111 (e)).
- 7.4** When considering applications, the NPPF (2021) notes that applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 116 (e)).
- 7.5** There is some provision under permitted development for the installation of off-street wall-mounted and free-standing electric vehicle charging points, subject to constraints including size, location and proximity to heritage assets (The Town and Country Planning (General Permitted Development) (England) Order 2015 (As Amended), Schedule 2, Part 2, Classes D and E).
- 7.6** Installation of electric vehicle charging points can also be undertaken by Local Authorities as part of the permitted development allowed on land within their ownership or management (The Town and Country Planning (General Permitted Development) (England) Order 2015 (As Amended), Schedule 2, Part 12, Class A).
- 7.7** On 15th June 2022, Building Regulations Approved Document 'S' came into effect in England, requiring installation of electric vehicle charging points, or the necessary infrastructure to enable them in future, for all new residential and non-residential buildings; buildings undergoing a material change of use to dwellings; residential and non-residential buildings undergoing major renovation; and mixed-use buildings that are either new, or undergoing major renovation.
- 7.8** The Regulations set out the required number/proportion of charging points (active and passive) per development, details of their location/installation/design, and technical requirements. Implementation of these Regulations are also subject to an average capped connection cost per charging point as a fixed sum for new buildings or a percentage of major renovation costs.
- 7.9** The Regulations do not apply to work subject to a building notice, full plans application or initial notice submitted before 15 June 2022, provided the work had started on site before 15 June 2023.

Local Plan Requirements

- 7.10** The WHBC Local Plan, Policy SADM3 (Sustainable Travel for All) requires that "Development proposals should make provision where appropriate for:... viii. Facilities for charging plug-in and other ultra-low emission vehicles."

Electric Vehicle Charging Provision

- 7.11** Policy SADM12 (Parking, Servicing and Refuse) says “An appropriate level and type of vehicle charging infrastructure will be incorporated into town centre parking areas and at new or regenerated neighbourhood centres where the opportunity arises. Appropriate provision should also be made within new residential, employment and leisure related development.”
- 7.12** EV charging technology has moved on rapidly in recent years and although there is some reference to EV charging in the Local Plan policies, little specific detail is included. This is a fast moving environment and with the recent changes to Building Regulations, the Council considers that is appropriate to clarify local standards.

Other Topic Specific Considerations

- 7.13** Beyond planning, other local policies and strategies have a bearing on the roll out of EV charging infrastructure, particularly that in publicly accessible areas.
- 7.14** The Hertfordshire County Council Local Transport Plan 4 (May 2018) sets out the County Council’s approach to Development Management and Policy 5 says that “The county council will work with development promoters and the district and borough councils to...ensure that any new parking provision in new developments provides facilities for electric charging of vehicles...” and goes on to say that district and borough councils should support the take up

of Ultra Low Electric Vehicles (ULEV’s) by requiring developers to include charging infrastructure in new developments.

- 7.15** The Hertfordshire Climate Change and Sustainability Partnership (HCCSP), has developed a number of action plans, including one for transport, which was recently updated earlier this year (2024). In the strategy, a number of themes / outcomes are set out, one of which is to “facilitate appropriate EV charging networks across Hertfordshire”. Whilst none of the action points directly relate to planning provision for the charging infrastructure, several actions relate to the public sector acting in an enabling or facilitating capacity to extend the charging network where possible, such as using publicly owned charge points and those owned by private companies which could potentially be made available out of hours. A further action point seeks to facilitate taxi services in the county to be electric.
- 7.16** At a Welwyn Hatfield level, the Council has undertaken a programme of installation of charge points in its own property estate as and when opportunities and funding have allowed. Through the off-street residential chargepoint scheme (ORCS) we have installed approximately 196 public chargepoints (as of July 2024), in neighbourhood centres including Woodhall, Hollybush and Moors Walk in Welwyn Garden City, and in The Common multi storey car park in Hatfield.

Electric Vehicle Charging Provision

7.17 Under the Local Electric Vehicle Infrastructure fund, the Council are working with Hertfordshire County Council to install a number of on street electric vehicle charge points in strategic locations around the borough.

7.18 As noted above, charging facilities can be found and installed more widely than petrol or diesel infrastructure, and many owners of electric vehicles have charge points installed at their home. Often, these chargers can be installed at home without the need for planning permission, though permission may be required if your home is a listed building, or within a Conservation Area or within the Welwyn Garden City Estate Management Area. Further details about works which can be undertaken by residents and whether they require planning permission can be obtained by visiting the Council’s website at [Planning consent for altering your home – Welwyn Hatfield Borough Council \(welhat.gov.uk\)](http://welwynhatfield.gov.uk/planning-consent-for-altering-your-home).

Objective: To encourage and facilitate the transition away from fossil fuel powered to electric vehicles by ensuring that charging infrastructure is widely available and easily accessible

Sustainability Criteria - EV Charging Provision Requirements

7.19 As can be seen, policy at both national and local level is trying to facilitate the roll out of an EV charging network, and the Council has used its own property holding to install

public charge points when possible. However, local planning policy is also required to set out clear standards for developers of all types to ensure that the transition to electric vehicles is as smooth as possible and that owners and occupiers of new properties are not required to arrange and fund unnecessary retrofitting of such equipment.

7.20 Because requirements for charging facilities in new developments are largely set out in building regulations, this chapter – unlike the others in this document – does not set out what developers “must”, “should” and “could” do, but instead clarifies how national standards will be applied in Welwyn Hatfield.

7.21 The table below sets out the provision of EV charging infrastructure which developers will be required to make on different types of residential development. It builds on national building regulations, and seeks to build on and clarify Local Plan Policy SADM3:

Type of Development	Requirement
Houses with garages and / or driveways	1 active charge point per dwelling
Houses with private off-curtilage parking	<ul style="list-style-type: none"> 1 active charge point per space, where spaces are allocated to

Electric Vehicle Charging Provision

Houses with private non-allocated off-curtilage parking	specific dwellings; and / or <ul style="list-style-type: none"> 1 active charge point per dwelling, up to the number of dwellings, where spaces are not allocated to specific dwellings; and Any remaining spaces to have passive provision.
Flats with allocated external, basement or undercroft parking	
Flats with unallocated external, basement or undercroft parking	
Halls of residence	Use the same requirements as for flats
Care homes, sheltered accommodation and residential care	<ul style="list-style-type: none"> Any residents' spaces to use the same ratio as residential properties (as above); and Any employees' spaces to use the same ratio as commercial (as below)
Houses in Multiple Occupation (HMO's)	1 active charge point per parking space

7.22 The table below sets out the provision of EV charging infrastructure which developers are required to make on different types of non-residential development:

Type of Development	Requirement
Commercial, e.g. office, industrial or distribution	20% active provision with a further 20% passive provision across all spaces
Retail	On parking provision of 20 spaces and above, 10% should have active provision. Of these, 50% should be rapid charge
Public or shared retail / neighbourhood centre car park	Same requirement as Retail
Leisure uses	Same requirement as Retail
Hotel	Same requirement as Commercial
Education / nurseries / day centres / medical (surgeries and clinics, including veterinary)	Any employees' spaces to use the same ratio as Commercial
Other	On parking provision of 10 spaces and above, 10% should have active provision unless it can be justified that this is inappropriate or unnecessary

Electric Vehicle Charging Provision

- 7.23** For the above requirements based on percentages, the number of charge points should always be rounded up. Where the above requires provision of both active and passive spaces, both calculations should be made using the total number of spaces as a whole. Where active provision is required, at least one charge point should serve an accessible parking space. Where passive provision is required at least one accessible parking space should be capable of future connection.
- 7.24** Active charge points are defined as a facility for charging electric vehicles that is already installed, connected to the electrical network, fully working and has the ability for the owner to connect to a vehicle. It should be a minimum of 7kW and have smart charging capabilities. If a communal facility, it should come with a back office system which complies with the Open Chargepoint Protocol (OCPP).
- 7.25** Passive charge points are defined as a parking space or area which does not have an active charge point already installed, but which is connected to the electrical network in such a way that an active charge point can easily and readily be installed at a later date if necessary.
- 7.26** Rapid charging is defined as a charge point which enables vehicles to charge more quickly than the majority of domestic charging facilities. It should be a minimum of 50kW and be installed with a back office system which complies with the Open Chargepoint Protocol (OCPP).



Climate Change Adaptation

Introduction

As the effects of climate change increase, and the impacts become more significant, more will be needed to adapt to this. Likely impacts in the UK include warmer, wetter winters and hotter, drier summers, along with more frequent extreme weather events. Whilst much work, and many of the actions in this document are concerned with reducing carbon emissions, it is important to understand that the climate is changing and will continue to change in the future. As a result, it is important that measures to adapt to a changed and changing climate are included within developments wherever possible, to ensure strong resilient communities.

Climate Change Adaptation Policy Context

	National	Local
Policy/ Legislation	<p>National Planning Policy Framework (NPPF) Chapter 14 – Meeting the challenge of climate change, flooding and coastal change.</p> <p>National Adaptation Programme Third National Adaptation</p>	<p>Welwyn Hatfield Local Plan – Policy SP1 and SP10.</p> <p>Strategic Action Plan: Water Sustainability Aug 2021 (hccsp.org.uk)</p>

	<p>Programme (NAP3) - GOV.UK (www.gov.uk)</p> <p>UK Climate Change Risk Assessment 2022</p>	
Other Considerations	<p>Building Futures Sustainable Design Toolkit</p> <p>Climate adaptation toolkit and risk generator</p> <p>Overheating in New Homes - Good Homes Alliance</p> <p>DfT Climate Change Adaptation and Transport Infrastructure REA</p> <p>Adapting to Climate Change - Institute for Government</p>	<p>Local Government Association Climate Adaptation Toolkit</p> <p>Local Climate Adaptation Tool</p>

Climate Change Adaptation

	Heatwaves in England to Inform UK Policy - LSE	
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Local Plan Requirements – Climate Adaptation

- 8.1** Local Plan Policy SP1 says that a principle which is applied is that “adaptation and mitigation principles relating to climate change are incorporated into the design and construction of new development which include energy and water efficiency measures, the use of low carbon and renewable energy, the provision of green infrastructure and sustainable drainage systems (SUDs)”
- 8.2** Policy SP10 – Sustainable Design and Construction – says that a sustainable design statement should include “site and building-level landscaping and features [to] promote biodiversity and help achieve other aims, such as climate change adaptation, flood risk and amenity” then refers to the Building Futures Sustainable Design Toolkit for more detailed guidance.

Objective: To ensure that the borough is well equipped to respond to a changing climate

- 8.3** Many of the measures outlined in earlier sections of this document are concerned with climate change adaptation as well as reducing carbon emissions. For example, flood

risk assessments seek to ensure that developments are not undertaken in places which may flood, and that any development is not impacted in the event that flooding were to take place. In addition, Sustainable Drainage Systems (SuDS) can help cooling as they enable water to evaporate whilst soaking into the ground rather than just being transported away from the site as quickly as possible, and can provide a habitat.

- 8.4** Well designed buildings can minimise overheating and well designed places can contribute towards community resilience by addressing and seeking to mitigate the potential effects of temperature extremes, increased risk of flooding, and more frequent and more intense weather events.
- 8.5** Well designed places incorporate nature based solutions into their design which can help mitigate the worst effects of climate change. This includes actively seeking to reduce or break up the amount of hard standing, increasing the number of trees or planting in a development to increase shade, ensuring that any planting is appropriate to a changing climate and can cope well with dry spells and other measures. Other features which can help mitigate the worst effects of climate change include the use of green roofs with appropriate species, water features etc. Many of the design elements and features explored in earlier chapters help mitigate the effects of climate change as well as seeking to reduce the overall direct impact on the climate.

Climate Change Adaptation

Sustainability Criteria - Climate Change Adaptation

Objective	Criteria
<p>Adapt to a changing climate</p>	<p>Proposals must...</p> <ul style="list-style-type: none"> • Ensure that climate change adaptation and mitigation principles are incorporated into the design and construction of new developments. • Use site and building level landscaping to promote biodiversity and achieve other aims including managing flood risk and adapting to climate change. <p>Proposals should...</p> <ul style="list-style-type: none"> • Have tree and vegetation planting within the development which will, among other benefits, provide shading to protect against higher temperatures. • Planting should be strategic so that hardy, robust species are chosen that can withstand periods of drought. <p>Proposals could...</p> <ul style="list-style-type: none"> • Install green roofs and / or walls with appropriate species to help insulate buildings and assist with cooling, as well as providing biodiversity benefits. • Provide features in communal areas which provide shading such as covers or canopies. • Maximise the use of lighter coloured rather than darker coloured materials where possible, to help reflect light and reduce heat, and use natural materials for fencing and partitions where possible. • Have permeable driveways and / or driveways with some planting space to allow water run off

Appendix A - Sustainability Checklist

Topic	Relevant Local Plan Policy	Objective/Task	Criteria	Achieved? (Yes, No, N/A)	Please state evidence/signpost to relevant information within planning application submission, or state why this is not applicable
Passive Design	SP9 SADM11 SP10 SADM13	Ensure the design and layout of development incorporates passive solar gain, cooling, overheating and ventilation measures	Conform to Building Regulations – Part F, Part L, Part O		
			Feature dual aspect dwellings (wherever feasible)		
			Have satisfactory levels of sunlight and daylight within buildings and open spaces, and garden areas in particular		
			Adopt any of the following passive design elements, and demonstrate their inclusion in development proposals, to reduce the need for artificial lighting, heating and cooling: <ul style="list-style-type: none"> · Site layout, design and relationship between buildings and adjacent uses to maximise the reduction of carbon emissions · Orientation of buildings and whether they have a single or dual aspect (or more) 		

Appendix A - Sustainability Checklist

			<ul style="list-style-type: none"> · Incorporate elevation design, including materials choice, fenestration design, shading devices and eaves design to maximise passive design principles · Include planting and soft landscaping specifically aimed at positive passive design into development proposals, including green roofs, which can afford shade and stabilise microclimates 		
			<p>Utilise the Hertfordshire Building Futures Sustainable Design Toolkit to inform design choices, focusing in particular on:</p> <ul style="list-style-type: none"> · How will energy demand for heating, lighting and cooling be avoided? 		
			<p>Utilise passive solar gain, cooling, overheating and ventilation relative to the building's use and location, and demonstrate how the implementation of these principles have resulted in a reduction in energy consumption and carbon emissions</p>		

Appendix A - Sustainability Checklist

			Achieve Criteria 1 to 5 for BREEAM ENE 04 (non-domestic)		
			<p>Achieve Passivhaus certification, specifically showing (domestic):</p> <ul style="list-style-type: none"> · A signed PHPP showing calculations on shading, ventilation, SummVent, Summer (all matters relating to passive design) · Required planning documents relating to passive design (see list in footnotes) <p>Supporting documents relating to passive design (see list in footnotes)</p>		
Energy Efficiency	SP10 SADM13	Consider energy consumption during the whole life cycle of a building	Consider the Whole Life-Cycle Carbon Impact of development proposals		
			Submit a RICS Whole Life-Cycle Carbon Assessment		
			<p>Achieve a WLC Benchmark score as follows:</p> <p>A1-A5 - <750</p> <p>B-C (excluding B6 and B7) - <370</p>		

Appendix A - Sustainability Checklist

			A-C (excluding B6 and B7) - <1000		
	Build an energy efficient building envelope		Have U-values conforming to Building Regulations specified for walls, floors, roofs, windows and doors		
			Have air permeability performance conforming to Building Regulations		
			Have Y-values conforming to Building Regulations specified for thermal bridges		
			Improve on maximum U-values, air permeability performance and Y-values as stated in Building Regulations		
			Be thermal bridge free where possible, or minimise all unavoidable thermal bridges		
			Identify a sustainability standard that exceeds minimum current building regulations as part of their planning application and then use an industry-recognised process to demonstrate compliance with that standard upon completion of their development		

Appendix A - Sustainability Checklist

			Achieve U-values for wall, roof and floor elements of between 0.1 and 0.15 (Passivhaus rule of thumb)		
			Have air permeability performance no greater than 0.6m ³ /h @50pa		
		Incorporate renewable energy and low carbon measures	Have at least 92% efficiency for gas boilers providing wet heating (e.g. radiators)		
			Have at least 91% efficiency for regular oil boilers/86% efficiency for combi oil boilers providing wet heating		
			Consider the use of renewable and low carbon energy in line with energy hierarchy and justify their non-inclusion (if applicable)		
			Utilise mechanical ventilation with heat recovery		
			Utilise low carbon heat generation (see examples listed above)		
			Utilise on-site renewable energy generation		
		Install energy efficient fixtures and fittings	Minimum efficacy of all fixed lighting within Building Regulations		

Appendix A - Sustainability Checklist

			Have energy efficient lighting in all light sources, unless demonstrated this is not technically feasible		
			Have minimum A-rated energy efficiency for all appliances installed before operational use		
		Consider retrofit over rebuild	Conform to Building Regulations for any modifications/extensions to an existing property		
			Adopt a 'fabric first' approach if planning to make energy efficiency improvements to an existing property		
			Retrofit an existing building rather than demolishing and rebuilding		
			Utilise an existing standard/specification for the retrofit of an existing building and achieve accreditation		
		General	Achieve a BREEAM 'excellent' rating for all non-residential development over 1000 square metres		
			Have 15kWh per square metre net energy consumption per year or lower (domestic)		

Appendix A - Sustainability Checklist

			Ensure a building user guide is provided to allow occupants to fully understand how the building works and utilise its energy most efficiently		
			Achieve a minimum of 16 BREEAM credits from the Energy category (non-residential)		
Water Efficiency	SP10 SADM13	Reduce water consumption	Have a water consumption not exceeding 110 litres per person per day (domestic)		
			Require a management plan during construction identifying water use and measures to reduce net water consumption		
			Have home Quality Mark (HQM) optional fittings standard for all water fittings/appliances (residential)		
			Net water consumption of 80 litres per person per day or less (domestic)		
			Have home Quality Mark (HQM) advanced fittings standard for all water fittings/appliances (domestic)		

Appendix A - Sustainability Checklist

			Achieve BREEAM Performance Level 5 for all components listed in water consumption performance levels (except for greywater and rainwater system) (non-domestic)		
			Achieve 5 or more credits in BREEAM Wat01 (non-domestic)		
		Incorporate rainwater harvesting	Ensure that any rainwater harvesting system complies with British Standards		
			Incorporate any form of rainwater harvesting		
			Demonstrate that the demand for non-potable water (e.g. WC flushing) is being partly met by rainwater/greywater		
		Incorporate greywater re-use	Ensure that any greywater system complies with British Standards		
			Require any form of greywater re-use		
			Demonstrate that the demand for non-potable water (e.g. WC flushing) is being partly met by rainwater/greywater		

Appendix A - Sustainability Checklist

		General	Meet at least BREEAM 'excellent' rating for all non-residential development over 1000 square metres, unless it is demonstrated that this is not technically feasible or viable		
			Achieve a minimum of 15 credits in the Water Efficiency section in the Home Quality Mark (domestic)		
			A minimum of 9 BREEAM credits from the Water category (non-domestic)		
Drainage and Flood Risk	SADM14	Flood risk assessment	Be consistent with relevant national planning policy such as the sequential test and guidance, local and regional strategies and plans, and the latest flood risk information available		
			Follow the sequential approach to development. If the sequential test is passed, the sequential approach should be followed which says areas at flood risk should not be developed. If that is not possible, then details of how existing flood risk will be safely mitigated should be provided		

Appendix A - Sustainability Checklist

			Prepare any flood risk assessments in accordance with the requirements and advice set out in the Council's Strategic Flood Risk Assessment.		
			Protect and enhance the flood risk management function of existing overland flow routes, watercourses and flood plains/storage areas to ensure there is no net loss of flood storage, flows are not impeded, and opportunities to make space for water are taken.		
			Maintain an appropriate development free corridor along watercourses and take opportunities to naturalise watercourses to improve their condition, ecological status, biodiversity and habitat connectivity.		
			Consider the fluvial flood risk presented by ordinary watercourses.		
			Incorporate additional flood resilience measures such as raised Finished Floor Levels, to ensure the longevity of the site ⁽²⁴⁾ .		

24 (NOTE - The LLFA recommends 300mm above the local estimated flood level or at least 150mm above surrounding ground levels – the EA recommend 600mm) See: Preparing a flood risk assessment: standing advice - GOV.UK (www.gov.uk). The reason the LLFA recommend this is because they require all developments to be designed for a storm defined by the EA.

Appendix A - Sustainability Checklist

			Actively seek to reduce flood risk in the vicinity of the site, to provide off-site benefits to local communities.		
			Contribute funding/S106 monies etc to local efforts to maintain or upgrade ordinary watercourses/ditches, etc.		
	Sustainable urban drainage systems (SuDS)		Be incorporated into the design of the proposal from the earliest stage.		
			Be designed in accordance with national standards and advice from relevant flood risk management bodies.		
			Follow the SuDS hierarchy, giving priority to above-ground, open blue-green SuDS features before resorting to underground structures		
			Restrict discharge to the 1:1 or QBAR greenfield runoff rates, or as close as practicable		
			Protect water quality by including an appropriate number of treatment stages before discharge		
			Avoid infiltration discharges in groundwater Source Protection Zone 1 (most vulnerable)		

Appendix A - Sustainability Checklist

			Consider the discharge hierarchy (in para 5.9) with priority given to rainwater harvesting/re-use before disposal		
			Adhere to requirements in Local Plan Policy SADM14		
			Not discharge surface water to foul sewers.		
			Integrate the four pillars of SuDS (water quantity, quality, biodiversity and amenity)		
			Be designed in accordance with the Non-statutory Technical Standards for SuDS (NSTS)		
			Retain or install, wherever possible, permeable surfaces and avoid large areas of hard surfacing.		
			Manage run off as close to the source as possible		
			Distribute SuDS throughout the site to promote a source control approach instead of relying on oversized attenuation at the end of the system		

Appendix A - Sustainability Checklist

			Use SuDS that are attractive and multifunctional.		
			Retrofit SuDS onto existing brownfield sites		
			Install greenery, trees and green roofs wherever possible to aid absorbency.		
			Retrofit SuDS into brownfield sites even for areas not being changed as part of redevelopment (e.g. Upgrade existing car parks to be permeable paving)		
Active and Sustainable Travel	SP4 SADM3	Design	Consider the needs of vulnerable road users including pedestrians and cyclists from the beginning of the design process.		
			Produce a travel plan to accompany a planning application if required.		
			Include appropriate provision for electric vehicle (EV) charge points (see separate chapter for details).		
			Provide cycle and pedestrian priority over motor vehicles in the design of streets.		

Appendix A - Sustainability Checklist

			Design layouts using the Healthy Streets objectives and principles.		
		Pedestrian and Cycle Links	Link new cycle and walking routes to existing networks.		
			Provide safe and suitable means of access to and from the site for all users.		
			Include safe cycle routes and provision for cycle parking.		
			Provide safe, accessible, direct and convenient routes within the new development and wider area.		
			Provide cycle parking which is covered, secure, signed and easily accessible from the network.		
			Enhance the active travel network wherever possible.		
			Include active travel infrastructure, ideally fully segregated.		
			Ensure that provision complies with Local Transport Note LTN1/20.		

Appendix A - Sustainability Checklist

			Provide secure cycle storage, changing, showering facilities and cycle maintenance stands in non-residential developments.		
			Introduce a cycle hire scheme into larger developments.		
			Introduce a car club scheme to ensure that not owning a car is more feasible.		
			Provide information to new residents on the range of active travel provision available in the area.		
		Public Transport	Provide measures which will improve and support public transport provision and access.		
			Ensure that bus stops are fully accessible.		
			Enhance existing bus stops and services.		
EV Charging	SADM3 SADM12	Encourage and facilitate the transition away from fossil fuel powered to electric vehicles by ensuring that charging	Requirement as stated in chapter (depending on land use)		

Appendix A - Sustainability Checklist

		infrastructure is widely available and easily accessible			
Climate Change Adaptation	SP1 SP10	Adapt to a changing climate	Ensure that climate change adaptation and mitigation principles are incorporated into the design and construction of new developments.		
			Use site and building level landscaping to promote biodiversity and achieve other aims including managing flood risk and adapting to climate change.		
			Have tree and vegetation planting within the development which will, among other benefits, provide shading to protect against higher temperatures.		
			Planting should be strategic so that hardy, robust species are chosen that can withstand periods of drought.		
			Install green roofs and / or walls with appropriate species to help insulate buildings and assist with cooling, as well as providing biodiversity benefits.		
			Provide features in communal areas which provide shading such as covers or canopies.		

Appendix A - Sustainability Checklist

			Maximise the use of lighter coloured rather than darker coloured materials where possible, to help reflect light and reduce heat, and use natural materials for fencing and partitions where possible.		
			Have permeable driveways and / or driveways with some planting space to allow water run off		

Sustainability Supplementary Planning Document

**Strategic Environmental Assessment (SEA) Screening
Report**

**Habitat Regulations Assessment (HRA) Screening
Report**

September 2024



**WELWYN
HATFIELD**

1. Introduction

- 1.1 This report has been prepared by Welwyn Hatfield Borough Council in its duty to determine whether the proposed Sustainability Supplementary Planning Document (SPD) requires a Strategic Environmental Assessment (SEA).
- 1.2 A Strategic Environmental Assessment (SEA) is a procedure set out in the Environmental Assessment of Plans and Programmes Regulations 2004 which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
- 1.3 Under Regulation 9 of the Regulations, the responsible body (the Local Planning Authority) is required to determine whether a plan or programme is likely to have significant environmental effects, and therefore whether SEA is required. This process is called screening. It is undertaken using a specified set of criteria (set out in Schedule 1 of the Regulations). The Regulations require that the results of this process are set out in a Screening Report (this document), which must be publicly available.
- 1.4 The SEA screening process includes a five-week consultation with the SEA bodies (Environment Agency, Historic England and Natural England) on whether an environmental assessment is required before the responsible body can make a formal determination. This consultation will run alongside the Draft Sustainability SPD consultation.
- 1.5 This report also includes a Habitat Regulations Assessment (HRA) Screening for likely significant effects on a European site. In the context of Welwyn Hatfield, Wormley-Hoddesdonpark Woods SAC, Lea Valley SPA, Lea Valley Ramsar site and Epping Forest SAC are within 10km of the Borough.
- 1.6 A Habitat Regulations Assessment (HRA) is a requirement set out within Regulation 63 the Conservation of Habitats and Species Regulations 2017(as amended)² and Articles 6(3) and 6(4) of the Habitats Directive. This regulation requires that, where the potential for likely significant effects cannot be excluded, an appropriate assessment of any plan or project must be undertaken to identify the implications for internationally designated sites. To ascertain whether an appropriate assessment is required, a screening should be undertaken.
- 1.7 The HRA Screening process includes a consultation with the nature conservation body (Natural England for England) to ascertain whether the plan or project will adversely affect any internationally designated sites. If the HRA Screening establishes that an appropriate assessment is needed, the requirement for an SEA is triggered.
- 1.8 This report contains the SEA Screening Assessment in Section 3 and the HRA Screening Assessment in Section 4.

2. Sustainability SPD and Local Plan Context

- 2.1 The Draft Sustainability Supplementary Planning Document sets out further guidance and standards for both residential and non-residential development. The SPD refers to topics which relate to aspects of sustainability that affects new and existing built form and development, including Passive Design, Energy Efficiency, Water Efficiency, Drainage and Flood Risk, Active Travel, EV Charging and Climate Change Adaptation. Whilst the SPD does not introduce any new requirements above existing Local Plan policy and legislation, it seeks to promote a higher level of sustainability within development proposals.
- 2.2 The Draft Sustainability SPD will be consulted upon for a period of six weeks commencing in Q4 2024. Following this consultation and consideration of responses, it is anticipated that the Sustainability SPD will progress to adoption as supplementary support to the Welwyn Hatfield Local Plan.
- 2.3 The purpose of SPDs is to add further advice or guidance on policies in an adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies, however they are a material consideration in decision-making. The Draft Sustainability SPD seeks to expand on the following Local Plan policies:
- SADM3 Sustainable Travel for All
 - SP4 Transport and Travel
 - SP9 Place Making and High Quality Design
 - SP10 Sustainable Design and Construction
 - SADM11 Amenity and Layout
 - SADM12 Parking Servicing and Refuse
 - SADM 13 Sustainability Requirements
 - SADM14 Flood Risk and Surface Water Management
- 2.4 The Welwyn Hatfield Local Plan (adopted October 2023) has been subject to a full Sustainability Appraisal (incorporating SEA) and a HRA, which considered the impact of all Local Plan policies at multiple points during the progression to adoption, including the Submission version and Main Modifications/Further Main Modifications stage.

3. SEA Screening Assessment

- 3.1 Guidance on plan-making states that whilst SPDs do not require an Environmental Assessment, they may require an SEA in exceptional circumstances if they are likely to have significant environmental effects that have not already been assessed during the preparation of strategic plan policies. As the responsible authority, the Council is required to undertake an SEA Screening to assess whether the Draft Sustainability SPD is likely to have significant environmental effects.
- 3.2 Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004 provides criteria for determining the likely significance of effects on the environment. Under

Regulation 9 of the same Regulations, the responsible authority shall take into account this criteria and consult the consultation bodies. The table below considers this criteria in turn.

Criteria for determining the likely significance of effects	Likely to have significant effects?	Justification for assessment
1a) the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;	No	The SPD provides greater detail on the policy and principles established in the Welwyn Hatfield Local Plan. The Plan has been subject to a comprehensive Sustainability Appraisal (incorporating SEA) and a HRA. The purpose of the SPD is to provide guidance on the effective and constant implementation of the relevant requirements and policies related to the topics within the SPD, which have all been subject to SA/SEA/HRA.
1b) the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;	No	The SPD is intended to supplement Local Plan policies and therefore must be in general conformity. It does not form part of the development plan, therefore it sits below the Local Plan in terms of planning hierarchy.
1c) the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;	No	Due to its topic, the SPD is highly relevant in terms of the integration of environmental considerations and promoting sustainable development. It will seek to better implement applicable Local Plan policies, including sustainable development and climate change adaptation. The SPD looks to achieve higher sustainability standards in development, whilst not increasing the level of development compared to the adopted Local Plan.
1d) environmental problems relevant to the plan or programme; and	No	The SPD seeks to have a positive effect on the environment by promoting higher sustainability in development, and there are no environmental problems relevant to the SPD.
1e) the relevance of the plan or programme for the implementation of community legislation on the environment (for example, plans and programmes linked to waste management or water protection).	No	The SPD is not intended to have any relevant impact on EC legislation.

Criteria for determining the likely significance of effects	Likely to have significant effects?	Justification for assessment
2a) the probability, duration, frequency and reversibility of the effects	No	The SPD will not in itself bring forward development plans or projects. The anticipated effects are expected to be positive by providing guidance to already existing policies designed to create sustainable development. The probability, duration, frequency and reversibility of the effects are likely to be unaffected by this SPD compared to the effects already existing by the adopted Local Plan.
2b) the cumulative nature of the effects	No	The SPD is not intended to have cumulative effects other than potentially new developments having a higher level of regard to sustainability principles, which is wholly positive. The cumulative effects of the policies the SPD relates to were considered and assessed during the Local Plan process.
2c) the trans-boundary nature of the effects	No	The SPD will only apply to development proposals within the borough of Welwyn Hatfield.
2d) the risks to human health or the environment (e.g. due to accidents)	No	No significant effects have been identified. In the long term, indirect benefits to human health or the environment may be achieved through higher levels of sustainability in development (e.g. promoting active travel over private car use)
2e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	No	The SPD will apply to development proposals within the borough of Welwyn Hatfield.
2f) the value and vulnerability of the area likely to be affected due to: (i) Special natural characteristics or cultural heritage (ii) Exceeded environmental quality standards (iii) Intensive land use	No	The SPD cannot set policy related to specific land uses. The SPD provides guidance on existing Local Plan policy, which has already been assessed. The SPD seeks to encourage development to achieve higher levels of sustainability, however it cannot and will not impose unreasonable financial burden on development.
2g) the effects on areas or	No	The SPD cannot override existing Local

Criteria for determining the likely significance of effects	Likely to have significant effects?	Justification for assessment
landscapes which have a recognised national, community or international protection status		Plan policy or national legislation/policy, which all have requirements to protect these areas/landscapes.

3.3 Upon assessing the criteria, the Draft Sustainability SPD is considered not likely to have significant environmental effects. This is because:

- It is unlikely to produce significant environmental effects as it does not set new policy, and whilst the SPD encourages developers to aim for higher standards than those set by policy and legislative requirements, attaining these standards is voluntary
- It does not result in additional development above that allocated in the adopted Local Plan
- It expands on and provides guidance on existing Local Plan policies which have already been subject to SA (incorporating SEA) and HRA

3.4 On the basis of the above criteria and conclusions reached, the Council’s Screening Opinion is that the Draft Sustainability SPD does not require an SEA under the Environmental Assessment of Plans and Programmes Regulations 2004. Before a formal determination can be reached, the Council must consult the three statutory consultation bodies (Historic England, Environment Agency and Natural England) on whether they agree with the Council’s opinion that an SEA is not required.

3.5 A consultation period of five weeks will run alongside the Draft Sustainability SPD consultation, which is anticipated to begin in Q4 2024. A SEA Determination Statement will be written following this consultation period based on the responses received.

4. HRA Screening Assessment

4.1 Under the Conservation of Habitats and Species Regulations 2017, there are 4 distinct steps in the HRA process which should be followed in order to consider whether the Sustainability SPD will have significant effects on a European site and, if so, to address the implications:

Step 1 – Screening: identification of likely impacts on European sites, either alone or in combination with other plans and projects, and a consideration of whether the impact is significant.

Step 2 – Appropriate Assessment: – consideration of the impact on the integrity of European sites with regard to the site’s structure, function and conservation objectives. Where effects are significant, mitigation measures should be considered. If step 2 cannot rule out significant effects with mitigation, then the process moved onto the consideration of alternative solutions at step 3.

Step 3 – Assessment of Alternative Solutions: consideration of other methods of achieving the aims of the plan or project whilst avoiding impacts.

Step 4 – Assessment of Compensatory Measures: If impact cannot be avoided, no alternative solutions exist and there is overriding public interest for implementing the plan or project, consideration should be given to compensatory measures.

- 4.2 The Welwyn Hatfield Local Plan the adopted plan for the borough, which has already been subject to a HRA in June 2016 and was revised in February 2020, November 2022 and July 2023 respectively. The Local Plan HRA considered the potential effects on Wormley-Hoddesdonpark Woods SAC, Lea Valley SPA, Lea Valley Ramsar site and Epping Forest SAC.
- 4.3 The SPD supplements the policies listed in paragraph 2.2 of this report. These policies relate to the need to address the topics listed in the Sustainability SPD.
- 4.4 The Appropriate Assessment in the HRA concluded that there would be no adverse effects on the integrity of European sites in combination with other plans. The HRA dated June 2016 *“recommended additional wording to be included in the Welwyn Hatfield Local Plan to provide additional safeguards in support of Policy SP13: Infrastructure Delivery. This recommendation was accepted by Welwyn Hatfield Borough Council at the time, and suitable wording was inserted into the Proposed Submission Local Plan, and remains in the Local Plan as proposed to be modified. As a result, there are no outstanding recommendations arising from the HRA.”* These conclusion is also followed in the subsequent revisions of the HRA.
- 4.5 The SPD does not introduce new policy or new requirements, and it does not affect the location or quantum of new development proposed in the Welwyn Hatfield Local Plan.
- 4.6 It is intended that the SPD will be used as a material consideration to inform development management decisions for sites already allocated through the Welwyn Hatfield Local Plan and through the planning application process.
- 4.7 On the basis of the above, the Council’s Screening Opinion is that the Draft Sustainability SPD does not require an ‘appropriate assessment’ under the Conservation of Habitats and Species Regulations 2017. Before a formal determination can be reached, the Council must consult the nature conservation body (Natural England) on whether they agree with the Council’s opinion that an ‘appropriate assessment’ is not required.
- 4.8 A consultation period of five weeks will run alongside the Draft Sustainability SPD consultation, which is anticipated to begin in Q4 2024. A HRA Determination Statement will be written following this consultation period based on the responses received.

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Part I

Item No: 0

Main author: Matthew Wilson

Executive Member: Cllr Rose Grewal

Wards: Hatfield Villages

WELWYN HATFIELD BOROUGH COUNCIL
CABINET PLANNING AND PARKING PANEL – 17 OCTOBER 2024
REPORT OF THE ASSISTANT DIRECTOR (PLANNING)

NORTH WEST HATFIELD MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT

1 Executive Summary

- 1.1 North West Hatfield is a large strategic site to the north-west of Hatfield and south west of Welwyn Garden City. Policy SP 22 of the Welwyn Hatfield Local Plan states that a masterplan for the site will form the basis of a Supplementary Planning Document (SPD) and that any application for development should be preceded by and consistent with the masterplan.
- 1.2 A Development Framework SPD, containing a masterplan for North West Hatfield has been prepared by the landowner, in collaboration with officers from Welwyn Hatfield Borough Council and Hertfordshire County Council to ensure the site is planned comprehensively to create a new sustainable community. The document has been prepared in line with the Council's Approach to Masterplanning Guidance note which was endorsed by the Council in March 2024.
- 1.3 SPDs are non-statutory documents that build upon policies in Adopted Local Plans to give more detailed guidance on how policies or proposals will be implemented. Prior to adoption SPD's must be subject to a minimum of 4 weeks public consultation¹. Representations made during this period must be considered by the council and summarised in a report identifying the main issues raised and how these have been addressed in the SPD.

2 Recommendation(s)

- 2.1 That Cabinet Planning and Parking Panel (CPPP) recommend to Cabinet that the North West Hatfield Masterplan, as detailed in Appendix A, be taken forward for public consultation for a period of six weeks.

3 Explanation

- 3.1 The Welwyn Hatfield Local Plan (2016), sets out the Council's strategy for delivering growth in the Borough over the Plan period up to 2036. This includes the development of new neighbourhoods masterplanned to create new sustainable locations incorporating the principles of high-quality design.
- 3.2 The Plan sets out that a comprehensive approach will be taken to large sites. Masterplans will provide a spatial framework that will be agreed by the Council prior to the determination of any relevant planning application. They will set out the vision

¹ The Town and Country Planning (Local Planning) (England) Regulations 2012, Regulation 12

- and objective for the development; establish the quantum and distribution of land uses; identify sustainable transport linkages and a movement hierarchy; and establish the core design concepts for the site, building on the principles set out in the Local Plan.
- 3.3 Masterplanning is not a one-size-fits-all approach, the process is based upon a collaborative approach to identifying and resolving issues, creating a vision for what the site aspires to achieve, testing design options and seeking views upon preferred solutions. The output of this process is a Masterplanning Framework or Masterplan which is presented to members for consideration.
 - 3.4 North West Hatfield is a large strategic site to the North West of Hatfield located south of Coopers Green Lane and immediately west of the A1M, and wraps around the north, east and west of Hatfield Garden Village. Most of the site was removed from the Green Belt by the adoption of the Local Plan in 2023, however, the northeastern corner remains designated as Green Belt land providing a 'green gap' between the new development and Welwyn Garden City.
 - 3.5 Policy SP22 of the Welwyn Hatfield Local Plan (2016), allocates land at North West Hatfield to accommodate approximately 1,750 homes over the plan period. The policy contains a requirement for the production of a strategic masterplan document to form the basis of a Supplementary Planning Document (SPD) to provide further guidance on site specific matters including (but not limited to) the quantum and distribution of land uses, sustainable design and layout principles, sustainable access and transport measures, treatment of ecological and heritage assets including key views, provision of community facilities, green infrastructure and landscaping, SuDs, locations of Gypsy and Traveller sites, and phasing and delivery of infrastructure. Any application for development should be preceded by and consistent with the masterplan.
 - 3.6 A Supplementary Planning Document including a masterplan for North West Hatfield has been prepared and is included as Appendix A. The document has been produced by Consultants Carter Jonas on behalf of the Landowner Gascoyne Estates. Officers from WHBC and HCC have reviewed the document at various stages of production and provided feedback.
 - 3.7 A project liaison Group was established, this comprised Local Councillors and a representative from Hatfield Town Council who, along with Council officers, attended a series of meetings to discuss development of the Masterplan and content of the SPD. Attendees were presented with information on various topics such as transport and accessibility, land use and design, and drainage and given the opportunity to provide critical feedback.
 - 3.8 In November 2023 the Draft Masterplan proposal was presented and tested at the Hertfordshire Design Review Panel, an independent and impartial process for evaluating the design quality and sustainability of development proposals in Hertfordshire. Following a site visit the panel of multidisciplinary experts reviewed the draft masterplan and gave constructive criticism, the feedback from which was considered by the consultant team and responded to in the document and shared with the Liaison Group.
 - 3.9 The Draft Development Framework SPD is now at the final stages of production and is presented here for consideration (see appendix A). Following an introduction

to the policy and planning history of the site, the document provides a contextual analysis of the current site, identifying issues such as heritage, ecology, landscape, hydrology and topography, land use, minerals and air quality and acoustics. This is followed by an explanation of the vision and objectives for development, and an explanation of the lengthy engagement process that has led to this vision, including the land owners response to the observations of the November 2023 Hertfordshire Design Review Panel. The Development Framework/Masterplan contained in part 5 of the document presents a land use strategy for the site including locations for housing, employment and education, blue green infrastructure, street hierarchy and active travel routes as well as key place making principles such as density and key views. Character areas, a sustainability strategy, and implementation and delivery in the form of a phasing plan are also included.

Statutory Requirements for Supplementary Planning Documents

- 3.10 Supplementary planning documents (SPDs) do not form part of the statutory development plan and as such cannot introduce new planning policies into the development plan. SPD's should build upon and provide more detailed advice or guidance on policies in an adopted local plan. In this case the main policy is Policy SP22. Once adopted SPD's are a material consideration in the decision making process and as such draft SPD must be subject to consultation.

Public Consultation

- 3.11 The Town and Country Planning (Local Planning) (England) Regulations 2012 require that prior to adoption of a Supplementary Planning Document, a Local Planning Authority (LPA) must make the document available for inspection for a minimum of four weeks for the purpose of seeking representations. In accordance with regulation 35 a document is taken to be made available by a LPA when it is available for inspection at their principal office and at such other places within their area as the LPA consider appropriate, during normal office hours, and published on the LPAs website (regulation 35).
- 3.12 Following consultation and prior to adoption of an SPD, the LPA must prepare a statement setting out: the persons the LPA consulted when preparing the SPD; a summary of the main issues raised by those persons; and how those issues have been addressed in the SPD. Copies of this statement and the SPD itself must be made available in accordance with Regulation 35.
- 3.13 It is proposed that the Draft North-West Hatfield SPD undergo public consultation for a period of six weeks commencing on 8th November 2024 and finishing on 20th December 2024. The consultation will take place online using the Council's consultation portal and hard copies of the document and response forms will be deposited at suitable locations as per the Statement of Community Involvement (SCI) and as required by regulation 35.
- 3.14 The consultation seeks to gain public opinion on contents of the SPD and Masterplan proposals. The results of consultation will be presented to Council prior to any decision on adoption being made.

Strategic Environmental Assessment

- 3.15 The Environmental Assessment of Plans & Programmes Regulations 2004 (the SEA Regulations) require that an assessment is carried out of the effects of certain plans and programmes on the environment. This includes those plans and programmes prepared and/or adopted by any authority at a local level, including supplementary planning documents. A plan or project may also require a Habitat Regulation Assessment (HRA), as set out in the Conservation of Habitats and Species Regulations 2017 (as amended) if it is considered likely to have significant effects on a habitats site.
- 3.16 An initial SEA / HRA screening report has been produced by WHBC for the North West Hatfield Development Framework SPD. Based on the available evidence and taking account of the relationship of the proposed SPD to the adopted Local Plan it is considered that the SPD would not give rise to activities that would result in significant environmental effects of a type or scale different to those already considered in the SA (SEA) or HRA of the Local Plan.
- 3.17 Officers are therefore of the opinion that the SPD does not require environmental assessment under the provisions of the above regulations. The screening report was sent to the relevant statutory consultees (Historic England, Natural England and the Environment Agency). Responses were received from Historic England who concurred with the Council's opinion that SEA was not required, and from Natural England who did not wish to comment.

Next Steps

- 3.18 Following the close of public consultation on 20th December, the SPD will be amended as required and together with a summary of the representations received be reported to CPPP ahead of progressing to Cabinet and a meeting of Council. Council will then decide if the SPD should be adopted.

Implications

4 Legal Implication(s)

- 4.1 There are no direct legal implications associated with this report. Consultation on the draft North West Hatfield SPD will be carried out in accordance with the provisions of the Town and County Planning (Local Planning) (England) Regulations 2012. Once adopted the SPD will become a material consideration in determining applications for development of the North West Hatfield site.

5 Financial Implication(s)

- 5.1 There are no financial implications arising directly in relation to this report. If adopted by the Council the SPD will be a material consideration in determining planning applications for development at North West Hatfield and as such will provide greater certainty for developers and decision makers. The purpose of such an approach is to reduce the risk of poor quality applications coming forward, being refused and then going to a costly planning appeal.

6 Risk Management Implications

- 6.1 Production of a Masterplan SPD for North West Hatfield is compliant with local plan policies SP9 and SP22. The strategic masterplan SPD provides a framework to guide future sustainable development of the site and should help to shape development proposals by setting standards for layout, design quality and phasing of development in the interests of the community. The masterplan will provide a useful tool for officers when negotiating with developers and determining applications for development and should therefore reduce the risk of uncoordinated poor-quality development coming forward.

7 Security and Terrorism Implication(s)

- 7.1 There are no security and terrorism implications arising directly in relation to this report.

8 Procurement Implication(s)

- 8.1 There are no procurement implications arising directly in relation to this report. The Masterplan SPD has been produced by the landowner and their consultant team with input from Council Officers.

9 Climate Change Implication(s)

- 9.1 The masterplan proposes development on what is currently a greenfield site and as such has several climate change implications. Construction of this scale will use high levels of raw materials and energy, whilst operation of the development will obviously lead to greater energy consumption. Development of agricultural land will inevitably lead to more hard surfacing which can have implications for surface water runoff and drainage. The masterplan includes a drainage strategy plan, but further details of mitigation measures will be necessary at the planning application stage.
- 9.2 The masterplan identifies sustainability principles and promotes sustainable design and forms of development both in terms of construction and function of neighbourhoods. Having a masterplan in place should help to secure more sustainable forms of development by setting a framework for more detailed design and providing a tool for officers when reviewing applications and negotiating with developers.
- 9.3 Council officers have undertaken an initial SEA Screening of the Draft SPD, the outcome of this process concluded that full SEA/ HRA screening is not required. This screening had been sent to appropriate statutory bodies, the result of which will be reported to Council in due course.

10 Human Resources Implication(s)

- 10.1 There are no Human Resources implications arising directly in relation to this report. The draft SPD consultation process will be managed by Council Planning Officers as part of their existing workload. The presence of a masterplan SPD for development management purposes will assist planning officers in decision making.

11 Health and Wellbeing Implication(s)

11.1 Health and wellbeing has been considered in the masterplan design process. The masterplan aims to facilitate active travel by providing attractive environments for walking and cycling and ensuring provision of public transport. The form of development and layout of streets has been designed to provide pleasant environments to encourage community engagement.

12 Communication and Engagement Implication(s)

12.1 The allocation of the site for development has been consulted upon and the subject of examination by the Inspector of Welwyn Hatfield Draft Local Plan over several years. The Landowner has also undertaken a range of engagement exercises over several years. The masterplan builds on the policy requirements of the Adopted Welwyn Hatfield Local Plan (2106) and has been the subject to engagement with the Liaison Group.

12.2 Formal consultation on the Draft Masterplan SPD will be the responsibility of the Council. Council officers will manage this process as part of their usual workload.

13 Link to Corporate Priorities

13.1 The subject of this report is linked to the Council's Corporate Plan, in particular Priority 1: Attractive and accessible green spaces – providing a variety of green spaces for all communities to enjoy, Priority 3: Quality homes through managed growth – delivering affordable homes to meet local need, high quality housing thriving neighbourhoods and sustainable communities, and Priority 4: A sense of community where people feel safe - Design and maintain attractive neighbourhoods which our communities can enjoy and take pride in.

14 Equality and Diversity

14.1 An Equalities Impact Assessment (EqIA) was not completed because the draft SPD does not introduce any new policies to what is already contained in the adopted local plan. Additionally, this report does not propose changes to existing service-related policies or the development of new service-related policies.

Matthew Wilson
Planning Policy and Implementation Manager

Background papers: None

Appendices

Appendix A: North West Hatfield Masterplan SPD

Appendix B: SEA / HRA screening report



GASCOYNE
ESTATES



NORTH WEST HATFIELD DEVELOPMENT FRAMEWORK

SUPPLEMENTARY PLANNING DOCUMENT | 2024

CONTENTS

1.	INTRODUCTION	4
	Purpose of this Document	
	Planning Policy	
	Status of the SPD	
2.	APPRECIATING THE CONTEXT	14
	Site Location & Photos	
	Mineral Reserves	
	Heritage	
	Land Uses	
	Physical and Legal Constraints	
	Ecology	
	Hydrology, Flood Risk and Topography	
	Landscape	
	Utilities: Connectivity and Infrastructure	
	Transport	
	Air Quality and Acoustics	
	Wind	
	Considerations Plan	
3.	NORTH WEST HATFIELD: VISION AND OBJECTIVES	44
	A Vision for North West Hatfield	
	Objectives for North West Hatfield	
4.	ENGAGEMENT	50
	Engagement	
	Engagement to Prepare the SPD	
5.	THE DEVELOPMENT FRAMEWORK	58
	The Evolution of the Development Framework	
	Transport and Movement Strategy	
	Green Infrastructure Strategy	
	Land Use Strategy	
	Place Making Strategy	
	Sustainability Strategy	
	The Development Framework	
	Character Areas	
6.	IMPLEMENTATION AND DELIVERY	118
	Phasing	
	Delivery of North West Hatfield	
	APPENDICES	128
	SPD Engagement	
	Design Review Panel	
	Adopted Local Plan Extract Policy SP22	
	List of Figures	
	List of Background Reports	





I.0 INTRODUCTION

1.1 PURPOSE OF THIS DOCUMENT

1.1.1 A Supplementary Planning Document (SPD) provides detailed guidance and additional information on policies in the current Welwyn Hatfield Local Plan (2023). SPDs fall into two categories: the first is policy supporting a town-wide objective; the second is policy for a specific site or area, such as this SPD.

1.1.2 This SPD is written in the form of a development framework strategy to help guide the preparation and assessment of future planning applications or a Local Development Order (LDO) on the North West Hatfield site. As such, this document will form a material consideration, which will be taken into account by Welwyn-Hatfield Borough Council (WHBC) when determining any future planning application or confirming a LDO for the site. In addition, development proposals for the North West Hatfield site will have to comply with the policies in the adopted Welwyn Hatfield Local Plan.

1.1.3 This SPD has been prepared in line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.1.4 In preparing this SPD, a number of supporting studies have been prepared, including ecology, landscape, flood risk, noise and air quality, and transport. These studies have fed into and supported the strategies presented later in this document. In addition, they supplement studies prepared to support the allocation of the site in the WHBC Local Plan. These studies will be referred to in key parts of this document.

1.2 PLANNING POLICY

1.2.1 The National Planning Policy Framework states at Paragraph 11 that “Plans and decisions should apply a presumption in favour of sustainable development”. For plan-making this means that all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects”. The site at North West Hatfield represents a strategic allocation in Welwyn-Hatfield which will directly help deliver the objective as set out in the NPPF. The NPPF also includes a number of detailed policies in relation to design, housing delivery, transport and green infrastructure, amongst others, to which this SPD has had regard.

1.2.2 The adopted Welwyn-Hatfield Local Plan (2023) allocates the site south of Coopers Green Lane for housing, employment, and a range of other uses (site allocation SP22: North West Hatfield - SDS5). More specifically, the site is allocated for a mixed use, housing-led development of approximately 1,750 homes, together with neighbourhood centres, an employment area, community facilities, and a new secondary school. Additionally, the development will provide for three new forms of entry at primary school level, and associated transport infrastructure, open space and sustainable urban drainage.

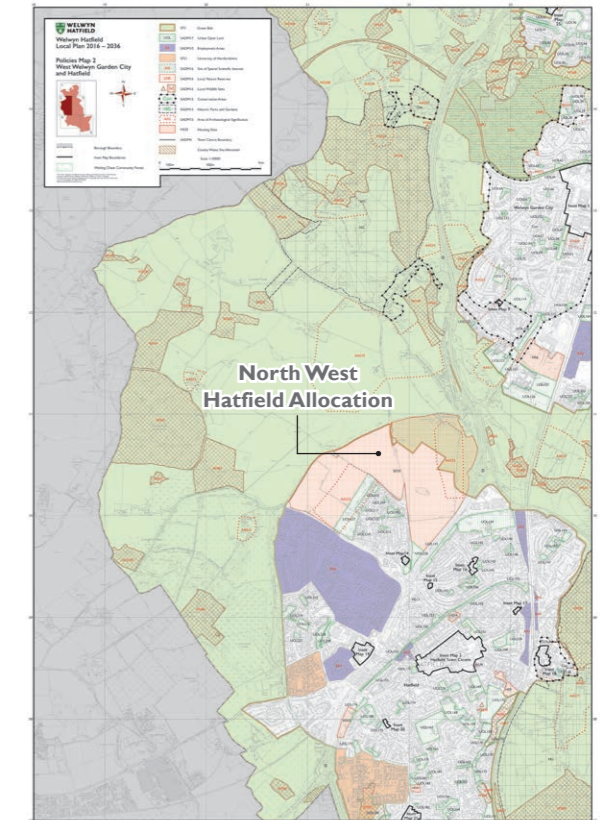


Fig. 1: Policies Map 2, Welwyn Hatfield Local Plan 2016 - 2036

1.2.3 The site benefits from planning permission for the removal of sand and gravel deposits located in the central and western parts of the site by Cemex. The materials Cemex produce are essential to our everyday lives and help to provide materials for new homes, schools, hospitals, leisure facilities, retail centres, road and rail improvements alongside other vital infrastructure across the UK. Because of the way minerals are formed, they can only be sourced from naturally occurring deposits. This explains why Cemex is only able to produce minerals from certain very specific sites and locations which include North West Hatfield.

1.2 PLANNING POLICY

1.2.4 The deposits will be removed in distinct phases, starting with the central part of the site and thereafter progressing north-west and southwest over a period of approximately 10 years. Following extraction activity, land will be “restored” to support future residential-led development and will include the creation of drainage attenuation basins and land grading. Development will occur on restored land concurrent with later phases of sand and gravel extraction.

1.2.5 Policy SP22 (Site SDS5) states that “A masterplan setting out the quantum and distribution of land uses, access, sustainable design and layout principles will be agreed by the Council, working with the landowners and other key stakeholders. The Masterplan, which will be informed by the Strategy Diagram in Figure 14 of the adopted Local Plan (Figure 2 below), will form the basis of a Supplementary Planning Document which will provide further guidance on site specific matters. Any application for development should be preceded by and consistent with the masterplan”. The preparation and adoption of the SPD represents the fulfilment of this policy requirement.

1.2.6 The Appendix to this document lists out relevant reports and studies that have influenced the preparation of this SPD.

1.2.7 Other relevant policy documents that have informed the preparation of this SPD include the following:

Local Transport Plan 4 (LTP4)

1.2.8 LTP4 was adopted in 2018 and covers the period up to 2031. It provides a framework to guide all future transport planning and investment across Hertfordshire. The plan sets out a balanced approach to transport which seeks to encourage a switch from private cars to sustainable modes of transport. The plan highlights that Hertfordshire has high levels of car ownership, poor east-west connections, high levels of cross boundary commuting and complicated movement patterns, resulting in congestion, rail overcrowding and air quality problems. New development is required to have regard to LTP4, and in particular to “design-in” sustainable transport measures as a priority.

Local Cycling and Walking Infrastructure Plans (LCWIP)

1.2.9 In 2017 the Department for Transport (DfT) published technical guidance to help local authorities develop LCWIP’s. The overarching ambition of LCWIP is to make walking and cycling the desired mode of transport for both short and (parts of) longer journeys. Part of the

aim of an LCWIP is to decrease the number of cycling fatalities and accidents and increase the number of children (ages 5-10) that walk to school. Hertfordshire County Council (HCC), together with WHBC produced its own LCWIP in 2023, demonstrating the county and borough council’s shared ambition for walking and cycling. New development is expected to prioritise cycling and walking as essential to support active travel.

Sustainable Development Policies

1.2.10

In conjunction with the National Planning Policy Framework, updates to UK Building Regulations place a high priority on sustainable design and construction. Part L 2021, as well as the introduction on Part O, set out new building performance standards and ensure overheating risk is correctly assessed. In 2019, WHBC declared a Climate Emergency and subsequently outlined a Climate Change Strategy to recognise the gravity of the emergency. The Council has set an ambition of reaching net-zero by 2030 for their own operations, and has various policies in relation to sustainability, conservation, improvement of the natural environment, and promoting healthy lifestyles.



Fig. 2: SDS5 (HAT1), WHBC 2023 Local Plan

1.2 PLANNING POLICY

Place and Movement Planning and Design Guidance - Hertfordshire County Council (2024)

1.2.11 The Place & Movement Design Guidance sets out Hertfordshire's vision for sustainable and responsible development and key policy statements to inform and influence the two stages of Site / Project Validation and Master Planning prior to entering pre-application discussions. The guidance sets the bases in the new guidance for deciding which activities should be prioritised and where the balance of provision should lie. The guidance was prepared to help identify appropriate highway provision at the master planning stage.

Welwyn Hatfield's Transition to Net Zero Strategy (2024) (consultation document)

1.2.12 The purpose of the document is to set out how the council, can play a part and transition to net zero in line with 2030 and 2050 targets, increase resilience to the impacts of climate change and improve biodiversity.

Welwyn Hatfield's Approach to Masterplanning Document

1.2.13 To ensure that the development outlined in the draft Local Plan meets the needs of the Borough and results in well designed, high quality, sustainable and well-connected

environments, the council is committed to ensuring that key sites in the Borough as identified in the draft Local Plan undergo a Masterplanning process. The Welwyn Hatfield Approach to Masterplanning provides further information on what is expected of masterplan documents. This SPD has been prepared in accordance with this guidance.

Places We're Proud Of (2021)

1.2.14 The National Policy Advisory Panel on Gypsy and Traveller Housing produced a guide to providing and managing sites for gypsies and travellers in 2021. The document provides helpful reference to key lessons learned in providing such sites; two of the key lessons being good site design with appropriate facilities, and Strategic local planning decision making. We have referenced this document within the Land Use Strategy section of this SPD.

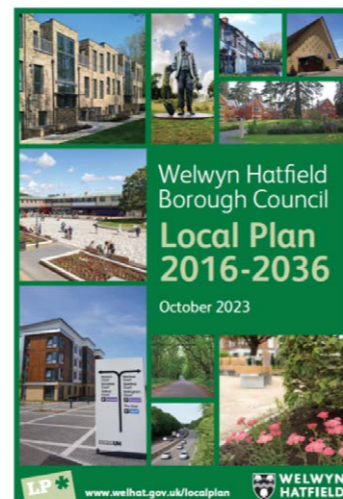


Fig. 3: WHBC Local Plan front cover

Gascoyne Estates Documents

1.2.15 Gascoyne Estates has produced a number of planning and design documents that have been instrumental in supporting the development of estate-owned lands in the borough. This includes a Pattern Book - Guidance for the Provision of New Settlements in Hertfordshire (2021) (Part 1 and 2), and others including:

- A Vision for Hatfield (2021)
- Transport for Hatfield (2021)
- A Green Infrastructure Strategy (2021)
- Strategic Overview
- Gascoyne Cecil Estates and its approach to the Local Plan WHBC Local Plan Consultation , 23 January - 19 March, 2015
- The Pre-Charrette Paper - The Stanboroughbury & Symondshyde Charrette (2016)
- The Post-Charrette Paper - The Stanboroughbury & Symondshyde Charrette (2016)

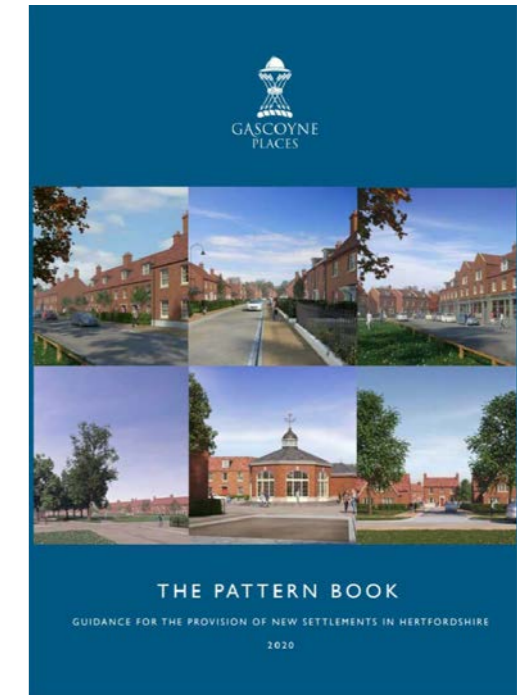


Fig. 4: The Pattern Book, Gascoyne Estates - front cover

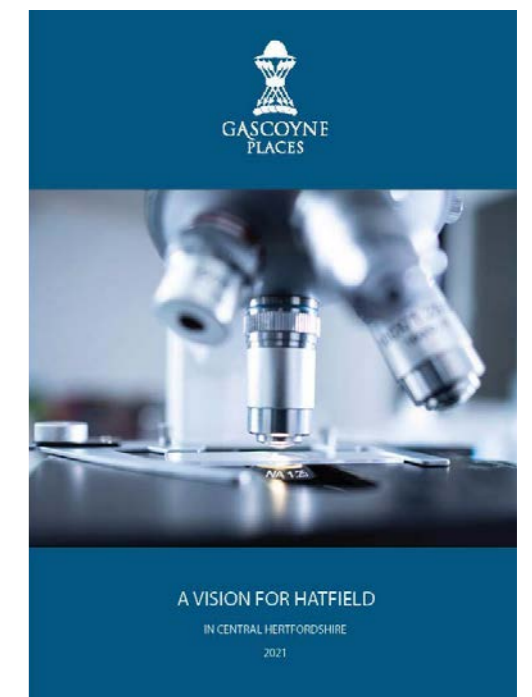


Fig. 5: A Vision for Hatfield, Gascoyne Estates - front cover

1.3 STATUS OF THE SPD

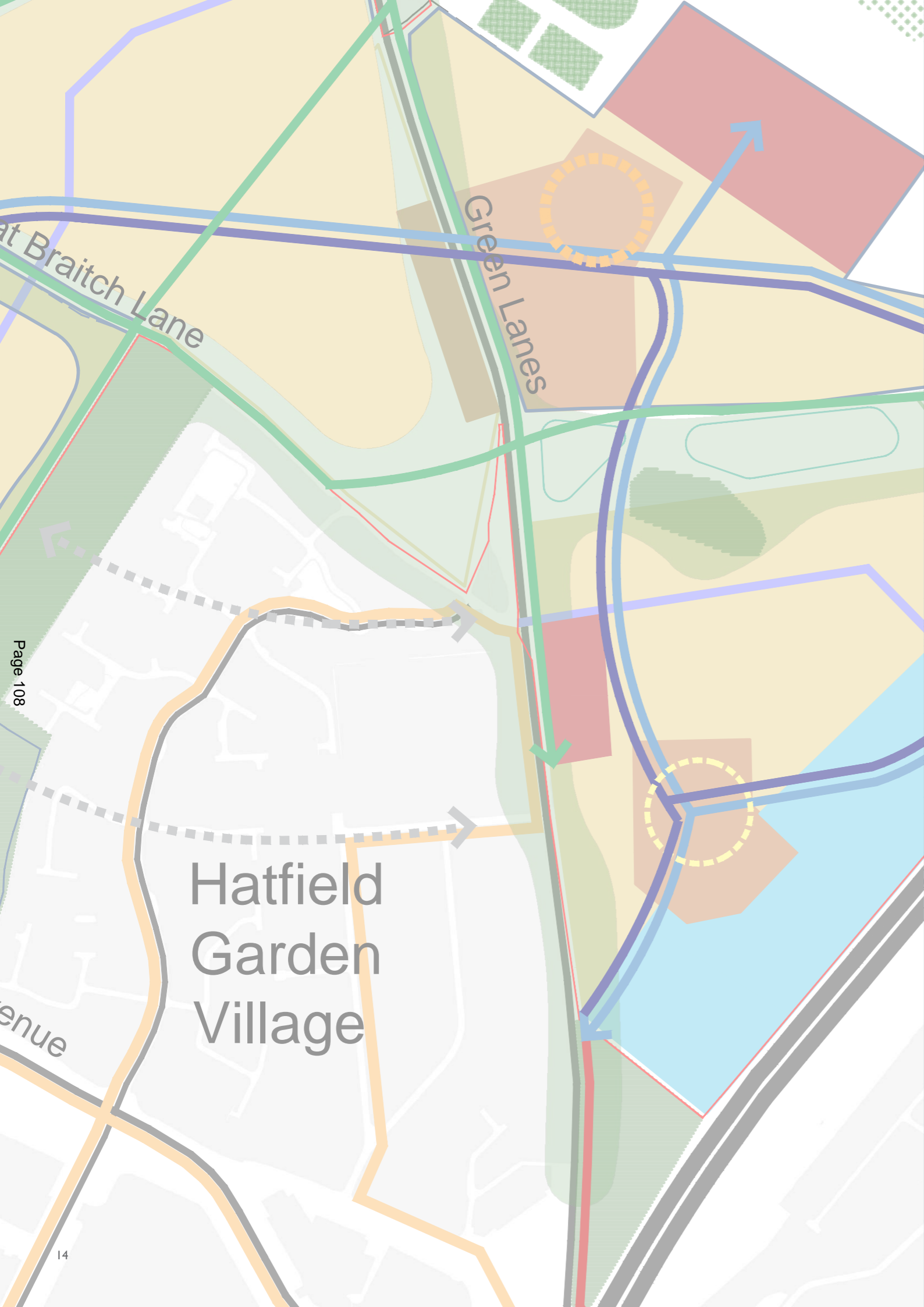
1.3.1 This document has been prepared in the form of a Development Framework. A development framework is a document that sets out the strategic approach to development in relation to matters such as movement and connectivity; green infrastructure; land use; and the built form. It provides the “bridge” between planning policy, in particular in relation to housing allocations, and future planning applications.

1.3.2 The timetable provided in Figure 6 opposite shows the timetable followed for the preparation of the SPD. The preparation of the SPD has included a series of themed meetings with HCC in relation to transport, education, site drainage, and minerals extraction, amongst others. Meetings and workshops were held both virtually and via workshops between September, 2023, and July, 2024. Examples of other SPD’s produced by WHBC and more widely in Hertfordshire and elsewhere were reviewed in developing the table of contents and strategies included in this SPD. Two draft versions of the SPD were produced in the Spring and Summer of 2024 and shared with WHBC and HCC. Feedback from both HCC and WHBC officers have been incorporated into the final version of the SPD for the purposes of formal consultation.



Fig. 6: Planning timeline





2.0 APPRECIATING THE CONTEXT

2.1 SITE LOCATION & PHOTOS

2.1.1 The historical growth of Hatfield began around the railway station in the 1930's expanding to the north, west and south. The period between 1930 and 1950 also saw the development of Hatfield Garden Village to the west of the motorway and the first major expansion of Hatfield in 1943/1944 under Abercrombie's plan for Greater London. This initial growth of the town continued in the 1960 – 1970 period in a southerly direction as part of the New Towns Programme and it wasn't until post 1970 that the expansion to the east of the railway took place. Hatfield expanded west throughout the twentieth century aided by the success of de Havilland (later Hawker Siddeley and British Aerospace). Whilst aerospace activity ceased during the 1990's redevelopment has resulted in new homes, Hatfield Business Park and a new campus for the University of Hertfordshire. Figure 7 illustrates this historical growth and provides the context for the further expansion of Hatfield to the north west being a logical further addition to the Town.

2.1.2 North West Hatfield will represent the latest evolution of growth in the town, and comprises the single largest housing site allocated in the borough.

2.1.3 The site comprises a total of 130.6 Hectares in size, as illustrated on Figure 8 opposite, with 98.3 Hectares allocated for development. The

site creates an upside down "U" shaped form, with Hatfield Garden Village forming the inner-part of the "U" shape. Coopers Green Lane acts as the north and western boundary of the site, with the A1M forming the eastern boundary. Hatfield Avenue, with Hatfield Business Park to the immediate south, is located along the southwestern boundary of the site.

2.1.4 Minerals extraction activities (by CEMEX) have already taken place north of Coopers Green Lane, neighbouring the site. Further extraction is planned across the majority of the site over a 10-year period. Extraction will take place in advance of residential development occurring and phased in such a way as to facilitate development of the site after the extraction and satisfactorily restore each phase. The first phase of residential development and is not affected by minerals extraction activities. The site benefits from planning approval for the extraction activities, granted on 24th March 2017.



Fig. 7: Map showing the historic development of Hatfield

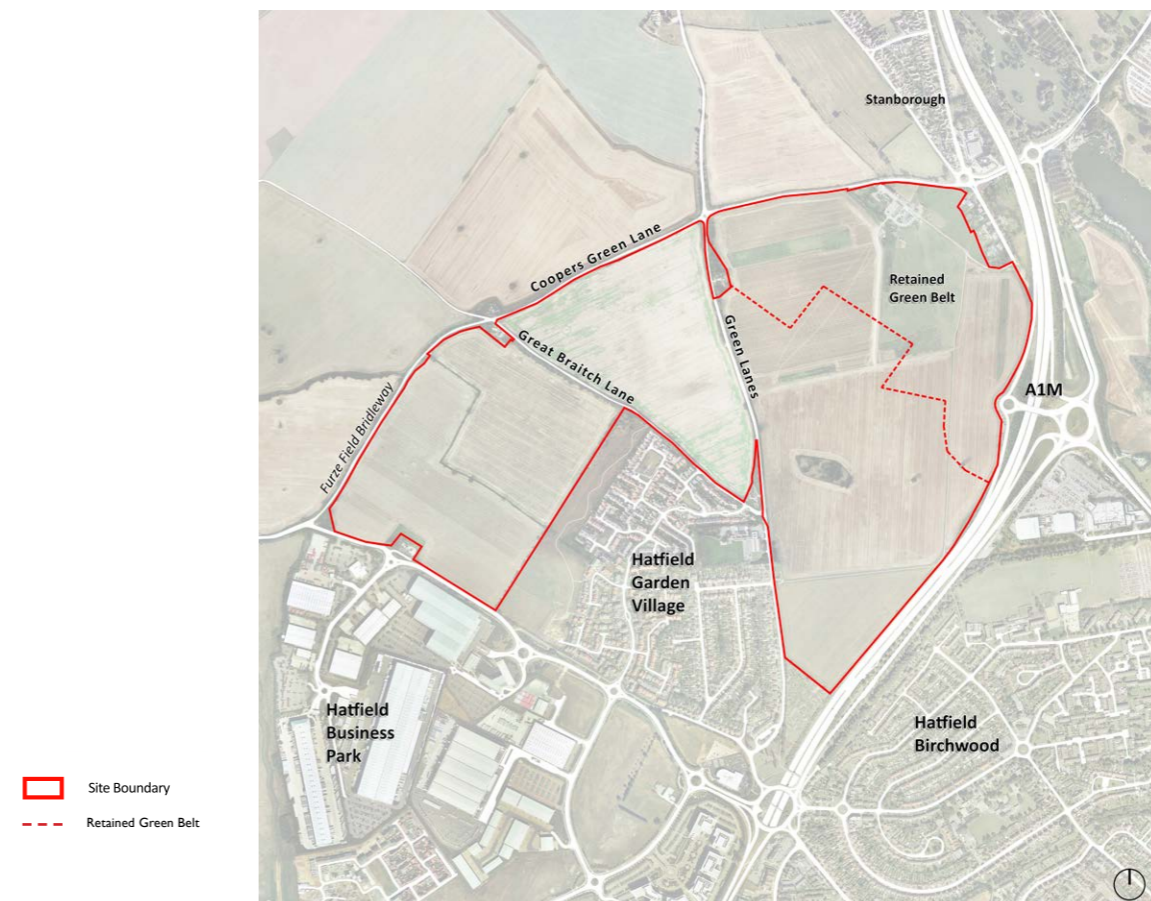


Fig. 8: Site location plan

2.1 SITE LOCATION & PHOTOS



Fig. 9: Photo location key plan



Photo 1

View looking south from Great North Road



Photo 4

View looking east along bridleway towards the AIM



Photo 5

View looking south along Campion Road from Great Braitch Lane



Photo 2

View looking southwest from Great North Road



Photo 3

View of West Lodge on eastern side of Green Lanes



Photo 6

View looking south along Coopers Green Lane



Photo 7

View looking east along Great Braitch Lane

2.2 MINERAL RESERVES

2.2.1 Sand and gravel aggregate has been extracted from the Hatfield Quarry since the 1950s. Early mineral extraction took place on land northeast of Oaklands Lane and southeast of Coopers Green Lane (Beech Farm). In the 1990s mineral extraction moved north of Coopers Green Lane (Suttons Farm). In July 2005, planning permission was granted for mineral extraction on land north of Coopers Green Lane (Symondshyde Farm). An extension to Hatfield Quarry at Furze Field was approved in 2017 and extraction completed by 2024. Extraction at these quarries is now finished and restoration works completed or near completion.

2.2.2 In 2020, permission was granted for the extraction of sand and gravel from the site for the following works:

“Extraction and processing of approximately 3.52 million tonnes (mt) of sand and gravel from a site of some 117ha, known as Land adjoining Coopers Green Lane, involving the retention of the existing quarry access and site infrastructure, and the provision of new conveyor tunnels, vehicular surface crossings and new/upgraded vehicular accesses from Coopers Green Lane and Green Lanes for the importation of approximately 3.1mt of inert material for restoration of the site to agriculture, seasonal ponds, wetland areas and woodland planting”

2.2.3 As part of the works, key parts of the site will be restored and available for the future residential development of the site. Areas for future landscape and storm water attenuation will be provided, extending from the AIM in the east to Coopers Green Lane/Whitegate Lodge in the west.

2.2.4 Minerals extraction activities are due to commence in late 2024/early 2025 and residential development will follow “behind” each phase (in roughly the same order) as mineral extraction activities cease on the respective phases. The exception to housing following behind mineral extraction activity is that part of the site south of the first phases of development on the east side of Green Lanes. This area of the site can proceed independent of the exact timing of minerals extraction as it is not dependent on the extraction of sand and gravel in order to be developable and so can come forward unencumbered by minerals extraction activities.

Key










	Site Boundary		Surface Water Drainage Features
	Phase A		Conveyor
	Phase B		Crossing point (Tunnel)
	Phase C		
	Extraction Boundary		
	Hatfield Quarry		



Fig. 10: Mineral reserves phasing plan

2.3 HERITAGE

2.3.1 The site presently comprises arable fields, cultivated for agriculture. The site is divided by a series of trees and established hedgerows. Converted agricultural buildings and business uses are located in the northeast corner of the site, accessed via Great North Road. There is also a Grade-II listed building, located just outside the red line boundary - see Figure 12. The official list entry from English Heritage in relation to The Old Cottage states the following:

Later C17. Timber frame, weather boarded. Plain tile roof with internal N gable end stack. 1 storey and single gable attic dormer. Exposed half-timber and brick nogging to N gable. Glazing bar casements. Central half glazed door with glazing bar fan. Interior has chamfered floor beam and fireplace lintel. Central early C19 staircase. External bread oven to fireplace on rear elevation.

2.3.2 The development is not expected to adversely impact the setting of The Old Cottage providing appropriate buffer measures and adjacent building design are considered and included. Otherwise, the site is not subject to conservation area status and there are no conservation areas in the immediate vicinity of the site.

2.3.3 Montagu Evans carried out a Heritage Impact Assessment in July 2017. Resources reviewed included Archaeological databases,

historic documents, cartographic and pictorial documents, geotechnical information and aerial photographs.

2.3.4 The survey has confirmed that while there are archaeological remains beyond the site, the site itself does not contain any scheduled ancient monuments. The potential of Roman, Saxon, medieval and post-medieval activity on the site is assessed as being low, although there is potential for evidence of prehistoric activity on the site. If unknown heritage assets are present on the site, they are likely to be of the Bronze or Iron Age. It is noteworthy that the site has been in agricultural use since the medieval period, resulting in some disturbance or truncation to any buried archaeological features.

2.3.5 The site does contain two Areas of Archaeological Significance: cropmarks and a trackway identified in the Policies Map supporting the adopted Local Plan. Both the Areas of Archaeological Significance and The Old Cottage have been considered and incorporated into the final Development Framework.

Key

- Site Boundary
- Listed Building
- Archeological Assets
- Area of Archeological Significance



Fig. 12: Existing built heritage and archaeological plan

Future Work - Evidence of the significance and setting of the Old Cottage was assessed as part of the site promotional work and a Heritage Impact Assessment will be required to support a future planning application of LDO submission. Future field evaluations will be undertaken within the Environmental Impact Assessment process as part of planning application or LDO processes.

2.4 LAND USES

2.4.1 A small cluster of businesses are located in the northeast corner of the site, occupying former agricultural buildings forming part of Stanboroughbury Farm and accessed via Great North Road. Existing land uses immediately surrounding the site include:

- Residential uses immediately south-west (forming part of Hatfield Garden Village), together with Green Lanes Primary School, the Manor Parade Shops at the south end of Green Lanes, the North West corner of the Hatfield Business Park, and playing fields/open space managed by Hatfield Town Council (deHavilland Grange QE2 Field);
- Farmland and minerals extraction activities to the west (on the opposite side of Coopers Green Lane);
- The AIM to the immediate east; and
- Open farmland to the north together with homes just west of the AIM between Great North Road and Brocket Road at Stanborough.

2.4.2 Beyond these immediate site boundaries, is the Oldings Corner retail park. Additionally, and adjacent to the A6129 (Stanborough Road), is Stanborough Park and water sports centre.

Key	
	Site Boundary
	Residential
	Business Centre
	Hospital
	Education
	Places of Worship
	Restaurants
	Sports and Leisure
	Retail
	Industrial and Logistics
	Civic



Fig. 13: Existing land uses plan

2.5 PHYSICAL AND LEGAL CONSTRAINTS

2.5.1 The site is comprised of two different ownerships as denoted on Fig 14.

1. The land shaded in blue is within the ownership of Gascoyne Cecil Estates.
2. The land shaded in beige is within the ownership of CEMEX. CEMEX has permission to extract approximately 3.5 million tonnes (MT) of sand gravel from the site over the period of approximately 10 years.

2.5.2 Gascoyne Estates have entered into an Option and a Development Agreement with Cemex to bring forward the whole allocation as the Lead Developer.

Key

	Site Boundary
	AIM
	Existing Footpaths
	Existing Bridlepaths
	Existing Ditch
	New Ditch Route
	Existing Sewer 12m Easement
	Existing Vegetation / Trees
	Gascoyne Estate's Ownership
	Cemex Ownership
	Existing Electricity
	Existing Water Main
	Existing Medium Pressure Gas Main
	Existing Mast Telecommunication

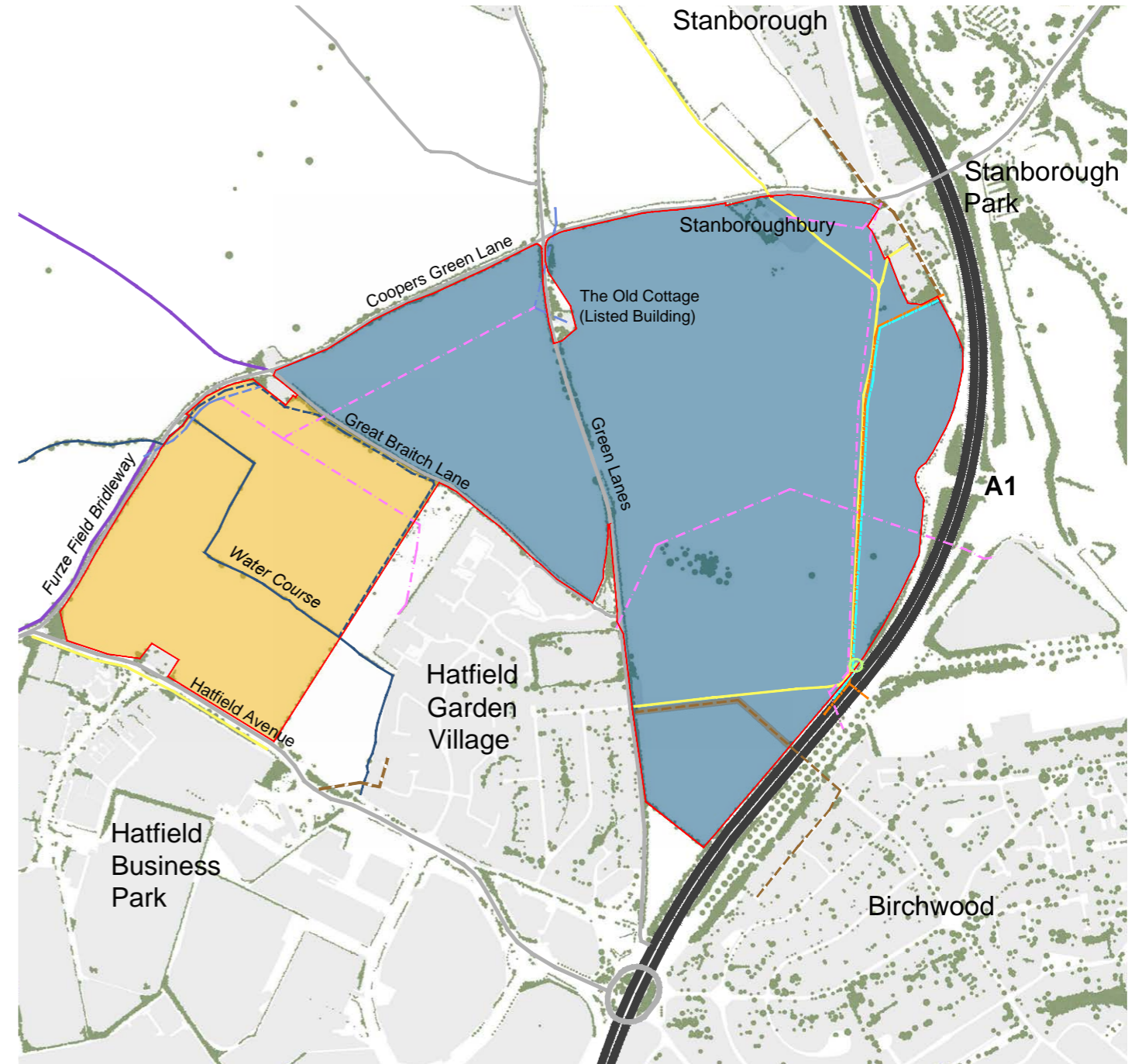


Fig. 14: Existing physical and legal constraints plan

2.6 ECOLOGY

2.6.1 The site has been subject to a series of ecological surveys undertaken over a period of 10 years. More recently, a Preliminary Ecological Appraisal was undertaken in late 2023 by the Ecology Partnership. Previous to 2023, baseline ecological work was undertaken to help inform the proposed allocation of the site as part of the Welwyn-Hatfield Local Plan. The information from the most recent study is outlined as follows.

2.6.2 The majority of the site consists of agricultural land subject to arable cultivation. This is assessed as being of limited ecological value. However, the site does contain some habitats of higher ecological value, including scrub, tall ruderals and grassland habitats, trees, hedgerows and ditch networks. There are also a small number of veteran trees present in the arable fields. These are 'irreplaceable habitats' and should, wherever possible, be retained with buffers and protected within the landscape.

2.6.3 There is a small woodland on the east side of the site though it is not designated as ancient woodland, but does support large mature Oak Trees, amongst other species. This woodland also appears to support active badger setts, and other species may be present making use of the trees for nesting and roosting. As such, the woodland should be buffered and protected within any scheme.

2.6.4 The site has been assessed as offering low potential for commuting and foraging bats within its boundary habitats, whilst farmland birds are likely to be present within the arable fields and other species using hedgerows and veteran trees.

2.6.5 Numerous locally designated sites and priority habitats are present within the wider landscape. New areas of public open space and high value green infrastructure within the development framework area will reduce the risk of offsite recreational impacts.

2.6.6 In relation to Biodiversity Net Gain, the present baseline is assessed as being low. The minerals extraction activities will further impact biodiversity. The development will be required to provide an additional 10% as a minimum uplift of biodiversity across the site, relative to the "baseline" condition following the implication of minerals extraction.



Fig. 15: Existing ecology plan



Fig. 16: Habitat Map - Ecology Partnership

Future Work - Ecological Surveys are time limited and will require updating at the planning application stage. The requirement for a further A Preliminary Ecological Assessment followed by Species Surveys will be determined as part of the pre-application process and discussions on progressing an LDO.

2.7 HYDROLOGY, FLOOD RISK AND TOPOGRAPHY

2.7.1 In support of the SPD, a high level flood risk and drainage strategy was prepared by Wardell-Armstrong in 2023. Their preliminary findings are set out in this section.

2.7.2 The site straddles the boundary between the catchments of the River Lea and the River Colne. The Lea and the Colne both drain southwards towards London and are tributaries to the River Thames.

2.7.3 The highest point of the site is located in the central north part, just south of Coopers Green Lane. The lowest point is located along the eastern boundary with the AIM towards the top end of the site.

2.7.4 A small watercourse crosses the southwestern area of the site, flowing in a south-easterly direction towards Hatfield Garden Village. Drainage ditches are also present adjacent to Green Lanes and the public bridleway in the south-east of the site. This water course is shown in Figure 17 and will be diverted as part of the minerals permission. The new ditch alignment is also shown on Figure 16.

2.7.5 The site is entirely within Flood Zone 1, and therefore has a low probability of flooding from fluvial sources. Low points within the site are, however, at risk of surface water flooding, including the area in the vicinity of the existing watercourse.

2.7.6 Surface water drains naturally by infiltration or flows across the site following the topography, into the nearby watercourses and ditches.

2.7.7 Water will be a key characteristic of the landscape once the site has been restored following mineral extraction.

2.7.8 The delivery of the final Development Framework offers an opportunity to use these water features as an important placemaking feature and at the same time to help enhance biodiversity, improve amenity and promote wellbeing. Furthermore, they offer the opportunity to mitigate and reduce flood risk through the storage of surface water runoff and the provision of pathways for overland flow.

2.7.9 The LLFA have provided comments on the approach being followed in managing the hydrology of the site and its future development acknowledging that future mineral extraction will have a significant bearing on the topography of the site and changes to the existing drainage regime. Engagement with the LLFA on the detail drainage strategy will be through the formal pre-application process but higher-level discussions are on-going.

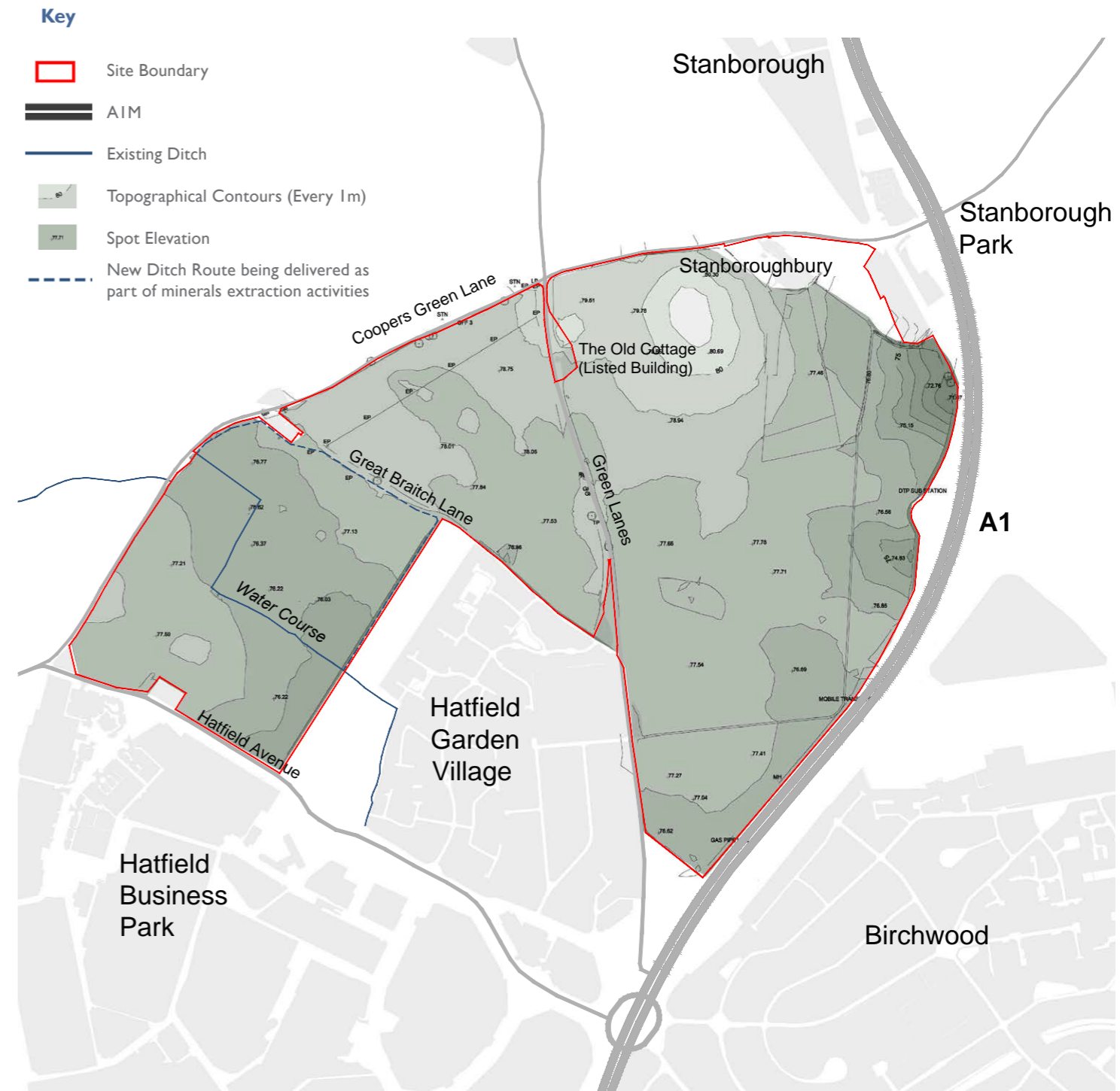


Fig. 17: Existing hydrology and topography plan

Future Work - Undertake detailed flood risk assessment and establish required volumes of storm water attenuation, including future site levels and sustainable urban drainage measures. Continue discussions with LLFA.

2.8 LANDSCAPE

2.8.1 The future landscape strategy for the site is based on the present landscape features, in particular key hedgerows, groupings of trees and areas of habitat as well as the “connectivity” of the landscape. The work has been informed by preliminary work undertaken by the Landscape Partnership in late 2023, and is summarised in the following sections.

2.8.2 The site is well contained by the urban edge of Hatfield and the AIM. Coopers Green Lane provides a clear northern boundary to site. Whilst the development will inevitably change the appearance and character of the existing landscape, it is not uncharacteristic of the wider area and can be mitigated by careful design and reduced densities at the sites edges.

2.8.3 The site provides a logical extension to Hatfield with a minimum loss of landscape character. The proposals provide a “defensible” new Green Belt boundary. It also has the potential to achieve some strategic objectives for the local landscape by creating green corridors and boundaries to the development.

2.8.4 Key features of the site include the following (as set out in previous Landscape Character Assessment work):

- Small woodland block east of Green Lanes and Hatfield Avenue
- An open, arable landscape comprising

large areas of farmland enclosed by mature boundary hedges

- “Focal points” in the landscape, represented primarily by tree groups and clusters at entrances to the site from Coopers Green Lane
- Great Braitch Lane, comprising an important east-west corridor on the west side of the site enclosed by hedges and trees on either side
- A prevailing fall in the ground levels of the site from north (with the highest ground elevation being just west of Stanboroughbury Farm) to south
- The AIM as a key source of road noise
- Views over the open countryside to the north

2.8.5 More widely, the green “corridor” - defined by the Salisbury Line and enshrined within Policy SP12 of the Local Plan that sits between the site and Welwyn Garden City, is a key feature in the borough and a reason that the north-eastern part of the site remains in the Green Belt. Future development in an around this north-east corner needs to respond sensitively to this wider landscape character.

2.8.6 There are several buildings located at the Hatfield Business Park which due to their massing and scale, are relatively intrusive in the townscape, notably a large logistics building south of Hatfield Avenue. Whilst the development will inevitably change the appearance and character of the existing landscape, it is not uncharacteristic of the wider area and can be mitigated by careful design and reduced densities at the sites edges.



Fig. 18: Existing landscape plan

Future Work - Design future phases of development in such a way that is inclusive of good existing quality landscape features as part of detailed planning applications or LDO, following the preparation of a Landscape and Visual Impact Assessment.

2.9 UTILITIES: CONNECTIVITY & INFRASTRUCTURE

2.9.1 Gascoyne Estates has commissioned several utilities surveys on the site to ensure up to date records of utility locations for the purposes of either future minerals extraction or subsequent development. This includes, amongst others, in relation to utilities; transport; flood risk and drainage; ecology; heritage; landscape and visual impact; and noise.

2.9.2 The site benefits from close proximity to existing electricity; gas; potable water; telecommunications/data; and mobile phone services. These facilities are operated by a variety of companies and will require extension and/or reinforcement of existing networks in order to facilitate the development of North West Hatfield.

2.9.3 The main utility constraints to the proposed development are the gas and water mains which run across the eastern section of the site, in a north-south direction. It is the intention in the masterplan that both mains are retained within open space and surface water attenuation areas. Finally, there are underground cables within the site which will either be retained and/or diverted as part of the provision of new infrastructure. Consideration will need to be given to the retention or relocation of the phone mast, situated on the eastern boundary.

2.9.4 With regard to new utility supplies, the proposed development can be supplied by extending new utility infrastructure from the east and northeast from confirmed points of connection. Some off-site reinforcement of the existing networks will be necessary from the Sherrards Wood Reservoir to the site to provide sufficient capacity to supply future development (Report No: 70010445 - PF3, Gascoyne Cecil Estates Sites Welwyn Hatfield, Part 3: Transport & Infrastructure Evidence Base, Volume 3: Utilities Appraisal Update (Oct 2016)).

2.9.5 The consented mineral consent and allied S106 Agreement provides for enhancements which will benefit the longer term development of the site. Junction improvements will be delivered that serve future residential development, including 1. Junction improvements at Coopers Green Lane and Green Lanes, and 2. junction improvements at Coopers Green Lane and Great Braitch Lane.

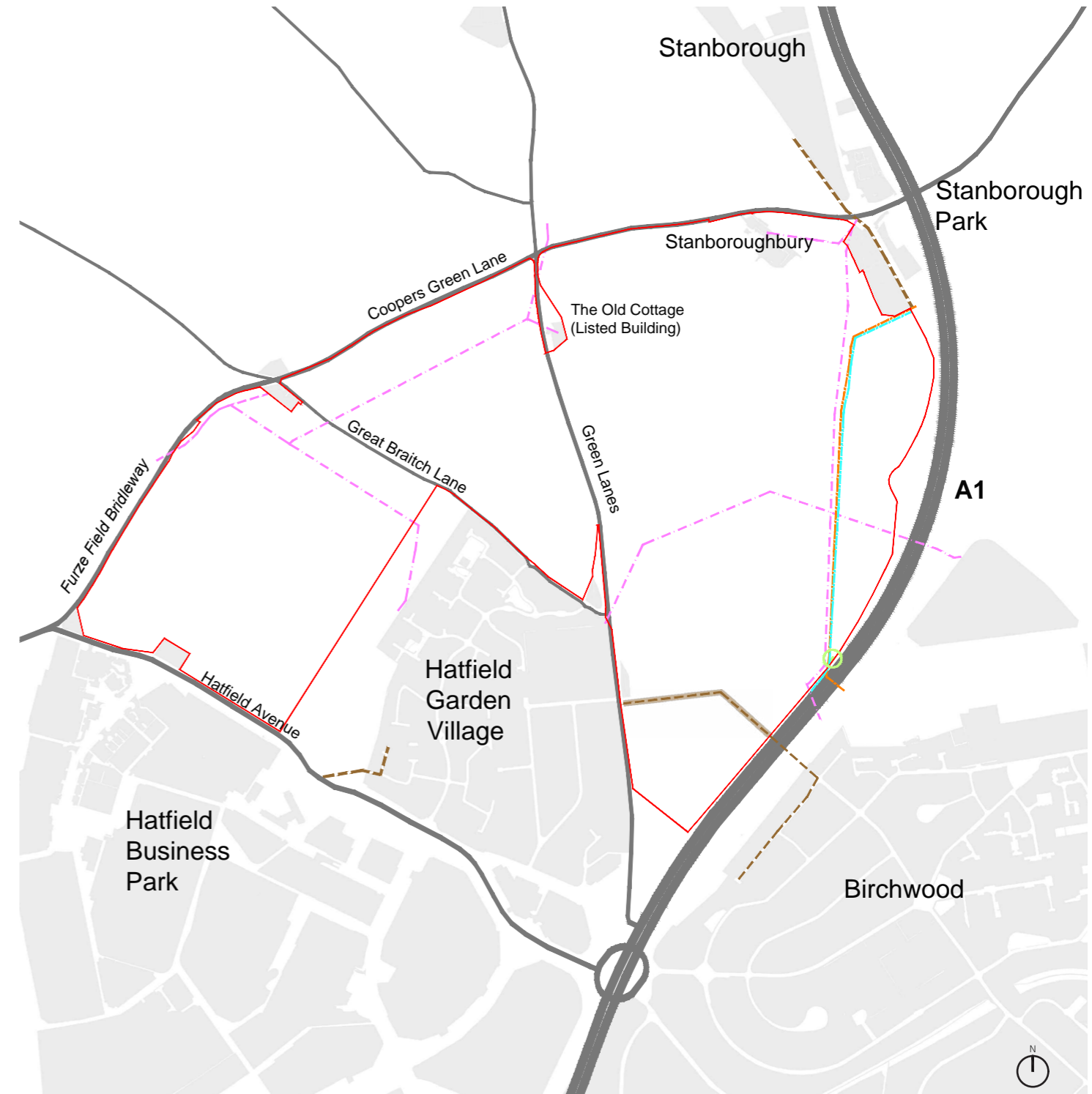
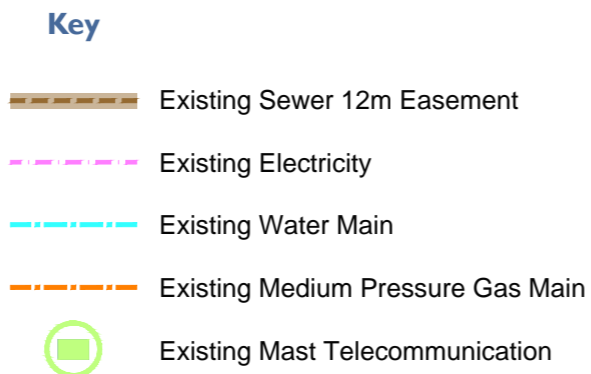


Fig. 19: Existing utilities network

Future Work - Update surveys as necessary to support future planning applications or LDO.

2.10 TRANSPORT

2.10.1 The site is connected to the surrounding townscape by road, however, is presently less well connected by sustainable modes of travel. Coopers Green Lane connects directly into Welwyn Garden City to the northeast, and Green Lanes connects to Airfield Roundabout via Manor Road, leading directly to the centre of Hatfield, via Wellfield Road. There are also two rights of way that run through the site, a restricted byway, footpath and a bridleway.

2.10.2 The plan at Fig 20 shows the close proximity of Hatfield and Welwyn Garden City respectively. Both settlements contain a range of uses and amenities including:

- Areas of employment, schools, shops, allotments and recreation south of the site in Hatfield
- Uses east of the AIM including a leisure centre, large-format food/hardware stores, and Hatfield town centre (and rail station) further east
- A range of recreation, employment, retail, education, and a rail station in Welwyn Garden City

2.10.3 There are a good range of bus services in and around the site, including services which serve areas south of the site connecting the future development efficiently to established settlements, both west and east of the AIM. It is feasible to extend one of the existing bus routes locally through the future development, adding further options for travel by bus locally.

2.10.4 The new junctions will be delivered prior to any new development at North West Hatfield coming forward and would therefore be reviewed to ensure they meet the requirements of the new residential-led development, particularly in terms of promoting active travel modes.

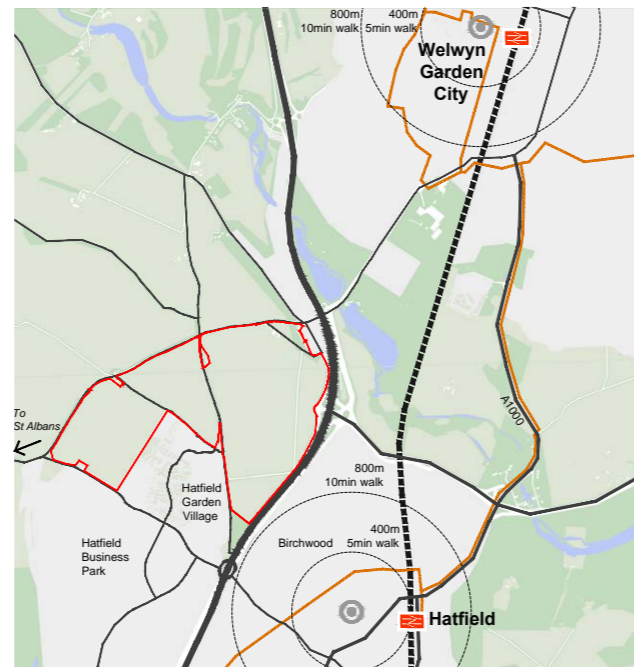


Fig. 20: Wider existing transport and facilities plan

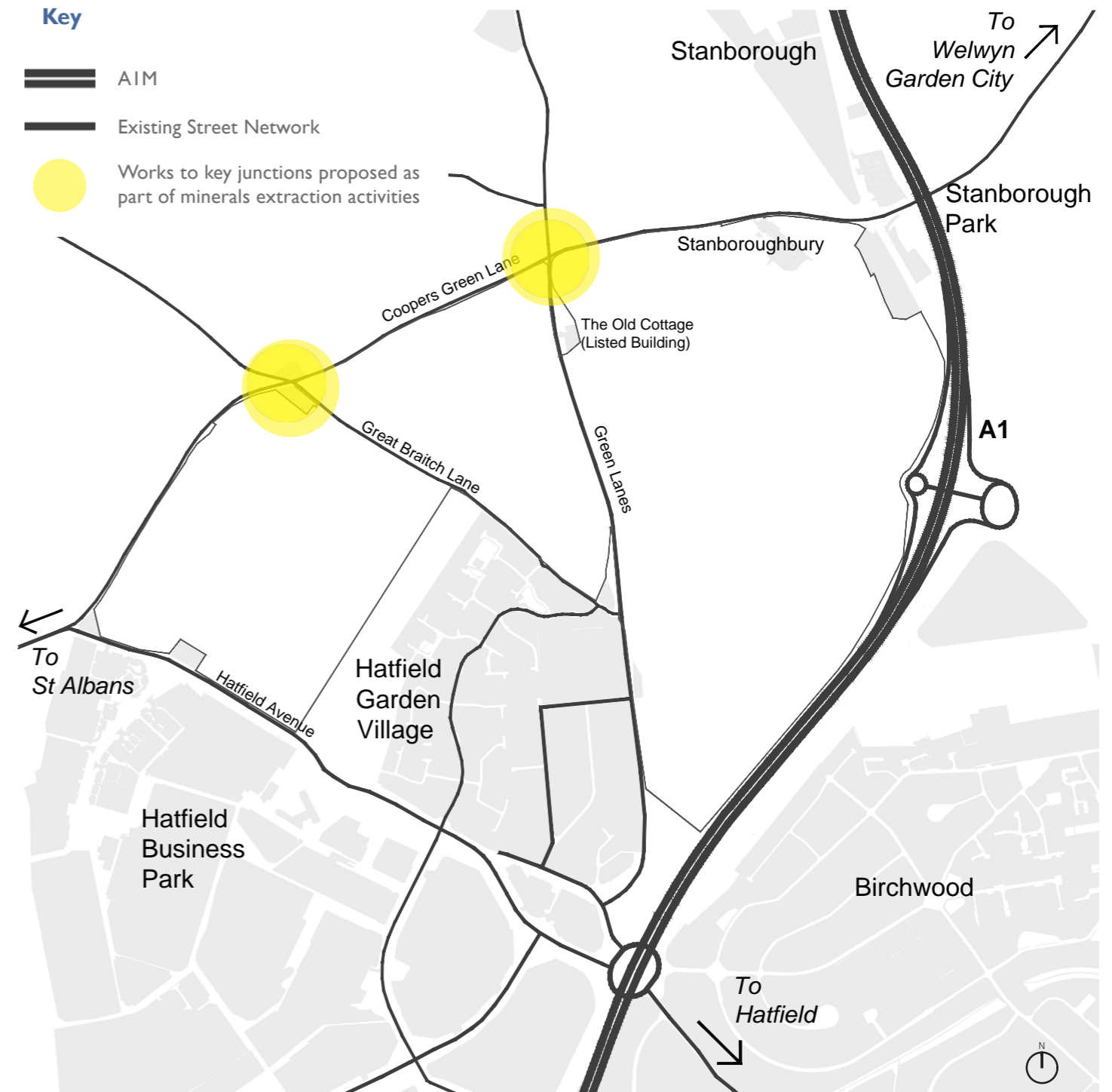


Fig. 21: Existing street network

Future Work - Update surveys as necessary to support future planning applications or LDO. A Transport Assessment Scoping Report will be agreed with the Highway Authority and form the basis of a full Transport Assessment.

2.11 AIR QUALITY AND ACOUSTICS

2.11.1 The site is located in an area where air quality is primarily influenced by vehicle emissions from the adjacent AIM. WHBC currently does not have any declared Air Quality Management Areas (AQMA), and the closest AQMA outside of the Borough is over 6km away in neighbouring St. Albans District.

2.11.2 Baseline conditions on site have been informed by data obtained from WHBC Air Quality Annual Status Report 2023. Department for Environment, Food and Rural Affairs background maps indicate that pollutant concentrations at proposed sensitive receptors within the site will be below the relevant Air Quality Objectives (AQO's) during the operational phase, with no requirement for additional mitigation.

2.11.3 Furthermore, with the overall trend across the UK being a reduction in personal vehicle use, it is likely that air quality in the area will improve over time, as suggested by Defra's 2028 predictions. Therefore, it can be inferred that there is a low risk of exceedances as a result of incremental changes to local air quality. As such, air quality is not expected to be a constraint to any type of development at the site. A green buffer is also proposed around the site which will provide increased separation distance from potential air pollution from surrounding roads.

2.11.4 In relation to acoustics, the site is immediately adjacent the AIM (and junction 4). A noise

survey was carried out at the site from 8 to 22 November 2023 to assess existing noise levels in the area. Average (LAeq), maximum (LAm_{ax}) and background (LA90) noise levels across the site were generally dictated by road traffic from the AIM, Hatfield Avenue, Coopers Green Lane and Green Lanes.

2.11.5 Based on the results of the site noise survey, a 3D computer noise model has been developed to predict the spread of noise levels across the site. The modelling focuses on residential use of the site as this represents a most noise-sensitive, and therefore worst-case, use. Other commercial, educational or recreational uses are less noise-sensitive and therefore will, by extension, be acceptable if it can be demonstrated that residential use in the same location is acceptable.

2.11.6 Noise levels at the site are such that it is considered that the entire site (as could reasonably be built out) can achieve suitable internal noise levels within habitable rooms with standard, commercially available glazing, ventilation systems and façade constructions. The thermal design of buildings will however need to be carefully considered to avoid overheating and a ventilation strategy will need to be considered for those parts of the site where windows require closing to control noise ingress. With appropriate mitigation measures, acceptable levels of noise will be able to be achieved across the site for new residents and at the same time allow windows to be opened.

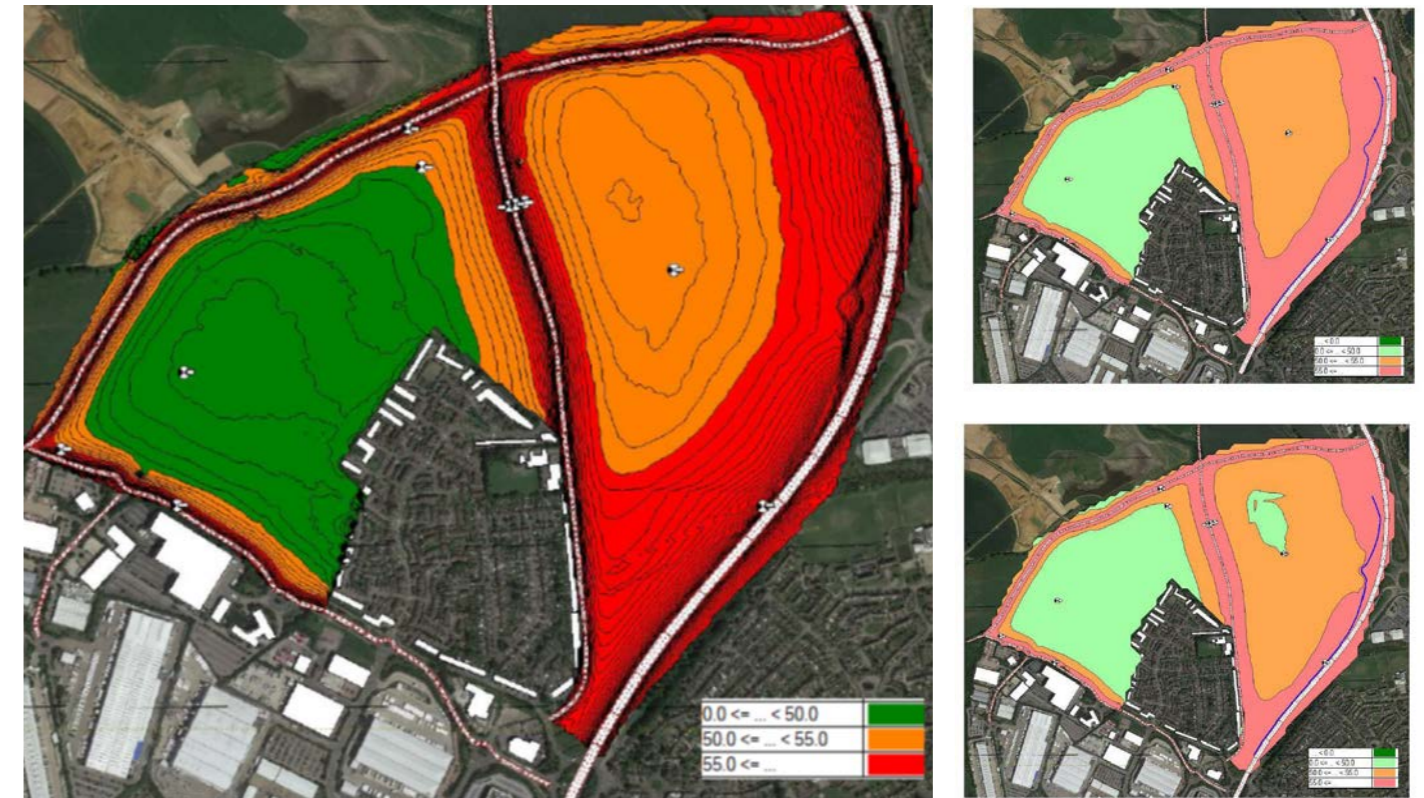


Fig. 22: Existing and future noise levels with barriers along AIM (Cass Allen Noise Impact Appraisal)

2.11.7 In relation to the external areas, the noise environment in the eastern part of the site is anticipated to be above desirable levels, however this can be controlled through mitigation measures.

2.11.8 The objective for outdoor amenity areas is to meet the 55dB WHO Community Noise Guideline Level. However, a slight relaxation of this level (up to 3dB) is generally considered acceptable where it is demonstrated that all reasonable steps have been taken to reduce

the level as much as possible through noise barriers, shielding, and good acoustic design.

2.11.9 It will be possible to mitigate the existing impacts of road traffic noise on future development through strategically designing the commercial buildings and landscaping. The bottom-right plan in Fig 22 above demonstrates the benefit of the installation of a barrier of at least 3.5m in height along the eastern boundary of the site with the AIM in terms of the resulting decibel levels within

2.11 AIR QUALITY AND ACOUSTICS

the site. The installation of a barrier in this location will help overcome negative impacts on residential uses and enable compliance with Building Regulations.

- 2.11.10 The precise form of the noise barrier will be developed further as part of future pre-application discussions. The suitability of any required noise barrier will be assessed against its impact on residential amenity and visual impact. Given the planned location of employment uses in the development framework, commercial buildings can also be designed to provide noise attenuation through their overall form, height and design.
- 2.11.11 Design development along this boundary is to be a landscape first approach to create a visually appealing buffer that attenuates and mitigates noise.

Future Work - Detailed Noise and AQ Studies will be prepared to support a future planning application or LDO. Phase I being the closes phase to the AI(M) will require noise and air quality input to the detailed design.

2.12 WIND

2.12.1 Prevailing winds at the site are from the southwest to the northeast. In terms of the Construction Phase:

- Where possible, the highest / most significant dust-generating activities should be located away from the northeastern site boundary.
- Best-practice construction phase measures should be adopted and focused on the northeastern boundary (Institute of Air Quality Management (IAQM) is one of the standard guidance documents adhered to).
- Avoid routing construction phase traffic through residential areas where possible.

2.13 CONSIDERATIONS PLAN

2.13.1 The following plan represents a “composite” of all the previous plans contained in this chapter.

2.13.2 Taking account of the existing baseline there are no insurmountable constraints in bringing forward a comprehensive mixed use development in accordance with Policy SP22 of the adopted Local Plan.



Fig. 23: Considerations plan



3.0 NORTH WEST HATFIELD: A VISION

3.1 A VISION FOR NORTH WEST HATFIELD

North West Hatfield is a new urban extension in Hatfield. At the heart of this new community is a vibrant mixed-use centre where independent shops, businesses and other mixed uses cluster around a new village square.

North West Hatfield supports a healthy living environment with a focus on active travel connections and accessible green space. All residents have immediate access to green space, including to a centrally positioned green-blue corridor and play areas within minutes of every home, as well as a new and expanded primary school, a new secondary school with sports facilities, and community allotments.

The new community has direct access into the rest of Hatfield as well as to Welwyn Garden City and St Albans, all within a short bus or cycle ride. Surrounding the site are a multitude of facilities, including employers, higher education facilities, and shopping.

North West Hatfield is directly connected to Hatfield Garden Village via foot and cycle connections; to employment uses in Hatfield Business Park immediately south; to educational uses further south at the University of Hertfordshire; and finally, to a wide range of facilities and services across the AIM in Hatfield and Welwyn Garden City to the east.

The new community is an exemplar of sustainable green living, with significant electrical energy generated by renewable sources on site. The new urban extension has also significantly improved the biodiversity value of the land from its previous arable condition through the creation of green corridors, woodland planting, and managed grassland.

New jobs will help support a thriving local economy, including teachers, workers in the retail sector; new business startups and others, together with remote workers enjoying high-quality digital connectivity.

North West Hatfield is the chosen destination to be, whether for families, first time buyers, retired people and others to live, work and play.



Fig.24: Sketch image from 2011 Design Workshop

3.2 OBJECTIVES FOR NORTH WEST HATFIELD

1 Landscape-led

Creating an attractive, green and blue landscape for the benefit of new and existing residents which supports recreation and play, biodiversity, and sustainable urban drainage. Providing formal and informal open spaces for leisure and recreation, including play areas, sports fields, allotments and community orchards. New open spaces should provide north-south and east-west connections, as well as upgraded routes for walkers and cyclists, and at the same time balance the needs of recreation and nature.

2 Well Connected

Establishing sustainable travel patterns across the development as well as to/from Hatfield Garden Village, to the rest of Hatfield and the wider borough. The priority will be the provision of active travel routes, integrated public transport, and delivering improved connections across and to the east of the AIM.

3 Mixed use and vibrant

Providing a range of housing types and tenures to meet local housing need (including at least 25% affordable housing) to help create a mixed and vibrant new extension to Hatfield. Meeting the educational needs of its community, including at least a new secondary school, new primary school provision, together with a neighbourhood centre integrating a range of local shops and community facilities, a site for Gypsy and Traveller pitches, and a new employment quarter to provide workspace close to home.

4 Characterful and Locally Distinctive

Responding to the existing context of the site whilst delivering a bespoke and modern built form which includes high quality public spaces and locally inspired buildings, including homes which are resilient and adaptable. Conservation of the setting of Old Cottage, an existing heritage asset along Green Lanes.

5 Sustainable

Building in a manner that is responsive to climate change and sensitive to the environment. Incorporating low carbon buildings, renewable energy and low-emission travel that aim to exceed existing standards within the Local Plan. Embracing low carbon infrastructure including on-site renewables and avoiding fossil fuel systems for heating and cooling.

There are five strategies found later in this document which will help deliver these five objectives. Each strategy will also include “Key Principles” which will identify certain fixed elements as well as certain requirements to help deliver the “Vision” and “Objectives” set out in this chapter. These principles describe elements that must be delivered as part of future development on the site. Future planning applications or LDOs must demonstrate how they have been achieved.



Fig.25: Sketch image from 2011 Design Workshop



4.0 ENGAGEMENT

4.1 HISTORIC ENGAGEMENT

4.1.1 Since 2006 Gascoyne Estates have sponsored and hosted several events and public exhibitions examining many of the issues which lie at the heart of growth and modern development. The Estate believe that engaging with the local communities who might be affected by a development is a vital part of the planning process, enabling local communities to collaborate with designers on a vision for their future. The Estate's preferred approach is through the Charrette method – a well-defined and interactive form of consultation.

The Hertfordshire Design Charrettes (2008 and 2014)

4.1.2 The Hertfordshire Charrette held in 2008 was sponsored by Gascoyne Estates and facilitated by the University of Hertfordshire at its MacLaurin building, de Havilland campus. Formal meetings and design sessions were attended by local Councillors, planners and other leaders, University of Hertfordshire geography students and Building Research Establishment staff as well as members of the public. The process afforded local stakeholders the opportunity to participate with a professional design team in developing solutions to growth across.

4.1.3 The 2008 Charrette work was revisited in 2014 culminating in the Hertfordshire Guide to Growth – 5 Years On (October 2014). This set out several findings and recommendations for the future of planning in Hertfordshire.



Welwyn Hatfield Local Plan

4.1.4 During WHBC's Regulation 18 public consultation into the new Draft Local Plan, Gascoyne Estates held their own separate exhibition on 27 February 2015 at Green Lanes Primary School, Hatfield Garden Village, to discuss the potential proposed residential allocations at Stanboroughbury (HAT1) and Symondshyde (HAT15). The key planning and highway issues were raised by attendees included:

- Traffic congestion, particularly at peak times in the morning and evening.
- Bottlenecks at peak times including on Coopers Green Lane and the Stanborough roundabout junction.
- Hatfield had taken more of its fair share of new housing in recent years and any further housing should be more evenly spread across the borough.
- The recent new Stanborough Garden Suburb housing development has been unsuccessful; roads here still have not been adopted after at least 10 years; local sewage capacity issues and non-delivery of promised community facilities.
- Local schools are at capacity, and it is difficult to obtain a doctor's appointment.

- A general feeling of lack of maintenance of landscaped areas; buy to let occupancy by students lowering the quality of the area.

4.1.5 Many of these issues were considered and addressed at the Regulation 18 Stage (March 2015) and given full and careful consideration by Gascoyne in its representations to WHBC at that time and in subsequent representations/ technical evidence being presented to the Council in the subsequent Regulation 19 Consultation in October 2016. In response to the highway concerns the Estate commissioned extensive traffic modelling work to thoroughly test the proposals.

Stanboroughbury and Symondshyde Charrette (2016)

4.1.6 In February 2016, Gascoyne Estates hosted the Stanboroughbury and Symondshyde Charrette. Responding to the pressing need for additional housing within the borough and the call for sites in the Local Plan process, and after an extensive study of the land they own and manage, the Estate concluded these two sites held potential to reinvigorate Hertfordshire's pioneering planning history with carefully designed, built and managed communities. Architects and planners from the world-famous Duany Plater Zyberk Company were invited to Hertfordshire to conceptualise the

4.1 HISTORIC ENGAGEMENT

Estate's vision. Gascoyne Estates invited over a thousand people from the local area to a comprehensive 8-day design process. Several hundred managed to attend throughout the week, offering important critiques, acute local knowledge, concerns or enthusiasm.

4.1.7 The Pre and Post Stanborough and Symondshyde Charrette Papers provide further commentary. The Charrette work has informed the proposed masterplans and has stimulated wider interest in local planning in Welwyn Hatfield Borough.

4.1.8 After the Public Charrette in 2016, Brooks Murray Architects were appointed to continue developing the masterplan. The masterplan was further "tested" against the proposed mineral extraction phasing and restoration plans and further studies were undertaken in relation to the creation of a landscape vision for the development.



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4.2 ENGAGEMENT TO PREPARE THE SPD

Member Liaison Group

4.2.1 At the outset of the preparation of the SPD, a Member Liaison Group was set up including WHBC members and Hatfield Town Council representation to help review and feedback on the development of the SPD. In September, October and November 2023, and again in April 2024, meetings were held with the group and feedback received. A summary of this feedback by meeting is provided in an appendix (SPD Engagement).

Hertfordshire Design Review Panel

4.2.2 Gascoyne Cecil Estates and the project design team presented an illustrative masterplan and supporting information to the Hertfordshire Design Review Panel on November 16, 2023. The panel toured the site, reviewed the proposals and provided written feedback. The design team subsequently reviewed the comments and the response/actions to the various topic areas & comments are set out in a table in the appendix.

Hertfordshire County Council

4.2.3 A Planning Performance Agreement with HCC was created in order to support inputs from the county council during the preparation of the SPD. From August 2023 to September 2024, Gascoyne Estates and its consultant team engaged extensively with officers at HCC. This has included, for example:

- Over a dozen theme-based meetings and workshops with officers of HCC (including WHBC) to present, and receive feedback in relation to, proposals regarding transport and movement, land use, education, flood risk and open space & recreation amongst others
- Written feedback from officers in response to subsequent drafts of the SPD.

A brief summary of this feedback is listed below:

Highways

- Proposals must be fully compliant with current transport policy, both national and local.
- Active travel must be the priority for all new development over the private car.
- The transport strategy needs to focus on connecting key destinations to and from the site by active travel.
- A masterplan approach is preferred in developing the SPD strategies.

Education

- Both options as set out in Policy SP22 of the WHBC Local Plan need to be set out in the Development Framework.
- The requirements for each option should be set out.
- Further discussion will be required with the Education team at HCC in relation to the options.

Other

- Public Rights-of-Way – future pedestrian routes need to consider existing PRowWs.
- Flood Risk – HCC are pleased that water will be a key part of the site landscape with ponds, wetlands and detention areas throughout. We welcome the proposal of water features as placemaking features and to provide the four pillars of SuDS, as well as the proposal to control rainwater at source using on-plot storage and permeable surfaces. Rainwater re-use is also a very positive proposal.
- Ecology – HCC support the proposed further species surveys; retention and buffering of woodland, hedgerows and trees; habitat creation; and the need to deliver a minimum of 10% Biodiversity Net Gain through use of the Statutory Biodiversity Metric as set out within the emerging SPD.

- Minerals and Waste – HCC notes that a Decision Notice permitting minerals extraction on the site was issued in December 2024.
- Adult Care Services - The SPD refers to 'assisted living' so HCC would like to understand what this entails.

4.2.4 Taken together, the results of the SPD engagement have had a positive influence on the strategies contained in this SPD and facilitated a constructive dialogue about the future of North West Hatfield. The place making principles and Development Framework which follow in later chapters represent a direct outcome of the various engagement stages.



5.0 THE DEVELOPMENT FRAMEWORK

5.1 EVOLUTION OF THE DEVELOPMENT FRAMEWORK

5.1.1 The strategy diagrams which follow in this chapter are indicative only and show the broad arrangement of routes, land uses, spaces and features. The diagrams should not be read as the final alignment or location of future development, but rather as the key elements of the plan that will help form the future, more detailed site-wide masterplan.

Existing Conditions:

5.1.2 The information on this plan comprises the “Considerations Plan” which acts as a composite of all key constraints and opportunities both on and around the site. This first plan represents the starting point in the design process. Together with all the information from Chapter 2: Appreciating the Context, the plans shows the existing boundary of the allocation; the existing road infrastructure; and the surrounding built form.



Fig. 26: Considerations Plan

Green and Blue Infrastructure:

5.1.3 The next layer involves mapping of existing and proposed “green and blue” infrastructure. These areas are a combination of areas that should be protected and/or enhanced, as well as those areas (especially “blue” areas which will comprise future attenuation basins) that will be provided as a result of the restoration of specific phases of mineral extraction. The plan also denotes existing green/open space beyond the site, for example the existing allotments along Green Lanes and the DeHavilland Grange QE2 Field. These “features” need to form a key part of the landscape framework for the Development Framework and help support future green corridors, areas for recreation and play, as well as for wildlife and storm water management.



Fig. 27: Green and Blue Infrastructure

Active Travel:

5.1.4 Active travel will both compliment, and extend, the proposed street network across, and beyond, the area designated for new development. This will include sustainable modes of transport, and in particular walking, cycling and public transport. Key to active travel connectivity is connections to and from the site from existing surrounding areas, in particular Hatfield Garden Village, as well as east and south towards Hatfield/Welwyn Garden City and Hatfield Business Park, respectively. A series of footpath and cycle connections are shown in greater detail later in this chapter.



Fig. 28: Active Travel Routes

Proposed Street Network:

5.1.5 The starting point of the future street network is making connections as identified in Figure 14 of Local Plan policy SP22 - SDS5 (HAT 1) – North West of Hatfield. The proposed street network will provide the basis for both active travel connectivity (which will be prioritised over motor vehicle connections) as well as streets for all users, including cars (though cars will remain lowest in the “hierarchy” of travel modes). The timing of delivery of each street within the framework will be dependent on the more detailed timing, and approvals, for delivering the various phases as set out in Chapter 6 of this SPD.

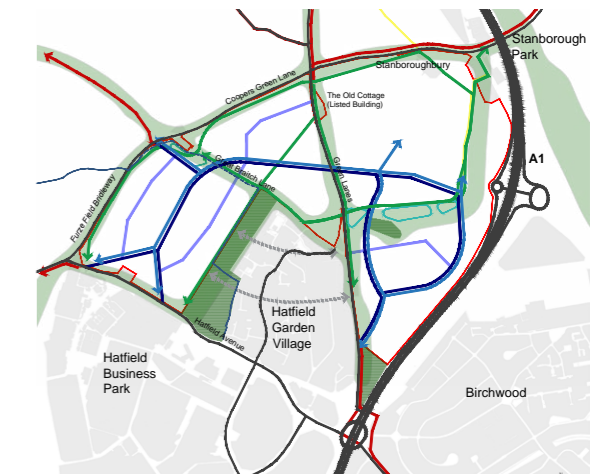


Fig. 29: Proposed Street Network

Land Use:

5.1.6 The final “layer” in the evolution of the Development Framework is land use. The proposed land uses help provide clarity of the amount of development and nature of future uses, and in particular how the local centre, potential neighbourhood centres, employment, education and residential activities work together to make a successful place to live, work and play.



Fig. 30: Land Use

5.2 TRANSPORT AND MOVEMENT STRATEGY

Objective: Well Connected

Establishing sustainable travel patterns across the development as well as to/from Hatfield Garden Village, to the rest of Hatfield and the wider borough. The priority will be the provision of active travel routes, integrated public transport, and delivering improved connections across and to the east of the AIM.

5.2.1 As set out in Section 1.2, there is a range of planning guidance that informs the preparation of this SPD, including transport related guidance. In developing a transport and movement strategy for North West Hatfield, a number of documents have been referenced, including:

- Local Transport Plan 4 (LTP4)
- Local Cycling and Walking Infrastructure Plan (LCWIP) (HCC)
- Place and Movement Planning and Design Guidance (HCC)
- Department for Transport “Vision Based Approach” Circular 01/2022
- National Planning Policy Framework (2023) (Chapter 9: Promoting Sustainable Transport)
- Active Travel England Toolkit (2023)
- Chartered Institution of Highways and Transportation (CIHT) - Guidance on Road Safety Audits

5.2.2 The strategies in this part of the SPD have been developed over several years and adapted during that time to comply with the

various transportation and highways policies and guidance changes that have occurred. The latest guidance from both local and national government focuses on the delivery of accessible developments that put active and sustainable transport modes above the use of the private car. The transport and movement strategy is in line with the Department for Transport’s (DfT) ‘vision based approach’ set out in their Circular 01/2022, based upon an up-to-date understanding of the likely destinations for new residents of the proposed dwellings and the origins of the new employees of the employment and retail elements of the site, meeting the requirements set out when the site was allocated for development by WHBC.

5.2.3 The strategy starts with walking, wheeling and cycling, as the most sustainable mode of travel. The strategy is underpinned by the Local Cycling and Walking Improvement Plan for Welwyn Hatfield (2023), DfT’s Local Transport Note 1/20, and the requirements of Active Travel England’s ‘toolkit’ approach. The public transport strategy will support new and rerouted bus services within a short walking distance of every dwelling and employment opportunity within North West Hatfield, in compliance with LTP4 (2018-2031) and guidance from Chartered Institution of Highways and Transportation (2007-2018). Access for the private car is dissuaded wherever possible, noting however that for some people this will always be the

only practical form of transport (people with accessibility needs, for example). In developing future detailed transport infrastructure design, the document “Place and Movement Planning and Design Guidance” (HCC, 2023) will help inform future detailed design work.

5.2.4 The outputs of this section are a set of high-level transport and movement solutions which future planning applications will be required to comply with, whilst not being so prescriptive that the development cannot adapt to changes in transport policies and practice in future.

5.2.5 Gascoyne Estates will seek to continue to work actively with HCC and Highways England to develop the site-wide masterplan and the detailed design of all parts of future development.

Transport and Movement Vision

5.2.6 In addition to the main vision as set out in Chapter 3, we have prepared a specific transport and movement vision to help guide future decisions for the development. The transport vision for the site is to encourage more sustainable modes of travel for all journey purposes, as well as maximising the potential for keeping journeys within the development, with the overall aim of minimising vehicle related impacts on the local highway network. The vision would be achieved by providing a number of amenities (i.e. local centres,

healthcare, leisure, primary school extension and secondary school) and though facilitating living and working within the development (i.e. either directly through the employment area or through home working).

5.2.7 To support the transport vision, there will be a number of pedestrian facilities as well as a number of pedestrian and cycle only accesses, providing links from all sides of the site. The internal routes will prioritise the need for walking, wheeling and cycling, providing a variety of active transport links through the site. There will be five vehicular accesses (a mix of existing, upgraded and new), with all forms of movement linking to the existing surrounding infrastructure, where possible, via the proposed access points.

5.2.8 Overall, the key transport aims are to encourage active and sustainable transport modes as a first choice for residents and employees of the site, and in doing so also increase the transport options for existing residents in the surrounding local area. The core focus of the transport vision is to:

- a) Create a self-sustaining community through the provision of education, employment and leisure facilities alongside residential units;
- b) Create a development that is well connected by high quality, direct and safe walking, wheeling and cycling routes, to maximise internal

5.2 TRANSPORT AND MOVEMENT STRATEGY

journeys within the site and ensure they are made via the most sustainable travel option;

- c) Include walking, wheeling and cycling routes between key ‘nodes’ within the site, as well as facilitating suitable links to existing local areas of interest (i.e. local employment, education, leisure and shopping facilities);
- d) Deliver routes through the site, in addition to bus stops and shelters, to facilitate bus access, further encourage the use of sustainable transport and enhance the accessibility of the site;
- e) Provide cycle hubs with storage and maintenance facilities within the local centre, to encourage usage for residents and employees of the site;
- f) Provide secure and covered cycle storage at each dwelling to encourage ownership and usage;
- g) Provide electric vehicle charging infrastructure at each dwelling to encourage the use of electric vehicles so that any residual car journeys that have to be made are done so in low emission vehicles; and
- h) Implement a Travel Plan with firm and measurable initiatives to promote active and sustainable travel for residents from first occupation and all employment uses within the site.

- i) Explore the opportunities for shared electric car usage through Car Clubs and other sustainable travel initiatives.

5.2.9 Through implementing this vision, it is anticipated that there would be minimised journeys generated by the site through encouraging internalised trips and ensuring external trips can be made via active and sustainable travel modes. In addition, through encouraging active and sustainable travel, it is anticipated there would be a reduction in the number of single occupancy private car trips to / from the development, thus minimising the impact of development related vehicle trips on the local road network.

5.2.10 The priority modes of movement will be in the following order: 1. walking; 2. cycling; 3. public transport; 4. private electric car; and 5. private motorised car. In order to prioritise walking and cycling, posted vehicle speeds will be low across the entire site e.g. 20mph, and streets will be designed to avoid long, straight sections and include surfaces which will create activity and “friction” to naturally slow traffic. There will also be numerous off-road pedestrian and cycle routes across the entire development.

5.2.11 In developing a detailed masterplan, key elements of the movement strategy should include the following:

- a) Linking existing communities to and from the site, in particular with Hatfield Garden Village and existing parts of Hatfield on the east side of the AIM;
- b) Adapting existing pedestrian networks within and immediately around the development and providing connections and improvements to these features;
- c) Providing high quality routes through the site, for example via green “corridors” as well as via the central east-west blue-green corridor;
- d) Facilitating potential for a bus route through the site;
- e) Improving road junctions as set out in the preliminary list which follows in this section and ensuring slow vehicle speeds;
- f) Ensuring vehicles do not dominate the streetscape and parking is designed-in to be discreet but functional and convenient, especially for disabled users; and
- g) Local junction improvements to support the development. The preceding junction improvements will be reviewed further as part of any planning application. The final list of offsite works required to facilitate development of the site will be reviewed in greater detail as

part of a future planning application. It is worth noting too that additional traffic data collection was undertaken in 2024 which shows that flows on local roads have not increased as previously predicted by earlier modelling exercises.

Active Travel

5.2.12 North West Hatfield will be designed to be well integrated with existing local neighbourhoods, in particular with Hatfield Garden Village. The masterplan will encourage healthy and sustainable lifestyles through active travel. Key characteristics of active travel will include:

- a) A potential re-routing of Green Lanes through the development to facilitate the full integration of the proposed school extension site with the main site.
- b) Segregated walking and cycling links around the northern boundary of the site along Coopers Green Lane to/from Hatfield Garden Village to comprise an LTNI:20 compliant network of walking and cycling connections
- c) Review options to improve links across the AIM with options to be explored at detailed application stage. The potential options include:
 - A connection to the roundabout at Coopers Green Lane and the A197, and thereafter improved facilities on that part of the B197 that runs underneath the AIM at the northeast corner of the site;

5.2 TRANSPORT AND MOVEMENT STRATEGY

- Improvements to the existing pedestrian and cycle crossing just north of the Airfield Roundabout over the AIM which connects Green Lanes with West View;
- Potential for a future connection to junction 4 of the AIM, subject to the approval of Highways England. However, there are arguments against this proposal.
 - Firstly, the link does not serve to support the residents of the development as it would only provide a direct link to the Oldings retail park. As the development will serve retail convenience needs on-site, journeys to the retail park would then be by car.
 - There is little benefit to linking to the northern section of Birchwood which is predominantly industrial and residential.
 - Existing links to the north and south provide access to amenities and town centres/railway stations. Vehicle links would be subject to negotiations with Highways England which is understood to be unlikely to be approved. This solution would also contradict the proposed sustainable travel strategy, as set out in other parts of this section.
 - Finally, there would be a significant impact on the Green Belt in this location as the existing site levels would make necessary a lengthily and complex route to support a new junction connection.
- d) Cycle hubs or similar infrastructure with parking and maintenance tools at the local centre, secondary school and expanded primary school / community centre.
- e) Improvement to the existing rights of way network for new routes and to accommodate increased use, particularly in relation to the Restricted Byway – Hatfield 037 and Bridleway – Hatfield 034.
- f) Subject to the approval of HCC and Hatfield Town Council, connections from the west, north and east into Hatfield Garden Village, including:
 - Across the Garden Village open space from the west into Daffodil Close;
 - To and across Great Braitch Lane, the existing lane crossing the site, with subsequent connection to Bridleway No. 41 which runs west of Coopers Green Lane to Symondshyde Farm;
 - A new street connecting to Astwick Lane, which will also serve vehicular traffic.

Public Transport

- 5.2.13 Travelling by bus is already possible within the local area via bus no. 641 which connects Hatfield Garden Village with Hatfield Business Park, the centre of Hatfield, Hertford and Broxbourne. In addition, bus numbers 341, 601, 610, 614/644, 635 and X10 all serve the local area and connect close to the site to the rest of Hatfield and beyond. The primary street will be designed to accommodate a bus route throughout the site to serve new residents, which will in all likelihood compromise an extension to one of the existing routes serving the local area.
- 5.2.14 A more detailed public transport strategy will be developed as part of a planning application or LDO. This will also include a possible bus interchange and/or specific bus stop locations along the primary street.
- 5.2.15 As noted in Chapter 2, a form of noise mitigation will be required along the west side of the AIM (in addition to the potential for buildings to provide a level of noise mitigation). The precise form of mitigation to be taken is yet to be determined, however it is important that the final solution is a landscape-led solution which provides both an effective barrier to noise from road traffic while also avoiding an imposing, unattractive feature within the local landscape.








5.2 TRANSPORT AND MOVEMENT STRATEGY

Existing Facilities & Destinations

5.2.16 The plans provided on this page act as a summary of the key factors governing active travel movement in and around the site, specifically the existing facilities and destinations to the south, east and north of the site; connections to the immediate surrounding neighbourhoods; and a plan showing the 5-minute “pedestrian shed” around the proposed local and neighbourhood centres to help demonstrate a strong level of connectivity to future on-site facilities and mixed-uses.

5.2.17 As part of future planning application work, specific active travel routes and suitable interventions to improve the potential to travel by cycling and walking to key destinations beyond the site will be identified.

5.2.18 Figure 31 provides a snapshot of key destinations around the site, with the majority of key destinations being to the south, south-east and north east. Figure 32 provides an indication of potential links by foot, cycle or vehicles from the site to such destinations. Finally Figure 33 demonstrates both a 400m (5-minute) and 800m (10-minute) pedestrian “shed” from the proposed local and neighbourhood centres planned within the development. This final figure demonstrates that the site caters well for both future new residents of the development, but also provides good connectivity (in under 5 or 10-minutes) to the development.

- Key**
-  Site Boundary
 -  Existing Ped/Cycle Route
 -  Hatfield Railway Station
 -  Hatfield Town Centre
 -  Key Existing Education
 -  Key Existing Medical Facilities
 -  Key Existing Other Facilities

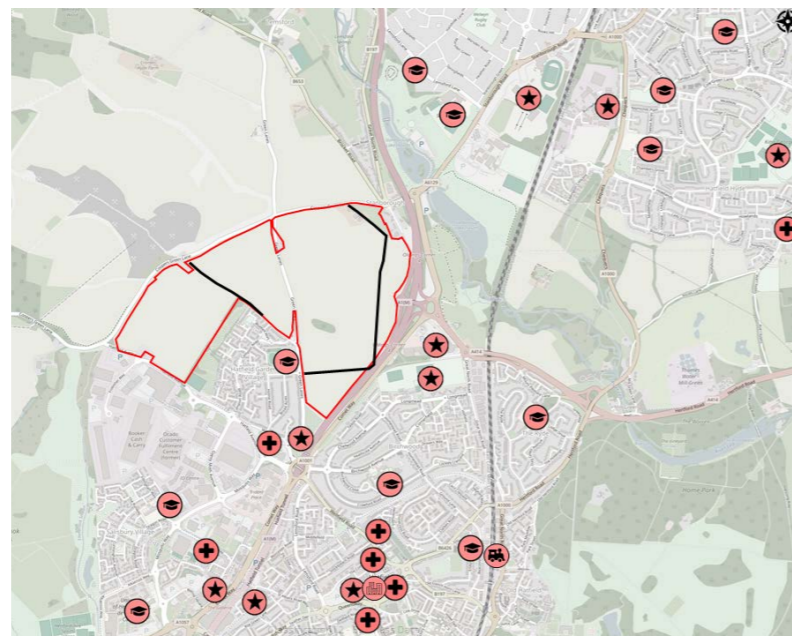










Fig 31: Existing destinations around the site

- Key**
-  Site Boundary
 -  Potential Ped/Cycle Link
 -  Potential Vehicle Link
 -  Potential Ped/Cycle Route
 -  Potential Vehicle Route
 -  Potential Education
 -  Potential Local Centre
 -  Potential Neighbourhood Centre

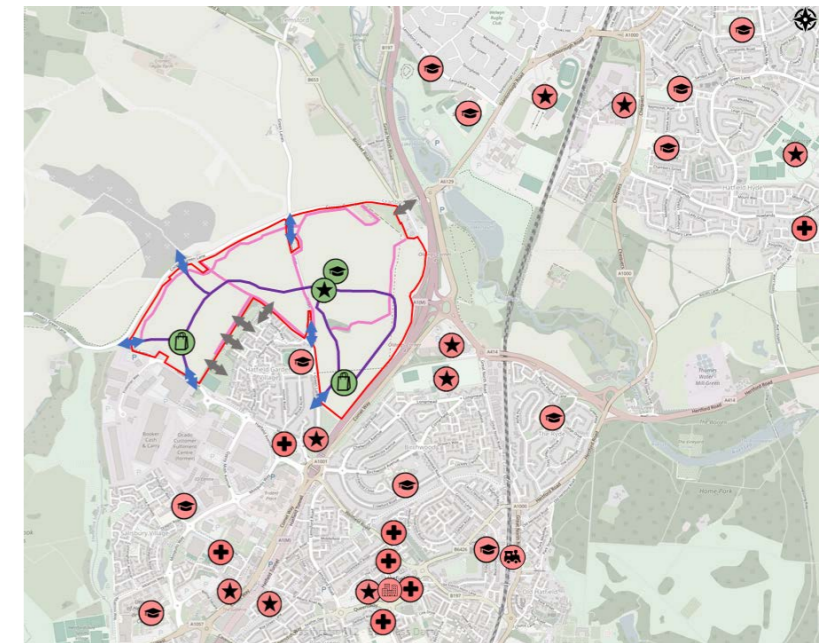





Fig 32: Potential links and facilities (details of each link to be agreed with HCC)

- Key**
-  Site Boundary
 -  Approximate 400m walk/cycle distance
 -  Approximate 800m walk/cycle distance

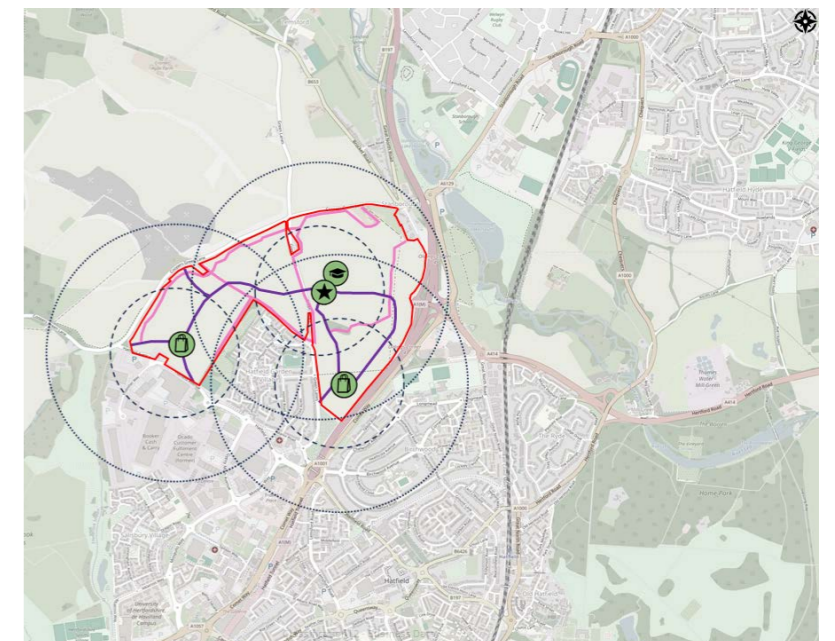


Fig 33: 5-minute walking distance to local / neighbourhood centres and new education facilities

5.2 TRANSPORT AND MOVEMENT STRATEGY

5.2.19 A key part of any transport and movement strategy needs to be an “audit” of proposed destinations. The plan here provides a summary of the key destinations that underpin the strategy diagrams that follow in relation to both active travel as well as streets. Key proposed destinations off-site include the following:

- Hatfield town centre and railway station
- Hatfield Business Park
- Stanborough Park
- Welwyn Garden City Town Centre and Railway Station
- Education facilities in the area
- St Albans

5.2.20 The key active travel routes to reach these destinations will most efficiently be supported by existing road and bridge infrastructure, including Coopers Green Lane where it runs under the AIM; and the existing foot/cycle bridge at The Airfield Roundabout. The links shown on this diagram provide the most direct, effective means of reaching the destinations list above which are considered amongst the most relevant to future residents of the development. The condition of existing cycle and bus routes will be assessed as part of the preparation of a detailed masterplan to support future planning applications and, if appropriate and justified, improvements considered.

5.2.21 Route audits will be undertaken as part of a planning application. A route audit will cover, for example, an agreed scope of work following discussions with the council; site visits with photographic evidence of issues found; and required improvements needed to such routes.

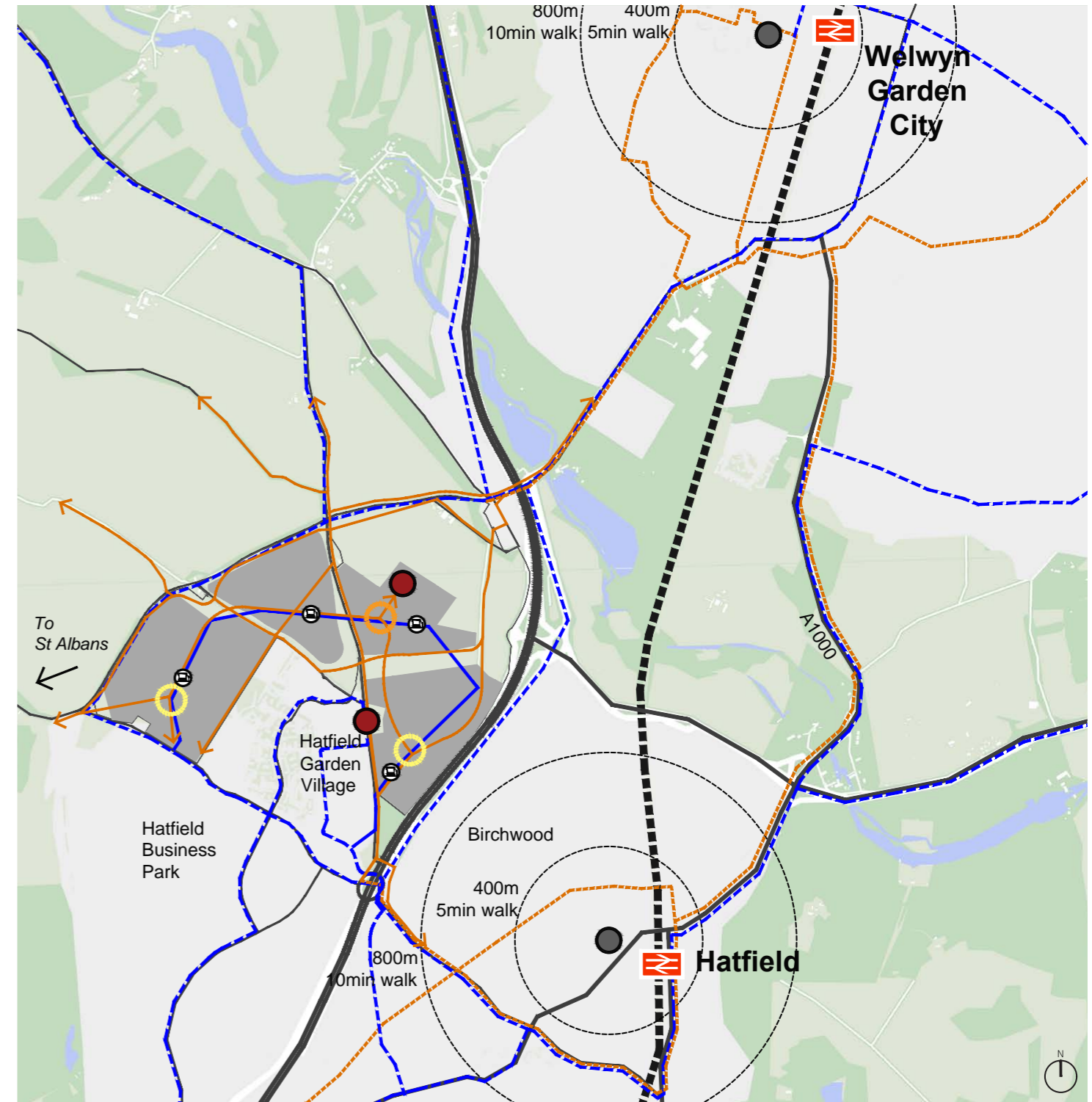
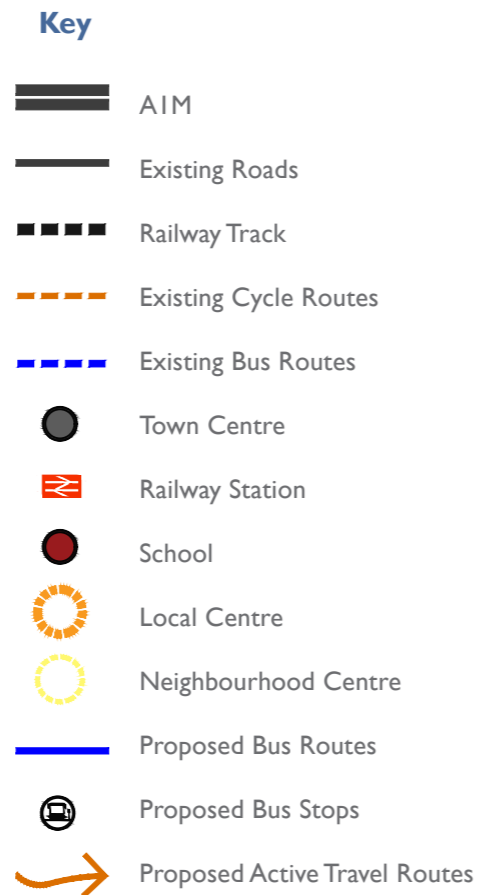


Fig. 34: Proposed destinations plan

5.2 TRANSPORT AND MOVEMENT STRATEGY

5.2.22 In examining the “layers” of information to help develop a transport and movement strategy, a mapping exercise has been undertaken which takes as the starting point 1. the existing walking and cycling network in the area; 2. walking and cycling catchments; 3. Surrounding destinations and amenities; and 4. Active travel routes to and from destinations and amenities. These plans are shown on the following pages and it is the final in this sequence of plans which is the most important; specifically the map of active travel routes which will act as the key routes to and from the main destinations beyond the boundaries of North West Hatfield.

Vehicle Movement

5.2.23 The urban extension will include a primary street which will connect all parts of the site and provide a complete “loop” route from Green Lanes to Hatfield Avenue. Green Lanes will be “potentially downgraded” to a cycle-pedestrian only route in part (next to the existing Green Lanes Primary School) and the new primary street will connect further south to Green Lanes and serve the first phase of the new urban extension, starting at the south-easterly part of the site. The movement strategy will therefore provide convenient and direct connections to and from the site and benefit existing residents through good links to new employment, schools, and local facilities.

5.2.24 Secondary streets will serve each of the three neighbourhoods. These streets will be lightly trafficked streets and connect to the primary street and in turn serve homes, business and other uses within each neighbourhood.

5.2.25 At a more detailed level, tertiary streets and green lanes will be provided at the next stage of work. More precise locations of such streets will be shown in future masterplans forming part of outline and reserved matters. These streets will comprise very slow traffic speeds, shared surfaces and be designed to be short and indirect which will discourage through traffic.

5.2.26 Street character will vary according to function within the overall street hierarchy. The primary street will provide places for bus stops, and act as the most “public” of routes within the development. Street trees, footpaths on either side of the street, and occasional activity areas (for example, customer seating outside a shop or café) will form part of the experience. Although lane widths will be slightly wider than most other streets, vehicle speeds on the primary street will be low due to the indirectness of routes and landscape character. In addition, cycling will be possible on-street. Secondary streets will include many of the features of the primary street but will be narrower with an ambition to achieve a speed limit of 20mph or less, and include more green verges throughout.

5.2.27 Cycling will be on-street and there will be multiple access points off secondary streets to residential and other properties. Finally, tertiary streets and green lanes will be narrow in width and allow for very low speeds (10mph or less) and include traffic calming measures and potentially play areas. Overall, the maximum design speed for the entire development should be 20mph.

5.2.28 In summary, Gascoyne Estates is aware what’s required from the latest local transport policies. Gascoyne Estates have examined the development framework and strategy diagrams as proposed in the SPD. The approaches to movement and sustainable travel as proposed are both up to date and comply with current transport policy.

How the Development Framework will meet the Transport and Movement objective:



Sustainable travel routes within and beyond the development as well as to/from Hatfield Garden Village and to the rest of Hatfield



Access to public transport and the potential for future bus route within the site



Opportunities for connecting across and to the east of the AIM to the centre of Hatfield

5.2 TRANSPORT AND MOVEMENT STRATEGY

Key Principles

5.2.29 Principle 1 – Travel routes across the site designed first and foremost for sustainable modes of travel, including walking, cycling, and public transport.

Principle 2 - Improved sustainable transport links between the site, Hatfield Garden Village and Hatfield.

Principle 3 – New site access arrangements and wider strategic and local highway mitigation.

Key

- Proposed Pedestrian and Cycle Network
- Existing Footpath Network
- Existing Bridlepath
- - - Proposed Bridlepath Connection
- New or Enhanced Pedestrian Cycle Crossing
- - - - - Pedestrian and Cycle Routes to Hatfield Garden Village
- Leisure Active Travel Routes
- Commuter Active Travel Routes
- Neighbourhood Centres
- Schools
- Local Centre



Fig. 35: Active travel strategy plan

5.2 TRANSPORT AND MOVEMENT STRATEGY

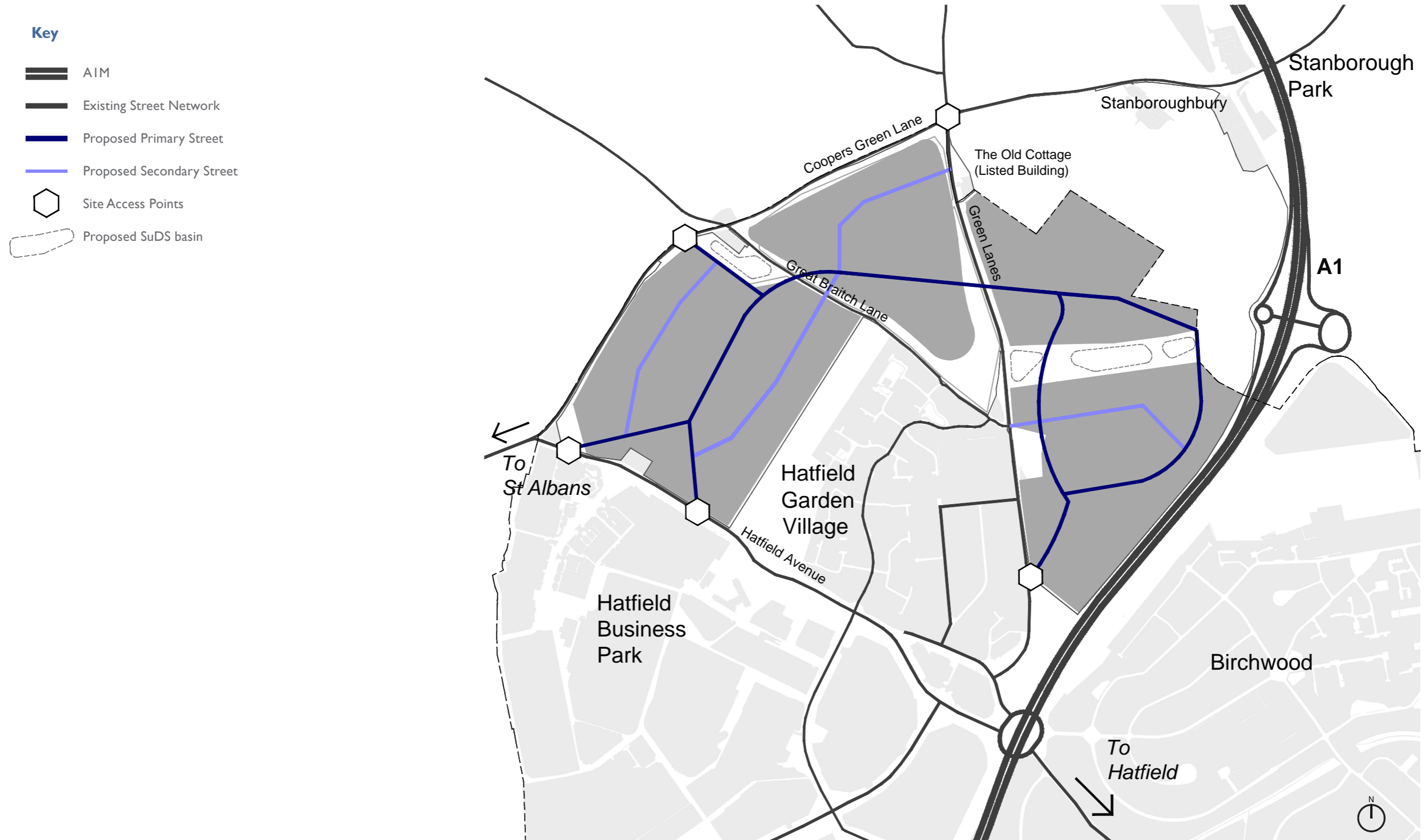


Fig. 36: Proposed street network

5.3 GREEN INFRASTRUCTURE STRATEGY

Objective: Landscape-led

Creating an attractive, green and blue landscape for the benefit of new and existing residents which supports recreation and play, biodiversity, and sustainable urban drainage. Providing formal and informal open spaces for leisure and recreation, including play areas, sports fields, allotments and community orchards. New open spaces should provide north-south and east-west connections, as well as upgraded routes for walkers and cyclists, and at the same time balance the needs of recreation and nature.

5.3.1 The Planning Policy Guidance Note advises that Green infrastructure can embrace a range of spaces and assets that provide environmental and wider benefits. It can, for example, include parks, playing fields, other areas of open space, woodland, allotments, private gardens, sustainable drainage features, green roofs and walls, street trees and ‘blue infrastructure’ such as streams, ponds, canals and other water bodies (Paragraph: 004 Reference ID: 8-004-20190721).

5.3.2 Green Infrastructure is important because it is a natural capital asset that provides multiple benefits, at a range of scales. For communities, these benefits can include enhanced wellbeing, outdoor recreation and access, enhanced biodiversity and landscapes, food and energy production, urban cooling, and the management of flood risk. These benefits are also known as ecosystem services (Paragraph: 005 Reference

ID: 8-005-20190721).

5.3.3 The planning goals that Green Infrastructure can help to achieve include:

- Building a strong, competitive economy
- Achieving well-designed places
- Promoting healthy and safe communities
- Mitigating climate change, flooding and coastal change

5.3.4 The adopted Welwyn Hatfield Local Plan has woven the provision of Green Infrastructure through the Plan’s policies and proposals, most notably in Policy SPI2 in promoting open spaces in new developments and delivering strategic Green Infrastructure through developer contributions. The Policy also introduces the Welwyn Hatfield Green Corridor a concept promoted by Gascoyne Estates.

5.3.5 Green infrastructure includes all those “green” features in the development that will support landscape and open space, for example trees, hedgerows, play spaces, areas around attenuation basins and naturalised areas such as meadow grassland.

5.3.6 The strategy for green infrastructure has been woven into the entire framework and forms a critical part of how North West Hatfield will function as a place. The key elements of the green infrastructure strategy include the following:



Fig. 37: Drainage strategy plan (WA)

Flood Risk and Drainage

5.3.7 The proposed development parcels have taken into account the baseline flood risk to the site. The layout avoids areas at risk of flooding and provide space adjacent to watercourses and within blue-green corridors to incorporate strategic storage and exceedance pathways. An outline-only surface water drainage strategy has been developed with a vision to embed these water features into the framework and to be multi-beneficial.

5.3.8 The key principles of the strategy are to control

rainwater at source through the provision of on plot storage (e.g. rain gardens) and permeable surfaces, and where possible, with the remaining storage provided in a combination of network storage (e.g. permeable paving, linear drainage features and small basins) feeding into the larger strategic storage basins (attenuation ponds) in the centre of the site. The re-use of water also forms an important principle of the strategy, either through provision of on-plot storage (rainwater tanks/water butts) and through integrating storage areas into community spaces (allotment areas where the water can be used for irrigation).

5.3 GREEN INFRASTRUCTURE STRATEGY

5.3.9 The drainage strategy plan shown in Figure 37 shows an approximate pattern of streets and perimeter blocks only for the purposes of preparing a high level drainage plan. Four ‘drainage character areas’ have been identified across the site, which will define the type of detailed drainage strategies. These are:

- Medium density development (residential areas) where infiltration potential is likely to be good.
- High density development where infiltration potential is likely to be good.
- Medium density development (residential areas) where infiltration potential is likely to be poor following mineral extraction and restoration.
- High density development (commercial/ retail areas, educational establishments and town centre areas) where infiltration potential is likely to be poor following mineral extraction and restoration.

5.3.10 The diversion of the Astwick Drain is part of the mineral works so will be diverted before extraction takes place. The new position of this drain will follow a new route which will approximately follow Great Braitch Lane to the Garden Village Open Space, then in a southerly direction to a new attenuation basin just north of Hatfield Avenue.

5.3.11 Site-wide / overarching drainage principles:

- The drainage discharge hierarchy should be followed, allowing for water re-use and using infiltration as far as is practicable before off-site discharge to surface water bodies or sewerage networks.
- Off-site surface water discharges from the development should mimic “Greenfield” performance up to a maximum 1 in 10-year discharge rate or lower if possible.
- Surface water runoff should be safely managed on-site for all storm events up to the 1 in 100-year conditions including an appropriate allowance for climate change.
- Runoff should be managed within Sustainable Urban Drainage Systems (SuDS) that are designed to be multi-functional and integrated into the landscape.
- Strategic storage areas in addition to those not already present, should be located in blue-green corridors and areas of public open space and designed with multi-functional use in mind.
- Strategic storage areas should provide areas of permanently wet habitat to help provide increased biodiversity as part of the development.
- Crossing points - The site wide surface water drainage strategy and existing water features

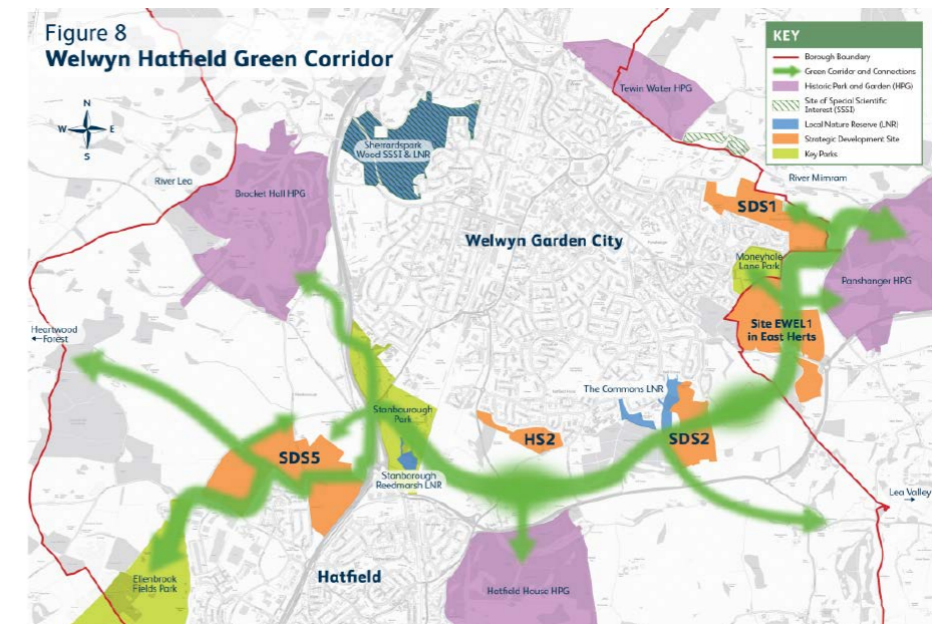


Fig. 38: Figure 8: Welwyn Hatfield Green Corridor - Local Plan 2016 - 2036

and watercourses will be integrated into framework, and therefore appropriate crossing points for vehicles and pedestrians should be considered. The aim is to utilise and improve existing channels and water features where possible, whilst also creating new blue-green corridors. Crossing points can take many forms such as fords, bridges, and culverts.

Ecology

5.3.12 The existing site is understood to have limited ecological value, although there will be some disruption as a result of mineral extraction activities. However, the veteran trees present (three veteran Oak Trees and one Ash Tree) in the arable fields to the east of Green Lane are considered to be ‘irreplaceable habitats’ and will be retained within the framework, with buffers

buffer zones as appropriate and protected within the landscape.

5.3.13 Given the agricultural nature of the existing site, existing trees and hedges are not spread widely across the site but are contiguous with existing roads, field boundaries and drainage features/swales. There are hedgerows and trees along Green Lanes, Great Braitch Lane, and along a field drain on the southwest corner of the site which will be retained as part of mineral extraction activities. These hedgerows are incorporated into the Development Framework and will continue to provide habitat for local wildlife for the life of the development.

5.3 GREEN INFRASTRUCTURE STRATEGY

5.3.14 More widely across the site there will be opportunities to create new areas of wildlife habitat. This could include areas for flower filled meadows, additional grass land as well as hedges and scrub, as well as bird nests, shelters and a diversity of plants to attract a range of wildlife.

Landscape and landscape connections







5.3.15 A strategic green corridor runs between the site and Welwyn Garden City. This “corridor” includes many links to surrounding areas and the wider countryside, while providing a key “green gap” between Hatfield and Welwyn Garden City. These connections are shown on Figure 39.

5.3.16 North West Hatfield is well-placed within a strategic network of green space and connections that surround the site, including the Welwyn Hatfield “green corridor” as described in Policy SPI2 – Green Infrastructure, of the WHBC Local Plan (2023). As a Key Principle, new development at North West Hatfield will provide strategic landscape connectivity through the creation of a series of “green” and “blue” corridors.

5.3.17 Landscape connections will include the following (all corridors are twinned with active movement connections):

- A large area of natural grassland in the northeast corner of the site to compliment the wider open space network which includes Stanborough Park on the east side of the AIM
- An east-west “green-blue” corridor through the centre of the site, creating a continuous natural corridor formed by both new areas of publicly accessible green space, attenuation basins for drainage, and the northern grassland
- The existing garden village open space and De Havilland Grange QE2 Field on the west side of the existing garden village, which will connect to the green-blue corridor at its northerly end
- A continuous green corridor on the south side of Coopers Green Lane to provide an off-road cycle-footway for new and existing residents, taking active travel off a busy roadway
- The proposed access is from the south-west corner of the development site. Active travel links are to be provided to Ellenbrook Fields’ existing path network.
- The Landscape Partnership has prepared a “Landscape Strategy”, to assist preparation of the Framework Masterplan. The diagram includes a number of key suggestions to help better integrate existing – and future – landscape in the framework.

Key

- | | | | |
|---|--|---|----------------------------|
|  | Green Corridor and Connections |  | Local Nature Reserve (LNR) |
|  | Historic Parks and Gardens (HPG) |  | Key Parks |
|  | Site of Special Scientific Interest (SSSI) |  | Green Belt Boundary |

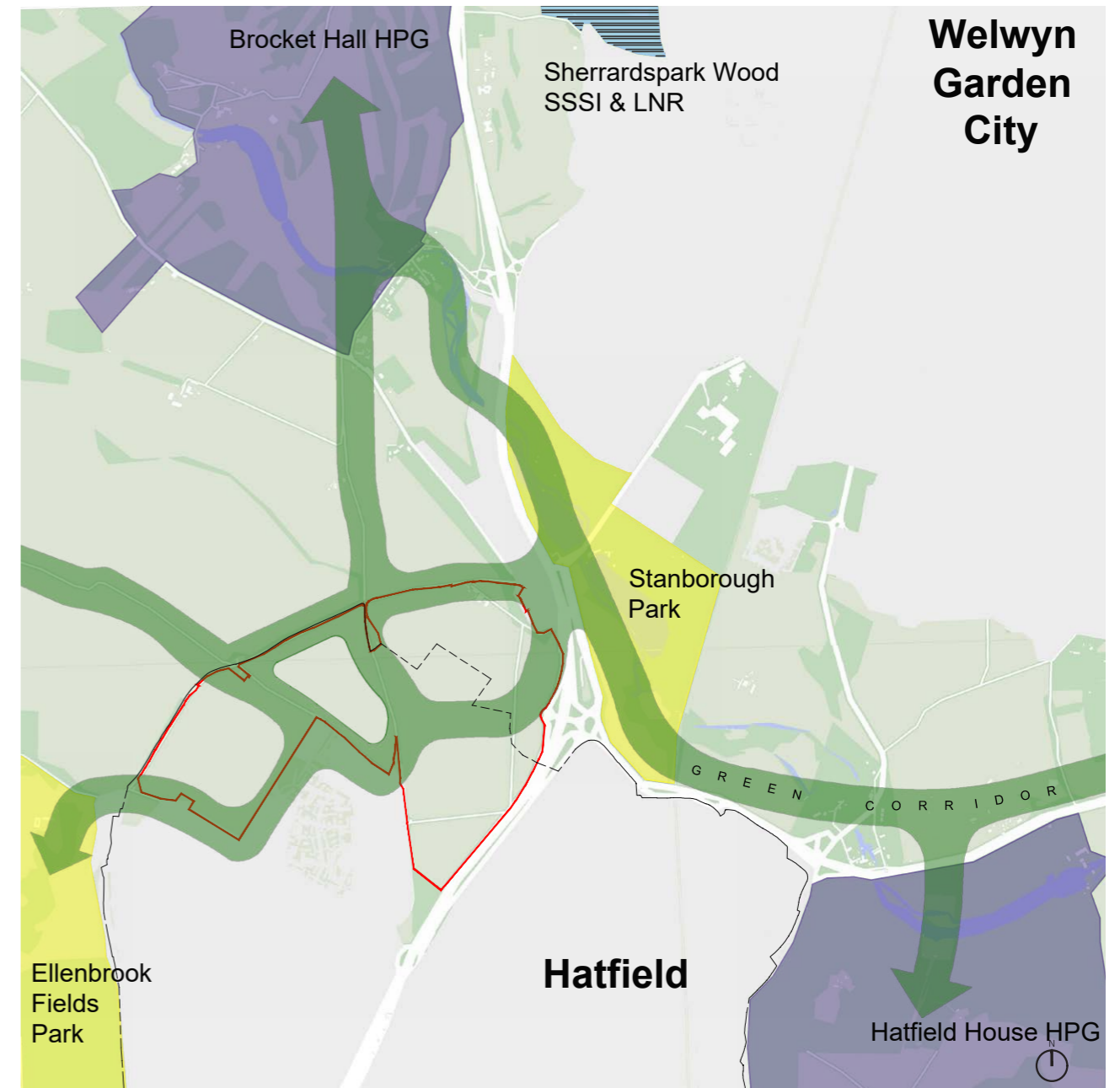


Fig. 39: Wider landscape strategy diagram

Open Space Character Areas

5.3.18 The Green Infrastructure Strategy diagram in Figure 40 includes various “character areas” of open space and landscape that will provide the basis for a range of spaces across the site.

5.3.19 Each area will have a different function and, when taken together, will support a network of spaces for a range of uses, whether active uses (recreation and play, for example) or more passive/nature-based uses (hedgerows, and meadows, for example). The precise location of each of these character areas will be determined at future planning application stages, however the high-level approach to the broad disposition of the spaces set out herein shall be followed. The areas include the following spaces and their functions:

- Existing Trees and Hedges – These areas will be retained and enhanced and form the “skeleton” for future green corridors that will help connect the new community, and beyond, in both a north-south and east-west fashion.
- Key Green and Open Spaces – These spaces comprise existing recreational and allotment uses that help support the existing community. The proposal will be to integrate and connect these spaces – sitting at the edge of the masterplan area – with

future green corridors and other landscape spaces within the development to help reinforce the wider green infrastructure in North West Hatfield.

- Green Corridors – These areas comprise linear, informal spaces which can accommodate both informal green space as well as areas for adventure play. They also have a functional role in providing space for flood control and drainage. These areas will play a vital role in helping connect the entire development from end to end, as well as create green connections to wider areas of open space, countryside or farmland beyond the site. There will be a hierarchy of primary, secondary and tertiary green corridors within the site; the minimum width of the primary green corridors will be 25m.
- Local Green Connectors – These areas will act as smaller, more localised green spaces within the various neighbourhoods of the development. Such spaces will be able to provide for both informal sitting/meeting areas as well as local or neighbourhood areas of play.
- Grassland Meadow – This area is located at the far northeast corner of the site and comprises part of the site that is retained within the Green Belt. The area

will comprise a natural area of meadow grassland and will act both as a buffer to the AIM as well as providing an area of habitat for birds, insects and other wildlife with public access.

- Green Belt Boundary – The Green Belt boundary is a line defined in the Welwyn-Hatfield Local Plan and will act as the division between the built form of the development and future playing fields (forming part of the secondary school site) and the grassland meadow.

How the Development Framework will meet the Green Infrastructure objective:



A future green and blue landscape which supports recreation and play, biodiversity, and sustainable urban drainage.



Formal and informal open spaces for leisure and recreation, including play areas, sports fields, allotments and community orchards.



North-south and east-west connections through open spaces, including upgraded routes for walkers and cyclists.

Key Principles

5.3.20 Principle 1 – The design of green (and “blue”) spaces should build on the natural topographic and landscape assets of the site and taking account of the minerals restoration proposals.

Principle 2 – A central green and blue corridor in the site, helping connect all parts and phases of the development.

Principle 3 – There will be a hierarchy of green spaces across the site from informal open spaces, to play spaces, allotments and sports pitches

At a future planning application or LDO stage, a more detailed diagram of the green space hierarchy will be prepared.

Key









-  Existing Trees and Hedges
-  Key Green and Open Spaces
-  Green Corridors
-  Local Green Connections
-  Grassland Meadow
-  Green Belt Boundary
-  SUDS
-  Green Buffer



Fig. 40: Green infrastructure strategy plan

5.4 LAND USE STRATEGY

Objective: Mixed use and vibrant

Providing a range of housing types and tenures to meet local housing need (including at least 25% affordable housing) to help create a mixed and vibrant new extension to Hatfield. Meeting the educational needs of its community, including a new secondary school, new primary school provision, together with a neighbourhood centre integrating a range of local shops and community facilities, a site for Gypsy and Traveller pitches, and a new employment quarter to provide workspace close to home.

5.4.1 North West Hatfield will comprise a new urban extension with a range of land uses and facilities in accordance with Policy SP22 – North West Hatfield SDS5. The Development Framework has been created with the ambition of achieving sociable and self-sufficient neighbourhoods, with local shops, community uses and amenities in accessible locations, together with an extensive “green-blue” network of open spaces including play areas, meadows, water features and sports pitches. The main land uses will include the following:

a) Three neighbourhoods comprised of the following areas: 1. The southeastern area which will act as the first phase of development including residential, employment and a small neighbourhood centre, bound by the AIM, Green Lanes and a new green-blue corridor to the north; 2. A north-central area which will include the local centre, the secondary school, and gypsy and traveller provision; and 3. A western area which will provide additional open spaces, residential use, and an additional neighbourhood

centre. Neighbourhood centres will come forward dependent on market demand and built-out rates, however space will be provided in each neighbourhood creating a mini-“heart” for each neighbourhood where shops, residences, community facilities and meeting places can be found. The overall “heart” of the development, however, will be formed by the local centre in the north-central part of the development where a the main, vibrant mixed-use centre will be located

- b) A local centre will be centrally located and close to both the secondary school and central “green-blue” corridor. This centre will provide space for shops, residences, business and meeting space and comprise the “heart” of the community, providing for new and existing residents alike.
- c) Community uses, including potential health care and leisure uses, accessible to all parts of the site within a short walking distance.
- d) An employment zone on the eastern edge of the site alongside the AIM. This area will provide places of work on the doorstep of new and existing residents.
- e) Approximately 1,750 homes (including 25% affordable homes) of varying types and sizes to cater to a varied population, as well as Gypsy and Traveller provision (up to 15 pitches, with four being located off-site) at the northeast corner of the site.
- f) New educational facilities and sports facilities for community use, subject to appropriate arrangements in the form of “dual-use” facilities and via community use agreements. Walking to

school will comprise a key part of the journey to school for most students, with schools located centrally to the development and accessible to existing residents in Hatfield Garden Village. The secondary school will attract students from a wider catchment beyond the site and from the east side of the AIM. To reach the secondary school using active travel, options will include:

- use of the new east-west green corridor running across the site;
 - along Green Lanes, of which part will potentially be converted to an active travel route;
 - along new foot and cycle routes “designed-in” to the wider movement network;
 - and more widely from beyond the site via upgraded active travel routes over the bridge immediately north of the Airfield Roundabout and under the AIM along the B197.
- g) The secondary school site which is partially set within the Green Belt is secured by fencing, screened and landscaped with native hedging and tree planting. All school access is from the south of the town centre and primary street.
 - h) Formal and informal open spaces for leisure and recreation, including play areas, sports fields (associated with the secondary school), and allotments/community orchards will be distributed across the site, providing easy access to outdoor activity.

- i) Landscape planting, drainage and utilities infrastructure to support the development will form part of the open space system, helping improve both potential areas of habitat on the site but also complimenting the character and variety of the open space network
- j) Various locations for the siting of up to eleven gypsy and traveller sites have been reviewed, with sites along Coopers Green Lane being preferred given the ease of access for the community to local road network and existing facilities located in and around the area. In considering possible options, reference has been made to the document “Places we’re proud of – A short guide to providing and managing sites for Gypsies and Travellers” by the National Policy Advisory Panel on Gypsy and Traveller Housing. As part of promoting “good site design”, the guide recommends “locating sites for sustainability, close to schools, shops and healthcare”. The site proposed in the northeast corner of the site for gypsies and the community, as shown on the land use strategy plan, provides convenient access for the community to the future school site, as well as to Coopers Green Lane which provides good access to shops and healthcare facilities in both Hatfield and Welwyn Garden City.

5.4 LAND USE STRATEGY

Education Provision

5.4.2 The proposals incorporate new educational facilities, with a new secondary school including facilitating potential future expansion; an extension to Green Lanes Primary to provide an additional IFE; and a 2 FE primary school on a separate site close to the secondary school.

5.4.3 The size of the secondary school was discussed in detail with the Education Authority and WHBC during the preparation of Local Plan and a Statement of Common Ground agreed on the 11 October 2017. Gascoyne Estate's preference has always been for a secondary school no larger than 8FE but agree that an 8FE school with expansion potential to 10FE would be acceptable subject to all reasonable alternatives being considered to meet the need for an additional 2FE. In relation to primary school provision, it was agreed that 3FE would be required and this could be provided as either a new school linked to the secondary school as an 'all through school' or a new 2FE school and a 1FE extension to Green Lanes Primary School.

5.4.4 The new secondary school will also provide sports facilities for community use, subject to appropriate arrangements in place by the school provider in the form of "dual-use" facilities and via community use agreements. Walking to school will comprise a key part of the journey to school for most students, with schools located centrally to the development and accessible to existing residents in Hatfield Garden Village. The secondary school will attract students from a wider catchment

beyond the site and from the east side of the AIM. To reach the secondary school using active travel, options will include:

- use of the new east-west green corridor running across the site;
- along Green Lanes, of which part will potentially be converted to an active travel route;
- along new foot and cycle routes "designed-in" to the wider movement network;
- and more widely from beyond the site via upgraded active travel routes over the bridge immediately north of the Airfield Roundabout and under the AIM along the B197.

5.4.5 The secondary school site which is partially set within the Green Belt is secured by fencing, screened and landscaped with native hedging and tree planting. All school access is from the south of the town centre and primary street.

5.4.6 The delivery strategy for the schools is yet to be determined but will include the option of the schools being delivered by the Developer.



Fig. 41: School Option (2FE + 1FE)



Fig. 42: School Option (3FE)

5.4 LAND USE STRATEGY

Gypsy and Traveller Pitches

Option 1

5.4.7 In this option the Gypsy and Traveller (G&T) provision is to the north of the site within the Green Belt and south of Coopers Green Lane. The location allows for pitches to be provided as an independent element and not dependent on any infrastructure works that are part of the wider development, including potential early delivery. The location benefits for easy access from the existing road network and the site has good accessibility to range of new services and community facilities. Although the site is within the Green Belt and will require a future planning application to demonstrate very special circumstances, there could be a consolidation of development around the roundabout limiting the visual impact on the Green Belt. Out of all options, Option 1 is the preferred, and therefore proposed, location.

Option 2

5.4.8 This option is dependent on new infrastructure to be delivered in this location and does not conflict with primary open space or Green Belt. The site also has good accessibility to range of new services and community facilities. Noise from the A1(M) will, however, potentially requiring mitigation. G&T pitches may represent a limited “gateway” feature here, as well as have potential implications on the provision of new allotments linked to existing allotment facilities. The site is however within the site allocation boundary. Close proximity to proposed residential parcels may require mitigation such as landscaping to provide satisfactory residential amenity both within the site and with neighbouring occupiers.

Option 3

5.4.9 Option 3 is not dependent on new infrastructure as access could be provided off Hatfield Avenue, however Hatfield Avenue is an unadopted road so access is not practical. The site is within the site allocation, but within a later phase of delivery due to mineral extraction on the site which would impact upon the early delivery of pitches. The site has good accessibility to range of new services and community facilities. Close proximity to proposed residential parcels may require mitigation such as landscaping to provide satisfactory residential amenity both within the site and with neighbouring occupiers.

Option 4

5.4.10 Close proximity to proposed residential parcels may require mitigation such as landscaping to provide satisfactory residential amenity both within the site and with neighbouring occupiers. The site is within the site allocation but within a later phase of delivery due to mineral extraction on the site which would impact upon the early delivery of pitches. The site has good accessibility to range of new services and community facilities.

Option 5

5.4.11 Close proximity to proposed residential parcels may require mitigation such as landscaping to provide satisfactory residential amenity both within the site and with neighbouring occupiers. The site is within the site allocation but within a later phase of delivery due to mineral extraction on the site which would impact upon the early delivery of pitches. The site is within the setting of The Old Cottage Grade II listed. The site has good accessibility to range of new services and community facilities.



Fig. 43: Travellers' Site Options Plan

5.4 LAND USE STRATEGY

5.4.12 The plan on the following page shows the broad distribution of land uses across the site. The overall quantum of development is as follows – note all figures are approximate and subject to change as the various phases of the development proceed.

SITE ALLOCATION (in hectares)	
Residential development	48.80
Green & Blue Infrastructure incl. allotments and community orchards	25.90
Local Centre with retail, commercial, residential flats and community facilities including healthcare and leisure facilities	4.00
Neighbourhood Centre 1 with retail, commercial and residential flats	1.00
Neighbourhood Centre 2 with retail, commercial and residential flats	1.80
Employment Area	2.15
8FE Secondary School (Build Zone)	3.56
2FE Primary School (Build Zone)	0.77
IFE Extension to Green Lanes Primary School	1.12
Housing for older people	2.00
Infrastructure	7.20
TOTAL	98.30
RETAINED GREEN BELT (in hectares)	
Existing buildings	0.70
Grassland/Meadow including Community Orchard	22.64
School Playing Fields for 8FE Secondary School	7.22
School Playing Fields for 2FE Primary School	1.26
Gypsy and Travellers provision (11 pitches)	0.48
TOTAL	32.30
OVERALL SITE AREA in hectares	130.6

Table A: Land use budget

Notes;

1. Residential comprising of:

- 48.8ha @ 30dph = 1,464 dwellings
- Housing for older people 2ha (2 no. 80 bed care homes) = 160 beds
- Local Centre 1st and 2nd storey flats above shops and commercial = 56
- Neighbourhood Centre 1 1st and 2nd storey flats above shops and commercial = 35
- Neighbourhood Centre 2 1st and 2nd storey flats above shops and commercial = 35

Total residential 1,750 dwellings

2. Education Provision:

- Secondary School 8FE 3.56ha Built Zone within site allocation and 7.22ha of playing fields within retained Green Belt.
- Should a 10FE Secondary School be required after considering reasonable alternatives then a further 2.42ha will be required.
- Primary School 2FE 0.77ha Built Zone within site allocation and 1.26ha playing fields within retained Green Belt.
- Green Lanes Primary School Extension 1FE 1.12ha.

3. The retained Green Belt within the overall site area will accommodate grassland/meadow and community orchard, contributing to BNG.

4. Infrastructure comprises spine roads, access roads and footpath/cycleways.

How the Development Framework will meet the Land Use objective:



There will be a range of housing types and tenures to meet local housing need



New education facilities including up to a 8FE secondary school with expansion potential for up to 10FE, and 3FE of primary school provision



Mixed uses including local and neighbourhood centres with a range of local shops and community facilities, together with residential apartments and a new employment quarter

5.4 LAND USE STRATEGY

Key Principles

5.4.13 Principle 1 – Land uses should be arranged to favour “walkable neighbourhoods”, with school facilities, a shop and place for recreation or play within a 5-to-10-minute walk of the home.

Principle 2 – Local and neighbourhood centres should allow for a range of uses which help residents meet their daily needs as much as possible and foster a strong sense of “community”.

Principle 3 – Uses which support the creation of “community” should be delivered alongside respective phases of new homes to help ensure timely delivery of facilities for the new and existing community.

Key

	Employment
	Residential development
	Housing for older people
	Local Centre (LC) and Neighbourhood Centres (NC) with retail, commercial, residential flats and community facilities incl. health and leisure
	Green & Blue Infrastructure including allotments or community orchards
	Grassland / Meadow including community orchard
	Education - Secondary School (Build zone)
	Secondary School Playing Fields
	Education - Primary School (Build zone)
	Primary School Playing Fields
	Infrastructure
	Gypsy and community site

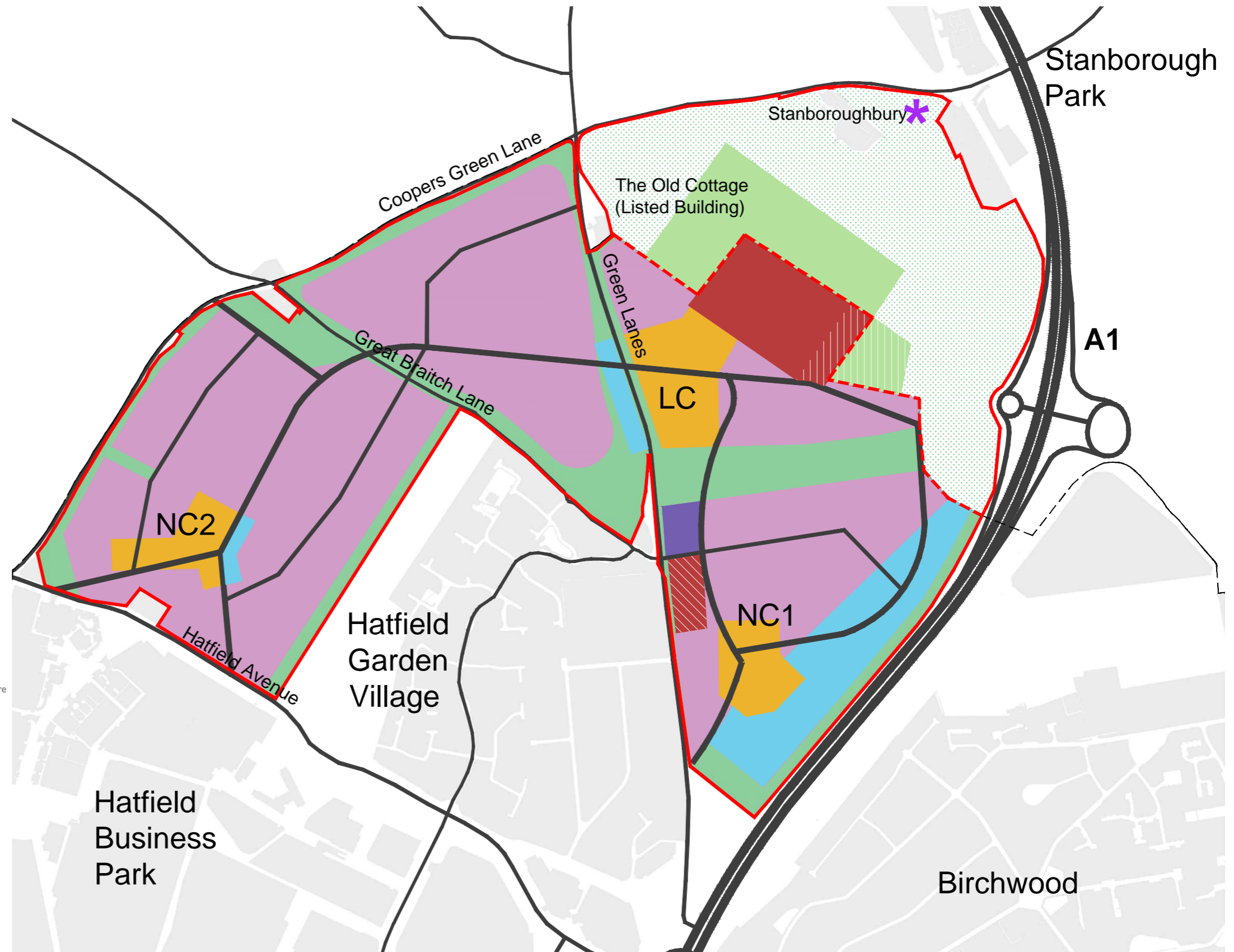


Fig. 44: Land use strategy plan

5.5 PLACE MAKING STRATEGY

Objective: Characterful and Locally Distinctive

Responding to the existing context of the site whilst delivering a bespoke and modern built form which includes high quality public spaces and locally inspired buildings, including homes which are resilient and adaptable. Conservation of the setting of Old Cottage, an existing heritage asset along Green Lanes.

5.5.1 The key elements of a placemaking strategy will include:

- **Varied density**
- **Walkable neighbourhoods**
- **Local/Neighbourhood centres and key buildings**
- **Key views and vistas**
- **Building heights**

5.5.2 **Densities** will vary across the site, but in general will be highest in the local centre and neighbourhood centres and lowest at the edges of residential areas, comprising a “transect” of high density in the centres down to low density on the edges. As an approximate range, densities will vary between these two locations from between 40-45dph to 30-35dph respectively, however some parts of the plan may be lower or higher than these ranges. Between these densities there will be a medium density range where most homes will be built. This density will range between 35-40dph. Densities may be higher or lower than these ranges, so these figures should be seen as a guide only and future planning applications may refine these figures slightly as the various phases come forward.

5.5.3 The structure of North West Hatfield will be strongly governed by the principle of “**walkable neighbourhoods**”. More specifically, the majority of the site will be accessible within a 5-minute walk of a neighbourhood or local centre. This approach will help encourage trips by walking (or cycling) and help strengthen use of the village and neighbourhood centres. The site layout will also see walking as the key mode of transport to get to the secondary school and expanded primary school.

5.5.4 The **local centre** will provide the main “centre” of the new village and act as a place for residents to meet, socialise, work and shop. It is located geographically central to the development and will comprise a mixed-use centre, providing a place for multi-purpose trips and act as a “hub” for community activity. **Neighbourhood centres** are provided in the early and later phases of the development and will be delivered subject to market conditions and need at the time. The Development Framework provides the space and “armature” for neighbourhood centres to facilitate additional, local space for community uses, shops and other mixed use. In the event that mixed use does not come forward then these locations will principally represent higher density residential areas.

5.5.5 An important consideration in delivering such centres is development viability. Currently there is an under supply of local services which makes the first phase centre viable. However, demand for the centres will need to be assessed and driven by the market. It is therefore important to “build-in” flexibility of building use and the ability to retrofit spaces and buildings in order to service a range of uses.

5.5.6 The Development Framework is based on supporting a range of **views and vistas** within and around the site. The existing street network to and from the site, as well as the shape of the site, facilitates a pattern of neighbourhoods, streets and spaces which help **re-enforce views** to and from the local centre and neighbourhood centres; northwards towards the secondary school; in east-west directions across the green-blue corridor; and at key points looking into the village from Coopers Green Lane and Green Lanes.

5.5.7 **Building heights** will vary across the development, but in general will be between two to four residential storeys, typically in the range of 8-15m in height from finished floor levels overall. This range is indicative only and may vary when planning applications come forward. These height ranges closely resemble existing heights found, for example, in Hatfield Garden Village and Hatfield Business Park to the south, as well as more widely within this part of Welwyn Hatfield.

5.5 PLACE MAKING STRATEGY

5.5.8 The development of North West Hatfield will be governed by seven “place-making” goals:

- 1. Sustainability** – The development of North West Hatfield will provide a high quality, resilient and sustainable extension to Hatfield and provide a long-term, integrated approach to economic, social and environmental factors for the life of the development;
- 2. Well Connected** - be well connected to, and integrated with, the immediate locality and wider town, and in particular to Hatfield Garden Village and to the rest of Hatfield to the east of the AIM;
- 3. Public Spaces, Landscape & Nature** – The design of public spaces will be landscaped and compliment to the character and intended function of the spaces and surrounding uses. New open spaces will integrate existing features where possible including trees, hedgerows and natural habitats, and positively contribute to the quality and character of the area;
- 4. High Quality Built Form** - The development will use appropriate local characteristics to help inform the use, siting, massing, scale, form, materials and landscape design of new homes and buildings. Buildings will be designed to accord with Gascoyne Cecil Estates’ Building Code for Hatfield;
- 5. Welcoming Environments** – North West Hatfield will take a comprehensive design approach that achieves the successful integration of buildings, the routes and spaces

between buildings and landscape, while creating attractive built frontages;

- 6. High Quality Streets** - Streets will be designed in line with Gascoyne Cecil Estates’ Building Code for Hatfield. They should respond to their levels of use while not allowing vehicular traffic to dominate through the inclusion of features such as trees, raised planting beds and surface materials which help re-enforce the shared use/surface of some streets; and
- 7. Strong sense of community** – The development will help foster a strong sense of community through the provision of community uses, education and a healthy and active living environment, for the benefit of both new residents but also to help support existing residents in Hatfield Garden Village.

How the Development Framework will meet the Place Making objective:



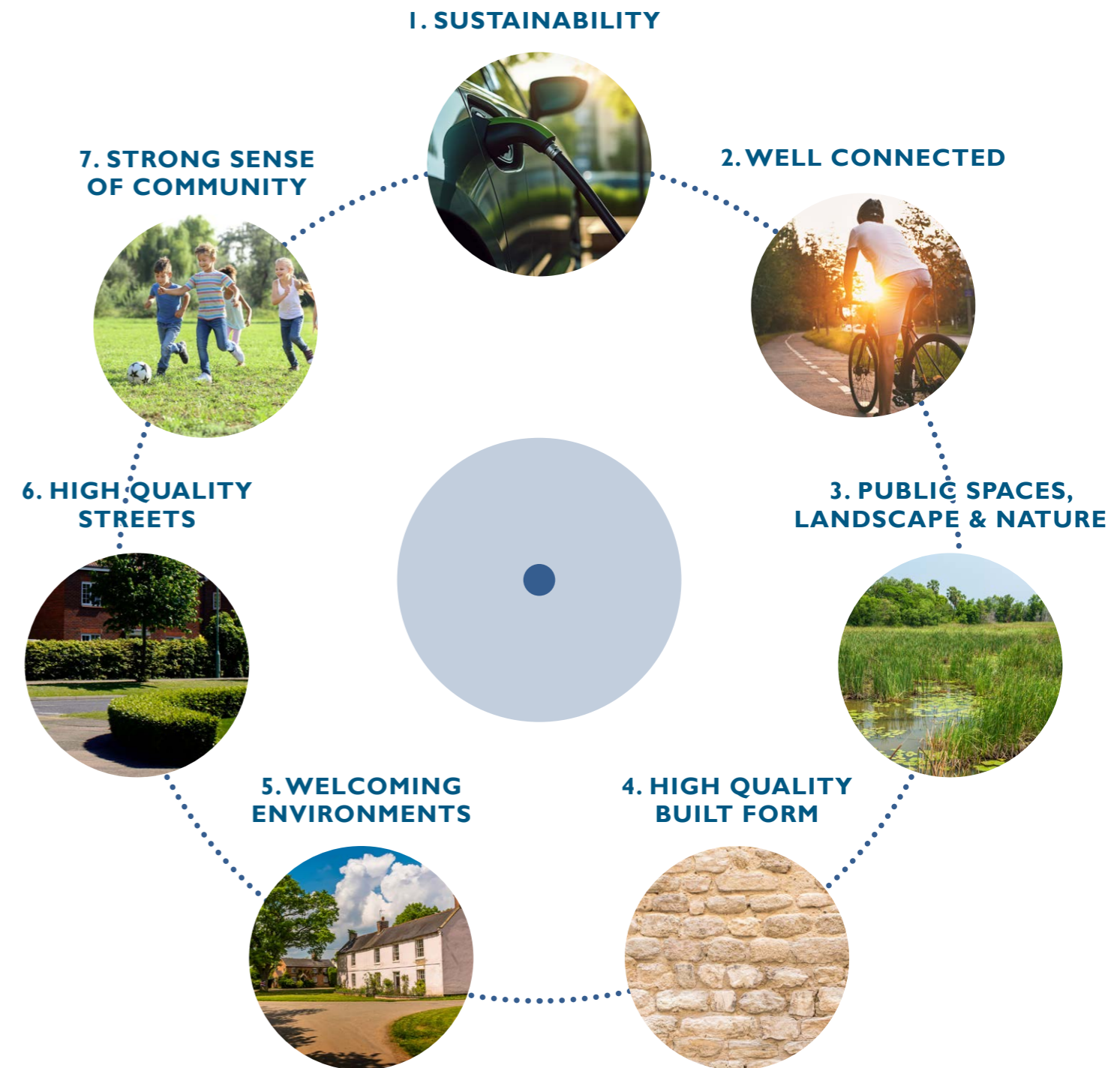
Responding to the existing context of the site by providing a range of residential densities and walkable neighbourhoods



Promoting public spaces and locally inspired buildings, including homes which are resilient and adaptable



Conserving the setting of Old Cottage on Green Lanes by providing green separation from new development



5.5 PLACE MAKING STRATEGY

Key Principles

5.5.9 Principle 1 – Similar to principles underpinning the Land Use Strategy, the approach to place making should focus on ensuring “walkable neighbourhoods” across all neighbourhoods

Principle 2 – Local and neighbourhood centres will be positioned in positions central to each of the three main neighbourhoods

Principle 3 – Building densities, heights and form will vary across the development in order to support characterful and varied built form, helping define and provide identity to the various neighbourhoods and streets

Key














-  High Density
-  Medium Density
-  Low Density
-  Existing Amenities
-  School
-  Hospital (private)
-  Cycle & Pedestrian Crossing
-  Local Centre
-  Neighbourhood Centre
-  Key Vistas
-  400m radius (5 min walk)
-  800m radius (10 min walk)
-  Green Belt Boundary



Fig. 45: Placemaking strategy plan

5.6 SUSTAINABILITY STRATEGY

Objective: Sustainable

Building in a manner that is responsive to climate change and sensitive to the environment. Incorporating low carbon buildings, renewable energy and low-emission travel that aim to exceed existing standards within the Local Plan. Embracing low carbon infrastructure including on-site renewables and avoiding fossil fuel systems for heating and cooling.

Design and Construction

- 5.6.1 Principles of sustainability should be considered throughout the design and build process to ensure the delivery of a high-quality community.
1. Reducing the embodied carbon of buildings is to be explored, with the development seeking to achieve LETI Band C as a minimum but target 300kg co₂e/m² (A1-A5)
 2. Opportunities to reduce operational carbon emissions including Passivhaus Design Principles will be explored
 3. Where possible, development should make use of salvaged or re-used materials in alignment with LETI principles
 4. Buildings should be designed to achieve a minimum 75-year lifespan, consider the whole life cycle emission and future reclamation of materials.
 5. Commercial properties will seek to achieve a BREEAM “Very Good” rating
 6. All development should be designed with flexibility / adaptation of space in mind. I.e. future extensions or re-purposing.

Energy and Heating

- 5.6.2 Opportunities for low carbon infrastructure will be embraced as part of the development, to avoid a reliance on fossil fuel as the primary heating system.
1. Development should seek to explore the possibility of utilising the Advanced Energy Approach or Ultra-Low-Energy-Buildings (ULEB) to reduce the primary energy consumption.
 2. A proportion of the development’s energy demand should be generated by onsite renewable energy sources, such as solar photo voltaic, ambient, and geothermal energy, or sustainable biomass.
 3. Primary heating and cooling for buildings will not be operated on fossil fuel systems. Efficient heating and cooling systems are to be used, with consideration given to Air-Source, Water-Source and Ground-Source systems.
 4. Where appropriate, district heating network systems will be explored.
 5. Onsite renewable energy production will be maximised where appropriate.
 6. Opportunities for battery storage and load balancing through smart grids will also be explored.
 7. Residential units will target an energy use intensity (EUI) of 35 kWh/m²/yr.
 8. Post-occupancy evaluations on all buildings must be undertaken to validate predicted energy consumption.

Lifestyle

- 5.6.3 New and existing communities will be able to maintain a healthy and sustainable lifestyle, with the framework devised to propose sustainable measures.
1. The concept of walkable neighbourhoods is a key part of the development.
 2. The heart of the development is the local centre; supported by enough people for businesses to flourish
 3. Provide access to parks and public space for communities to gather and play
 4. Allotments and community orchards are adequately provided
 5. Explore pedestrian-design based buildings where parking does not dominate the street scene
 6. Schools and workplaces close by so that residents can walk from their homes
 7. All buildings will provide sufficient recycling storage, with consideration given to servicing requirements.
 8. Active travel routes using segregated surfaces should be considered in key locations to encourage sustainable transport
 9. Well-designed cycle storage at convenient and secure locations are to be incorporated
 10. Amenities accessible including the existing community
 11. Opportunities to reduce parking levels where appropriate and where uses and individual properties are highly accessible to active travel routes & existing/future community facilities or shops

Resilient neighbourhoods

- 5.6.4 Overcoming the impacts of climate change such as flood risk and water availability are key challenges when establishing a resilient new community.
1. Sustainable drainage solutions should work with the natural topography of the landscape and remediation from the mineral extraction
 2. A wide range of sustainable Urban Drainage (SuDS) should be explored throughout the residential neighbourhoods including swales, wildflower basins and turfs, bio-retention tree pits and permeable surfacing for play areas and for driveways.
 3. Buildings are to be designed to make all buildings water-efficient including rainwater harvesting and recycling of grey water.
 4. Water use for domestic development should be less than 100 L/person/day. Non-domestic development should not exceed 10 L/person/day.

How the Development Framework will meet the Sustainability objective:



Building in a manner that is responsive to climate change and sensitive to the environment through specific design and construction measures.



Incorporating low carbon buildings, renewable energy and low-emission travel as well as embracing low carbon infrastructure including on-site renewables



Supporting healthy lifestyles through integration of active travel routes and designing walkable neighbourhoods

5.7 THE DEVELOPMENT FRAMEWORK

5.7.1 The Development Framework represents the culmination of all the strategies set out in this document, and so is a form of “composite” plan of this, and previous, chapters. In preparing planning applications or a LDO for various parts of the site allocation, applicants will be expected to comply with the Development Framework.

Land Use Key

- Redline Boundary
- Residential
- Mixed Use
- Employment
- Education
- Local Centre
- Neighbourhood Centre
- ✱ Traveller Site

Green Infrastructure

- Key Green and Open Spaces
- Green Corridors
- Retained Grassland Meadows and Community Orchards
- School Sports Facilities
- SUDS
- ↖ Long Views
- Green Belt Boundary
- Existing Ditch
- Proposed Ditch Route

Movement and Access Key

- AIM
- Existing Street Network
- Proposed Primary Street
- Proposed Secondary Street
- Proposed Pedestrian & Cycle Connections
- Proposed Pedestrian & Cycle Network
- Existing Footpath Network
- Existing Bridlepath
- Existing Bus Network
- Pedestrian & Cycle Routes to Hatfield Garden Village

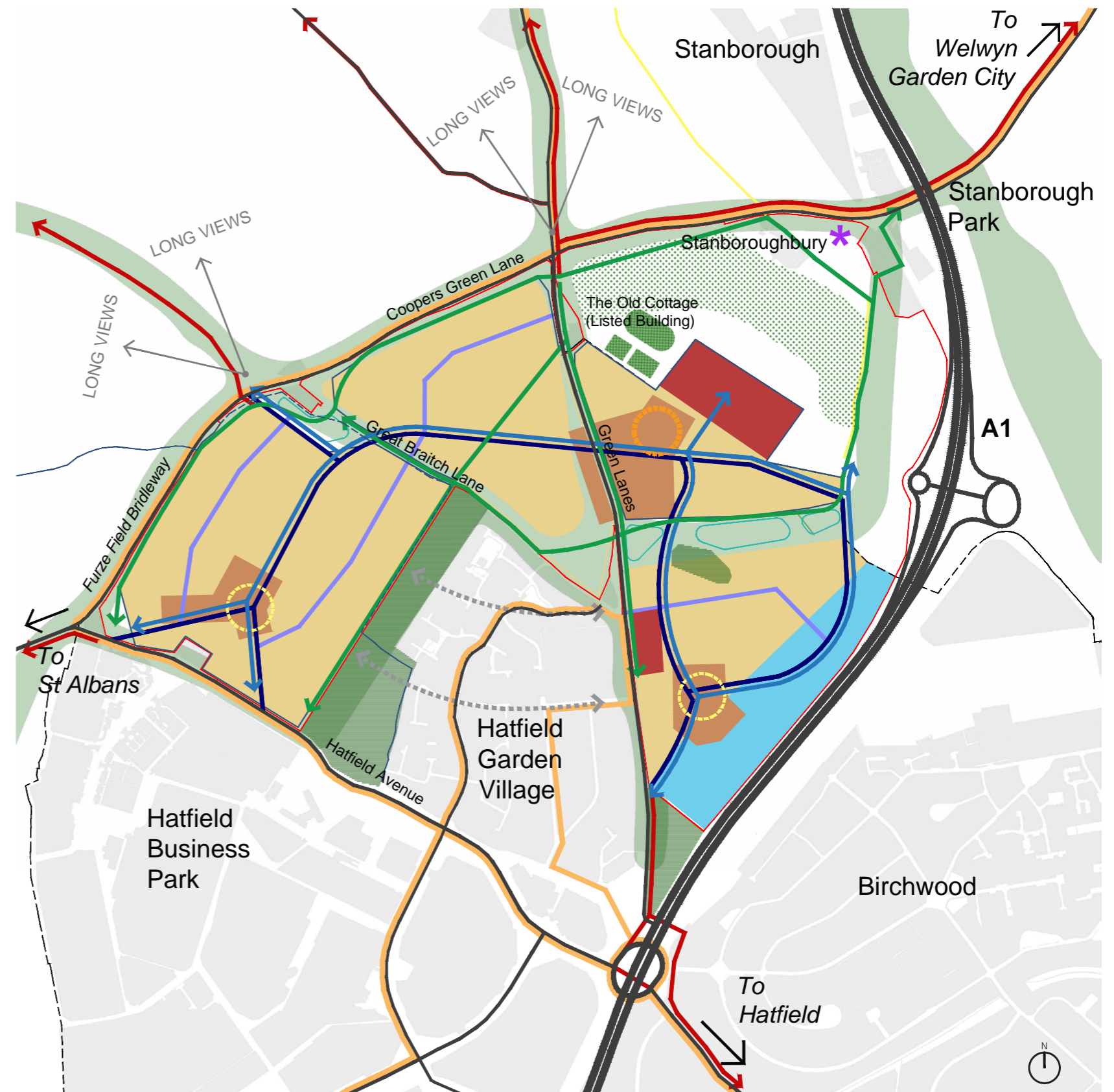


Fig. 46: Development Framework



Fig. 47: Character area key plan

5.8 CHARACTER AREAS

Residential Character Areas

5.8.1 At North West Hatfield, there is a commitment to achieving a consistent high standard in design, as well as fostering an individual sense of community within each neighbourhood. Regardless of style, proposals will consider local, traditional architecture. Appropriate use of proportions and careful detailing, combined with the consistent use of high quality, appropriate materials will provide NW Hatfield with its sense of place.

Local Centre

5.8.2 The North West Hatfield Development Framework envisions a pedestrian and cycle-friendly community where key amenities, including shops, parks, and schools, are conveniently located within walking distance of all homes. Central to the layout is the local centre, the primary hub of the development, positioned strategically at the core of the development. This vibrant space features a lively public square that seamlessly links to the main open space corridor to the south, with a high street extending north toward a new school and education hub. The local centre is designed to serve both the new development and the wider community, offering a mix of higher-density housing, such as terraced homes and mixed-use apartment buildings. These buildings provide retail, office space, and community facilities on the ground floor, creating a dynamic, multifunctional environment at the heart of the neighbourhood.



Neighbourhood Centres

5.8.3 The North West Hatfield Development Framework proposes the development of two walkable neighbourhoods that complement the local centre. Each neighbourhood centre is designed to be a five-minute walk from centre to edge. The neighbourhood centres feature a public space as a focal point which will be a place for residents to meet casually day-to-day as well as on occasion for local events. It is surrounded by terraced houses and small mixed-use apartment buildings with shops on the ground floor, which give the neighbourhood centre an intimate human scale and proportions.



5.8.4 The design of each neighbourhood centre prioritises walkability and accessibility, ensuring that daily needs and services are within easy reach for all residents. A network of pedestrian-friendly streets and cycling paths connects the centres to the wider development and surrounding areas, promoting active lifestyles and reducing reliance on cars. The blend of housing typologies, including terraced homes and mixed-use buildings, fosters a diverse community, with housing options catering to different needs and demographics.



5.8 CHARACTER AREAS

General Urban Zones

5.8.5 The general urban zones in the North West Hatfield masterplan form a transitional area between the neighbourhood centres and the rural edges of the development. These zones are characterized by medium-density residential typologies, such as semi-detached homes, terraced houses and detached single family homes, designed to balance urban living with access to nature. Streets in this area are tree-lined and pedestrian-friendly, with pockets of green spaces and small parks that create a sense of openness while maintaining a strong community feel. The design encourages connectivity, with well-planned pedestrian and cycling routes linking the urban zones to both the neighbourhood centres and the natural landscapes and open space network, fostering a seamless integration between urban life and the surrounding rural environment.



Rural Edge

5.8.6 A key objective of the design approach is to seamlessly integrate the development into the surrounding landscape. To achieve this, existing field boundaries and vegetation patterns are woven into the fabric of the new urban extension, allowing natural features to flow through the development rather than simply defining its perimeter. At the edges of the site, particular attention has been given to connecting with existing landscape elements, creating a sense of continuity rather than isolating the development from its rural surroundings. The Development Framework also seeks to fully integrate the new proposals with Hatfield Garden Village, enhancing active travel connections between the proposed and existing areas.



5.8.7 A key feature of the plan is the introduction of a major open space corridor along the western edge of the development, which will serve as both a recreational amenity and a green buffer. In the first phase of development, the project also proposes an extension to Green Lanes Primary School (as one of two options for new primary school provision), strengthening educational infrastructure and supporting the needs of the growing community. Along the northern boundary, the development is set back from Coopers Green Lane, providing an open, welcoming gateway to the countryside.

5.8.8 This edge will feature a new active travel route, running parallel to the existing lane, further enhancing connectivity and offering residents an easy transition between the urban environment and the surrounding rural landscape.

5.8 CHARACTER AREAS

Landscaping Character Areas

5.8.9 The North West Hatfield Development Framework is inspired by an appreciation of the unique qualities and character of the surrounding Hertfordshire landscape. A central goal of the design is to preserve and enhance the existing natural features that give the area its distinctive identity, ensuring that the development feels rooted in its local context. The layout not only seeks to protect key landscape elements, such as mature trees, hedgerows, and natural contours, but also integrates these features into the new urban fabric to create a community that harmonizes with its rural surroundings. By reflecting the typical characteristics of the Hertfordshire countryside, the masterplan fosters a strong sense of place, connecting residents to the region's natural heritage.

Green Park and SUDs Corridor

5.8.10 A defining feature of the Development Framework is the large open space corridor running east to west, which serves as both a focal point and a natural link between the three neighbourhood centres of the development. This corridor not only provides a visual and physical connection between neighbourhoods but also functions as a multi-use public space, encouraging recreation and community interaction. At the heart of the development, a network of landscaped lakes will play a dual role, forming an essential part of the Sustainable Urban Drainage System (SuDS) while offering residents a tranquil environment for leisure and outdoor activities. These lakes and surrounding green spaces will enhance biodiversity and contribute to the overall ecological value of the site, while simultaneously creating a unique, scenic setting for the community. By integrating these natural elements into the core of the masterplan, the design not only addresses environmental sustainability but also elevates the everyday experience of residents, offering spaces for relaxation, socializing, and interaction with nature.



Green Belt Edge

5.8.11 The north-east boundary of the site is strongly shaped by the presence of the new education hub and its adjacency to the Green Belt boundary. This edge of the development has been carefully designed to align with the Estate's broader vision of a Green Corridor, which seeks to enhance and regenerate the countryside in central Hertfordshire. Central to this vision is the ambition to link and expand the existing network of footpaths and bridleways, creating a cohesive system that allows residents and visitors to traverse the corridor with minimal interaction with vehicular traffic. This network of routes will not only provide practical, sustainable travel options but also offer opportunities for leisure, exercise, and engagement with nature, enhancing the overall well-being of the community.



5.8.12 The proximity of the education hub to the Green Belt boundary is integral to creating a harmonious transition between the more urbanized areas of the development and the surrounding rural landscape. The proposed layout maximizes green space around the school and its facilities, creating a natural buffer that softens the impact of development on the countryside. This transition is designed to be seamless, with landscaping that mirrors the natural contours of the land, encouraging biodiversity and fostering a stronger connection between the urban and rural environments. The education hub itself is envisioned as not just a place of learning but as a community asset that embraces its location within the Green Corridor, offering outdoor learning opportunities and spaces that blend into the wider landscape.

5.8 CHARACTER AREAS

5.8.13 North West Hatfield will feature a variety of amenities that will meet the requirements of not only its own residents, but also those in neighbouring Hatfield Garden Village and within Welwyn Hatfield: a new education hub with primary and secondary school provision, new employment area, shops, civic buildings and community facilities



Education Hub

5.8.14 The north-east boundary of the site is defined by both the new education hub and the adjacent Green Belt, creating a natural edge to the development. The location of the proposed school site serves as a key transitional element, seamlessly blending the mixed-use urban areas with the surrounding countryside. Positioned adjacent to the local centre, the school plays an integral role in the community, both functionally and visually. Its prominent location ensures it becomes a focal point, with the school building designed to be 'terminated vista' viewed from the core of the development. This enhances its connection to the local centre, ensuring that it is easily accessible and closely integrated with the daily life of the neighbourhood.

5.8.15 The frontage of the school onto the public realm is designed to be inviting, promoting interaction between the school and the wider community, while the playing fields and sports pitches provide a gradual transition into the open spaces and Green Belt beyond. This thoughtful design

ensures that the site blends into its natural surroundings while maintaining the vibrancy of a community hub. The secondary school, partially located within the Green Belt, is carefully secured with fencing and screened by native hedging and tree planting, ensuring minimal visual impact on the rural landscape. Access to the school is conveniently provided from the south, via the local centre and primary street, further strengthening its connection to the heart of the development while providing safe and efficient circulation for both pedestrians and vehicles. This close relationship between the school and the local centre not only enhances the sense of place but also ensures that the school is a central, active element within the community fabric.

Employment Land

5.8.16 The south-eastern edge of the site, defined by the proximity of the AIM, requires a thoughtful design response to address the challenges posed by the motorway. In the Development Framework, this area has been designated as employment land, where the buildings will establish a strong visual frontage along the primary street, which forms part of Phase I. This layout creates a seamless transition between the employment zone and the adjacent residential areas. To maintain an attractive and coherent streetscape, car parking and service areas will be positioned behind the buildings, away from the primary street, minimizing their impact on the public realm and enhancing the overall character of the development.

5.8.17 In addition to creating a functional and aesthetically appealing transition, the employment buildings will also serve as a buffer, helping to mitigate noise from the AIM for the residential zones. However, to further address noise concerns, a noise barrier will be constructed along the eastern boundary, adjacent to the employment land. The precise design and scale of this barrier will be refined through a future planning application, ensuring it effectively reduces traffic noise and meets Building Regulations standards for acceptable noise levels across the site. This combined approach ensures a well-integrated development that balances functionality, aesthetics, and comfort for both residents and workers.



5.8.18 In terms of creating a good transition from employment to residential character, the idea is to provide a positive and active frontage onto the primary street. A primary street defines the transition from the employment land on the south-east part of the site to the residential areas in Phase I. The typical cross section of this primary street would be a travel lane, with verges and street trees on both sides, which could be substituted with on-street parallel parking to meet the requirements, together with footway on the southern side (on the employment side) and a footway on the residential side. All buildings (employment and residential) should have their front elevation facing the street, with car parking areas in the employment land located behind the buildings (between the buildings and the AIM). The set back of the employment buildings should generally be deeper than that of residential. Residential typologies used opposite the employment land should be mid-high density, comprising small apartment blocks, terraced houses and some semi-detached units.



6.0 IMPLEMENTATION AND DELIVERY


6.1 PHASING PLAN

6.1.1 The Welwyn-Hatfield Local Plan identifies that the site will be built out over the period between 2025 to 2036, so approximately 11 years.










As phases of sand and gravel extraction are completed and areas of the site are remediated and readied for residential-led development, phases of residential-led development will come forward. Delivery on site will be subject to a number of conditions, including market conditions, completion of minerals extraction, and actual build and occupancy rates at the time. Phase I will not be affected by mineral extraction.

6.1.2 The three phases of development shown in this section set out the sequence of development as it is currently contemplated, following the completion of various phases of mineral extraction and starting in the south-east, heading north towards Coopers Green Lane, finishing in the south-west corner towards Hatfield Avenue. Each phase will include a range of land uses, streets and other routes, off-site improvements, and other works to help support that particular phase and help deliver benefits to both the new and existing communities. The infrastructure shown is indicative for each stage and subject to future planning applications and relevant planning obligations and “triggers” for delivery.

Land Use Key

-  Redline Boundary
-  Residential
-  Mixed Use
-  Employment
-  Education
-  Local Centre
-  Neighbourhood Centre
-  Traveller Site

Green Infrastructure

-  Key Green and Open Spaces
-  Green Corridors
-  Grassland Meadows retained
-  School Sports Facilities
-  SUDS
-  Long Views
-  Green Belt Boundary
-  Existing Ditch
-  Proposed Ditch Route

Movement and Access Key











-  AIM
-  Existing Street Network
-  Proposed Primary Street
-  Proposed Secondary Street
-  Proposed Pedestrian & Cycle Connections
-  Proposed Pedestrian & Cycle Network
-  Existing Footpath Network
-  Existing Bridlepath
-  Existing Bus Network
-  Pedestrian & Cycle Routes to Hatfield Garden Village



Fig. 48: Phasing plan: Phase I

6.1 PHASING PLAN



Fig. 49: Phasing plan: Phase 2



Fig. 50: Phasing plan: Phase 3

Page 162

6.2 DELIVERY OF NORTH WEST HATFIELD

6.2.1 The success of the development will largely depend on the continued partnership working between the landowner and their development partner, the Council, and other key stakeholders to deliver a high quality and sustainable place and supporting infrastructure in a timely way. To achieve this the planning and development of North West Hatfield could be progressed through the preparation of more conventional planning applications or a Local Development Order.

Local Development Order

6.2.2 Subject to agreement with WHBC, Gascoyne Cecil Estates is proposing to deliver North West Hatfield through a Local Development Order (LDO). An LDO grants permission for specific types of development within a defined area and is made by the local planning authority (LPA), in this case WHBC. By doing so, it removes the requirement for an application for planning permission. LDOs are used by LPAs to help accelerate the delivery of appropriate development by simplifying and streamlining the planning process. As the North West Hatfield site has been allocated for mixed use development in an up-to-date Local Plan, the principle of development is accepted and a LDO, together with any planning conditions, can provide the LPA with sufficient control. A LDO may assist in reducing the need for a large number of planning applications, thereby reducing the resource implications in terms of

officer time and associated cost for WHBC and HCC moving forward.

6.2.3 An LDO sets standards and guidelines for development. To that end, the LDO consists of the following documents:

- The LDO itself (a technical & legal document);
- Parameter Plans and Maps (with which any future proposals must comply with and which are consistent with the current planning consents, masterplans, design manuals/pattern book, and site allocation planning policy);
- A Design Manual or Pattern Book (a detailed masterplan and design guidance for the site);
- An Environmental Impact Assessment subject to a EIA Screen Opinion from WHBC as the proposal is Schedule 2 development; and
- A Mitigation Checklist (a range of mitigation measures which proposals must comply with under the LDO).

6.2.4 A voluntary Section 106 Agreement will be offered. Whilst not formally required as part of the LDO documentation, the s106 Agreement will be prepared and set out the planning obligations including financial contributions to be delivered as part of development

Planning Applications

6.2.5 The North West Hatfield SPD provides guidance on how the development should come forward. If the process of delivering the development is through the preparation and submission of planning applications, the SPD ensures that:

- A consistent approach to the development is followed.
- A high quality development is delivered.
- Infrastructure is delivered when required and in accordance with the provisions of the SPD

6.2.6 Gascoyne Estates and WHBC share the same aim of developing a sustainable and high quality place supported by the infrastructure necessary to deliver this shared vision.

To facilitate the granting of planning permission expeditiously, the following list of information is provided below. It should be noted that this list is not exhaustive and further requirements may be identified as part of the pre-application process. Some elements may also be more appropriately submitted at reserved matters stage dependent on the type of application to be submitted.

Masterplanning and design

- Plans to illustrate development form at a greater degree of detail but not a detailed site layout.
- Design and Access Statement to include proposed character areas, street / space typologies, sample blocks and key areas including the neighbourhood centre with reference to this SPD and development framework plan.
- Compliance with this SPD will need to be demonstrated.

Planning

- Planning Statement.
- Retail Assessment to include floorspace schedule outlining indicative scale of proposed land uses at the neighbourhood centre.
- Draft Heads of Terms for Section 106 Agreement.
- Affordable Housing Statement.
- Statement of Community Involvement (SCI).
- Infrastructure Delivery Plan.
- Neighbourhood Management Plans to cover future maintenance of community spaces and buildings.

Sustainability

- Sustainability & Energy Assessment incorporating a carbon reduction strategy and outlining the approach taken to integrate sustainability during the design process. This can include topics such as

6.2 DELIVERY OF NORTH WEST HATFIELD

water use, materials, surface water runoff, waste, pollution, health and wellbeing, management, ecology and transport.

- Waste audit statement – to demonstrate how waste will be managed according to the waste hierarchy.

Traffic & Transportation

- Transport Assessment.
- Framework Travel Plan outlining measures to encourage new residents and employees on site to use sustainable modes of transport.
- Traffic pollution assessment to consider the impact of traffic generated nitrogen oxides upon environmental assets including mitigation measures (see also air quality assessment below).
- Public Transport Strategy outlining a strategy for providing viable sustainable transport options,
- Public Rights of Way Statement assessing the impact on existing access routes
- Highway design proposals,
- Other reports and possible transport modelling as required in consultation with HCC Highways Department,

Environmental Impact Assessment

- EIA Screening and Scoping Opinion,
- Environmental Statement,
- Landscape and Visual Impact Assessment,
- Arboricultural Survey & Arboricultural Impact Assessment.

- Ecological Surveys including Management Plan.
- Biodiversity Net Gain Assessment.
- Archaeology Assessment.
- Air Quality Assessment.
- Noise Assessment.
- Flood Risk Assessment.
- Sustainable Drainage Strategy.
- Heritage Statement including description of significance of any affected heritage assets.
- Land Contamination Assessment.
- Site Waste Management Statement.
- Construction Management Plans.
- Utility Infrastructure Report.

Planning Obligations

- The Council have confirmed through the adopted CIL Charging Schedule that the North West Hatfield development is zero rated and considers the best mechanism to deliver the required infrastructure associated with this development is via a site specific S106 agreement.

Future Monitoring

- 6.2.8 The Council will monitor implementation of this SPD and the extent to which the strategic policy objectives and vision are being achieved in the Annual Monitoring Report. If implementation / delivery is considered to be failing, this will be reported together with an explanation and proposed remedial steps.

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APPENDICES

- A SPD ENGAGEMENT
- B DESIGN REVIEW PANEL
- C ADOPTED LOCAL PLAN EXTRACT POLICY SP22
- D LIST OF FIGURES
- E BACKGROUND REPORTS

Member Liaison Group

Below is a brief summary of key comments and information presented from the project Member Liaison Group, in order of the date each meeting was held:

September 18, 2023

- The SPD should speak to improved cycle provision over the AIM be delivered.
- It was noted that pocket parks could form an important part of the social network for the future settlement.
- More information about mineral extraction activities would be helpful.
- There are three matters that must be considered when preparing the SPD that will have a bearing on how well it is received: a. past delivery of local services in local new town planning is perceived to be poor; b. is Northwest Hatfield a “merger” alongside existing development, or a separate entity? and c. what is planned for affordable housing?

October 30, 2023

- In relation to sustainability, the project team advised that there are likely to be a variety of measures to help deliver sustainable development, including facilitating a new bus route through the site; sustainable urban drainage measures; mixed housing tenures;

- a range of uses including employment, education and community facilities; and building and energy generation measures.
- Members encouraged Gascoyne Estates to seek to deliver a high level of sustainability in relation to buildings and energy.
- Members suggested the framework be clear on what is likely to be accessible and not accessible to pedestrians/dog walkers, given the evidenced impact from pets upon wildlife and natural areas.
- It was also suggested that it was important to show linkages to/from the site from Hatfield Garden Village and other areas beyond the boundaries of the site.
- It was suggested that the SPD be clear on the proposed function of the various areas of open space across the masterplan.
- Gascoyne Estates advised that it has an interest in helping deliver the required schools on the site, whether through an academy model or other form.

November 27, 2023

- Members requested specific proposals be tabled for the next meeting, noting that the project team was still undertaking technical work.
- The project team noted that strategies were being prepared and would be presented to the group in the early part of 2024.

April 29, 2023

- Members received a presentation on recent work in relation to the content of the emerging SPD. This included information in relation to:
 - a. A recap from previous meetings
 - b. Summary of work undertaken since the last meeting
 - c. Content of the SPD
 - d. Objectives & Vision
 - e. Appreciating the connect
 - f. Evolution of the Masterplan
 - g. Transport & Movement Strategy
 - h. Green Infrastructure Strategy
 - i. Sustainability Strategy
 - j. Place Making Strategy
 - k. The Framework Masterplan
 - l. Next Steps
- Members asked when the public would be consulted on the SPD.
- Members were keen to avoid potential future parking problems such as those being experienced in Hatfield Garden Village e.g. fly parking.
- Members requested the SPD show clarity of the proposed active travel connections to Hatfield.
- Members noted a potential risk in having too many neighbourhood centres given the experience is they often struggle to be viable at early stages of new development.
- Members asked that the SPD provide more detail of the function of green spaces in the SPD.
- It was suggested that a phasing plan be included which showed what infrastructure would be delivered in which phase.

B DESIGN REVIEW PANEL

Page 167

Panel's Observations	Response and approach to recommendations
Vision	
<p>Vision – unclear and lost in emerging masterplan. Long-term vision required.</p> <p>Importance of defining a strong long-term vision for the development to provide a clear and shared understanding for what the development will become.</p>	<p>Create a clear vision in the SPD and communicate also in other materials.</p> <p>Simple, clear but holistic written vision is required with at least one strong graphic which communicates the vision in a powerful fashion.</p> <p>The Supplementary Planning Document will define a vision that is both clear and holistic.</p>
<p>Vision – fit with neighbouring settlements (influence location of neighbourhood centre?)</p> <p>A strong vision will consider how the new community responds to the context of the neighbouring settlements to meet the needs of the local communities. The setting of services and amenities such as neighbourhood centres is to be viewed in the context of the wider area of Hatfield Garden Village.</p>	<p>Agreed. Show in the SPD, both context section and especially transport and connectivity strategy in SPD.</p> <p>Building on the principles of Legacy development and Garden City ideology, the vision will convey a clear identity for the new community.</p> <p>The vision will not only flow through the SPD but will also set the benchmark against which design codes and emerging proposals can be measured.</p>
Panel's Observations	Response and approach to recommendations
Context - Character - Connectivity	
<p>Unclear how site integrates to surroundings in terms of the character & connectivity.</p> <p>How the development integrates with the neighbouring settlements in character and physical connection will be key to enhancing both the existing and new community.</p>	<p>Noted. Same point as above (in Vision), demonstrate integration in transport and connectivity strategy in SPD</p> <p>The Supplementary Planning Document will provide a study of urban pattern and the Hertfordshire vernacular and provide a synoptic survey together with case studies of exemplar developments.</p> <p>Developing a community at a sustainable scale that does not become detached from neighbouring settlements is a key priority and one that will be achieved through the transport and connectivity strategy.</p>

<p>Opportunity to create something “new”. NWH could create a new “heart” with required connections.</p>	<p>Emphasise main centre of the settlement (location, uses, function) in the strategies (especially Land Use and Character) and in transport and connectivity strategy diagram.</p>
<p>The existing town lacks a focus, and the new development has the opportunity to provide the local communities with a new ‘hart’ and the vital connections needed.</p>	<p>The SPD will contain character areas of the proposed local centre, employment and education neighbourhoods. A land use strategy diagram will demonstrate how these services will connect through both the new and existing settlements.</p>
<p>A key landmark building would help with wayfinding & orientation.</p> <p>Key landmark buildings within the wider townscape and landscape help anchor development within their context and enable wayfinding and orientation.</p>	<p>Design team to consider where and landmark could be located e.g. main local centre or elsewhere.</p> <p>Vistas provide the opportunity for landmark or gateway buildings to be developed and will be considered as part of the place-making strategy and diagrams.</p>
<p>More clarity around connectivity & travel patterns in a wider context would be beneficial.</p>	<p>The intention is very much to “connect” the development with existing communities (in particular Hatfield Garden Village) and existing/proposed infrastructure.</p> <p>The SPD will show a wider area/context in proposed connectivity diagrams</p>
<p>Demonstrate how proposals will overcome AIM barrier & provide sustainable travel solutions.</p>	<p>The barrier to the AIM presents a challenge in terms of connecting the site to much of Hatfield, however there are existing connections that could be enhanced to improve such connectivity.</p> <p>Future transport and connectivity strategy to show how cycling and walking (as a minimum) could be improved over the AIM.</p>
Panel's Observations	Response and approach to recommendations
Place Making / Arrival Sequence - Neighbourhood Centres - Street Hierarchy	
<p>The road network seems geared to private cars, and future streets and travel should fit post-pandemic lifestyles.</p>	<p>The SPD should demonstrate that the Development Framework has a hierarchy which favours active travel over use of the private vehicle and future proofs the development where, for example, working from home is more common. The illustrations in the SPD will show streets and walking/cycling routes indicatively, with streets designed to ensure slow speeds and avoids motor vehicles dominating rights of way.</p>

Consider an “arrival sequence” into the development, as well as social interactions on the way. Also consider parking “barns” and areas that can be re-purposed when no longer required for surface parking, for example.	<p>The” experience” of moving through the new settlement is important and the framework has been designed to create a series of lively, convivial spaces and uses to help foster a highly sociable and safe urban environment. The SPD will explain as a narrative an arrival “sequence” in terms of transport, movement and connectivity.</p> <p>A parking strategy will be set out in future planning stages & include example precedents of “best practice” approaches to car parking</p>
Design Coding will be important. Street design should form part of the code (in consideration of local guidance)	<p>Given the size and scale of the development, a site-wide design code will help provide greater certainty over the nature and quality of individual phases and help “tie” together the various parts of the site.</p> <p>Design coding will be considered as part of part of the reserved matters process and will include street design as part.</p>
Density of development could be higher, and the density strategy made clearer. Building heights should be varied.	Precise development densities across the different character areas are still to be determined. It is acknowledged that densities could be increased in key locations e.g. around the local centre and neighbourhood centres, together with increased heights for key buildings. The SPD will note how densities could be higher and where increased density and building height can be achieved.
Street hierarchy requires greater thought & clarification.	There is a street hierarchy within the illustrative masterplan, however this could be shown more clearly. The SPD will provide a clearer street hierarchy within the transport strategy section.
Consider having a primary street right next to the secondary school with bus stop. Also, the secondary school could provide community services. Co-locate with primary school?	<p>The location for the secondary school provides students, staff and attendees with a secondary road running directly in front of the site. The street is only one block removed from the primary street which connects the entire site so is considered well connected to the main street system serving the development. The framework has been designed to permit a bus route around the primary street and a bus stop could be located close to the secondary school entrance. The potential for co-location of community facilities with the secondary school will be considered further based on discussions with Hertfordshire County Council, however it is intended that the school will be able to provide facilities for community use.</p> <p>The preference is to expand Green Lanes Primary School rather than co-locate with the secondary school.</p>

Employment should be more integrated with local centres.	<p>The masterplan facilitates areas for potential employment within the noted three small centres, for example small scale work spaces (this differs to the employment zone on east side of site)</p> <p>The SPD will include reference to potential work space in the centres</p>
Consider a single local centre with flexibility to provide additional centres at a later date.	<p>The masterplan indicates one local centre and potentially two neighbourhood centres. Future uses in local centres can be flexible and ground floor uses varied, hence they may not be “local centres” as such but higher density areas or mixed-use nodes</p> <p>We propose to retain the current number of centres shown on the masterplan but note in the text for the SPD the future uses in the three local centres can vary and be market driven & based on local need as development phases come forward</p>
There is a deficit of services in local area. Development should help support the creation of a centre that supports existing community & provide required connections.	<p>It is understood that there is a deficit of local services. A key requirement of the allocation for the site as set out in the Local Plan is that it add to, and support, the existing and future local community in terms of local facilities and services.</p> <p>The SPD will make clear the proposed uses and connections for the benefit of the residents of Hatfield Garden Village in particular, and how these will add to existing facilities in the local area.</p>
Panel’s Observations	Response and approach to recommendations
Green Infrastructure - Pedestrian and Cycle Routes	
The masterplan could provide greater emphasis on “swathes” of green links, and further integrate landscape into neighbourhoods/centres/transport hubs.	<p>The Development Framework shows a range of landscape areas and a hierarchy of different green/open spaces across the site.</p> <p>The SPD will make clear that the development will be strongly landscape-led & reflect green “connections” into existing developed areas.</p>
Provide ped/cycle routes within green-blue swathe.	The Development Framework includes a range of routes within the green corridor running east to west through the centre of the development (corresponding to attenuation basins). The SPD will make these routes clearer in the transport and landscape strategy sections.

<p>Roundabout layouts are a concern. Prioritise ped/cycle movement first and respond to HCC Guidance.</p>	<p>Concern noted, the Development Framework is illustrative only and will be further developed as planning applications come forward.</p> <p>The SPD will show a less detailed road layout and focus more on a primary and secondary street system. Roundabouts will not be shown on the movement strategy diagram, and a preference will be for more informal, tighter street geometry and intersections in general.</p>
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Panel's Observations	Response and approach to recommendations
Sustainability - Net Zero - Biodiversity Net Gain	
<p>Strategies are required that establish standards for net zero carbon, green energy generation and biodiversity that go beyond statutory minima.</p>	<p>Gascoyne Cecil Estates is keen that the development is built to high standards of sustainability and biodiversity and other measures are at the heart of the plan.</p> <p>A Sustainability Strategy will be included as part of the SPD and set out the key aspirations and measures to be included in the future development.</p>

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Panel's Observations	Response and approach to recommendations
Conclusions	
<p>Seek out & analyse relevant case studies.</p> <p>The arrival sequence is key, providing a platform for neighbourly interactions and community building.</p> <p>The design code will be critical in the delivery of the aspirations and qualities of place. Panel would welcome the opportunity to assist in reviewing and testing the design code at the earliest opportunity</p>	<p>Noted. The design team has considered various exemplar developments in preparing the site-wide masterplan and Development Framework, including local precedents in particular.</p> <p>The response to this comment has been provided earlier on in the Place Making section.</p> <p>The response to this comment has been provided earlier on in the Place Making section.</p>

Strategic Development Site in Hatfield

15.34 This policy allocates land north west of Hatfield for development in accordance with the growth and settlement strategy of the Plan.

Policy SP 22

North West Hatfield - SDS5

Land at north west Hatfield is allocated for development in this Local Plan to accommodate approximately 1,750 new homes over the plan period.

A masterplan setting out the quantum and distribution of land uses, access, sustainable design and layout principles will be agreed by the Council, working with the landowners and other key stakeholders. The Masterplan, which will be informed by the Strategy Diagram in Figure 14 below, will form the basis of a Supplementary Planning Document which will provide further guidance on site specific matters. Any application for development should be preceded by and consistent with the masterplan.

The site will be planned comprehensively to create a new sustainable neighbourhood incorporating principles of high quality design.

In accordance with the relevant policies of this Local Plan the site will provide:

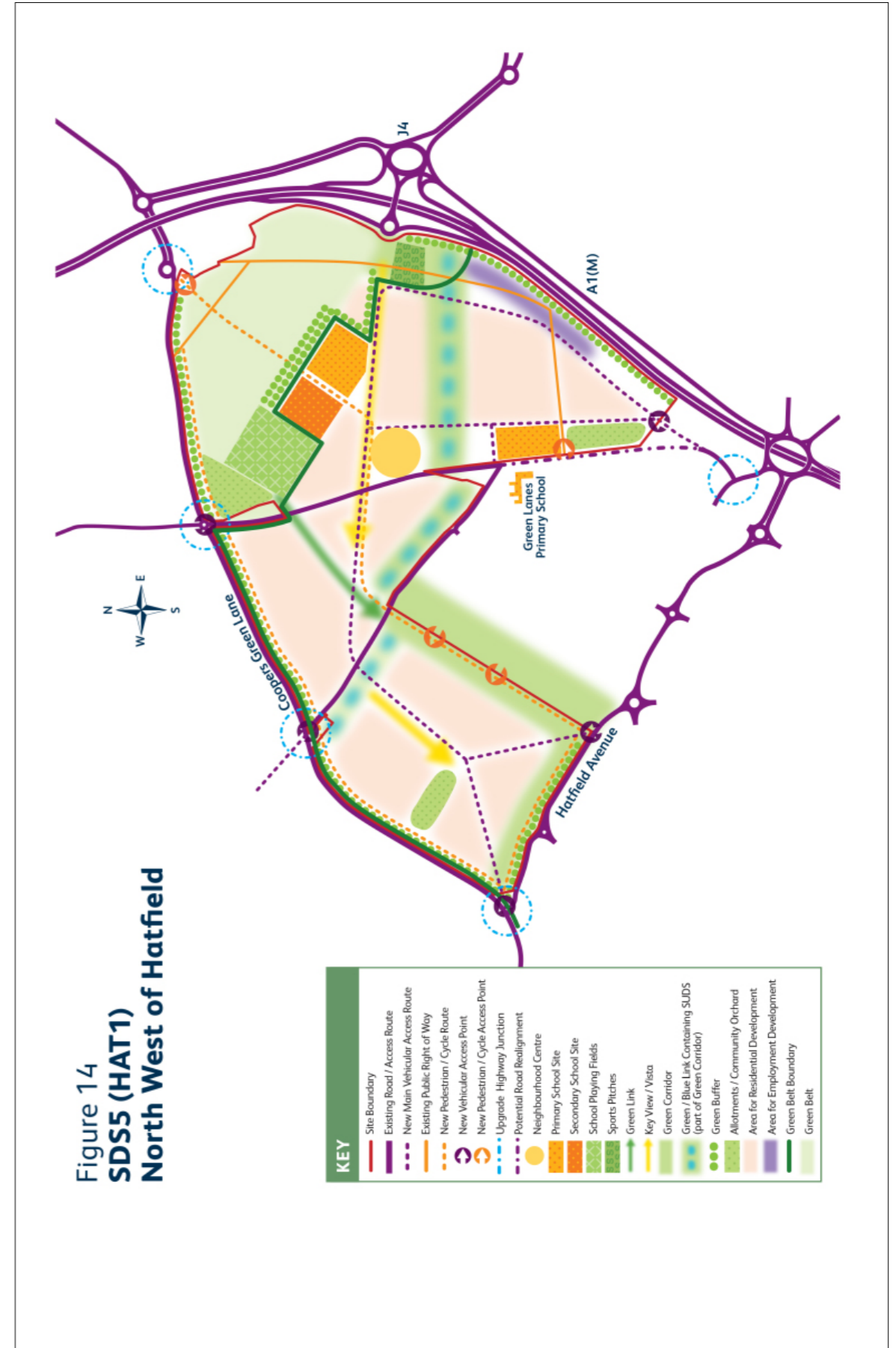
- A wide mix of housing types, sizes and tenures, including a minimum of 25% of all units as affordable housing unless it can be robustly demonstrated that such a proportion would not be viable; housing for older people; and serviced plots of land to contribute towards meeting evidenced demand for self-build and custom housebuilding;
- Gypsy and Traveller provision sufficient to accommodate a total of 15 pitches (with 4 of these pitches off-site at site HS33/GTLAA08);
- A neighbourhood centre in an accessible location to meet the day-to-day retail needs of new residents;
- An employment area in a visible and accessible location in accordance with an up-to-date assessment of need;
- Community facilities, including healthcare and leisure facilities;
- A new secondary school site of up to 8 forms of entry (with expansion potential to 10 FE) and associated playing facilities east of Green Lanes. The site will be made available early in the build period;
- Provision of 3 forms of entry at primary school level, in the form of new schools within SDS5 and /or linked to the secondary school as an 'all through school' and/or in the form of an expansion of Green Lanes primary school. All schools should provide for the dual use of facilities for community purposes;
- Sustainable transport measures including the improvement of pedestrian links, cycle paths, passenger transport and community transport initiatives;
- Suitable access arrangements and any necessary wider strategic and local highway mitigation measures, including to address impacts on Coopers Green Lane, Green Lanes, the A1001 and locations at or around Junction 4 of the A1(M). Off-site highway works required in connection with the development of this site will require a new or improved cycle/pedestrian footbridge or underpass facilities above or below the A1(M).
- Formal and informal open spaces for leisure and recreation, including play areas, sports fields, allotments and community orchards. Spaces will contribute to wider ecological networks including a strategic green infrastructure corridor from St Albans through to Hertford. As such, spaces should:
 - be accessible to both new and existing communities;
 - provide north-south and east-west connections, providing upgraded routes for walkers and cyclists;
 - provide safe routes for wildlife, protecting and enhancing wildlife assets;
 - balance the needs of recreation and nature, providing suitable animal habitats and undisturbed areas.

Hatfield

- Conservation and, where appropriate, enhancement of heritage assets and their settings, in particular the setting of Old Cottage, through careful masterplanning and appropriate mitigation measures, having regard to the findings of the Heritage Impact Assessment;
- Landscaping and planting;
- Necessary new utilities infrastructure, in particular upgrades to the local sewerage network and electricity supply network, also including integrated communications infrastructure to facilitate home-working; and
- Sustainable drainage and provision for flood mitigation.

In order to ensure that the site is planned and delivered comprehensively, any application for development on part of the site will be assessed against its contribution to the Masterplan, and will not prejudice the implementation of development of the site as a whole.

The developer must demonstrate the extent of the mineral that may be present and the likelihood of prior extraction in an environmentally acceptable way has been fully considered. As a minimum, an assessment of the depth and quality of mineral, together with an appraisal of the consequential viability for prior extraction without prejudicing the delivery of housing within the plan period should be provided.



D LIST OF FIGURES

Images

- Fig 1** Policies Map 2, Welwyn Hatfield Local Plan 2016 - 2036
- Fig 2** SDS5 (HAT1), WHBC 2023 Local Plan
- Fig 3** WHBC Local Plan - front cover
- Fig 4** The Pattern Book, Gascoyne Estates - front cover
- Fig 5** A Vision for Hatfield, Gascoyne Estates - front cover
- Fig 6** Planning timeline
- Fig 7** Map showing the historic development of Hatfield Park Estate
- Fig 8** Site location plan
- Fig 9** Photo location key plan
- Fig 10** Mineral reserves phasing plan
- Fig 11** The Old Cottage
- Fig 12** Existing built heritage and archaeological plan
- Fig 13** Existing land uses plan
- Fig 14** Existing physical and legal constraints plan
- Fig 15** Existing ecology plan
- Fig 16** Habitat Map - Ecology Partnership
- Fig 17** Existing hydrology and topography plan
- Fig 18** Existing landscape plan
- Fig 19** Existing utilities network
- Fig 20** Wider existing transport and facilities plan
- Fig 21** Existing street network
- Fig 22** Existing and future noise levels with barriers along AIM (Cass Allen Noise Impact Appraisal)
- Fig 23** Considerations plan
- Fig 24** Sketch Image from 2011 Design Workshop
- Fig 25** Sketch Image from 2011 Design Workshop
- Fig 26** Considerations plan
- Fig 27** Green and Blue Infrastructure
- Fig 28** Active Travel
- Fig 29** Proposed Street Network
- Fig 30** Land Use
- Fig 31** Existing destinations around the site
- Fig 32** Potential links and facilities (details of each link to be agreed with HCC)
- Fig 33** 5-minute walking distance to local / neighbourhood centres and new education facilities
- Fig 34** Proposed destinations plan
- Fig 35** Active travel strategy plan
- Fig 36** Proposed Street Network
- Fig 37** Drainage strategy plan (WA)
- Fig 38** Figure 8: Welwyn Hatfield Green Corridor - Local Plan (2016 - 2036)

- Fig 39** Wider landscape strategy diagram
- Fig 40** Green infrastructure strategy plan
- Fig 41** School Option (2FE + 1FE)
- Fig 42** School Option (3FE)
- Fig 43** Travellers' Site Options Plan
- Fig 44** Land use strategy plan
- Fig 45** Placemaking strategy plan
- Fig 46** Development Framework
- Fig 47** Character area key plan
- Fig 48** Phasing plan: Phase 1
- Fig 49** Phasing plan: Phase 2
- Fig 50** Phasing plan: Phase 3

Tables

- A** Land use budget

E BACKGROUND REPORTS

Historical Promotional Documents

1. Local Plan Representations – Regulation 18 (2015) comprising:
 - Promotional Brochure – JB Planning Associates
 - Site Masterplan – Brooks Murray Architects
 - Green Belt Assessment – JB Planning Associates
 - Infrastructure Appraisal - WSP
 - Travel to Work Census Data Analysis - WSP
 - Noise Appraisal Technical Memorandum - EEC
 - Archaeological Report (2011) – Archaeological Services & Consultancy
 - Ecology Appraisal (2011) – Applied Ecology
2. Local Plan Representations – Regulation 19 (2016) comprising:
 - Stanborough A Vision - Gascoyne Cecil Estates
 - Preliminary Ecological Appraisal – The Ecology Partnership
 - Landscape and Visual Appraisal – Michelle Bolger Landscape Consultants
 - Heritage Statement – Bancroft Heritage Services
 - Noise Assessment - ECC
 - Education Assessment – Walters & Cohen Architects
 - School Site Suitability Assessment – Walters & Cohen Architects
 - Statement of Engagement – JB Planning Associates
 - Summary Transport Strategy – Volume 1A – WSP
 - Transport Modelling Work – Volume 1B – WSP
 - Infrastructure Appraisal Reports – Volume 1C – WSP
 - Drainage Appraisal Update – Volume 2 – WSP
 - Utilities Update Report - Volume 3 - WSP
3. Statement of Common Ground between Gascoyne Estates, Welwyn Hatfield Borough Council and Hertfordshire County Council concerning Education Provision (October 2017)
4. Heritage Impact Assessment by Montagu Evans (2017)
5. Mineral Extraction Technical Paper - Stanborough and Symondshyde Strategic Allocations (2017) – JB Planning Associates
6. Gypsy and Traveller Site Provision Technical Paper - Stanborough and Symondshyde Strategic Allocations (2017) – JB Planning Associates
7. A Landscape Vision – Stanborough and Symondshyde by Michelle Bolger Landscape Consultants (2017)
8. Land Adjoining Coopers Green Lane - Extension to Hatfield Quarry off Oakland's Lane - Transport Assessment (2018) by WSP (for Cemex)

Gascoyne Estates Documents

9. Strategic Overview – GCE and its approach to the Local Plan (2015)
10. A Vision for Hatfield (2016)
11. Green Infrastructure Strategy for Central Hertfordshire (2016)
12. Transport for Hatfield and beyond in Central Hertfordshire (2016)
13. A Case for a New Hertfordshire Village (2015)
14. The Pattern Book and Housing Lexicon (March 2015)
15. Hatfield Building Code Part 1 (2011)
16. Hatfield Guide to Shopfronts, Blinds and Signs Part 2 (2011)
17. Gascoyne Cecil Estates Prospectus (2011)

Technical Studies to support SPD

18. Noise Impact Appraisal - North West Hatfield (2024) by Cass Allen
19. Air Quality Appraisal - Coopers Green, Hatfield SPD (2023) by Cass Allen
20. Preliminary Ecological Appraisal - Land at Coopers Green Lane (2023) by the Ecology Partnership
21. Condition Assessment and Biodiversity Net Gain Assessment - Land at Coopers Green Lane (2023) by the Ecology Partnership
22. Landscape Strategy for Northwest Hatfield (2023) by the Landscape Partnership
23. Land Northwest of Hatfield, SPD Scoping Note – Transportation (2023, updated 2024), Milestone Transport Planning
24. Land Northwest of Hatfield, Meeting Summary – AIM Junction 4 Connection Options (2024), Milestone Transport Planning
25. NW Hatfield Masterplan SPD - Drainage and Flood Risk Strategy (2023) by Wardell Armstrong

Government Documents

- 26. National Planning Policy Framework (2023)
- 27. Planning Policy Guidance Notes
- 28. Cycle Infrastructure Design - Local Transport Note 1/20 (2020) - Department for Transport
- 29. Places we're proud of - A short guide to providing and managing sites for Gypsies and Travellers (2021) by the National Policy Advisory Panel on Gypsy and Traveller Housing

Welwyn Hatfield Borough Council Documents

- 30. Welwyn-Hatfield Local Plan 2016-2036

Hertfordshire County Council Documents

- 31. Hertfordshire's Local Transport Plan 2018-2031 (LTP4) (2018)
- 32. Local Cycling and Walking Infrastructure Plans (LCWIP) (2023)
- 33. Place and Movement Planning and Design Guidance (2024)

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**WELWYN
HATFIELD**

North West Hatfield Masterplan SPD

**Strategic Environmental Assessment (SEA)
& Habitat Regulations Assessment (HRA)
Screening Opinion**

August 2024

Contents

	Page	
Part 1	Introduction & Legal Context	1
Part 2	Overview of the North West Hatfield Masterplan SPD	4
Part 3	Determining the need for Environmental Assessment of the North West Hatfield Masterplan SPD	7
Part 4	Habitat Regulation Assessment (HRA) Screening for the North West Hatfield Masterplan SPD	17
Part 5	SEA/HRA screening opinion determination	20

Acronyms & Abbreviations

AAS	Area of Archaeological Significance
AONB	Area of Outstanding Natural Beauty
BC	Borough Council
EIA	Environmental Impact Assessment
EPS	European Protected Species
EU	European Union
HRA	Habitat Regulations Assessment
LCA	Landscape Character Area
LWS	Local Wildlife Site
LNR	Local Nature Reserve
NNR	National Nature Reserve
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SPA	Special Protection Area
SPD	Supplementary Planning Document
SNCI	Site of Nature Conservation Importance
SSSI	Site of Special Scientific Interest

Part 1: Introduction & Legal Context

- 1.1 The Environmental Assessment of Plans & Programmes Regulations 2004 (the SEA Regulations) implement the requirements of EU Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment. Under the terms of the Regulations certain types of plans and programmes, which as defined in Regulation 2 includes those prepared and adopted by any authority at national, regional, or local level, and required by legislative, regulatory, or administrative provisions, must be subject to an assessment of their likely implications for the environment. The environmental assessment must be undertaken during the preparation of the plan or programme in order to inform its development and must be completed and reported on prior to the adoption of the plan or programme.
- 1.2 The SEA Regulations make provision under Regulation 9 (determinations of the responsible authority) for public authorities to decide whether a particular plan or programme requires environmental assessment. Where implementation of the plan or programme would not result in significant impacts on the environment SEA is not required. When making a determination under Regulation 9 the responsible authority must establish whether the plan or programme is one:
- For which the first formal preparatory act was carried out after 21 July 2004 (Regulation 5(1)(a) and (4)(a)).
 - Concerned with activities in one of the following sectors – agriculture; forestry; fisheries; energy; industry; transport; waste management; water management; telecommunications; tourism; or town and country planning or land use (Regulation 5(2)(a)).
 - That sets the framework for future development consent of projects¹ listed in Annex I or II to Council Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment (the Environmental Impact Assessment (EIA) Directive), as amended by Council Directive 97/11/EC (Regulation 5(2)(b) and (4)(b)).
 - That requires assessment under Article 6 or 7 of the Habitats Directive (Directive 91/43/EC) in that it would give rise to adverse impacts on the integrity of sites of European importance for nature conservation (Regulation 5(3)).

¹ Article 1(2) of the EIA Directive defines ‘projects’ as “the execution of construction works or of other installations or schemes,” or as “other interventions in the natural surroundings and landscape including those involving the extraction of minerals”.

- 1.3 Regulation 5(6) sets out the circumstances in which an environmental assessment may not be required for a plan or programme that otherwise falls within the scope of the Regulations, so long as there would be no significant environmental effects. Exceptions can be made for a plan or programme that determines the use of a small area at the local level, or for minor modifications to a plan or programme.
- 1.4 When making a determination under Regulation 9 the responsible authority must take account of the criteria (see below) set out in Schedule 1 to the SEA Regulations (Regulation 9(2)(a)). They must also consult Natural England, the Environment Agency and Historic England – the ‘consultation bodies’ specified in Regulation 4(1) of the SEA Regulations.

Paragraph 1: The characteristics of the plan or programme, having regard, in particular to –

- (a) The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size & operating conditions or by allocating resources;
- (b) The degree to which the plan or programme influences other plans & programmes including those in a hierarchy;
- (c) The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;
- (d) Environmental problems relevant to the plan or programme; &
- (e) The relevance of the plan or programme for the implementation of Community legislation on the environment (for example, plans or programmes linked to waste management or water protection).

Paragraph 2: Characteristics of the effects and of the area likely to be affected having regard, in particular, to –

- (a) The probability, duration, frequency & reversibility of the effects;
- (b) The cumulative nature of the effects;
- (c) The transboundary nature of the effects;
- (d) The risks to human health or the environment (for example, due to accidents);
- (e) The magnitude & spatial extent of the effects (geographical area & size of the population likely to be affected);
- (f) The value & vulnerability of the area likely to be affected due to – (i) Special natural characteristics or cultural heritage; (ii) Exceeded environmental quality standards or limit values; or (iii) Intensive land-use; &
- (g) The effects on areas or landscapes which have recognised national, Community or international protection status.

- 1.5 A statement of reasons must be prepared, and published, where the responsible authority, having taken account of the available evidence and the views of the consultation bodies, determines that a plan or programme does not require environmental assessment (i.e., that it is unlikely to have significant environmental effects) (Regulation 9(3) and Regulation 11).
- 1.6 The responsible authority's determination on the need for environmental assessment of a given plan or programme, and the statement of their reasons for that decision, must be published within 28 days of the determination having been made. Regulation 11 of the SEA Regulations sets out the following requirements with respect to the publication of determinations made under Regulation 9.
- A copy of the determination (and statement of reasons where environmental assessment is not required) must be sent to each of the consultation bodies (Natural England, the Environment Agency, and Historic England) (Regulation 11(1)(a) and 1(b)).
 - The determination (and statement of reasons where environmental assessment is not required) must be available for inspection by the public at the responsible authority's principal office, at all reasonable times and free of charge (Regulation 11(2)(a)).
 - The responsible authority must take appropriate steps to bring to the attention of the public the title of the plan to which the determination relates, the fact that it has been determined that environmental assessment is not required, and the address (including websites) at which the determination and any accompanying statement of reasons may be inspected or from which a copy may be obtained (Regulation 11(2)(b)).

Part 2: The proposed North West Hatfield Supplementary Planning Document

2.A Context for the North West Hatfield Supplementary Planning Document (SPD)

- 2.1 The Welwyn Hatfield Local Plan was adopted by Welwyn Hatfield Borough Council in October 2023. The Local Plan sets out the spatial strategy for the development of the borough for the period up to 2036. The Plan addresses the borough’s objectively assessed need for additional housing and employment space and supporting infrastructure including accessible greenspace. The Plan allocates five strategic sites for development: one Class E(g) and residential site, and four residential-led mixed use sites, one of which is North West Hatfield (as shown in Appendix A).
- 2.2 The development of the North West Hatfield site is provided for by policies SADM 26 (New dwellings in Hatfield) and SP 22 (North West Hatfield – SDS5). The number of houses that could be delivered at the site is referenced in these policies as being approximately 1,750 dwellings, 25% of which should be affordable housing and 15 gypsy and traveller pitches (policy SP 7). The development of the site is also required to deliver an employment area of approximately 13,900sqm employment space in Class E(g) use (policy SADM 10), a new neighbourhood centre including convenience retail floorspace (policy SP 5), new community facilities, a new secondary school (8-10 FE) and primary school (up to 3 FE) (policy SP 14), as well as sustainable transport measures, suitable access, formal and informal open space, landscaping, necessary utilities infrastructure and sustainable drainage/flood mitigation.
- 2.3 The site benefits from planning permission for the removal of sand and gravel deposits located in the central and western parts of the site (HCC application ref PL/0963/18, granted conditional permission subject to the completion of a s106 Agreement). The deposits will be removed in stages, starting with the eastern side of the site and thereafter progressing west and southwest over a period of approximately 10 years. Following extraction activity, land will be “made good” to support future residential-led development, while sand and gravel extraction is still being undertaken in later phases. Policy SP 22 makes reference to the need for prior extraction of minerals to be considered.
- 2.4 The policies and allocations set out in the adopted Local Plan were subject to Sustainability Appraisal (including SEA) and to HRA during the preparation of the Plan.

The SA considered a number of reasonable alternative sites in Hatfield including one reasonable alternative strategic site (Hat2). The Inspector concluded that for the allocation of the site for the development of c.1,750 new residential properties, *“The evidence does not suggest the availability of (an) alternative site(s) available, adjacent to Hatfield, for this amount of development at this point in time and which would result in less harm to Green Belt purposes or achieve better sustainability credentials.”* (paragraph 283, p.71, Report on the Examination of the Welwyn Hatfield Local Plan (2016), 25 September 2023). The allocation of the North West Hatfield site was found to be sound and was confirmed in the Plan adopted in October 2023.

- 2.5 During the course of the examination, additional sites were considered and the capacity of the North West Hatfield site was increased from 1,650 to 1,750 dwellings. To ensure that the requirements of the development are precise and policy SP 22 is effective, the inspector recommended main modification MM45 and further main modification FMM19 to policy SP 22. These included the increased site capacity and clarified on the delivery of the educational facilities, cycle/pedestrian access including across/under the A1(M), and the conservation/enhancement of nearby heritage assets and their settings.
- 2.6 The additional sites, main modifications and further main modifications were considered under addendums to the 2016 Sustainability Appraisal (examination documents EX200, EX297 and EX303B²). It was concluded that overall, the cumulative effects of the Welwyn Hatfield Local Plan remain unchanged and the overall sustainability of the Local Plan is not considered to be changed by the modifications (paragraphs 5.2 and 5.3, page 11, Sustainability Appraisal Report Local Plan Addendum Main Modifications, November 2022; and paragraph 1.8, page 2, Sustainability Appraisal Report Local Plan Addendum Further Main Modifications, June 2023).
- 2.7 Policy SP 22 requires that a masterplan is produced for the overall site which is agreed by the Council, working with the landowners and other key stakeholders. The masterplan is to be informed by the Strategy Diagram in Figure 14 of the Local Plan, and is to form the basis of a Supplementary Planning Document which will provide further guidance on site specific matters. Any application for development should be preceded by and consistent with the masterplan.
- 2.8 A masterplan for the development of the North West Hatfield strategic site is in the process of being produced by the landowner.

² The Sustainability Appraisal and subsequent addendums are available at: <https://www.welhat.gov.uk/homepage/36/local-plan>, and relevant extracts included in Appendix B of this report

2.B Structure and content of the North West Hatfield Masterplan SPD

2.9 The North West Hatfield Masterplan SPD will set out a masterplan framework for the development of the North West Hatfield site. The SPD will incorporate the provisions set out in Policy SP 22 and will be informed by Figure 14 of the Local Plan.

2.10 The proposed SPD is likely to be composed of the following key parts:

- Introduction: setting out the purpose of the document, the planning policy context and status of the SPD
- Vision: an overarching vision for the future development of the site with broad thematic statements
- Context: an overview of the key features and constraints of the site and wider area summarised in a Considerations Plan
- Engagement: a summary of the stages of consultation and engagement undertaken in preparation of the masterplan, and feedback from the Hertfordshire Design Review Panel
- Place-Making Principles: a number of principles which represent the combined ambitions of the landowner and Welwyn Hatfield Borough Council
- The Masterplan Framework: a series of strategies/strategy diagrams covering land use, transport and movement, green infrastructure, place making, and sustainability, incorporated into a framework masterplan, with the identification of neighbourhood character areas
- Implementation and Delivery: a phasing plan providing an estimated timetable for delivery of development on site following minerals extraction, and delivery of social and physical infrastructure.

Part 3: Determining the need for Environmental Assessment of the proposed North West Hatfield Masterplan SPD

3.A Establishing the need for Environmental Assessment

Does the plan or programme fall within the scope of the definition given in Regulation 2 (Interpretation)?

3.1 Yes. The proposed SPD will be a material planning consideration in planning decisions once adopted. The SPD will be prepared by the developer/landowner in conjunction with Welwyn Hatfield Borough Council. It will be adopted by Welwyn Hatfield Borough Council, an organisation that is a local level government body in England acting in its capacity as the Local Planning Authority for the borough of Welwyn Hatfield. The SPD will be prepared and adopted in accordance with the relevant provisions of the Planning & Compulsory Purchase Act 2004 as amended by the Planning Act 2008 and of the Town & Country Planning (Local Planning) (England) Regulations 2012 (as amended).

Was the first formal preparatory act for the plan or programme carried out after 21 July 2004? Regulation 5(1)(a) and 5(4)(a)

3.2 Yes. Preparation of the proposed North West Hatfield Masterplan SPD commenced in 2023.

Is the plan or programme concerned with activities in one of the following sectors – agriculture; forestry; fisheries; energy; industry; transport; waste management; water management; telecommunications; tourism; or town and country planning or land use? Regulation 5 (2)(a)

3.3 Yes. The proposed SPD is concerned with activities that fall within the scope of the ‘town and country planning or land use’ sector.

3.4 The proposed SPD will provide additional guidance to that already set out in Policies SADM 26 and SP 22 (as well as policies SADM 10, SP 5, SP 7 and SP 14) of the adopted Welwyn Hatfield Local Plan (October 2023) and provide for the development of the North West Hatfield site to create a new residential-led sustainable neighbourhood of approximately 1,750 new homes and approximately 13,900sqm employment floorspace.

3.5 The main parameters for the development and key issues that would need to be addressed are set out in Policy SP 22 (North West Hatfield – SDS5) of the adopted Local Plan.

- 3.6 The proposed SPD will comprise a masterplan framework for the site and will provide further detail on the density, form, and composition of the development to be provided as part of the new neighbourhood whilst respecting the limitations on the number of new homes and the amount of additional floorspace to be provided set out in the adopted Plan.

Does the plan or programme set the framework for future development consent of projects³ listed in Annex I or II to Council Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment, as amended by Council Directive 97/11/EC? Regulation 5(2)(b) and 5(4)(b)

- 3.7 Yes. The development to be covered by the SPD includes land-uses that fall within project categories listed in Annex II of the Environmental Impact Assessment (EIA) Directive (Schedule 2 of the EIA Regulations 2017 (as amended)). The development of the North West Hatfield site would involve works that falls within the scope of paragraphs 10(a) (industrial estate development projects) and 10(b) (urban development projects) of Schedule 2 of the EIA Regulations.
- 3.8 The proposed SPD would not alter the type, mix or quantum of development to be delivered as part of the development of the North West Hatfield site from that defined by policies in the adopted Welwyn Hatfield Local Plan. The Local Plan was subject to Sustainability Appraisal, and to HRA, during its preparation and no allocation would have been made if the examining Inspector were not convinced that the evidence supported the conclusion that the Plan would not give rise to significant environmental effects.
- 3.9 The North West Hatfield site extends to some 130 hectares, and in accordance with Policies SADM 26 and SP 22 of the Welwyn Hatfield Local Plan, would be expected to deliver up to 1,750 new homes and c.13,900 square metres of employment space. On that basis any planning application for the redevelopment of the site would require EIA, a fact that would not be materially altered by the proposed SPD.
- 3.10 There are also mineral deposits within the site. The Local Plan notes the importance of preventing the sterilisation of mineral resources (which is a requirement of national policy and the Hertfordshire Minerals Local Plan) whilst ensuring that the site can be developed within the plan period (paragraph 15.36) and consideration of minerals is also included in policy SP 22. Mineral extraction can fall within the scope of paragraphs 2 (extractive industry) and 5 (mineral industry) of Schedule 2 of the EIA Regulations.

³ Article 1, paragraph 2 of the EIA Directive defines ‘projects’ as “the execution of construction works or of other installations or schemes,” or as “other interventions in the natural surroundings and landscape including those involving the extraction of minerals”.

- 3.11 An application has been determined for the extraction of minerals at the site (Herts County Council reference: PL/0963/18) and conditional permission granted 22/12/2023. This application was subject to EIA.

Does the plan or programme require assessment pursuant to Article 6 or 7 of the Habitats Directive (Directive 91/43/EC)? Regulation 5(3)

- 3.12 The proposed SPD will be a material planning consideration for projects of a type that could give rise to impacts on the integrity of European designated sites.
- 3.13 There are four European sites identified as being within 10km of Welwyn Hatfield Borough. Their location is shown in Appendix C:
- Epping Forest SAC
 - The Lee Valley SPA
 - The Lee Valley Ramsar
 - Wormley Hoddesdonpark Woods SAC
- 3.14 The Welwyn Hatfield Local Plan was subject to Habitat Regulations Assessment (HRA) as part of the plan preparation process. The HRA considered the potential effects of the Plan, including the allocation of the North West Hatfield site for development as a new neighbourhood of c.1,750 homes, on European sites within a 10km radius of Welwyn Hatfield borough. The HRA concluded that the Welwyn Hatfield Local Plan would not have any significant environmental effects on any of these sites.
- 3.15 The proposed masterplan framework SPD will not alter the amount of development that could be brought forward at the North West Hatfield site from that allowed for under Policy SADM 26 and Policy SP 22 of the adopted Local Plan. There would be no material change to the type or amount of development on the site and the conclusions of the earlier HRA for the Plan would remain valid. Further consideration of HRA screening is included below (see section 4 of this report).

Does the plan or programme determine the use of a small area at local level?
Regulation 5(6)(a)

- 3.16 Yes. The proposed masterplan framework SPD will focus solely on development of the allocated site at North West Hatfield and would not apply beyond that area.

3.B Determining whether significant environmental effects are likely

- 3.17 The proposed North West Hatfield SPD is a plan or programme of a type that falls within the scope of the SEA Regulations but relates to the use of a small area at local level. To determine whether SEA is required consideration must be given to the extent that the proposed SPD could result in significant environmental effects. As the allocation of the site for redevelopment was subject to SEA during the preparation of the adopted Local Plan further assessment of the SPD would only be warranted if impacts different or additional to those considered in the earlier SEA work would result from the adoption of the SPD.
- 3.18 In line with the requirements of Regulation 9(2)(a) the proposed SPD has been considered against the criteria listed in Schedule 1 of the SEA Regulations. The findings of that work with respect to Schedule 1(1) are set out in Table 3-1. The findings of that work with respect to Schedule 1(2) are set out in Table 3-2.

Table 3-1: Consideration of the SPD against Schedule 1(1) of the SEA Regulations – Characteristics of plans and programmes

Schedule 1 Criteria	Discussion
<p>The degree to which the plan ... sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources</p> <p><i>Schedule 1(1)(a)</i></p>	<p>The proposed SPD would expand on the design guidance set out in Policy SP 22 of the adopted Welwyn Hatfield Local Plan in respect of the development of a new neighbourhood on land at North West Hatfield.</p> <p>The site to be addressed by the proposed SPD is allocated for future development under Policies SADM 26 and SP 22 of the adopted Welwyn Hatfield Local Plan, and the quantum and mix of development to be included in that settlement is also defined in those policies with further design guidance and principles set out in policy SP 22.</p> <p>The proposed SPD would not alter those pre-determined parameters but would provide further detailed guidance on the design, form and character of the settlement that is to be created.</p> <p>The environmental effects associated with the development of the allocated site as previously assessed in the SEA and SA for the Local Plan would not be significantly altered or added to as a result of the adoption of the SPD. No further assessment is required.</p>
<p>The degree to which the plan ... influences other plans ... including those in a hierarchy</p> <p><i>Schedule 1(1)(b)</i></p>	<p>The proposed SPD would support the objectives of the adopted Welwyn Hatfield Local Plan with respect to the design, form, and character of the new neighbourhood at North West Hatfield, but would not influence (as in change) the aims and objectives of any other plans or programmes in the land use sector that apply in the borough.</p> <p>No previously assessed environmental effects would be altered or added to as a result of the adoption of the SPD. No further assessment is required.</p>

Schedule 1 Criteria	Discussion
<p>The relevance of the plan ... for the integration of environmental considerations in particular with a view to promoting sustainable development <i>Schedule 1(1)(c)</i></p>	<p>The proposed SPD would provide guidance on the design, form, and character of the new neighbourhood to be located at North West Hatfield. The site has been allocated for development in the adopted Welwyn Hatfield Local Plan which seeks to enable the sustainable development of the borough by, inter alia, identifying land that can be appropriately developed to meet the projected housing needs of the borough and the wider area over the Plan period. Regarding the allocation of the site, the examining Inspector concluded that, "...The evidence does not suggest the availability of (an) alternative site(s) available, adjacent to Hatfield, for this amount of development at this point in time and which would result in less harm to Green Belt purposes or achieve better sustainability credentials...There are clearly exceptional circumstances to remove this sustainable site to facilitate the comprehensive development discussed above from the Green Belt." (paragraph 283, p.70-71, Welwyn Hatfield Local Plan: Inspectors Report, 25 September 2023).</p> <p>The sustainability of the development of the allocated site as previously assessed in the SEA and SA for the Local Plan would not be significantly altered as a result of the adoption of the SPD. No further assessment is required.</p>
<p>Environmental problems relevant to the plan ... <i>Schedule 1(1)(d)</i></p>	<p>The North West Hatfield site is not subject to any environmental problems that are relevant to the adopted Local Plan or the proposed SPD.</p> <p>The extraction of sand and gravel deposits will be removed in stages, with land "made good" to support future residential development.</p> <p>The need for sustainable transport measures, suitable access, sustainable drainage and flood mitigation are included in policy SP 22 and have been considered as part of the SEA and SA process.</p> <p>Regarding noise and disturbance, the examining inspector commented that, "North-West Hatfield is primarily a residential proposal (SP22) within the Green Belt but with an employment area proposed adjacent to the A1M", and, "The site at North-West Hatfield, which is a part of an extended mixed-use neighbourhood (SDS5), will utilise land adjacent to the A1M, where there are very likely to be noise and disturbance issues that reduce its suitability for residential use." (paragraph 56, pp.18, Welwyn Hatfield Local Plan: Inspectors Report, 25 September 2023).</p> <p>The environmental effects associated with the development of the allocated site as previously assessed in the SEA and SA for the Local Plan would not be significantly altered or added to as a result of the adoption of the SPD. No further assessment is required.</p>

Schedule 1 Criteria	Discussion
<p>The relevance of the plan... for the implementation of European legislation on the environment (for example, plans ... linked to waste management or water protection)</p> <p><i>Schedule 1(1)(e)</i></p>	<p>The proposed SPD would form part of the Welwyn Hatfield Local Plan with respect to the development of the North West Hatfield site.</p> <p>Strategies relating to waste disposal or water protection are mostly dealt with by Hertfordshire County Council.</p> <p>The adopted Local Plan includes a number of policies that contribute to the implementation of EU environmental law and Welwyn Hatfield Borough Council has a number of strategies in place, relating to waste management and environmental protection.</p> <p>The environmental protections provided by other policies in the adopted Local Plan would not be altered or disapplied by the proposed SPD and no previously assessed environmental effects would be altered. No further assessment is required.</p>

Table 3-2: Consideration of the SPD against Schedule 1(2) of the SEA Regulations – characteristics of the effects and the area to be affected

Schedule 1 Criteria	Discussion
<p>The probability, duration, frequency & reversibility of the effects</p> <p><i>Schedule 1(2)(a)</i></p>	<p>The development of the North West Hatfield site will give rise to both temporary and permanent effects.</p> <p>In the case of temporary effects these would arise during the construction phase and would be more likely to be adverse in character – e.g. emissions of noise and dust, additional HGVs on the local highway network, etc. Such effects would be subject to control through conditions attached to any planning permission granted. Such conditions would be formulated in the context of relevant policies in the adopted Local Plan. Such effects are not matters that would be appropriately addressed within the context of a site masterplan and would be unaffected by the proposed SPD.</p> <p>In the case of the permanent effects on the land associated with the construction and occupation of the new neighbourhood the vision set out in the adopted Local Plan policy for the site (SP 22) would be largely positive and would contribute to the sustainable development of the borough over the Plan period. The SPD would build on the design principles already set out for the site in the adopted Local Plan policies to ensure that redevelopment delivers a high quality settlement with a distinct local character.</p> <p>The sustainability of the development of the allocated site as previously assessed in the SEA and SA for the Local Plan would not be significantly altered as a result of the adoption of the SPD. No further assessment is required.</p>

Schedule 1 Criteria	Discussion
<p>The cumulative nature of the effects <i>Schedule 1(2)(b)</i></p>	<p>The North West Hatfield site is located adjacent to existing development and would extend and wrap around Hatfield Garden Village.</p> <p>Policy SP 22 of the adopted Local Plan states that the site will be planned comprehensively to create a new sustainable neighbourhood incorporating principles of high quality design.</p> <p>The examining inspector also commented that “The proposal involves a neighbourhood centre, containing shopping and community facilities and a small employment area, as well as proposals for new primary and secondary schools. These new facilities would also be of benefit to the existing residents of the adjacent Hatfield Garden Village. The extension and improved frequency of the local bus services, providing links to Welwyn Garden City and Hatfield town centres and their railway stations, as well as to local employment areas, will also help to ensure that a comparatively sustainable community, from a movement perspective, will reside here. The large employment area to the south of the site, as well as the additional new employment area within the site itself, will provide local employment opportunities.” (paragraph 283, pp.71, Welwyn Hatfield Local Plan: Inspectors Report, 25 September 2023)</p> <p>In this way there would be benefits to both the existing urban area and the new development at North West Hatfield.</p> <p>The proposed SPD would not alter the quantum of development to be delivered at the site, which is set by policies SADM 26 and SP 22 of the adopted Local Plan. No further assessment is required.</p>
<p>The trans-boundary nature of the effects <i>Schedule 1(2)(c)</i></p>	<p>None of the guidance set out in the proposed SPD would impact upon land within the jurisdictions of any EU Member States.</p> <p>None of the guidance set out in the proposed SPD would significantly impact upon land within the jurisdictions of any neighbouring Local Authority. Cross boundary matters have been discussed and agreed as part of the Duty to Cooperate under the Local Plan Making process.</p> <p>No further assessment is required.</p>
<p>The risks to human health or the environment (for example, due to accidents) <i>Schedule 1(2)(d)</i></p>	<p>The proposed development of the North West Hatfield site does not include any forms of development that would give rise to novel or particularly hazardous risks to the environment or human health.</p> <p>The adopted Local Plan includes policies that provide for the protection of the environment and human health that apply across all applications for planning permission. The proposed SPD would not alter or disapply any of those policies in the context of the development of the North West Hatfield site and no previously assessed environmental effects would be altered. No further assessment is required.</p>

Schedule 1 Criteria	Discussion
<p>The magnitude & spatial extent of the effects (geographical area & size of the population likely to be affected) <i>Schedule 1(2)(e)</i></p>	<p>The proposed SPD will focus solely on development of the allocated site at North West Hatfield and would not apply beyond that area. The likely impacts of the development of the site were subject to SEA and SA during the preparation of the Welwyn Hatfield Local Plan, which includes the policies (SADM 26 and SP 22) that allocated the site for development and defined the type and quantum of development to be provided for on the site. The SPD would not alter the site boundary or area.</p> <p>The environmental effects associated with the development of the allocated site as previously assessed in the SEA and SA for the Local Plan would not be significantly altered or added to as a result of the adoption of the SPD. No further assessment is required.</p>
<p>The value & vulnerability of the area likely to be affected due to: special natural characteristics or cultural heritage <i>Schedule 1(2)(f)(i)</i></p>	<p>There is a listed building (Old Cottage) just outside the site boundary and two Areas of Archaeological Significance within the site.</p> <p>Policy SP 22 of the adopted Local Plan makes explicit reference to heritage assets and their settings, requiring the development of the site to conserve and, where appropriate, enhance these heritage assets. The proposed SPD will expand on the principles set out in policy SP 22 of the adopted Local Plan and will provide further guidance on the ways in which the site can be developed in a manner that is sympathetic to its heritage.</p> <p>The adopted Local Plan includes policies that provide for the protection of the historic environment that apply across all applications for planning permission. The proposed SPD would not alter or disapply any of those policies in the context of the development of the North West Hatfield site and no previously assessed environmental effects would be altered. No further assessment is required.</p>
<p>The value & vulnerability of the area likely to be affected due to: exceeded environmental quality standards or limit values <i>Schedule 1(2)(f)(ii)</i></p>	<p>The North West Hatfield site is not subject to any environmental problems that are relevant to the adopted Local Plan or the proposed SPD.</p> <p>The adopted Local Plan includes policies that protect the environment and apply across all applications for planning permission. The proposed SPD would not alter or disapply any of those policies in the context of the development of the North West Hatfield site and no previously assessed environmental effects would be altered. No further assessment is required.</p>

Schedule 1 Criteria	Discussion
<p>The value & vulnerability of the area likely to be affected due to: intensive land-use</p> <p><i>Schedule 1(2)(f)(iii)</i></p>	<p>The North West Hatfield site is allocated for development under Policies SADM 26 and SP 22 of the adopted Local Plan, which outline the intensity of future use and the types of land-uses to be accommodated.</p> <p>The proposed SPD would not alter those pre-determined parameters but would provide further detailed guidance on the design, form and character of the settlement that is to be created.</p> <p>Prior to development of the North West Hatfield site, minerals extraction will take place over much of the developable area. Therefore the prior agricultural land classification of Grade 2 will already have been altered.</p> <p>The environmental effects associated with the development of the allocated site as previously assessed in the SEA and SA for the Local Plan would not be significantly altered or added to as a result of the adoption of the SPD. No further assessment is required.</p>
<p>The effects on areas or landscapes which have recognised national, European or international protection status</p> <p><i>Schedule 1(2)(g)</i></p>	<p>The North West Hatfield site is not located within any national or higher level designations for landscape or nature conservation.</p> <p>Welwyn Hatfield has a number of sites of importance for nature conservation, but these are protected by separate policies in the adopted Welwyn Hatfield Local Plan. The proposed SPD does not seek to disapply the nature conservation policies of the adopted Local Plan with reference to the development of the North West Hatfield site and does not alter the quantum of development from that defined by policies SADM 26 and SP 22.</p> <p>The proposed SPD will build on those principles and would not disapply policies already referred to with respect to the development of the site. The quantum of development would not be altered as a consequence of the proposed SPD.</p> <p>The environmental effects associated with the development of the allocated site as previously assessed in the SEA and SA for the Local Plan would not be significantly altered or added to as a result of the adoption of the SPD.</p> <p>The Welwyn Hatfield Local Plan was subject to Habitat Regulations Assessment (HRA) as part of the plan preparation process. That HRA considered the potential effects of the Plan, including the allocation of the North West Hatfield site for development as a new neighbourhood of c.1,750 homes, on European sites within a 10km radius of Welwyn Hatfield borough. The HRA concluded that the Welwyn Hatfield Local Plan would not have any significant environmental effects on any of these sites. A HRA screening has been undertaken for this SPD (see section 4 below). No further assessment is required.</p>

3.C Conclusion on the need for Environmental Assessment

- 3.19 The proposed SPD falls within the scope of the description given in Regulation 5(6)(a) as it would determine the use of a small area at the local level. The type and volume of development to be provided at the North West Hatfield site is defined by Policies SADM 26 and SP 22 of the adopted Local Plan, the preparation of which was subject to and informed by a combined SA and SEA. The proposed SPD would not alter the quantum of development to be provided at North West Hatfield but would further expand on the design guidance and principles set out in Policy SP 22 of the adopted Local Plan. The area of land covered by the proposed SPD would be consistent with that identified by Policy SP 22 of the adopted Local Plan.
- 3.20 Based on the available evidence and taking account of the relationship of the proposed SPD to the adopted Local Plan it is concluded that the SPD would not give rise to activities that would result in significant environmental effects of a type or scale different to those already considered in the SEA and SA of the Local Plan. The proposed SPD would not alter or disapply any of the policies set out for the protection of the environment or communities in the adopted Local Plan, and it can therefore be concluded that any environmental effects arising from the development of the North West Hatfield site would be appropriately addressed in the context of any planning permission that may be granted.
- 3.21 It is recommended that the preparation and adoption of the proposed North West Hatfield Masterplan SPD would not give rise to significant environmental effects. The SPD therefore does not require environmental assessment under the provisions of the Environmental Assessment of Plans and Programmes Regulations 2004.

Part 4: Habitat Regulation Assessment (HRA) Screening for the North West Hatfield Masterplan SPD

- 4.1 The requirement to undertake HRA of development plans was confirmed by the amendments to the Habitats Regulations published for England and Wales in 2007; the currently applicable version is the Habitats Regulations 2017 as amended. These updates were consolidated into the Conservation of Habitats and Species Regulations 2017. The assessment process examines the likely significant effects of the different spatial options on the integrity of the European wildlife sites of nature conservation importance within, close to or connected to the plan area. European wildlife sites are areas of international nature conservation importance that are protected for the benefit of the habitats and species they support. This assessment is known as a Habitat Regulation Assessment (HRA).
- 4.2 For the purposes of the HRA, international designated wildlife sites are Special Protection Areas (SPA), Special Areas of Conservation (SAC), and Ramsar wetland sites.
- 4.3 The SEA Directive requires that if an eligible plan or programme requires an appropriate assessment under the Habitats Directive, then that plan or programme will also require an SEA. It is therefore advisable to check whether an assessment under the Habitats Regulations is required by undertaking HRA screening at the same time as screening for SEA.
- 4.4 The Welwyn Hatfield Local Plan document has been subject to both SEA and HRA. These documents can be found on the WHBC website, under Submission Documents. Both the Sustainability Appraisal and the Habitats Regulation Assessment were updated in 2020, following the promotion of additional sites for housing (including an increase from 1,650 to 1,750 dwellings for the North West Hatfield site). Further updates/addendums were made for the main modifications and further main modifications stages of the Local Plan examination.
- 4.5 The following four European sites are identified as being within 10km of Welwyn Hatfield Borough. Their location is shown in Appendix C.
- Epping Forest SAC
 - The Lee Valley SPA

- The Lee Valley Ramsar
- Wormley Hoddesdonpark Woods SAC

4.6 The environmental effects of the policies contained in the Welwyn Hatfield Local Plan were subject to a screening assessment. In relation to policies SADM 26 and SP 22, the outcome of the screening was that European sites could potentially be affected in the following ways:

- Epping Forest SAC could be affected by increased disturbance from recreational pressure.
- Lee Valley SPA and Ramsar site could be affected by air pollution, recreational disturbance, water pollution and change in water quantity.
- Wormley Hoddesdonpark Woods SAC could be affected by air pollution from increased vehicle use and damage from increased levels of recreational disturbance.

4.7 An Appropriate Assessment was carried out and concluded that adverse effects on the integrity of any of the European sites were able to be ruled out in relation to air pollution, recreational pressure and water quality and quantity. It also concluded that there would also be no adverse effects on the integrity of European sites in-combination with other plans and projects.

4.8 However, it did refer to issues that relate to the capacity of Rye Meads Wastewater Treatment Works and its relationship with the Lee Valley Special Protection Area and Ramsar site. The examining inspector recommended changes to Policy SP13 and its supporting text to address this.

4.9 As noted by the examining inspector, “An updated HRA was prepared to accompany the MMs consultation and a further one to accompany the FMMs consultation. They do not recommend any further changes. In its responses to the consultations, Natural England has indicated that it does not object to the plan as modified by the MMs and FMMs.” (paragraph 32, p.12, Report on the Examination of the Welwyn Hatfield Local Plan (2016), 25 September 2023).

4.A HRA screening of the North West Hatfield Masterplan SPD conclusion

4.10 The HRA of the Welwyn Hatfield Local Plan assessed the impact of development in Welwyn Hatfield on the four international designated European sites and concluded

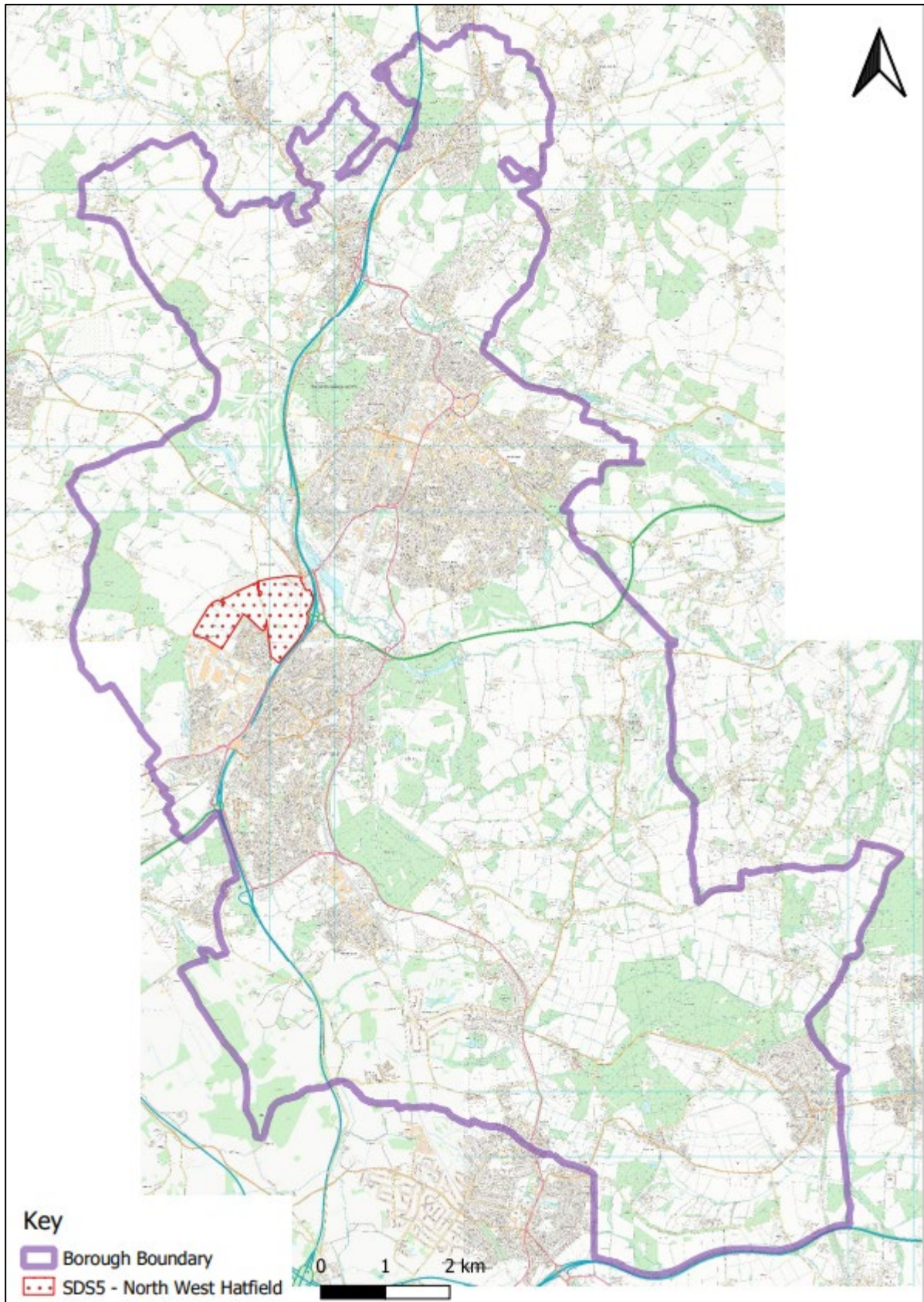
that the Welwyn Hatfield Local Plan would not have any significant environmental effects on any of these sites.

- 4.11 The proposed SPD would not alter the parameters set out in policies SADM 26 and SP 22 but rather would provide further detailed guidance on the design, form and character of the neighbourhood that is to be created. The environmental effects associated with the North West Hatfield site allocated site as previously assessed would not be significantly altered as a result of the adoption of the SPD. Therefore, a HRA of the proposed North West Hatfield Masterplan SPD is not required.

Part 5: SEA/HRA screening opinion determination

- 5.1 The Initial Screening Report (June 2024) was sent to the consultation bodies for a six-week consultation period, in June/July 2024, as set out in Regulation 4 of the Environmental Assessment of Plans and Programmes Regulations 2004; these are Historic England, Natural England and the Environment Agency.
- 5.2 The responses received from the three statutory consultees did not raise any matters or issues that changed the Council's opinion that SEA/HRA would not be required for the North West Hatfield Masterplan SPD.
- 5.3 Welwyn Hatfield Council therefore determines that the North West Hatfield Masterplan SPD does not require further environmental assessment (SEA or HRA) under the provisions of the Environmental Assessment of Plans & Programmes Regulations 2004 or The Conservation of Habitats & Species Regulations 2017 (as amended).
- 5.4 The consultation responses are included as Appendices to this report.

Appendix A: Map to show Welwyn Hatfield borough boundary and the North West Hatfield site (SDS5)



Appendix B: Extract from the Sustainability Appraisal of the Welwyn Hatfield Local Plan (LUC, January 2020)

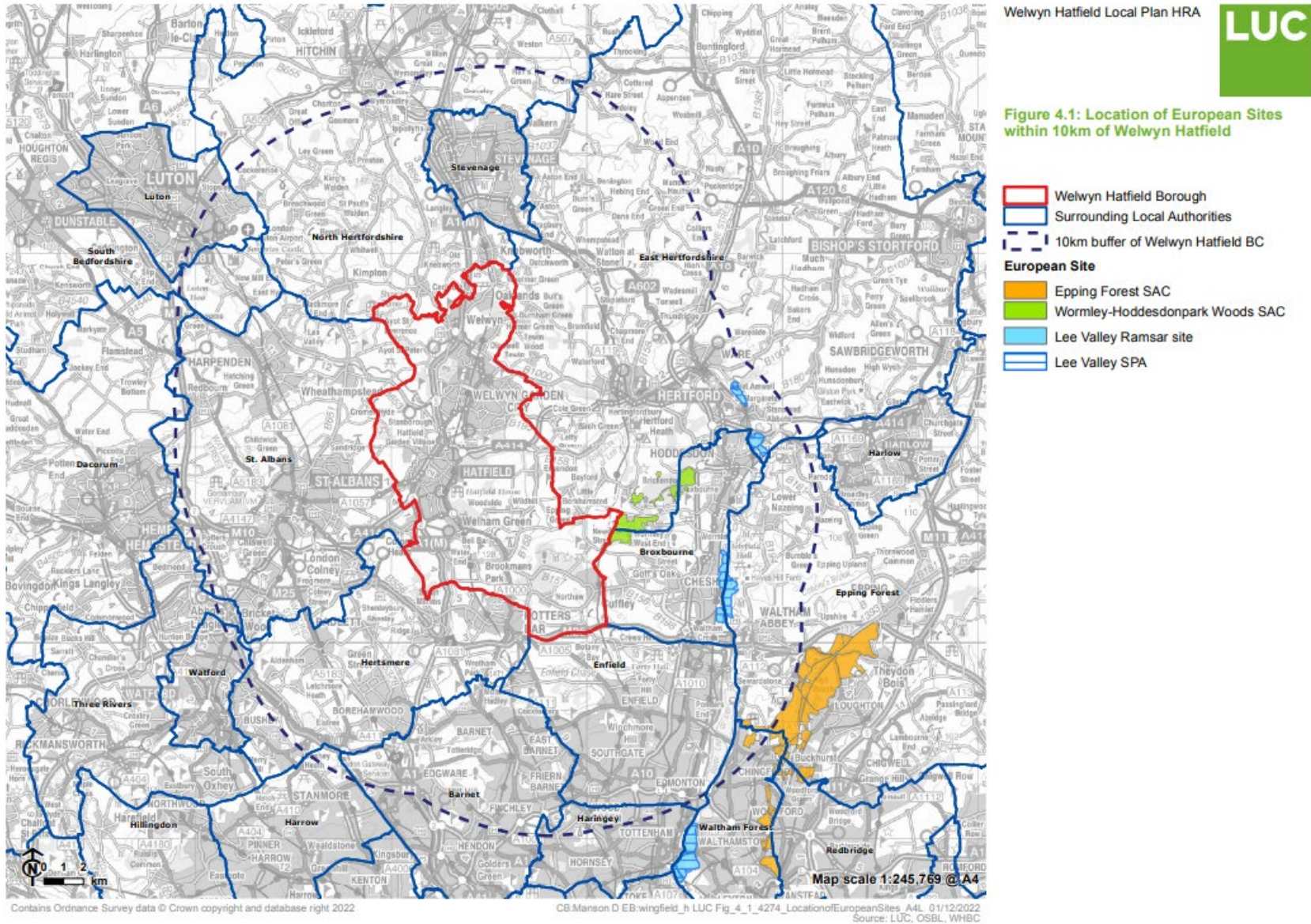
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Chapter 4
Appraisal of Previously Assessed Sites

Addendum to the Sustainability Appraisal of the Welwyn Hatfield Local Plan
January 2020

	1.1 & 1.2 Health		2.2 flood risk				4.2 greenhouse gas emissions from transport		4.3 air pollution		4.4 open space and landscape character, retaining local distinctiveness				4.5 Character, sense of place and local distinctiveness, historic environment		4.6 Protect and enhance biodiversity and geodiversity		4.8 water pollution		4.10 productive agricultural land and previously developed land		5.1 Housing			6.1 business and employment		6.2 economic investment and regeneration		6.3 Enhance the vitality and attraction of Welwyn Garden City and Hatfield town		6.4 Sustain rural communities and their economies		6.5 mineral resources		6.6 Learning and skills	
			Proximity to employment and services	Proximity to transport	Proximity to employment and services	Proximity to transport	Open Space	Landscape character	Previously Developed Land	local distinctiveness							Amount of housing	Affordable housing	Dwellings for older people																		
SDSS / Hat 1 & Hat 13	+	0	++	++	++	++	0	-?	0	-	--?	-?	0	-	++	++	++	++	++	+	0	0	0	++?													
HS11/Hat11 (Scenario 1)	+	0	++	++	++	++	0	-?	0	-	-?	--?	0	-	0	++	++	0	0	N/A	0	N/A	0	++?													
SDS7/WeG4b	+	0	++	++	++	++	0	-?	+?	0	-- ?/+?	-	0	-/+	0	++	++	++	++	+	0	+?	0	++?													
HS22/BrP4	+	-	+	++	+	++	0	--?	0	-	0	--?	-?	-	+	++	++	++	0	N/A	0	N/A	0	++?													
HS24/BrP7	+	0	++	++	++	++	0	-	0	-	-?	?	0	-	0	++	++	++	0	N/A	0	N/A	0	++?													
SDS6/Hat15	+	0	++	0	++	0	0	--?	0	0	--?	--?	0	-	++	++	++	0	0	N/A	0	N/A	0	++?													

Appendix C: Location of European Sites within 10km of Welwyn Hatfield



Appendix D: Extract from the Habitats Regulation Assessment of the Welwyn Hatfield Local Plan (LUC, February 2020)

Local Plan Policy	Likely activities (operations) to result as a consequence of the proposal	Likely effects if proposal implemented	European site(s) potentially affected
Zone (Lemsford Road Opportunity Area)			
SADM25: High View Neighbourhood Shopping Centre (MUS3)	Mixed use development. Increase in vehicle use. Increase water demand and treatment.	Increased air pollution. Increased water pollution and change in water quality.	Epping Forest SAC could be affected by increased disturbance from recreational pressure. Lee Valley SPA and Ramsar site could be affected by air pollution, recreational disturbance, water pollution and change in water quantity. Wormley Hoddesdonpark Woods SAC could be affected by air pollution from increased vehicle use and damage from increased levels of recreational disturbance.
SP21: University of Hertfordshire	Development relating to the University.	No effect as any development relating to the policy will be a significant distance from any European site and will be small-scale within the campus of the University.	N/A
SADM26: New Dwellings in Hatfield	Mixed use development (including 1,750 new dwellings at North West Hatfield and 822 net new dwellings elsewhere in Hatfield). Increase in vehicle use. Increase in recreational activities. Increase water demand and	Increased air pollution. Disturbance from recreation. Increased water pollution and change in water quantity.	Epping Forest SAC could be affected by increased disturbance from recreational pressure. Lee Valley SPA and Ramsar site could be affected by air pollution, recreational disturbance, water pollution and change in water quantity.

Appendix D: Extract from the Habitats Regulation Assessment of the Welwyn Hatfield Local Plan (LUC, February 2020)

Local Plan Policy	Likely activities (operations) to result as a consequence of the proposal	Likely effects if proposal implemented	European site(s) potentially affected
	treatment.		Wormley Hoddesdonpark Woods SAC could be affected by air pollution from increased vehicle use and damage from increased levels of recreational disturbance.
SP22: North West Hatfield (SDS5)	Development of 1,750 new homes. Increase in vehicle use. Increase in recreational activities. Increase water demand and treatment.	Increased air pollution. Disturbance from recreation. Increased water pollution and change in water quantity.	Epping Forest SAC could be affected by increased disturbance from recreational pressure. Lee Valley SPA and Ramsar site could be affected by air pollution, recreational disturbance, water pollution and change in water quantity. Wormley Hoddesdonpark Woods SAC could be affected by air pollution from increased vehicle use and damage from increased levels of recreational disturbance.
SADM27: Woolmer Green	Development of 184 new homes. Increase in vehicle use. Increase in recreational activities. Increase water demand and treatment.	Increased air pollution. Disturbance from recreation. Increased water pollution and change in water quantity.	Epping Forest SAC could be affected by increased disturbance from recreational pressure. Lee Valley SPA and Ramsar site could be affected by air pollution, recreational disturbance, water pollution and change in water quantity. Wormley Hoddesdonpark Woods SAC could be affected by air pollution from increased vehicle use and damage from increased levels of recreational disturbance.
SADM28: Oaklands and Mardley Heath	Development of 25 new homes. Six pitch extension to Gypsy and	Increased air pollution. Disturbance from recreation.	Epping Forest SAC could be affected by increased disturbance from recreational pressure.

Appendix E: SEA and HRA Initial Screening Report - Statutory Consultee Responses

Liz Burnham

From: McGivern, Ross <Ross.McGivern@HistoricEngland.org.uk>
Sent: 14 June 2024 15:24
To: Liz Burnham
Cc: Jenny Ponsford
Subject: North West Hatfield Masterplan SPD - SEA Screening

**** WARNING: This email originated outside the WHBC Network. Please be extra vigilant when opening attachments or clicking links ****

Dear Liz,

Thank you for inviting Historic England to comment on this consultation. As the Government's adviser on the historic environment Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the local planning process. Therefore we welcome this opportunity to review the Screening Report for this plan.

For the purposes of this consultation, Historic England will confine its advice to the question, "Is it (North West Hatfield Masterplan SPD) likely to have a significant effect on the historic environment?". Our comments are based on the information supplied with the Screening Opinion.

The Screening Report indicates that the Council considers that the plan will not have any significant effects on the historic environment. We note the site was allocated in the Local Plan and subject to a Sustainability Appraisal process. Additionally, we note *'the proposed SPD would not alter the quantum of development to be provided at North West Hatfield but would further expand on the design guidance and principles set out in Policy SP 22 of the adopted Local Plan'*.

On the basis of the information supplied, and in the context of the criteria set out in Schedule 1 of the Environmental Assessment Regulations [Annex II of 'SEA' Directive], Historic England concurs with the Council that the preparation of a Strategic Environmental Assessment is **not** required.

The views of the other two statutory consultation bodies should be taken into account before the overall decision on the need for an SEA is made.

I should be pleased if you can send a copy of the determination as required by REG 11 of the Environmental Assessment of Plans and Programmes Regulations 2004.

We should like to stress that this opinion is based on the information provided by you with your correspondence. To avoid any doubt, this does not reflect our obligation to provide further advice on later stages of the SEA process and, potentially, object to specific proposals which may subsequently arise (either as a result of this consultation or in later versions of the plan) where we consider that, despite the SEA, these would have an adverse effect upon the environment.

Historic England strongly advises that the conservation and archaeological staff of the relevant local authorities are closely involved throughout the preparation of the plan and its assessment. They are best placed to advise on; local historic environment issues and priorities, including access to data held in the Historic Environment Record (HER), how the allocation, policy or proposal can be tailored to minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets.

Please do contact me, either via email or the number below, if you have any queries.

Appendix E: SEA and HRA Initial Screening Report - Statutory Consultee Responses

Kind regards,
Ross

Ross McGivern (he/him)
Historic Places Adviser

East of England Region
Partnerships Team
Historic England | Brooklands
24 Brooklands Avenue | Cambridge | CB2 8BU
Tel: 01223582709
Follow us on Twitter at [@HE_EoE](#)



Work with us to champion heritage and improve lives. Read our Future Strategy and get involved at historicengland.org.uk/strategy.

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Appendix E: SEA and HRA Initial Screening Report - Statutory Consultee Responses

Liz Burnham

From: SM-NE-Consultations (NE) <consultations@naturalengland.org.uk>
Sent: 19 July 2024 14:26
To: Liz Burnham
Subject: North West Hatfield Masterplan SPD - SEA/HRA Screening Consultation Response
REVISED REF NUMBER

**** WARNING: This email originated outside the WHBC Network. Please be extra vigilant when opening attachments or clicking links ****

Dear Elizabeth Burnham,

Our Ref: 478607

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England does not consider that the North West Hatfield Masterplan SPD poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation.

The lack of comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment. Other bodies and individuals may wish to make comments that might help the Local Planning Authority (LPA) to fully take account of any environmental risks and opportunities relating to this document.

If you disagree with our assessment of this proposal as low risk, or should the proposal be amended in a way which significantly affects its impact on the natural environment, then in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, please consult Natural England again.

Yours sincerely,

Dominic Rogers
Consultations Team
Natural England
Hornbeam House, Electra Way
Crewe, Cheshire, CW1 6GJ

Enquiries line: 0300 060 3900
Email: consultations@naturalengland.org.uk
www.gov.uk/natural-england

