

Consultation Statement

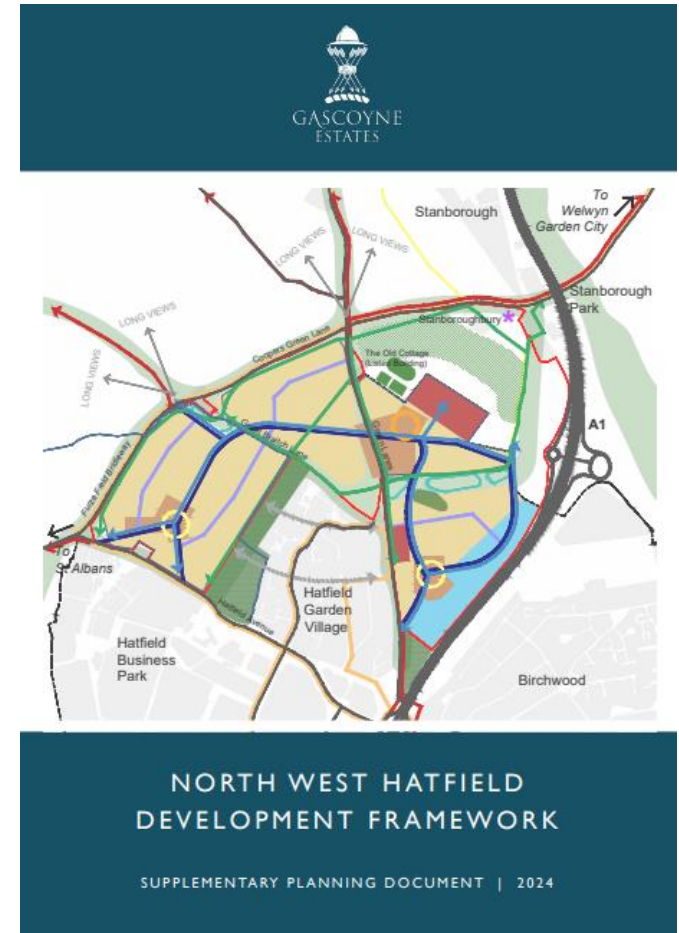
Regulation 12

North West Hatfield Supplementary Planning Document

Consultation Draft

(Public consultation 8th November – 20th December 2024)

February 2025



Introduction

- 1.1 The Town & County Planning (Local Planning) (England) Regulations 2012 requires in Regulation 12 that before a Local Planning Authority adopt a Supplementary Planning Document (SPD) it must prepare a statement (Consultation Statement) setting out:
 - the persons the local planning authority consulted when preparing the SPD;
 - a summary of the main issues raised by those persons; and
 - how those issues have been addressed in the SPD.
- 1.2 This document is the Consultation Statement for the North West Hatfield SPD, which sets out the persons the Council consulted in preparing the SPD and how their comments have been addressed.

Public consultation

- 1.3 The Council held a public consultation on the draft SPD between Friday 8 November and Friday 20 December 2024 (a period of 6 weeks). Respondents were able to be sent to Planning Policy, Welwyn Hatfield Borough Council, The Campus, Welwyn Garden City, AL8 6AE or were able to be submitted online via our consultation portal: <https://welhat-consult.objective.co.uk/kse/folder/369>.
- 1.4 An initial consultation statement was also produced to accompany the consultation, which stated the purpose of the SPD, its area of coverage, how the consultation was publicised, how to make a representation, and the next steps following the closure of the consultation.
- 1.5 Hard copies of the Draft Sustainability Supplementary Planning Document were made available for public viewing at public libraries within Welwyn Hatfield and the Council Offices, The Campus, Welwyn Garden City, AL8 6AE.
- 1.6 The consultation was publicised on the homepage on the Council's website and social media channels. A press release was also produced to publicise the consultation, and a newspaper notice in a local newspaper was also published during the consultation which further publicised the consultation (see Appendix C).
- 1.7 The Council's website also contains a page describing the contents of the document, the details of the consultation. This page was available during the consultation and included details on how to respond to the consultation.
- 1.8 Email notifications were also sent to statutory consultees to inform them of the consultation (see Appendix D).

Consultation Responses

- 1.9 A total of 34 representations were received during the 6-week consultation period. 2. These representations were made by a mixture of statutory consultees and individuals,.
- 1.10 A detailed summary of representations received (organised by chapter) and how they have been addressed in the adopted SPD can be found in Appendix B.

Appendix A – Persons consulted on the draft SPD

In the preparation of the North West Hatfield SPD, officers from Planning worked with the landowner's consultant team to prepare the document.

Following this, the draft North West Hatfield SPD was published for consultation for a 6 week period between Friday 8 November and Friday 20 December 2024.

Letters were posted to all properties in the immediate area (1062 addresses), providing notification of the consultation.

Relevant 'specific' and 'general' consultation bodies, as defined in The Local Plan Regulations 2012 (Parts 1 & 2), were notified of the consultation. These included:

- Environment Agency
- Historic England
- Natural England
- Integrated Care Systems
- National Highways
- Utility providers
- Relevant authorities whose area is within or adjoins Welwyn Hatfield

Additionally:

- The landowner arranged a drop-in session on Thursday 26 November between 3pm and 8pm at the Fielder Centre, Hatfield Business Park Hatfield Avenue, Hatfield AL10 9TP. The landowners consultant team was available to answer questions and council officers were also in attendance and available. Visitors were able to view information and register comments.
- Consultation information was issued in a press release.
- Hard copies of consultation documents were made available at the Council office, the Town Council and Hatfield Library.
- All documents were published on the Council's North West Hatfield SPD website: www.welhat.gov.uk/nwhatfield-spd

Appendix B – Summary of representations to the draft SPD and the Council’s response

Around 180 matters were raised from the 34 representations, these are summarised as follows:

[Please note that all document references relate to the consultation draft SPD and might differ from the adopted version.]

Doc. Ref	Comments summary	Response	Proposed Changes to SPD
	Introduction		
	None		
	Appreciating the Context		
Individual ID4	<p>Transport Section 2.10 - The LCWIP for the proposed development should consider links to existing infrastructure and essential destinations. The existing CWI in the business park/University is excellent - the new development should link to this.</p> <p>There is an opportunity to link to the segregated cycle/walking path that runs from Stanborough Park on the east side of the A6129 into WGC (not marked in fig 20). This would be useful for students travelling to Stanborough secondary school from the proposed development. Links to the town centre and train station are less good.</p> <p>There is a shared cycling and walking path along Wellfield Road, but this terminates at the Queensway intersection which is dangerous to cross at surface level. Subways have blind corners, fear of muggers and rats.</p>	<p>Comments noted. The SPD sets out a 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. Necessary onsite and offsite highway improvements works will be required to be evidenced and set out in future planning applications.</p>	No change required.
Individual ID4	<p>As there is no safe segregated cycling route to the station beyond the Queensway intersection, a safe, segregated cycle route to Hatfield town centre and train station should be part of the plan to minimise traffic impact on the existing town.</p>	Comments noted.	No change required.
	Vision and Objectives		
Individual ID11	<p>Country lanes around Hatfield Garden Village cannot handle the extra traffic expected from the expansion. Roads are extremely busy during rush hours and become gridlocked with any accident on the A1.</p>	<p>Comments noted. The SPD sets out a high-level transport and movement solutions which future planning applications will be required to comply with, whilst not being so</p>	

		<p>prescriptive that the development cannot adapt to changes in transport policies and practice in future. Necessary onsite and offsite highway improvements works will be required to be evidenced and set out in future planning applications.</p>	
Individual ID11	<p>There should be an additional hospital, this is critical for the wellbeing of residents in Hatfield, WGC, Welwyn, and Stevenage. NHS is already stretched; additional doctors' surgeries and NHS dentists are needed.</p>	<p>Comments noted. Local planning authorities are required to identify the infrastructure required to meet future demand and deliver the growth in their local plan. The consultation document is supplementary to policy in the adopted Local Plan and there is currently no requirement for an additional hospital. The Council is to commence a review of the local plan and will continue to work with Health Providers to meet the needs arising the area.</p>	No change required.
Individual ID11	<p>Wildlife, including bats, hedgehogs, red kites, and kestrels, will be impacted by the development.</p>	<p>Comments noted. The SPD sets out that to facilitate the granting of planning permission additional information will be required to be submitted as part of a planning application, this will include ecological and environmental assessments which may require mitigation measures.</p>	No change required.
Individual ID11	<p>The Garden Village will lose its identity and purpose as a relatively quiet place to live, becoming more like a town.</p>	<p>Comments noted.</p>	No change required.
Individual ID8	<p>I like the images of the architecture.</p>	<p>Comments noted.</p>	No change required.

Individual ID8	Oppose using the “Hatfield Garden Village” name for the new housing development. HGV has a distinct 1930s history with the airfield and Comet, and properties with ‘mock Tudor’ timber.	Comments noted.	No change required.
Individual ID8	Prefer schools to reflect the existing architectural style, not modern or repetitive town centre designs.	Comments noted.	No change required.
Individual ID8	Support keeping the oak trees and hedges along Green Lanes as a sound buffer.	Comments noted.	No change required.
Individual ID8	Suggest naming a pedestrian walk “ELIZABETH II” to complement Hatfield House history.	Comments noted.	No change required.
Individual ID8	Advocate for planting native British hedges like privet to support sparrows and blue tits, which are in decline but thrive in HGV gardens.	Comments noted.	No change required.
Individual ID8	Advocate for Hatfield Garden Village (HGV) to receive conservation status to preserve the architectural style of the original streets and closes.	Comments noted. Local planning authorities have a duty under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to designate as conservation areas any ‘areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance’. This is outside of the scope of the SPD.	No change required.
Individual ID8	Suggest gardens should always have privet hedges and prohibit bricking over drives or concreting gardens in new QE2 housing estates to maintain biodiversity and proper rainwater drainage.	Comments noted.	No change required.
Individual ID8	Propose naming the new school “Hatfield Secondary School.”	Comments noted.	No change required.
Individual ID8	Support retaining the hedges and trees along Green Lanes and adding a cycle track for dog walking and jogging.	Comments noted.	No change required.
Individual ID8	Recommend using darksky.com research for street lighting to avoid blue shift and implementing a darkness curfew from 1am to 5am.	Comments noted.	No change required.

	Engagement		
	None		
	The Development Framework		
Individual ID1	This area cannot sustain an increase in traffic or residents. This has recently been proven when there we're road works on Hatfield Avenue. There were constant traffic jams along Green Lanes with the local MP having to get involved. Lorries were an accidentally using campion road and getting stuck! This is guaranteed to be replicated if more traffic is using this area, especially during building. Already the garden village suffers from a parking issue.	Comments noted. The site is allocated in the Local Plan for residential-led development and is part of the strategic plan to deliver the borough's growth needs to 2036. Highway works will be required to support the development and these will be set out in future planning applications which will be the subject to further consultation.	No change required.
Individual ID1	Coopers Green lanes can't cope with additional traffic either, it is congested in the evening. It's slightly narrower and bendy is some parts and is not a road designed to handle the volume of traffic a new development would bring and cannot handle school traffic. Also traffic would end up using campion road as a rat run and there are already current problems with drivers having stand offs due to parking congestion and failing to give way.	Comments noted Highway works will be required to support the development and these will be set out in future planning applications which will be the subject to further consultation.	No change required.
Individual ID20	Additional measures should be considered to support physical and mental health, these include: 5.2.1 Transport and Movement Strategy, include locations for seating/rest along walkway/cycle corridors Include local vegetation/landscaping so that wildlife has a corridor and also enable people who are walking/cycling to enjoy the natural habitat which addresses all 5 senses. Consider how to support those who have limited sight/blind can move safely alongside cycle ways (and avoid any concerns about theft from moving cycles or in future electric scooters).	Comments noted.	Incorporate reference to physical and mental health in Objective 3 in Section 3.2. Add the sentence " <u>Supporting the physical and mental health of residents and visitors.</u> " at end of Objective 3 on page 48.

Individual ID20	Land Use Strategy, g) School Fencing. All fencing should have inbuilt routes for nature (e.g. hedgehogs) to move around from site to site. Build in nature habitat e.g. hedgehog houses in garden fences, bird boxes in eaves (to support declining bird species such as Swifts).	Comments noted. The SPD is a high level document, additional environmental/ecological work will be required to support detailed proposals (including the design school fences).	No change required.
Individual ID20	Place Making Strategy. 5.5.7 where higher buildings are planned ensure there is sufficient road width/space for fire appliances with long reach ladders to access (include width of vehicle plus space for stabilisers)	Comments noted.	No change required.
Individual ID20	It should be ensured that emergency vehicles have access between neighbourhoods with refuge space for pedestrians/cyclist to move out of the way in a safe way	Comments noted. The layout of the development will be subject to further technical work and the subsequent proposals will be the subject of consultation with stakeholders including the Highway Authority.	No change required.
Individual ID20	5.6 Sustainability Strategy, SPD should encourage developers to build to Passivhaus standards or BREEAM Excellent as a minimum especially in social/affordable housing and for all public/community buildings.	The Sustainability Strategy is set out in Section 5.6 and seeks to deliver an exemplar development. The Strategy will be reviewed as the developer comes forward to ensure that it is policy compliance.	No change required.
Individual ID19	<p>The green buffer running alongside Great Braitch Lane is not sufficient to separate Garden Village from the new development. The visual representation of this buffer is inaccurate and does not reflect all the properties bordering Great Braitch Lane, making the green space appear in the plan larger than it actually would be. .</p> <p>The buffer should be the same depth alongside Great Braitch Lane as there is to the north of the site in order to fulfil the promise of a meaningful green space buffer.</p>	The Green Buffer is identified on Figure 14 of the adopted Local Plan to reinforce the new Green Belt boundary. The Green Corridor running through the site allocation and located on the north site of Great Braitch Lane will be determined as part of the detailed design process as part of a future planning application or Local Development Order.	No change required.
Individual ID19	The plans for the road network through the site still appear to be inadequate for the increased residential, business and A1 connectivity traffic.	The Development Framework identifies the internal road hierarchy which is based on current highway standards and requirements. The	No change required.

		Framework does not identify the detail design of roads at this stage.	
Individual ID19	It is unclear how the business area running alongside the A1 will be used and therefore what level of traffic/HGV's we could potentially be seeing and what this may mean for accessing the site from the south. i.e. could we see business traffic enter and exit the site from the south of Green Lanes putting even further unacceptable pressure on this part of the road network.	The traffic generation and impact of the proposed employment area will be tested as part of the preparation of a Transport Assessment to support a future planning application or Local Development Order.	No change required.
Individual ID19	Green Lanes cannot cope with the current level of traffic and road closures in recent years have proven that Green Lanes is completely unsuitable for any further traffic, especially HGV's accessing the planned business area.	Comments noted Highway works will be required to support the development and these will be set out in future planning applications which will be the subject to further consultation.	No change required.
Individual ID19	The new development needs to have adequate parking throughout. We are already experiencing a lack of parking availability throughout old and new Garden Village with cars parking almost continuously along Campion Road and Green Lanes making it difficult to travel through in peak times and being dangerous for pedestrians trying to cross the road.	Comments noted. Highway works will be required to support the development and these will be set out in future planning applications which will be the subject to further consultation.	No change required.
Individual ID19	It isn't clear what areas of land will be quarried prior to development. The plan in the SPD suggests that this will only be the area to the north of the site (Phase 3) but we were told at the consultation event that it would be Phases 2 and 3. This could have very different end results to residents when it comes to noise and disruption.	The Minerals Phasing Plan at Figure 10 shows the three phases of extraction, A, B and C that has minerals consent.	No change required.
WH Swift Group ID18	Development should include the installation of 1 swift brick per dwelling. This will support the Hertfordshire Biodiversity Action Plan and Local Plan policy SADM16	A range of ecological measures will form part of the Biodiversity Net Gain assessment to be prepared for future planning applications or Local Development Order, however it is not considered necessary to provide this level of detail in the SPD.	No change required.
Sport England	Transport & Movement Strategy: The active travel proposals in the strategy are welcomed in principle. All of proposals will	Comments noted.	No change required.

ID15	<p>offer opportunities for encouraging physical activity and would be consistent with Sport England's Active Design guidance.</p> <p>Consideration will need to be given to how the proposed employment area will be accessed by active travel from the centre and the schools in order to reduce the number of trips for Individuals and encourage active travel between these land uses within the development given that they are not co-located</p>		
Sport England ID15	<p>Green Infrastructure Strategy: The creation of a linear green corridor across the development which contains a linked network of SuDS is welcomed in principle. SuDS should be designed as a recreational resource supported by footpaths seating to encourage residents to visit them by active travel modes as a destination.</p> <p>A large centrally located multi-functional open space (such as traditional park) that can be used for informal recreation (such as kickabouts) and community events and provide a public open space for the community is missing.</p> <p>While the linear green corridor is well located, due to its linear nature and its design focusing on accommodating SuDS, there would not appear to be potential for a large unrestricted open recreational area to be provided within it based on the Development Framework. It is therefore requested that the approach to green infrastructure and public open space is reviewed to ensure the strategy makes provision for a large multi-functional open space that is well connected to the local centre and schools. This could form part of the linear green corridor but attention would need to be given to its design.</p>	<p>The Concept Diagram Figure 14 in the adopted Local Plan Policy SP22 does not require a centrally located traditional park.</p> <p>The Green Infrastructure Strategy is based on a Green Corridor approach which is part of a wider borough wide proposal initiated by Gascoyne Estates in conjunction with other landowners and the Borough Council. Green and Blue Infrastructure amounts to 26ha of the site providing a wide range of recreational opportunities while making the most efficient use of the site.</p> <p>In addition the Town Council is already planning to improve facilities to support existing pitches located at the De Havilland Grange QE2 Field.</p> <p>It is possible, however, to provide an area for community-based recreation on the eastern side of the site (just west of the A1M and north of the proposed employment zone). To address Sport England comments, we will amend plans and text in Chapter 5 to indicate an area for community recreation in this location.</p>	<p>Amend Chapter 5 as follows:</p> <ol style="list-style-type: none"> 1. Add additional sentence in Paragraph 5.3.19 in the section relating to "Green Corridors" which states: <ul style="list-style-type: none"> • <u>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)</u> 2. Amend Table A: Land use budget by adding the following line in the "Retained Green Belt" part of the table, and at the same time amending the amount of "Grassland/Meadow including Community Orchard" accordingly: <ul style="list-style-type: none"> • <u>Community recreation 1.5ha</u>

Sport England ID15	<p>Land Use Strategy: An objection is made to the land use strategy because the approach to community sports provision not supported in its current form. The SPD proposes that sports provision is located at the secondary school and facilities would be dual use and subject to community use agreements. The principle of shared use facilities on school sites especially secondary schools is supported by Sport England. However, a large proportion of the community's outdoor sports facility needs are in the form of natural turf playing pitches.</p> <p>Sport England and the sports governing bodies do not support the shared used of natural turf playing pitches on school sites for meeting the community's natural turf playing pitch needs due to differing pitch markings/size, limited physical carrying capacity and maintenance requirements.</p>	While this comment relates to a detail mater to be considered at the planning application or LDO stage, it is agreed that the Land Use Strategy could be more explicit.	See earlier proposed changes to Paragraph 5.3.19 and Table A
Sport England ID15	Local Plan Policy SP22 required the Masterplan for the development to be informed by Strategy Diagram in Figure 14. The diagram showed an area of dedicated community sports pitches to the east of the site which has not been progressed to the masterplan in the Development Strategy. The SPD only shows shared use sports pitches on school sites.	Linked comment to above and below.	See earlier proposed changes to Paragraph 5.3.19
Sport England ID15	<p>A dedicated area of community natural turf sports pitch provision should be provided in the development. Unless full extent of the 7.22 hectares of school playing fields identified in the land use budget is required for educational use, of this area could be dedicated for community playing fields instead of the whole area being for shared use.</p> <p>Sport England does not object to the co-location of school and community playing fields as ancillary facilities such as pavilions and can be shared by school and community users which is more efficient than separate ancillary facilities being provided.</p> <p>Alternatively, consideration could be given to extending area shown for playing fields to the north of the site to allow provision for separate but co-located education and community use. The extent of dedicated community natural turf pitch</p>	Comments noted	See earlier proposed changes to Paragraph 5.3.19

	<p>provision could also be reduced if a shared use artificial grass pitch (AGP) was provided on the secondary school. However, such a facility would need to be funded by the development (as it would not be required to meet DfE schools guidance for meeting educational needs) and the planning and environmental implications (such as Green Belt, landscape, ecology, drainage etc) would need to be considered given that floodlighting and perimeter fencing would be essential support an AGP. It is advocated that engagement takes place with Sport England to discuss this further before the SPD finalised.</p>		
Sport England ID15	<p>Other elements of the land use strategy such as the 'walkable neighbourhoods' principle being applied and co-location the local centre and schools are supported as this will encourage single trips which in turn will encourage active travel the development.</p>	Noted.	No change required.
Sport England ID15	<p>Sustainability Strategy: The measures proposed in 5.6.3 to encourage healthy and sustainable lifestyles are supported.</p>	Noted.	No change required.
Sport England ID15	<p>Residential Character Areas: The proposals to include a public square in the local centre and a public space in the neighbourhood centres is welcomed as this will provide an opportunity for informal physical activity in focal locations the development.</p>	Noted.	No change required.
Sport England ID15	<p>Green Park and SUDS Corridor: the Green Infrastructure Strategy, provision should be made for a large centrally located multi-functional open space within the green corridor that can be a focal open space for the community and which can support informal sport/recreation and community events. At present, space appears to be missing from the Development Strategy.</p>	<p>The Concept Diagram Figure 14 in the adopted Local Plan does or Policy SP22 does not require a centrally located traditional park. The Green Infrastructure is based on a Green Corridor approach which is part of a wider borough wide proposal initiated by Gascoyne Estates in conjunction with other landowners and the Borough Council. Green and Blue Infrastructure amounts to 26ha of the site providing a wide range of recreational opportunities while making the most efficient use of the</p>	No change required.

		site. However, a community recreation space will be provided on the eastern side of the site, as set out in the changes proposed in relation to Green Infrastructure earlier.	
Implementation and Delivery			
Individual ID10	Concerns about the impact on Wildlife: Destruction of natural habitats for protected wildlife species. Potentially catastrophic effects on already declining species.	Comments noted. The SPD is a high level document, additional environmental/ecological work will be required to support detailed proposals and will include mitigation.	No change required.
Individual ID10	Concerns about Flood Risk: Fields are on a flood plain, prone to waterlogging during heavy rain. Recent flooding of new housing estates suggests a real risk for developments on these fields.	A positive drainage system based on SUDs will be implemented and agreed with the LLFA at planning application stages.	No change required.
Individual ID10	Concerns about development on Green Belt Land: Green belt land should remain protected for future generations to enjoy the rural environment. Development would eradicate this green space.	The SPD shows the area of the site that has been removed from the Green Belt following the adoption of the Local Plan in October 2023.	No change required.
Individual ID10	Concerns about matters relating to Environmental Health: Existing Individuals will face noise pollution during construction. Heavy lorries and construction vehicles on narrow roads will cause stress and discomfort.	Comments noted. It will be necessary for any future planning proposals on the site to include Construction Management Plans. Such plans will set out mitigation to be put in place to address the impact a construction project will have on the community surrounding it, this will be the subject to consultation.	No change required.
Individual ID10	Concerns about Impact on Green Lanes Primary School: Construction noise and traffic will affect the school. Increased demand for places at an already oversubscribed school.	Comments noted. The Construction Management Plans will need to consider the impact of construction on Green Lane School. The SPD sets out that additional school capacity will be required to meet the pupil yield from the new development.	No change required.

Individual ID9	The current roads/infrastructure are unsuitable for such a large development. How will construction traffic (1000s of lorries) safely travelling through the garden village. Construction traffic will destroy our peace & quiet, past a busy school & down narrow lanes, existing road widths are insufficient to allow this.	Comments noted Highway works will be required to support the development and these will be set out in future planning applications which will be the subject to further consultation.	No change required.
Individual ID9	The fields are natural flood plains that are constantly waterlogged whenever it rains. It is not a suitable location for housing.	Comments noted. The site has been considered suitable for development following the examination of the Welwyn Hatfield Local Plan. As set out in the SPD mitigation will be required to address drainage on the site. The mitigation will be necessary to support any detailed planning proposal and will be the subject of consultation with Lead Local Flood Authority, the Environment Agency and the community.	No change required.
Individual ID8	Traffic Increase: Need for crossings, traffic lights, and limitations on heavy vehicles.	Comments noted. Highway works will be required to support the development and these will be set out in future planning applications which will be the subject to further consultation.	No change required.
Individual ID8	Noise Pollution: Consider using sound-absorbing technology to convert noise from the A1 into energy. Rubberized sheets could absorb sound waves and generate electrical charge, reducing noise pollution.	Comments noted. 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.	No change required.

Individual ID8	Alternative to Noise Barriers: Suggest using innovative sound-absorbing technology instead of traditional timber walls.	Comments noted. The precise form of the noise barrier will be developed further as part of future pre-application discussions.	No change required.
Individual ID8	Bird Conservation: Erect bird boxes on houses and public buildings to support nesting.	Comments noted. The SPD is a high-level document and the precise form of ecological mitigation will be developed further as part of future pre-application discussions.	No change required.
Individual ID13	Noise Impact: Concern about noise during working hours affecting home office. What measures are in place to nullify noise from the quarry? Official minimum noise levels for quarries near residences? Monitoring and enforcement of noise generation rules?	Comments noted. It will be necessary for any future planning proposals on the site to include Construction Management Plans. Such plans will set out mitigation to be put in place to address the impact a construction project will have on the community surrounding it, this will be the subject to consultation.	No change required.
Individual ID13	Financial Compensation: Inquiry about compensation to cover the cost for additional sound insulation for affected properties.	It is generally accepted that most forms of development will result in some noise, particularly during the construction phase. However, this is usually for a limited period of time which does not cause an unacceptable or long term impact on the living conditions of neighbouring occupiers. In terms of the operational phase, the planning application must demonstrate that the impact on neighbour amenity is acceptable, or can be made acceptable through mitigation.	No change required.
Individual ID1	Concerns About Traffic Congestion: Green Lanes and Campion Road will face constant congestion due to increased traffic during construction. Post-construction, car traffic will increase with no clear plans to improve public transportation.	Comments noted.	No change required.

Individual ID1	Public Transportation: Buses are unreliable and take too long to reach destinations. How will public transportation be improved to address these issues?	Comments noted.	No change required.
Sport England ID16	If an LDO is proposed instead of planning applications, Sport England should be engaged for advice on the content to ensure appropriate planning and design of on-site sports facilities, including planning conditions.	Comments noted.	No change required.
Sport England ID16	Planning Applications - Request to include an Open Space, Sport and Recreation Strategy in the planning application documents to ensure a strategic and coherent approach across the development site. A Health Impact Assessment (HIA) should be prepared according to Hertfordshire County Council's HIA Position Statement, as the development will exceed 100 dwellings.	Comments noted. Section 6.2 sets out information to be submitted as part of a planning application and notes that the list provided is not exhaustive. Notwithstanding this, additional wording setting out a requirement for a HIA is proposed a proposed change to the SPD/	<u>A Health Impact Assessment (HIA)</u>
Doc. Ref	Comments summary	Response	Proposed Changes to SPD
	General		
HCC ID35	Highways, the masterplanning process should not have rolled forward earlier masterplan work.	Comments noted.	No changes required.
HCC ID35	Section 1.2. The Active Travel Strategy 2024 and the Travel Plan Guidance 2020 should be referenced.	Comments noted. Agreed.	The ATS will be added to Appendix E – Background Reports (under the list of HCC documents) as follows: Amend Appendix E: Background Reports by adding the following documents and numbering accordingly: <u>An Active Travel Strategy for Hertfordshire (2024)</u> <u>Hertfordshire County Council - Travel Plan Guidance (202)</u>

HCC ID35	Section 5.2 – Transport and Movement Strategy. Paragraph 5.2.3 LCWIP incorrectly named, should read ‘...Infrastructure Plan’ not ‘...Improvement Plan’. Reference should also be made Healthy Streets objectives	Comments noted. Noted.	Amend Para 5.2.3 to read “ Infrastructure Plan ” where it currently states “Improvement Plan”. Healthy Street objectives are high level, informal, non-government guidance rather than adopted, concepts. The ten “healthy street” indicators are already included in some form in either HCC or WHBC guidance or policies. Therefore, no further changes are required.
HCC ID35	Section 5.4 – Land Use Strategy. Paragraphs 5.4.2 – 5.4.6 No mention of school travel plan requirements. Alternatively, could be noted in section 6.2 Delivery (Traffic and Transportation) within the Framework Travel Plan Overview.	Comments noted. Agreed.	Section 6.2.7 (Traffic & Transportation section) to be amended to include reference to the need for School Travel Plans by add the words “(including school travel plans)” after the words “Framework Travel Plan”
HCC ID35	Section 6.2 – Delivery of North West Hatfield. The Travel Plan must play a significant role in the design guide for developments in the area and Travel Plan Contributions secured via Section 106 Legal Agreement. All essential improvements to encourage active travel; via Green Lanes have been introduced, however the developer must have solid initiatives in place to encourage residents to utilize active travel options in this rural area. Improvements to the existing pedestrian and cycle crossing on the north of the Airfield Roundabout over the A1M which connects Green Lanes with West View is essential.	Comments noted. . In relation to Green Lanes, it is recognised that further work will be required to evidence any future changes to this street, including partial closer to enable potential easterly expansion of Green Lane PS. An option for improvements to Airfield Roundabout is noted already at paragraph 5.2.12. Further detailed work is to be undertaken at a detailed application stage, as noted in a separate response	Reference to Travel Plans will be made more generally in the delivery part of the SPD at section 6.2.7 (Traffic & Transportation section) by deleting the words “Framework Travel Plan” and replacing with “ A Travel Plan ” No further changes are required.
HCC ID35	Section 2.7 – Hydrology, Flood Risk and Topography The LLFA will require detailed modelling of the proposed diversion arrangement to demonstrate it will have no adverse flood risk impacts both on and off site.	The diversion “arrangement” has already been agreed as part of the approved minerals application submitted by Cemex, together with agreed s106 Agreement. The “diversion” will therefore already have taken place by the time residential	No changes required.

	The Environment Agency Risk of Flooding from Surface Water mapping indicates significant areas of flood risk associated with this watercourse. Diversion of the ordinary watercourse will require written consent from the LLFA under Section 23 of the Land Drainage Act 1991.	development reaches the southwestern part of the development. The SPD recognises the need for a Flood Risk Strategy and this will come forward to cover the entire site at an early application stage.	
HCC ID35	HCC is pleased that section 2.7 states that water will be a key part of the site landscape with ponds, wetlands and detention areas throughout.	Comments noted.	No changes required.
HCC ID35	Outside of this southwestern corner, the rest of the site is generally at low flood risk with small hotspots of surface water risk. These are likely representative of localised depressions in the site which would be mitigated as part of the proposals.	Comments noted.	No changes required.
HCC ID35	Section 5.3 – Green Infrastructure Strategy. Figure 37 (drainage strategy plan) includes the diverted ordinary watercourse, the principle of diverting the ordinary watercourse has not yet been demonstrated to be feasible. The LLFA will require detailed modelling to show there is no adverse flood risk impact.	Noted. Also refer to response to comment on previous page (relating to section 2.7) – 3 rows above this one.	No changes required.
HCC ID35	The middle of the site will consist of a series of strategic ponds/basins. HCC is pleased it is proposed to control rainwater at source using on-plot storage and permeable surfaces.	Comments noted.	No changes required.
HCC ID35	Rainwater harvesting and re-use is a positive proposal and the proposal to discharge via infiltration is supported. Recommend that all open attenuation features are designed sympathetically with the landscape – preferably shallow features as opposed to “bomb crater” SuDS. HCC recommend that a source control approach is pursued as far as possible to integrate SuDS and their benefits throughout the site and reduce reliance on large end-of-pipe SuDS.	Comments noted.	No changes required.
HCC ID35	Discharge from the site drainage system should be restricted to the 1 in 1-year greenfield rate, to QBAR, or to the respective	Noted. Paragraph 5.3.11 lists in detail the drainage “hierarchy” which	No changes required.

	rate for each return period via complex control with long term storage. No flooding is to occur on site up to and including a 1 in 30-year rainfall event, with no flooding to leave the site uncontrolled during the 1 in 100 year + climate change event.	is commonly followed on greenfield sites in relation to flood risk. This includes assessment of discharge rates, accounting for climate change, etc.	
HCC ID35	Where crossing points over watercourses are required, every effort should be made to avoid introducing culverts, and clear-span methods should be prioritised.	Comments noted.	No changes required.
HCC ID35	Properties should be raised at least 300mm above all sources of flood risk.	Building levels to be assessed in detail at detailed planning application stage to ensure conformity with agreed drainage requirements and Building Regulations.	No changes required.
HCC ID35	Development is proposed within the route of the existing flow path and that an area in the vicinity of the diverted flow path is indicated as “primary SuDS corridor”. Further supporting information on the watercourse diversion, its flood risk impacts, and confirmation development will not take place in flood risk areas such as flow paths will be required. No development should place within flow paths, which should be retained as open blue-green space/corridors.	The existing water course in Astwick field will be diverted as part of Phase 3 of the mineral consent. Paragraph 5.3.11 sets out the approach to site-wide drainage and the overall site-wide drainage hierarchy proposed.	No changes required.
HCC ID35	Recommend that a sequential test to be submitted in support of the proposals. The sequential test should be passed before considering measures such as diverting the ordinary watercourse. HCC as the LLFA are in the process of arranging pre-application engagement with the applicant to discuss the proposals.	The existing water course in Astwick field will be diverted as part of Phase 3 of the mineral consent. As already noted, the diversion of the watercourse on the SW part of the site is already agreed and will take place in advance of any residential development. A “sequential test” to develop drainage measures is not considered necessary or appropriate. A detailed Flood Risk Assessment will be developed as part of the first planning application for residential development.	No changes required.
HCC ID35	Public Health welcome the creation of SPDs to create a development framework to ensure development of this size is well-designed and sustainable	Comments noted.	No changes required.

HCC ID35	Recommend inclusion of references to the 'Hertfordshire Health and Wellbeing Planning Guidance' ¹ , Public Health England's 'Spatial Planning for Health' evidence resource ² , the NHS England 'Putting Health into Place, 10 Principles' Guidance document 2019 and the TCPA's 'Planning for Healthy Places' guidance document 2024.	Comments noted. Agreed.	<p>Amend Appendix E: Background Reports by including the following under "Government Documents":</p> <p><u>30. Spatial Planning for Health by the NHS (2017)</u></p> <p><u>31. Putting Health into Place by the NHS (2019)</u></p> <p><u>32. Planning for Healthy Places by the TCPA (2024)</u></p> <p>Then re-number the remaining references in Appendix E accordingly</p> <p>Amend Appendix E; Background Reports by including the following under "Hertfordshire County Council Documents":</p> <p><u>37. Hertfordshire Health and Wellbeing Planning Guidance (2017)</u></p>
HCC ID35	Pleased that the development framework seeks to create a social, self-sufficient neighbourhood that provides local shops, amenities, and a secondary school within a short walking distance to all parts of the site. Also that proposal to provide public access to green spaces to provide opportunities for social interaction and play.	Comments noted.	No changes required.
HCC ID35	Recommends that public spaces should provide public conveniences, drinking fountains and accessible seating to encourage visits by all groups within the community and to encourage more people to spend time in these spaces.	Matter to be considered at detailed design stage. The specific facilities within public spaces will be discussed at planning application stages and tailored to the needs at the time and as agreed with WHBC and HCC. The objective for such spaces will however be to provide convivial and highly functional facilities which meet the needs of the community but equally provide for nature and ecology. Section 5.3 sets	No changes required.

		out the proposed functions of the various “green” areas of the site; facilities will be tailored in greater detail in future to suit these locations.	
HCC ID35	Recommends the inclusion of active frontages to provide natural surveillance to build out crime, in accordance with Paragraph 96B of the NPPF.	The Place Making Strategy in section 5.3 refers to “welcoming environments” and creating attractive “building frontages”. Also, section 5.3 references Gascoyne Estates “Building Code” for Hatfield when referring to the design of “streets”. This document provides a detailed set of approaches to design features such as active frontage and natural surveillance and is the appropriate location for detailed design guidance (rather than a framework SPD).	No changes required.
HCC ID35	Recommend that walking routes, public spaces and car parking areas should be well-lit, include signs and have natural surveillance from overlooking to encourage more people to walk.	Agreed to be considered at detailed design stage.	No changes required.
HCC ID35	Pleased to that air quality has been considered for this site.	Comments noted.	No changes required.
HCC ID35	Although the site is not located in an Air Quality Management Area, the World Health Organisation (WHO) provides guidance on health-based standards for key air pollutants that pose health risks called the ‘WHO Global Air Quality Guideline’. Recommends that the WHO standards are included for future air quality studies as part of the planning application to mitigate against any potential harm. It is great to see that Development Framework will explore Passivhaus design to reduce carbon emissions.	To be considered at detailed design stage, however it is agreed to include WHO guidance in the list of planning application requirements.	Add reference to WHO Global Air Quality Guideline in Appendix E: Background Reports. Add the document “ <u>WHO global air quality guidelines (2021)</u> ” under “Government Documents” in Appendix E.
HCC ID35	Recommend detailed air pollution modelling for major developments to ensure that appropriate mitigation to prevent potential adverse impacts.	To be considered at detailed design stage.	No changes required.
HCC ID35	Pleased to see the inclusion of a green buffer around the site to reduce air pollutants, especially from the A1M. Recommend	Noted. The level of accessibility will depend partly on the specific location	No changes required.

	that the green buffer should be accessible for residents to create a local green space/walking route.	of the buffer, as the easterly edge of the site is planned for employment uses as set out in the SPD (Fig 44, Land Use Strategy Plan).	
HCC ID35	Pleased to that soft landscaping is included in the SPD to reduce air pollution from vehicle emissions.	Comments noted.	No changes required.
HCC ID35	Pleased that one of the SPD's objectives is to create housing that will be resilient and adaptable and support design principles which seek to consider the changing lifestyles of residents. The Service Provision and Placemaking Guide 2024 should be considered for the SPD or part of the planning application for this scheme as it considers accessible housing including Dementia friendly design principles.	Comments noted.	Appendix E: Background Reports will be expanded to include the " <u>Service Provision and Place-Making Guide (2024)</u> " under the list of Hertfordshire County Council Documents.
HCC ID35	Pleased that safety for active travel has been considered in numerous of ways in the SPD and the SPD refers to the Local Transport Plan 4, and that the transport and movement strategy for this site prioritises walking, wheeling and cycling above car usage	Comments noted.	No changes required.
HCC ID35	Support proposals to include a new and rerouted bus service to encourage more people to use public transport.	Comments noted.	No changes required.
HCC ID35	Pleased to see the scheme includes new walking and cycling routes and pedestrian and cycle only access to facilities to encourage active travel within the site. Recommends segregated cycling and walking paths to avoid conflicts between pedestrians and cyclists. HCC also recommend that wide crossings on the same level which are well-lit and landscaped should be included within the development framework.	A variety of cycle and walking paths are possible; no specific design preferences are noted in the SPD and it will be for a more detailed planning stage to fix the specific design parameters for cycling and walking routes, whether shared or segregated, which will be based on location, level of use and design intent. Segregation of cycling and walking is not always appropriate, depending on the level of use and when part of a slow-speed/shared space street (public highway).	No changes required.
HCC ID35	Recommend segregated cycle paths to vehicular roads to avoid any conflict between drivers and cyclists.	As with an earlier response in relation to cyclists and pedestrians,	No changes required.

		not all conditions require segregation of cyclists and motor vehicles, especially when vehicles speeds are low and the design intent of a street is seeking to achieve shared space/surfaces.	
HCC ID35	Landmark buildings are important to help people navigate their journeys. Recommend these should be considered either within the SPD or the planning application.	Reference is made to section 5.5.8 (place-making goals) and “high quality-built form” which in turn references Gascoyne Estates Building Code for Hatfield. This code references the relevance of key buildings (sometimes called “landmarks”) within new development and role they can play in wayfinding and placemaking.	No changes required.
HCC ID35	Trees should be planted on walking and cycling routes to create natural shade.	Noted. Tree planting is a matter for detailed consideration at planning application stages.	No changes required.
HCC ID35	Recommend that Sport England’s Active Travel Guidance be included within the SPD and that the checklist in the Active Design guidance should be used for informing the design and consideration of the planning application. The planning authority may wish to consider this by way of a condition to request details to be submitted and approved which demonstrate how promoting physical activity has been considered in the design and layout of the development.	Comments noted. Agreed.	Amend Appendix E: Background Reports by adding the words “ <u>Active Design: Creating Active Environments Through Planning and Design, Sport England (2023)</u> ” under the list of Government Documents.
HCC ID35	Pleased to see that mitigation and adaption against climate change has been considered within the SPD.	Noted.	No changes required.
HCC ID35	Recommend that no gas or solid fuel burning should be included within the scheme to reduce air pollution.	Noted. The SPD makes clear at 5.6.2(3) that primary heating & cooling will not be operated on fossil fuel systems.	No changes required.
HCC ID35	Recommend the inclusion of Healthy Streets within the SPD, which would require the new development to comply with the ten healthy streets principles. This would improve the social,	As noted in relation to another representation, the principles embedded in “Healthy Streets”	No changes required.

	economic, and environmental sustainability through how streets are designed and managed	(which is more of a movement rather than adopted policy) are largely embedded in the various HCC or WHBC guidance and policy, but can also be found in the NPPF, LTP4, and HCC Place and Movement, Planning and Design Guidance already.	
HCC ID35	Supportive of the SPD's landscape-led approach to retain and enhance existing green infrastructure in the proposed development, and the protection of the wider network of open spaces and green corridors and consideration for connectivity of green infrastructure within the site and outside of the site.	Noted.	No changes required.
HCC ID35	Pleased to see the proposal for an allotment site within development framework as this will provide an opportunity for healthy food growing.	Noted.	No changes required.
HCC ID35	Recommendation that there should be an expectation on developers that the provision of open space and green infrastructure should come forward at an early stage of development to encourage healthy, sustainable behaviours from the outset.	The phasing of the development will ensure that Green Infrastructure and open spaces are delivered as each phase progresses. It is also worth noting that existing rights of way, such as the existing bridleway on the site, will be protected during mineral extraction activity, allowing for continuity of community use. Finally, on a related point, other improvements to local cycle facilities are to be provided as a condition of the consented minerals extraction works.	No changes required.
HCC ID35	Local Centres should be located as central as possible to encourage residents to cycle and walk to local facilities and improve accessibility in accordance with the HCC Public Health Strategy 2022 – 2027. Pleased to see that the Local Centre is proposed to be in a central location.	Three centres are proposed in the SPD, one local centre and two neighbourhood centres (which will come forward subject to viability). Each centre is located conveniently and centrally to each of the three main phases of development.	No changes required.
HCC ID35	Recommend that a Health Impact Assessment (HIA) be conducted during the preparation of an SPD to ensure that	Disagree, there is no requirement for a HIA to be completed during the	No changes required.

	health and wellbeing are fully considered. By carrying out a HIA in advance of a planning application, this will ensure that the masterplan optimises health benefits and any negative health impacts can be addressed prior to the planning application stage.	preparation of an SPD. Health considerations have been taken into account in both the preparation of the SPD, but more importantly in the development of the site-specific planning policy for North West Hatfield. A HIA will be prepared to support a planning application or LDO.	
HCC ID35	Welcomes the SPDs provision for older persons housing, however there should be clarity on the type of specific care need at the planning application stage.	Noted. Local Plan Policy SP22 refers to “housing for older people” and the SPD at Table A refers to the same term. The specifics of the type of care can be determined to meet local need when the housing comes forward within the specific development phase.	No changes required.
HCC ID35	Recommend that reference in the SPD to 2 x Care home in section 5.4 Land Use Strategy be amended to reflect the local need of 1 x housing with care scheme of a minimum of 70 self-contained units, as defined within the PPG and 1 x Nursing home	To be considered at detailed design stage, however it is possible to clarify the wording in the SPD to reference “nursing” as part of the land use budget.	Amend the “Notes” at Table A (section 5.4.12, Land Use Budget) to read “ care and nursing ” homes, second bullet within the “Notes” on page 95 of the consultation draft SPD
HCC ID35	Recommend that section 5.4 Land Use Strategy should be amended to include reference to the need for 6 x supported units for people with learning and physical disabilities.	Noted. Special care housing can be considered as part of the affordable housing requirement as set out in Policy SP22 and can be discussed at planning application stages as part of housing mix/need.	No changes required.
HCC ID35	Welcome the policy position within the Local Plan for 3FE of primary provision across the development and land for new secondary provision up to 10FE.	Noted.	No changes required.
HCC ID35	Green Lanes is currently a 2FE primary school and is full and therefore we will look to secure both new primary provision and an expansion to Green Lanes to be able to do this. Green Lanes Primary School has insufficient land to expand on its existing site and comply with DfE space standards. To expand, it would need additional building and external play areas to cater for the additional pupils. Further engagement with the	Noted. The strategy for Primary School provision is explained at sections 5.4.2 – 5.4.6 and is sufficiently flexible to cater for either the expansion of GLPS on land east of Green Lanes, or the provision of	No changes required.

	developers is required to ensure an enlarged single site for Green Lanes Primary which meets the HCC land specification.	new primary provision as part of the Secondary School site.	
HCC ID35	The SPD outlines provision for 8FE of secondary capacity with expansion to 10FE, which is welcomed. This includes school playing fields in the green belt, but the county council would require sufficient land in the developable area to facilitate delivery of all buildings, external play area and ancillary spaces to ensure appropriate school provision can be delivered. This also applies to the land for the new primary school.	The "Notes" supporting Table A (Land Use Budget) make clear the areas for buildings and playing fields as part of an either 8FE or 10FE provision. Further detailed design work will be done to evidence that there is sufficient space for both paying fields, buildings and ancillary spaces within the secondary school site.	No changes required.
HCC ID35	All land which is identified for education is required to comply with the HCC land specification. Furthermore, an early understanding of how the land for the new schools meets the HCC land specification, given the constraints of having the playing fields in the green belt, would be particularly welcomed	Noted. Gascoyne Estates will be completing a draft specification of the sites for schools/GLPS expansion over the coming months and share same with HCC for further discussion.	No changes required.
HCC ID35	Since the adoption of the WHBC local plan, HCC evidence base for the need for children's homes has developed. While the county council did not request the inclusion of children's homes during local plan production, it would now support the inclusion of a children's home within the SPD and any subsequent planning application submitted in accordance with the SPD.	Noted. Special care housing can be considered as part of the affordable housing requirement as set out in Policy SP22 and can be discussed at planning application stages as part of housing mix/need.	No changes required.
HCC ID35	Recommend archaeological mitigation be undertaken prior to development. The area as a whole has been subjected to archaeological investigations in the past (2016, 2019), however the results were of particular regional significance, showing activity and occupation from the prehistoric period onwards.	The extent of archaeological investigations to be determined as part of the preparation of the EIA supporting a planning application or LDO.	No changes required.
HCC ID35	Recommend reference to HCC's Service Provision and Place Making Guide. It may compliment the Place and Movement Planning and Design Guidance 2024 (mentioned in section 1.2) and gives valuable insight into HCC Services that can be required to be covered by developments. Community Facilities mentioned in section 5.4 could refer to fire and rescue, youth, adult care, early years, all of which are referred to in the guide.	Agreed	Include references in Appendix E – to be actioned as part of an earlier response to another representation. No further changes required.

HCC ID35	There is no mention of future proofing the development site with management and maintenance for longevity.	Reference is made to neighbourhood management plans at section 6.2 (Delivery of North West Hatfield) to cover future maintenance of community spaces and buildings as required information to be submitted as part of a planning application.	No changes required.
HCC Minerals and Waste ID34	Welcomes the text at paragraph 1.2.3 which states that the site benefits from planning permission for the removal of sand and gravel deposits in the central and western parts of the site.	Noted.	No changes required.
HCC Minerals and Waste ID34	Paragraph 1.2.4 states that the land will be restored following extraction activity. However, the Minerals and Waste Planning Authority would suggest the following addition (in bold) for clarity as follows: "Following extraction activity, land will be "restored" using inert materials to support future residential-led development...".	Agreed.	Amend paragraph 1.2.4 by adding the words " <u>using inert materials</u> " following the word "restored".
HCC Minerals and Waste ID34	The Minerals Planning Authority welcomes section 2.2 of the SPD, which focuses on Mineral Reserves in the site area and details the 2020 permission for sand and gravel extraction in paragraph 2.2.2. We would however suggest a minor change to paragraph 2.2.4 to reflect a change in timings as follows: "Minerals extraction activities are due to commence in late 2024/early 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..."	Agreed.	Amend paragraph 2.2.4 by deleting the words " <u>late 2024/early</u> " and replacing with "the first half of"
HCC Minerals and Waste ID34	Section 5.6.1 details the principles of sustainability that should be considered throughout the design and build process to deliver a high-quality community. Waste Policy 12: Sustainable Design, Construction and Demolition requires all relevant construction projects to be supported by a Site Waste Management Plan. By preparing a SWMP prior to commencement, early decisions can be made relating to the management of waste arisings and building supplies made from recycled and secondary materials can be sourced, to help alleviate the demand for primary materials such as virgin sand and gravel, helping to increase resource efficiency and sustainability. The Waste Planning Authority would request that	Agreed.	Amend paragraph 5.6.1 by adding the following text: <u>7. Site Waste Management Plans should be prepared should be prepared to support planning applications</u>

	the requirement for relevant proposals to be supported by a SWMP (those classed as 'major' development) be inserted within the principles for sustainability for Design and Construction. This will help to promote the sustainable management of waste arisings and contribution towards resource and energy efficiency.		
Individual ID6	There is no provision for the widening of A1001 northbound to the west of the A1M and widening the A1001 on the Birchwood side would be a disaster for both the residents and the established green corridor	Comments noted	No changes required.
Individual ID1	The area does not need to be a heart of a community. It's within walking distance to the town centre and other services. It has a bus route. More services are not needed in the area.	Comments noted.	No changes required.
Individual ID19	Residents have not been sufficiently updated on changes over the past 10+ years.	Noted. Gascoyne Estates is currently updating its website. Updated information in relation to North West Hatfield will be provided in the near future.	No changes required.
Individual ID19	It is very difficult to navigate the vast amount of technical information available in the formal documents. Need more opportunities to speak to the developers as it progresses. It's crucial that residents' views are not only collected but also visibly reflected in the decisions and changes made.	Noted. Gascoyne Estates is currently updating its website. Updated information in relation to North West Hatfield will be provided in the near future. Further consultation with the community will take place when development proposals are being prepared.	No changes required.
Individual ID10	Oppose the development and consider an alternative existing brown belt land could be identified instead natural surrounding green belt which is why many residents of the garden village chose this location.	Noted. The site was removed from the Green Belt and allocated for development with the adoption of the local plan. Its delivery is a key component of the delivery of the Local Plan Strategic Strategy.	No changes required.
Individual ID9	Believe any proposed housing development will have a major detrimental impact on the enjoyment of living in our garden village	Comments noted.	No changes required.

Individual ID10	I strongly oppose this development. Alternative brownfield sites should be considered instead of destroying our green belt, which attracted many residents to the garden village.	Comments noted. The development of the site is an allocation in the local plan and following adoption was removed from the Green Belt.	No changes required.
Individual ID8	Ask whether existing residents of the Garden Village could access Hatfield House for free.	Comments noted. Matter outside of the scope of the SPD, shared with the landowner.	No changes required.
Individual	The images used for the houses are attractive.	Comments noted.	No changes required.
Individual ID8	Covenants should be used to ensure residents are not adversely impacted by future works to properties e.g. own security or lighting on housing at a later date. Referencing that Hatfield Garden Village has been spoiled by poor renovations plans on individual houses including changes to windows, offices in gardens, plastering brickwork and converting front gardens into parking and that garden should remain as natural habitats and the wildlife should be protected.	Many changes are permitted development, not requiring planning permission.	No changes required.
Individual ID2	The SPD is vague when it comes to aspects of ecology and biodiversity enhancements, in particular relating to the urban environment. For example, it does not reference the upcoming Hertfordshire Local Nature Recovery Strategy, also due to be published in Spring 2025.	A range of ecological measures will form part of the Biodiversity Net Gain assessment to be prepared for future planning applications or Local Development Order, however it is not considered necessary to provide this level of detail in the SPD.	No changes required.
Individual ID2	The SPD should require Swift bricks in all new buildings.	A range of ecological measures will form part of the Biodiversity Net Gain assessment to be prepared for future planning applications or Local Development Order, however it is not considered necessary to provide this level of detail in the SPD.	No changes required.

Individual ID2	If school places are needed a local school expands. Also, the birth rate is dropping. To free up secondary places I suggest the council look at the intake policy at Bishops Hatfield Girls School and stop taking children from outside the area.	The County Council as Education Authority have advised that additional school capacity is required to mitigate the impact of the development and wider developments.	No changes required.
Individual ID2	The local shops in Green Lanes already don't have enough parking	Comments noted.	No changes required.
WelHat Cycling ID24	Supportive of extra housing however concern is traffic as there are only 2 routes out of the new housing into Hatfield	Comments noted. Highway works will be required to support the development and these will be set out in future planning applications which will be the subject to further consultation.	No changes required.
WelHat Cycling ID24	There should be an active travel bridge (foot and cycle) aligned with homestead Rd. This will enable the people in Birchwood brackets east side close brackets to easily reach the employment and secondary school.	The provision of a new bridge across the A1M is not considered necessary given the very close proximity of the existing Airfield roundabout crossing. In addition, potential for improved facilities is noted at paragraph 5.2.12 in relation to the roundabout at Coopers Green Lane/A197 and on the A197 itself.	No changes required.
Individual ID25	<i>Public transport</i> – reliable and efficient public transport needs to be well thought out from the start to achieve behaviour change. Trams could be an effective solution. The bus routes need to be re-thought to match movement of residents whilst better connecting the local areas. Private vehicles should not have a higher priority than public transport in the proposed SPD.	The basis of the transport strategy supporting the development framework is explained in detail at paragraphs 5.2.1 to 5.2.11. Active travel sits at the heart of the strategy, and the impact of the development will be mitigated through a number of potential measures to be agreed as planning applications come forward.	No changes required.
Individual ID25	<i>Electric Vehicles</i> – it is promising to see that the SPD includes EV charge for every house however how will the grid cope with this increase of capacity. The site should include solar panels, creating a small local energy grid system.	Comments noted.	No changes required.

Individual ID25	<p><i>Connectivity</i> – An additional bridge over the A1(M) connecting the site to Birchwood (along Homestead Road) would provide additional connectivity to Birchwood and easier access to the train station.</p>	<p>The provision of a new bridge across the A1M is not considered necessary given the very close proximity of the existing Airfield roundabout crossing. In addition, potential for improved facilities is noted at paragraph 5.2.12 in relation to the roundabout at Coopers Green Lane/A197 and on the A197 itself.</p>	<p>No changes required.</p>
Individual ID25	<p>Before building on greenbelt/greenfield land, priority needs to be given to brownfield development at increased density.</p>	<p>Comments noted. The site is allocated in the Local Plan and upon adoption of the Local Plan was removed from the Green Belt</p>	<p>No changes required.</p>
Individual ID25	<p>The housing on the site needs to be of high quality and energy efficiency including solar panels and other climate mitigating measures. Within the proposed SPD the notion of ‘Gentle Density’ should be embedded and make the best use of the land as seen in this Create Streets report.</p>	<p>Comments noted. The SPD includes provision for low-carbon energy, including solar photovoltaic. 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.</p>	<p>No changes required.</p>
Individual ID25	<p>The site should have high level of affordable and social housing which matches local need. I do not think that many 1 bed homes should be built.</p> <p>A report from CPRE highlights a policy from North Herts District Council. The policy calls for 40% affordable housing in all developments which two-thirds are social housing.</p>	<p>Policy SP22 of the adopted Welwyn Hatfield Plan sets out a requirement for a minimum of 25% affordable housing to be provided.</p>	<p>No changes required.</p>
Individual ID25	<p>The SPD should outline a range of native flora to be planted across the site. A variety of trees, shrubs and flowers need to be planted to increase biodiversity of the site and actually creates a thriving ecosystem.</p> <p>The current hedgerows and mature trees need to be protected for the wildlife that use the site currently.</p>	<p>A range of ecological measures will form part of the Biodiversity Net Gain assessment to be prepared for future planning applications or Local Development Order, however it is not considered necessary to provide this level of detail in the SPD.</p>	<p>No changes required.</p>

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Individual ID31	Please can you make the information more digestible. A simple summary of activities and timescales would be appreciated.	Further information in relation to the development of North West Hatfield will be provided on a dedicated website and updated from time to time to reflect planning and development activity.	No changes required.
Individual ID31	Communications have generally been poor. Too detailed and technical, not presented for laypeople to understand, incomprehensible and difficult to find.	A public exhibition about the SPD was provided in November 2024, and local residents invited via an invitation from WHBC. Further information in relation to the development of North West Hatfield will be provided on a dedicated website and updated from time to time to reflect planning and development activity.	No changes required.
Individual ID26	There is not enough of a buffer for existing properties and new.	Various landscape buffers are shown in the draft SPF including green corridors adjacent Hatfield Garden Village and the retention of existing landscape. Further landscape detail and information in relation to these buffers will be provided at planning application stages, however they are considered sufficient given the site is now allocated for residential development and a quantum of development is expected on the site.	No changes required.
Individual ID26	Green lanes is already very busy with traffic and new properties need enough parking (more than one per dwelling)	Noted. The development will be expected to be in accordance with the adopted Local Plan policies SADM 2, SADM12 and the car parking SPG	No changes required.
Individual ID26	The road network needs improving and careful consideration.	Noted. Highway works will be required to support the development and these will be set out in future planning applications which will be the subject to further consultation.	No changes required.

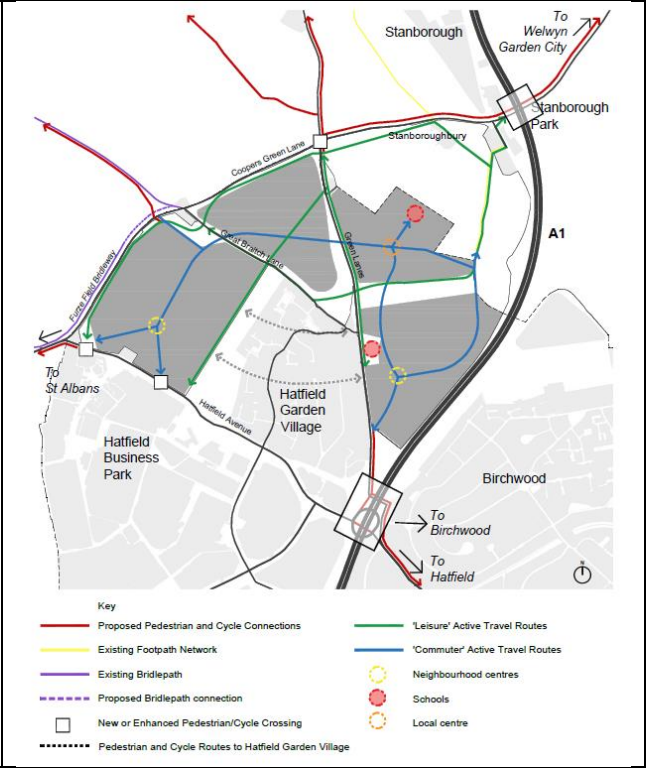
Individual ID26	We are also concerned by the noise and mess of the quarrying process. What time of day will this operate?	The quarrying operations will be the subject of a separate planning application and the time of operation will be specified as part of any planning permission.	No changes required.
Individual ID32	Concerns regarding roads especially Coopers Green Lane and the feasibility of managing in the first instance the quarry traffic in lorries.	The quarrying operations will be the subject of a separate planning application and this will include the mitigation and management of traffic generated	No changes required.
Individual ID32	Concerns about in the future adequate water supply and drainage / storage management, increased flooding - the area is already suffering with local flooding local flooding.	Noted. The existing (baseline) flood risk has been taken into consideration in the development of the SPD. Further assessments will be carried out at the planning application stage. This will include a re-assessment of the baseline flood risk to take into consideration the changes to the floodplain areas resulting from the mineral extraction (including the Astwick Drain diversion).	No changes required.
Individual ID32	Accountability in ensuring services such as school, healthcare, shops and transport is actually delivered. The current bus services are very unreliable and do not run at weekends, will this be addressed. Who will be accountable for this not Gascoigne Estates?	Noted. Infrastructure will be provided at each stage of development and subject to future planning applications. There will be relevant planning obligations and "triggers" for infrastructure delivery, e.g. a certain number of houses for a primary school.	No changes required.
Individual ID30	Thank you to all the representatives at the information event.	Noted.	No changes required.
Individual ID30	Regarding the scale of the development, although I'm still concerned I am reassured by the principles behind this development and Gascoyne Estates are the right people to see it through. Hedgerows and trees must be protected as they provide a buffer.	A range of ecological measures will form part of the Biodiversity Net Gain assessment to be prepared for future planning applications. The SPD sets out that additional school capacity will be required to meet the pupil yield from the new development.	No changes required.

	<p>Concerned by the height of the buildings.</p> <p>The increase in size for Green Lane school needs careful consideration</p>		
Individual ID17	Maintain walking and cycling access to Stanborough Park and Welwyn Garden City during development phases. Ensure the bridleway connecting Green Lanes to Stanborough remains accessible. Provide assurances for uninterrupted safe and accessible routes during development.	Noted.	No changes required.
Individual ID17	Concern about detrimental impact on health and quality of life due to increased traffic and destruction of surrounding green space.	Noted.	No changes required.
Individual ID17	Need to ensure the protection of oak trees on Great Braitch Lane and maintain existing environmental habitats.	A range of ecological measures will form part of the Biodiversity Net Gain assessment to be prepared for future planning applications.	No changes required.
Individual ID17	Welcomes the considerate approach of the SPD, including green corridors, walking, and cycle routes.	Support noted.	No changes required.
Individual ID22	Concern about the loss of limited natural green space in Hatfield, urges the Council to recognise its importance for community well-being and asks the Council to prioritise community and sustainability by retaining as much existing green space as possible.	The SPD includes the provision of green infrastructure in the form of open green spaces.	No changes required.
Individual ID22	<p>Welcomes the inclusion of community centres in the plan, hopes these genuinely benefit the all the local community, by providing versatile, high-quality, sustainable spaces.</p> <p>There should be a commitment to carbon neutrality in the design and operation to set a strong example.</p>	Noted. The SPD includes low carbon buildings, renewable energy and low-emission travel that aim to exceed existing standards within the Local Plan. On-site renewables and avoiding fossil fuel systems for heating and cooling.	No changes required.
Individual ID22	Concern about increased traffic and congestion, construction phase risks with heavy vehicles on overstretched roads, and urges the Council to address safety risks, traffic jams, and pollution through robust planning and mitigation.	The SPD sets out a 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	No changes required.

		changes in transport policies and practice in future. Necessary onsite and offsite highway improvements works will be required to be evidenced and set out in future planning applications.	
Individual ID22	Concern about the impact on quality of life due to increased traffic and noise. Council must ensure green buffers are extensive, robust, and actively maintained.	The council will ensure that green buffers are extensive, robust, and actively maintained as outlined in the SPD.	No changes required.
Individual ID22	SPD should emphasize biodiversity net gain, renewable energy, and sustainable urban drainage systems, ensure enforceable commitments to sustainable construction, and reflect the highest environmental standards in buildings.	Noted. SuDS are proposed. A range of ecological measures will form part of the Biodiversity Net Gain assessment to be prepared for future planning applications. The SPD includes low carbon buildings, renewable energy and low-emission travel that aim to exceed existing standards within the Local Plan. On-site renewables and avoiding fossil fuel systems for heating and cooling.	No changes required.
Individual ID22	The existing bridleway connecting Hatfield Garden Village to Stanborough Park is the only route between Hatfield Garden Village and Welwyn Garden City that does not require a car. This accessible, safe, and uninterrupted bridleway from Hatfield Garden Village to Stanborough Park, must be retained. Improve access to Welwyn Garden City by avoiding dangerous crossings and integrate new pedestrian and cycle paths with the road network while maintaining separation for safety.	Noted.	No changes required.
Individual ID22	SPD should consider focusing development nearer the motorway to help join the two halves of Hatfield and retain green space elsewhere	Noted.	No changes required.
Individual ID22	SPD should preserve Green Space protect habitats and links between Stanborough Park and Ellenbrook Fields, guarantee the protection of oak trees on Great Braitch Lane and mature vegetation, and ensure green spaces are usable, well-maintained, and encourage biodiversity.	A range of ecological measures will form part of the Biodiversity Net Gain assessment to be prepared for future planning applications	No changes required.

Individual ID12	This is a village, not a city. The surrounding area has a vast amount of native wildlife that would be destroyed if this project goes ahead. The road infrastructure would not cope with the increased traffic. This project is not needed or wanted.	A range of ecological measures will form part of the Biodiversity Net Gain assessment to be prepared for future planning applications. Highway works will be required to support the development and these will be set out in future planning applications which will be the subject to further consultation.	No changes required.
WelHat Cycling ID24	Not opposed to the creation of much-needed new housing.	Comments noted	No changes required.
WelHat Cycling ID24	Development must conform to Government Policy specifically National Planning Policy Framework requirement to prioritize active travel movements. LTN 1/20 Cycling Infrastructure Design requirement to ensure routes to key destinations outside the development are available. LTN 1/20 states that if such connections are not provided, the development should not be allowed.	Specific reference is made to LTN 1/20 in paragraph 5.2.3 which explains that the strategy is underpinned by LTN 1/20.	No changes required.
WelHat Cycling ID24	Pleased to see significant lengths of cycle route within the development. Support the plan to create a route separate from Coopers Green Lane. Support the plan to convert Green Lanes outside the primary school into a walking and cycling only school street.	Noted.	No changes required.
WelHat Cycling ID24	Concern about how cycle paths will link to the existing network through the Birchwood and Stanborough Junctions. Concern about indirect active travel links from Birchwood to the development employment zone and schools. Concern about the lack of cycle paths west towards St Albans.	Paragraph 5.2.12 notes the option of improving the existing active travel link at Airfield Roundabout to Birchwood. An additional arrow will be added to Figure 35: Active travel strategy plan to re-enforce this existing, and potentially to be improved, connection. Elsewhere cycling routes will be provided to connect to existing infrastructure around the site, noting that it is not	Amend Figure 35: Active travel strategy diagram by replacing the existing diagram with the following new plan:

necessarily for the development of North West Hatfield on its own to improve existing provision.



<p>WelHat Cycling ID24</p>	<p>Objection 1: Unsafe junctions and bad connections to existing cycle paths.</p> <p>Need for Detailed Plans - for Stanborough and Birchwood junctions are required. Ensure LTN 1/20 compliance with access to town centres, stations, and schools.</p> <p>Failure to Meet Requirements - Current junctions fail NPPF requirement to prioritize active travel over car use and lack of good cycle routes to key destinations fails LTN 1/20 requirements.</p> <p>Safety Concerns - Junctions are difficult for pedestrians and cyclists to cross safely, especially during rush hour and traffic light control and segregated cycle paths are needed.</p> <p>Issues with Existing Cycle Routes:</p> <p>Stanborough: A6129 south side of Stanborough roundabout needs a traffic light-controlled crossing.</p> <p>Old Stanborough Lane: Path is poorly maintained and too narrow for disabled users; requires major restoration.</p> <p>Wellfield Road and Birchwood Ave: Cyclists must cross four carriageways with unmarked and uncontrolled crossings; traffic light control needed.</p> <p>Hatfield Town Centre and Station: No direct off-road cycle route from Hatfield Garden Village; 200m of cycle route needed to complete the connection.</p>	<p>As planning applications come forward, more detailed strategies for cycle improvements will be brought forward in discussion with HCC and local consultees such as WelHatCycling. At this stage, consultations with HCC made clear that no specific proposals should form part of the SPD until such time as further detailed transport work is undertaken.</p> <p>In relation to connections to Stanborough, Fig 35: Active travel strategy plan shows connections through the development running parallel to Coopers Green Lane as well as retaining the bridleway up to Stanborough along the east side of the site. Detailed proposals will be developed to support the delivery of these routes, together with potential off-site improvements to improve local cycling, as also noted on Figure 35.</p> <p>Off-site improvements to be considered as part of future planning applications.</p>	<p>No changes required.</p>
<p>WelHat Cycling ID24</p>	<p>Objection 2: Indirect active travel access from Birchwood</p> <p>Suggest building a cycling and walking bridge over the A1(M) and A1000 for direct access to the employment zone and new secondary school. Bridge design to echo the fuselage of the Comet Airliner, creating a landmark for Hatfield and the new housing.</p> <p>Benefits of the Bridge - Encourage active travel to Tesco, Oldings Corner shops, and Birchwood Leisure Centre. Enable a direct walking and cycling route to Hatfield station along Homestead Road and Ground Lane corridor.</p>	<p>Noted, see earlier proposal to update Figure 35: Active travel strategy plan to show potential for improvements to Birchwood at existing Airfield roundabout crossing.</p> <p>The provision of a new bridge across the A1M is not considered necessary given the very close proximity of the existing Airfield roundabout crossing. In addition, potential for improved</p>	<p>No changes required.</p>

	<p>Specific Route Improvements</p> <p>Employment Zone: Reduce walking distance from 1 mile to 0.4 miles, cutting walk time from 20 minutes to 8 minutes.</p> <p>Secondary School: Reduce walking distance from 1.2 miles to 0.7 miles, cutting walk time from 26 minutes to 14 minutes and cycle time from 8 minutes to 5 minutes.</p> <p>Cost and Infrastructure Benefits Cheaper to build a cycling and pedestrian bridge than a road bridge. Reduce costs of enhancements to Birchwood and Stanborough junctions by lessening the need for car provisions. Without the bridge, the development will pressure existing junctions with inadequate road capacity and dangerous crossings.</p> <p>Compliance with Policies Lack of a direct route fails NPPF requirement to prioritize active travel. Fails LTN 1/20 requirement for direct cycling routes, creating no incentive for active travel over car use. LTN 1/20 states cycle routes should be at least as direct as those for private motor vehicles.</p> <p>Request Wish to see a cycling and walking bridge funded by the developer.</p>	<p>facilities is noted at paragraph 5.2.12 in relation to the roundabout at Coopers Green Lane/A197 and on the A197 itself.</p>	
	<p>Objection 3: Lack of cycling and walking connections west towards St Albans</p> <p>Extend the cycleway along Coopers Green Lane further west. Address the serious impact of traffic from new housing on Coopers Green Lane, which is unsafe for cycling and lacks a footway for pedestrians. Minimum Requirements for Cycleways include creating a cycle path connecting to the existing bridleway north of Coopers; Green Lane near Hatfield Avenue, with a safe crossing. Provide a rideable surface for the bridleway, replacing the current grass path to make it accessible to all. Extend the bridlepath west to Symondshyde Lane, allowing cyclists access to quiet roads to Sandridge.</p>	<p>Further connections beyond the site to St Albans should be considered as part of a wider strategy by HCC for improving provision in the wider area, not just in relation to connecting routes to North West Hatfield.</p>	<p>No changes required.</p>
<p>Hertfords hire</p>	<p>Request to be kept informed of the site's progression. Anticipate the need for a contribution to mitigate the impact on</p>	<p>The detailed development of the site will be subject to the submission of</p>	<p>No changes required.</p>

Constabulary ID23	increased crime due to the change from rural to urban use. Need to increase service provision to meet the needs of the new neighbourhood. Request to be involved in the design of homes and neighbourhood from a Secured by Design perspective to mitigate crime risk.	planning applications, when Hertfordshire Constabulary will be consulted.	
Individual ID27	Logical extension of the existing houses in the Campion Road area and the development of new facilities associated with the development are welcome, as current facilities in the Campion Road area are very limited (or low quality, if existent)	Noted.	No changes required.
Individual ID27	It is hoped that public transport facilities will be improved due to the new development	The main 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. A more detailed public transport strategy will be developed as part of a planning application	No changes required.
Individual ID27	The development must not affect any nature-valuable land, only existing agricultural lands or wasteland, yet it would be appreciated if the existing nature area west of the Campion road housing estate could be expanded.	A range of ecological measures will form part of the Biodiversity Net Gain assessment to be prepared for future planning applications	No changes required.
National Highways ID33	The Strategic Road Network (SRN) is a critical national asset We will be concerned with policies and proposals that have the potential to impact on the safe and efficient operation of the SRN. In the case of the North West Hatfield SPD Consultation, our interest relates to potential impacts upon the A1(M). The SPD's emphasis on creating well-connected walking and cycling routes is welcomed. Depending on the development's extent, further consideration of impacts on the SRN may be needed. Planning applications might require a Transport Statement or Assessment, and additional developments should consider cumulative impacts on the SRN. It is requested that the masterplan's Traffic & Transportation section be amended to include consultation with both HCC Highways Department and National Highways.	Noted. Planning application requirements set out at paragraph 6.2.7 (under Traffic & Transportation) that Transport Assessment is required, and as part of such assessments impacts on the SRN will be considered in more detail.	No changes required.

Individual ID28	Concerned about the impact of mineral extraction during phase 1 of the development, particularly regarding road access for removing sand and gravel and the number of lorry movements per day. There are existing traffic issues on Coopers Green Lane and Stanborough, how will the roads handle additional lorry traffic?	Consent has already been granted for Cemex to extract materials across the majority of North West Hatfield. Access to and from the site has been set out as part of the approval of that proposal, and the level of traffic activity from the extraction activities deemed appropriate.	No changes required.
Individual ID28	People will prefer using cars over buses.	Comments noted.	No changes required.
Individual ID28	The development of Ellenbrook Fields for sand and gravel extraction will add more lorry movements, worsening traffic on the A1057 to St Albans and clogging Smallford.	The quarrying operations will be the subject of a separate planning application and this will include the mitigation and management of traffic generated	No changes required.
Individual ID28	Concerned about the availability of healthcare facilities, where new doctors and dentists will come from, given the current difficulty in getting GP appointments. Additionally, there is congestion on the road to Green Lanes Primary School during drop-off times	Infrastructure will be provided at each stage of development and subject to future planning applications. There will be relevant planning obligations and “triggers” for infrastructure delivery, e.g. a certain number of houses to trigger the provision of additional school places.	No changes required.
Individual ID29	General Concerns - The SPD is not user-friendly, and maps are too small. There is a shift away from the adopted Local Plan allocation, excluding public sector ownership like the allotments on Green Lanes. The SPD does not adequately protect the existing character of the Garden Village.	The SPD can be viewed on line and will be published on-line following adoption. Buffers are provided to the edges of Hatfield Garden Village, and development will generally comprise low-rise building forms.	No changes required.
Individual ID29	Design Standards - Design coding should reflect the positive characteristics of the Garden Village, avoiding out-of-context designs like Poundbury.	Design details will come forward against Gascoyne Estates detailed Pattern Book which has already helped informed other development being brought forward by the estate.	No changes required.
Individual ID29	Transport and Movement - The omission of allotments moves a new vehicular access point further up Green Lanes, which is busy and should have been included in the 20mph zone. The new access junction would worsen air quality and biodiversity, impacting the setting of the Garden Village.	The basis of the transport strategy supporting the development framework is explained in detail at paragraphs 5.2.1 to 5.2.11. Active travel sits at the heart of the strategy, and the impact of the development	No changes required.

	The original plan to use the existing road network off the Comet Way roundabout should be reconsidered.	will be mitigated through a number of potential measures to be agreed as planning applications come forward.	
Individual ID29	Retaining allotments as a buffer could protect high-quality habitats and residents' amenity.	Existing allotments are located off-site, and in any event will be retained. In addition, a further green buffer will be provided between the allotment on Green Lanes and new development as part of Phase 1.	No changes required.
Individual ID29	Community Engagement - Urge further outreach by Gascoyne Cecil (GC) and Wel.Hat with local residents due to major policy and political shifts and changes in the resident demographic.	Noted. Further information will be provided on the estates website in future in relation to planning and development plans.	No changes required.

The following additional changes have been made to the SPD following the consultation.

Doc. Ref	Proposed Changes	Reason
Front Cover	2024-2025	To reflect adoption in 2025
Page 6	New Paragraph after 1.1.4 <u>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.</u>	Updating the document following the consultation in late 2024
Page 54	Inclusion of photograph of consultation boards during public consultation on SPD November 2024 and additional paragraph after 4.1.8: <u>Formal consultation on the draft SPD</u> <u>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.</u>	Updating the document following the consultation in late 2024

Proposals for major new development

Have your say on plans for 1,750 homes



Welwyn Hatfield Borough Council is keen to hear people's views

By DAN MOUNTNEY
daniel.mountney@newsquest.co.uk

IT'S time to have your say on the development of North West Hatfield, after a consultation period was launched.

Welwyn Hatfield Borough Council is seeking views of local residents, businesses, and developers on plans for the site near Hatfield Garden Village – which is part of the Local Plan – with a Draft Supplementary Planning Document (SPD) setting out aims to build 1,750 homes.

New primary and secondary schools, a neighbourhood centre, retail and employment uses and green spaces are also included in the masterplan, which has been prepared by the landowner Gascoyne Estates, in collaboration with

officers from WHBC and Hertfordshire County Council. The consultation will be open until December 20, with Gascoyne Estates also holding a drop-in session at the Fielder Centre in Hatfield on November 26, from 3pm until 8pm.

There is a second consultation for Sustainability SPD, which aligns with the council's key priority of 'Action on Climate', and specifies the sustainability expectations for new development proposals, setting out the measures which can encourage higher standards.

The SPD makes clear sustainability requirements that developers must deliver when planning their developments, as well as more aspirational considerations which go beyond current national/local policy requirements.

■ Continued on page 3

Have your say on plans for major new development

■ Continued from front

Councillor Rose Grewal, executive member for planning, said: "Sustainability is a key priority for the council and I welcome the Draft Sustainability SPD, which aims to drive up the environmental standards of developments across the borough.

"The North West Hatfield development is the largest proposed development in our Local Plan and offers an opportunity to deliver a high quality, well connected place that adds value to existing communities.

"I would encourage as many people as possible to have their say on these important documents and take part in the consultations."

To have your say on North West Hatfield, visit www.welhat.gov.uk/nwhatfield-spd.

To have your say on the Sustainability SPD, visit www.welhat.gov.uk/planning-consultations/sustainability-supplementary-planning-document-consultation.

Last chance to have your say on future of North West Hatfield

TIME is running out to have your say on the future of North West Hatfield, with a consultation set to close this week.

Welwyn Hatfield Borough Council is seeking views of local residents, businesses, and developers on plans for the site – which is part of the Local Plan – with a Draft Supplementary Planning Document (SPD) setting out aims to build 1,750 homes.

New primary and secondary schools, a neighbourhood centre, retail and employment uses and green spaces are also included in the masterplan, which has been prepared by the landowner Gascoyne Estates, in collaboration with officers from WHBC and Hertfordshire County Council.

There is a second consultation for Sustainability SPD, which aligns with the council's key priority of 'Action on Climate', and specifies the sustainability expectations for new development proposals, setting out the measures which can encourage higher standards.

The SPD makes clear sustainability requirements that developers must deliver when planning their developments, as well as more aspirational considerations which go beyond current national/local policy requirements.

Both consultations close on Friday, December 20, with councillor Rose Grewal, executive member for planning, encouraging people to have their say before the deadline.

Appendix D – Email Notification to Statutory Consultees

Sent: Monday, November 11, 2024 2:56 PM

Subject: Welwyn Hatfield Borough Council Public Consultation on Supplementary Planning Documents (SPDs) - North West Hatfield SPD and Draft Sustainability SPD

Dear consultee,

The Council is conducting two separate consultations both of which close on 20 December 2024

North West Hatfield Supplementary Planning Document (SPD) - North West Hatfield is a large strategic site to the north-west of Hatfield and south west of Welwyn Garden City. The North West Hatfield SPD will guide development of this strategic site as detailed in the [Local Plan](#). The framework proposes key principles for the development of the site and how it links to the rest of Hatfield and beyond, and includes an indicative masterplan. To review, comment and find out more on this document, please visit our consultation website available here:

<https://www.welhat.gov.uk/nwhatfield-spd>

Draft Sustainability Supplementary Planning Document (SPD) - This SPD specifies the environmental requirements for new developments, setting out the measures which can help improve this, and encouraging more ambitious measures. The SPD cover a range of areas including: design, drainage and flooding; active and sustainable travel; and, climate change adaptation To review, comment and find out more on this document, please visit our consultation website available here: <https://www.welhat.gov.uk/sustainability-spd>

If you need any further help with these consultations, please email us at the address below.

If you do not wish to receive future consultations via email or would like to update your contact details, please let us know.

We look forward to hearing from you.

Kind Regards

Planning Policy Team
Welwyn Hatfield Borough Council
planningpolicy@welhat.gov.uk
www.welhat.gov.uk