

The Stanboroughbury & Symondshyde Charrette

Monday 1st — Tuesday 9th February 2016

The Riding School, Hatfield



Hatfield has been changing fast ever since the First World War. The pace of change will accelerate over the coming decades. Many things will drive that change: technology, social mores, forms of employment, aesthetics. However, perhaps the greatest driver will be housing demand.

Most of us are instinctively against further substantial development in Hertfordshire. The question: "Hasn't Hertfordshire done enough?" resonates strongly with us. We worry that what remains of the rural county will disappear altogether and we have not always been impressed by the quality of much of the post-war development since 1945.

Sadly, it does not look as though we will be allowed to insist that development should go elsewhere. Our Local Authority must produce a plan which estimates local housing demand and which sets out measures to satisfy it. Welwyn Hatfield Council has already produced a draft document for public consultation. That document puts forward as candidates for development a number of parcels of land owned by my family under the name of Gascoyne Cecil Estates. Two such parcels are parts of Stanboroughbury Farm and land round Symondshyde.

If development is indeed to take place on these two sites, my family and I feel it essential that the development should have certain characteristics: for instance, just to take a few examples, that it should be of the highest quality, that we should build places where people of all ages and backgrounds feel part of a community, that transport should be planned well and fit in with a wider plan for the area, that arrangements should be made to prevent deterioration in later years, that proper provision should be made for recreation and open space.

We feel it is important that such developments should be planned by the interested public. When Gascoyne Cecil Estates suggested that Hatfield Old Town should be regenerated, we asked the celebrated Cuban-American town planner Andres Duany to conduct a Charrette, or public planning process. The Charrette sessions were extremely well attended and by the end of a week's vigorous debate the participants had agreed a plan which we expect to have been substantially implemented within the next three years. If all of us produce proposals we can be proud of and support, new development can have positive effects.

We are now holding a similar exercise for Stanboroughbury Farm and Symonshyde Village, beginning on 1 February 2016. We are keen to give the public a chance to express its views and to participate in producing a detailed consultation before the Local Authority finalises its plan.

Professor Duany will once again lead our discussions, informed, of course, by his experience in Hatfield Old Town, but also by his earlier role as the leader of the team that conducted the Charrette that produced *The Hertfordshire Guide to Growth* in 2008. *The Guide to Growth*, under the aegis of the University of Hertfordshire, has become a document whose influence continues to spread beyond our County boundaries.

The Charrette meetings will be open to the general public and will be held in the Riding School and the Estate Office at Hatfield House. I hope anyone interested will come and take part.

Apart from considering how to build settlements of which we can be proud, I hope we can also make time to think about a vision for our area and how we would like the town of Hatfield and our wider neighbourhood to develop and become an even better place to live. We have a great deal going for us already, but much of it could be better. Those of us who live here and wish to remain here are surely the best people to take a lead in thinking about the future.

If you agree, I hope you will come and help us at the beginning of February. If you do not agree, I hope at least you will use the occasion to tell us why and make suggestions about how better to discuss the difficult question of housing demand.

Sincerely

Lord Salisbury

Hatfield past, present and future

Welwyn Hatfield Borough Council are preparing a new Local Plan. The Local Plan will form the blueprint for future growth in the borough. It is currently projected that 9,000 additional new homes will be needed by 2031. The Plan is not restricted to housing alone but also includes policies for business premises, open spaces, community facilities and schools, transport infrastructure and healthcare.

Throughout the 20th Century, Hatfield evolved rapidly, growing beyond its roots as a Hertfordshire village and trading post on the Great North Road. The opening of the de Havilland aircraft factory to the west of the town brought additional population and industrial expertise to the town. Further expansion occurred when the area was selected as a site for a postwar New Town in 1946.

As development continued across Welwyn Hatfield, much of the historic fabric of towns and villages were hidden or replaced by modern residential and commercial buildings, and their parking spaces, during the '60s and '70s. These developments transformed traditional frontages and shielded much historic architecture, for example between Old Hatfield and Hatfield Station. Modifications to the public realm, together with the expansion of road networks needed to keep pace with rising car ownership, brought high-speed traffic and poor footpath connections to town centres.

Today, the Borough of Welwyn Hatfield is poised for further growth: if current trends continue, the population of the borough will grow by over twenty three thousand by 2032. To accommodate this, we will need to build over nine thousand new homes in the area. Development will always prove to be a controversial subject. Moreover, since there is little brownfield land left in the borough, it will be impossible for Welwyn Hatfield District Council to support this housing growth without considering careful release of areas of the Green Belt. We cannot avoid growth and it would be wrong to start from such a position. But it can enhance our environment: when it is planned and distributed justly across the borough; when it brings investment into the local area; and when it is driven by a strategic vision.

The 2009 Hertfordshire *Guide to Growth* explored several different ways to incorporate growth across the County, advocating principles of design that promote mixed land uses, that provide for demographic range and diversity of income and tenure that are typical of historic towns rather than housing estates.

As a long-term landowner with historic associations across Welwyn Hatfield, Gascoyne Cecil Estates is committed to this kind of sustainable design for the future. The Stanboroughbury and Symondshyde masterplans both aim to achieve the economic, social and environmental principles of truly sustainable development.

Illustrative masterplan (March 2015)



The 2008 Hertfordshire Charrette and its subsequent publication, the *Hertfordshire Guide to Growth*, explored the prospects of six possible development scenarios, from the maintenance of existing trends, to full-blown garden cities.

Gascoyne Cecil Estates strongly concurs with many of the outcomes of the Hertfordshire Charrette and has offered, within their formal representations to the Welwyn Hatfield Local Plan, a variety of solutions to the question of new

Guide to Growth



housing and development. Rather than favouring any one scenario Gascoyne Cecil Estates believe that a balanced response will be required to address present development pressures. Put simply, there is not a single panacea for future growth. Development should be carefully planned and achieved through a variety of delivery models.

Urban Extension

An Urban Extension to an existing settlement, in this case Hatfield Garden Village, has several benefits. It can enhance community facilities - town fringe locations can benefit from rebalancing the mixture of uses with the addition of shops, employment and housing diversity.

- Streets are laid out in a network so that there are alternative routes to most destinations. This disperses traffic, permitting streets of appropriate scale which are able to support parking, trees, pavements and buildings without buffers or set backs.
- The buildings are diverse in function but compatible in scale. This allows for a harmonious mixture of houses (large and small), terraced houses, small apartment buildings, shops and offices.
- Open space is provided in the form of specialised squares, playgrounds, parks and Green Belt.
- Community buildings are designed to serve as local landmarks.
- By bringing many daily activities within walking distance, everyone (especially the elderly and the young) gains independence of movement.
- By reducing the number and length of automobile trips, traffic congestion is minimized, the expenses of road construction are limited and air pollution is reduced.
- By providing streets and squares of comfortable scale and with defined spatial quality, neighbours, walking, may come to know each other and to watch over their collective security.
- By providing appropriate housing concentrations at easy walking distance from transport stops, public transport becomes an economically viable alternative to car trips.
- By providing a full range of housing types and workplaces, age groups and economic classes are integrated, encouraging a varied and resilient community.
- By providing suitable civic buildings and spaces, democratic initiatives are encouraged and the balanced evolution of society is facilitated.

Satellite Village

A satellite village, such as that proposed at Symondshyde, is a settlement which is dependent upon a nearby town but which avoids urban sprawl and does not block views of open countryside. A village would be separated from existing urban settlements by an enforceable green corridor of a size which remains capable of being easily walked or cycled.

Any effective satellite village must be served by the amenities ordinarily required by residents on a daily basis: shops, schools, offices, community spaces, for example sports facilities and a pub.

Such a village would be designed to connect to the thoroughfare networks of existing towns with direct routes for pedestrians, cyclists and buses.

Further background can be found within a dedicated GCE document: *The Case for a New Hertfordshire Village*.

Stanboroughbury

Stanboroughbury offers an opportunity for a new settlement designed to follow Hertfordshire's Garden City planning tradition. Gascoyne Cecil Estates and CEMEX own the 129 hectare site and, previously, commissioned urban designers DPZ and Brooks Murray Architects to generate a preliminary masterplan to inform technical studies. (Revised masterplan below).

Listening to the community

In response to WHBC and the concerns raised by the community at previous consultations, Gascoyne Cecil Estates and CEMEX have undertaken a further assessment of the Green Belt in this location. The resulting amendments to the masterplan will result in a less dense and better quality development.

Gascoyne Cecil Estates believes that the present concept masterplan offers a more sympathetic boundary with and buffer between existing residential areas. New residential development can be laid out to create an improved soft edge to the north western side of Hatfield whilst providing a stronger, long-term Green Belt boundary that rounds off the northern edge of the town.

The key benefit of a larger development of around 1,650 dwellings is its ability to provide additional funding for the new infrastructure that a properly planned settlement needs: for example, new roads and community spaces, primary and secondary schools with enhanced leisure facilities, GP surgery, shops and public open space.

- Any development would be undertaken in accordance with an agreed masterplan and with suitable controls to ensure high quality design. The site would not be simply sold off to a house builder for development.
- As a long term stakeholder, Gascoyne Cecil Estates, working in cooperation with CEMEX, will ensure the settlement is built with appropriate community facilities, secured by suitable legal measures which would serve to safeguard them in the future.
- The proposed development provides over 40% green space, including parkland, schools and neighbourhood play facilities. This network of green space is intended to integrate seamlessly with the wider 'green corridor' and has been designed to safeguard against coalescence with Welwyn Garden City.
- The present masterplan proposes the development of three walkable neighbourhoods on the 129ha site, each designed to be a five minute walk from centre to edge, with each centre featuring community facilities, small shops and offices.
- The centrepiece of Stanboroughbury is a system of lakes designed to function as part of the wider sustainable drainage scheme. These lakes will add to the sense of place within the development whilst also separating neighbourhoods and creating recreational space shared by Stanboroughbury and Hatfield Garden Village residents.
- Thirty per cent of the 1,650 proposed dwellings would be affordable - for rental and shared ownership.

The Charrette affords an opportunity for the local community to comment upon the masterplan and evolve the concept in line with their own wishes and observations.

Indicative masterplan (2015)



Symondshyde

Lessons from history have shown that many of the most-loved English villages are the product of planned settlements in open countryside. Hertfordshire has many attractive examples. Gascoyne Cecil Estates are thus actively promoting the development of a new model village north west of Hatfield. A village would offer a normal range of facilities - primary school, shop, pub, and small scale employment. Such a location also offers an exciting opportunity to provide sustainable links between existing settlements. The creation of a protected green corridor which stretches between St Albans and Hertford would ensure that views can be retained and managed and the function of green belt be preserved.

Land at Symondshyde is proposed as a new sustainable satellite village, 1 km from the proposed development to the north west of Hatfield (HAT1 - Stanboroughbury, opposite)). The proposal satisfies the three pillars - economic, social, and environmental - of sustainable development. 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 1,100 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 with HAT1 and HAT2 (west of Hatfield) and the new services and facilities proposed as part of those developments. Transport links, including for pedestrians and cyclists, are proposed between the new village

at Symondshyde and the development at Stanboroughbury. 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 Estate's *Building Design Codes and Guidance*. These have been developed carefully over time and are available on our website (see Other GCE Initiatives page, below).

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. It provides a unique opportunity comprehensively to plan new housing and its supporting infrastructure and to create a sustainable form of development for enjoyment by future generations.

Indicative masterplan (2015)



The Design Team

The Charrette will be led by a design team from Duany Plater-Zyberk & Company (DPZ), a leading international planning firm, working in partnership with Brooks Murray Architects, the Estates' retained architect. Having designed over 300 communities in the U.S., Europe, Asia and South America, the firm has planned neighbourhoods and towns of many sizes and types, including numerous urban regenerations. The firm also has significant experience working within the UK, having designed the new towns of Tornagrain in Inverness and Chapelton in Aberdeenshire, led the Hertfordshire Charrette at the University of Hertfordshire as well as the Old Hatfield Charrette in 2008, and managed the landmark Charrette Series of the Scottish Sustainable Communities Initiative.

The firm's international portfolio includes design work in Russia, Belgium, Spain, Canada, Germany, Australia, the Philippines, Mexico, India, Turkey and the Cayman Islands. These projects range in size from 10 to 10,000 acres, with locations ranging from city centres to the urban periphery. DPZ has also led numerous initiatives at the regional scale, taking a leading role in the urban recovery planning for Louisiana and Mississippi after hurricanes Katrina and Rita.

DPZ conducts all work using the Charrette methodology, which allows for intense public participation and collaboration between all parties affected by a plan, and has received awards for their work consistently over the last thirty years. Awards during this time include the 1986 Governor's Urban Design Award for Excellence, awarded by the State of Florida, two national American Institute of Architects' Awards, the 2008 Richard Driehaus Award, the Vincent Scully Prize, the Thomas Jefferson Medal and two 2015 Global Forum on Human Settlements Awards. The firm has also featured widely in both U.S. and U.K. media, including Newsweek, the New York Times, the Washington Post, and the New Yorker, the Guardian, the Telegraph, the Sunday Times, the Scotsman and the Glasgow Herald.



Previous experience in Hertfordshire

DPZ began work in Hertfordshire in June 2008, leading the University of Hertfordshire's Charrette. Designed to provide an opportunity for a wide range of interested parties to have their say, the Charrette offered the general public the chance to debate planning and growth policy in Hertfordshire, and to work with the design team to determine the most sustainable and sensitive ways to accommodate future development in the County.

Working with planning professionals and the general public, the Charrette team identified six principal ways in which the County could grow. The design team then provided illustrations and case studies for each, to be considered in conjunction with environmental assessments, or 'Green Prints', generated by the Building Research Establishment. A variety of methods of growth were discussed and debated, including the regeneration of brownfield sites, the regeneration of city centres, the extension of current settlements, and the development of new towns and villages. In all cases, the design team focused on ways to achieve sustainable growth and yet preserve the character of the Hertfordshire landscape.

Soon after this, DPZ led the Old Hatfield Charrette in October 2008. Designed to offer a way for the entire local community to contribute to the regeneration process in Old Hatfield, the Charrette featured meetings for the general public which were well-attended and which provided the opportunity for lively discussion. In addition, there were open meetings



Duany Plater-Zyberk has led charrettes across the U.S. and U.K. Above, firm principal Andres Duany opens the Chapelton Charrette in Scotland; below left, pupils from de Havilland school attend the Old Hatfield Charrette; below right, Andres Duany discusses options with members of the public at the Norwich Charrette, 2010.



A hypothetical agricultural village builds from the County's architectural heritage, as envisioned by the Hertfordshire design team.

This study of the Hertfordshire landscape depicts the diversity of character visible from a village centre to the rural landscape of the green belt.



focusing on specific subjects. Represented at these specialist meetings were groups of local planners, Councillors, transportation professionals, environmental professionals, business leaders, community leaders and property owners. Each group considered its own specific subject, whether planning policy, regional growth strategy, the local transport network and capacity, preservation strategy, economic growth opportunities, social and community development initiatives or current development efforts.

Sustainable Design Measures advocated by the Charrette team

The Charrette design team has significant experience working on sustainable urban regeneration schemes and new town schemes across the U.S. and Europe. The following characteristics are common throughout their designs:

- Neighbourhoods include a mix of uses, with residences, shops, businesses and civic gathering spaces located in close proximity
- Streets are designed to encourage pedestrian activity, with lively ground floor retail and ample parks and civic spaces
- Housing is provided for residences of a range of ages and incomes, with units of a range of sizes, designs and costs
- Thoroughfares and footpaths connect into a greater network, designed to provide numerous entry and exit points and facilitate the smooth flow of traffic
- Neighbourhoods feature discernible centres, which are typically well-connected to a greater regional public transit network
- Cars are accommodated through ample car parking facilities, many of which are shielded from the street to improve neighbourhood aesthetics
- Architectural styles utilise strategies specific to local climate, topography, history and building practices



A Garden City master plan, as produced by the design team at the Hertfordshire Charrette, proposes a settlement pattern with an integrated transportation network, pedestrian-friendly streets and ample parks and civic gathering places.

The Charrette Process



The Stanboroughbury & Symondshyde Charrette will feature both large and small public meetings. Above and below, DPZ principal Andres Duany talks over ideas with guests at the Chapelton Charrette.

The Stanboroughbury & Symondshyde Charrette is an opportunity for local communities to contribute to future development. By bringing together all stakeholders and interested parties, the Estate hopes to ensure that the design team has access to substantial local expertise whilst refining existing indicative masterplan proposals for the two sites.

The Charrette programme, which appears on the back cover of this brochure, provides a comprehensive list of the meetings occurring throughout the week. With participants including residents, business owners, Councillors, planners, community leaders, environmental professionals, transportation specialists, and the public at large, the meetings are intended to provide the opportunity for a diverse group to work directly with the design team and provide feedback on the planning process.



A full programme of the Charrette can be found at the back of this brochure, but workshops and presentations will include:

- **Monday 1 February**

An opening presentation for the general public, introducing the idea of development at Stanboroughbury and Symondshyde

- **Tuesday 2 February**

A.M.: A meeting aimed particularly at local communities to discuss the prospects of transport in the current design context

P.M.: A meeting aimed particularly at local residents, to discuss the current character of the area and the preferred approach to development

- **Wednesday 3 February**

A.M.: A meeting aimed particularly at local residents, to discuss the history, planning principles and design context of the area

P.M.: A meeting aimed particularly at community leaders within the town, to discuss the community's civic needs and resources - for example education and health

- **Thursday 4 February**

A meeting aimed at local residents and environmental professionals, to discuss the proposed Green Corridor running between Hertford and St Albans through Welwyn Garden City and Hatfield as well as other sustainability measures which form part of a broader environmental strategy fostered by urban design

- **Friday 5 February**

A "pin-up" for the general public, during which the design team presents preliminary concepts and receives feedback

- **Monday 8 February**

A meeting aimed at transport officials from Hertfordshire County Council, the local community and other interested parties to discuss strategies for aligning aspirations in respect of transport infrastructure with future development

- **Tuesday 9 February**

A closing presentation for the general public, during which the design team presents plans, renderings, architectural drawings and codes, all of which were produced on site during the Charrette process

Unless stated otherwise at the back of this brochure, all meetings will be held at the Riding School, and all workshops will be held at the Estate Office, both of which are within the grounds of Hatfield House.

Members of the public are welcome to all sessions.

Project Goals

The typical pattern of development witnessed over the past 40 years does not provide a compelling vision for the future. The masterplanning measures proposed by the Charrette team, working in close consultation with the public and local community, will endeavour to create a clear vision for new developments at Stanboroughbury and Symondshyde, and provide the basis for a positive future. Properly planned, new developments can have intrinsic quality, a true sense of place and create an environment in which communities can flourish.

Specific goals for the Charrette design team include:

- To agree on ways of providing much needed local housing whilst also enhancing the broader local environment
- To propose ways to build vital transport infrastructure to enhance and reinforce future development
- To improve general vitality and commercial activity of Hatfield, taking into account the experience of residents, business occupiers and tourists
- To identify general development measures that will create an improved soft edge to the north-western side of Hatfield and create a stronger, long-term defensible Green Belt boundary around the northern edge of the town
- To specify general urban design measures to improve the vitality of development in and around Hatfield in the future
- To agree on proposals for pleasant public and private spaces in which the community and individual can flourish
- To identify scope and opportunities for civic and educational facilities.



Indicative images (2015)

New development will be designed and laid out in accordance with the Estate's Building Code for Hatfield, because ensuring that a high quality development will be created is paramount.



Carparks disrupt much of Hertfordshire's historic fabric, eliminating architectural continuity and providing a less pleasant pedestrian experience. Car parking will be considered within a comprehensive parking plan, which will aim to accommodate residents' and visitors' vehicles in a more sensitive manner whilst encouraging change in attitudes towards car usage.

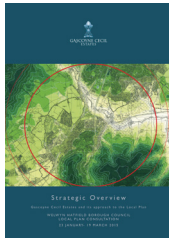


Although planting elements decorate some existing public spaces and passageways, current landscaping schemes in Hatfield do little to enhance the public realm or encourage community gatherings. The plans generated at the Charrette will incorporate landscaping proposals intended to increase the neighbourhood's sense of place.

Other Gascoyne Cecil Estates Publications

Copies of these documents will be available at the Charrette.

Alternatively, further information and downloads can be found at: www.gascoynececil.com



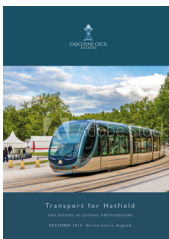
A Strategic Overview

A Strategic Overview to the Welwyn Hatfield Local Plan, provides a concise overview of representations made by Gascoyne Cecil Estates. The summary includes details of each of Gascoyne Cecil Estates sites together with proposals for green infrastructure and a sound long term plan.



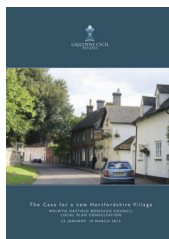
A Vision for Hatfield in Central Hertfordshire

A Vision for Hatfield proposes a bold, exciting vision for the future of the town as part of a Central Hertfordshire economic hub. After tracing Hatfield's historic association with aerospace and manufacturing expertise, this brochure lays out the economic and social benefits of agglomeration, integrated transport networks, green infrastructure, carefully designed housing, and pedestrian-focused improvements to the public realm as part of a long-term plan to bring more strength and diversity to the local economy.



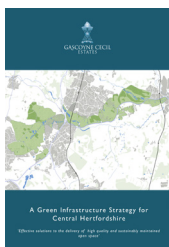
Transport for Hatfield and Beyond in Central Hertfordshire

This document provides analysis of the challenges ahead arising from ongoing growth in Hertfordshire. It argues that careful consideration of transport infrastructure is an essential component of future growth and development. It suggests that east-west connections are insufficient and the opportunities for their regeneration undervalued. It highlights present challenges as well as opportunities for the future.



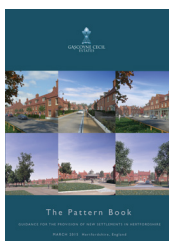
The Case for a New Hertfordshire Village

The Case for a New Hertfordshire Village puts forward the case for new villages as a viable approach to tackling the housing crisis. Given that villages housed a huge majority of the British population for much of the last millenium and that the English rural idyll still pulls people out of cities today, this brochure suggests that - as one of several housing delivery models offering answers to the present housing crisis - it is time for a rebirth of the English village.



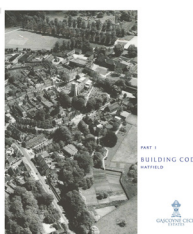
A Green Infrastructure Strategy for Central Hertfordshire

The Green Infrastructure brochure puts forward, in detail, our proposals for a Green Corridor stretching from St Albans to Hertford by Hatfield and Welwyn Garden City. Management proposals are discussed as well.



The Pattern Book

The Pattern Book provides greater detail on each of Gascoyne Cecil Estates' strategic development sites. Clear analysis is provided of design principles including densities, road hierarchies and landscaping.



Building Codes

A series of four books published to lay out design guidance and codes for building and development across the Estates. This series of books highlights the importance of sound architectural detailing, materials and landscaping, and ensures our partners adhere to similarly high standards of both design and construction.

Notes

The Charrette Schedule

	Mon 1 Feb	Tues 2 Feb	Wed 3 Feb	Thurs 4 Feb	Fri 5 Feb		Mon 8 Feb	Tues 9 Feb
10am		Transport Briefing	History, Planning Principles and Context	Green Infrastructure and Environmental Strategy	WGC Society, WGC Heritage Trust and GC Institute		Transport Workshop	Residents' Reviews
11am								
2pm		Minerals Briefing	Education, Health and Community				Transport Workshop (continued)	
3pm								
4pm								
7pm	OPENING PRESENTATION 7.30pm	Local Residents' Session	Local Residents' Session		'PIN-UP' Presentation & REVIEW 8pm			FINAL PRESENTATION
8pm								

Members of the public are welcome to attend throughout the week. Individual workshops are similarly open to all.

- Estate Office: Workshops (Except "Pin-up")
- The Riding School: Presentations

All meetings during the Charrette will be held at the Riding School or the new Estate Office, both of which are within the grounds of Hatfield House.

Parking is available for daytime events on Cricket Pitch Car Park, which can be accessed from the Station Gate entrance on the A1000, opposite Hatfield Railway Station.

Parking for evening events is available through George's Gate, opposite the Citroen Garage on the A1000.

Pedestrians can also access the Riding School from Fore Street Lodge at the top of Fore Street.

The venues will be signposted from both entrances.
For Sat Nav please use AL9 5HX.

For further information, please contact the Estate Office:
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Hatfield, Hertfordshire
AL9 5NQ
01707 287000

