



GASCOYNE  
ESTATES



# NORTH WEST HATFIELD DEVELOPMENT FRAMEWORK

SUPPLEMENTARY PLANNING DOCUMENT | 2025

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## 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.

The Council held a public consultation on the draft SPD between Friday 8 November and Friday 20 December 2024 (6 weeks). The landowner and their consultant team held an information event at the Field Centre 26 November, where information on the SPD was presented. The landowners consultant team were available to answer questions and register comments.

## 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.

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.

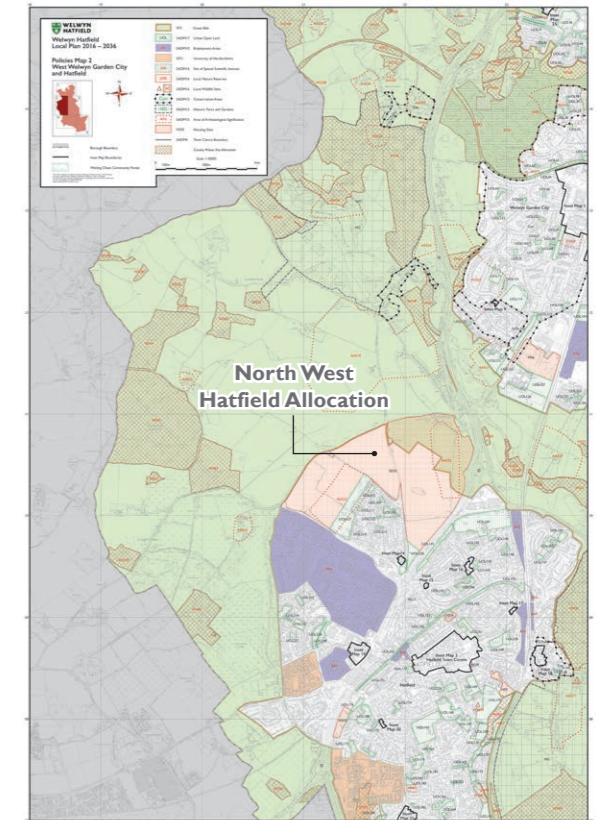


Fig. 1: Policies Map 2, Welwyn Hatfield Local Plan 2016 - 2036

## 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” using inert materials 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.

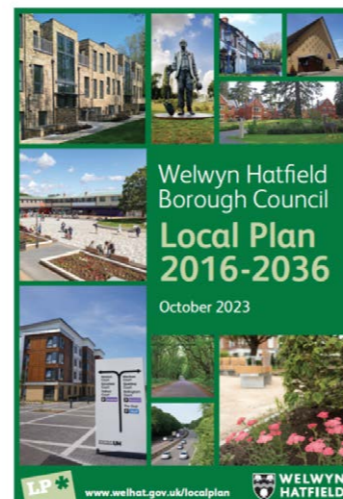


Fig. 3: WHBC Local Plan front cover

### 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)

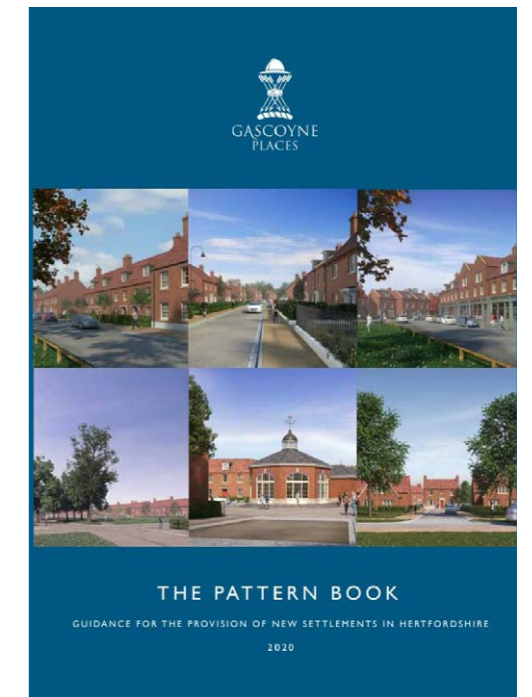


Fig. 4: The Pattern Book, Gascoyne Estates - front cover

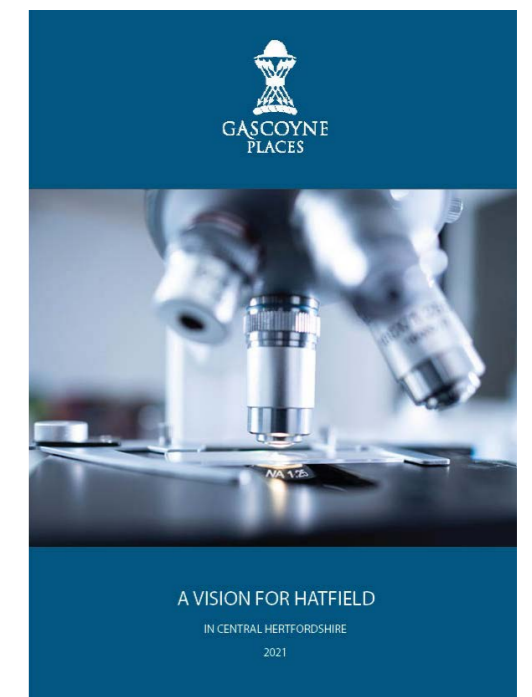


Fig. 5: A Vision for Hatfield, Gascoyne Estates - front cover

### 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.

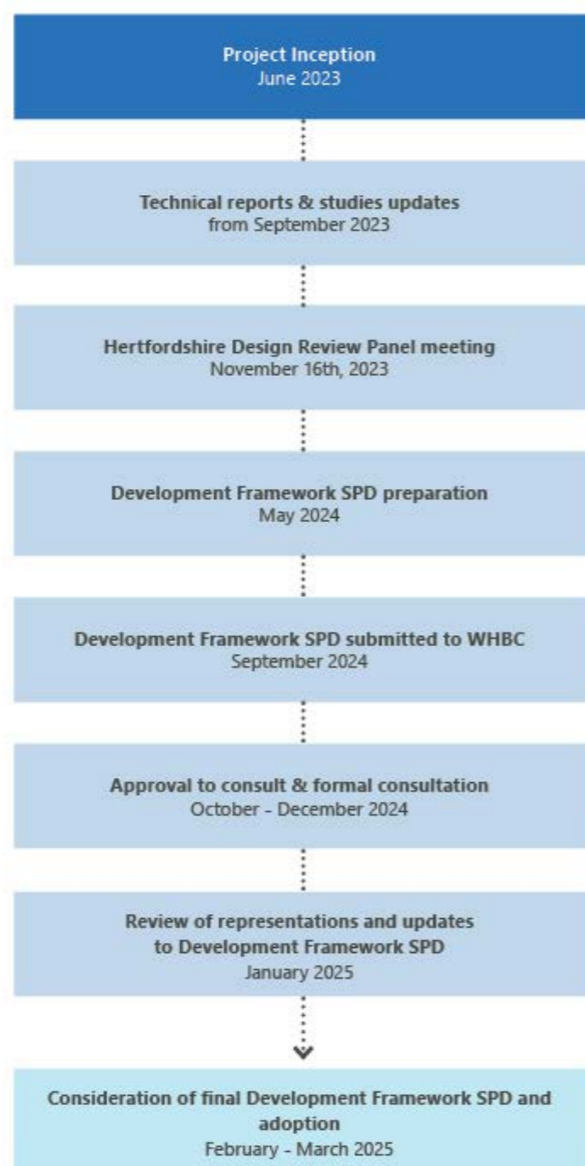


Fig. 6: Planning timeline





## 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

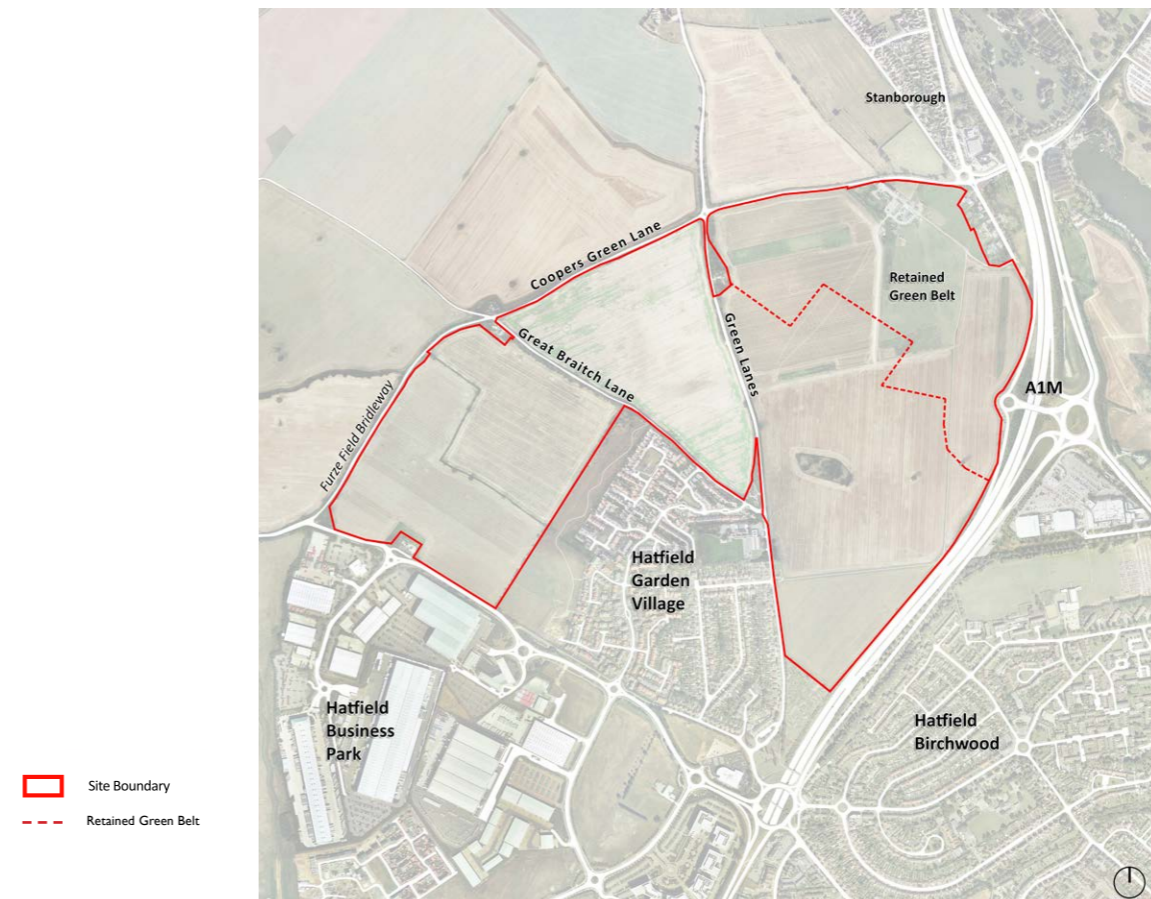


Fig. 8: Site location plan

## 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 the first half of 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.



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

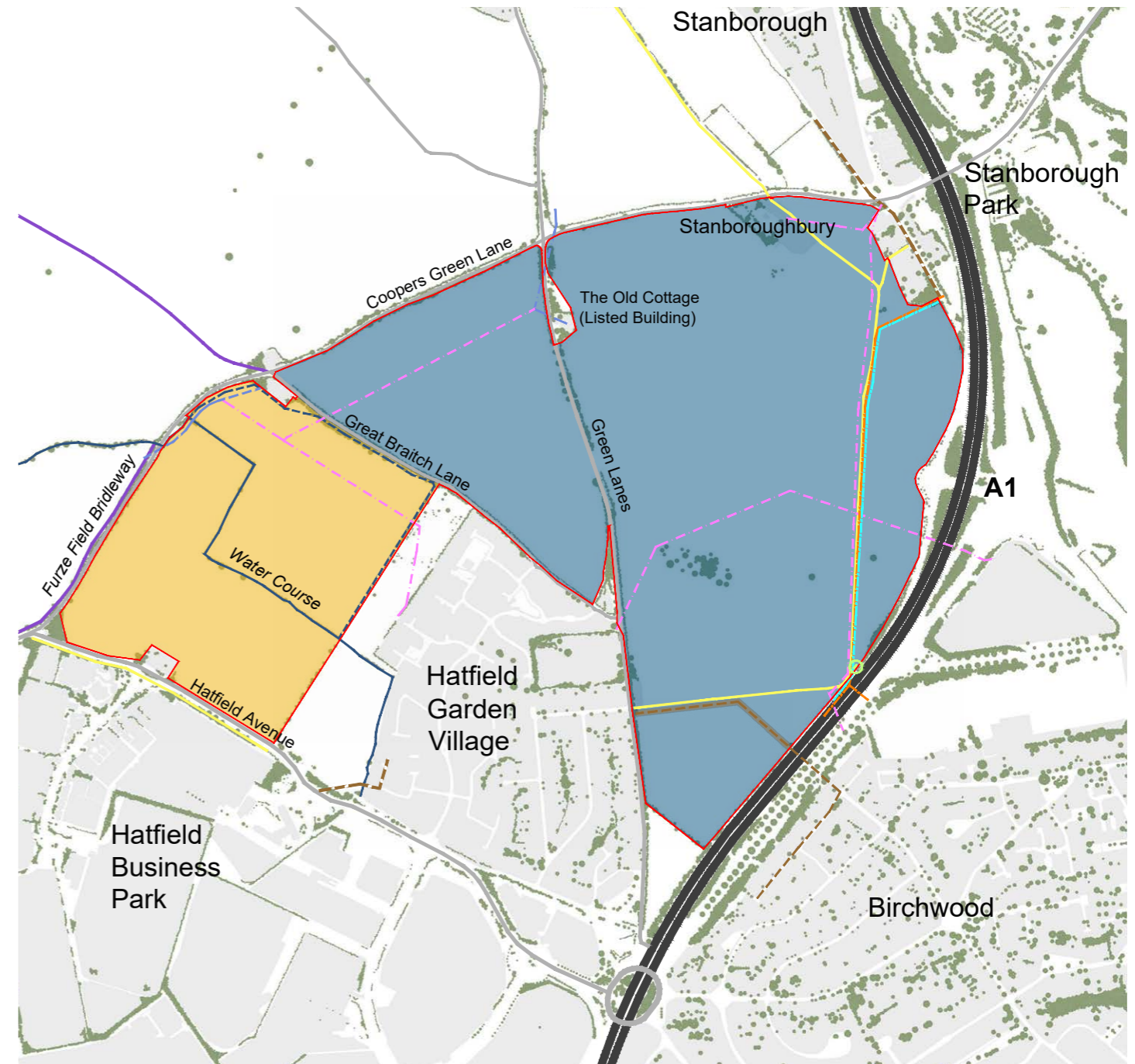


Fig. 14: Existing physical and legal constraints plan

## 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.

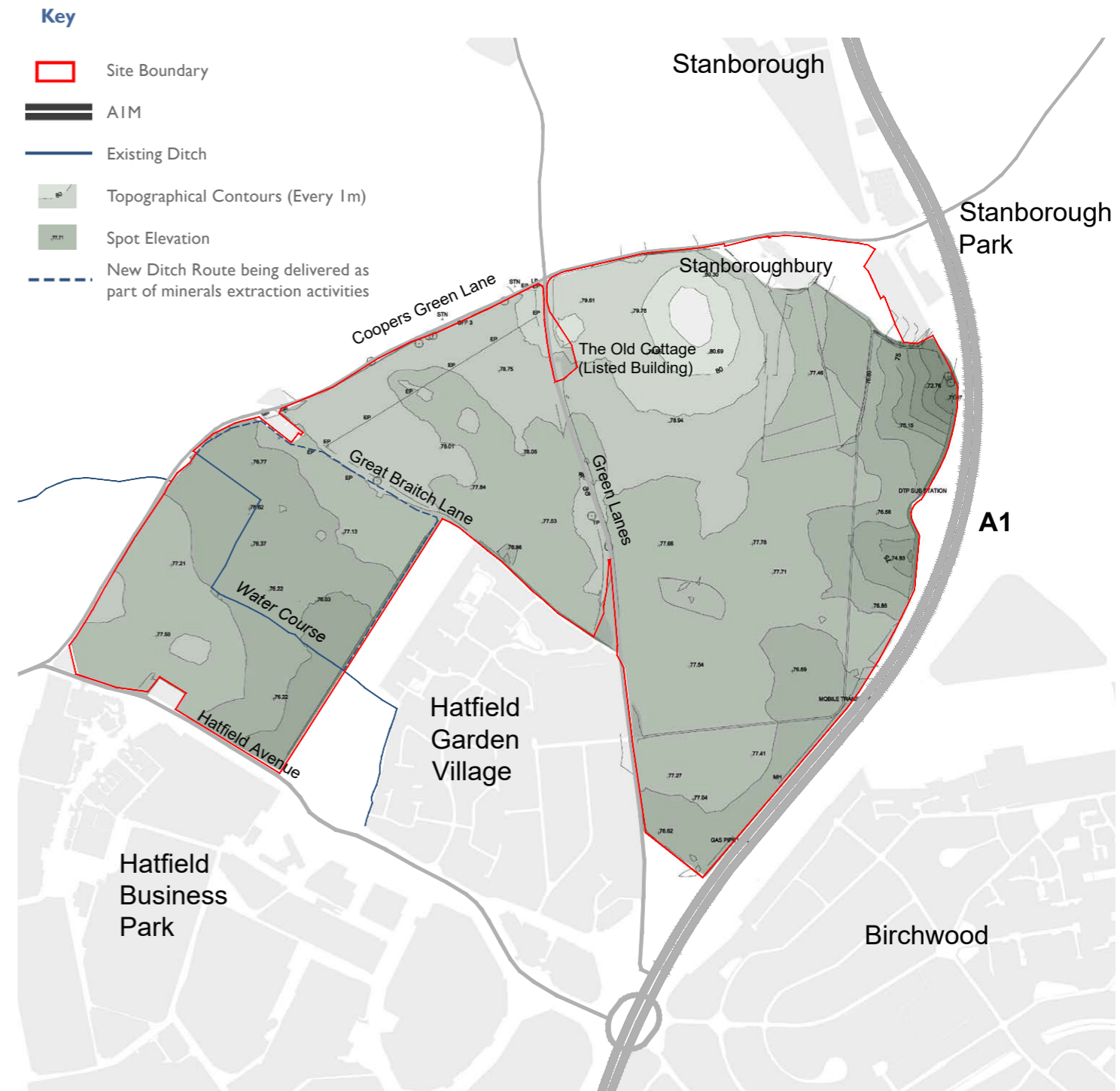


Fig. 17: Existing hydrology and topography plan

**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 SPI2 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.

### Key

-  Existing Sewer 12m Easement
-  Existing Electricity
-  Existing Water Main
-  Existing Medium Pressure Gas Main
-  Existing Mast Telecommunication

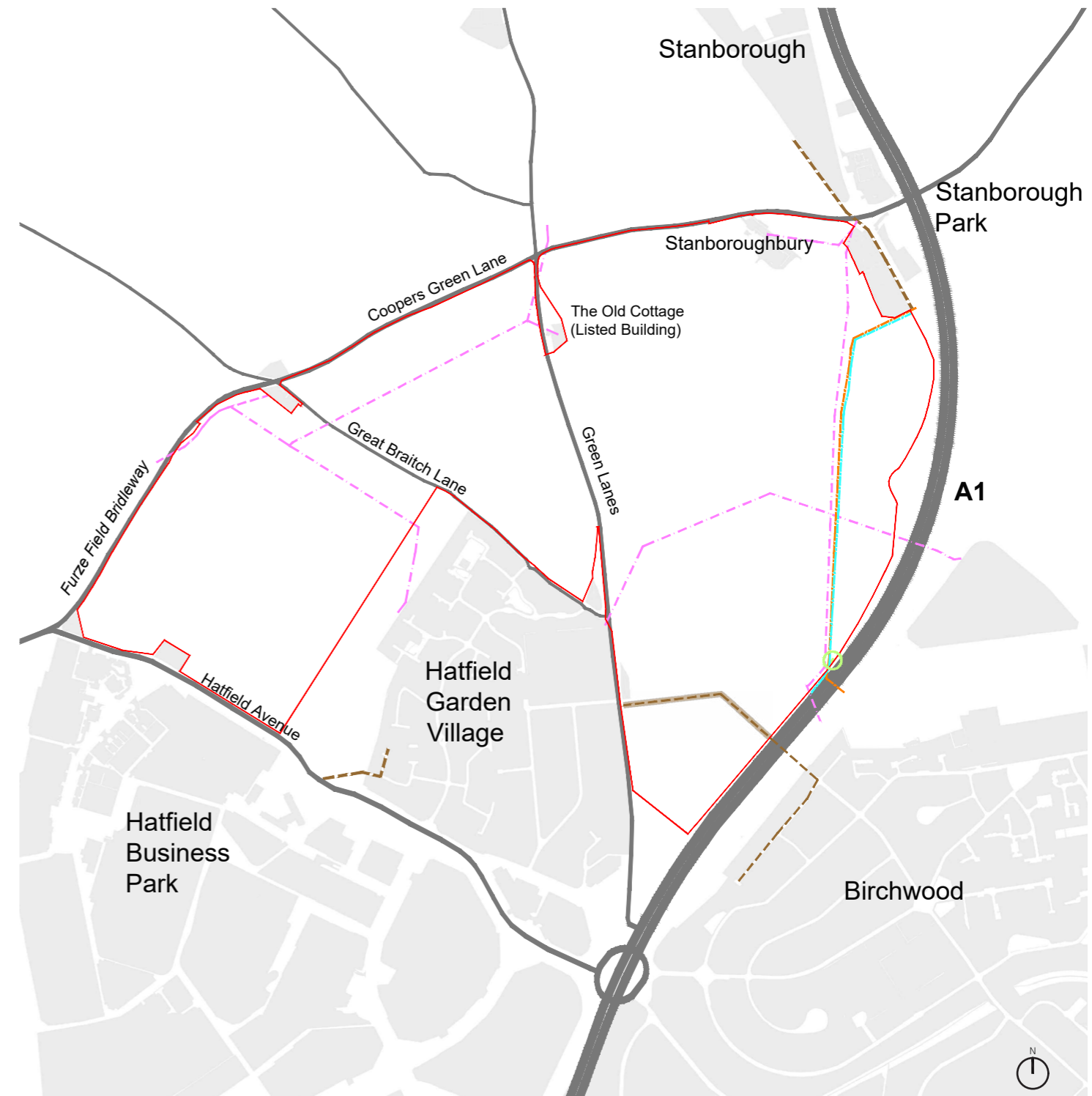


Fig. 19: Existing utilities network

**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.

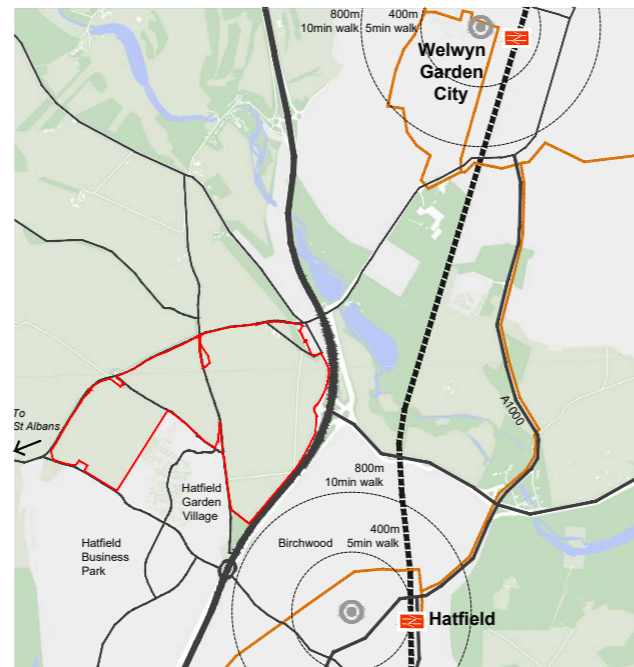


Fig. 20: Wider existing transport and facilities plan

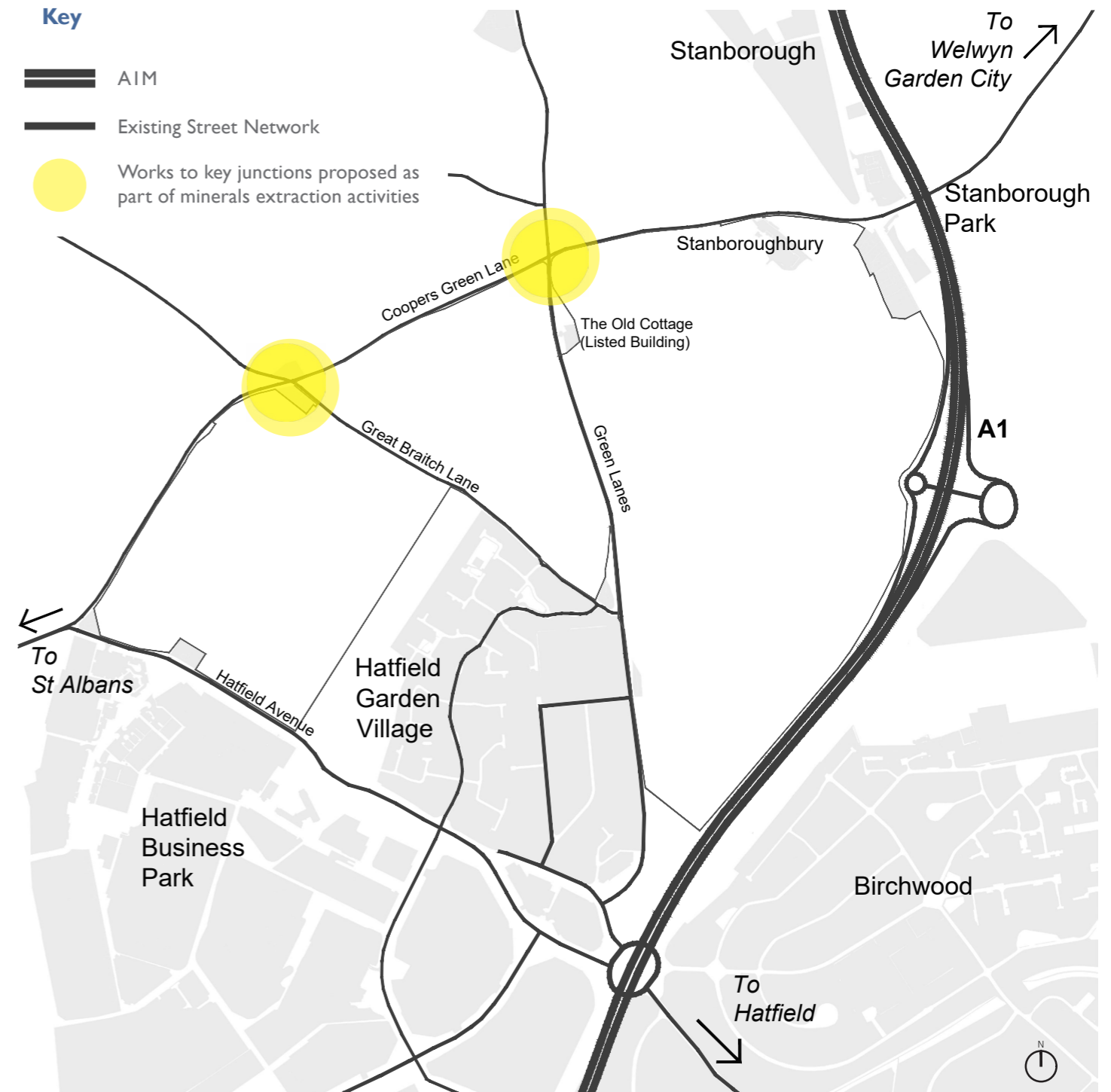


Fig. 21: Existing street network

**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<sub>ax</sub>) 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.

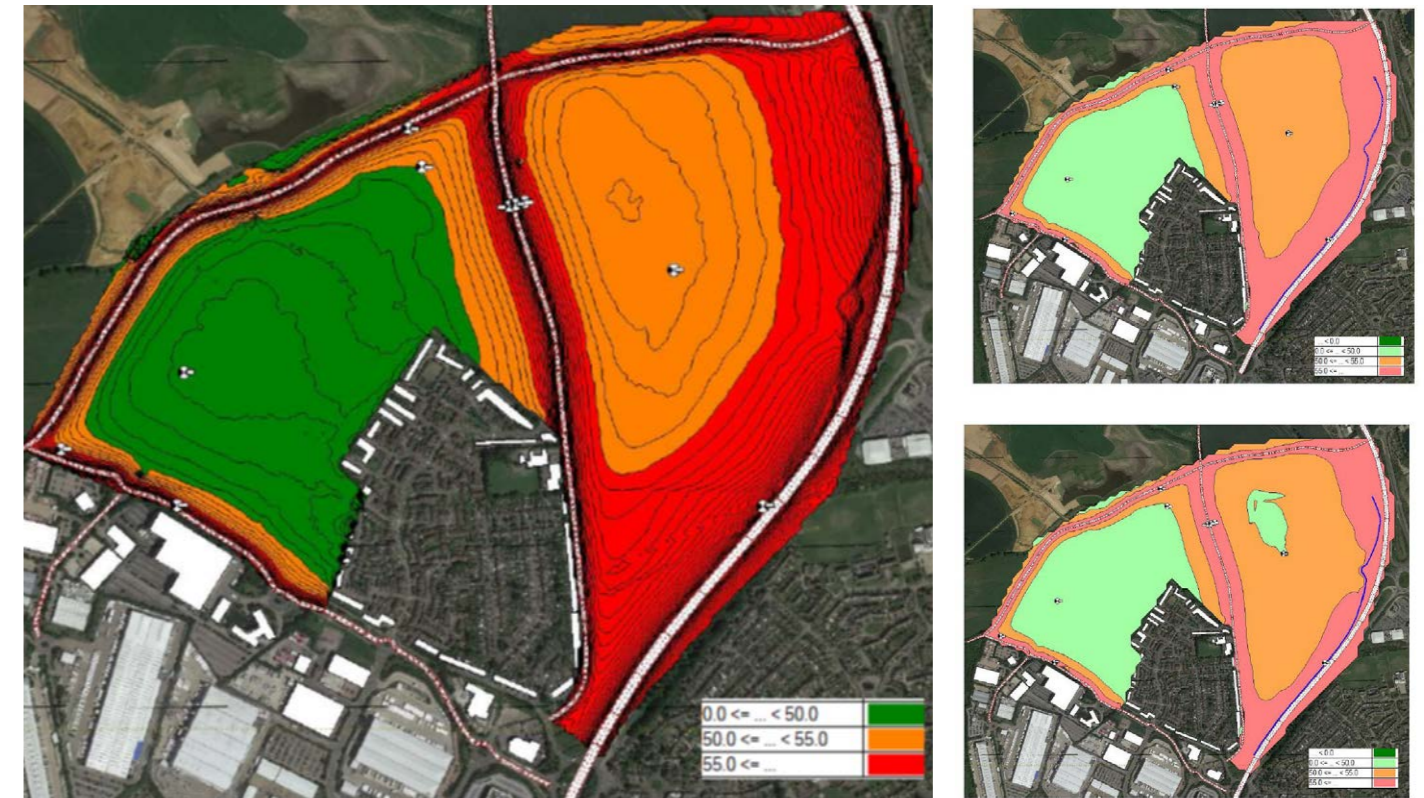


Fig. 22: Existing and future noise levels with barriers along AIM (Cass Allen Noise Impact Appraisal)

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.



- |                                   |  |
|-----------------------------------|--|
| <b>Land Use Key</b>               | <b>Ecology Key</b>   |
| Residential                       | Veteran Ash (Moderate Condition)                             |
| Business Centre                   | Veteran Oak (Moderate Condition)                             |
| Hospital                          | Cropland (Condition N/A)                                     |
| Education                         | Other Neutral Grassland (Poor Condition)                     |
| Places of Worship                 | Lowland Mixed Deciduous Woodland (Moderate Condition)        |
| Restaurants                       | Bramble Scrub (Condition N/A)                                |
| Sports and Leisure                | Native Hedgerow (Poor Condition)                             |
| Retail                            | Native Hedgerow (Moderate Condition)                         |
| Industrial and Logistics          | Native Hedgerow (Good Condition)                             |
| Civic                             | Native Hedgerow w/ditch (Good Condition)                     |
| <b>Topography Key</b>             | Native species-rich hedgerow (Poor Condition)                |
| Topographical Contours (Every 1m) | Native species-rich hedgerow (Moderate Condition)            |
| Spot Elevation                    | Native species-rich hedgerow w/ditch (Moderate Condition)    |
| <b>Constraint Key</b>             | Native species-rich hedgerow (Good Condition)                |
| A1M                               | Native species-rich hedgerow w/ditch (Good Condition)        |
| Existing Footpaths                | Native species-rich hedgerow with trees (Moderate Condition) |
| Existing Bridlepaths              | <b>Landscape Key</b>   |
| Existing Ditch                    | Existing Farmland  |
| New Ditch Route                   | Existing Vegetation / Trees                                  |
| Existing Sewer 12m Easement       | Existing Key Areas of Open Space                             |
| Existing Electricity              | Green Belt Boundary  |
| Existing Water Main               | Visually Intrusive Buildings                                 |
| Existing Medium Pressure Gas Main | Focal Point  |
| Existing Mast Telecommunication   |  |

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. Supporting the physical and mental health of residents and visitors.

### 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.

### Public Consultation on Draft SPD (2024)

4.1.9 The Council held a public consultation on the draft SPD between Friday 8 November and Friday 20 December 2024 (6 weeks). A number of amendments were made in response to the consultation and form part of this final version of the SPD.



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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 Infrastructure 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.

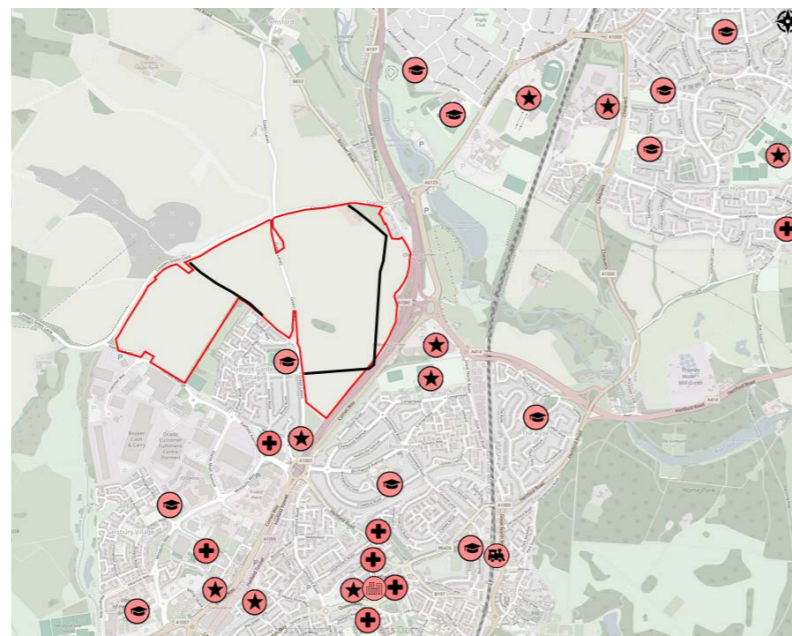


Fig 31: Existing destinations around the site

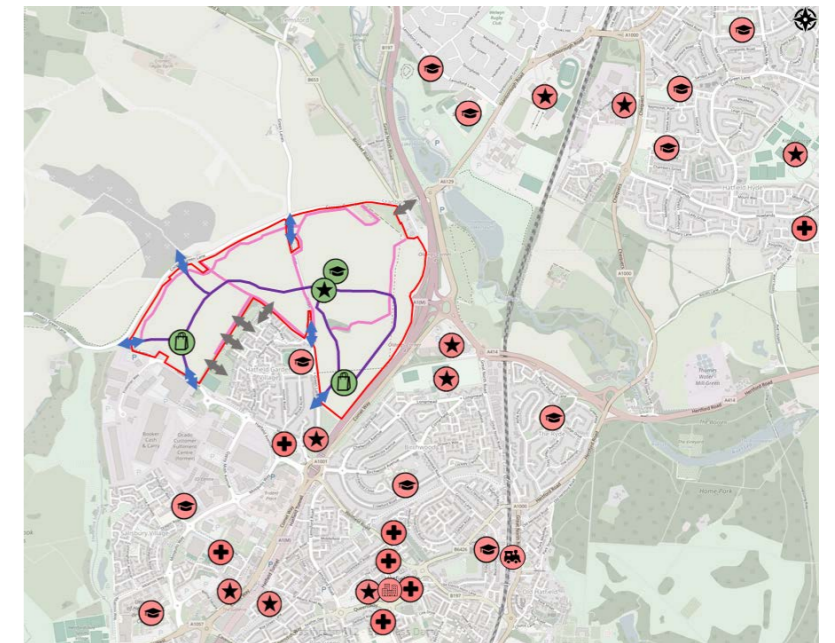
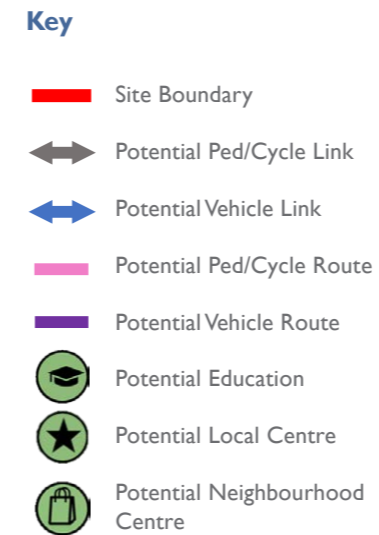


Fig 32: Potential links and facilities (details of each link to be agreed with HCC)

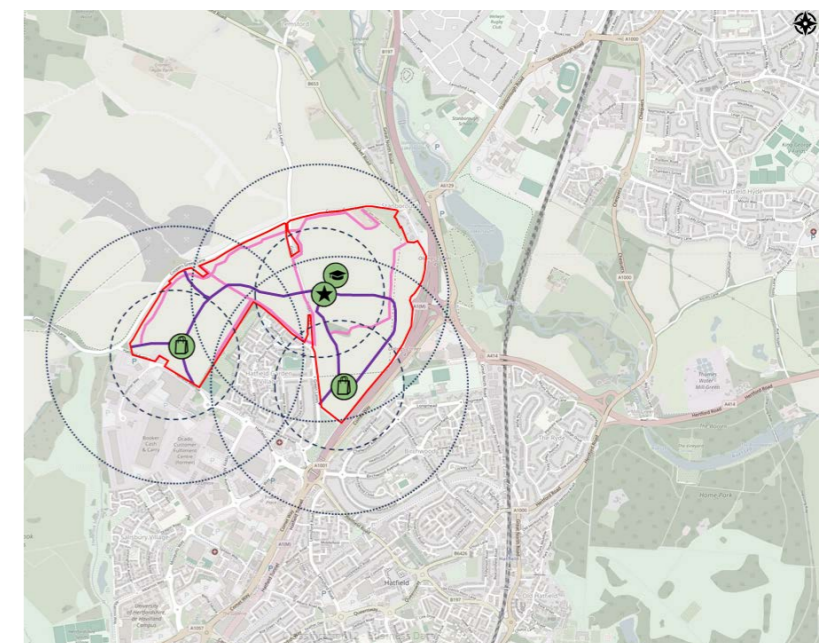
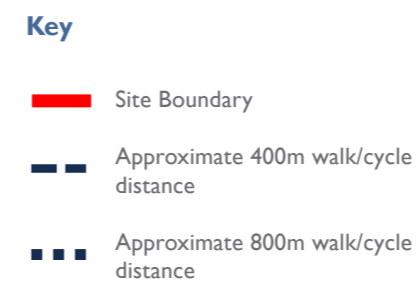


Fig 33: 5-minute walking distance to local / neighbourhood centres and new education facilities

## 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.

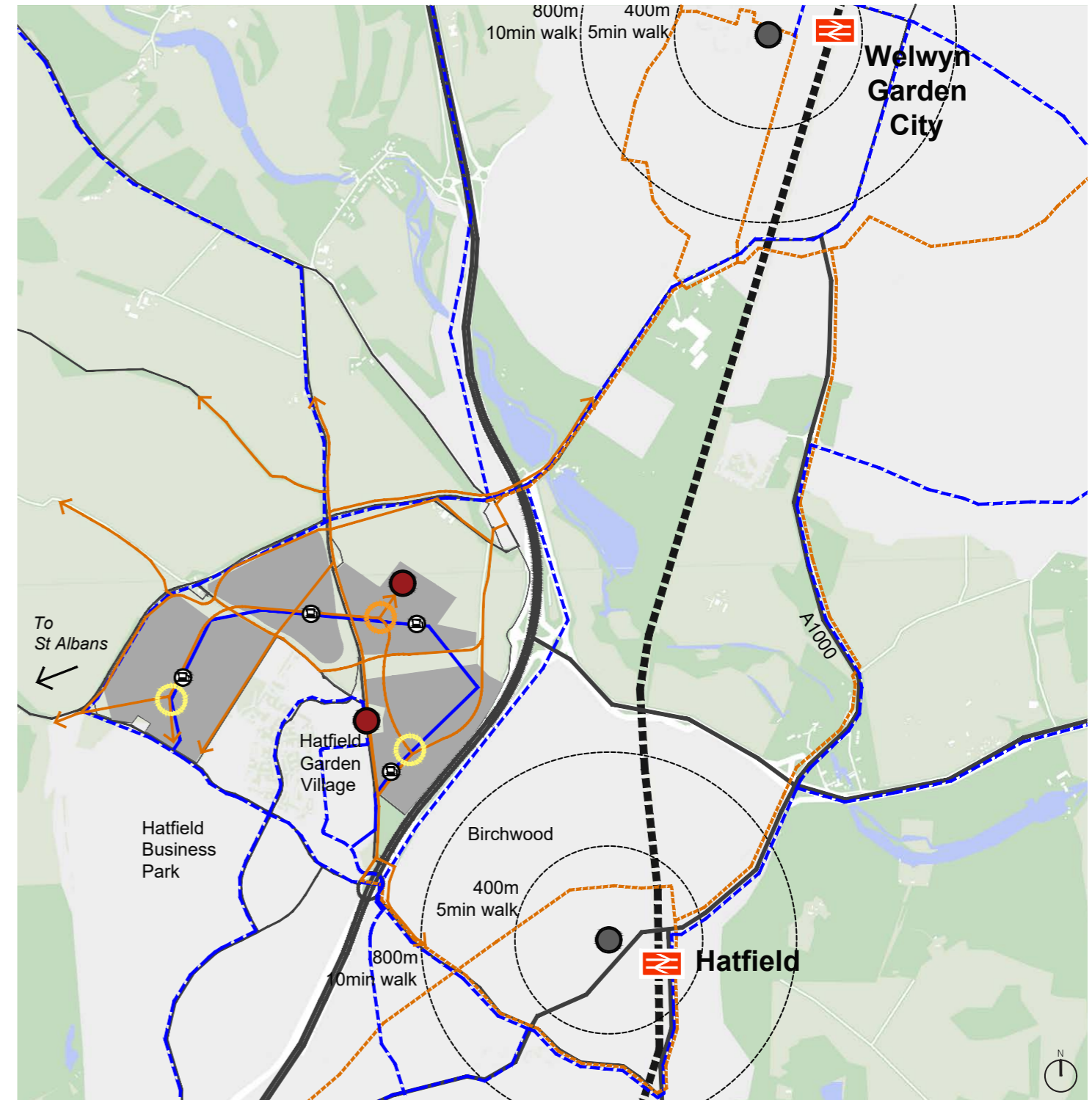
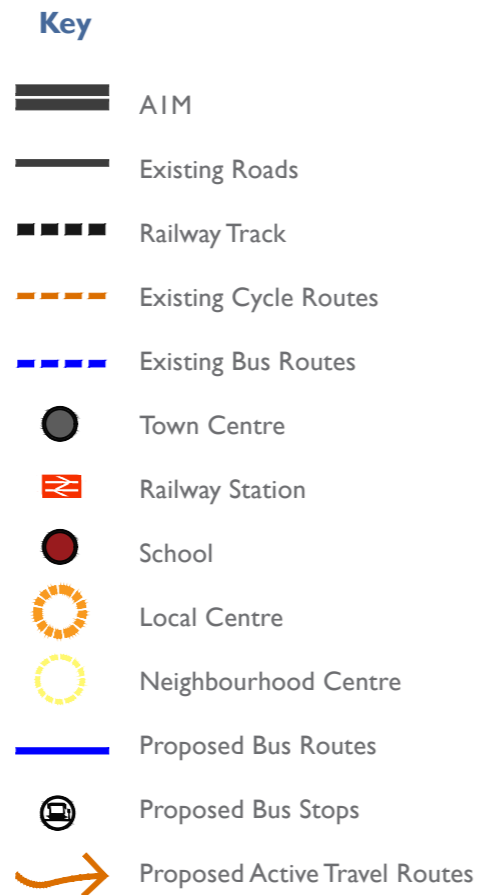


Fig. 34: Proposed destinations plan

## 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

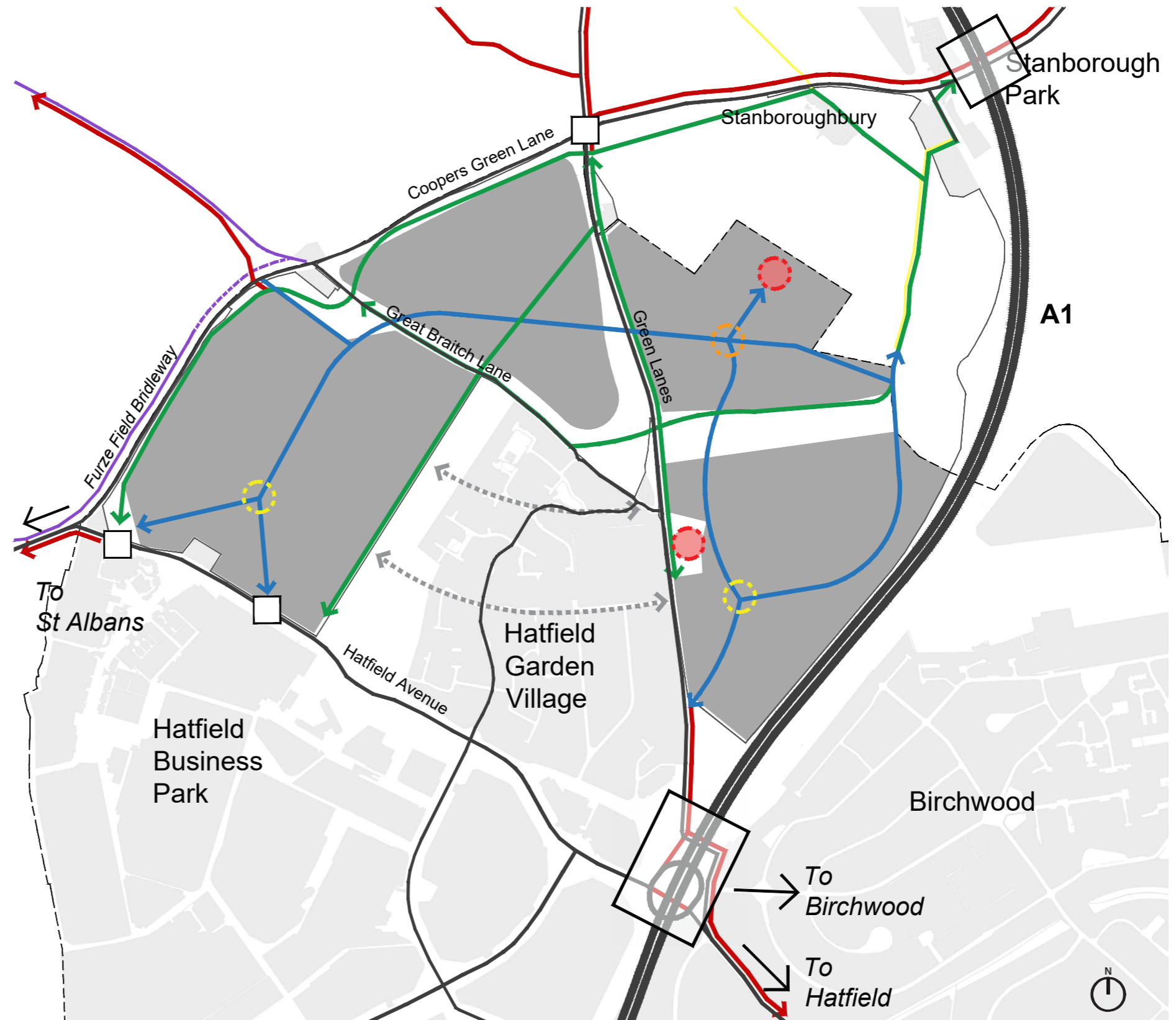


Fig. 35: Active travel strategy plan

## 5.2 TRANSPORT AND MOVEMENT STRATEGY

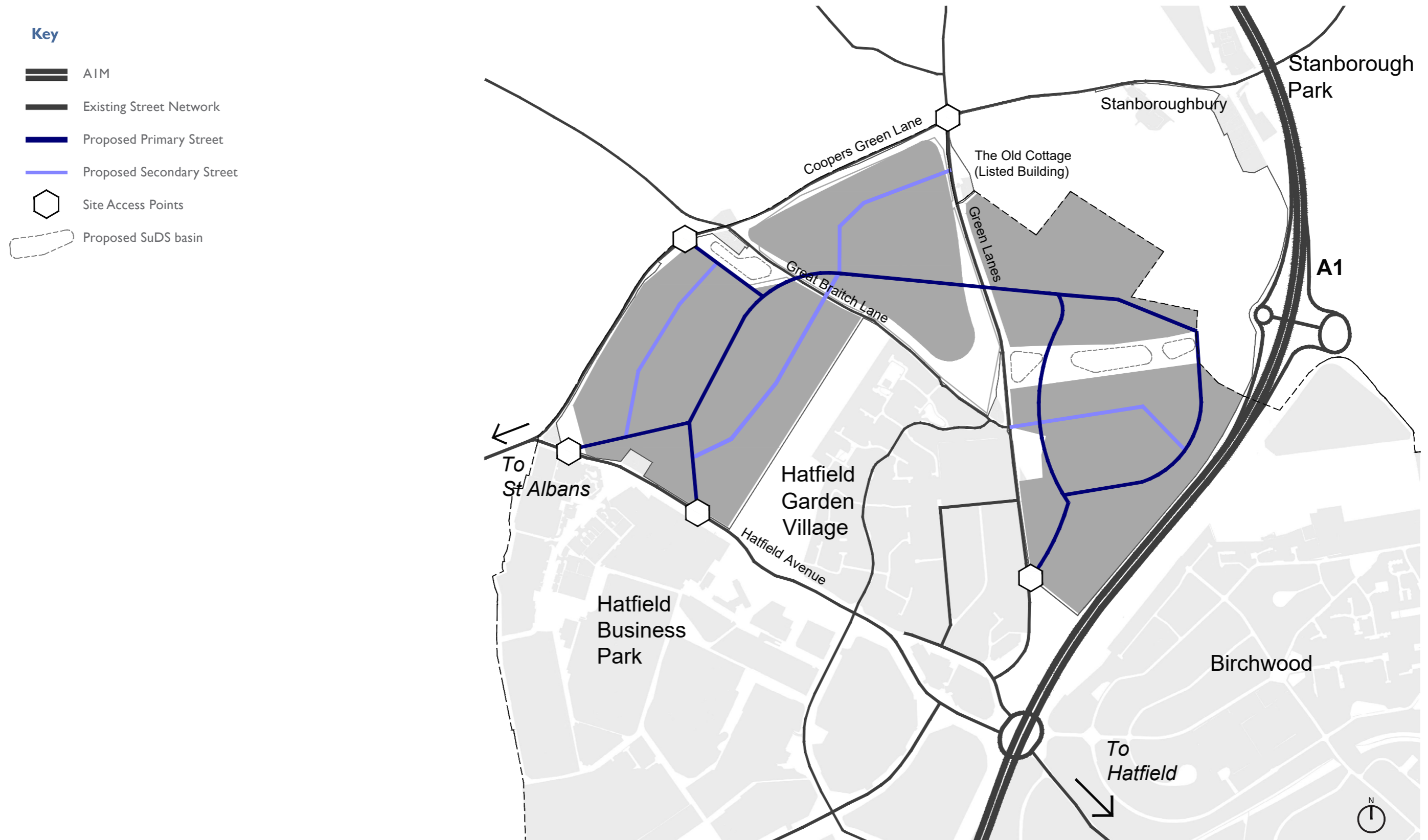


Fig. 36: Proposed street network

## 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

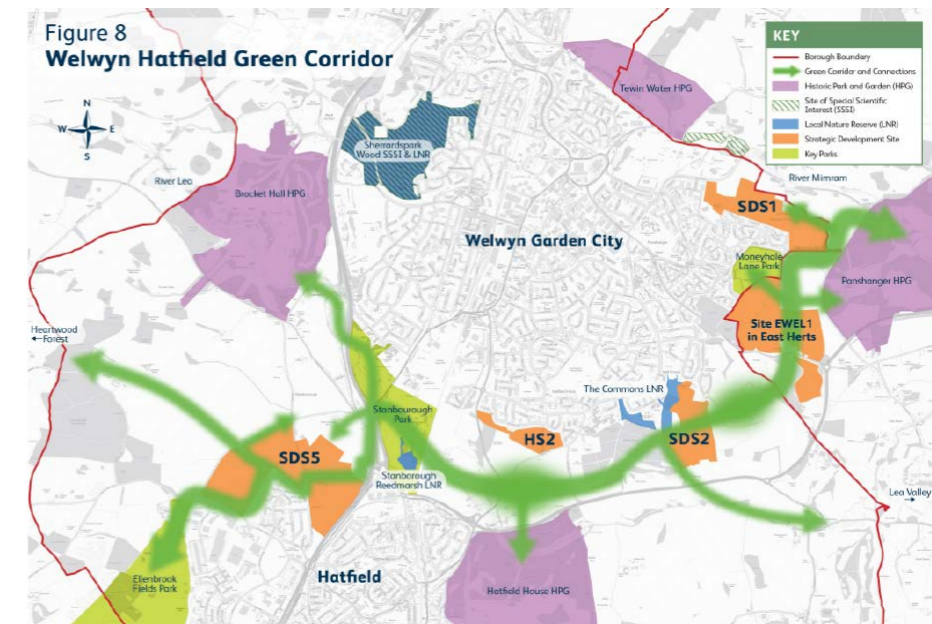


Fig. 38: Figure 8: Welwyn Hatfield Green Corridor - Local Plan 2016 - 2036

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

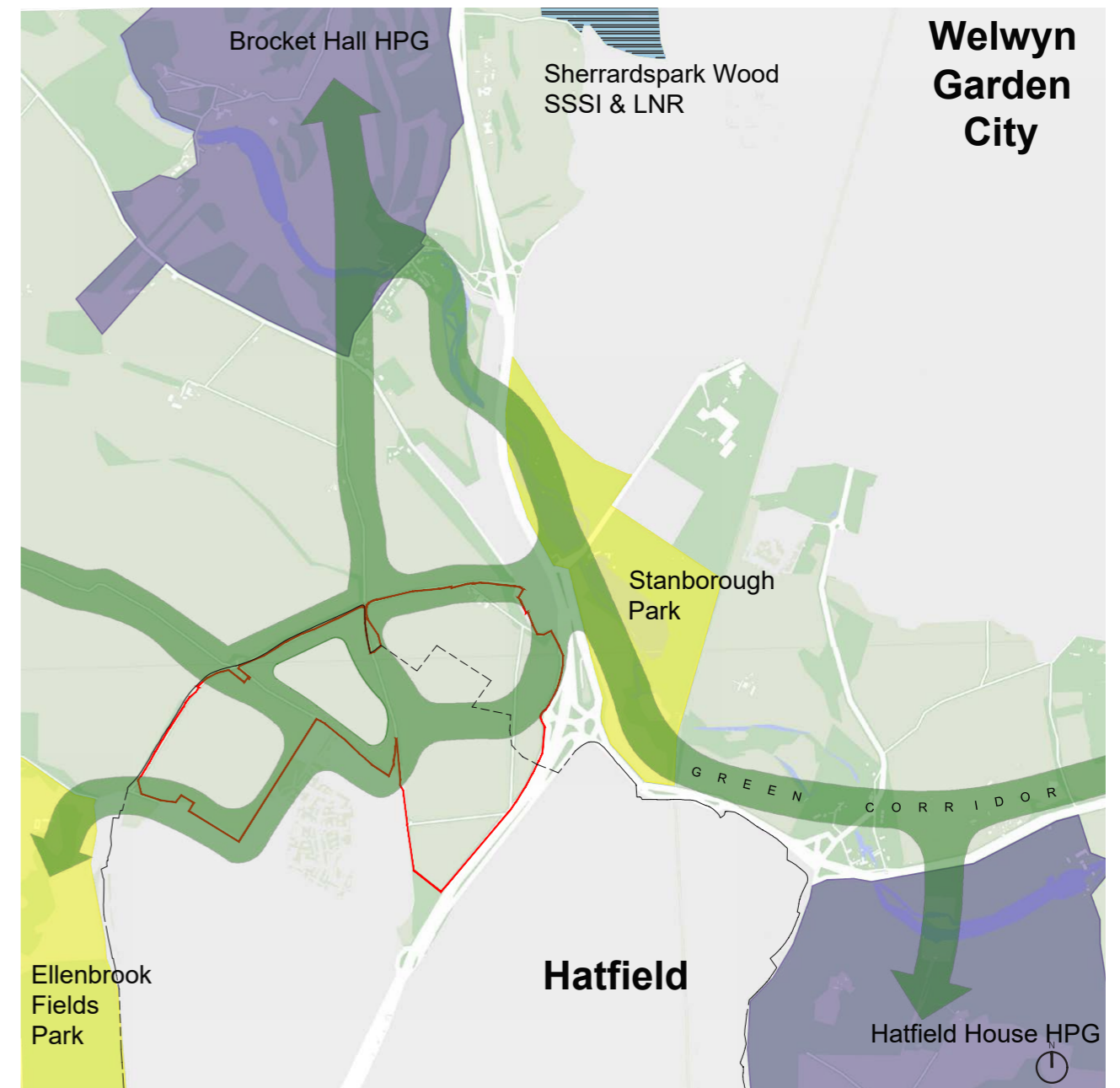


Fig. 39: Wider landscape strategy diagram

**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. An area for community recreation will be provided within the eastern part of the Green Corridor to the north of the employment zone providing space for informal play, community gatherings and sport (together with related facilities)
- 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

**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.

## 5.3 GREEN INFRASTRUCTURE STRATEGY

### 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 1FE; 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
1FE Extension to Green Lanes Primary School	1.12
Housing for older people	2.00
Infrastructure	7.20
<b>TOTAL</b>	<b>98.30</b>

RETAINED GREEN BELT (in hectares)	
Existing buildings	0.70
Grassland/Meadow including Community Orchard	21.14
Community Recreation	1.50
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
<b>TOTAL</b>	<b>32.30</b>

<b>OVERALL SITE AREA in hectares</b>	<b>130.6</b>
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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 and nursing 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

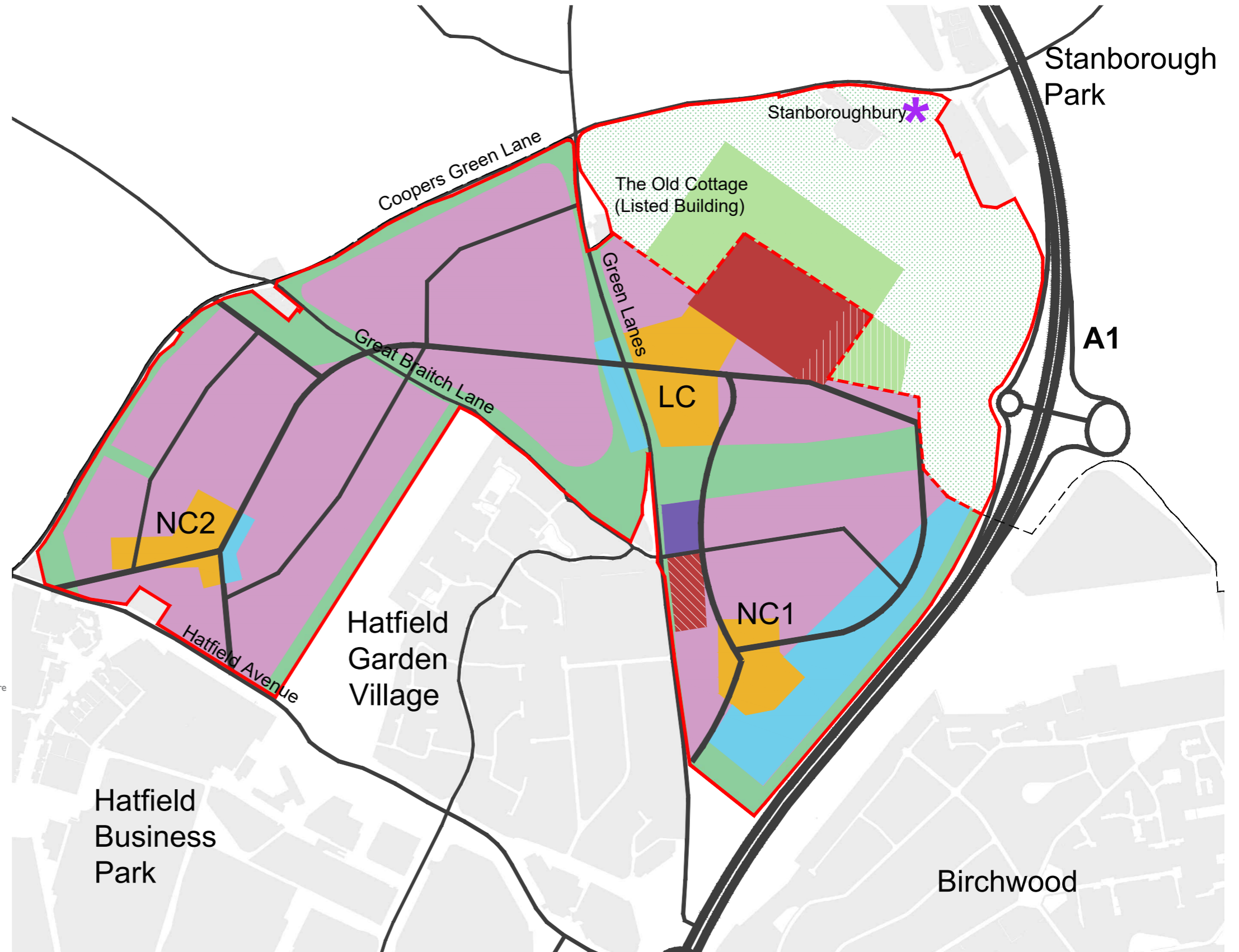


Fig. 44: Land use strategy plan

## 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:



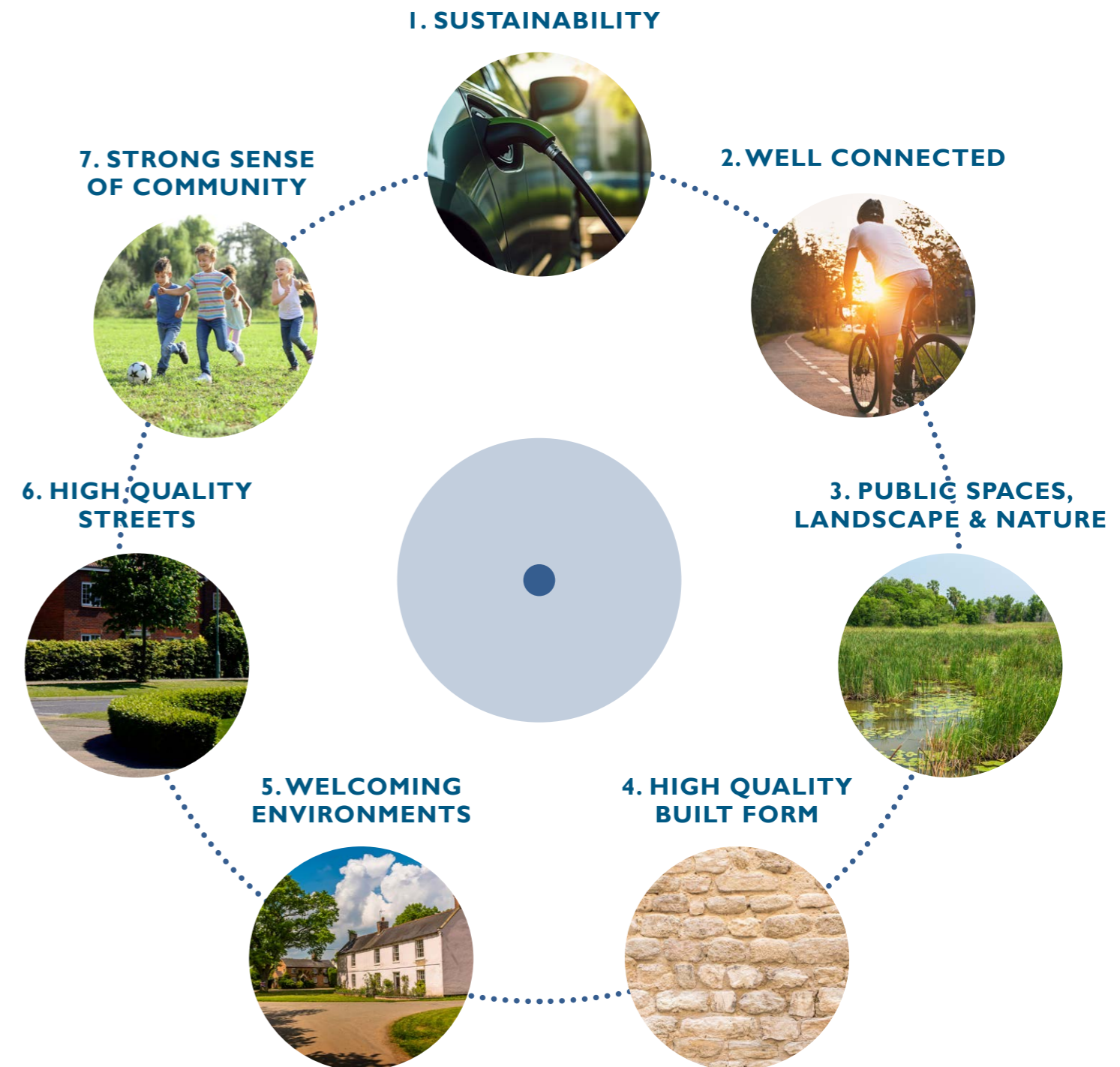
Responding to the existing context of the site by providing a range of residential densities and walkable neighbourhoods



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 co<sub>2</sub>e/m<sup>2</sup> (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.
7. Site Waste Management Plans should be prepared should be prepared to support planning applications

### 5.6.2 Energy and Heating

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/m<sup>2</sup>/yr.
8. Post-occupancy evaluations on all buildings must be undertaken to validate predicted energy consumption.

### 5.6.3 Lifestyle

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

### 5.6.4 Resilient neighbourhoods

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/

### 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

5.8 CHARACTER AREAS



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

- A1M
- 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

## 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.

6.2.7 To facilitate the granting of planning permission expeditiously, the following list of information to be submitted as part of a planning application 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.
- A Travel Plan (including school travel plans) 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.

#### 6.2.8 Future Monitoring

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

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

## A SPD ENGAGEMENT

### 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**

Panel's Observations	Response and approach to recommendations
<b>Vision</b>	
<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
<b>Context - Character - Connectivity</b>	
<p>Unclear how site integrates to surroundings in terms of the character &amp; 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 &amp; 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 &amp; 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 &amp; 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
<b>Place Making / Arrival Sequence - Neighbourhood Centres - Street Hierarchy</b>	
<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 &amp; 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 &amp; 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>
<b>Panel’s Observations</b>	<b>Response and approach to recommendations</b>
<b>Green Infrastructure - Pedestrian and Cycle Routes</b>	
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 &amp; 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.

Roundabout layouts are a concern. Prioritise ped/cycle movement first and respond to HCC Guidance.	<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
<b>Sustainability - Net Zero - Biodiversity Net Gain</b>	
Strategies are required that establish standards for net zero carbon, green energy generation and biodiversity that go beyond statutory minima.	<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
<b>Conclusions</b>	
<p>Seek out &amp; 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.

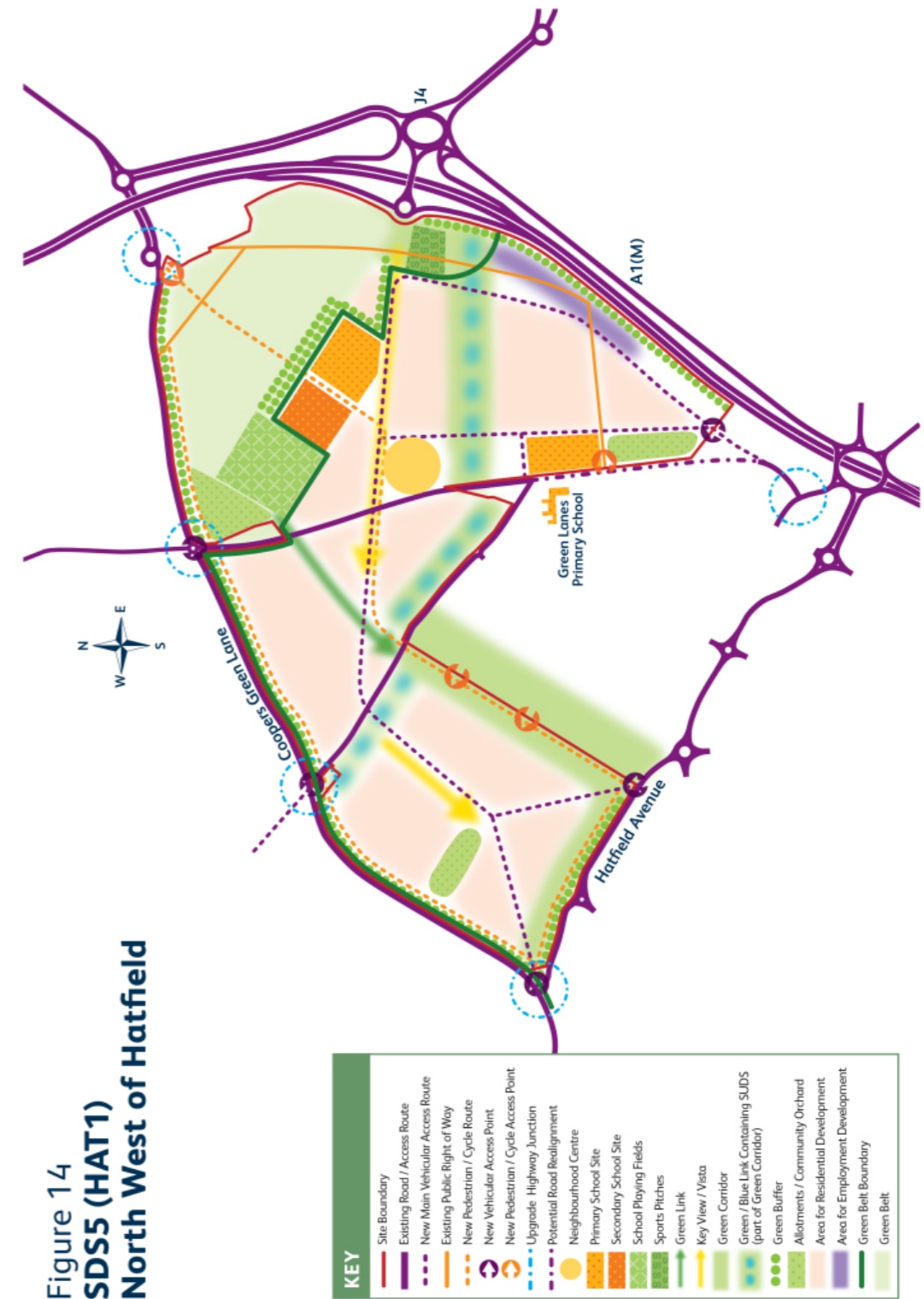
## Hatfield

- 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.

Figure 14  
SDS5 (HAT1)  
North West of Hatfield



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- Fig 5** A Vision for Hatfield, Gascoyne Estates - front cover
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### Tables

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## 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
30. Spatial Planning for Health by the NHS (2017)
31. Putting Health into Place by the NHS (2019)
32. Planning for Healthy Places by the TCPA (2024)
33. WHO global air quality guidelines (2021)
34. Active Design: Creating Active Environments Through Planning and Design, Sport England (2023)

### **Welwyn Hatfield Borough Council Documents**

35. Welwyn-Hatfield Local Plan 2016-2036

### **Hertfordshire County Council Documents**

36. Hertfordshire's Local Transport Plan 2018-2031 (LTP4) (2018)
37. Local Cycling and Walking Infrastructure Plans (LCWIP) (2023)
38. Place and Movement Planning and Design Guidance (2024)
39. An Active Travel Strategy for Hertfordshire (2024)
40. Hertfordshire County Council - Travel Plan Guidance (2020)
41. Hertfordshire Health and Wellbeing Planning Guidance (2017)
42. Service Provision and Place-Making Guide (2024)

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