



GASCOYNE
PLACES



THE PATTERN BOOK

GUIDANCE FOR THE PROVISION OF NEW SETTLEMENTS IN HERTFORDSHIRE

2020

CONTENTS

INTRODUCTION

What is the Pattern Book?
Vision for Hertfordshire

USING THE PATTERN BOOK

Aims of the Pattern Book
How to Use the Pattern Book

1. STUDYING URBAN PATTERNS

Building from Local Tradition
Synoptic Surveys

2. DESIGNING SITES

A Central Hertfordshire Context
Density Study, Local Terms of Urbanism
The Transect & Regulating Plan
Thoroughfare Design
Street Hierarchy

2.1 CRESWICK

2.2 COOPERS GREEN (North West Hatfield)

2.3 SYMONDSHYDE

2.4 MARSHMOOR

2.5 MILL GREEN

2.6 ELLENBROOK

3. HOUSE TYPES

Housing Lexicon
House Type Variations
Apartments

4. MATERIALS AND COMPONENTS

External Walls, Lintels, Outbuildings
Roofs and Chimneys
Doors and Windows
Building and Subsidiary Elements
Boundary Treatments
Standards and Accessibility
Sustainability

5. LANDSCAPE DESIGN

Retention and Enhancement
Design
Character Areas and Transect Zones
Trees
Hard Surfaces
Soft Surfaces
Management and Maintenance Plan

6. SUSTAINABLE TRANSPORT DESIGN

7. PLANNING FOR FUTURE GENERATIONS

Stewardship
Adaptable, Affordable & Durable

8. TERMS AND DEFINITIONS

INTRODUCTION

Gascoyne Estates is a significant historic landowner in central Hertfordshire. The core Estate is focussed around Hatfield House, a Grade I listed country house set in several thousand acres of Registered Park and farmland. Whilst Hatfield House is unquestionably one of England's finest historic houses, it is also the centrepiece of a wider, thriving estate. In addition, Gascoyne owns a variety of residential and commercial property and seeks to play a meaningful role in the local economy. Gascoyne strives to engage widely and encourage debate on issues surrounding the future of our communities, seeking to contribute positively to the communities and economy of Welwyn Hatfield and beyond.

Over the last ten to fifteen years our thoughts have turned to how, through examination of our land holdings and consideration of urban design and architectural principles, we might help to strengthen and improve the built environment in the borough; how we might assist in the delivery of new housing, workplaces, community infrastructure and public realm.

The Estate has played a role in the development of central Hertfordshire in centuries past. The construction of Hatfield House in 1611 provided a focal point for the development of Old Hatfield. In 1920, the Marquess of Salisbury sold land to Ebenezer Howard at agricultural rates in order to complete the substantial landholding required to build Welwyn Garden City. During this same period, the Salisbury Line was established between Hatfield and Welwyn Garden City, ensuring the two towns would never converge and maintaining a corridor of green space for the benefit of communities and wildlife.

Our approach to development is inevitably rooted in our past and underpinned by a lasting sense of purpose. Hatfield House has endured for over four hundred years and has been witness to some of the most consequential events in British history. If we are to achieve similar longevity in our developments, what we build must be of exceptional quality and stand the test of time. While history has inevitably defined much of what we manage, our daily focus is on the future and understanding the potential solutions to the challenges we face. Hertfordshire faces the pressures of a growing and expanding capital, an increasing population and congestion. We also have opportunities to define the future of our county by making the right choices today. Whether considering how to achieve a reduction in embodied carbon in our buildings, improving the natural environment, ensuring access to meaningful and gainful employment, or considering how people are connected, our focus is on future-proofing our developments to ensure that they last.

Over the last decade, the Estate has carefully and sensitively developed much of Old Hatfield and the visitor facilities of Hatfield House. This Pattern Book explains Gascoyne's approach to the masterplanning of settlements, to architecture, design and landscaping.

Anthony Downs
November 2020



Regeneration in Old Hatfield shows an example of what can be achieved.

WHAT IS THE PATTERN BOOK?

This Pattern Book is designed to assist the development of the strategic sites proposed by Gascoyne Estates and which presently form allocations within the Draft Welwyn Hatfield Local Plan.

The instructions contained herein articulate the principles and aspirations which inform Gascoyne's approach, and provide detailed guidance on street, block and house designs.

By managing the scale, configuration and design of new developments, whether wholly new settlements or extensions to Hatfield and Welwyn Garden City, this Pattern Book will ensure that local developments, buildings and public spaces can serve as an exemplar for Hertfordshire and, perhaps, elsewhere within the United Kingdom.

This document also seeks to provide the context behind and the vision for these new sites.

The Book is split into six principal parts:

Section 1 Introduces the design philosophy which underpins the approach to development. This begins from a thorough understanding of historic towns and villages, which set important precedents for the design of future places.

Section 2 Explores each site in depth, using design tools to harness the understanding gained from Section 1.

Section 3 Provides an extensive range of house designs to be used across the sites, and suggests the distribution of each type within new settlements.

Section 4 Provides detailed guidance on the materials and architectural details to be used on buildings.

Sections 5 & 6 Outline the approach to Landscape Design and Sustainable Transport.

Section 7 Plans for the long term stewardship and maintenance of these places.

Gascoyne Places places great importance on extensive community consultation as part of the design process. Masterplans have been, and will continue to be, improved, amended and refined in discourse with local communities.

The Pattern Book is intended for use by all who come into contact with these sites - from the Gascoyne Places core team, housebuilders and local communities to future homeowners, businesses and the local planning authorities.

Each site will be governed by a specific Building Code and reference to this Pattern Book.

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

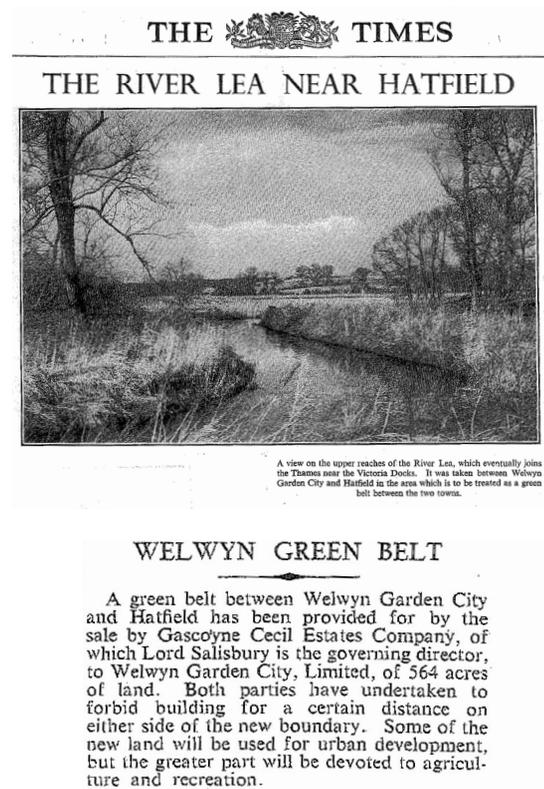
- To provide a clear and consistent framework that ensures that the sites are developed in accordance with the principles of the masterplans, and which is in line with the vision previously established by Gascoyne Places.
- To guide housebuilders and others involved in the construction process by providing detailed understanding of development areas.
- To give certainty to the Local Planning Authority and local community over the quality and nature of development which will occur within key Welwyn Hatfield sites.
- To provide leadership and aspiration to those seeking high quality development whilst protecting against unacceptable proposals which do not adhere to the guiding principles.

A VISION FOR HERTFORDSHIRE – A CROSSROADS

Hertfordshire is at a challenging moment in its history. London's growth and strong local job opportunities have put pressure on local housing supply. If forecasts prove correct, it will be necessary to build 100,000 new homes across the county in the next fifteen years. It is imperative that these homes are delivered in a sustainable, attractive and appropriate manner, which protects and enhances the best of what makes up our existing towns, villages and hamlets. The Hertfordshire Guide to Growth, published in 2010, demonstrated a variety of growth scenarios for the county. It has become clear that the scale of the demand expected over the coming decades will require extensive, large scale development rather than piecemeal infill.

Due to the incredible demand for housing, it is inevitable that some greenfield sites will be required. The intertwined histories of Hatfield and Welwyn Garden City show that this is the only way to deliver housing at the scale and pace that is required. If we are to develop the countryside it must not be at the expense of the highest quality agricultural land, nor should it harm the experience and enjoyment of the countryside for leisure. Development must sit comfortably in the landscape and not represent encroachment or urban sprawl. Gascoyne has historically ensured the separation between Welwyn Garden City and Hatfield with the Salisbury Line and continues to work to ensure sustained access to high quality green space for residents of the two towns through the provision of strategic green infrastructure.

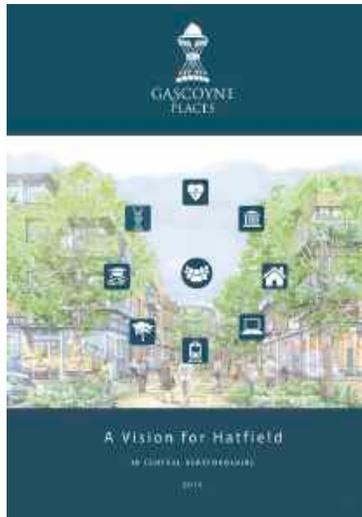
It is easy to think of central Hertfordshire in its current form as a finished article, as if it were always a network of medium-sized towns and small villages. However, the local landscape has changed beyond all recognition even for many current residents. It is easy to forget that barely seventy years ago Hatfield New Town simply did not exist, and it was only a century ago that the country's second Garden City was established. Hertfordshire led the way in large



A postwar update to the Salisbury Line: "A green belt between Welwyn Garden City and Hatfield has been provided for by... Gascoyne Cecil Estates Company." (*The Times*, 1946).



From the postwar
Salisbury Line to *A
Vision for Hatfield,
2020*



scale development over the past century and the challenges it faces today must be solved with the same pioneering spirit.

However, in a great many cases the new developments of the twentieth century have been let down by a failure of stewardship. Left to their own devices, the towns have slowly declined. It is critical that we learn from the lessons of the past, maintaining and improving the places we build for future generations.

Transport infrastructure and provision is woefully lacking resulting in car dependency. By developing in the right places, providing the required services and laying the foundations for a reduction in car ownership, we can improve the lives of communities while meeting our sustainability objectives. We simply cannot return to the car-dependent housing estates of the late twentieth century.

Additionally, placemaking has been neglected for the sake of profit margin. Standard house-types, blind to their context and local history, form soulless dormitory suburbs while often piling pressure upon local services. The construction of estates of large family homes is an inefficient use of land which fails to address the multiplicity of households looking for good quality accommodation. To truly avoid the mistakes of the past, we must create places in which residents take pride and set the conditions for diverse and resilient communities.

Yet, within these challenges lies a significant opportunity. Central Hertfordshire provides a quality of life which exceeds that of London, coupled with a lower cost of living. Situated in the middle of the London to Cambridge Innovation Corridor, high quality employment opportunities abound with some of the most significant science and technology businesses in the country operating nearby. If we make good decisions today, we will unlock the potential of central Hertfordshire for the next century.



USING THE PATTERN BOOK

The Pattern Book is arranged to provide a clear, step-by-step approach to understanding the masterplans, and the street and building types required on each site.

The Pattern Book should assist clarity and understanding on the detailed approach to development, whilst offering some perspective on the rationale behind each design, and the inspiration taken from the local vernacular.

AIMS OF THE PATTERN BOOK

The overriding aims of The Pattern Book are to:

- Enable the design, construction and maintenance of successful new communities within Hertfordshire.
- Set minimum standards to improve the design quality of the sites.
- Encourage and preserve development patterns that are mixed-use and pedestrian-friendly.
- Explain and harness an approach to design which ranges systematically from an urban centre to the frayed edges of the countryside (a transect-based approach), applying the concept to the proposed masterplans.
- Integrate the design process across professional disciplines, addressing road design, public space design and architecture in a consistent, well balanced fashion.
- Establish a consistent, efficient process for the development of existing and new settlements.
- Provide 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.
- Preserve public civic space in the form of parks, squares and other community gathering places.

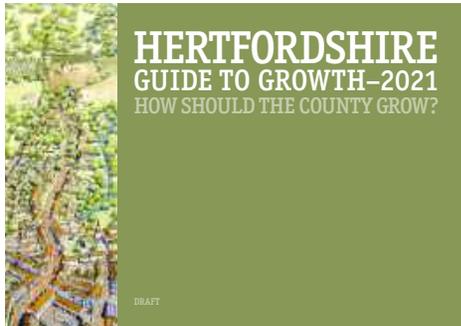
This Pattern Book is intended for use by all of those who will be involved with or come into contact with Gascoyne sites.

Gascoyne Places, its team of advisers and chosen housebuilders will be the primary users of this document, providing detailed guidance to housebuilders engaged in the development of future sites.

It is hoped that Welwyn Hatfield Borough Council and other relevant local authorities will engage with the Pattern Book to understand the intended vision for these sites, as well as the method of delivery over time.

Residents and businesses in future communities may, over time, also choose to become familiar with the Pattern Book. Whether they are keen to learn more about the design of their settlement, or aim to renovate their house in ways which will affect its frontage and relationship with the street.

HOW TO USE THE PATTERN BOOK



Housebuilders or homeowners seeking to undertake building work on a specific site are recommended to take the following steps:

1. **Understand the context.** Read the **Introduction** and **Section 1** of this Book, along with other publications and design guidance produced by Gascoyne Places.

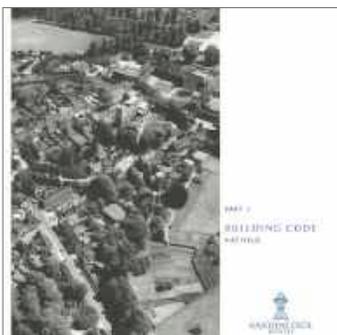
These provide vital context to the planning situation in Welwyn Hatfield, to the proposed masterplans and exemplify the local vernacular architecture and design methodology that produced them.

Avid readers can find further context in many affiliated publications, including the Hertfordshire Guide to Growth (*University of Hertfordshire*), post-Charrette Papers, Hatfield Building Codes, Infrastructure Charrette Papers and Gascoyne’s Vision for Hatfield, Transport for Hatfield and Green Infrastructure documents.

All are available from www.gascoyneplaces.org/downloads



2. **Explore the design.** Read **Section 2** on **Designing Sites**. This gives diagrams and illustrations of each type of place or character area within a settlement, providing parameters for the development of streets and public spaces. Refer to the specific site masterplan to confirm its detailed street and spatial layout.



3. **Study the detail.** Review the house types identified in **Section 3**, considering their indicated building heights. Study the **Materials and Components** to be used in **Section 4**. Consider the **Landscape Design** in **Section 5** and **Sustainable Transport Design** in **Section 6**. Fully understand the implications of **Section 7** on **Planning for Future Generations**.



4. **Confirm the planned approach with Gascoyne Places.**



I STUDYING URBAN PATTERNS

Hertfordshire's urban character is defined by the various changes which have taken place over the past two centuries. Its patchwork of open arable fields and extensive woodlands is punctuated by a mix of small and medium settlements, with no single settlement dominating the county. This polycentric nature forms a pleasing web of settlements of human scale, easily navigable and comfortable in relation to each other. New developments and settlements in Hertfordshire must complement this existing settlement pattern, fitting naturally into the landscape, and relate fluently to neighbouring places in their design and architectural nuance.

Our extensive engagement with local communities has shown that architecture which speaks to local tradition is the most pleasing and desirable. In order to avoid a clumsy pastiche, it is vital to possess a detailed knowledge of the architectural and urban patterns of the county. The sense of place achieved by historic settlements is a function of a number of factors. The way homes relate to public space, the changing views as one walks through, or the height and density of buildings all have an instrumental role to play in local character and charm.

This section seeks to provide an understanding of how these questions have been answered within historic towns and villages, and provides some important precedents and principles for the development of future places.

BUILDING FROM LOCAL TRADITION

Hertfordshire's vernacular is varied, including some of the nation's finest historic towns, villages and hamlets alongside the innovative Garden Cities and New Towns of the twentieth century. In those settlements developed between the sixteenth and twentieth centuries, there are numerous examples of charming buildings and inviting streetscapes of numerous architectural styles.

Hatfield was designated a New Town in 1948 as part of an unprecedented housebuilding programme, the likes of which we are unlikely to witness again. Whilst its primary buildings have a certain architectural consistency, the New Town also led to the destruction of many historic buildings. Old Hatfield, with its high density of listed buildings, has largely been spared the interventions of the New Town, with the exception of its pedestrianised village centre at Salisbury Square.

It is increasingly accepted, however, that the interventions of the mid-twentieth century have proven less appealing as the decades pass. Though well-intentioned, they have invariably resulted in a degradation of local settings. The rejection of the 'old' in favour of the 'new' has caused significant harm to the quality of the built environment. It is vital that new development learns these lessons, taking the best of traditional character and coupling it with the flexibility which will ensure its longevity.

Gascoyne Places have produced a series of design codes to assist in the design of future places throughout Hatfield, Welwyn Garden City and the surrounding villages. These codes, read in conjunction with this Pattern Book, accommodate all kinds of mixed development and every aspect of the built environment. Used properly, they will enable new places to truly draw upon local tradition.

New developments should be recognisable and endowed with an appropriate sense of place. In this section, existing local architectural characteristics have been analysed in order to inform future designs. This guide aims to build on existing characteristics where appropriate.

These include:

Public space

There are many types of public space, both formal and informal, across Hertfordshire. From parks and greens, to squares and sports pitches.

Beyond these green spaces, however, other public and semi-private spaces offer gathering places in close proximity to shops and a higher-density neighbourhood centre.



Greens

Traditional Hertfordshire towns and villages such as Welwyn Garden City, the Ayots and Codicote often have green spaces of unusual shapes integrated within their street networks.

These break up the urban form and nod to the rural hinterland beyond the edge of settlements.



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.

In villages across Hertfordshire, views are also clipped by the bend of a lane or a curved street, giving a sense of being in a place, rather than passing through.



Local shops

Whilst the majority of shops in Hertfordshire are located within the established town or village centres, a few shops, restaurants and community buildings may be scattered throughout. These are often located on prominent corner sites to increase visibility.

These serve to reduce car usage and ensure communities have appropriate local facilities and infrastructure.



SYNOPTIC SURVEYS

Synoptic surveys involve studying the urban patterns of a street or area, to understand the historic urban makeup of a place. The data is then used to inform the modelling of *transects*, an urban design tool which maps the density, character and composition through a cross-section of a place - from its urban or neighbourhood centre to the edges and the countryside beyond. These studies also elicit architectural details which are recognisably in the local vernacular (for example, red brick, Flemish bond, weatherboarding).

These surveys ultimately serve to inform the development of a design code, which will regulate the planning, design and build of individual sites to ensure that each settlement is respectful of its local context.

The team have studied sites within Hertfordshire at [Old Hatfield](#), [Hertford](#), [Welwyn Garden City](#) and villages throughout southern England. Six of these are shown across the following pages.

The process of conducting the survey, and translating the data into a code, is outlined here:

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*.

This comprises an analysis by Dissect and Quadrant.



The Urban Quadrant involves taking averages from about 1.5 hectares of plots: what is the average plot size, how many trees are there, how many parked cars, etc.



The Urban Dissect is a cross section across the public and the private realm.

Step Two: Calibrate the Code

The data from the Dissect and Quadrant analysis informs a set of standardised templates for different parts of a place, settlement or development.

Step Three: Prepare a Basic Regulating Plan

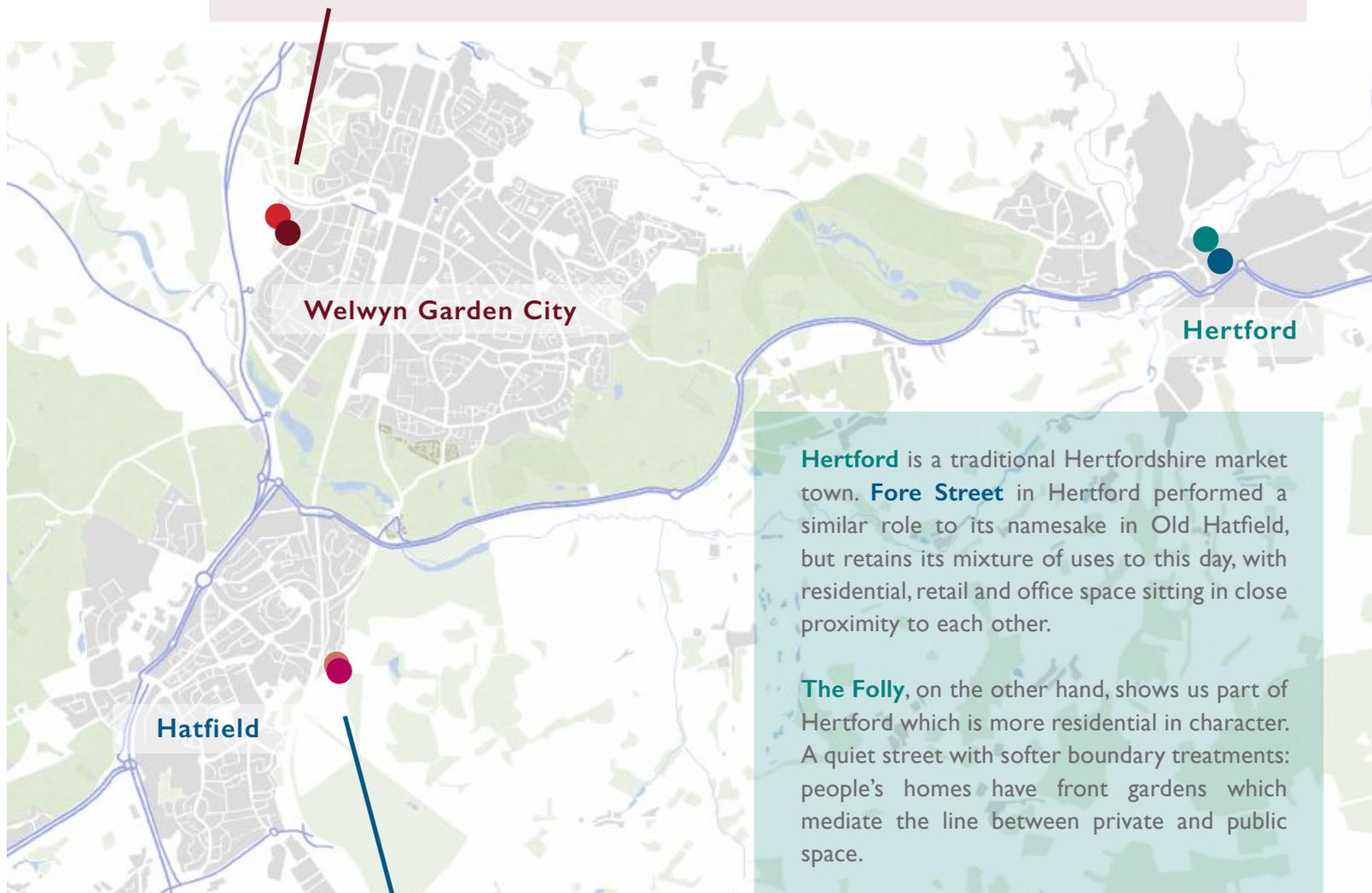
A *regulating plan*, based on the design code and *transect* categories, will regulate the design parameters in each part of a settlement.

Step Four: Adjust the Regulating Plan

Adjusting the regulating plan to reflect the appropriate T-Zones. Evaluate the zoned areas at the block scale to establish their boundaries.

The second of Ebenezer Howard's revolutionary Garden Cities, **Welwyn Garden City** represents a landmark approach to urban design both within Hertfordshire and beyond. Its residential streets manifest the Garden City aim to lower densities, and to mix together the best of the countryside and urban spaces.

Dognell Green and **High Oaks Road** are substantially less dense than the streets analysed in Hatfield and Hertford. Both are residential streets lined with trees, with larger front gardens and hedges to delineate a more marked boundary between private and public space.

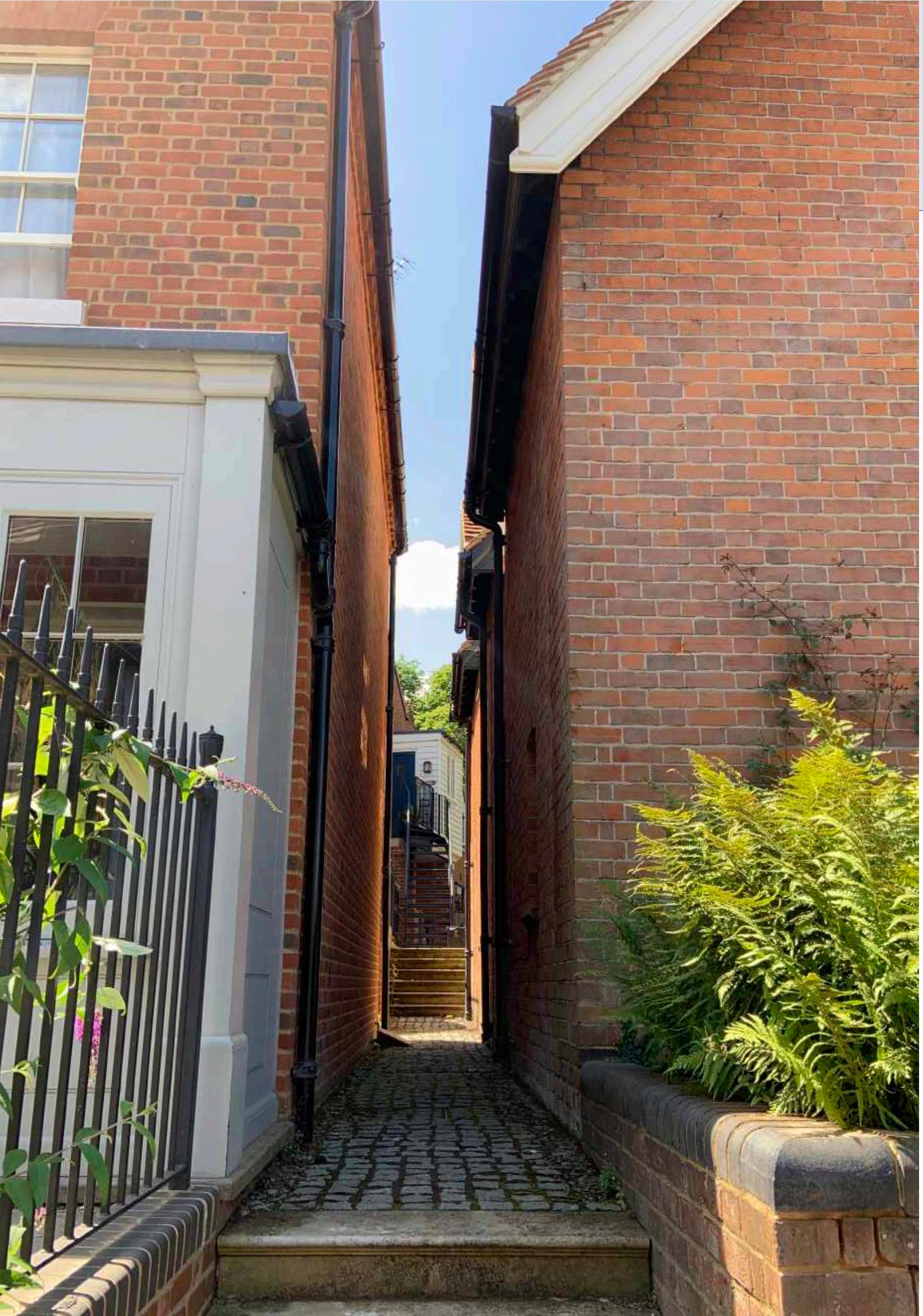


Hertford is a traditional Hertfordshire market town. **Fore Street** in Hertford performed a similar role to its namesake in Old Hatfield, but retains its mixture of uses to this day, with residential, retail and office space sitting in close proximity to each other.

The Folly, on the other hand, shows us part of Hertford which is more residential in character. A quiet street with softer boundary treatments: people's homes have front gardens which mediate the line between private and public space.

Old Hatfield is a historic Hertfordshire settlement - settled a thousand years ago by the Bishops of Ely, it became the home to royalty before becoming a popular waystation on the Great North Road, a day's ride north London.

This guide provides an analysis of **Fore Street** and **Church Street**. Both are now urban residential streets which manifest a very hard boundary between public and private space - front doors hard onto the pavement. Fore St is larger at 11m wide, indicative of its past as a principal thoroughfare as part of the Great North Road. Architecture, likewise, nods to its history of coaching inns and shops with flats above.

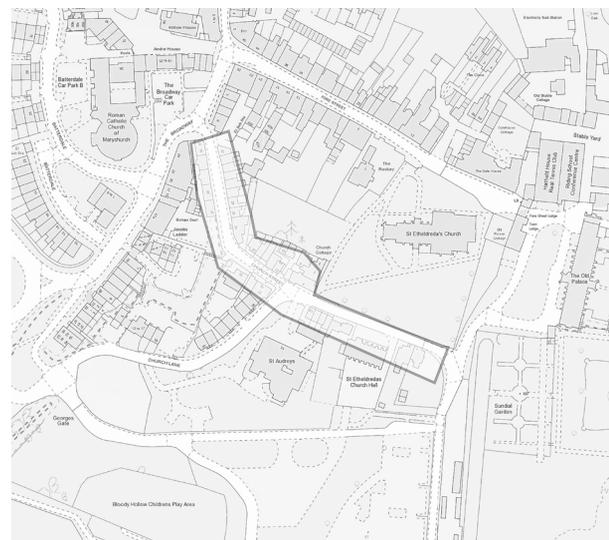


CHURCH STREET, OLD HATFIELD ●

Church Street, Old Hatfield, is a residential street that curves downhill from St Etheldreda's Church towards the neighbourhood centre of Old Hatfield.

Quadrant

Average Block Face	45m
Area	0.79 hectares
Average Units / Hectare	48 units / hectare
Average Plot Size	6-11m x 16-36m
Parked Cars	19 (one side)
Trees	6
Commercial Units	3



Dissect

Public Frontage



Public Frontage Type	Residential Street
Spatial Width	Varied 8.5m
Moving Lanes	1 Lane each way
Parking Lanes	Parallel parking, one side only
Carriageway Width	5.5m
Kerb Type	Raised 65mm
Kerb Radius	Varied
Footway	Varies 0.8m - 2.4m
Landscape	None
Verge Width	N/A
Tree Type	None

Private Frontage



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



FORE STREET, OLD HATFIELD ●

Fore Street, Old Hatfield, is a residential street running steeply downhill from St Etheldreda's Church towards the neighbourhood centre of Old Hatfield.

Quadrant

Average Block Face	88m
Area	1.1 hectares
Average Units / Hectare	45 units / hectare
Average Plot Size	4m-15m x 17m-36m
Parked Cars	15 (one side)
Trees	None
Commercial Units	3



Dissect

Public Frontage



Public Frontage Type	Street
Spatial Width	Varied, 11m average
Moving Lanes	1 lane each way
Parking Lanes	Parallel parking, one side
Carriageway Width	6.3m
Kerb Type	Raised 65mm
Kerb Radius	Varied
Footway	Varies 1.2m - 1.7m
Landscape	None
Verge Width	N/A
Tree Type	None

Private Frontage



Private Frontage Type	Terrace, shop fronts
Building Height	2-3 storeys
Outbuilding Height	1-2 storeys
Floor above Grade	0 to 450mm
Building Type	Rearyard, terrace
Plot Width	4m - 15m
Plot Depth	17m - 36m
Buildout at Setback	75 - 100%
Front Setback	0m
Side Setback	0m
Front Encroachment	Canopy over pavement
Ground Level Function	Residential / Retail
Upper Level Function	Residential



FORE STREET, HERTFORD ●

Fore Street is one of the principal streets in central Hertford. It is urban in character and mixed-use in nature.

Quadrant

Average Block Face	50-170m
Area	2.8 hectares
Average Units / Hectare	44.3 units / hectare
Average Plot Size	4.5m-25m x 5m-33m
Parked Cars	22 (one side)
Trees	None
Commercial Units	124



Dissect

Public Frontage



Public Frontage Type	Retail
Spatial Width	10 - 15m
Moving Lanes	1 lane each way
Parking Lanes	Parallel parking, both sides
Carriageway Width	9m
Kerb Type	Raised 65mm
Kerb Radius	Varied
Footway	Varies 1.5m - 6m
Landscape	None
Verge Width	N/A
Tree Type	None

Private Frontage



Private Frontage Type	Terrace, shop fronts
Building Height	2-4 storeys
Outbuilding Height	
Floor above Grade	None
Building Type	Rearyard, terrace
Plot Width	4.5m - 25m
Plot Depth	5m - 33m
Buildout at Setback	75-100%
Front Setback	0m
Side Setback	0m
Front Encroachment	Canopies over entrances
Ground Level Function	Retail
Upper Level Function	Residential



13

15

THE FOLLY, HERTFORD ●

The Folly is a residential street close to the centre of Hertford. Homes have front gardens, softening the boundary between private and public space.

Quadrant

Average Block Face	46m
Area	2 hectares
Average Units / Hectare	60 units / hectare
Average Plot Size	4m-7m x 15m-25m
Parked Cars	43 (one side)
Trees	52
Commercial Units	3



Dissect

Public Frontage

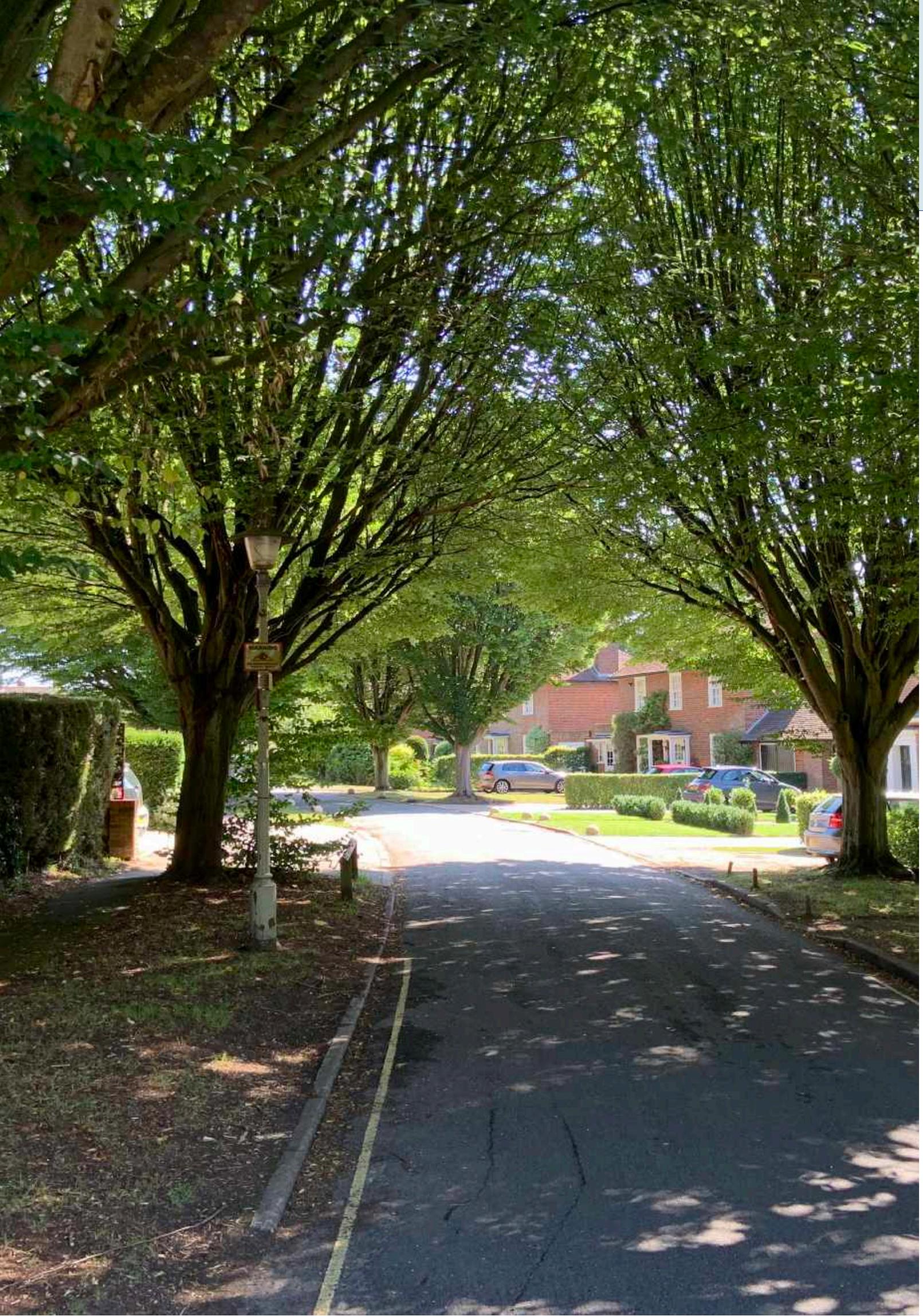


Public Frontage Type	Street
Spatial Width	9 - 14m
Moving Lanes	1 lane each way
Parking Lanes	Parallel parking, both sides
Carriageway Width	6m
Kerb Type	Raised 65mm
Kerb Radius	Varied
Footway	1.6m
Landscape	None
Verge Width	N/A
Tree Type	Varied

Private Frontage



Private Frontage Type	Terrace, residential
Building Height	2 storeys
Outbuilding Height	1 storey
Floor above Grade	None
Building Type	Terrace
Plot Width	4m - 7m
Plot Depth	15m - 25m
Buildout at Setback	None
Front Setback	1.5m - 3m
Side Setback	0m
Front Encroachment	None
Ground Level Function	Residential
Upper Level Function	Residential



DOGNELL GREEN, WELWYN GARDEN CITY ●

Dognell Green is a residential close lined with trees in Welwyn Garden City. Low densities, large front gardens, hedges delineate between public and private space.

Quadrant

Average Block Face	97.5m
Area	3.1 hectares
Average Units / Hectare	16.1 units / hectare
Average Plot Size	15m-20m x 40m-50m
Parked Cars	22 (one side)
Trees	16
Commercial Units	None



Dissect

Public Frontage



Public Frontage Type	Street
Spatial Width	25 - 30m
Moving Lanes	1 lane each way
Parking Lanes	None
Carriageway Width	6m
Kerb Type	Raised 65mm
Kerb Radius	Varied
Footway	1.2m
Landscape	Verges
Verge Width	Varied
Tree Type	Varied

Private Frontage



Private Frontage Type	Detached / Semi, residential
Building Height	2-3 storeys
Outbuilding Height	1 storey
Floor above Grade	0 - 250mm
Building Type	Rearyard, semi
Plot Width	15m - 20m
Plot Depth	40m - 50m
Buildout at Setback	75 - 100%
Front Setback	10m - 20m
Side Setback	0 - 1m, min.
Front Encroachment	1 - 2m
Ground Level Function	Residential
Upper Level Function	Residential



HIGH OAKS ROAD, WELWYN GARDEN CITY ●

High Oaks Road is a residential street lined with trees in Welwyn Garden City. Low densities, large front gardens, hedges delineate between public and private space.

Quadrant

Average Block Face	46m
Area	7.2 hectares
Average Units / Hectare	6.5 units / hectare
Average Plot Size	15m-20m x 40m-50m
Parked Cars	43 (both sides)
Trees	40
Commercial Units	None



Dissect

Public Frontage



Public Frontage Type	Street
Spatial Width	30m
Moving Lanes	1 lane each way
Parking Lanes	Parallel parking, both sides
Carriageway Width	6m
Kerb Type	Raised 65mm
Kerb Radius	Varied
Footway	1.6m
Landscape	Verges
Verge Width	Varied
Tree Type	Varied

Private Frontage



Private Frontage Type	Detached, residential
Building Height	2 storeys
Outbuilding Height	1 storey
Floor above Grade	None
Building Type	Detached
Average Plot Width	20m
Plot Depth	30m - 70m
Buildout at Setback	None
Front Setback	5 - 7m
Side Setback	1m
Front Encroachment	1 -3m
Ground Level Function	Residential
Upper Level Function	Residential



HIGH STREET, WELWYN ●

High Street is a central street within the village of Welwyn. The street changes in character throughout, from occasional parking both sides and mainly commercial uses on ground floors to a one-way street past the church.

Quadrant

Average Block Face	40 - 100m
Area	0.8 hectares
Average Units / Hectare	26
Average Plot Size	5m-12m x 18m-30m
Total Parked Cars	10
Total Trees	None
Commercial Units	22



Dissect

Public Frontage



Public Frontage Type	High street
Spatial Width	8m - 11.5m
Moving Lanes	1 lane each way
Parking Lanes	Parallel parking, both sides
Carriageway Width	5m - 9m
Kerb Type	Raised 50mm
Kerb Radius	Varied
Footway	1.5m
Landscape	None
Verge Width	N/A
Tree Type	N/A

Private Frontage



Private Frontage Type	Shopfront, terrace
Building Height	2 - 3 storeys
Outbuilding Height	1 storey
Floor above Grade	None
Building Type	Terrace, rear garden / yard
Plot Width	5m - 12.5m
Plot Depth	18m - 30m
Buildout at Setback	75% - 100%
Front Setback	0m
Side Setback	0m
Front Encroachment	0.5m
Ground Level Function	Shop, residential
Upper Level Function	Shop, residential



MILL LANE, WELWYN ●

Mill Lane is a village back street in Welwyn, passing behind the allotments. Whilst still urban in character, it is residential and quiet.

Quadrant

Average Block Face	60m - 100m
Area	1.1 hectares
Average Units / Hectare	35
Average Plot Size	5m-10m x 15m-20m
Total Parked Cars	15
Total Trees	10
Commercial Units	3



Dissect

Public Frontage



Public Frontage Type	Residential
Spatial Width	6m - 10m
Moving Lanes	1 lane each way
Parking Lanes	Parallel parking, one side
Carriageway Width	5m - 8m
Kerb Type	Raised 50mm
Kerb Radius	Varied
Footway	0m - 2m
Landscape	None
Verge Width	N/A
Tree Type	Willow

Private Frontage



Private Frontage Type	Residential, terrace, semi-detached
Building Height	2 - 2.5 storeys
Outbuilding Height	1 storey
Floor above Grade	None
Building Type	Terrace, rear garden / yard
Plot Width	5m - 10m
Plot Depth	15m - 20m
Buildout at Setback	60 - 100%
Front Setback	0m - 7m
Side Setback	0m - 2m
Front Encroachment	0m - 9m
Ground Level Function	Residential & Commercial
Upper Level Function	Residential



Y&S



ST ALBANS ROAD, CODICOTE ●

St Albans Road is a residential road leading from the centre of Codicote out into the countryside. Its composition changes accordingly along its length.

Quadrant

Average Block Face	40m - 60m
Area	3.9 hectares
Average Units / Hectare	36
Average Plot Size	5m - 25m x 20m - 25m
Parked Cars	70
Trees	11
Commercial Units	None



Dissect

Public Frontage



Public Frontage Type	Residential
Spatial Width	20m - 25m
Moving Lanes	1 lane each way
Parking Lanes	Parallel parking, one side
Carriageway Width	6m - 9m
Kerb Type	Raised 100mm
Kerb Radius	Varies
Footway	0m - 1.5m
Landscape	Trees and verges
Verge Width	Varied
Tree Type	Varied

Private Frontage



Private Frontage Type	Residential
Building Height	2 - 2.5 storeys
Outbuilding Height	1 storey
Floor above Grade	None
Building Type	Detached, terrace
Plot Width	5m - 25m
Plot Depth	20m - 35m
Buildout at Setback	40% - 100%
Front Setback	4m - 10m
Side Setback	
Front Encroachment	0m - 2m
Ground Level Function	Residential
Upper Level Function	Residential

2 DESIGNING SITES

This section builds upon the understanding of local vernacular gained from section 1. It outlines the approach to creating masterplans before exploring each proposed site in depth.

All of the masterplans seek to complement the broader character of development across central Hertfordshire, respecting and taking cues from local tradition. In certain aspects the sites are similar, including streets and types of public space. However, each site is attuned to its topography, history and individual context. Hertfordshire has evolved over the centuries and it is important that new developments give due regard to the county's built and natural heritage.

Sites have been designed to include a variety of types and sizes of homes, set within a coherent network of streets. The streets are designed to connect into a network which will be easy to navigate, incorporating pleasant spaces for pedestrians and cyclists, while ensuring safe access for vehicles. Many individual neighbourhoods also include smaller, more intimate public spaces, intended for residents living within the immediate vicinity.

This section includes detailed plans of each site, together with examples of the street design and house types. The dimensions and requirements for these features are then detailed in further sections.

A CENTRAL HERTFORDSHIRE CONTEXT

Gascoyne Places is aware of the challenges faced by the county. London's growth and the outward flows of people and industry generate significant pressure upon land uses. As a strategic landowner and part of the community, Gascoyne Places is uniquely positioned to contribute positively to the housing supply in a sustainable and attractive way.

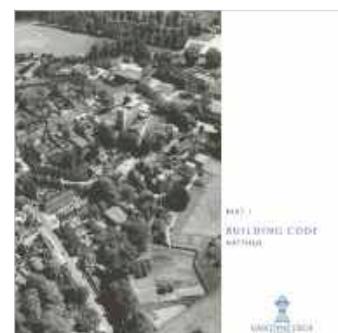
There are three core principles necessary to gain a detailed understanding of the local context. Firstly, it is vital that communities are engaged early on and remain involved throughout the design process. Secondly, a detailed analysis of existing urban and architectural patterns must be achieved. Finally, an understanding of the strategic vision against which the development must be considered and, wherever possible, opportunities to enhance the local area 'beyond the red line' should also be comprehensively appraised.

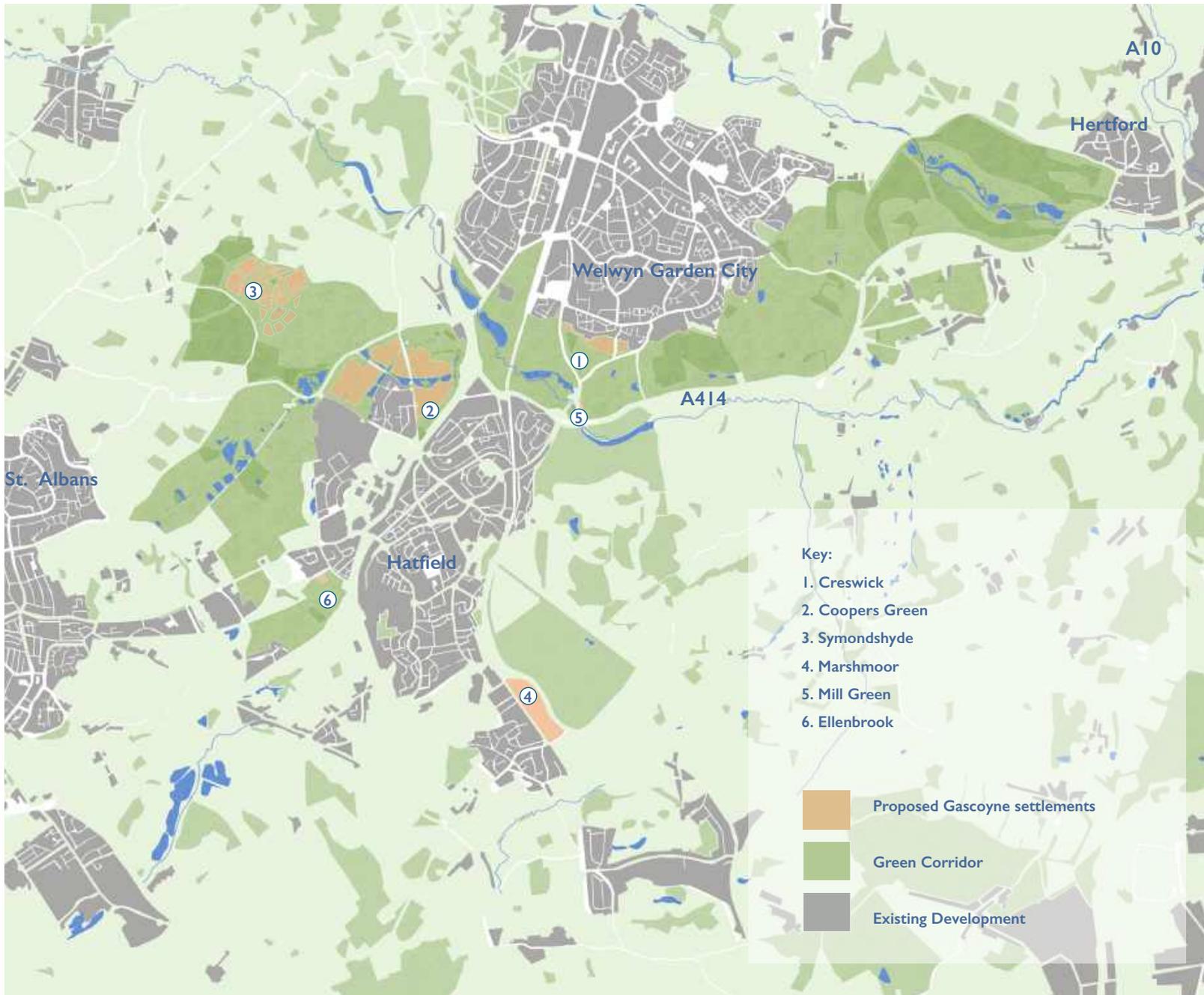
Armed with this understanding, and against a backdrop of technical rigour, Gascoyne sought the ideal locations for development within its

own landholdings. The following pages outline the individual sites which resulted from this work. When complete, these will contribute nearly a quarter of the substantial housing provision required throughout Welwyn Hatfield.

Gascoyne's responsibility does not stop at 'the red line' and believes good planning must contribute to a wider strategic vision. Gascoyne has long advocated for a Green Corridor connecting the main settlements of the area, giving access to high-quality and stewarded countryside. Green space is vital to wellbeing and the Local Plan affords the rare opportunity to formalise such a valuable asset. It is necessary to release limited areas from the green belt to accommodate the extraordinary housing need. In doing so, it is vital that the best quality green spaces are not released, and safeguarded for future generations.

Such an approach has informed the design of the proposed sites, which are outlined on the following pages.





Green Corridor Masterplan

DENSITY STUDY, LOCAL TERMS OF URBANISM

The architectural study in Section I analyses a variety of site densities. Below, single unit type block monocultures are illustrated, to explore how these can be achieved in different ways on a one-hectare block. Elements of each example block tend to be found as part of a nuanced mix in real places. These can, accordingly, be combined to create an interesting street pattern.

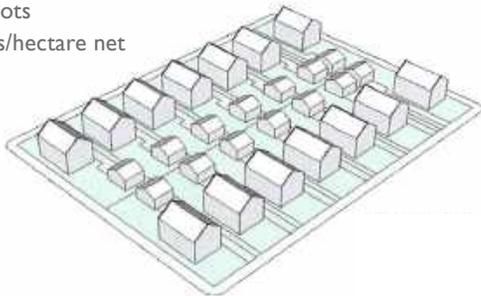
Through this research, the team have developed several example blocks, which include a variety

of unit types. Such an approach affords the possibility of building diverse neighbourhoods, as opposed to single unit type monocultures and the densities often found in new housing estates.

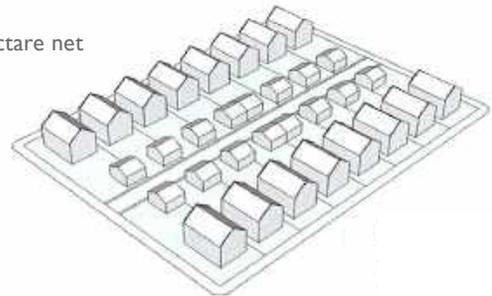
Density can be beautiful and desirable. When part of a compelling street scene, it is possible to create more homes which complement each other, providing vibrancy and differentiation.

Detached Houses

Wide frontage
14 metre plots
14 dwellings/hectare net

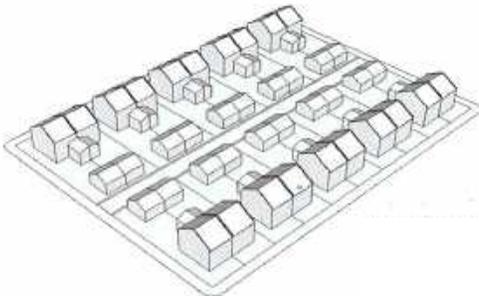


Narrow frontage
14 metre plots
16 dwellings/hectare net



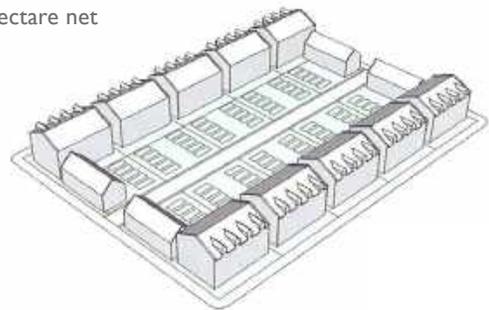
Semi-Detached Houses

10 metre plots
20 dwellings/hectare net



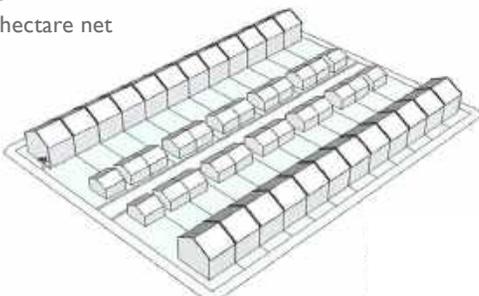
Flats / Apartment Buildings

20 metre plots
60 dwellings/hectare net

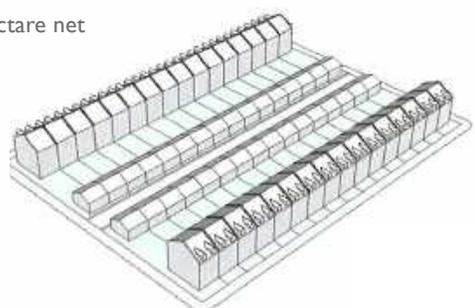


Terraced Houses

Wide frontage
8 metre plots
24 dwellings/hectare net



Narrow frontage
6 metre plots
32 dwellings/hectare net



Parking Court

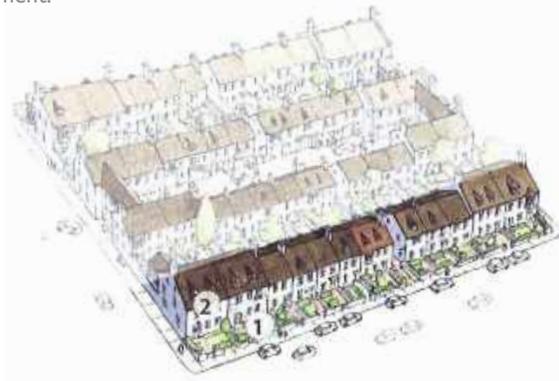
This example block shows a parking court (2) behind the buildings along a main street. It can be accessed only from the side street, past the back (3) and out- (4) buildings. This creates a strong boundary to the front between the apartment (1) and the road, marked by small gardens (5).



Boundary Treatments

The two example blocks below compare different approaches to boundary treatments - how the buildings relate to the street. Both show the same terrace street combining wide and narrow frontages (2).

The street front is set back from the road, with front gardens (1) giving a more rural or suburban environment.



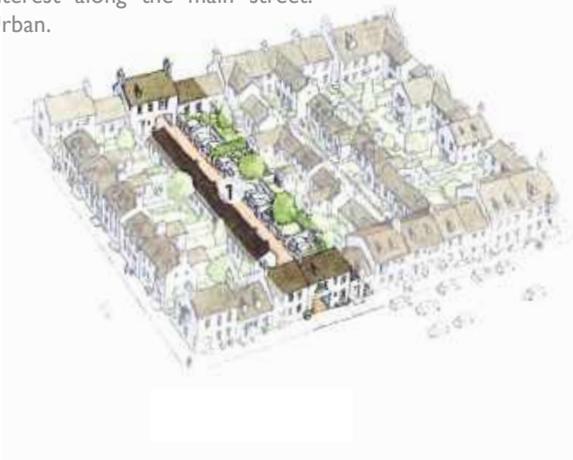
Whereas this example shows the houses and front doors hard on the street (1), creating an urban feel.



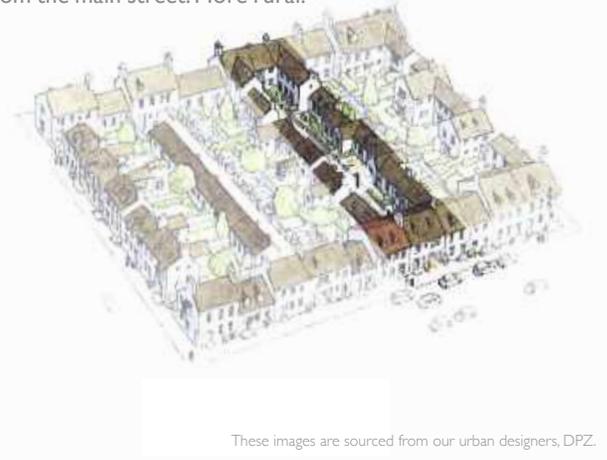
Access

These example blocks show different manners of access between main streets.

Access (vehicle and pedestrian) into a mews (1) gives visual interest along the main street. Urban.



Pedestrian-only access along a close is also visually interesting from the main street. More rural.



THE TRANSECT & REGULATING PLAN

All of Gascoyne’s development proposals are planned using a *transect*. This design tool takes a cross-section of a place to demonstrate, understand and then regulate changes in environment, urban design and architectural detail from the *rural* to the *urban*.

This range of environments provides residents with a diverse streetscape and enable sites to integrate more naturally with existing surrounding settlements and wider landscape.

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 Places’s sites include areas ranging from T5, an urban centre, to T2, which designates a rural area.

The *regulating plan* (below) assigns transect zones to the entire settlement, with each neighbourhood centre including higher-density zones.

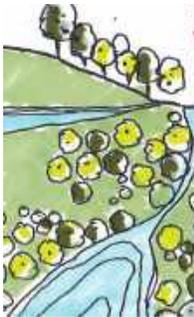
Transect Zones applied to a Regulating Plan



T1

Natural

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



General Character

Natural landscape with some agricultural use

Building Placement

Not applicable

Frontage Types

Not applicable

Building Height

Not applicable

Type of Civic Space

Not applicable

T2

Rural

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 houses.



General Character

Primarily agricultural with woodland & wetland and scattered buildings

Building Placement

Variable setbacks

Frontage Types

Not applicable

Building Height

1- to 2-storey

Type of Civic Space

Parks, green paths

T3

Edge

Primarily lower density residential areas, 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



General Character

Village-like in layout, density and provision of local facilities. Lawns and landscaped gardens surround detached single-family houses

Building Placement

Large and variable front and side garden setbacks

Frontage Types

Garden, fences, hedges, naturalistic tree planting, walls and dykes

Building Height

1- to 2-storey with some 3-storey

Type of Civic Space

Parks, green paths

T4

Urban

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.



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

Building Height

2- to 3-storey with a few taller mixed use buildings

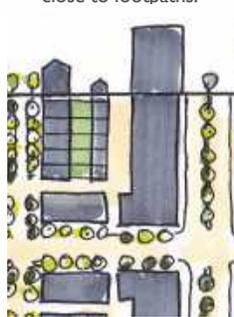
Type of Civic Space

Squares, greens

T5

Urban Centre

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 footpaths.



General Character

Shops mixed with terrace houses, larger apartment buildings, offices, workplace, and civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity

Building Placement

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

Frontage Types

Shopfronts, Galleries, Arcades, terraces, railings

Building Height

3- to 5-storey with some variation

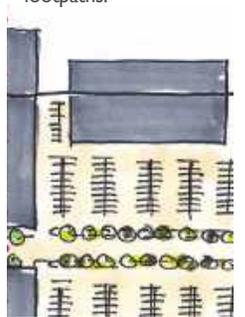
Type of Civic Space

Parks and squares

T6

Urban Core

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

Medium to high-density mixed use buildings, entertainment, civic and cultural uses. Attached buildings form continuous street walls; 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

Building: Height

4-plus storey with a few lower buildings

Type of Civic Space

Parks 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.

THOROUGHFARE DESIGNS

Each proposal by Gascoyne Places is designed to be well connected with its surrounding environment and be enjoyable and pleasant places in which to walk around. To achieve this, each site must have a well-connected street network, with a variety of street types appropriate for their urban or rural environment.

The following thoroughfare designs represent example types to be used throughout Gascoyne Places' 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.

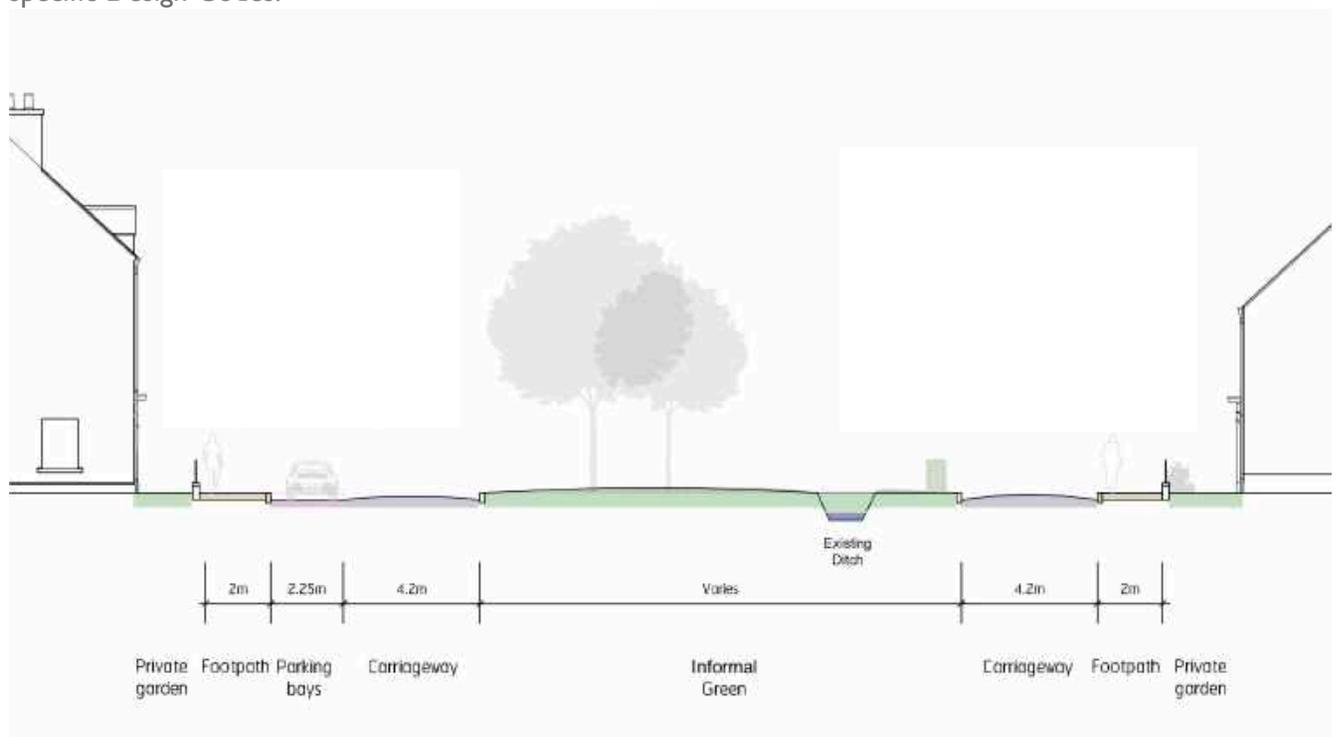
More detailed street types can be found in site-specific Design Codes.

Shared surface

- Thoroughfare width: varies
- Carriageway width: 4m min.
- ① travel lane : shared surface - 4m minimum
- ② *OPTIONAL : verge/tree pit/ on-street parking - varies
- ③ private frontage

Shared surface: Shared surface streets designed to reduce vehicle speeds and create a more pedestrian-friendly environment. With housing frontage they provide access to adjacent properties.

- Planting type: verge.
- Planting species: multiple.
- Planting arrangement: cluster.
- On-street parking: informal, opportunity parking.
- Kerb radius: TBD
- Kerb type: TBD
- Design Movement: Slow
- Notes: free movement, irregular carriageway - kerb alignment does not need to be parallel.



Road Typical Width	Road Surface	Footways Width	Footways Surface	Privacy Strips	Kerbs
4.2m Parallel parking bays 2.25m	Hot rolled asphalt (20mm buff chippings) or dressed ground	2m	Hot rolled asphalt (6mm buff chippings)	Planted, Granite Setts, Paved	Conservation kerbs with 100mm upstand

Path

- Path width: varies
- ① shared cycle & pedestrian path - 3m minimum
 - ② verge / open green - varies
 - ③ private frontage

Path: a pedestrian way, traversing a block with housing units and commercial uses along it. Public planting may occur opportunistically outside the clear path.

Planting type: verge.
Planting species: multiple.
Planting arrangement: cluster.
Notes: 3m min. wide if cycle friendly.



Residential Streets

- Thoroughfare width: 25.5m
 Convoysway width: 6m
- ① travel lane - 6m maximum
 - ② *OPTIONAL - verge/tree pit/ on-street parking/ EV charging point/ cycle parking / seating - varies
 - ③ footpath 2m min / shared cycle & pedestrian 3m min
 - ④ private frontage

Street: a local, slow movement, urban or low density in character thoroughfare suitable for the Centre and outer layers, providing frontage for higher density mixed-use buildings, as well as rural settings.

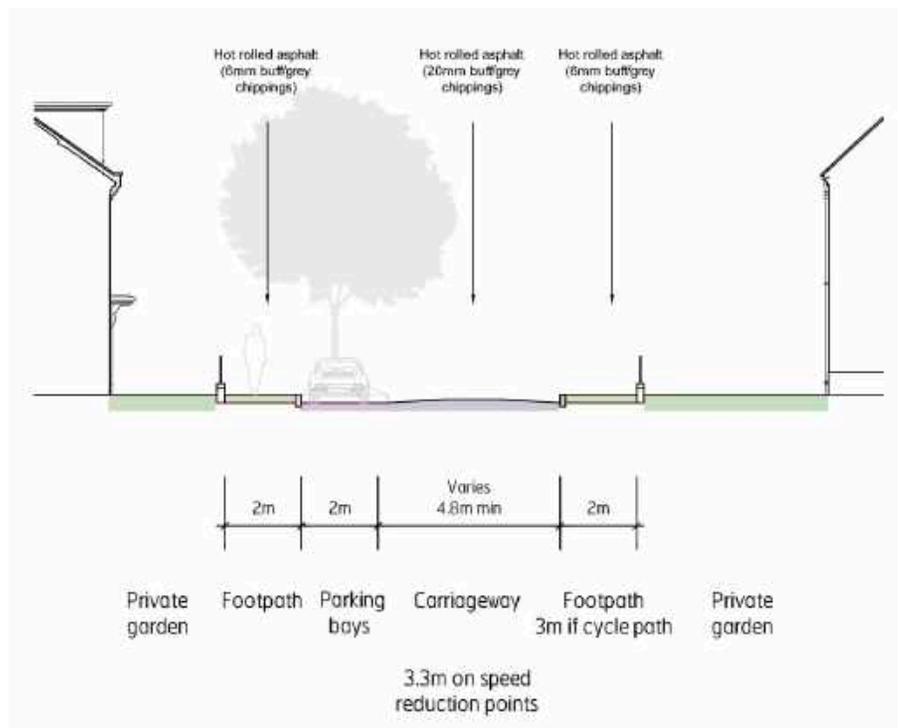
Planting type: verge or tree pits. Trees 10m or 15m o/c.
Planting species: single.
Planting arrangement: Regular.
On-street parking: limited to groups of 5 max.
Kerb radius: 5/3m
Kerb type: 100
Design Movement: Slow

Notes: footway to be 3m min. if cycle friendly, 2m min. on the other side. Verge and parking on one side only but should alternate sides to provide an informal character to the public space.



Example Thoroughfare Designs

Road Typical Width	Varies - 4.8m (3.3m on speed reduction points)
Road Surface	Hot rolled asphalt (20mm buff chippings)
Footways Width	2m (3m if cycle route)
Footways Surface	Hot rolled asphalt (6mm buff chippings)
Privacy Strips	Planted, Granite Setts, Paved
Kerbs	Conservation kerbs with 100mm upstand



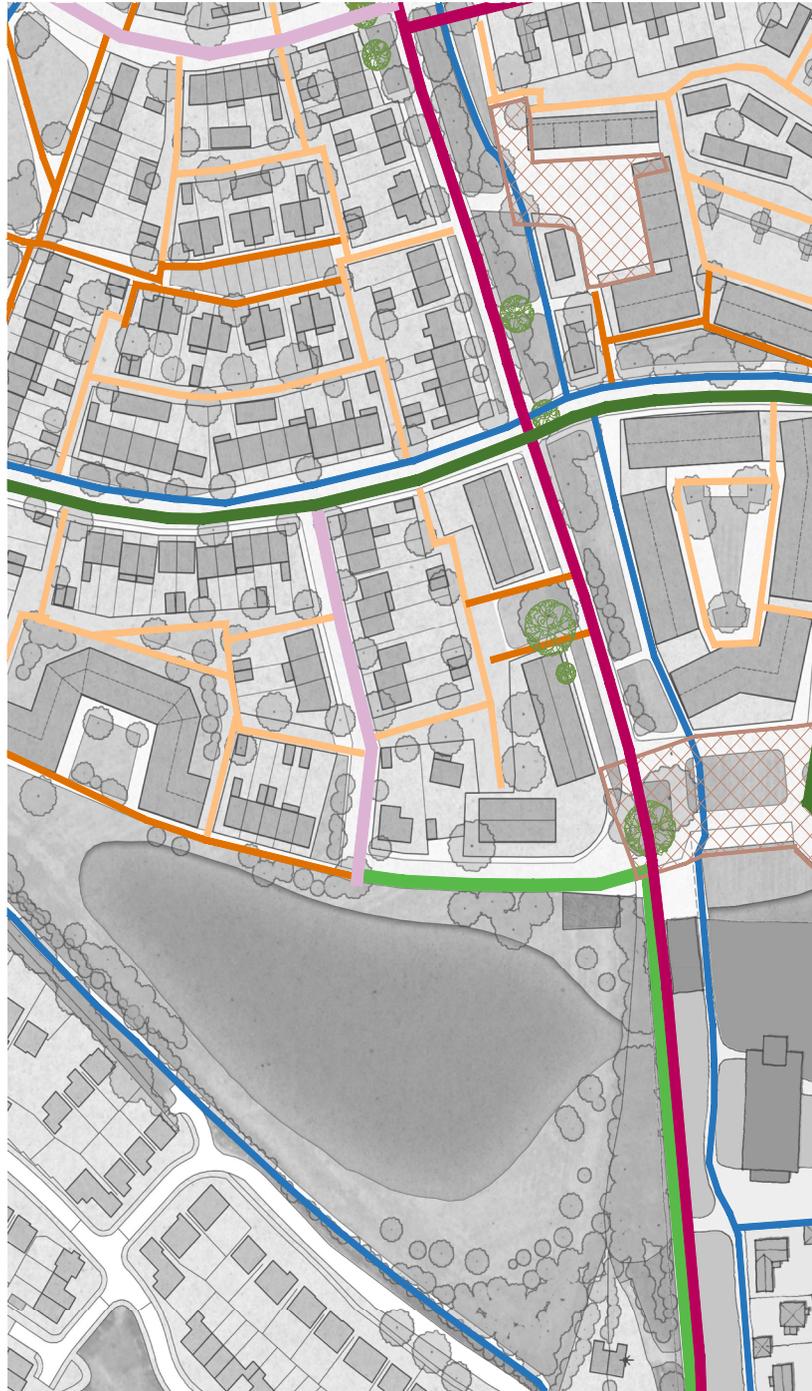
STREET HIERARCHY

The various typologies combine to create a permeable network which enables efficient access to all areas of the community. 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.

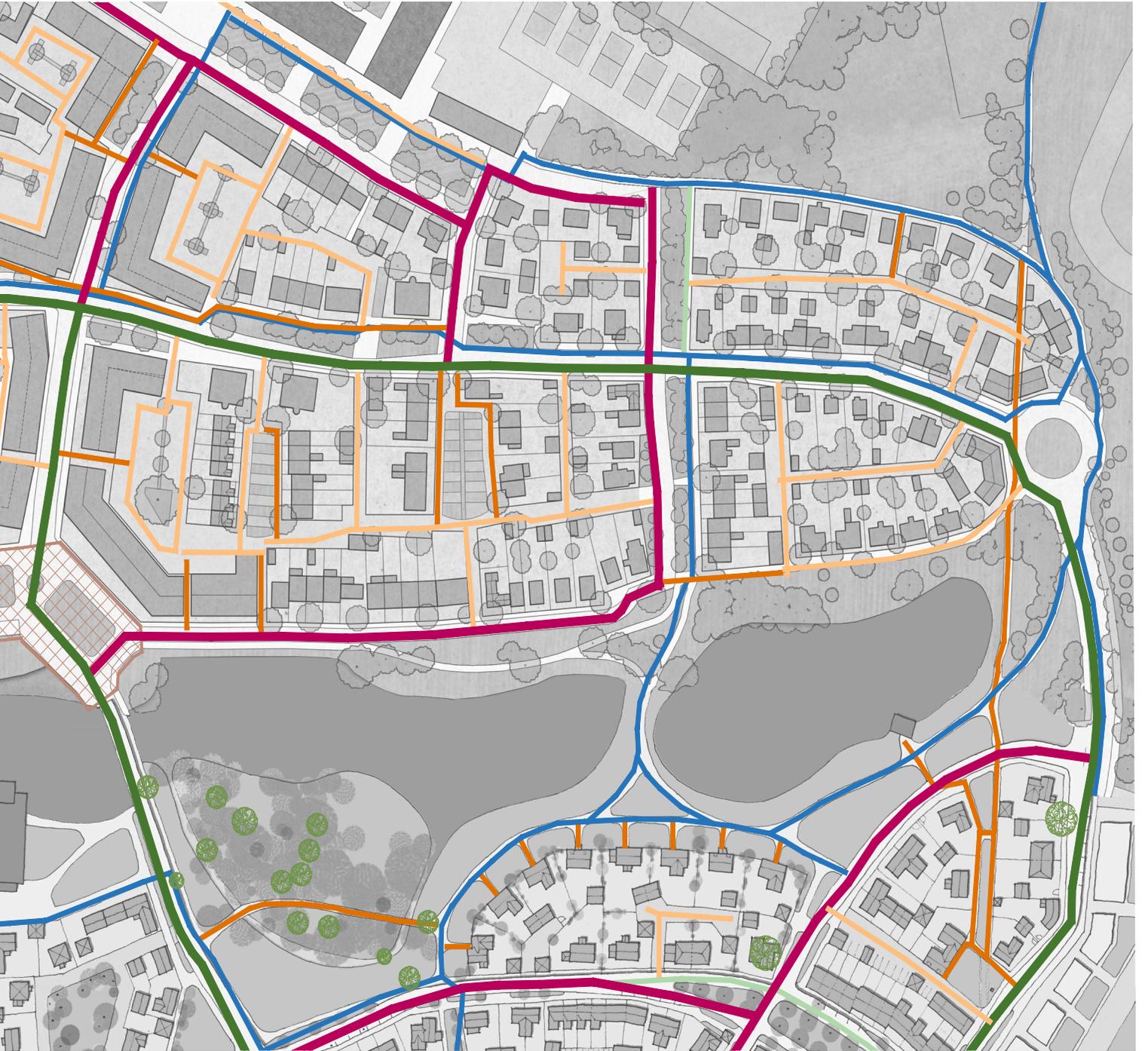
Gascoyne advocates the adoption of a Street Hierarchy similar to that illustrated. It indicates the nature and size of the streets, lanes and paths within the network, proposing a network that can be developed in several different ways.

Key to thoroughfare labels:

-  Primary Thoroughfare
-  Secondary Thoroughfare
-  Tertiary Thoroughfare
-  Shared Surface
-  Lanes
-  Pedestrian Links
-  Cycleway
-  Swales
-  Park Edge



Example Street Hierarchy Plan



2.1 CRESWICK

Creswick is a proposed extension to Welwyn Garden City which enhances its existing links to the green corridor. The 12.86ha site provides 312 homes, a café, a shop and several home offices to the Welwyn Hatfield Submission Local Plan.

Located on the southern fringes of Welwyn Garden City and built upon the architectural and planning traditions of the world's second Garden City, Creswick is designed to endure. Gascoyne aim to build an exemplar development, which maintains and develops standards set down by our prior development work in Old Hatfield, and becomes a stepping stone to further work at Coopers Green and Symondshyde.

Noting the need for a soft edge to Welwyn Garden City, the design has abundant green space. A large open park provides a focal point to the east of the neighbourhood, whilst homes looking out onto the cricket pitch provides an open 'village green' feel, and a further green focal point for the community to the south west. Important in this design is the retention of veteran oaks and mature hedgerows, as well as maintenance of links to the countryside beyond. It should be seamlessly integrated into the fabric of the Garden City and make a pleasant contribution to the experience of the Green Corridor between Hertford and St Albans.

The site would be accessible by local bus services, and priority for pedestrians and cyclists is designed into the masterplan. Vehicular access would principally be from Chequers (the A1000) with a minor access from Hollybush Lane.

MASTERPLAN

Creswick is designed as a sensitive extension to Welwyn Garden City, whilst providing a valuable contribution to new housing in Welwyn Hatfield. 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 which adheres to the principles of the Salisbury Line.

At the same time, the masterplan incorporates new informal recreational areas, including a sports / recreational facility, and enhances existing landscape and wildlife habitats. The access to green space that existing residents have will be protected, and, it is hoped, enhanced through new linkages which offer integrated connections between the existing and the new communities.

The 12.86 ha site contributes approximately 312 homes, a café, a shop and several home offices towards the overall targets of the new Welwyn Hatfield Local Plan.



Creswick Masterplan





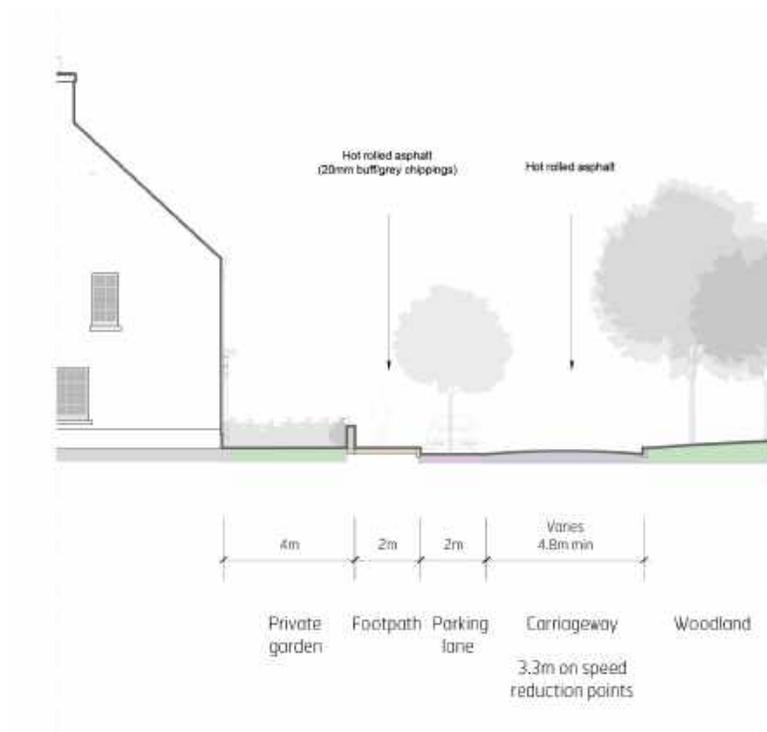
THOROUGHFARE DESIGN

The thoroughfare design at Creswick has been carefully considered. Detailed designs for different types of streets across the new neighbourhoods feed into the Street Hierarchy plan on the next page.

The specification for materials, road width, footways surface and width and kerbs, amongst other aspects, varies between a Neighbourhood Street or primary thoroughfares.

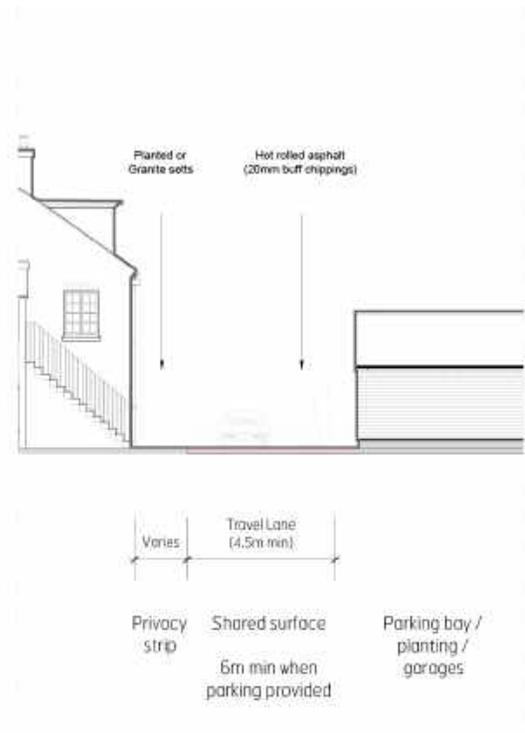
Whilst there is often going to be a lot of similarity arising from the use of a tarmac road surface, small details can affect the use of a space, deter vehicular traffic and make streets safer and more pleasant environments for pedestrians and cyclists.

In the same way, and where appropriate, offering no distinction between road and footway surface creates a shared space for all road users where appropriate. This creates a more pleasant environment for pedestrians and cyclists, encouraging all to take due care when moving through the area.



Creswick Thoroughfare Design

	Campbell Drive
Road Typical Width	4.8m (3.3m wide on speed control points) Parallel parking bays 2.0m
Road Surface	Hot rolled asphalt
Footways Width	2m
Footways Surface	Hot rolled asphalt (6mm buff/ grey chippings)
Privacy Strips	Planted, Granite Setts, Paved
Kerbs	Conservation kerbs with 100mm upstand



Shared Surface	Christina Court
Varies - 4.3m	4.5m (6m when parking provided)
Hot rolled asphalt (20mm buff/ grey chippings) or dressed ground	Hot rolled asphalt (20mm buff/ grey chippings)
N/A (shared surface)	N/A (shared surface)
N/A (shared surface)	Hot rolled asphalt (6mm buff/ grey chippings)
Planted, Granite Setts, Paved	Planted, Granite Setts, Paved
Conservation kerbs laid flush, granite setts	Conservation kerbs laid flush, granite setts

STREET HIERARCHY

The Creswick street hierarchy indicates the nature and size of the thoroughfares within the settlement's thoroughfare network.

There will be a rich and varied range of spaces within 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.

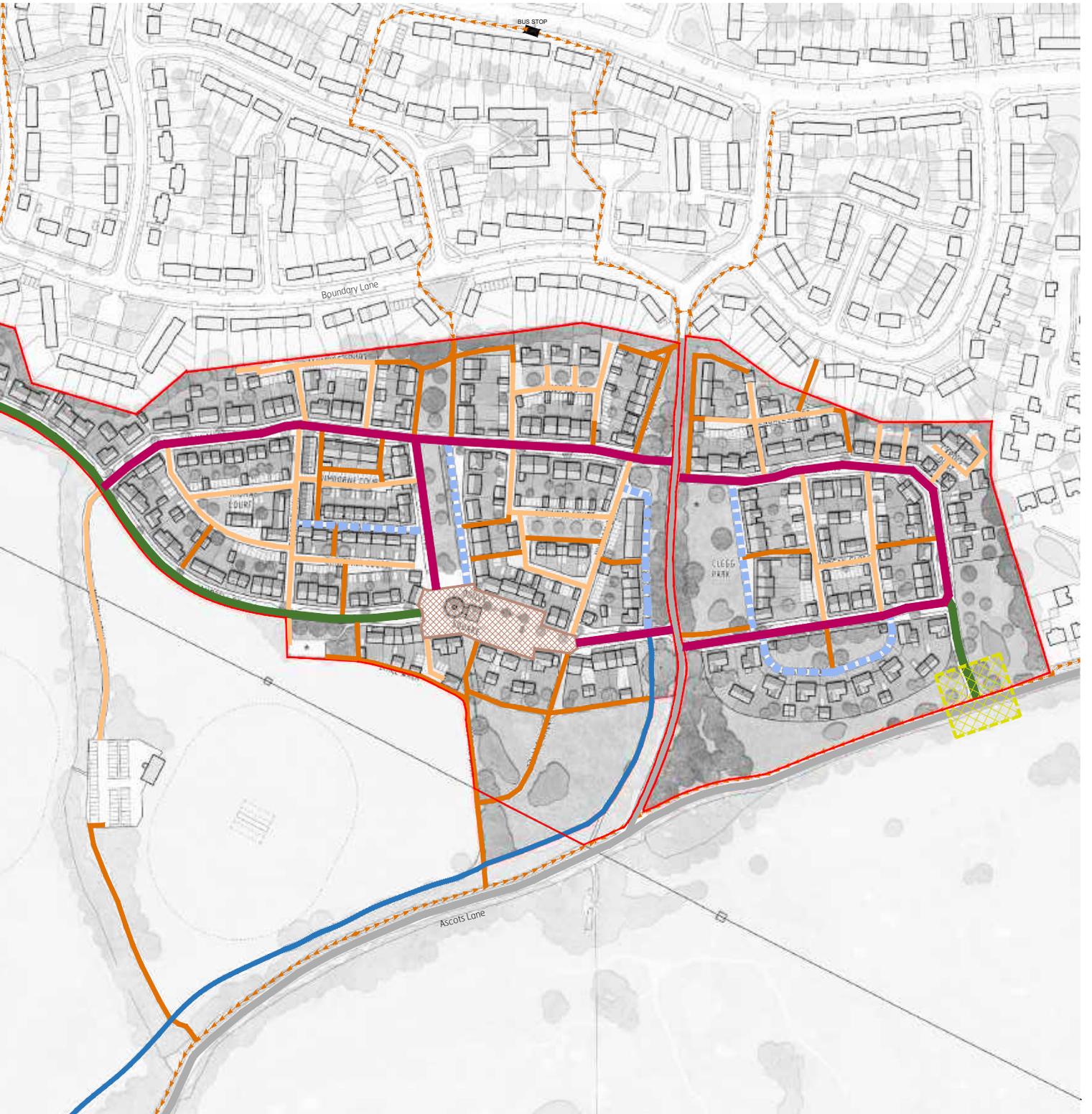
Each of these thoroughfare categories can be developed in several different ways.

Key

-  Park Edge Road
-  Neighbourhood Street
-  Shared Surface
-  Lanes
-  Footpaths
-  Proposed Cycleway
-  Existing Cycleway



Creswick Street Hierarchy



UNIT BREAKDOWN

A mixture of home types and sizes is key to a diverse and successful community.

Creswick is designed with a mixture of 1, 2, 3 and 4-bedroom properties. These range from well-designed flats and mews houses in the slightly more urban centre, to detached homes with more garden space towards the edge of the new community.

Site Area 12.86 ha
Density 24 units / ha

Key

- 2 bedrooms
- 3 bedrooms
- 4 bedrooms
- Mixed / 1-2 bedrooms



Creswick Unit Breakdown



BUILDING HEIGHTS

Building upon the Unit Breakdown, mapping out the proposed building heights provides a greater understanding of how different locations within the new neighbourhood will feel in.

The majority of buildings are, as is typical across much of Hertfordshire, two storeys. An interesting streetscape and variety of building type is created, however, with the addition of 2.5 or 3 storey buildings in more central or prevalent locations.

A varied roofscape adds visual interest and provides variety in the pattern of the development. More detail on roofscapes can be found in the Building Code.

All outbuildings are single storey.

- 1 storey
- 1.5 storeys
- 2 storeys
- 2.5 storeys
- 3 storeys



Creswick Building Heights



CRESWICK STREET ELEVATIONS



East Elevation of Esiri Place Flats 1:200



West Elevation of Esiri Place Flats 1:200



The above figure shows the elevation looking west from the eastern section of Esiri Place, with glimpses into the courtyards and a clipped view down the street toward the entrance of the neighbourhood at Chequers.

The bottom figure shows the elevation looking east from the A1000 into the proposed neighbourhood at Creswick.



CRESWICK STREET VIEWS

T4



T4



T5





2.2 COOPERS GREEN (North West Hatfield)

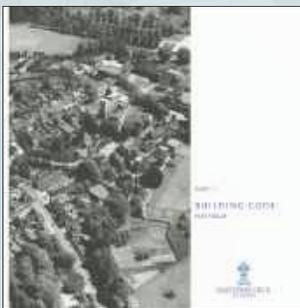


Hatfield is one of the principal towns in central Hertfordshire. Balancing the need to preserve the countryside with the needs arising from the steady increase in population during the last seventy years as well as the demand and need for new homes, it is considered one of the more appropriate locations in which to build.

Land at Coopers Green has long been one of the Council's preferred locations to meet housing need. Ongoing discussions with the community at Green Lanes, Hatfield Garden Village and Great Braitch Lane, as well as extensive assessment of the green belt and wildlife habitats, have provided the basis of a careful design process predicated upon an in-depth understanding of the site.



The preliminary masterplan is designed around the existing traces on the ground, marks left by preceding centuries of human and natural activity. Following an intensive charrette held in 2016 which brought together several hundred members of the local communities, the design team strengthened the masterplan's boundary and buffer treatments. This, in addition to taking reference from historic field boundaries, physical and legal boundaries will provide clear definition for a new part of Hatfield capable of contributing up to 2,000 homes to the Welwyn Hatfield Local Plan.



The latest proposals further enhance the soft edge to the north-western side of Hatfield whilst creating a stronger, long term green belt boundary at Coopers Green Lane. The design has plentiful green space. The large network of lakes at the centre provide both an attractive focal point to the new neighbourhoods as well as a creative way of meeting their sustainable urban drainage requirements.

A notable benefit of larger development, such as at Coopers Green, is its ability partly to house and fund new infrastructure – primary and secondary schools with enhanced leisure facilities, community and civic buildings, new roads, landscaping and open space – whilst bringing the critical mass required to support local shops, cafés or restaurants. This, in time, will enable the community to sustain a small local centre which will serve both new and existing residents and businesses.

All housing is designed, and will be built, in accordance with Gascoyne's Building Code for Hatfield.

MASTERPLAN

Coopers Green will be an exemplar mixed-use, pedestrian-friendly community both locally and nationally.

The settlement will include up to 2,000 homes and local employment space, with the site developed at approximately 27 units/ha. Of the homes, 25% will be affordable, including units for rental and shared ownership.



Coopers Green Masterplan



MASTERPLAN: THE FIRST PHASE

The Coopers Green masterplan proposes the development of three walkable neighbourhoods on the 131 hectare site. Each neighbourhood is designed to be a five-minute walk from its centre to its edge. Each neighbourhood centre will host shops, small offices and community buildings.

The centrepiece of Coopers Green is a well managed network of public open space. The site will be approximately 40% green space, providing the community with a beautiful environment in which to live, work and play. The focal point of the public space is created by the network of lakes, serving to both increase biodiversity and provide sustainable drainage to the development.

The three neighbourhoods will most probably be built out in consecutive phases. The first of these phases is shown opposite.

Developed around the traces on the ground of the existing field pattern and footpath network, the first phase at Coopers Green must acknowledge the existing community across the road at Green Lanes and in Hatfield Garden Village.

Following discussion with existing communities, the southern extent of Green Lanes could be stopped up as a through road for motorised vehicles. This ensures that traffic generated by the new residents would be absorbed by the new development itself, without placing an undue burden on the existing residents. Notwithstanding this, access to the amenities in Coopers Green would be ensured for existing residents. Another benefit of diverting traffic is that it will enable the Green Lanes Primary School site to be extended across the road into space allocated within the new development.



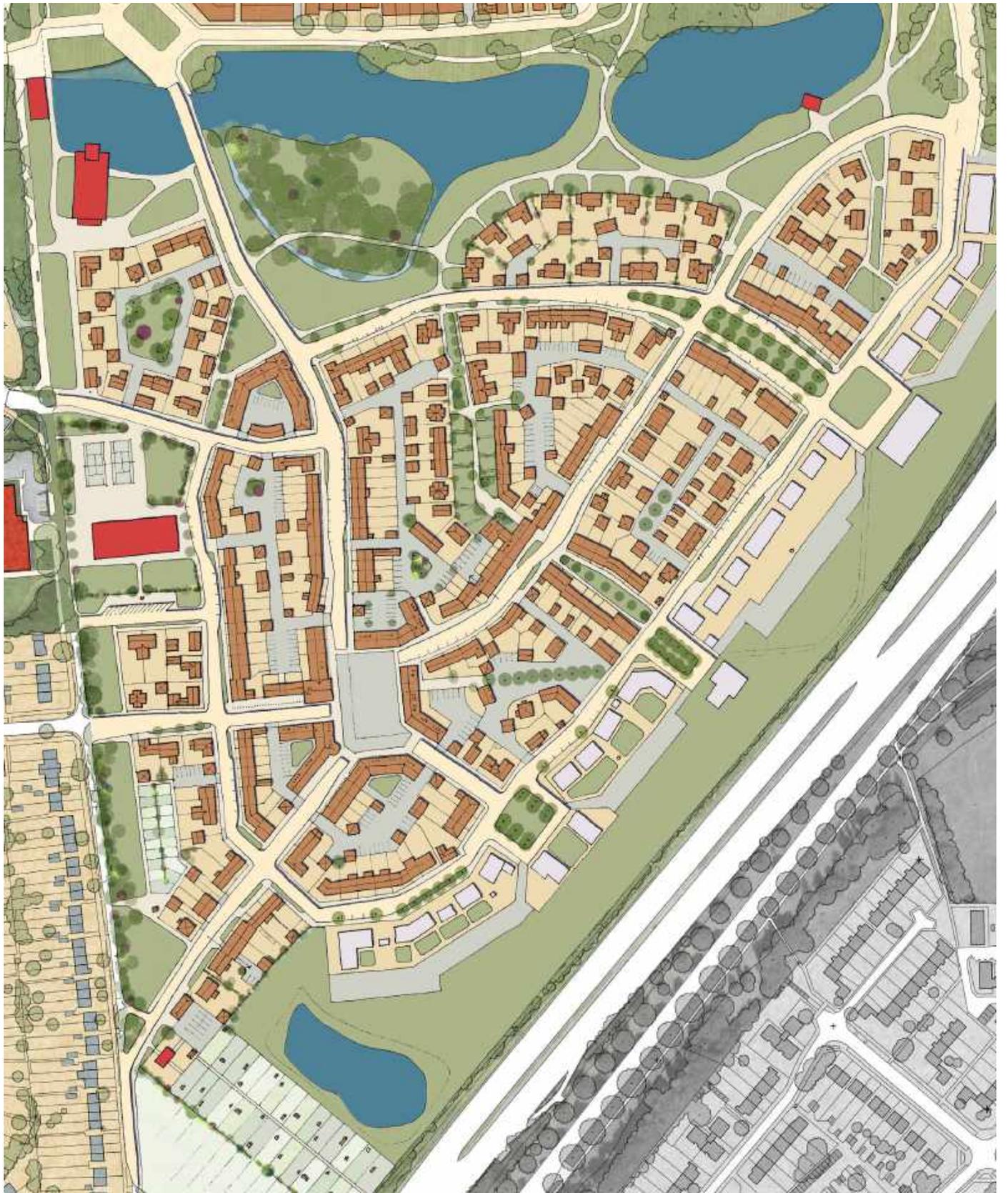
Initial discussions with Green Lanes School have been positive, and the idea has been favourably received.

The main thoroughfare through Coopers Green runs diagonally north east from the southern end of Green Lanes. It runs past an initial phase of homes and into the square and neighbourhood centre. It is envisaged that this will host a café, shops and local services.

A strip of commercial space runs alongside the A1(M). This is designed to protect residents and the rest of the community from noise whilst bringing employment to the area.

To the north of the neighbourhood, in what will become the main centre of Coopers Green, lie homes for elderly residents. Proximity to both open green space and social amenities is important for all, but especially so for older people, and the location of this space reflects that.

Buildings coloured red in the masterplan, opposite, indicates buildings for public, civic or community uses. The larger red building to the north on the water is proposed as a church, a space for worship, reflection and repose, whilst providing a compelling centre to the neighbourhood.



THE REGULATING PLAN

T5 Urban Centre

The most dense areas in Coopers Green, the three neighbourhood centres, resemble urban centres in the kind and size of building and mixture of uses.

T4 Urban

The residential neighbourhoods in Coopers Green closest to the neighbourhood centres host terrace houses and other relatively dense housing types.

T3 Edge

The quieter residential streets help to define the edges of the new neighbourhoods, and may include detached houses and houses set on larger plots.

T2 Rural

The rural edges are home to low-density farmsteads, designed to preserve the site lines to the open green space beyond.

CS Civic Space

Civic space includes dedicated open space, including parks and community areas which complement all transect zones.

CB Community Building

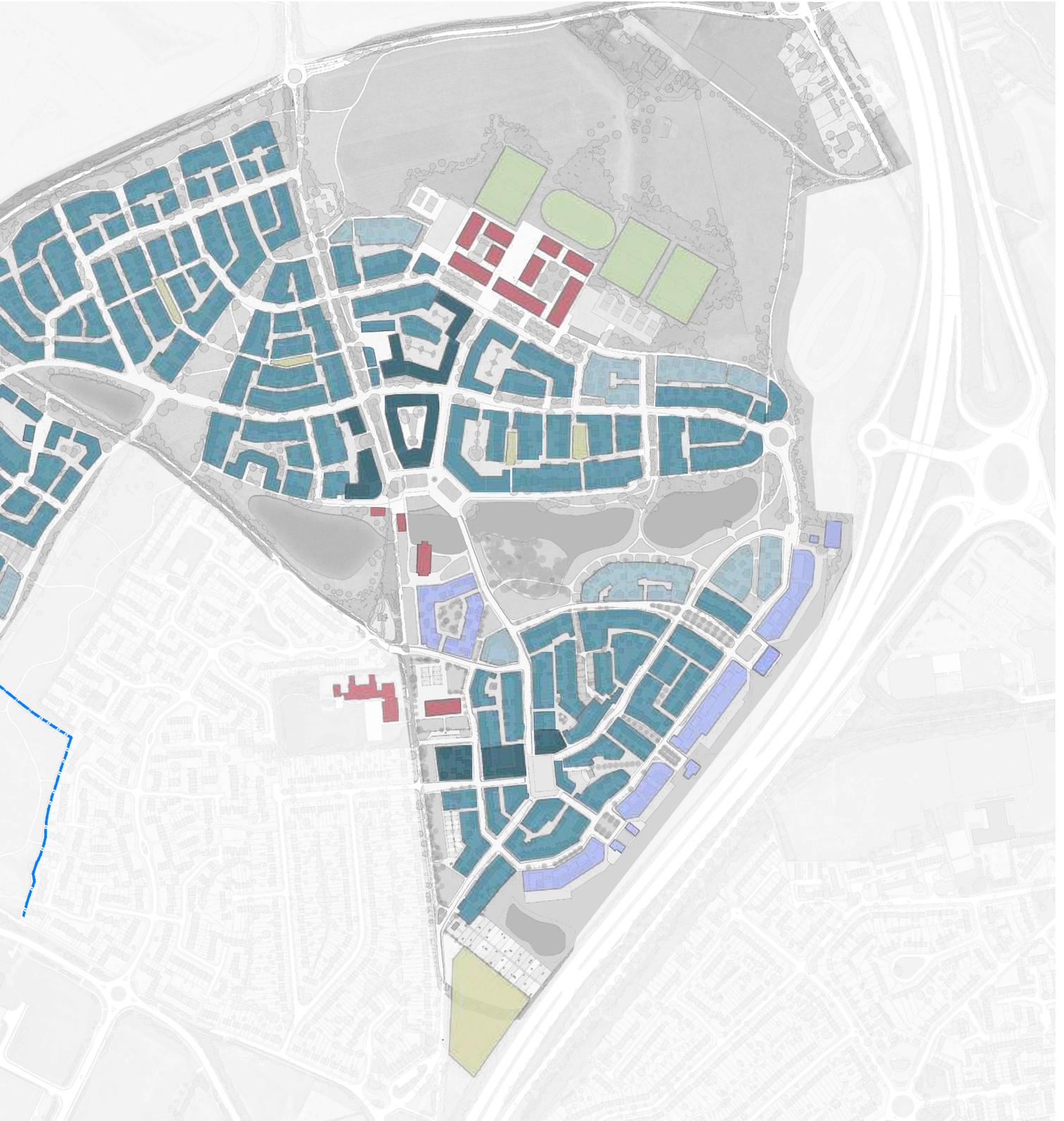
Community buildings have varied purposes. From primary or secondary schools to a community hall or place of worship, Coopers Green safeguards a lot of space for these buildings which often provide focal points and meeting places for communities.

SD Special District

Special district includes the residential space for older people and the workplaces along the southeastern edge.



Coopers Green Regulating Plan



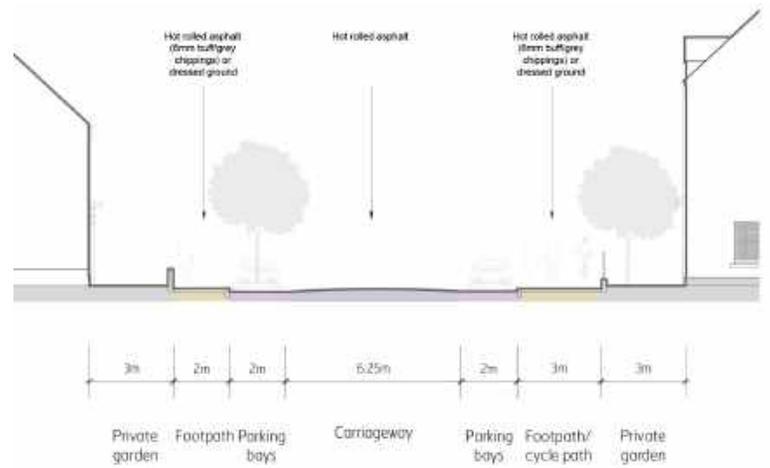
THOROUGHFARE DESIGN

Taking cues from the thoroughfare design at Creswick, designs throughout Coopers Green are more varied. Detailed designs for different types of streets across the new neighbourhoods feed into the Street Hierarchy plan on the next spread.

The larger settlement size affords the opportunity for, and demands the design of, both larger and smaller thoroughfares, from the marginally broader principal street to tertiary thoroughfares and narrow swale streets.

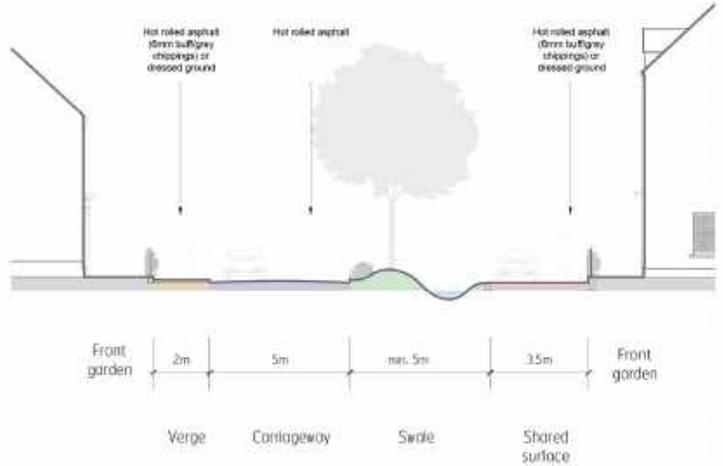
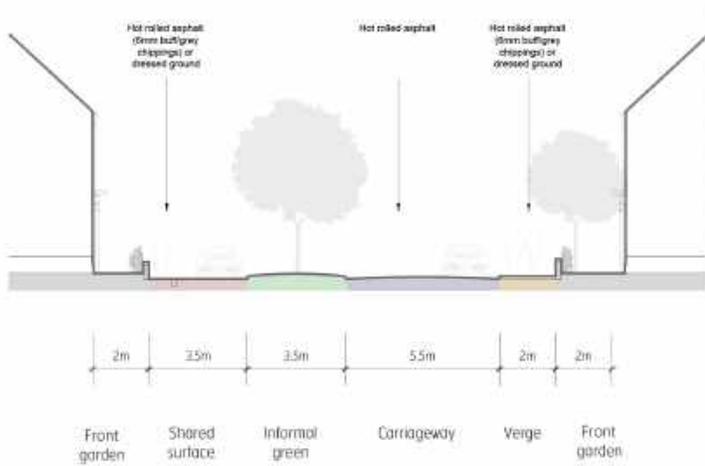
Whilst there will often be similarity in the tarmac road surfaces, careful detailing can affect the use of a space, deter vehicular traffic and indeed make streets more pleasant environments for pedestrians and cyclists.

Similarly to Creswick, in some places it will be safe, appropriate and desirable to offer no distinction between road and footway surface. By creating a shared space between all road users, a low speed, pedestrian centric zone is achieved, enabling residents to create living and vibrant streets.



Coopers Green Thoroughfare Design

	Primary Road
Road Typical Width	6.25m Parallel parking bays 2.25m
Road Surface	Hot rolled asphalt (20mm buff/ grey chippings)
Footways Width	2m (3m if cycle route)
Footways Surface	Hot rolled asphalt (6mm buff/ grey chippings) or dressed ground
Privacy Strips	Planted, Granite Setts, Paved
Kerbs	Conservation kerbs with 100mm upstand



Secondary Road

Varies - 4.8m min. (3.3m on speed control points)
Parallel parking 2.0m

Hot rolled asphalt (20mm buff/ grey chippings) or dressed ground

2m (3m if cycle route)

Hot rolled asphalt (6mm buff/ grey chippings)

Planted, Granite Setts, Paved

Conservation kerbs with 100mm upstand

Swale Street

Varies - 5m
(swales and green buffers minimum 5m wide)

Hot rolled asphalt (option on shared surface - 20mm buff/ grey chippings) or dressed ground

2m (3m if cycle route)

Hot rolled asphalt (6mm buff/ grey chippings)

Planted, Granite Setts, Paved

Conservation kerbs laid flush, granite setts

STREET HIERARCHY

The Coopers Green street hierarchy indicates the nature and size of thoroughfares within the settlement's network. Each of these thoroughfare categories can be developed in several different ways.

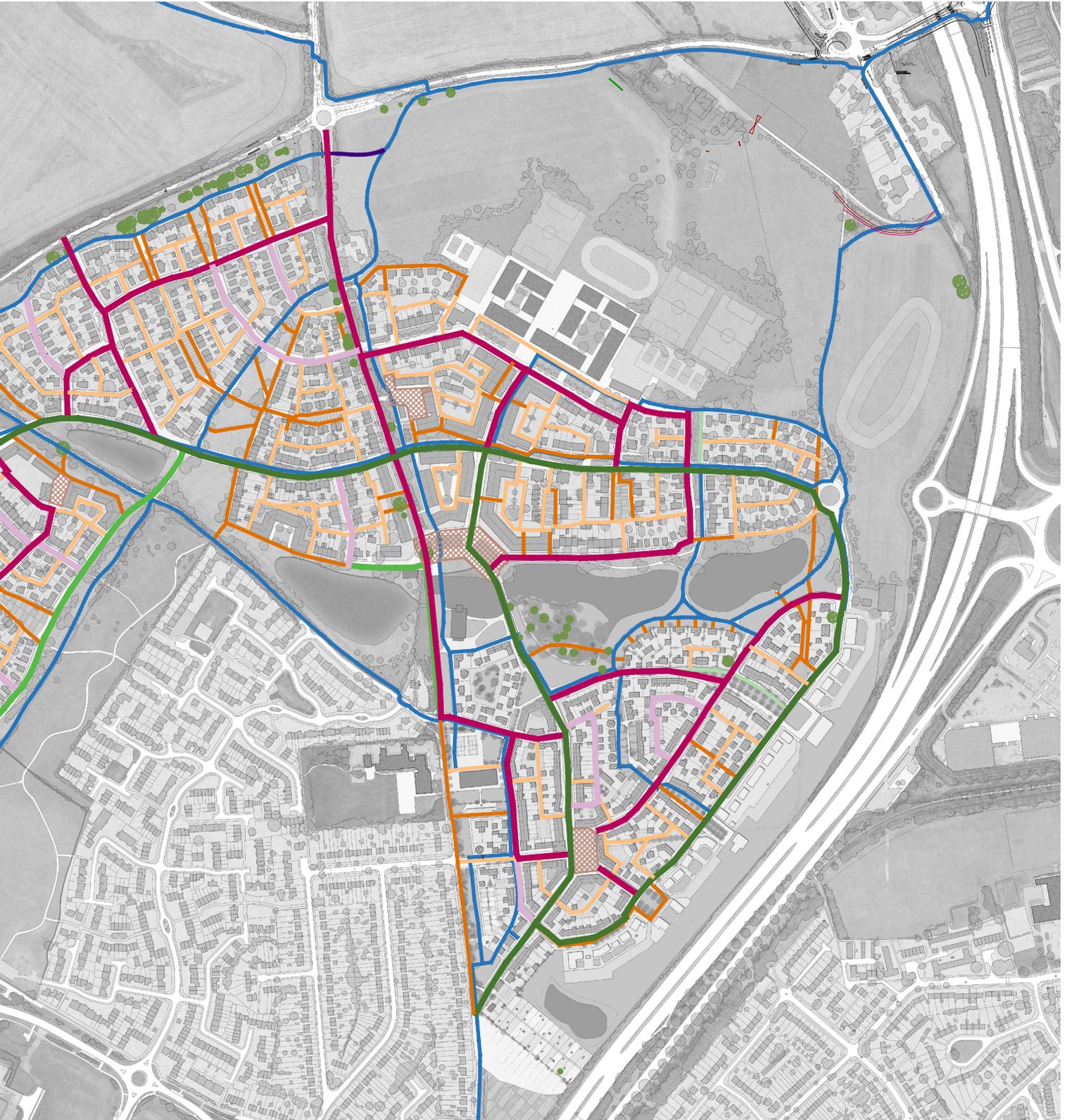
Safe routes for walkers and cyclists stretch beyond the neighbourhood into the countryside, anchored within and designed from the existing green fingers and broader public rights of way.

Key

-  Primary Thoroughfare
-  Secondary Thoroughfare
-  Tertiary Thoroughfare
-  Shared Surface
-  Lanes
-  Pedestrian Links
-  Cycleway
-  Swales
-  Park Edge



Coopers Green Street Hierarchy



COOPERS GREEN STREET VIEWS

T5



T3



T4





