



The Pattern Book

GUIDANCE FOR THE PROVISION OF NEW SETTLEMENTS IN HERTFORDSHIRE

MARCH 2015 Hertfordshire, England

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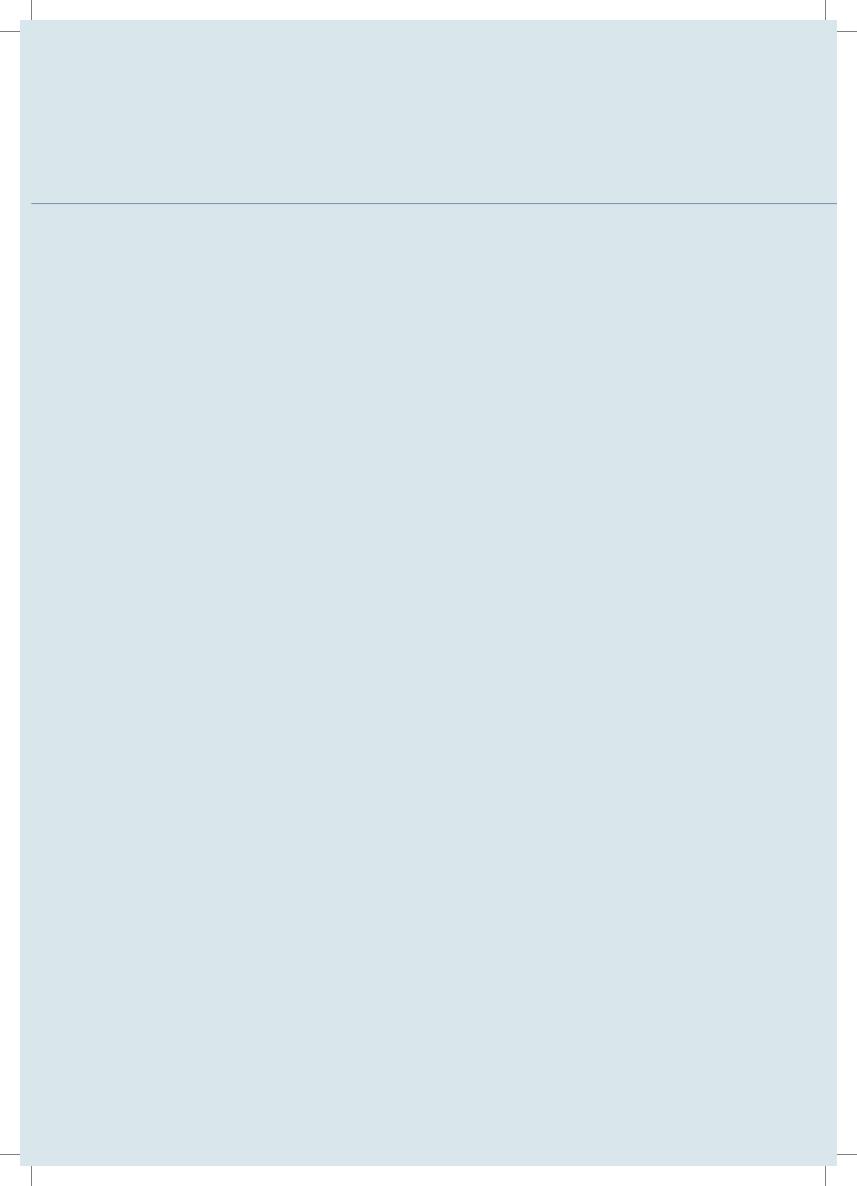
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I. INTRODUCTION

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.

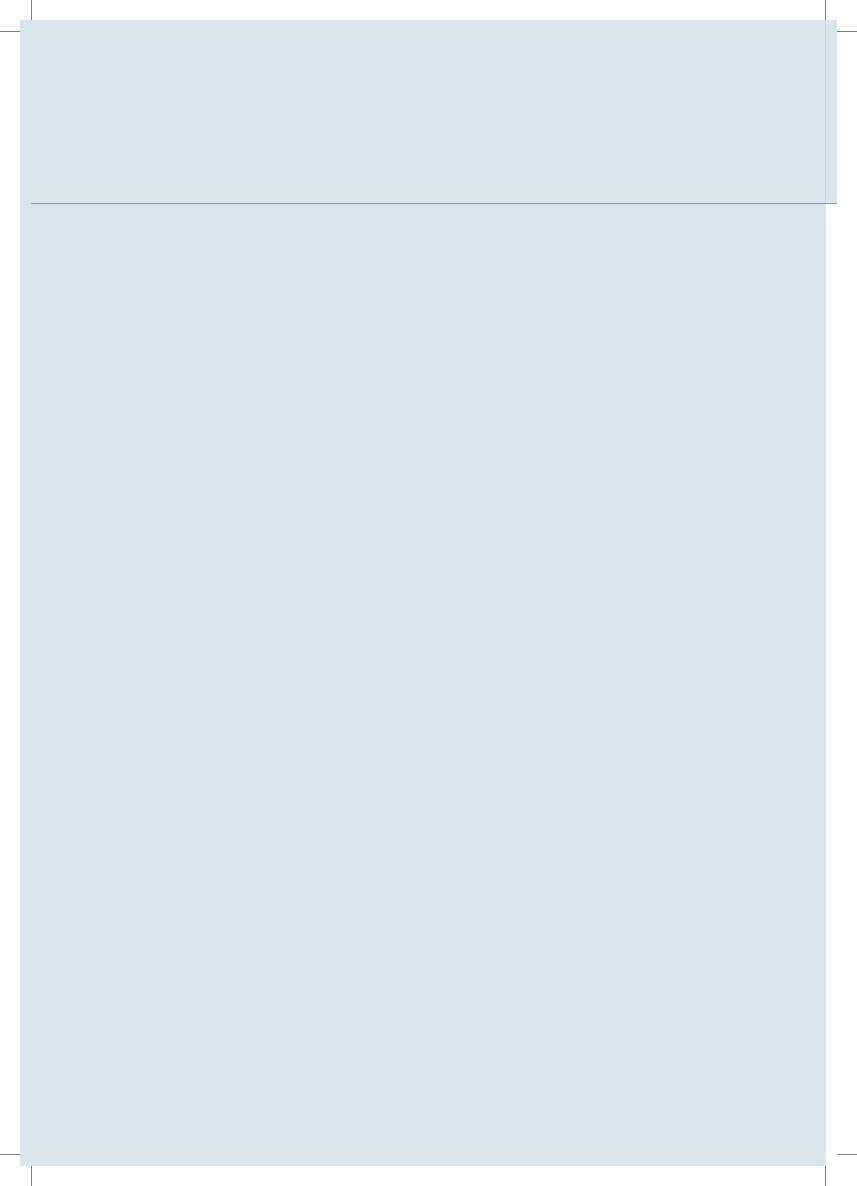
Whilst the construction of Hatfield House by 1611 provided the context and landscape structure for the Hatfield area, the Estate also played a far-reaching role in the creation of Welwyn Garden City. In 1920 the Marquess of Salisbury sold land to Ebenezer Howard to complete the substantial landholding 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 years, the Estate has sought to promote positive plans through exercises to ensure the positive growth of Hertfordshire and more 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 locations for 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.

This Pattern Book explains Gascoyne Cecil Estates approach to Masterplanning of settlements, to architecture, design and landscaping.

Anthony Downs
March 2015



PATTERN BOOK OVERVIEW

This Pattern Book is designed to govern the development of the various strategic sites within the local Welwyn Hatfield Local Plan area, and ensure that the developments are built in accordance with wider the aspirations of Gascoyne Cecil Estates.

The instructions contained herein articulate the principles of the Gascoyne Cecil Estates strategic Development Plan and provide detailed guidance of the streets, blocks and house designs within future developments. Data provided includes block plans, architectural plans, diagrams and regulations, all of which correlate with specific site masterplans and their neighbourhood structures. By managing the scale, configuration and design of buildings around Hatfield and Welwyn Garden City, this Pattern Book will ensure that local development's, buildings and public spaces can serve as an exemplar for Hertfordshire and indeed elsewhere within the United Kingdom.

This document also seeks to provide information behind the vision for strategic development sites and the context these new sites. The detailed elements of the masterplan are provided on the following pages.

The Pattern Book begins by exploring the vision for Gascoyne Cecil Estates strategic sites, the context of the individual masterplans and the design philosophy which generated these plans. Existing historic towns and villages set important precedents for the site masterplans, and the nuances of its street, block and house plans. The Pattern Book introduces the urban spatial patterns, plot patterns and house designs.

Finally the Pattern Book provides house plans and the distribution for each house type within the initial phases. Wider aspirations for the rest of the development are also articulated, and more detailed guidance will follow as the sites are built out.

Gascoyne Cecil Estates is comitted to a programme of community consultation. Masterplans will be improved, amended and refined through this process. This Pattern Book is intended for use by the housebuilders, homeowners and the Local Authority, as well as other stakeholder parties. Gascoyne Cecil Estates and the housebuilders will be the primary users of this document, providing the detailed regulations to housebuilders developing the Hatfield Masterplan. It is also hoped that the Local Authority will use the Pattern Book to better understand the intended vision over time for the sites, and the method of delivery.

Homeowners may over time also wish to become familiar with the Pattern Book, learn more about the design of their individual settlement, or if they are undertaking renovation or alterations which will affect their houses's frontage and relationship with the street.

It is anticipated that each of the completed developments will be governed by specific building codes.

Taking the varied needs of the different user groups into account, the Pattern Book aims to accomplish the following:

- To provide a framework that ensures that the sites are developed in accordance with the principles of the masterplans, and in which is line with the vision previously established by Gascoyne Cecil Estates.
- To guide housebuilders and others involved in the construction process by providing detailed specifications for the development areas.
- To give certainty to the Local Planning Authority and local population over the nature of development which will occur within the Welwyn Hatfield and the specific delivery model
- To provide hope and aspiration for high quality development whilst also serving to protect against unacceptable proposals which do not adhere to the overriding principles of the masterplan.

A VISION FOR HERTFORDSHIRE

PPG2 Green Belts were first issued in 1988, replaced in 1995 and then further amended in 2001. PPG2 (1988) added two aims to the existing Green Belt policy namely to:

- a) safeguard the countryside and
- b) assist urban regeneration.

In addition, to assist the long term protection of the Green Belt beyond the plan period, PPG2 also recommended that safeguarded, or what is described as 'white land', should be allocated between the urban area and Green Belt which may be required to meet long term development requirements.

Even prior to the present Green Belt designations Gascoyne Cecil Estates have long advocated careful land use and planning strategies. The Estate supported the initial construction of Welwyn Garden City whilst also ensuring suitable legal safeguards, such as restrictive covenants, to prevent coalescence between Welwyn Garden City and Hatfield.

As new Emerging Core Strategies or Local Plans are prepared which propose the release of allocating previously safeguarded land for housing and employment provision, it is once again necessary to consider improvements to existing green infrastructure and potential enhancement of the natural environment. It is essential that any future strategy is aligned with appropriate sustainable management policies and safeguards against cumulative future phases of development.

The present pattern of the principal settlements of Hertford, Welwyn Garden City, Hatfield and St Albans requires a robust approach to future management of land use and green infrastructure. There are many risks and negative connotations associated with coalescence and urban sprawl and it is desirable for these to be avoided. The present pattern of land ownership, pressure on natural landscape and the need to retain a sense of place and character requires a

responsible approach to be taken in respect of present and future development opportunities. Present challenges also present a rare opportunity to deliver a coherent vision for the benefit of future generations.

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

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 Salisbury line was consolidated by the introduction of the Green Belt in Welwyn Hatfield.

The designation Metropolitan Green Belt has consolidated the constraints set up by the Salisbury Line.

PPG2 Green Belts were first issued in 1988, replaced in 1995 and then further amended in 2001. PPG2

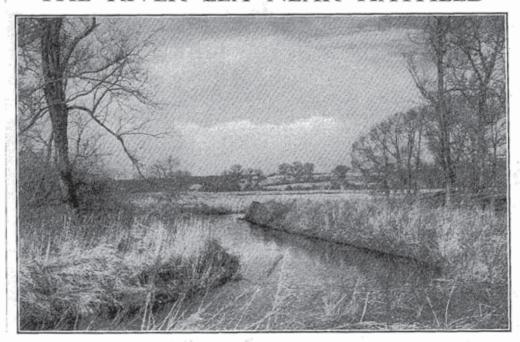
Today Gascoyne continue to advocate a robust and well reasoned approach to green belt boundaries. Specifically they propose the creation of an extended Salisbury Line in order to protect Welwyn Garden City, Hatfield and lower tier settlements from Coalescence during and beyond the Local Plan period.

The Salisbury Line is a central plank of Gascoyne approach to Masterplanning settlements and wider management of landscape vistas.

Further to details of Gascoyne's wider vision can be found within a separate document entitled "A Green Infrastructure Strategy for Central Hertfordshire".

THE TIMES

THE RIVER LEA NEAR HATFIELD



A view on the upper reaches of the River Lea, which eventually joins the Thames near the Victoria Docks. It was taken between Welwyn Garden City and Hatfield in the area which is to be treated as a green belt between the two towns.

BUILDING FROM LOCAL TRADITION

Hatfield Park, Estate, its surrounding villages and hamlets have numerous charming houses, delightful streets including many examples of prevailing architectural styles from the sixteenth century onwards.

Hatfield was designated as a New Town some sixty years ago. Since then, much has changed and many historic buildings have been destroyed. Of its older heritage Hatfield Old Town still retains its historic parish Church of St Etheldreda. Hatfield House, the Old Palace constructed by the Bishops of Ely together with a multiplicity of lesser known listed buildings.

It is increasingly accepted, however, that the interventions and developments of the 1960's and 70's, whilst well intentioned, have failed in many cases to enhance their physical settings, not to mention the lives, of those who live and work therein. There are many lessons to learn.

Gascoyne Cecil Estates have produced a series of design codes and supporting documentation to assist the design of future developments in Hatfield Welwyn Garden City and surrounding villages. These codes and this Pattern Book are to be used for all forms of mixed development including residential buildings, shops, offices, workshops and public buildings.

In order that new developments are recognisable and endowed with an appropriate sense of place, existing local architectural characteristics have been analysed and this guide aims to recreate these where appropriate. These include:

I. Public squares/Public Realm

The Estate's vision includes many types of public spaces: parks, greens, squares and sports pitches. However, beyond these green spaces, other public and semi private street spaces are designed to offer gathering places in close proximity to shops and the higher-density neighbourhood centre.

2. Greens

Traditional Hertfordshire towns and villages Welwyn Garden City, the Ayots, Codicote as often include green spaces of unusual shapes, integrated within their street networks. Gascoyne Cecil Estates strategic sites will include several greens of this type, including a triangular green visible soon after the entrance from Creswick (Welwyn Garden City).

3. Terminated vistas

In towns such as Letchworth, Welwyn Garden City and Hertford, civic buildings are placed within prominent lines of sight, serving to terminate key vistas. At Creswicks and Stanborough Garden Village, community buildings are where appropriate also sited in this way. The hope is that the buildings will achieve a prominent place in community life.

4. Neighbourhood shops

Whilst the majority of shops in Hertfordshire are located within the established town or centres, a few shops, restaurants and community buildings may be scattered throughout. Often these buildings are located on prominent corner sites to increase visibility. These serve to reduce car useage and ensure communities will have appropriate local facilities and infrastructure.













This Pattern Book is organised to provide a clear, step-by-step approach to understanding Gascoyne Cecil Estates masterplans and the street and building types required on each site. The Pattern Book should not only assist clarity and understanding on the detailed approach to development but also offer some perspective on the rationale behind the design, and the inspiration taken from local vernacular precedents.

AIMS OF THE PATTERN BOOK

When adhered to, the Pattern Book will deliver the following:

- It enables the construction and delivery of high quality strategic sites within Hertfordshire.
- It utilises a type of zoning category (the "T-Zones") that ranges systematically from the countryside to the urban core and applies the concept to the proposed masterplan.
- It integrates the design process across professional disciplines, addressing road design, public space design and architecture in a well balanced, consistent fashion.
- It sets minimum standards to improve the design quality of the sites.
- It establishes consistency of process for the development of existing and new urban areas.
- It integrates protocols for the preparation and processing of plans.
- It provides a level of certainty over the type and quality of development that will be delivered, thereby encouraging the efficiency of administrative approvals and allaying potential fears of inappropriate development.
- It encourages and protects development patterns that are mixed-use and pedestrian-friendly.
- It preserves public civic space in the form of parks, squares and other community gathering places.

To use the Pattern Book to determine the requirements for a specific development site, users and stakeholders are advised to take the following steps:







 Review the first two sections of this Pattern Book, along with other publications and design guidance produced by Gascoyne Cecil Estates.

The Pattern Book's Introduction provides information on the potential masterplan, and the design methodology that produced the plan. Additional context can also be found in many affiliated publications, including the Old Hatfield post Charette paper and GCE design guides.

2. Refer to the Site plans within Section 3 - Site Design to confirm the sites within the development site and their detailed street and spatial lay-outs.

The Site Design section provide diagrams and illustrations of each type of urban space, providing detailed parameters for street development and the development of public spaces.

A detailed matrix provide information on the range of building types appropriate to each type of street and urban space, as well as the landscape proposals.

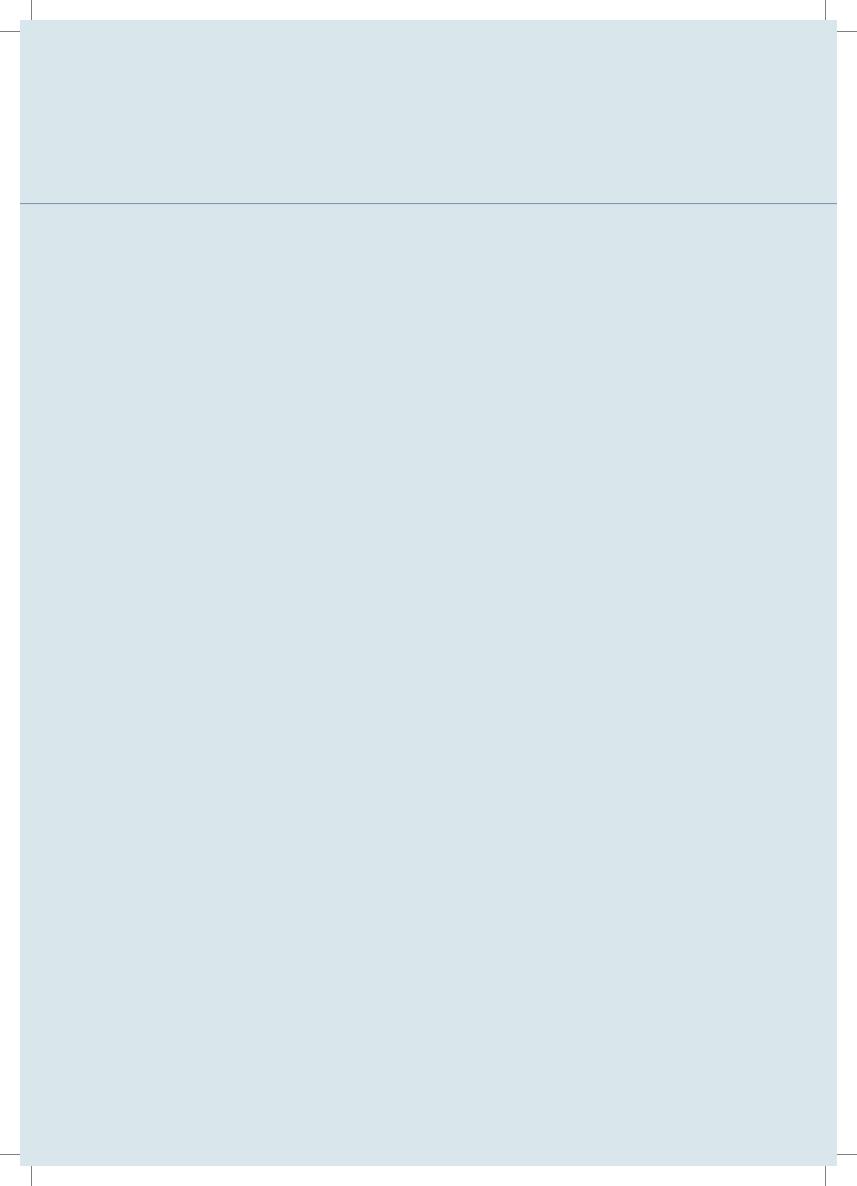
3. Review the Thoroughfare Designation Plan in Section 4 to confirm the size of the thoroughfare right-of-ways within the development site.

This information will then link in with the street types proposed within the Site Design section.

4. Review the building types identified within the matrix, also considering the indicated building heights.

These house types are all introduced in detail within Section 4.

5. Confirm planned approach with Gascoyne Cecil Estates.



3. URBAN PATTERNS

The Estate's architecture is intended to build upon local tradition, utilising architectural patterns already found in Hertfordshire. However, whilst the houses have been designed to reflect the historical precedents of the local area, the houses themselves are designed with modern interiors, and features requested by housebuilders, home owners and other members of the community who have attended previous charrettes and other public events.

The following pages introduce the different house types proposed for Gascoyne's strategic sites and indicates their placement within each area, and across the wider Phase I area. These houses come in many sizes and styles, with prominent house types including terraced houses, mansion flats, cottages, detached and semi-detached houses. The wide range of house types aim to suit residents of backgrounds, family sizes and aesthetic preferences.

Each house type is introduced, with its plans and elevations available for study. Some elements of the houses architectural detailing are also briefly addressed, with the origins of the approaches to window, door and façade detailing explained alongside images of historic precedents.

Additional house types can be introduced to Hatfield Estate's Lexicon subject to adherance to the settlements design code. The code will regulate the houses proportions, height, façade measurements, architectural detailing and relationship to the streets, to enable the town to evolve overtime to develop as a cohesive whole.

T2: Farmstead (Rear garden)

T3: Mansion, House, Compound (Rear garden, Edge garden)

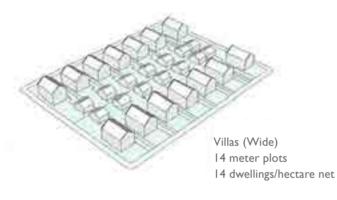
T4: House, Compound, Side Garden House, Cottage, Mews, Terrace House, Courtyard House, Apartment Villa (Rear garden, Edge garden, Side garden, Nongarden)

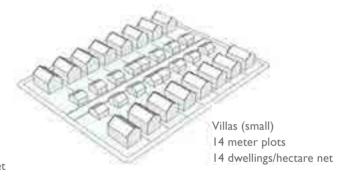
T5: Mews, Terrace House, Courtyard House, Apartment Villa, Flexhouse, Flex Building, **Liner Building** (Side garden, Rear garden, Nongarden).

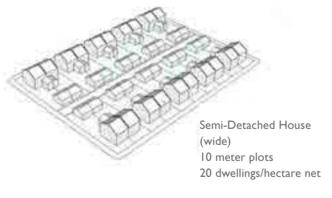
DENSITY STUDY, LOCAL TERMS OF URBANISM

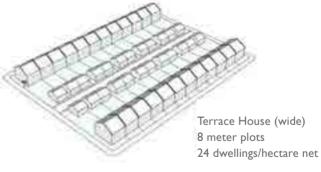
The architectural work for Gascoyne's strategic sites included in this study, analyses a variety of site densities and how these can be achieved on a one-hectare block. Through this research, the team have developed several sample block proposals including a variety of unit types. Such an approach fosters the development of diverse neighbourhoods, as opposed to monocultures of single unit types and densities often found in new housing estates.

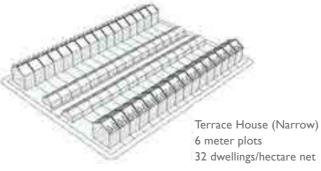
Beyond illustrations and plans for the sites, a number of drawings have been produced to illustrate the terminology within this report. Many of these terms are derived from the Hertfordshire vernacular, and reference housing types already found in both urban and countryside settings.

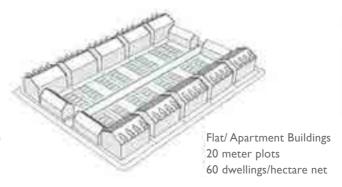














SITE SYNOPTIC SURVEYS



Old Hatfield with the areas identified by synoptic survey.



Welwyn Garden City with the areas identified by synoptic survey.

Synoptic surveys have been carried out on 6 sites within Hertfordshire namely Old Hatfield, Hertford and Welwyn Garden City. This has informed the masterplanning of Gascoyne Cecil Estates strategic sites and allows lessons to be learnt whilst allowing the incorporation of characteristics which are recognisably in the local vernacular.

These surveys serve to inform the development of an urban code, which will regulate the development of individual sites and to ensure that each settlement is respectful of its local context. The steps of both conducting the synoptic survey, and translating the



Hertford with the areas identified by synoptic survey.

data into a code, are introduced below.

Step One: Perform a Synoptic Survey

- A visual inspection of the best existing urban areas is needed to extract the Transect data necessary to write the code and prepare a regulating plan.

Step Two: Analyse by Dissect and Quadrant

-The Urban Dissect is a cross section across the public and the private realm. The Urban Quadrant involves taking average measures of about 1.5 hectares of plots.

Step Three: Calibrate the Code

- Enter the data gathered in the Urban Dissect and Urban Quadrant using a set of standardised templates, with one for each T-Zone or sub-zone.

Step Four: Prepare a Basic Regulating Plan

- Prepare a regulating plan based on the Transect categories. Even if the existing zoning remains as an option, it is advisable to map a translation to existing T-Zones.

Step Five: Adjust the Regulating Plan

- Adjust the new zoning map to reflect the appropriate T-Zones. Evaluate the zoned areas at the block scale to establish their boundaries.

CHURCH STREET - OLD HATFIELD

Quadrant



Average Block	45m
Face	
Area	0.79 hec-
	tare
Average Units/	48 units/
Hectare	hectare
Average Plot Size	6-IIm x
	16-36m
Average Parked	Average 19
Cars	One Side
Average Trees	Average 6
Commercial	3

Dissect

Tree Type



Residential
Street
Varied 8.5m
I Lane @ wa
Parallel Park
ing, One side
only
5.5m
Raised 65mm
Varied
None
Varies 800mr
- 2400mm
None
None
None

None



	1 44
Private Frontage	
Private Frontage Type	Terrace, shop
	fronts
Building Height	Varies (2-3
	storeys)
Outbuilding Height	I-2 Storeys
Floor above Grade	0 to 450mm
Building Type	Rearyard, ter-
	race
Plot Width	Varies 6-11m
Plot Depth	Varies 16-36m
Buildout at Setback	75-100%
Front Setback	0- 2m
Side Setback	0-2m Max
Front Encroachment	Porch/Canopy
	over Pavement
Ground Level	Residential/
Function	Retail
Upper Level Function	Residential

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FORE STREET - OLD HATFIELD



Average Block	88m
Face	
Area	I.I Hectare
Average Units/	45 units/
Hectare	hectare
Average Plot Size	3.6-14.6m
	x 17 - 36m
Average Parked	Average 15.
Cars	One side
Average Trees	None
Commerical	3
Units	



Tublic Frontage	
Public Frontage Type	Street
Spatial Width	Varied IIm
	(average)
Moving Lanes	I Lane @ Wa
Parking Lanes	Parallel Parkir
	- one side on
Carriageway Width	6.3m
Kerb Type	Raised 65mm
Kerb Radius	Varied
Median	None
Footway	Varies I 200-
	1700mm
Planter Type	None
Planter Width	None
Planting Pattern	None
Tree Type	None



	-
Private Frontage	
Private Frontage Type	Terrace, shop
	fronts
Building Height	Varies (2-3
	storeys)
Outbuilding Height	I-2 Storeys
Floor above Grade	0 to 450mm
Building Type	Rearyard-Ter-
	race
Plot Width	Varies 3.6-
	14.6m
Plot Depth	Varies 17-36m
Buildout at Setback	75-100%
Front Setback	0m
Side Setback	0m
Front Encroachment	Canopy over
	pavement
Ground Level	Residential/
Function	Retail
Upper Level Function	Residential

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FORE STREET - HERTFORD

Quadrant



Average Block	50-170m
Face	
Area	2.8 Hec-
	tares
Average Units/	44.3 units/
Hectare	Hectare
Average Plot Size	4.5-25m x
	5-33m
Average Parked	Average 22
Cars	One Side
Average Trees	None
Commercial Units	124

Dissect



Public Frontage	
Public Frontage Type	Retail
Spatial Width	10-15m
Moving Lanes	I Lane @ way
Parking Lanes	2 Parallel
	Parking
Carriageway Width	9m
Kerb Type	Raised 65mm
Kerb Radius	Varied
Median	None
Footway	Varies I.5 - 6m
Planter Type	None
Planter Width	None
Planting Pattern	None
Tree Type	None



Private Frontage	
Private Frontage Type	Terrace, shop
	fronts
Building Height	Varies (2-4
	storeys)
Outbuilding Height	
Floor above Grade	
Building Type	Rearyard, Ter-
	race
Plot Width	4.5-25m
Plot Depth	5-33m
Buildout at Setback	75 - 100%
Front Setback	0m
Side Setback	0-1m max
Front Encroachment	Canopies
	above en-
	trances
Ground Level	Retail
Function	
Upper Level Function	Residential/
	office

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THE FOLLY - HERTFORD



Average Block	46m
Face	
Area	2 Hectares
Average Units/	60 units/
Hectare	Hectare
Average Plot Size	4-7m ×15-
	25m
Average Parked	43 Cars
Cars	both sides
Average Trees	Average 36
Commercial Units	3



rubiic i rontage	
Public Frontage Type	Street
Spatial Width	9 - 14m
Moving Lanes	I Lane @ way
Parking Lanes	2 Parallel
Carriageway Width	6m
Kerb Type	Raised 65mm
Kerb Radius	Varied
Median	None
Footway	1600mm
Planter Type	None
Planter Width	None
Planting Pattern	None
Tree Type	Varied



Private Frontage	
Private Frontage Type	Terrace
	Residential
Building Height	2 Storeys
Outbuilding Height	I Storey
Floor above Grade	None
Building Type	Terrace
Plot Width	4-7m
Plot Depth	15-25m
Buildout at Setback	None
Front Setback	1.5 - 3m
Side Setback	None
Front Encroachment	None
Ground Level	Residential
Function	
Upper Level Function	Residential











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DOGNELL GREEN - WELWYN GARDEN CITY

Quadrant



Average Block	97.5m
Face	
Area	3.1 Hec-
	tares
Average Units/	16.1 units/
Hectare	hectare
Average Plot Size	15m - 20m
	× 40-50m
Average Parked	Average 22
Cars	One Side
Average Trees	36

Dissect



Public Frontage	
Public Frontage Type	Street
Spatial Width	25 - 30m
Moving Lanes	I lane @ way
Parking Lanes	None
Carriageway Width	6m
Kerb Type	Raised 65mm
Kerb Radius	Varied
Median	None
Footway	1.2m
Planter Type	None
Planter Width	None
Planting Pattern	None
Tree Type	None



-	
Private Frontage	
Private Frontage Type	Detached/
	Semi- De-
	tached Resi-
	dential
Building Height	Varies (2-3
	storeys)
Outbuilding Height	I storey
Floor above Grade	0 - 250 mm
Building Type	Rearyard, Semi
Plot Width	15 - 20m
Plot Depth	40 -50m
Buildout at Setback	75-100%
Front Setback	10 -12m
Side Setback	0-1m min
Front Encroachment	I -2m
Ground Level	Residential
Function	
Upper Level Function	Residential



HIGH OAKS ROAD - WELWYN GARDEN CITY

Quadrant



Average Block Face

Area

Average Units/ Hectare Average Plot Size

Average Parked Cars

Average Trees

46m

7.2 Hectares
6.5 units/

40-50m 43 Cars both sides

15-20m x

both sides
Average 36

Dissect



Public Frontage

Public Frontage Type
Spatial Width
Moving Lanes
Parking Lanes

Carriageway Width

Kerb Type
Kerb Radius

Median

Footway
Planter Type

Tree Type

Planter Width
Planting Pattern

Street

30m I Lane @ way

2 Parallel

Raised 65mm

Varied

None 1600mm

None None

None Varied

Private Frontage

Private Frontage Type

Building Height
Outbuilding Height

Floor above Grade Building Type

Plot Width

Plot Depth
Buildout at Setback

Front Setback

Side Setback

Front Encroachment

Ground Level Function

Upper Level Function

Detached Residential

2 Storeys

I Storey

0 Detached

20m

30 -70m 75-100%

5 -7m

Im

I - 3m

Residential

Residential

4. SITE DESIGN

This Pattern Book includes the detailed area plans for the Gascoyne Cecil Estates Strategic development of sites Masterplans. Whilst some of these areas have similar patterns in terms of streets and types of public space, each has been specifically designed to suit its topography and individual context. All of the masterplans fit together within the context of the community masterplan.

Sites have been designed to include a variety of types and sizes of domestic property, set within a coherent framework of streets. These streets are designed to connect into a network which will be easy to navigate, which incorporates pleasant spaces for pedestrians alongside convenient access for cars and services. Many of the areas also include smaller, more intimate parks, or green spaces, for residents living within the immediate vicinity.

This section includes detailed plans of each site, together with lists of the street types, house types and landscape features incorporated into each block. The dimensions and requirements for these features are then detailed in further sections. In addition to the detailed plan and itemised lists, diagrams illustrate each area's setbacks, parking requirements and further detailing. Photos and illustrations will also indicate the design rationale behind the key elements of each area's design.



GREEN CORRIDOR OVERVIEW

As illustrated within the diagram below, Gascoyne Cecil Estates believe aspirations should extend beyond individual site boundaries and advocate the creation of a strategic green corridor. This provides an opportunity for enhanced levels of public access within rural landscapes and other green spaces of varying sizes. This would include large formal greens and smaller spaces designed for immediate neighbourhood use.

Wherever possible opportunities would be taken to enhance existing landscape features and / or strengthen the sense of separation between existing settlements.

Clearly, Gascoyne's vision does not seek to pre-judge the matter of negotiations between individual owners and the Planning authority. It is hoped however, that if individual parties can be convinced of the merits of a viable green corridor then this vision provides a rare opportunity to deliver long term benefits for future generations. The following proposals relate principally (but not exclusively) to land which is owned and controlled by Gascoyne Cecil Estates.

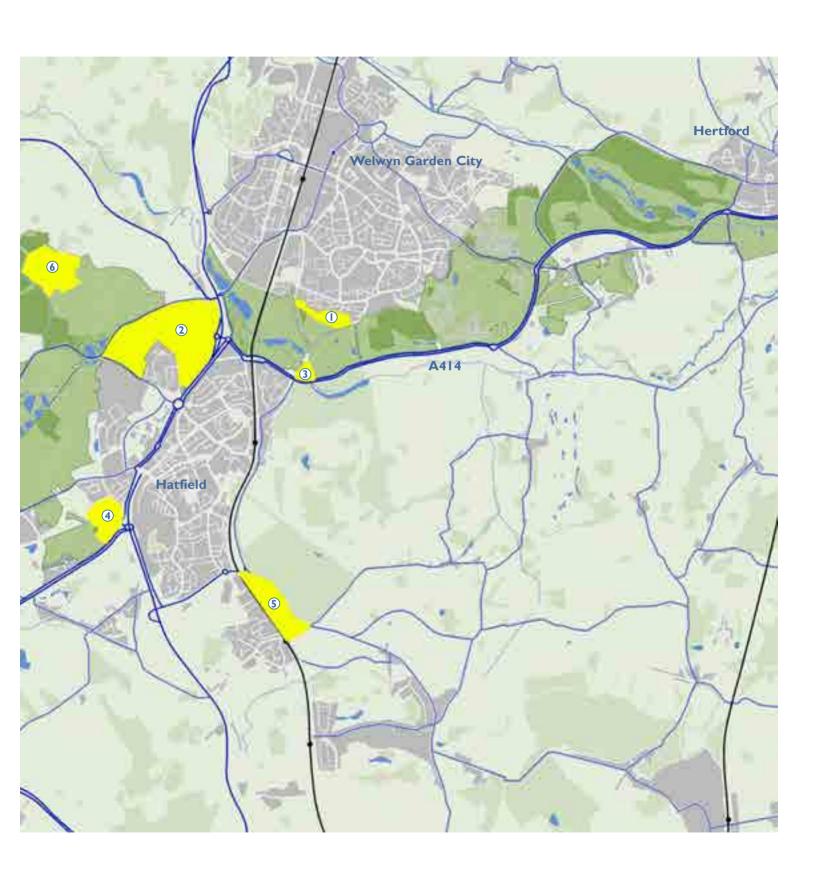
Key:

- I. Creswick
- 2. Stanborough
- 3. Mill Green
- 4. Ellenbrook
- 5. Marshmoor
- 6. Symondshyde





Green Corridor Masterplan



THE TRANSECT

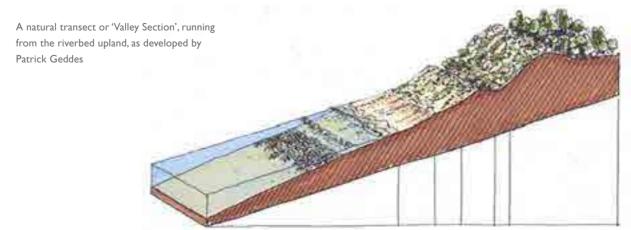
The Estate's masterplans are transect-based. A Transect is a tool which attempts to categorises elements of the built environment from the 'rural' to the 'urban'.

The concept of the transect was first conceived by German naturalist Alexander von Humboldt in the late 18th century. He developed the model of the 'transect of nature,' a geographical cross-section of environments. Originally, the tool was used to analyse natural ecologies, showing different characteristics such as shores, wetlands and plains and identifying the many elements contributing to each habitat.

Scottish biologist and urban planning theorist Patrick Geddes then further developed the transect as an intellectual construct relevant to urban development as well as the natural habitat. In his 'Valley Section,' developed in the early 20th century, he illustrated a generic transect as a section cutting from upland to riverbed, articulating the different environments as relevant to a range of human societies, from the hunters of the Highlands to farmers of the plains. Fifty years later, Scottish landscape architect and author lan McHarg developed the concept further by presenting the transect within the analytical methodology of his famous Design with Nature.

Gascoyne Cecil Estates masterplans propose a range of environments, which are delineated by the use of regulating plans, which are explained further in this Pattern Book. This range of environments provide residents with a diverse streetscape and enable sites to integrate more naturally with existing surrounding settlements and wider landscape.

Gascoyne Cecil Estates masterplanners use the transect to gauge and analyse the range of human habitats and incorporate these into the masterplan. They measure the transect within six transect zones, or 'T Zones', before applying these onto a site regulating plan. These zones include TI (natural zone), T2 (rural zone), T3 (sub-urban zone), T4 (general urban zone), T5 (urban centre) and T6 (urban core). These six T Zones vary by the level and intensity of their physical and social character, providing immersive contexts from rural to urban and thus providing developments with a diverse variety of living environments within a single settlement.



T1

Natural Zone

Consists of areas approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.

T2

Rural Zone

houses.

Consists of sparsely settled areas in open or cultivated states. These include woodland, agricultural land, grassland, and upland areas. Typical buildings are farmhouses, agricultural buildings, cottages and individual Т3

Sub-Urban Zone

Consists primarily of lower density residential areas that has some mixed use. Home working buildings and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.

T4

General Urban Zone

Consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types, detached, semi-detached, and terrace houses. Setbacks and planting are variable. Streets with kerbs and footpaths define medium-sized blocks.

T5

Urban Centre

Consists of higher density mixed use buildings that accommodate retail, offices, terrace houses and apartments. It has a tight network of streets, with wide footpaths, steady street tree planting and buildings set close to the footpaths.

T6

Urban Core

Consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings are set close to wide footpaths.



General Character: Natural landscape with some agricultural use

Building Placement: Not applicable

Frontage Types: Not applicable

Typical Building Height: Not applicable

Type of Civic Space: Not applicable General Character: Primarily agricultural with woodland & wetland and scattered buildings

Building Placement: Variable setbacks

Frontage Types: Not applicable

Typical Building Height: 1- to 2-storey

Type of Civic Space:

General Character: Lawns and landscaped gardens surrounding detached single-family houses

Building Placement: Large and variable front and side garden setbacks

Frontage Types: Garden, fences, naturalistic tree planting, walls and dykes

Typical Building Height: 1- to 2-storey with some 3-storey

Type of Civic Space: Parks

General Character: Mix of houses, terraces & small apartment buildings, with scattered commercial activity; balance between landscape and

buildings

Building Placement: Shallow to medium front and side garden setbacks

Frontage Types: Garden, fences, frontstrips, forecourt

Typical Building Height: 2- to 3-storey with a few taller mixed use buildings

Type of Civic Space: Squares, greens

Building Placement: shallow setbacks or none; buildings oriented to street, defining a street wall General Character: Shops mixed with terrace houses, larger apartment villas, offices, workplace, and civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian

Building Placement: Shallow setbacks or none; buildings oriented to street defining a street wall

activity

Frontage Types: Shopfronts, Galleries, Arcades

Typical Building Height: 3- to 5-storey with some variation

Type of Civic Space: Parks, plazas and squares General Character:
Medium to highdensity mixed
use buildings,
entertainment, civic
and cultural uses.
Attached buildings
forming a continuous
street wall; trees
within the public
right-of-way; highest
pedestrian and public
transport activity

Building Placement: Shallow setbacks or none; buildings oriented to street, defining a street wall

Frontage Types: Terraces, frontstrips, forecourts, shopfronts, galleries, and arcades

Typical Building: Height 4-plus storey with a few lower buildings

Type of Civic Space: Parks, plazas and squares; median planting

Transect Zones T2, T3, T4 and T5 are the most prevalent in the Estate's Masterplans and are the focus of this Pattern Book.

THE REGULATING PLAN

Gascoyne Cecil Estates use a Regulating Plan to assign transect zones to their masterplans. These transect zones adhere to differing densities and intensities of development, in line with the zone's environment type, ranging from urban to rural.

Each transect zone accommodates different street and urban space types, plot patterns and building types. In addition, parameters for plot size, setback, building type, frontage type, building height and building function vary within each zone.

Cities and towns of different sizes and contexts include differing mixes of transect zones. Indeed, not all settlements feature all levels of intensity. Gascoyne Ceceil Estates includes areas ranging from Transect Zone 5, which designates an urban centre, through Transect Zone 2, which designates a rural area.

The Gascoyne Cecil Estates Regulating Plan (see example opposite) assigns transect zones to the entire settlement, with each neighbourhood centre including higher-density zones. This overall regulating plan includes both the current plan and the full settlement plan for the longer term.

Zones within Gascoyne Cecil Estates include:



T5: Urban Centre

The Estate's most dense, mixed-use areas operate as urban centres. These areas include the town centre and some of the neighbourhood centres.



T4: General Urban

The Estate's urban residential neighbourhoods, featuring terrace houses and other relatively dense housing types, can be categorised as general urban.



T3: Sub - Urban

The Estate's quieter residential streets are considered sub-urban, and may include detached houses and houses set on larger plots.



T2: Rural

The Estate's rural edges are developed with low-density farmsteads, designed to preserve the site lines to the open green space beyond.



CS: Civic Space

Civic space includes dedicated civic space, including parks and community areas. Civic Space complements all transect zones.



SD: Special district

Special district areas should not conform to one or more of the normative community unit types or Transect zones specified by the code.



Example: Regulating Plan

STREET HIERARCHY

Gascoyne Cecil Estates strategic sites are designed to have well connected street networks, with a great variety of street types for both urban and rural conditions.

These streets for a permeable network are designed to promote efficient access to all areas of the settlement. In addition, the variety of street types helps to create a sense of place and an attractive environment to encourage pedestrians whilst also accommodating the needs of other road users.

The design team has used the Thoroughfare Designation Plan which indicates the nature and size of the thoroughfares within the settlement's thoroughfare network. The plan primarily focuses on the width of the street's right-of-ways, proposing a network that includes right-of-ways of 20 metres, 15 metres and 10 metres or less.

Although these dimensions are precise, each of these thoroughfare categories can be developed in several different ways.



Example: Street Hierarchy Plan

Key to thoroughfare labels:



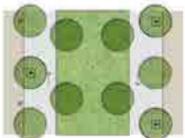
THOROUGHFARE DESIGN - SUMMARY

The following thoroughfare designs represent thoroughfare types to be used in the Estate's development sites. Each thoroughfare type is designed to follow specific standards for pedestrian provisions, car parking and landscaping in line with its function and placement within the masterplan. More detailed street types will be developed in further design phases.

High Street HS-27-11

High Street: provides frontage for higher-density buildings such as offices, shops, apartment buildings and townhouses and terraced houses.





Tertiary Street ST-10-6

Tertiary Street: a local, slow movement thoroughfare suitable for neighbourhood centre and residential areas

OWNER.

CHAMBERSON

Primary Lanes

Primary Lane: a local slow movement thoroughfare at the rural edge in residential areas.



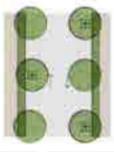
WHITE



Primary Street ST-16.5-10.5

Primary Street: provides frontage for higher-density buildings such as offices, shops, apartment buildings and townhouses and terraced houses.





Lanes

Lane: a shared surface providing access to the rear of plots. A lane is designed for vehicular and pedestrian use and may be lined with housing units, in addition to garages and other car parking provisions.





Secondary Street ST-12.25-8.25

Secondary Street: a local, slow movement thoroughfare suitable for neighbourhood centre and residential





Pedestrian Path

A pedestrian passage providing access to a plots within a block. A pedestrian way is connected to the street network.





4. I CRESWICK

WGCI (Land at Creswick) is proposed as an allocation within the emerging Welwyn Hatfield Local Plan for up to 300 dwellings. The allocation is for 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.

ASCOTS LANE

MASTERPLAN

Land at **Creswick** will be designed to provide a sensitive urban extension to Welwyn Garden City. It will provide a valuable contribution to new housing provision in the Borough. It is well located, within easy reach of the town centre, railway station, and other local services and facilities.

The physical extent of proposed built development has been restricted to a point that will provide a robust and landscaped edge to the town, and a new defensible Green Belt boundary. Proposals include for new informal recreational areas including a country park, enhancements to the existing landscape and wildlife habitat improvements. The amenity of the existing residential areas would be protected, while new linkages would allow for integrated connections between the existing and new communities.



Creswick Masterplan



THE REGULATING PLAN

Zones within Creswick include:



T5: Urban Centre

Creswick's most dense, mixed-use areas operate as urban centres. These areas include the town centre and some of the neighbourhood centres.



T4: General Urban

Creswick's urban residential neighbourhoods, featuring terrace houses and other relatively dense housing types, can be categorised as general urban.



T3: Sub - Urban

Creswick's quieter residential streets are considered sub-urban, and may include detached houses and houses set on larger plots.



T2: Rural

Creswick's rural edges are developed with low-density farmsteads, designed to preserve the site lines to the open green space beyond.



CS: Civic Space

Civic space includes dedicated civic space, including parks and community areas. Civic Space complements all transect zones.



Creswick Regulating Plan



UNIT BREAKDOWN

The Creswick masterplan delivers a variety of unit sizes and styles. It is envisaged as a high quality development of circa 300 dwellings. Design of the housing seeks to retain existing water courses and mature trees, establish attractive sustainable drainage solutions, improve wildlife habitat and linkages with exiting ponds and margins.

Unit Breakdown:

- Site Net Area: 11.60 hectares / 28 acres
- Site Density: 22.8 units / hectare

Houses

- I Bedroom Houses Mews: 15 Units (5.35% of Total)
- 2 Bedroom Houses Mews: 40 Units (14.28% of Total)
- 3 Bedroom Houses 106 Units (37.85% of Total)
- 4 Bedroom Houses 22 Units (7.85% of Total)
- 5 Bedroom Houses 7 Units (2.5% of Total)

Total: 190 Houses and mews (68% of Total)

Flats

Proposed Flatted Properties Breakdown:

I Bedroom: 38 Units (I3.57% of Total)
2 Bedroom: 23 Units (8.21% of Total)
3 Bedroom: 29 Units (I0.35% of Total)

Total: 90 Flats (32% of Total)

Civic Buildings and other structures



Creswick Unit Breakdown



STREET HIERARCHY

The **Creswick** Thoroughfare Designation Plan indicates the nature and size of the thoroughfares within the settlement's thoroughfare network. The plan primarily focuses on the width of the street's right-of-ways, proposing a network that includes right-of-ways of 20 metres, 15 metres and 10 metres or less.

Although these dimensions are precise, each of these thoroughfare categories can be developed in several different ways.

Key to thoroughfare labels:

High Street
Primary Thoroughfare
Secondary Thoroughfare
Tertiary Thoroughfare
Lanes
Existing Cycle Routes
Existing Footpaths
Proposed Cycle Ways
Proposed Footpaths



Creswick Street Hierarchy



HIGH STREET (HT-27-5.5)

Creswick's high street thoroughfares form the settlement's main communal square. These thoroughfares are designed to accommodate a central green space in between the two main roads.

Planting Type

Tree pits 10m or 15m

Planting Species

Single

Planting Arrangement

Regular

Kerb Radius

TBD

Kerb Type

0.1m Kerb

Design Movement

Slow

Notes

Shopfront and tree spacing should be coordinated



Creswick High Streets



PRIMARY STREET (ST-16.5-10.5)

Creswick's main thoroughfares connect the community to neighbouring towns and to high-speed roads such and form the settlement's overall block structure. These thoroughfares are designed to accommodate the highest volume of traffic and are best suited for regional bus routes.

Planting Type

Verge/Tree Pits

Planting Species

Single

Planting Arrangemen

Regular

Kerb Radius

TBD

Kerb Type

0.1m Kerb

Design Movement

Slow

Notes

Tree planters are optional



Creswick Primary Streets



SECONDARY STREET (ST-12.25-8.25)

Creswick's local thoroughfares complete the block network, providing access to quieter residential areas by linking them to the main regional thoroughfares. As local thoroughfares, these street types are designed for lower speeds.

These streets provide fewer parking provisions than the larger thoroughfares.

Planting Type

Verge/Tree Pits

Planting Species

Single

Planting Arrangement

Regular

Kerb Radius

TBD

Kerb Type

0.1m Kerb

Design Movement

Slow

Notes

Tree planters are optional



Creswick Secondary Streets



TERTIARY STREET (ST-10-6)

Creswick's smaller streets ensures that the residential street network's completely permeable. These small streets run between residential blocks, and can be developed as either 10 metre streets, for through use, or as narrow as 4.8 metre closes, for limited use.

Planting Type

None

Planting Species

None

Planting Arrangement

None

Kerb Radius

TBD

Kerb Type

0.1m Kerb

Design Movement

Slow



Creswick Tertiary Streets



Lanes, closes or mews can be developed at 4.8 metres, scaled for use by block residents only. These quiet connecting streets can accommodate a single traffic lane and parking. Alternatively, 2-metre closes can be developed for pedestrian use only. These tight, intimate roads should allow for at least a 2-metre clear path at all times, with occasional planting and street furniture.

Planting Type

Grass verge optional

Planting Species

Multiple

Planting Arrangement

Cluster

Kerb Radius

TBD

Kerb Type

Flush

Design Movement

Yield



Creswick Lanes



PEDESTRIAN LINKS AND CYCLE PATHS

Creswick's pedestrian links and cycle paths creates a crucial public network within the masterplan. These links are accessible for both those on foot and on bikes allowing access most parts of the site. It is envisaged that these linkages provide easy and conversion access to the surrounding right of way network.

Existing Cycle Routes
Existing Footpaths
Proposed Cycle Ways
Proposed Footpaths

Planting Type

Verge

Planting Species

Multiple

Planting Arrangement

Cluster

Notes

A 2m clear path shall be maintained throughout the pedestrian paths trajectory.

Public planting may occur opportunistically outside of the clear path.



Creswick Pedestrian and cycle links



PROPOSED DEVELOPMENT

There will be a rich and varied range of spaces in **Creswick**, providing a hierarchy of hard and soft open spaces designed to accommodate all the leisure and recreational needs of the emerging community. Enhanced planting and managed margins provide quality landscape vistas and valuable wildlife habitats.

Key:



Open Land



Developable Land



Creswick Proposed Landscaping



CRESWICK STREET ELEVATIONS





2.West Elevation



3.North Elevation







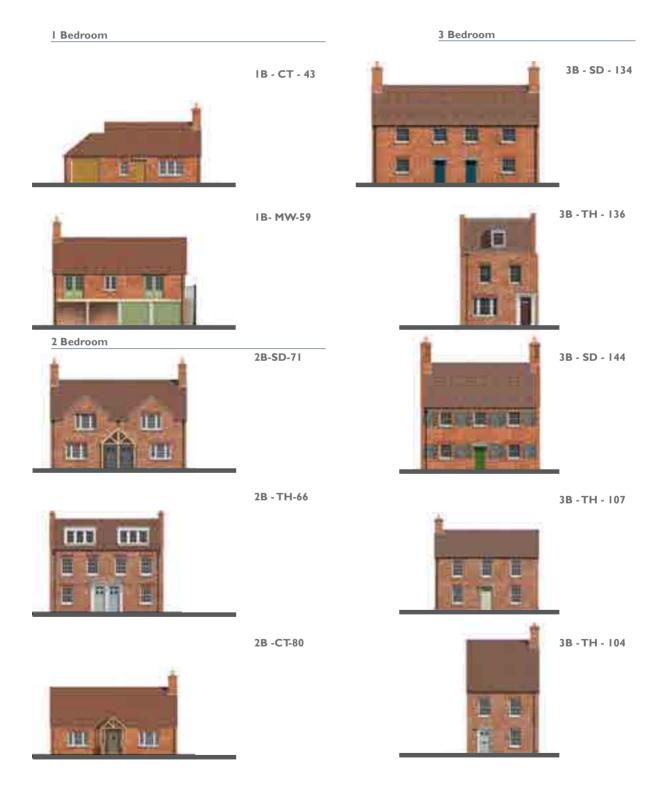
CRESWICK STREET VIEWS



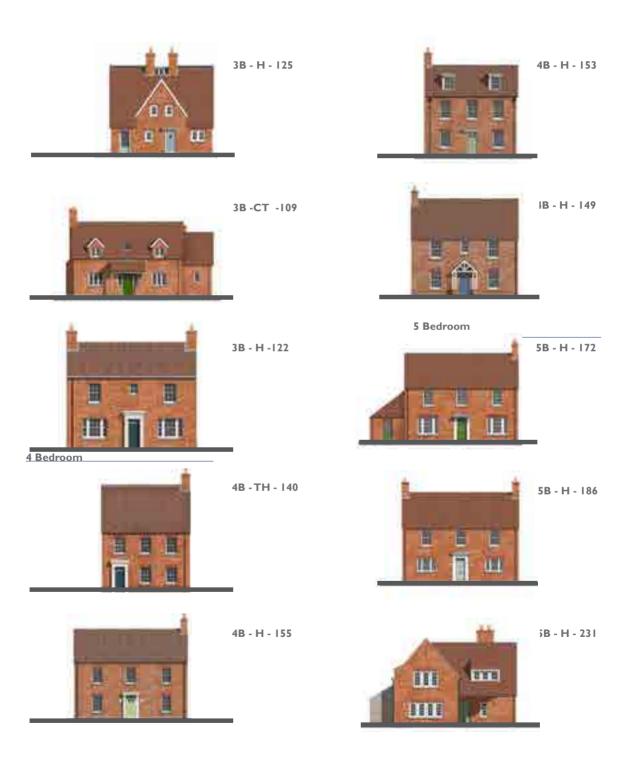




HOUSING LEXICON



HOUSING LEXICON



4.2 STANBOROUGH

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 taking reference from historic field boundaries, physical and legal boundaries have been created which will 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.

It will also provide critical mass necessary to support new local convenience shopping facilities, such as a small local centre which can serve new and existing communities, including HAT2 which is isolated from residential development around it.

New housing is designed and laid out in accordance with the Estates Building Code for Hatfield.

MASTERPLAN

The aspiration is for Stanborough to be a mixed-use, pedestrian-friendly community that will be a model urban extension both locally and nationally.

The settlement will include approximately 1,600 housing units, with the site developed at approximately 27 units/ha. Of these houses, 30% will be affordable, including units for rental and shared ownership.









Stanborough Masterplan



PHASE I MASTERPLAN

The Stanborough Garden Village masterplan proposes the development of three walkable neighbourhoods on the 131-ha site. Each neighbourhood is designed to be a five-minute walk from centre to edge, with the centres featuring shops, small offices and community buildings.

The centerpiece of Stanborough Garden Village is a well managed network of public open space . These lakes function as our comprehensive Sustainable Urban Drainage System whilst also serving to provide a pleasant and memorable landscape.



Stanborough Phase I Masterplan



THE REGULATING PLAN

Zones within Stanborough include:



T5: Urban Centre

Stanborough's most dense, mixed-use areas operate as urban centres. These areas include the town centre and some of the neighbourhood centres.



T4: General Urban

Stanborough's urban residential neighbourhoods, featuring terrace houses and other relatively dense housing types, can be categorised as general urban.



T3: Sub - Urban

Stanborough's quieter residential streets are considered sub-urban, and may include detached houses and houses set on larger plots.



T2: Rural

Stanborough's rural edges are developed with lowdensity farmsteads, designed to preserve the site lines to the open green space beyond.



CS: Civic Space

Civic space includes dedicated civic space, including parks and community areas. Civic Space complements all transect zones.



SD: Special district

Special district areas should not conform to one or more of the normative community unit types or Transect zones specified by the code.



Stanborough Phase I Regulating Plan



UNIT BREAKDOWN

The proposed development would provide approximately 48% green space, including parkland, allotments and neighbourhood play facilities. This integrated network of green space is intended to integrate seamlessly with the wider 'green corridor'. As noted elsewhere 'The centrepiece of Stanborough Garden Village is a system of lakes. Which serve to provide a comprehensive sustainable urban drainage system.

Houses I Bedroom Houses - 10 Units (2% of Total) 2 Bedroom Houses - 60 Units (15% of Total) 3 Bedroom Houses - 193 Units (50% of Total) 4 Bedroom Houses - 44 Units (11% of Total) 5 Bedroom Houses - 9 Units (2% of Total) Total: 316 Houses and mews (82% of Total)

I Bedroom: 20 Units (5% of Total)

Total: 20 Flats (5% of Total)



Total: 48 Mews (12.5% of Total)



Stanborough Phase I Masterplan



STREET HIERARCHY

The **Stanborough** Thoroughfare Designation Plan indicates the nature and size of the thoroughfares within the settlement's thoroughfare network. The plan primarily focuses on the width of the street's right-of-ways, proposing a network that includes right-of-ways of 27 metres, 16.5, 10 metres or less.

Although these dimensions are precise, each of these thoroughfare categories can be developed in several different ways.

Key to thoroughfare labels:

Boundary Line
High Street
Primary Thoroughfare
Secondary Thoroughfare
Tertiary Thoroughfare
Lanes
Pedestrian links and Cycle paths

Stanborough Street Hierarchy



HIGH STREET (ST-16.5-10.5)

Stanborough's high street thoroughfares form sthe settlement's main communal square. These thoroughfares are designed to accommodate a central green space in between the two main roads.

Planting Type

Tree pits 10m or 15m

Planting Species

Single

Planting Arrangement

Regular

Kerb Radius

TBD

Kerb Type

0.1m Kerb

Design Movement

Slow

Notes

Shopfront and tree spacing should be coordinated



Stanborough High Streets



PRIMARY STREET (ST-12.25-8.25)

Stanborough's main thoroughfares connect the community to neighbouring towns and to high-speed roads such and form the settlement's overall block structure. These thoroughfares are designed to accommodate the highest volume of traffic and are best suited for regional bus routes.

Planting Type

Verge/Tree Pits

Planting Species

Single

Planting Arrangemen

Regular

Kerb Radius

TBD

Kerb Type

0.1m Kerb

Design Movement

Slow

Notes

Tree planters are optional



Stanborough Primary Streets



SECONDARY STREET (ST-12.25-8.25)

Stanborough's local thoroughfares complete the block network, providing access to quieter residential areas by linking them to the main regional thoroughfares. As local thoroughfares, these street types are designed for lower speeds.

These streets provide fewer parking provisions than the larger thoroughfares.

Planting Type

Verge/Tree Pits

Planting Species

Single

Planting Arrangement

Regular

Kerb Radius

TBD

Kerb Type

0.1m Kerb

Design Movement

Slow

Notes

Tree planters are optional



Stanborough Secondary Streets



TERTIARY STREET (ST-10-6)

Stanborough's smaller streets make the residential street network completely permeable. These small streets run between residential blocks, and can be developed as either 10 metre streets, for through use, or as narrow as 4.8 metre closes, for limited use.

Planting Type

None

Planting Species

None

Planting Arrangement

None

Kerb Radius

TBD

Kerb Type

0.1m Kerb

Design Movement

Slow



Stanborough Tertiary Streets



Lanes, closes or mews can be developed at 4.8 metres, scaled for use by block residents only. These quiet connecting streets can accommodate a single traffic lane and parking. Alternatively, 2-metre closes can be developed for pedestrian use only. These tight, intimate roads should allow for at least a 2-metre clear path at all times, with occasional planting and street furniture.

Planting Type

Grass verge optional

Planting Species

Multiple

Planting Arrangement

Cluster

Kerb Radius

TBD

Kerb Type

Flush

Design Movement

Yield



Stanborough Lanes



PEDESTRIAN LINKS AND CYCLE PATHS

Stanborough's pedestrian links and cycle paths creates a crucial public network within the masterplan. These links are accessible for both those on foot and on bikes allowing access most parts of the site.

Planting Type

Verge

Planting Species

Multiple

Planting Arrangement

Cluster

Notes

A 2m clear path shall be maintained throughout the pedestrian paths tejectory.

Public planting may occur opportunistically outside of the clear path.



Stanborough Pedestrian Links



PROPOSED DEVELOPMENT

It is anticipated that the completed devlopment will provide a rich and varied range of spaces in Stanborough, providing a hierarchy of hard and soft open spaces designed to accommodate all the leisure and recreational needs of the emerging community.

The proposed development would provide approximately 48% green space, including parkland, allotments and neighbourhood play facilities. This integrated network of green space is intended to integrate seamlessly with the wider 'green corridor'. The centerpiece of **Stanborough** Garden Village is a system of lakes.





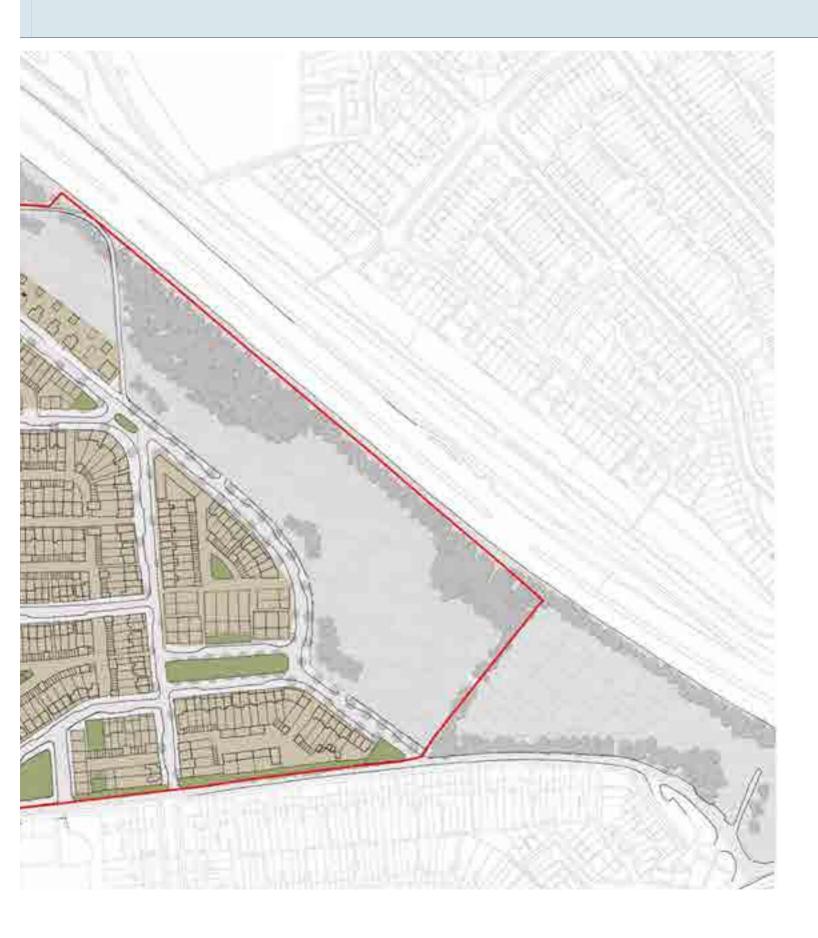
Open Land



Developable Land



Stanborough Proposed Landscaping



STREET VIEWS: HAT I



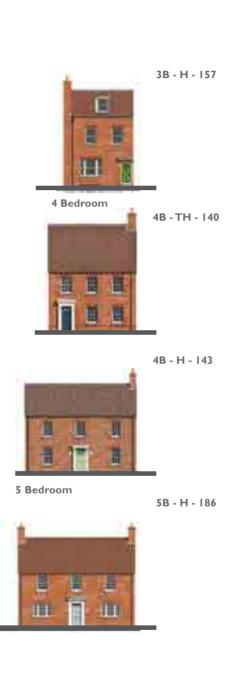


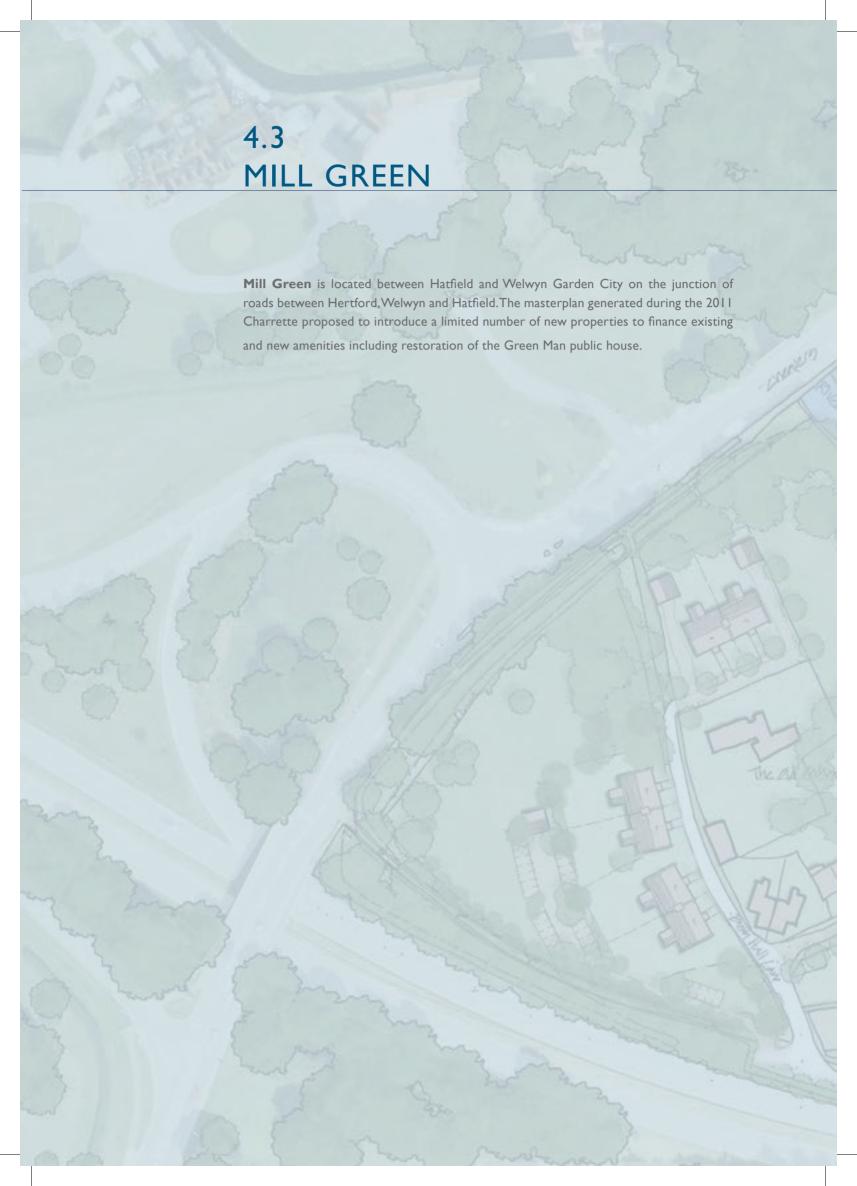


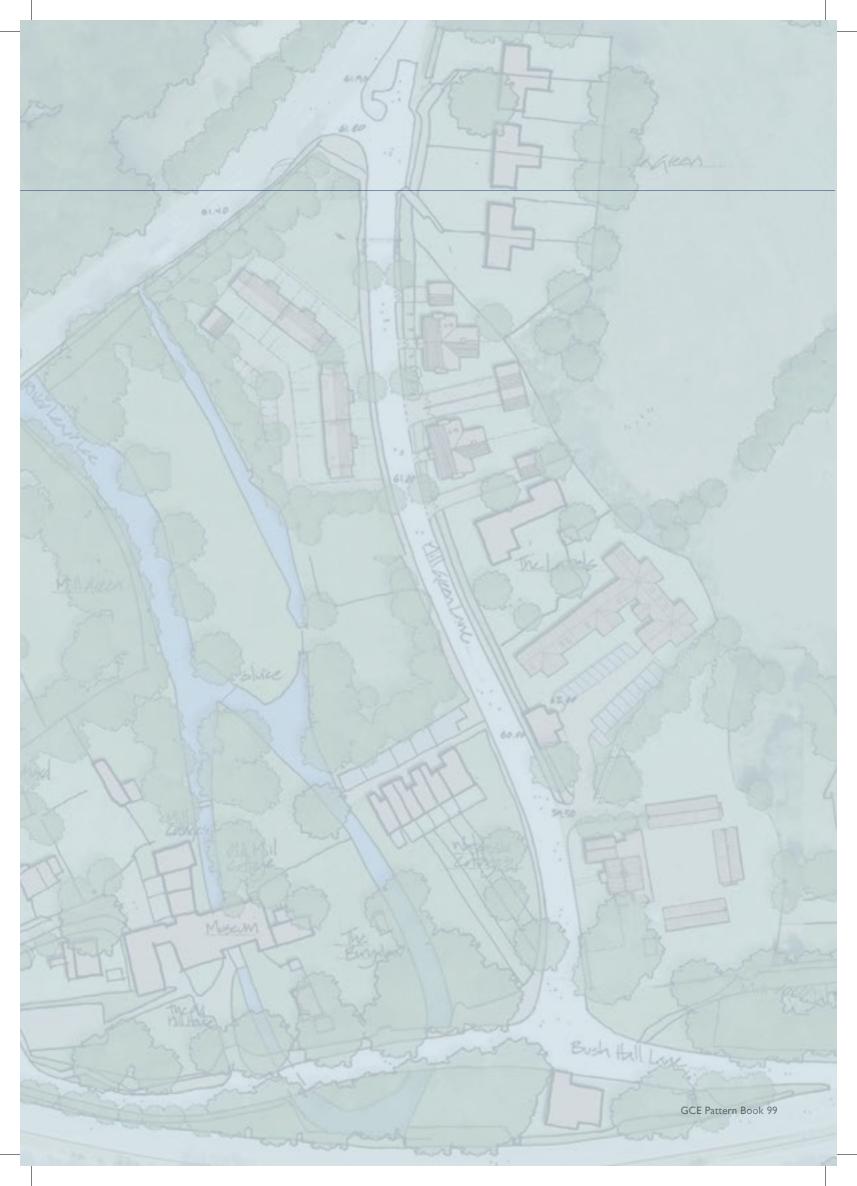
T5

HOUSING LEXICON

I Bedroom IB - CT - 43 2 Bedroom 2B - SD - 66 2B - SD - 71 3 Bedroom 3B - SD -134 3B - TH - 136







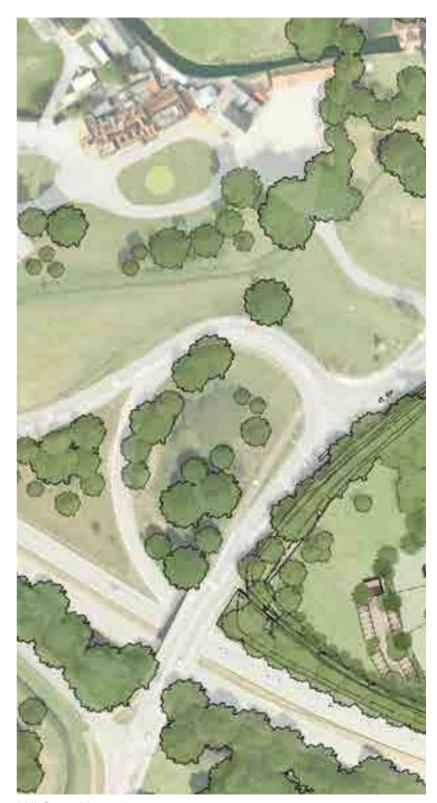
MASTERPLAN

The design team were given a clear design brief to guide them when considering proposals for **Mill Green.**

Notwithstanding those improvements and observations which had been highlighted within residents pre-charrette questionnaires, there were a number of physical and statutory constraints which needed to be given due consideration.

These included an understanding of the existing Mill Green envelope, listed buildings, and the flood plain. Irrespective of individual wishes, these are all factors which would influence decisions in relation to planning and construction should proposals be formally adopted in the future.

Since the charette Gascoyne Cecil Estates have made contact with the owner of 'three sided field' located adjacent to the A414. Co-working and the inclusion of this land offers additional opportunities to address landscaping, car parking and limited additional development.

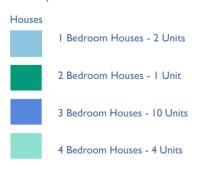


Mill Green Masterplan

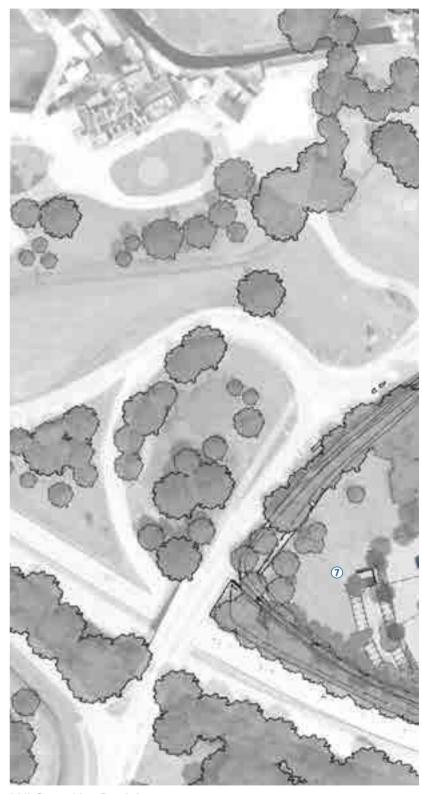


UNIT BREAKDOWN

- $I.A \ small \ 'green' \ at the entry to the village from the A I 000 Welwyn Road. This was enlarged during the Charrette.$
- 2.A row of smaller cottages with reduced ridge height and whose orientation accentuates the small green and again helps to mark the entrance to Mill Green.
- 3. Cottages between the Laurels and the three existing semi-detached houses to the East of Mill Green Lane.
- 4. A further variation of residential or commercial development is shown to the rear of the Green Man. Subject to the Green Man being proved as a viable trading proposition, its traditional role as a Public House, the pub will be restored.
- 5. The Old Pumping Station neighbouring the Museum is shown as having been refurbished.
- 6. The proposal on the Old Orchard shows two further 3 Bedroom dwellings. These are of traditional appearance and footprint was reduced during the charrette process.
- 7. 'Three sided field' offers potential for improved car parking, landscaping and limited additional development.



Total: 15 Houses



Mill Green Unit Breakdown



ARTIST'S IMPRESSION



View towards Mill Green Lane from Chequers (Welwyn Road A1000)



View Mill Green Lane towards Chequers (Welwyn Road A1000)



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 enjoys excellent access to public transport and Welham Green Station is immediately adjacent. The site also benefits from good vehicular access, from the A1000. A new access is taken directly from the adjacent roundabout. Additional parking for the station is also proposed.

The proposals include approximately 25,000 sq metres of B1 (a) office and B1(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 an ideal high quality employment development 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 current local plan period.

The land at Marshmoor Lane is available for development and is 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.

MASTERPLAN

The land at **Marshmoor**, on the eastern edge of Welham Green, is presently under utilised and of unattractive appearance. It has great potential however to accommodate a sustainable form of mixed use development, additional employment and housing. This would build on the presence of the neighbouring railway station to form a new high quality business park and also make a valuable contribution towards meeting the Borough's need for new housing.

The new business park has the potential to provide valuable jobs to enhance the Borough's future prosperity, and build on success in research and development, such as by providing valuable space to allow the Royal Veterinary College to grow. This would foster new companies, whilst limiting the loss of existing academic and technical expertise. If such a development were to be approved it would entirely align with the aspirations of the Strategic Economic Plan.

Gascoyne Cecil Estates anticipates a high quality landscape led scheme to provide an enhanced landscape buffer to Hatfield Park, which lies to the east, through significant additional landscape planting.

This land has previously been identified by the Council in its Strategic Housing Land Availability Assessment (SHLAA) as a potential option for development to meet future housing needs, and it has also previously been promoted by Gascoyne Cecil Estates as a location for a business park. existing trees and hedgerows.



Marshmoor Masterplan



PHASING PLAN

Development of Marshmoor can be evolved over a period of time and delivered in a series of clear phases:



Marshmoor Phase I



Marshmoor Phase 2



Marshmoor Phase 3

UNIT BREAKDOWN

Gascoyne Cecil Estates are seeking an allocation for a mixed use development on this land. They propose a new high quality business park with around 25,000 m2 (around 270,000 ft2) of floor space. This would be for BI(a) office and BI(b) research and development use, and would be targeted at end users who require an attractive, high lanscaped landscaped environment and good transport connections, for instance in the biotechnology or life sciences industries.

This type of end user is generally drawn to locations within the "Golden Triangle" of London, Cambridge and Oxford, but within this area they can be quite footloose. They would not typically be drawn to standard office stock, and it is anticipated that the proposals would strengthen and diversify the local economy, helping Welwyn Hatfield Borough compete with other areas within the Golden Triangle.



KEY

III Dwellings No. of Dwellings

Total m² of B1, B2& B8 24,480m²

3 Bed House



Flats



BI(a) office and BI(b) research



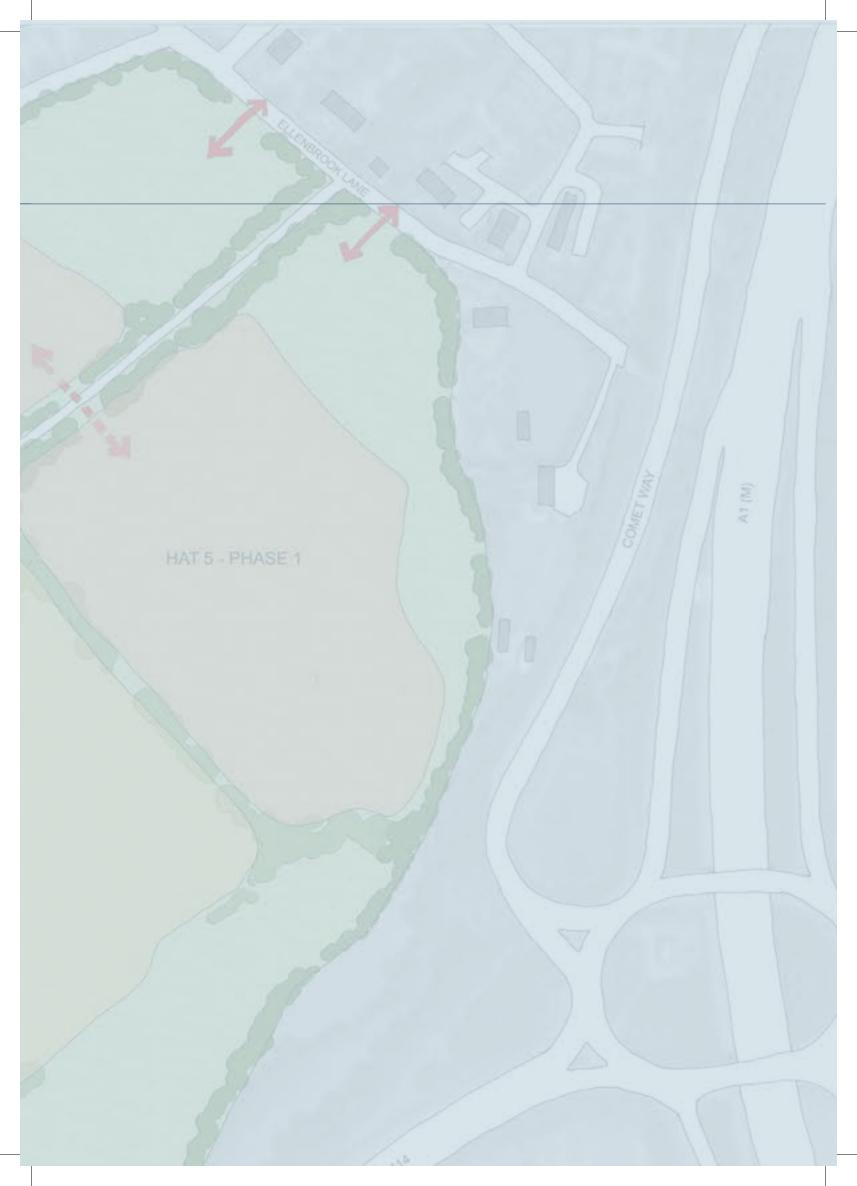
4.5 ELLENBROOK

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.

HAT 4 - PHASE 2

HALD - PHASE 2



MASTERPLAN

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



Ellenbrook Masterplan



4.6 SYMONDSHYDE

Land at Symondshyde is proposed as a new sustainable satellite village, I km from the proposed development to the North West of Hatfield (HATI). 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 with 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 Estate. 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 and excellent way of helping to meet the Borough's pressing need for additional housing.



MASTERPLAN

Land at Symondshyde is proposed as a new sustainable satellite village, I km from the proposed development to the North West of Hatfield (HATI). 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.



Symondshyde Masterplan



REGULATING PLAN

Zones within Synondshyde include:



T5: Urban Centre

i



T4: General Urban



T3: Sub - Urban



T2: Rural



CS: Civic Space



Symondshyde Regulating plan



STREET HIERACHY

Key to thoroughfare labels:





Symondshyde Street Hierachy

