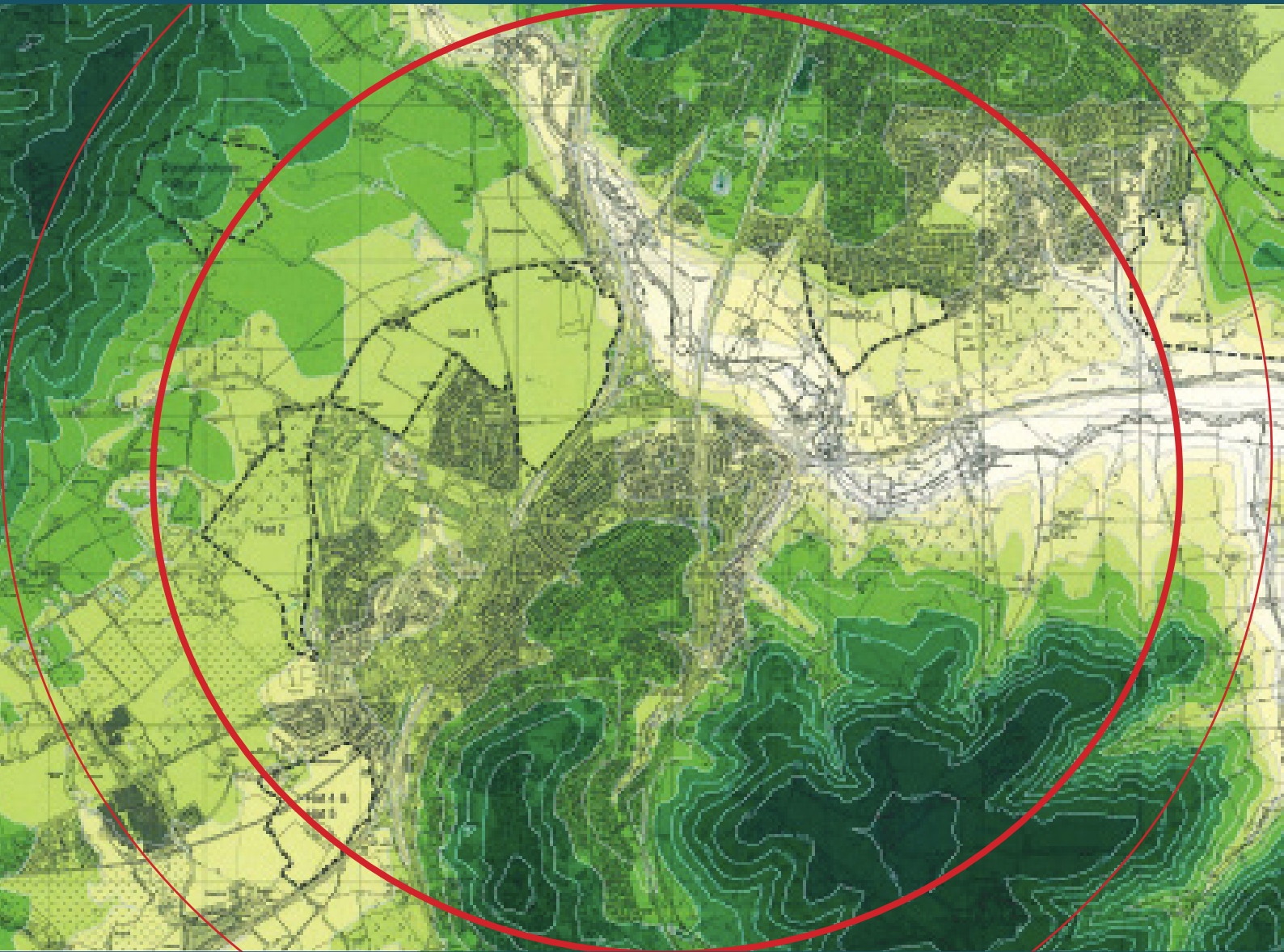




GASCOYNE CECIL  
ESTATES



## Strategic Overview

Gascoyne Cecil Estates and its approach to the Local Plan

WELWYN HATFIELD BOROUGH COUNCIL  
LOCAL PLAN CONSULTATION

23 JANUARY- 19 MARCH 2015



## INTRODUCTION



This document is concerned with the response to the Welwyn Hatfield Local Plan submission by Gascoyne Cecil Estates. It provides a concise overview of the representations made to date by Gascoyne Cecil Estates.

Whilst Hatfield House is unquestionably one of England's finest historic houses, it is also the centrepiece of a wider, thriving estate which continues to contribute numerous positive economic and community benefits to Welwyn Hatfield and indeed beyond.

The Estate is dynamic – it cannot stand still and nothing is more certain than terminal decline if preservation of the past outweighs the needs of the present and the future.

Whilst the construction of Hatfield House by 1611 provided the context and landscape structure for the Hatfield area, the Estate also played a far-reaching role in the creation of Welwyn Garden City. In 1920 the Marquess of Salisbury sold land to Ebenezer Howard to complete the substantial landholding required for the development of a second garden city. In 1920, the Second Garden City Company Welwyn Garden City was founded. Crucial to this creation was the introduction of Salisbury Line, a planning device to contain the growth of Welwyn Garden City and maintain a strategic gap between WGC and Hatfield.

In recent times, the Estate has sought to promote positive plans through exercises to ensure the growth of Hertfordshire and specifically parts of Welwyn Hatfield. The aim is to preserve the best of the area, improving on this with new homes, high quality public spaces and thriving businesses, all of which will provide employment, housing and support to local communities for years to come.

Not only has the Estate sought to encourage good planning but also it seeks to play its own part where it can. Over the last decade the Estate has carefully and sensitively developed the Estate around Hatfield House, the visitor amenities for the house and parts of Old Hatfield in a way that will enhance and sustain Welwyn Hatfield for the future.



# Old Hatfield

## Post Charrette Paper

December 2008



As many of you will know, at the beginning of October the Old Hatfield Charrette took place in the fliding School at Hatfield. The Charrette's purpose was to give the residents of Old Hatfield the opportunity to discuss the problems which the town faces, such as lack of parking, poor quality shopping, open spaces which are neither alluring nor effective, and to consider ways in which the problems could be solved, or at least reduced, and the town might be rejuvenated. People responded very enthusiastically to the opportunity and a series of lively and positive debates took place during the week. I am delighted to present the conclusions of our deliberations.

World-renowned urban planner Andr  s Duany led the event, assisted by a specially selected team of highly experienced designers whose areas of expertise were relevant to Old Hatfield's particular circumstances. Local residents attended general meetings; and smaller groups comprising business owners, planners, Councilors and environment and transport officials came together to discuss specific aspects of the plans. Working at a great pace throughout the week in response to the ideas and concerns raised during the meetings, the team produced an impressive array of work, including several dozen master plans, diagrams and illustrations, eventually distilling it all

The proposals include plans for the Railway Station, Broadway Market and Salisbury Square, Maryehurch Yard, Fore Street Square and St Audrey's Gate and Coach Park, and, happily, can be introduced either as separate projects over time, or more rapidly and together.

The Charrette also gave people the chance to think about less concrete ways to improve the way we live in the Old Town. One such idea was the formation of an Old Hatfield Steering Group which, amongst other things, could help to maintain the momentum for change started by the Charrette and so enthusiastically and energetically taken up by you all.

I have been delighted by the reaction which the Charrette has provoked and immensely encouraged by the degree to which the residents of Old Hatfield and others who attended have engaged in the process. I very much hope that you will continue to take part, as we move on to the next stages.

*Salisbury*



**HAT 1  
BUILDING CODE  
HATFIELD**



In recent times the Estate has played an increasingly active role in the planning process in Hertfordshire something which is considered to be key, given the potential of the on-going Local Plan process.

Since 2006, Gascoyne Cecil Estates have sponsored and led three architectural charrettes. The first, under the auspices of the University of Hertfordshire, examined options for the principles of future development in Hertfordshire.

The second and third took specific examples, Old Hatfield and the neighbouring hamlet of Mill Green.

During this period, the process of agreeing a new Local Plan has been challenging due to the probability, for the first time in generations, for the supply of new housing being sourced from the Green Belt. There is an inevitability about this and failure to tackle the issues will only lead to further constraints on the availability of land, greater demand and the ease of selling high-priced, poorer housing within the context of a housing crisis.

A plan which acknowledges the need to release land from the Green Belt as a measured response for the next few generations must be the correct solution so that good development can be carefully planned and be of a quality synonymous with the historic development in Welwyn Hatfield. In summary Gascoyne believe that:

- Neighbourhoods should include a mix of uses, including businesses and shops. Businesses and civic spaces should be located in close proximity.
- Streets should be designed to be attractive, to encourage pedestrians with lively ground floor retail and ample civic spaces.
- Housing should be provided to suit a range of incomes and ages, with units in a range of sizes.
- Thoroughfares and footpaths should connect well with a wider network, designed to provide numerous entry and exit points whilst facilitating smooth traffic flows.
- Neighbourhoods should feature discernible centres, well connected to greater regional public transit networks.
- Architectural styles should reflect local topography, history, building styles and practices.

It is crucial that the Plan follows the broader government guidance for assessing the need for housing if Welwyn Hatfield is to properly plan for the future. Development undertaken within an environment where demand consistently outstrips supply cannot be a good basis for long term planning. Similarly, a robust, well considered approach framed within a long term context is essential if solutions are to be found to the broader constraints facing development today.

It is not only the need for housing that must be addressed, but a balanced land supply of land for economic opportunity particularly within any of the more substantial housing allocations. Mixed use development will be the most sustainable and achievable approach within Welwyn Hatfield and it is best if this can be acknowledged as a key strand of future development strategy. Creating effective mixed use schemes can, it is agreed, be a challenge. Such policies are quite often sacrificed as the pressure to build quickly grows. Only a robust longer term planning environment will provide the scope to achieve this

Critically, a plan of this nature should provide a basis for growth but also re-affirmation of the positives of Key assets in the Borough.

This overview provides the context for a review of the Salisbury Line but also a more pro-active approach to the setting of Hatfield House. The New Barnfield Incinerator Inquiry and future development heralded by the new Local Plan has brought this into sharp focus and Gascoyne Cecil Estates proposes a policy to avoid a repeat of this kind of conflict in the future. Given this overall strategy, the next pages of this document provide an overview of the following:

- The Salisbury Line – Then and Now
- The Protection of Hatfield House
- 21st Century Salisbury Line: A new Spatial Strategy for Welwyn and Hatfield
- Site specific submissions

This Overview should be treated as an introduction. The reader is directed to the relevant technical appendices for more detail. The wider submission is structured in the following way:

- Land NW of Hatfield (HAT 1)
- Symondshyde
- Ellenbrook (HAT 4 & HAT 5)
- Marshmoor (WeG4)
- Creswicks(WGCI)



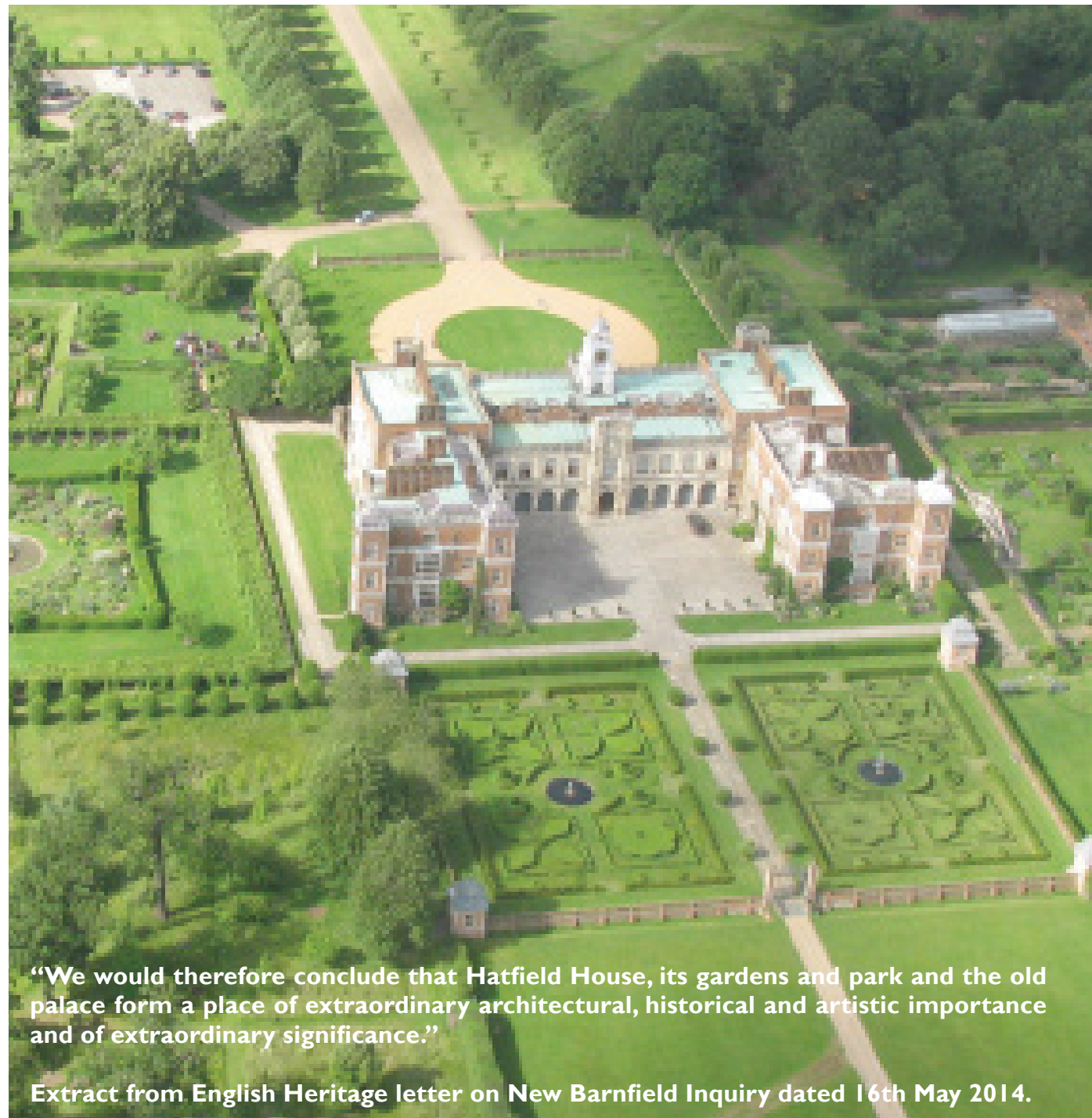
The Salisbury Line is a key element of one of the more memorable principles of early town planning in the UK. The concepts and ideas of Ebenezer Howard stimulated the founding of the First Garden City Company and Letchworth. After the First World War, there was not only the need to respond to the excesses of metropolitan historic development but also to deal with the need to increase the supply to meet acute post-war housing needs. The Town and Country Planning Association wished to canvas the Government to build Garden Cities but Howard wanted another private scheme to refine his proof of concept. The result was the birth of Welwyn Garden City.

The Salisbury line was consolidated by the introduction of the Green Belt in Welwyn Hatfield. Prior to looking at the potential for review, there is another fundamental issue to consider, namely the setting of Hatfield House, its park and gardens.

Since the Salisbury Line was created – other than the development of the Queen Elizabeth the Second Hospital (itself the subject of restrictive covenants), Gascoyne Cecil Estates has maintained the policy of restraint. The Salisbury line has effectively controlled development and prevented coalescence between Welwyn Garden City over a period now approaching its first century. This policy has been implemented through a long term approach to land ownership, estate management practice, restrictive covenants and other appropriate legal safeguards. Throughout this period, Gascoyne Cecil Estates have sought to work with Welwyn Hatfield Council and its predecessors in the form of the Garden City Company, the Development Corporation, and Rural District Councils in order to afford an effective policy of protection in the narrow corridor between the two principal settlements.



## THE PROTECTION OF HATFIELD HOUSE



**“We would therefore conclude that Hatfield House, its gardens and park and the old palace form a place of extraordinary architectural, historical and artistic importance and of extraordinary significance.”**

**Extract from English Heritage letter on New Barnfield Inquiry dated 16th May 2014.**

The recent inquiry into the construction of a Recycling and Energy Recovery Facility in close proximity of Hatfield House, its Park and gardens was instructive in demonstrating how fragile historic landscapes and views are. It is felt that the decision making process associated with this project was substantially impaired by a lack of cohesive guidance regarding the assessment of harm on the setting of Heritage Assets, particularly in regard to the setting of Hatfield House, gardens and wider ensemble of significant listed buildings.

Gascoyne Cecil Estate is thus promoting a policy within the new Local Plan which will support the preparation of a View Management Framework through Supplementary Planning Guidance.

Hatfield House and Old (former Bishops) Palace are set within the historic surroundings of Hatfield Park. The House (completed in 1611) has played a key role in the historic development of the town of Hatfield over the past 400 + years. The presence of the House has played an important role in Hatfield's historical development, shaping both the routes of the railway and Great North Road. Later on, the Marquess of Salisbury openly supported early phases of Welwyn Garden City, selling land at agricultural values to ensure that the Garden City Company was not overburdened with commercial land prices and fixing the Salisbury Line.

However, the 20th Century was characterised by a disconnection between Hatfield House and its Park and wider estate, with arrival of the New Town and growth of the aerodrome.

The long term protection of Hatfield House and its setting is fundamental to the wider protection of the heritage of the Old Hatfield Conservation Area and the surrounding borough. The proposed SPD is seeking to reconnect the two.

Current View Management Practice:

The current practices for view management are ad-hoc and inconsistently applied, relying on interpretations of broader heritage appraisals and specific landscape and visual impact assessments.

In response to this, several authorities elsewhere have developed their own view management frameworks in local planning guidance, most notably in the Greater London Authority, Cambridge City Council and Oxford City Council. It is considered that significant aspects of these methodologies can be extracted and applied to the protection of Hatfield House and its grounds.

The Estate proposes that a View Management Framework be developed in consultation with the local community and other relevant heritage groups.

The proposed view management framework will establish a series of view, panoramas, cones and character areas to and from the House and its grounds, in addition to detailed guidance for each significant view against which proposed development must be assessed in future.

Within the overall context of the strategy set out earlier within this overview, Gascoyne Cecil Estates would like to draw the Councils attention to some key issues and alternative options that are likely to be fundamental to successful development

Inevitably, the detailed elements of Gascoyne's submission are promotional (see supporting Appendices). Its overarching assessment of the prospects for the emerging spatial strategy however are firmly non-partisan.

We report these matters because Gascoyne Cecil Estates is concerned that further delay and failure in the process will be harmful to the Borough in the long run and will provoke the kind of speculative applications that have already been in seen in Cuffley and other areas.

Moreover, we advocate a more coherent and robust spatial strategy which provides a more appropriate response to the evidence base and thereby provides the community with greater certainty for over the longer term.

The Consultation Document has responded to an Objectively Assessed Housing need of 12,500 units over the plan period within the Welwyn Hatfield Housing Market Area in the following way:

- The total OAN for the Welwyn Hatfield Housing Market Area is 25,800 dwellings;
- 48% of this number is to be accommodated within the Borough;
- The remaining 52% is presumably to be accommodated within the rural fringes of neighbouring districts or their key urban centres (North London, Hertford, St Albans etc);
- Of this, the Consultation Document has only identified sufficient land to accommodate 9,150 or a deficiency of 3,350 over the plan period;
- The identified capacity of 9,150 is broadly comparable to that identified in respect of the Emerging Core Strategy in 2012 – 9,200;
- Although Welwyn and Hatfield will accommodate much of the growth identified in the Document, this still only accounts for 30% of the overall OAN within its 'tightly defined' HMA;

When the Council determines its next steps following this consultation, we would strongly recommend that the existing spatial strategy and its supporting evidence base are comprehensively reviewed. We have reluctantly concluded that failure to do so will highly likely result in the plan being found unsound.

We draw the attention of the Council to the following key points which, depending upon how WHBC engage with them, will be fundamental to the success of the Local Plan at Examination:

1. The Housing Market Area: (HMA) The attributing of 48% of the total housing need within the Housing Market Area to WHBC based on the existing distribution of households does not address the lack of housing choice within the principal towns

(Welwyn and Hatfield). These are the key drivers for a 'tightly defined' HMA and a greater proportion of OAN could be argued by others to fall within WHBC and close to the principal settlements;

2. Duty to Cooperate: There is very little evidence to indicate that key growth-oriented studies are being considered at a cross-boundary level. There should be efforts to reconcile the distribution of the OAN with neighbouring districts, who are struggling to meet their own 'need';

3. Greater London: It has now been confirmed that Greater London is not meeting its OAN by 6,600 dwellings per annum. The SHMA is silent on these points, but a NLP Report published in April 2014 London's Unmet Housing Needs argues that this could equate to an additional supply requirement of between 1471 units and 4204 units in WHBC over the 10 year London Plan Period.

4. Affordable Housing: The Welwyn Hatfield SHMA 2014 Update identifies a need for 810 affordable homes per annum over the next five years, with an eventual need for 10,407 affordable homes between 2013/14 and 2010/31. Realistically, this will not be achievable with a current proposed housing figure of only 625 dwellings per annum.

5. Housing Land Supply: The rolling forward of housing targets within the 2005 Local Plan is potentially masking a history of under-delivery. NPPF is clear that should this be established, Local Authorities must allow for a 20% increase in its five-year land supply.

Whilst the Council may argue that any increase in the OAN of 12,500 will still meet the insurmountable barrier of the Green Belt, it can be argued that the current approach to reviewing Green Belt boundaries raises the level of danger for the Council in demonstrating the soundness of its spatial strategy.

GREEN BELT REVIEW AND A NEW SALISBURY LINE

The current approach set out within the WHBC Consultation Document appears to be framed by the 2012 process before it was suspended rather than a representation of positive planning as required under the NPPF. Gascoyne Cecil Estates consider the following as key factors:

- The Stage 1 Review identified substantial areas which made ‘Limited or No Contribution’ to the Green Belt, but the Stage 2 Review is arguably too focused on the micro-level to be a useful strategic exercise, considering only 8% of the available area;
- A fifth test was introduced which does not align with NPPF and is based on historic planning policy now superseded;
- The Stage 2 Assessment appears to have focused on the sites already known to the Council. There is no evidence that a cross-boundary review of the SHMA has taken place to identify new opportunities or broad locations for growth in response to the new evidence base;
- There is no recognition that substantial brownfield reserves have been successfully recycled, but this is a declining resource that is having a detrimental impact on housing choice and affordability within existing settlements;
- The Stage 2 Assessment does not exclude the Council from making sustainability judgments over further releases of Green Belt land: the comparability of identified releases between 2012 and 2015 indicate that the process has been led by meeting pre-existing commitments rather than a wide-ranging spatial review demanded under the NPPG;

- Indeed, Gascoyne Cecil Estates contends that the Council has not considered the role new settlements can play in determining a sustainable spatial strategy that balances landscape issues with meeting OAN.

Gascoyne Cecil Estates has reviewed the Green Belt Stage 1 Assessment insofar as it relates to land around Welwyn and Hatfield. We are unable to relate the findings of that exercise to the grading of sites as More Favourable, Finely Balanced and Less Favourable.

Moreover, we have connected the Green Corridor proposal set out in CS19 with a positive and permanent spatial resolution for Welwyn and Hatfield. The Green Corridor proposal in the Consultation Document is of course based on a paper previously published by the Estate entitled A Green Infrastructure Strategy for Central Hertfordshire.

This earlier document confirmed Gascoyne’s aspiration to preserve the character, value and benefits of Hertfordshire’s open space, in particular preserving the Green Infrastructure corridor separating Hatfield from Welwyn Garden City, and providing a long-term visual and physical gap between these two settlements. The Green Corridor also highlighted opportunities for creating a strategic link connecting St Albans to Hertford.

Following a specially commissioned review of the Green Corridor strategy, a number of key modifications have emerged which are now contained within this representation:

- It is proposed to review and extend the historic Salisbury Line to protect Welwyn, Hatfield and other lower tier settlements from coalescence beyond the Plan Period;
- A considered review of HATI, North West of Hatfield which has resulted in a new boundary based on a strengthened and restored historic hedgerow pattern, bounded by the New Salisbury Line. This has increased the contribution of this site from 1,350 to 1,650 with a corresponding reduction in overall density to form three connected villages. These villages are now a more sustainable size to accommodate and support services, particularly a new secondary school;
- The identification of a discrete and largely screened parcel of land at Symmonds Hyde that Gascoyne and Cecil believe is capable of accommodating a sustainable new satellite village of around 1,200 dwellings, bounded by defined woodland edges and historic landscape features which will be restored post-minerals restoration.

These boundaries will be reaffirmed by the new Salisbury Line;

- Creswick (WGC1) is carefully limited to a modest extension bounded by the New Salisbury line open space
- The creation of a strategic linkages delivered by all developments adjoining the Green Corridor;
- The irrefutable evidence that the full extent of WGC5 is harmful in landscape terms because of its openness in view from Hatfield House, West End, Essendon Village and parts of Little Berkhamstead, as well as its potential impact on the New Salisbury line and flood plain. It is considered that limited development is possible within existing boundaries close to the urban area, as shown on Figure 3.

Without a robust design led approach the area between Hatfield and Welwyn Garden City could face an uncertain future, especially in terms of development.

Gascoyne Cecil Estates seeks to lead the changes that will occur and continue to take their proper place in contributing to the planning of the area. They seek to do this by means of the proposals shown on Figure 3, working hand in hand with Policies CS 19 and a reduced WGC 5 site.

The New Salisbury Line will create the setting to and separation of new development to be proposed in the local plan. It will create a landscape that will:

- be accessible, with new footpaths linking to the existing long distance and local paths to be delivered by the strategic developments that it connects;
- recreate the landscape character, including some of the former hedgerows; and
- provide an attractive setting which can serve to increase biodiversity and function as a valuable wild life corridor.

SUMMARY:

In order to approach an Examination with a Local Plan that is able to withstand reasonable legal tests of soundness, we expect Objectively Assessed Housing Need to increase in response to the demographic and spatial reasons identified under Key Issue 1. The spatial strategy set out in the Consultation Document has not substantially altered from that set out in 2012 and cannot be argued to be planning positively for the area. The proposed extension to the Salisbury Line (Key Issue 2) and the identification of additional opportunities in the Green Belt demonstrate how positive planning can help meet housing need and provide greater certainty around Green belt boundaries beyond the Plan period.



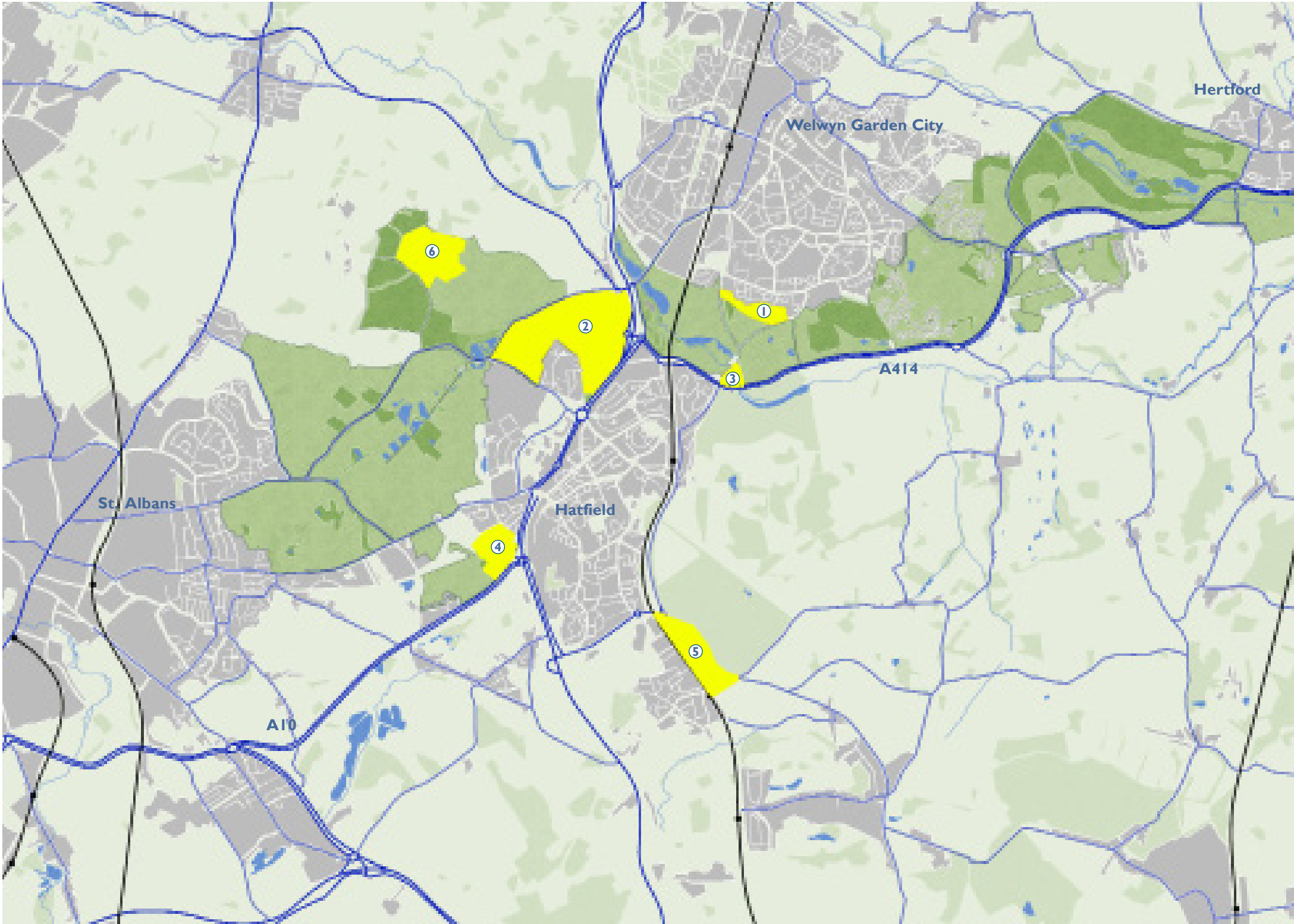


**Key:**

- 1. Creswicks
- 2. Stanborough
- 3. Mill Green
- 4. Ellenbrook
- 5. Marshmoor
- 6. Symondshyde

	Proposed settlements
	GCE Green Corridor
	Existing Development



CRESWICK (WGCI)

WGCI (Land at Creswick) is proposed as an allocation in the emerging Welwyn Hatfield Local Plan for up to 300 dwellings. The allocation is a sustainable urban extension to Welwyn Garden City.

The development adheres to the three pillars of sustainable development, namely factors concerning economic, social and environmental well-being. The site at Creswick is capable of accommodating up to 300 dwellings to support the growth of Welwyn Garden City, provide for local housing needs and contribute towards the enhancement of the environment.

The site would be accessible by local bus services, and priority would be given to pedestrians and cyclists within the site. Vehicular access would principally be from Chequers (the A1000) with a minor access from Hollybush Lane.

Land at Creswick is complimented by the Strategic Green Corridor proposed by Gascoyne Cecil Estates to increase accessibility into the countryside and prevent coalescence.

The proposals include a relocated cricket ground. Existing landscape features such as veteran oaks and mature hedgerows will be retained wherever possible for their landscape and ecological value. A new and defensible Green Belt boundary will be created partly along the line of established woodland and mature hedgerows and partly along the route of existing overhead power lines.

Land at CreswickWGCI is wholly owned by Gascoyne Cecil Estates and there are not considered to be any technical constraints affecting delivery. It is anticipated that this site could make an early contribution towards the boroughs five-year housing land supply. New development will be designed and laid out to high standards according to the principles in the Estates Building Design Codes and Guidance.





LAND AT STANBOROUGH (HAT I)

Welwyn Hatfield Borough Council are preparing a new Local Plan, which has identified that there is a significant need for new housing to meet the Borough’s needs over the next 16 years. It will be necessary to review Green Belt boundaries to accommodate this new housing.

Hatfield is one of the two principal towns in the Borough at the heart of the Strategic Housing market Area. It is therefore one of the most sustainable locations for development when considering the constraints imposed by the Green Belt across much of the Housing Market Area.

Land at Stanborough, has been identified as one of the Council’s preferred locations for development to meet housing need, as an urban extension to Hatfield. It was previously identified by WHBC as a location for 2,000 dwellings, although the current consultation document proposes a smaller site, with a development limited to 1,350 dwellings restricted to land on the west of Green Lanes. This part of the site is considered by the Council to be ‘more favourable’, and so is proposed for development. Land to the east of Green Lanes is presently considered by the Council to be ‘finely balanced’, due to concerns regarding the potential for coalescence with Stanborough and Welwyn Garden City.

In response to WHBC and concerns raised within the wider community, Gascoyne Cecil Estates and Cemex have undertaken a further assessment of the Green Belt in this location. This exercise has related the site to the Estate’s proposals for the extension of the Salisbury Line in alignment with Policy CS19. In addition to re-drawing historic field boundaries, physical and legal boundaries have been created which provide clear definition for a site capable of accommodating circa 1,650 dwellings. This will result in a less dense and more appropriate form of development than would be the case under the Council’s proposals.

Gascoyne Cecil Estates believes that the latest concept masterplan offers a more sympathetic boundary and buffer with existing residential areas.

New residential development can be laid out to create an improved soft edge to the north-western side of Hatfield and create a stronger, long term Green Belt boundary, rounding off the northern edge of Hatfield.

The key benefit of a larger development, of around 1,650 dwellings is its ability to provide appropriate additional funding for the new infrastructure - for example, new roads and community use primary and secondary school with enhanced leisure facilities. An overarching masterplan of this nature will also ensure that neighbouring landowners will continue to work in a spirit of cooperation and with commitment to the greater vision.

A larger HAT I would also provide the critical mass necessary to support new local convenience shopping facilities, such as a small local centre which could also serve new and existing communities, including HAT2 which is isolated from residential development around it.

New housing will be designed and laid out in accordance with the Estates Building Code for Hatfield. This is central to Gascoyne Cecil Estates policy for ensuring that a high quality development will be created.

These policies put quality and place-making at their heart in order to provide a positive and long term contribution to Hatfield in terms of housing choice and additional patronage of shops and services in the Town Centre.



MARSHMOOR (WeG4)

Land at Marshmoor is proposed as a sustainable mixed use urban extension to Welham Green comprising a new high tech business park and residential development. The site is very accessible by rail as Welham Green Station is immediately adjacent. The site benefits from good vehicular access, principally from the A1000 with a new access directly from the adjacent roundabout. Additional parking for the station is also proposed.

The proposals would include approximately 25,000 sq metres of BI (a) office and BI(b) research and development and 110-120 new homes within a high quality and landscaped environment. The site's location which affords easy access to London and Cambridge makes it ideal high quality employment development in particular for which there is an identified need. The proposed residential development would also help meet the Borough's pressing need for additional housing.

The proposals are driven by a landscape-led masterplan, with existing landscape features retained and enhanced wherever possible. Substantial areas of new tree planting are proposed within the scheme, enhancing the visual appearance of the site and

providing a robust and improved landscaped buffer to Hatfield Park. The objective is to create a high quality business park, attractive to good quality business users, Research & Development and biotechnology companies. These uses will serve to underpin the economic well-being of Welwyn Hatfield and wider Hertfordshire over and beyond the plan period.

The land at Marshmoor Lane is available for development and unconstrained. Gascoyne Cecil Estates are working with other land owners and promoters to present a comprehensive and high quality masterplan-led approach. New development would be planned and laid out in accordance with the Estate's published building design codes and guidance.



Delivery of Marshmoor can be achieved over successive phases;



Phase 1



Phase 2



Phase 3



ELLENBROOK (HAT 4 & HAT 5)

The Land at Ellenbrook is proposed as a sustainable urban extension to Hatfield. It comprises two separate sites, referred to by the Council as HAT4 and HAT5. Both are suitably sized and located to support the growth of Hatfield. Both sites are able to provide for local housing needs now and in the longer term. With careful master planning, layout and design, new housing will provide for a distinctive townscape as well as contributing towards an enhancement of the environment.

The site benefits from proximity to good quality public transport access and local services and facilities in Hatfield. It is one of the more sustainable locations available for new residential development in the Borough. Vehicular access would be from Ellenbrook Lane. The sites are separated by and immediately adjacent to the Alban Way, which is a National Cycle Route.

Existing landscape features such as mature trees and hedgerows will be retained and enhanced wherever possible for their landscape and ecological value.

The land at Ellenbrook is available for development, being entirely owned by the Estate who intend to progress a development on HAT4 immediately for the delivery of some 50 to 100 dwellings, whilst HAT5 will be safeguarded for future development. New development will be designed and laid out to high standards according to the principles in the Estates Building Design Codes and Guidance.

An additional safeguarded corridor is proposed, adjacent to the Alban Way, in order to facilitate delivery of future East/West public transport infrastructure.





## SYMONDSHYDE - A NEW VILLAGE

Land at Symondshyde is proposed as a new sustainable satellite village, 1 km from the proposed development to the North West of Hatfield (HAT1). The proposal satisfies the three pillars of sustainable development, namely economic, social and environmental. Symondshyde village could support the growth of the borough, provide much needed local housing, whilst also contributing towards the enhancement of the environment. The site proposed is exceptionally well screened by mature woodland and can thus be constructed without adverse impact upon the landscape.

Approximately 1100 new dwellings are proposed, centred around a new village green, a primary school and a local convenience store. The development would also have a mutual benefit complimenting HAT1 and HAT2 and the new services and facilities proposed as part of the developments. Transport links including those for pedestrians and cyclists are proposed between the new village at Symondshyde and the development at Stanborough. Areas of open and recreational space are similarly proposed. Existing landscape features such as veteran oaks and mature hedgerows will be retained wherever possible for their landscape and ecological value, as will the wildlife sites which will also be protected by a green buffer within the site.

Land at Symondshyde is available for development – all of the necessary land is owned by Gascoyne Cecil Estates. New development will be designed and laid out to high standards according to the principles in the Estates Building Design Codes and Guidance. A new village at Symondshyde would, with support from Welwyn Hatfield Borough Council and the local community, be an excellent way of helping to meet the Borough's pressing need for additional housing.



NOTES

NOTES



Further Advice and Information can be obtained from;

Anthony Downs

Director - Planning and Development

Hatfield Park Estate Office, Hatfield, Hertfordshire, AL9 5NQ

Tel: 01707 287000