

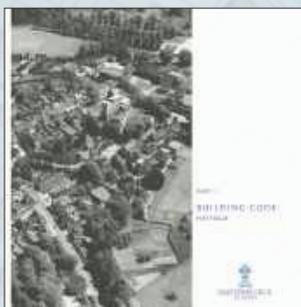
2.3 SYMONDSHYDE



Villages are an intrinsic part of the English countryside. They are synonymous with clean air, space, hedgerows, trees, woodland and cosy pubs. Symondshyde provides a rare opportunity to plan new housing and accompanying infrastructure coherently, and to demonstrate a sustainable approach to building new places for future generations to enjoy, albeit one based on a centuries old concept.



Land at Symondshyde Farm is proposed as a true village, nearly 1 km north west of the proposed neighbourhoods at Coopers Green (North West Hatfield). Following an intensive design process with the communities surrounding the farm, the local authorities and infrastructure experts, the masterplan caters for 1,500 new homes set around a community centre with a local pub, restaurant, shop and other amenities. The village would also host a primary school for the education of local children and housing to suit residents at all stages of life. As a true village, built to follow in the best traditions of rural Hertfordshire, generous space is allocated for village greens, allotments, and other outdoor amenities.



It is envisaged that the new village would link closely to, but exist distinctly from, Coopers Green (Section 2.2), and the new services and wider facilities proposed as part of the Local Plan. As at Coopers Green, pedestrians and cyclists are prioritised in the design, and cycle paths and footways between the two places ought to reduce reliance upon the private car.

Existing veteran oaks, mature hedgerows and valuable traces on the ground will be retained wherever possible for their landscape and ecological value, as will the wildlife sites which will be protected by a green buffer within and around the site. This will be complemented by new planting and landscape features designed to enhance the setting of the village and ensure it sits comfortably in its surroundings.

Each building will meet Gascoyne's high standards laid out in this Pattern Book and affiliated Building Codes.

MASTERPLAN

“When green space is lost we lose something of value. We must make sure what we get in return is of equal value.” – 2016 Stanboroughbury and Symondshyde Charrette

The masterplan for a village at Symondshyde has been designed from the traces on the ground left through the preceding centuries of human and natural activity: the Great Wood, bridle paths, streams, mature hedgerows and trees and other marks. These are retained, and dictate the natural shape, size and feel of the village.

The historic farmhouse is preserved at the centre of the village, bridle paths and field boundaries dictate the main routes through the village from the northeast and southeast edges to the centre.

The centre of the village is envisaged as a home for small businesses, some of which are already located at Symondshyde Farm; although the Three Brewers micro-brewery and other small enterprises presently operate from poor-quality late-twentieth century outbuildings. The design of Symondshyde offers an opportunity to bring such rural businesses into the heart of the village.

This will help to sustain a village shop and café or pub, and it will diminish some of the need for commutes out of the village.

A primary school is proposed in the south-west of the village, off Symondshyde Lane.

Copses are retained and a respectful boundary is maintained between the edge of the village and the beginning of Symondshyde Great Wood. Allotments preserve the rural feel, encourage social interaction and afford the opportunity for quiet, local ways of life.



Symondshyde Masterplan



THE REGULATING PLAN

Whilst the regulating plan for Symondshyde demands a rural structure appropriate to villages found across Hertfordshire, the methodology remains useful to plan the village. Zones within Symondshyde include:

T5 Village Centre

As in many villages across Hertfordshire, the village centre is the most 'urban', with a mixture of uses including workspaces, cafés/ restaurants, pubs and small rural shops.

T4 Village

As the village moves away from the centre and the primary school, the main zones become more rural before the village frays into the countryside.

T3 Village / Edge

At the edge of the village are farmsteads or detached homes, breaking the built environment down to open green space.

T2 Rural

Typically allotments spaces, farmsteads and lone houses which mediate the boundaries between open countryside and village edge.

CS Civic Space

This is, broadly, green space within the village footprint which can be used for various purposes, from sports events or village fetes.

CB Community Building

Primary school, horse livery, a place of worship, meeting halls, principal allotment sheds — again, a broad variety of community buildings is desirable to give the community space to come together.



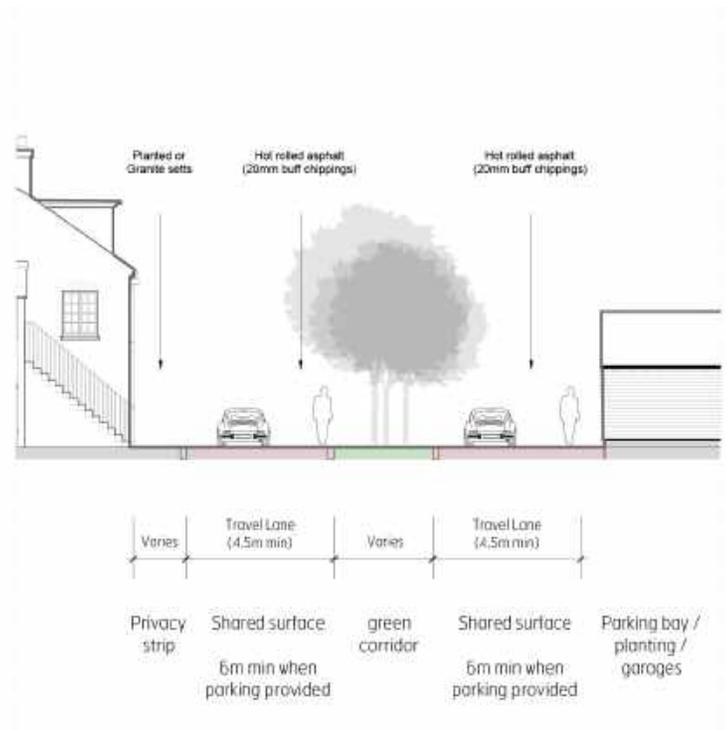


THOROUGHFARE DESIGN

Thoroughfare design at Symondshyde takes a different form to Creswick and Coopers Green, albeit in a manner which reflects its more rural nature. Detailed designs for different types of streets across the new neighbourhoods feed into the Street Hierarchy plan on the next page.

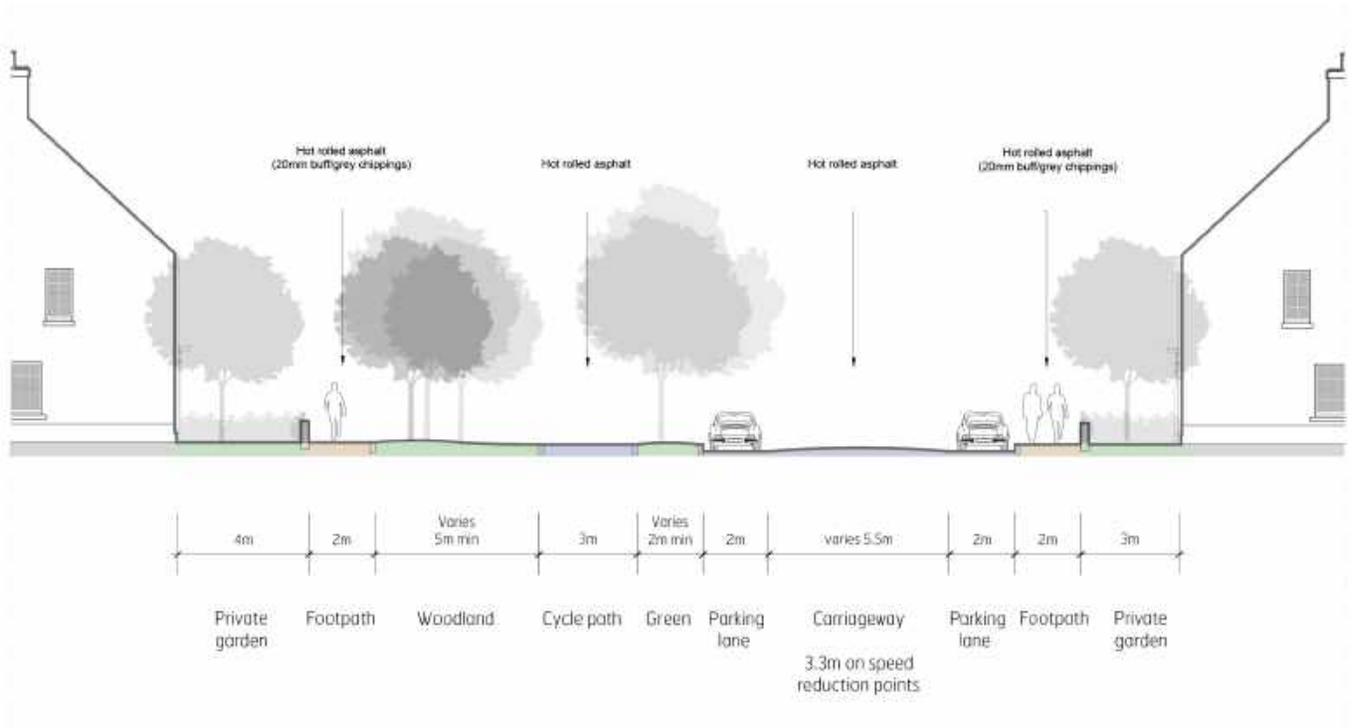
The specification for materials, road width, surfaces and kerbs depends on the form and function of the street. Different treatments create varied environments which inform driver and pedestrian behaviour. Small details can affect the use of a space, deterring vehicular traffic or encouraging pedestrians to dwell.

Shared spaces will also be deployed in Symondshyde, alongside quiet rural routes for pedestrians and cyclists. These measures combine to focus the village on the needs of people rather than cars.



Symondshyde Thoroughfare Design

	Lanes
Road Typical Width	Varies - 4.5m (6m when parking provided)
Road Surface	Hot rolled asphalt (20mm buff/ grey chippings)
Footways Width	N/A (Shared surface)
Footways Surface	Hot rolled asphalt (6mm buff/ grey chippings)
Privacy Strips	Planted, Granite Setts, Paved
Kerbs	Conservation kerbs laid flush, granite setts



	Primary Thoroughfare
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

STREET HIERARCHY

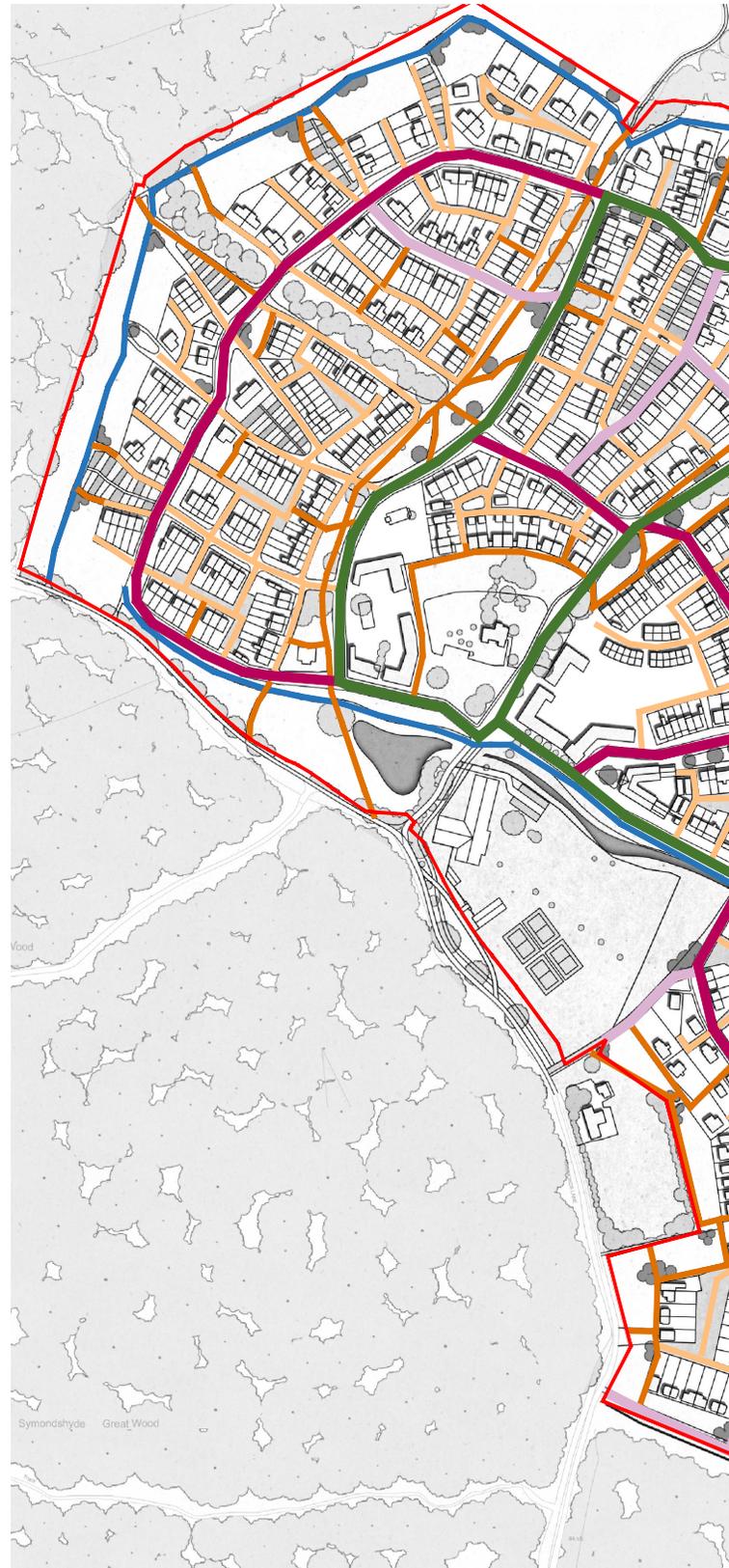
The Symondshyde street hierarchy indicates the nature and size of thoroughfares within the village network.

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

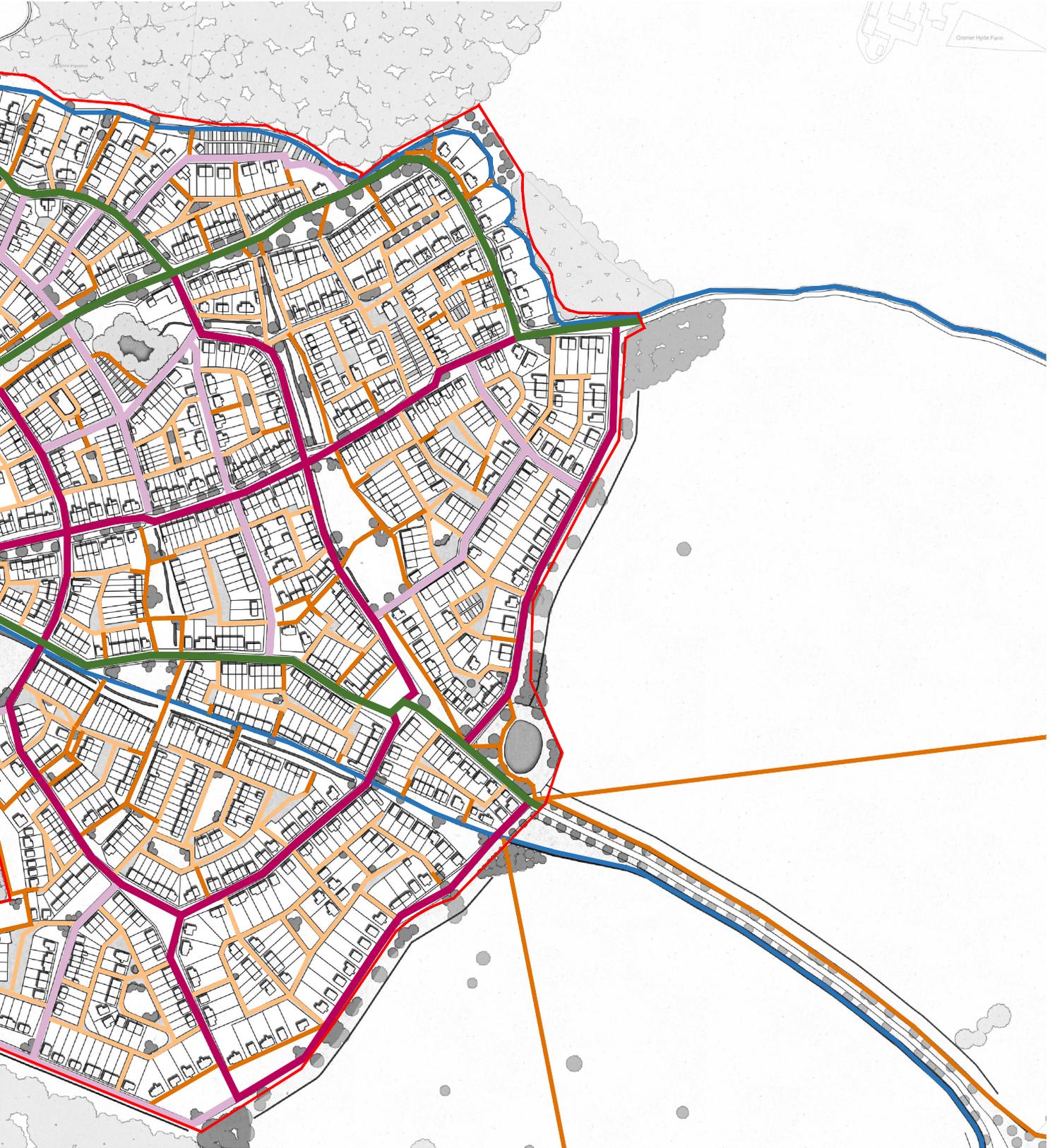
Rural pathways provide safe routes for walkers and cyclists which stretch beyond the village boundary into the countryside, connecting to Coopers Green to the south east. These have been anchored in and designed from the existing green fingers and broader public rights of way, as outlined in the Landscape Design section, below.

Key

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



Symondshyde Street Hierarchy



2.4 MARSHMOOR

Land at Marshmoor is proposed as a sustainable location for high quality employment space comprising a new high tech business park and residential development. The proposals include approximately 25,000 sq metres of BI (a) office and BI(b) research and development and 110-120 new homes, targeted at end users who require an attractive, well-landscaped environment and good transport connections, for instance in the bio-technology or life sciences industries.

This type of occupier is generally drawn from locations within the “Golden Triangle” of London, Cambridge and Oxford, three cities considered to be the focal point of biomedical research. They would not typically be drawn to standard office stock, instead requiring the high-spec laboratory and collaboration space provided by a science park environment. Marshmoor also sits in the Innovation Corridor from London to Cambridge, providing exciting opportunities for those looking to align themselves with both cities. Identified by the Hertfordshire LEP as a ‘strategic employment location’, Marshmoor would strengthen and diversify the local economy, attracting expertise and employment in some of the most innovative fields of UK research and development to Welwyn Hatfield.

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 are driven by a landscape-led masterplan, retaining and enhancing existing 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. The objective is to create a high quality science park, attractive to good quality business users, Research & Development and biotechnology companies, which will underpin the economic well-being of Welwyn Hatfield and wider Hertfordshire over and beyond the current local plan period.

All building would be planned and laid out in accordance with the Estate’s published building design codes and guidance.

CONCEPT & INDICATIVE MASTERPLAN

The land at Marshmoor, on the eastern edge of Welham Green, is presently underused and unattractive. It has potential to accommodate a sustainable mixture of employment space and homes. This proposal builds on the presence of the neighbouring railway station to form a new high quality science park whilst contributing towards the Borough's need for new housing.

The new science park could provide valuable jobs, enhance the Borough's future prosperity, and build on past 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.

Gascoyne propose a landscape-led scheme hosting a new high-quality science park with around 25,000 sqm (around 270,000 sq ft) 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, highly landscaped environment and good transport connections, for instance in the bio-technology 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.



Marshmoor Masterplan

PHASING PLAN

Marshmoor is likely to evolve over a period of time and in several distinct phases:

Phase I



Phase 2



Phase 3



UNIT BREAKDOWN

Marshmoor will form a new strategic employment location - business park with around 25,000 m² (around 270,000 ft²) of floor space for B1(a) office and B1(b) research and development use.

In addition, 100-120 linked flats are proposed to complement this space, providing a compelling and convenient live-work environment for those involved in uses associated with the research space. These are often spin-offs from educational institutions, attracted to the 'Golden Triangle', and would neither want nor need standard office space, but something rather more compelling.

The vision is for a site designed for residents and workers who require an attractive, highly landscaped environment with good transport connections to London and Cambridge.

KEY

-  24,480m² B1(a) office and B1(b) research, B2 & B8
-  100 - 120 Linked homes



A variety of options have been designed for Marshmoor. The final design will likely rest on discussions with an educational institution.



2.5 MILL GREEN

Mill Green is located between Hatfield and Welwyn Garden City, where the roads from Hertford, Welwyn and Hatfield originally converged. A masterplan generated during the 2011 Charrette proposed introducing a limited number of new properties to finance existing and new amenities including restoration of the Green Man public house.

The ultimate plans received planning permission in 2018 with the full support of the local community and unanimous support of WHBC Housing and Planning Panel.

The scheme will be built out over the next two years, in accordance with the Gascoyne Building Code.



MASTERPLAN

Eight years after the Mill Green Charrette, consistent engagement with the planning authority and local community, the Mill Green masterplan was finally granted planning approval in 2018.

A site complicated by the existing Mill Green envelope, listed buildings, green belt designation and the flood plain required a sympathetic and pragmatic approach.

The masterplan accommodates nine new homes within the existing footprint of the hamlet, the redevelopment of the Green Man Public House and some enhanced landscaping. These are all designed in line with local tradition, and will be built in accordance with Gascoyne Design Codes.

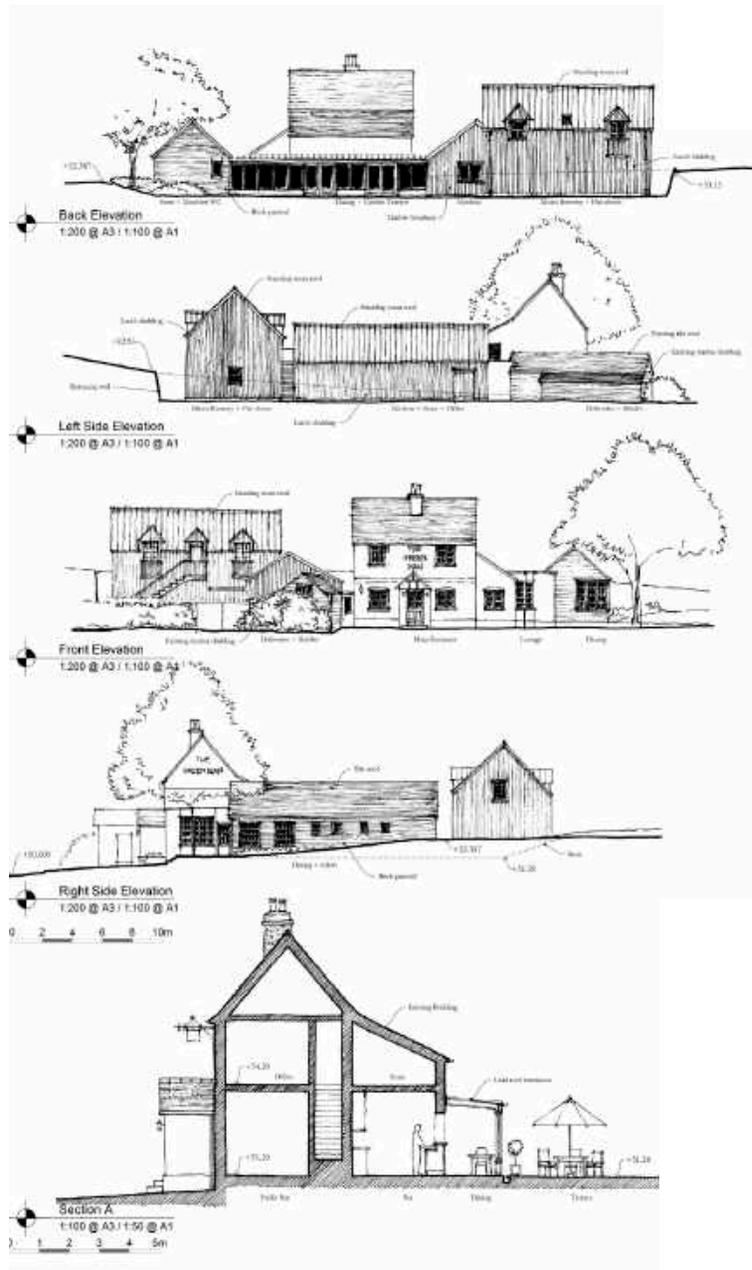


Mill Green Masterplan



LANDSCAPING & THE GREEN MAN PUB

There is scope for extensive landscaping improvements in Mill Green, alongside the redevelopment of the Green Man Public House. A new village green and an attractive entrance to the hamlet will be created, whilst footpaths, surfaces and street furniture will be improved and enhanced.



Green Man Pub



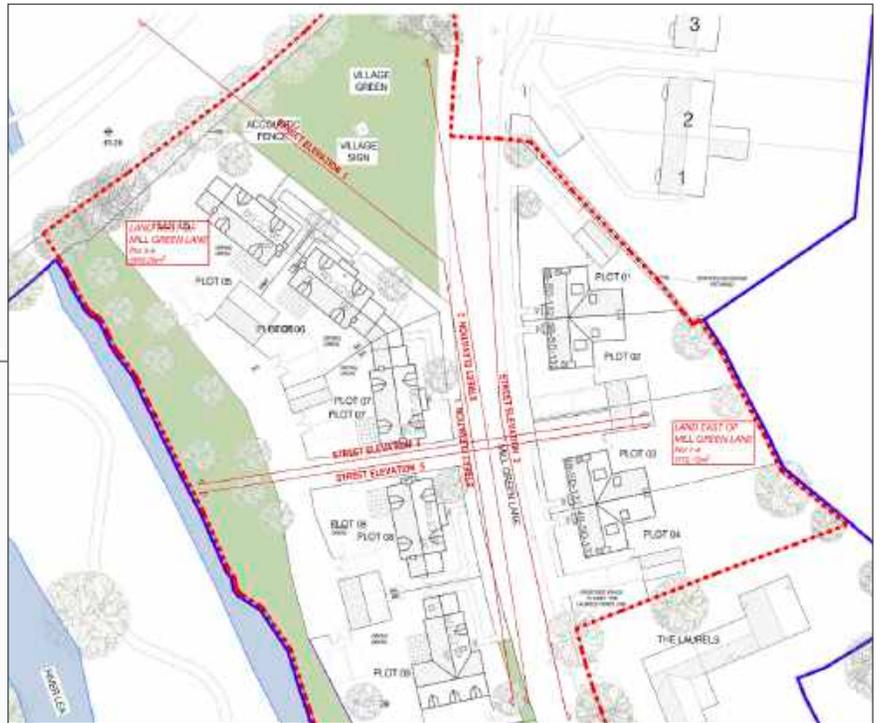
Mill Green Landscape Plan



MILL GREEN STREET ELEVATIONS



Mill Green Street Elevations



Land East of Mill Green Ln
Plots 1-4

THE LAURELS



Land East of Mill Green Ln
Plots 1-4

MILL GREEN LANE

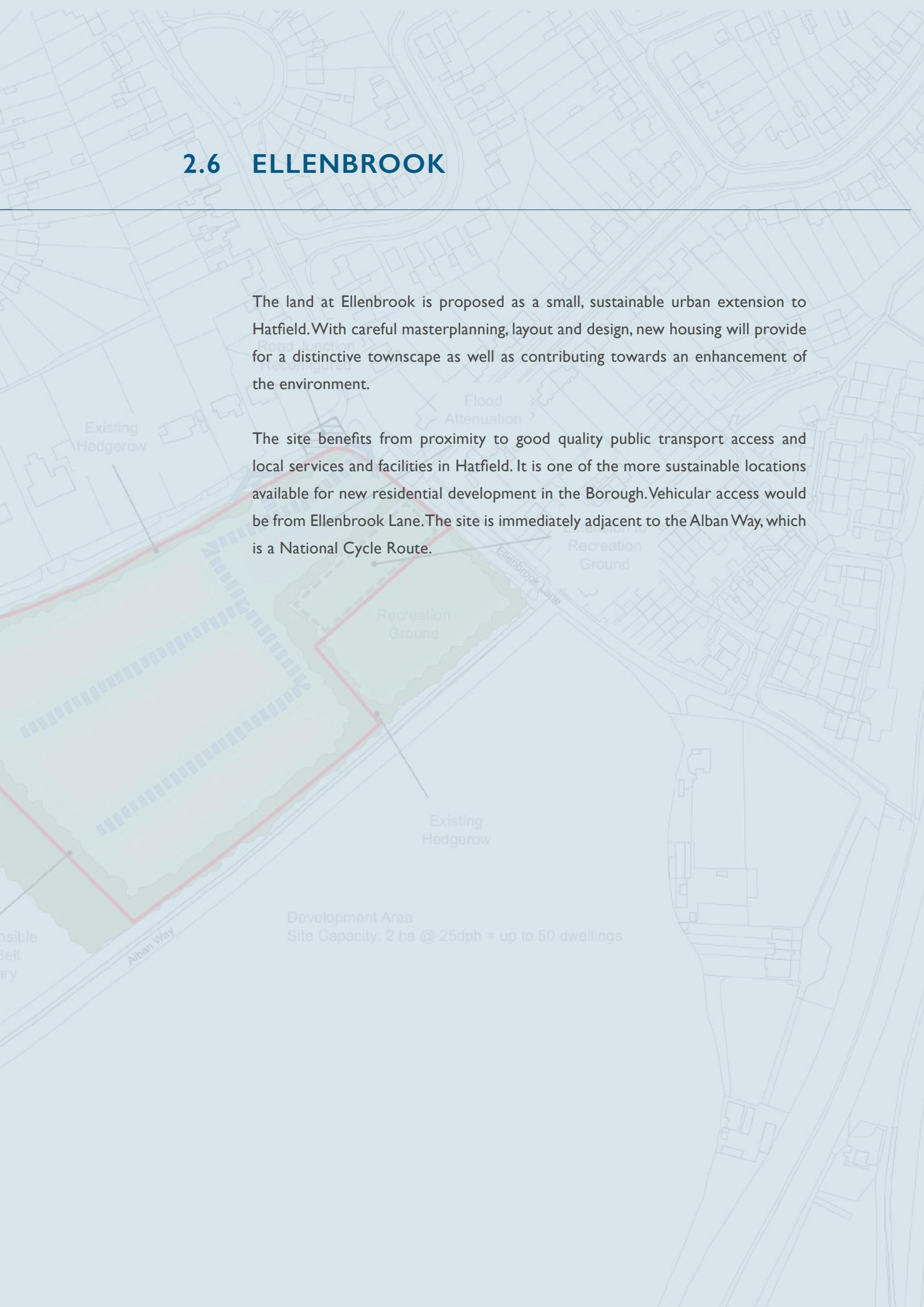
Land West of Mill Green Ln
Plots 5-9

Street Elevation 5
© 2014 J. J. & S. S. Architects Ltd.

2.6 ELLENBROOK

The land at Ellenbrook is proposed as a small, sustainable urban extension to Hatfield. With careful masterplanning, 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 site is immediately adjacent to the Alban Way, which is a National Cycle Route.



Development Area
Site Capacity: 2 ha @ 25dph = up to 50 dwellings

MASTERPLAN

Ellenbrook was recently included by Welwyn Hatfield Borough Council in the Submission Local Plan following a further call for sites. It is a small site, designed to contribute to the Borough's need for homes in a sensitive manner.

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

An additional safeguarded corridor is proposed, adjacent to the Alban Way, in order to facilitate delivery of future east-west public transport infrastructure.



Ellenbrook Masterplan



3 HOUSE TYPES

Cottage
2 bedrooms
2 storeys
G.I.A: 74m²

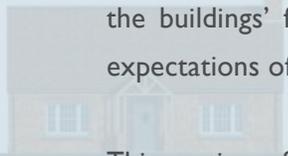


Mews
2 bedrooms
1.5 storeys
G.I.A: 98 m²

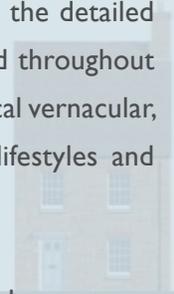


Gascoyne Places architecture builds upon local tradition. It follows the detailed study of historic pattern books and precedents which can be found throughout Hertfordshire. Whilst the houses are designed to acknowledge the local vernacular, the buildings' fabric and layout is designed to embrace modern lifestyles and expectations of flexibility and sustainability.

Cottage
2 bedroom
1 storeys
G.I.A: 80 m²

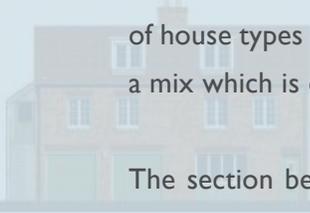


Terrace House
3 bedrooms
2 storeys
G.I.A: 107 m²

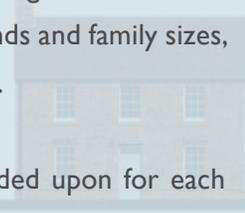


This section of the Pattern Book introduces a number of different house types which are to be constructed in those sites outlined in **section 2**. Here, their appropriate placement within each neighbourhood is explained. Consideration has been given to many sizes and styles of home, with predominant types including terrace houses, mansion flats, mews, detached houses and cottages. The breadth of house types should suit residents from a range of backgrounds and family sizes, a mix which is essential for a diverse and cohesive community.

Mews
2 bedrooms
2.5 storeys
G.I.A: 87 m²



Terrace House
3 bedrooms
2 storeys
G.I.A: 107 m²



The section begins with a typical lexicon. This will be expanded upon for each individual site and appended to site-specific Design Codes in the future. There follows a more in-depth exploration of plans and specification details for study alongside the elevations.

Mews
2 bedrooms
2 storeys
G.I.A: 84 m²



Terrace House
3 bedrooms
2 storeys
G.I.A: 109 m²



All buildings will adhere to the relevant site-specific Design Code. This will regulate height, façade measurements and the relationship to the street, whilst providing a framework by which the town can continue to develop as a cohesive whole.

G.I.A.: Gross Internal Area (measured in metres squared).

Cottage
2 bedrooms
2 storeys
G.I.A: 74m²



Mews
2 bedrooms
1.5 storeys
G.I.A: 98 m²



HOUSING LEXICON

Mews
1 bedroom
1 storey
G.I.A: 43 m²



Mews
1 bedroom
2.5 storeys
G.I.A: 69 m²



Cottage
1 bedroom
1 storey
G.I.A: 43 m²



Semi-detached
2 bedrooms
2 storeys
G.I.A: 66 m²



Cottage
1 bedroom
1 storey
G.I.A: 53 m²



Semi-detached
2 bedrooms
2 storeys
G.I.A: 71 m²



Mews
1 bedroom
2.5 storeys
G.I.A: 59 m²



Terrace House
2 bedrooms
2.5 storeys
G.I.A: 66 m²



Cottage
2 bedrooms
2 storeys
G.I.A: 74m²



Terrace House
2 bedrooms
1.5 storeys
G.I.A: 75 m²



Cottage
2 bedrooms
1 storey
G.I.A: 80 m²



Terrace House
3 bedrooms
2 storeys
G.I.A: 104 m²



Mews
2 bedrooms
2.5 storeys
G.I.A: 87 m²



Terrace House
3 bedrooms
2 storeys
G.I.A: 107 m²



Mews
2 bedrooms
2 storeys
G.I.A: 84 m²



Cottage
3 bedrooms
2 storeys
G.I.A: 109 m²



HOUSING LEXICON

Semi-detached
3 bedrooms
2 storeys
G.I.A: 118 m²



Semi-detached
3 bedrooms
2 storeys
G.I.A: 134 m²



House
3 bedrooms
2 storeys
G.I.A: 122 m²



Terrace House
3 bedrooms
2 storeys
G.I.A: 104 m²



House
3 bedrooms
2 storeys
G.I.A: 125 m²



Semi-detached
3 bedrooms
3.5 storeys
G.I.A: 157 m²



Semi-detached
3 bedrooms
2 storeys
G.I.A: 144 m²



House
4 bedrooms
2 storeys
G.I.A: 149 m²



House
4 bedrooms
2.5 storeys
G.I.A: 143 m²



House
4 bedrooms
2 storeys
G.I.A: 134 m²



Terrace House
4 bedrooms
2 storeys
G.I.A: 140 m²



House
5 bedrooms
2 storeys
G.I.A: 172 m²



House
4 bedrooms
2 storeys
G.I.A: 152 m²



House
5 bedrooms
2 storeys
G.I.A: 186 m²



House
4 bedrooms
2 storeys
G.I.A: 155 m²



House
5 bedrooms
2 storeys
G.I.A: 231 m²



ONE BED - MEWS - 59m²

Mews properties offer more densely packaged accommodation invariably located within the centre of blocks. They will often be found between secondary and tertiary routes.

This unit is front loaded (i.e. front facing) and designed to provide overlooking in lanes and parking courts. It is designed with a single aspect to avoid overlooking adjoining properties and can be used to add density where required.



Front elevation

T3/4

Gross Internal Area (GIA)
59 m²

Bedrooms
|

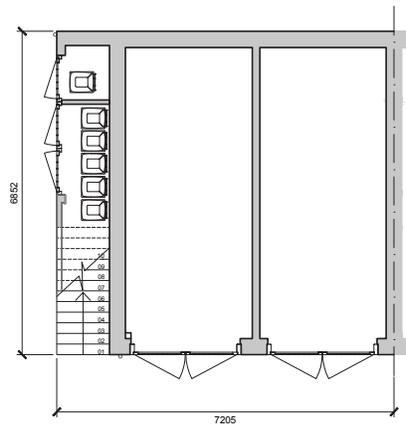
Bathrooms
|

Height
2.5 storey

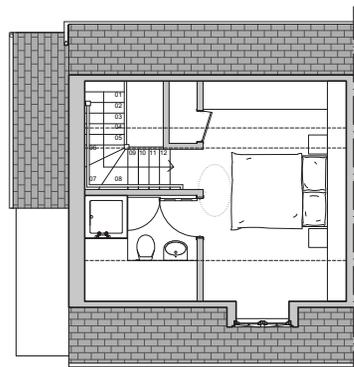
Outbuilding
N/A

Frontage
7.2m

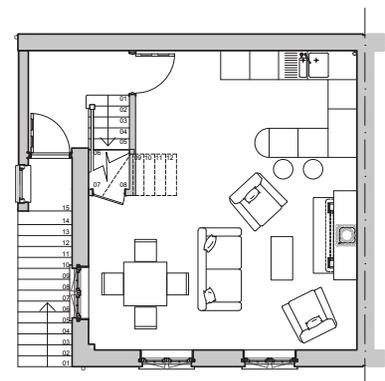
Type
Mews



Ground floor plan



Second floor plan



First floor plan

ONE BED - COTTAGE - 43m²

Cottages and small houses are designed predominantly to be used in less densely packaged areas, often to be found upon the edge of developments.

This small bungalow, for example, may be located on small streets and pedestrian paths. It is designed with a rear garden and a single storey outbuilding.



Front elevation

T3/4

Gross Internal Area (GIA)

43.3 m²

Bedrooms

1

Bathrooms

1

Height

1 storey

Outbuilding

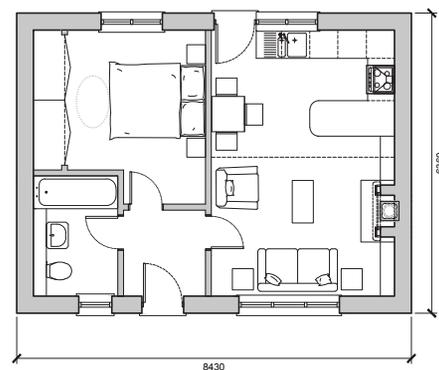
Yes

Frontage

8.5 m

Type

Cottage



Ground floor plan



These units can be grouped to create denser urban forms.

ONE BED - MEWS - 69m²

This 'coach house', like other mews properties, is designed to sit within a more densely packaged location, invariably in the middle of a block. Its design provides four parking spaces, two of which are allocated to the adjoining rear property. As with other mews units, it is also designed with a single aspect to avoid overlooking adjacent properties. This property will be found in lanes and other shared surface areas.

T3/4

Gross Internal Area (GIA)

69.2 m²

Bedrooms

1

Bathrooms

1

Height

2 storey

Outbuilding

N/A

Frontage

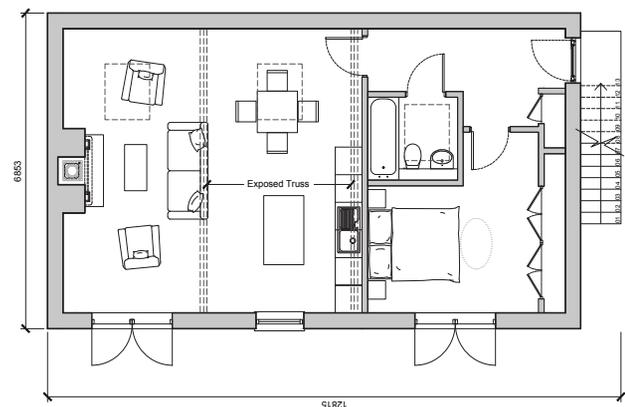
12.8 m

Type

Mews



Front elevation



First floor plan

TWO BED - SEMI-DETACHED - 67m²

This small house is specifically designed to be a semi-detached property with a side rear garden, to be used mainly in slightly more urban T4 areas.



Front elevation

T4

Gross Internal Area (GIA)

66.5 m²

Bedrooms

2

Bathrooms

1

Height

1.5 storey

Outbuilding

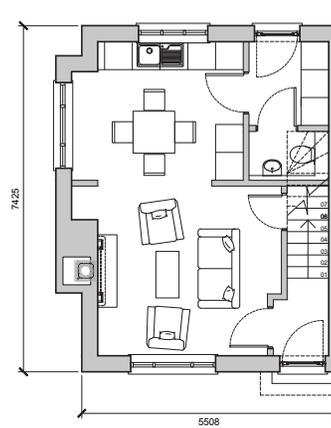
Yes

Frontage

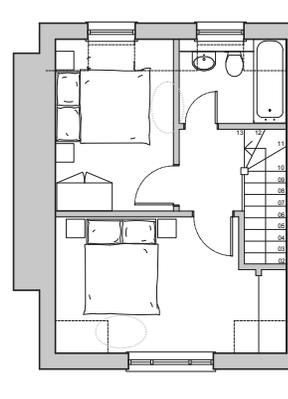
5.5 m

Type

Semi detached



Ground floor plan



First floor plan

TWO BED - COTTAGE - 45m²

This small two bedroom cottage is designed to be used primarily in T3 areas due to its rural character.

It may be located in small streets and pedestrian paths and benefits from a side garden.



Front elevation

T3

Gross Internal Area (GIA)

45m²

Bedrooms

2

Bathrooms

1 + 1 WC

Height

2 storey

Outbuilding

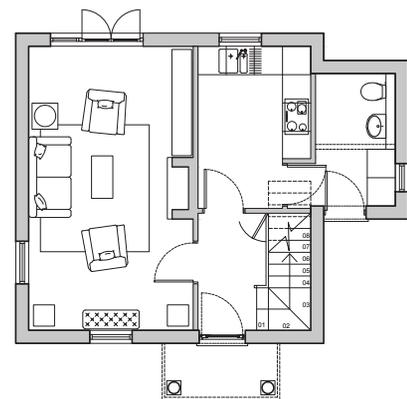
Yes

Frontage

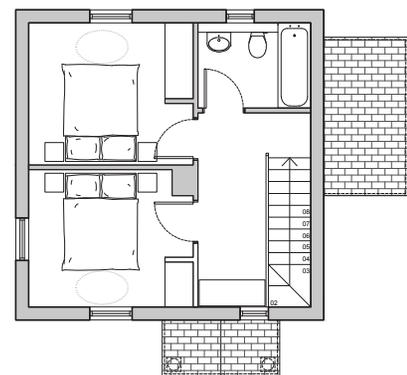
6.5 m

Type

Detached



Ground floor plan



Second floor plan

THREE BED - TERRACE HOUSE - 104m²

This small three bedroom house has been designed as a semi-detached or terrace unit and may be located in T4 and urban T5 locations.



Front elevation

T4/5

Gross Internal Area (GIA)

104 m²

Bedrooms

3

Bathrooms

1 + 1 WC

Height

2 storey

Outbuilding

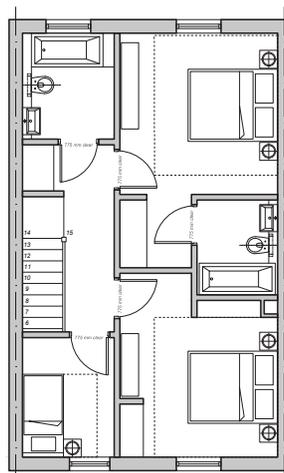
Yes

Frontage

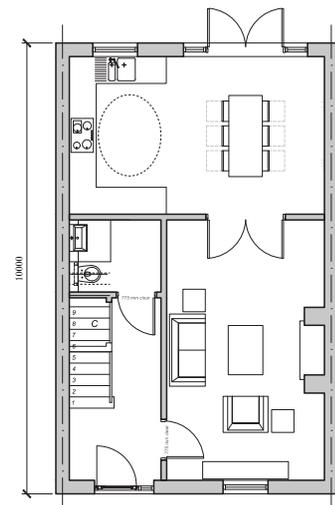
6 m

Type

Terrace



First floor plan



Ground floor plan



This house type can be grouped to form terraced streets

THREE BED - SEMI-DETACHED - 144m²

This family three bedroom house can be used in detached, semi-detached and terraced forms. It can be located in both rural and urban settings. The size of the panels and front facade materials can vary depending upon on location.



Front elevation

T3/4

Gross Internal Area (GIA)
144 m²

Bedrooms
3

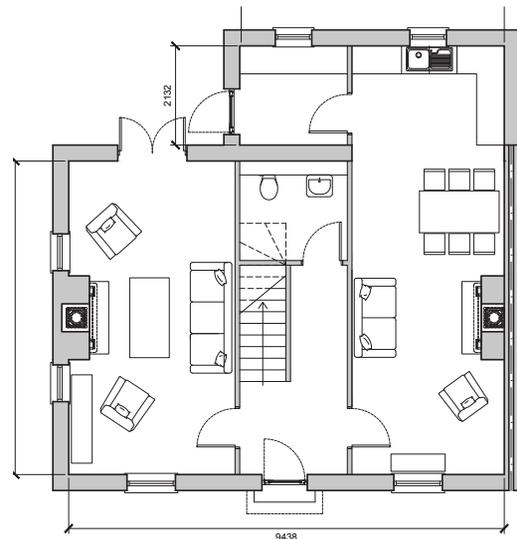
Bathrooms
2 + 1 WC

Height
2 storeys

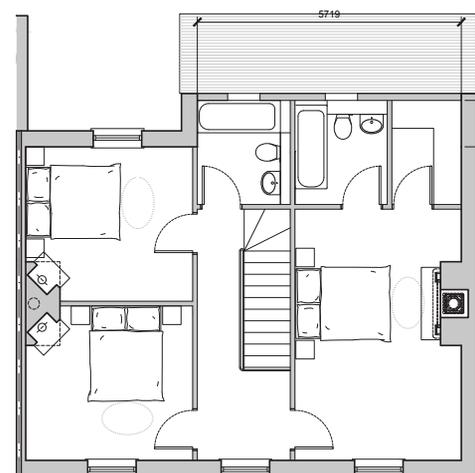
Outbuilding
Yes

Frontage
9.93m

Type
Terrace, Semi-detached, detached



Ground floor plan



First floor plan

THREE BED - HOUSE - 104m²

This three bedroom house can be used in semi-detached or terraced forms.

It is designed to be located in more urban areas.



Front elevation

T4

Gross Internal Area (GIA)

104 m²

Bedrooms

3

Bathrooms

2

Height

2 storeys

Outbuilding

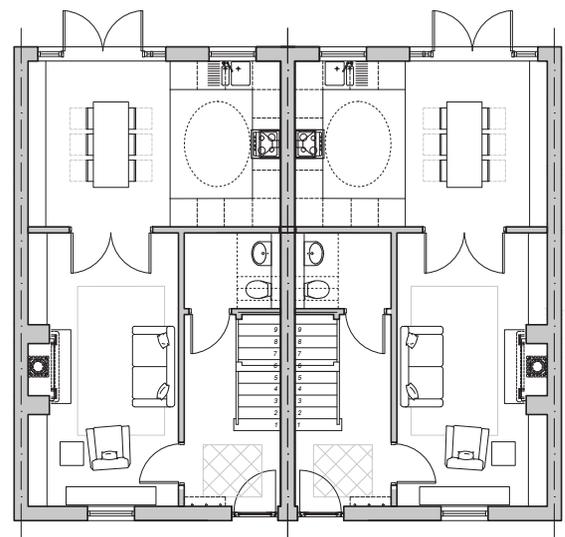
Optional

Frontage

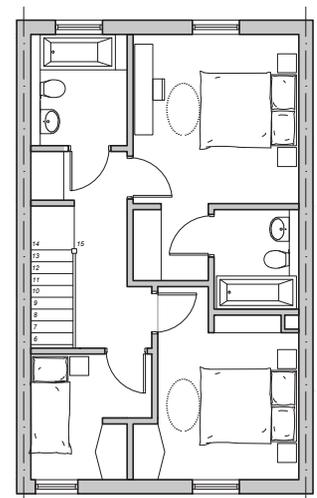
6m

Type

Semi-detached and terrace



Ground floor plan



First floor plan

FOUR BED - HOUSE - 134m²

This four bedroom medium sized single family dwelling is designed for T4 and T5 areas.



Front elevation

T3/4

Gross Internal Area (GIA)
134 m²

Bedrooms
4

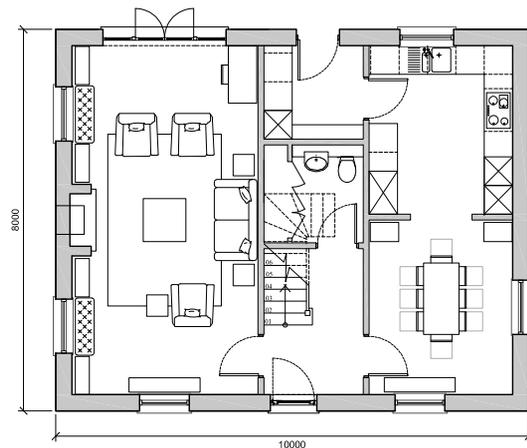
Bathrooms
3

Height
2 storey

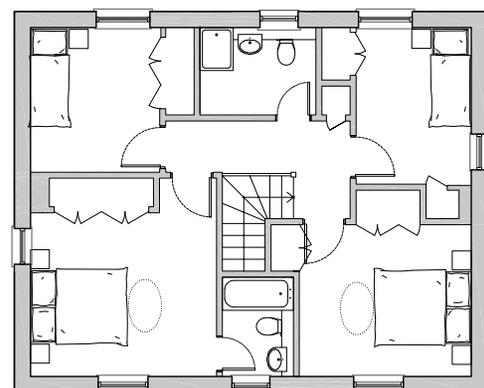
Outbuilding
No

Frontage
10 m

Type
Detached



Ground floor plans



First floor plans

FOUR BED - HOUSE - 155m²

This is a large family dwelling, designed as a detached unit but may be built as a semi-detached or terraced property.

It is a flexible unit designed for T3 and T4 areas. In end of terrace locations, additional windows should be provided in the side gable.



Front elevation

T3/4

Gross Internal Area (GIA)

154.6m²

Bedrooms

4

Bathrooms

2 + 1 WC

Height

2 storey

Outbuilding

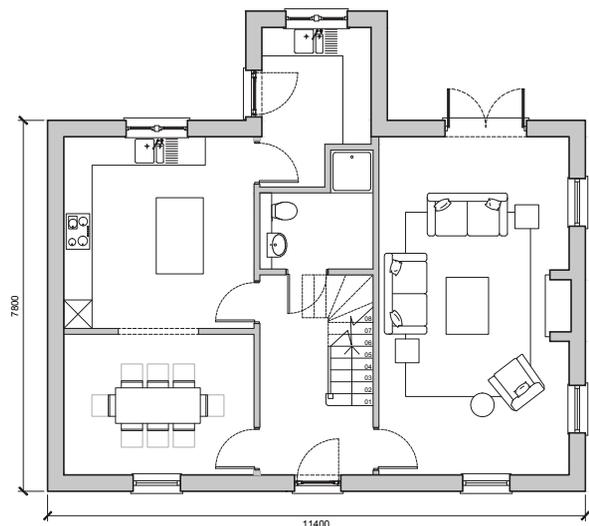
Yes

Frontage

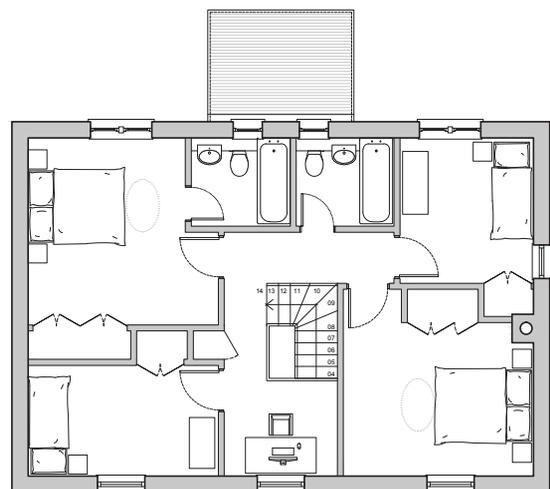
11.4 m

Type

Detached, Semi-detached and terrace



Ground floor plan



First floor plan

FIVE BED - HOUSE - 172m²

This large family home is designed as a detached or semi-detached property. It should be located on larger plots with deep setbacks in the rural edge, including T3 and T4 locations.

The side study is designed to be converted into a bedroom with an ensuite bathroom to ensure the home has greater longevity and the flexibility to meet future needs.



Front elevation

T3/4

Gross Internal Area (GIA)

172 m² with optional study

Bedrooms

5

Bathrooms

3 + 1 WC

Height

2 storey

Outbuilding

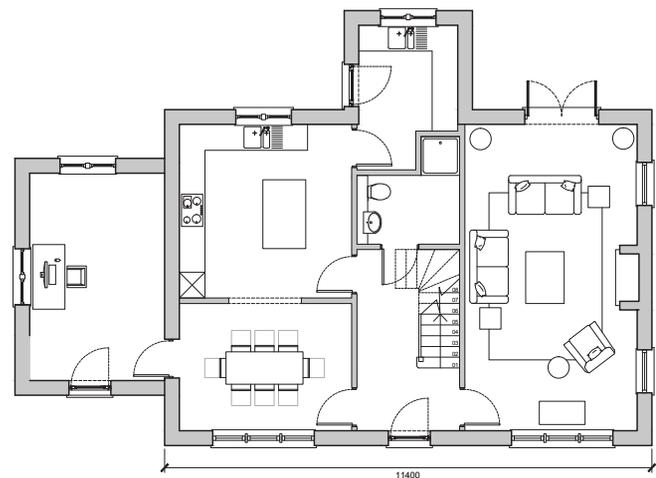
Yes

Frontage

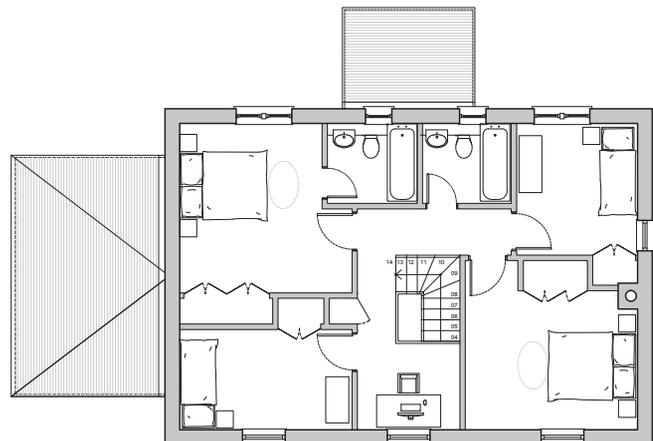
11.4 m

Type

Detached, Semi-detached



Ground floor plan



Second floor plan

FIVE BED - HOUSE - 186m²

This is a large family home, designed as a detached unit but it may equally be adapted and used as a semi-detached or terraced property. In end of terrace situations, additional windows should be provided in the side gable.



Front elevation

T3/4

Gross Internal Area (GIA)
186 m²

Bedrooms
5

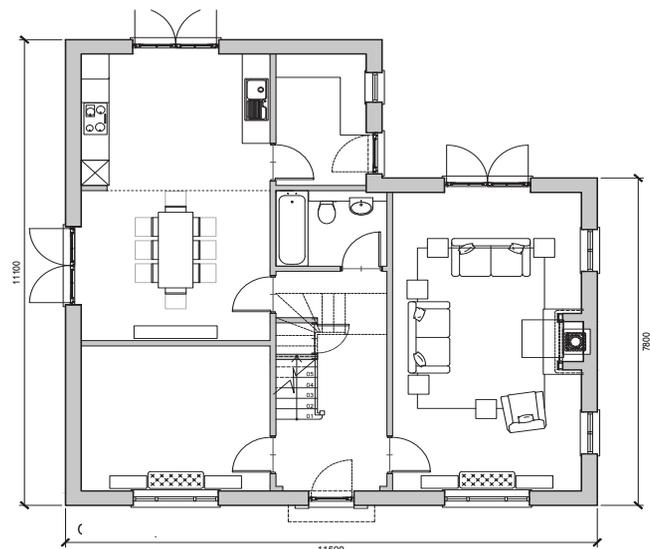
Bathrooms
3 + 1 WC

Height
2 storey

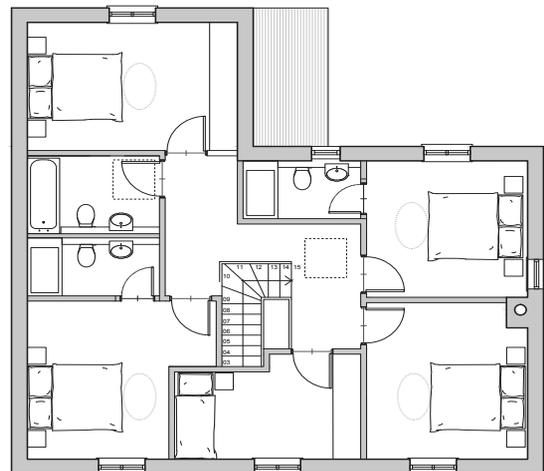
Outbuilding
Yes

Frontage
11.5m

Type
Detached



Ground floor plan



First floor plan

3.1 HOUSE TYPE VARIATIONS

A clear and tangible sense of place derived from consistent design plays an essential part in creating attractive places in which people will want to live. Whilst a variety of house types are included in the prior section, Gascoyne recognise that certain locations or character areas within new settlements or neighbourhoods may warrant further variation.

In the following pages we have selected a mews unit, town house and cottage to demonstrate three ways by which a house type can be adjusted to create different character areas and for heightened visual interest.



MEWS VARIATION

1 Bed Mews Variation
59m²

Variation 1:

Brick



Variation 2:

Timber weatherboarding



Variation 3:

Render/ Stucco



TERRACE HOUSE & COTTAGE VARIATIONS

3 Bed Terrace House
104m²



1 Bed Cottage
43m²



B1

B2



B2

H

FL

K

T

D

B1

B1

L

3.2 APARTMENTS

All of Gascoyne's strategic sites are designed with the intention that they offer true diversity in terms of house types, tenure, and size of homes. Alongside more conventional homes, apartments will form a vital part of the housing mix and in doing so provide opportunities for good quality residential units located above shops and businesses. The quantum and variety of these buildings will allow for the creation of interesting and attractive streetscapes, whilst also offering design opportunities to screen secondary streets and mews.



TYPICAL I BED FLAT

Gross Internal Area (GIA)
54 m²

Bedrooms
1

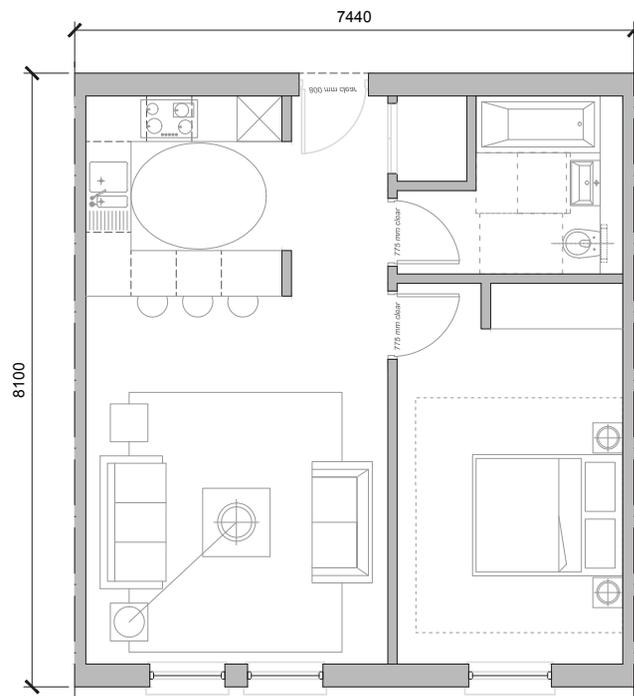
Bathrooms
1

Height
1 storey

Outbuilding
N/A

Frontage
7.4 m

Type
Flat



Ground floor plan



TYPICAL 2 BED FLAT

Gross Internal Area (GIA)

79m²

Bedrooms

2

Bathrooms

1

Height

1 storey

Outbuilding

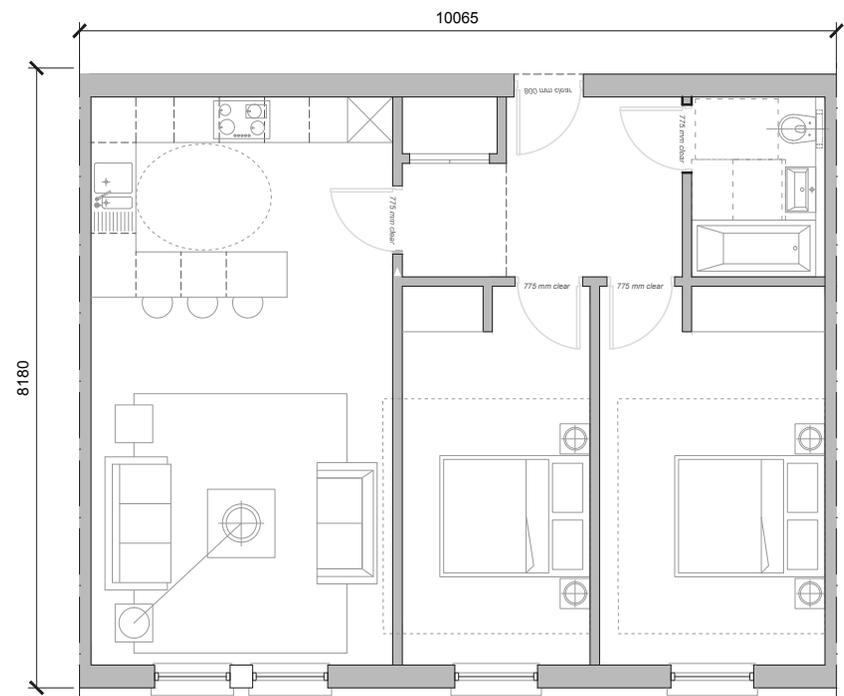
N/A

Frontage

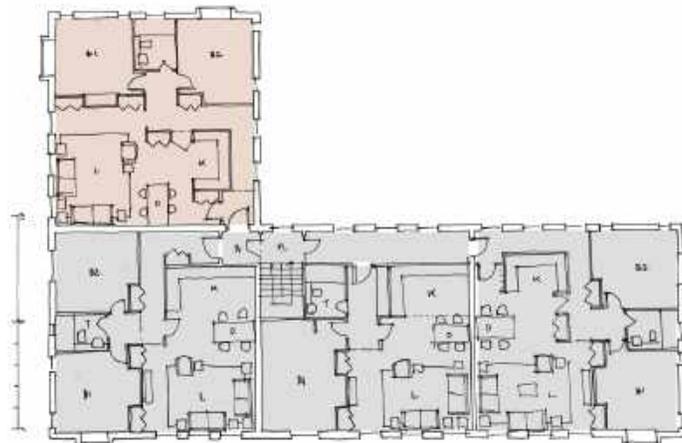
10m

Type

Flat



Ground floor plan



TYPICAL 3 BED FLAT

Gross Internal Area (GIA)
104m²

Bedrooms
3

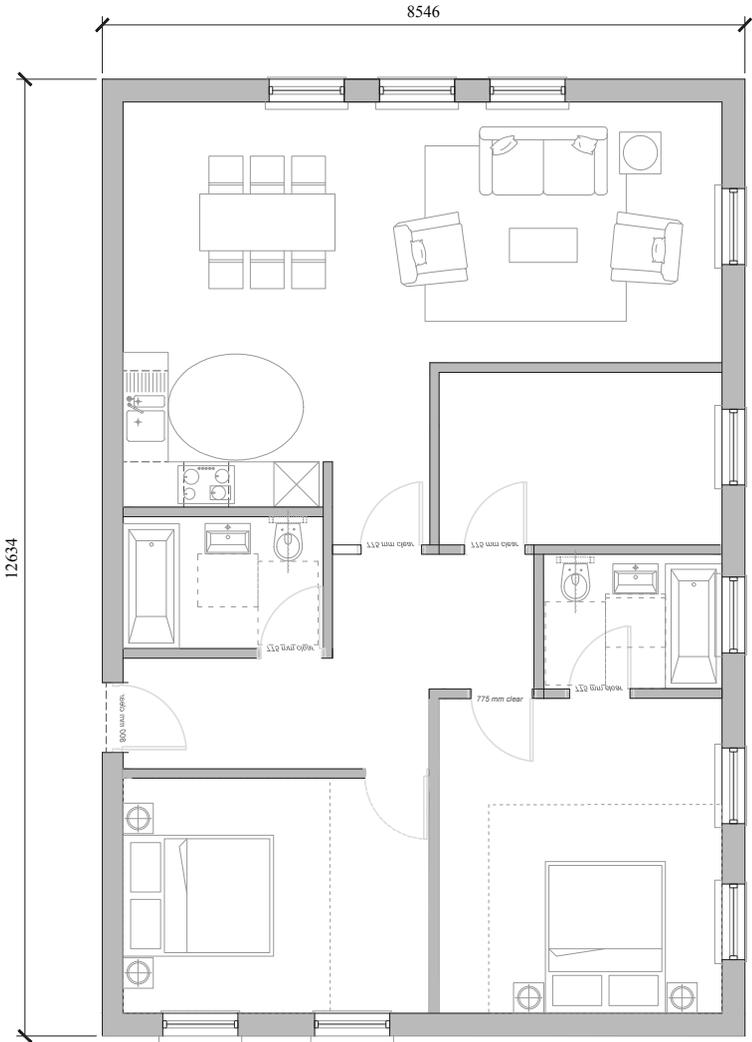
Bathrooms
1

Height
1 storey

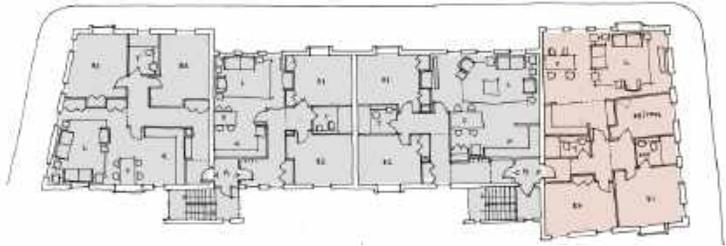
Outbuilding
N/A

Frontage
12.6m

Type
Flat



Ground floor plan



SPACE STANDARDS

Apartments will be an essential part of the housing mix. In order that they offer enduring good quality accommodation, the importance of generous space standards is recognised.

Homes must provide at least the gross internal floor area and built-in storage area set out in the adjacent column (these standards conform to the Draft London Plan Policy D4 Housing quality and standards).

Design should provide sufficient daylight and sunlight to new housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

Dwellings should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food.

The minimum floor to ceiling height must be 2.5m for at least 75% of the Gross Internal Area of each dwelling.

All residential development should maximise the provision of dual aspect dwellings, and should avoid the provision of single aspect dwellings.

A single aspect dwelling should only be provided where it is considered a more appropriate design solution than a dual aspect dwelling and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.

Minimum space standards for new dwellings:

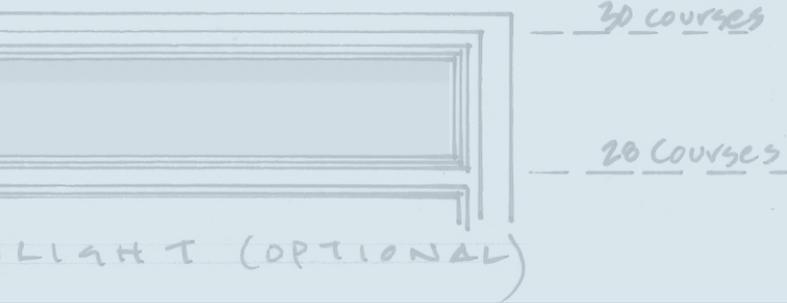
Minimum gross internal floor areas and storage (square metres)					
No. of bedrooms (b)	No. of bed spaces (p)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39			1
	2p	50	58		1.5
2b	3p	61	70		2
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3
	6p	96	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	

A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide.

Every other additional double (or twin) bedroom must be at least 2.55m wide.

A one bedspace single bedroom must have a floor area of at least 7.5 sqm and be at least 2.15m wide.

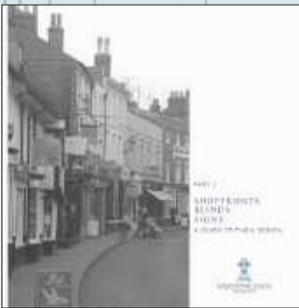
A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sqm.



TYPE



DOOR TYPE



Each of Gascoyne's sites draws upon historic precedents found throughout Hertfordshire. Accordingly, the most prominent materials echo those found in nearby historic towns and villages.

This section offers a summary of the building materials and architectural details proposed for use throughout Gascoyne sites. Full details will be found within site-specific Design Codes, and **developers will be required to provide samples of selected materials for approval by Gascoyne Places.**

External Walls of Buildings

Hertfordshire has many varied kinds of wall, historically dictated by the availability of local material and skills. This section outlines ways in which new walls can continue these local traditions.

Roofs and Chimneys

Roofscape variety contributes significantly to the character of an urban street. In order to avoid monotony roof pitch, style and materials shall be varied.

Windows and Doors

The quality of a building elevation owes much to the correct proportioning and detailed design of doors and windows. These guidelines are intended to assist in achieving an aesthetically pleasing design and finish appropriate to the character of new places.

Building and Subsidiary Elements

The most visible subsidiary elements must be correctly proportioned and reflect their true purpose.

Boundary Treatments, Garden Walls and Fences

The makeup and design of garden boundary walls, fences and railings affects how properties relate to the public realm. Notes on materials for gates, hedges and pathways are also provided.

As with specific Design Codes, provisions are activated by *shall* when required, *should* when recommended and *may* when optional.

27 courses

400

320

PERCENT.

209 + 209 + 209 + 209
836 LCAF
710 LCAF

DOOR TYPE

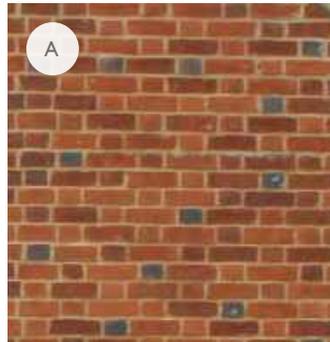
E

EXTERNAL WALLS, LINTELS, OUTBUILDINGS

Brick

Red Brick (generally handmade) or stock bricks should be used with some black headers.

Bricks should be laid in Flemish (A) or English (B) bond. Where a $\frac{1}{2}$ brick facing is used in cavity construction, purpose made snap headers or mechanically cut bricks must be used.



Other External Materials

External walls may be built using appropriate combinations of banded stone and brickwork (C). Panels and bands should use flint or a different approved stone.

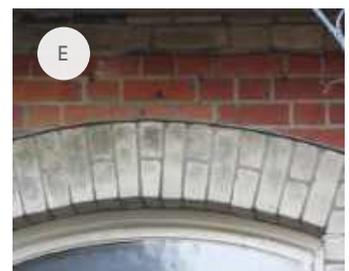
Brick walls may be painted with lime-tallow wash or mineral paint (D). The effect of a build-up of limewash over the years giving a softer, more established look may be achieved by the application of a sand and cement slurry to inexpensive brickwork.



Lintels/ Arches

Lintels should be of load-bearing appearance in stone, brick (E), flat tiles or timber. Where brick or stone are used, lintels shall be formed as true arches. Arches can be pre-constructed using SS angle with applied brickwork or stone to Gascoyne Places approval.

Rubbed brick lintels are appropriate only on more important buildings. Rough arches, in various forms (particularly the “justified” rough arch), are suitable in brickwork and should rise through four brick courses. In stone construction, voussoirs should be provided.



Timber (Oak) Lintels

Timber (oak) lintels (F), typically 150 deep, and with minimum 215 mm bearing on either side of the opening may be used. Use should be made of relieving arches in masonry above timber lintels where loadings dictate.



Outbuildings

Outbuildings should generally be timber framed and clad with weather-boarding (G).

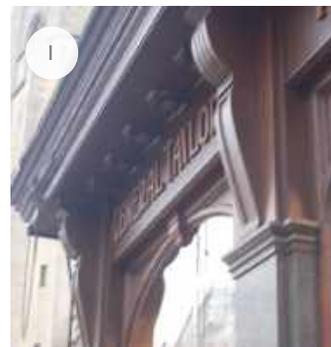
Traditionally, however, the outbuildings of less important dwellings are frequently built of whatever comes to hand. This provides an opportunity to show a charming variety of materials (H).



Shops and Shopfronts

Shop fronts shall be built predominantly of wood (I) or of wood and cast iron or aluminium above the plinth.

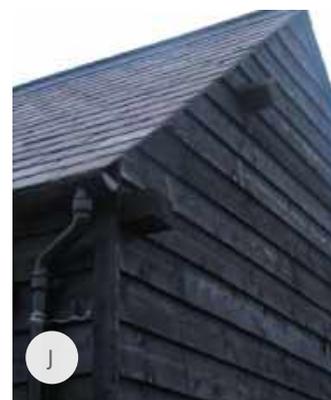
The display window should be integrated with the door and the fascia with a single construction and painted a dark gloss.



Weatherboarding

Weatherboarding cladding shall comprise sawn featheredged boards approximately 200mm x 32mm.

Featheredged boarding should be sawn finished with a plain edge and painted with black tar varnish (J) or beaded on the lower edge of planed boards when finished with dark or off white gloss paint, or an approved wood stain (e.g. Sadolin classic - ebony).



ROOFS AND CHIMNEYS

Roofs should be simple gabled, hipped, half-hipped or mansarded. Abutting single storey roofs may be lean-to. Free standing sheds, garages or outbuildings shall have hipped or gabled roofs. There shall be no flat roofs, except small lead clad valleys and so forth in complex roofs. Dormers and canopies can be incorporated by agreement of architectural detailing and material specification with Gascoyne Places.



Roof Coverings

Roofs should be of good quality natural slate or plain clay tiles and shall be approved by Gascoyne Places.

In certain rural locations, pan tiles maybe appropriate – likewise subject to Gascoyne approval. Synthetic slate and concrete tiles are not permitted.



Chimneys

The incorporation of chimneys in new designs will be strongly encouraged. Chimneys are not only functional but contribute a vibrancy to local roofscapes and a building's silhouette.

Chimneys should generally be constructed from brick and rise confidently above ridge lines. They should be carefully proportioned so as not to appear unduly short or stout.

Chimney pots are available in a variety of sizes and forms and should be chosen carefully in the context of their surroundings.



Rainwater Goods

Gutters should be half round or ogee in profile. Hopper Boxes on fronts of parapetted houses shall be cast iron or aluminium. All down pipes shall be cast iron, painted black.

Where there are no gutters, a French or perforated drain shall be provided at the foot of external building walls, set in a gravel bed approximately 600 mm x 600 mm.



Dormers

Dormers should be carefully designed and built to suit the roof they sit within and the materials used. Needless bulkiness can be avoided by using lead on hips and ridges on hipped dormers. Dormers are invariably of timber construction, unless they rise from the fabric of the main wall of the building. If the dormer roof is gabled rather than hipped the verge should be made disproportionately deep, perhaps 75 or 100 mm to give a deeper shadow, the tile battens running past the line of the gable end.



Conservation Roof Lights

Conservation roof lights may only be used where specifically agreed with Gascoyne Places, and only if positioned well clear of the ridge. Particular attention should be paid to how roof lights sit within the roof line. Use of cheaper varieties of roof light are discouraged. The size and number of proposed roof lights is a critical aspect of any design.



DOORS

Doors shall be built entirely of timber and painted, except where leaded lights in iron casements are used within hardwood timber frames.

External doors shall be single or in pairs and of a design approved by Gascoyne Places.

Doors are of various designs included 4-pannelled, 6-pannelled, with Glazing and without, all panelled or planked to Gascoyne approval. No GRP doors will be permitted.

The maximum allowable width per opening shall be 3m.

Historical **door patterns** are only permitted as true imitations in form, construction and proportion.

Doors shall be painted a dark gloss. Suitable colours can be provided by Gascoyne Places.



Fanlights

Fanlights shall be of a pattern approved by Gascoyne Places. As with doors, historical patterns may only be allowed as true imitation in form, construction and proportion.



Door Surrounds and Porches

Door surrounds shall be hardwood, stone, or reconstituted stone.

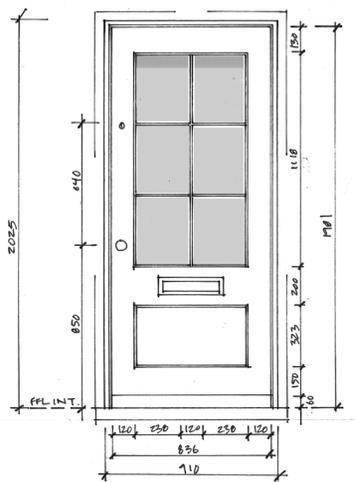
Porches shall be timber to be approved by Gascoyne Places.



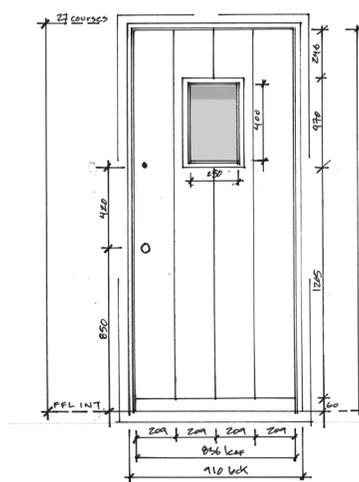
ARCHITECTURAL DETAILS



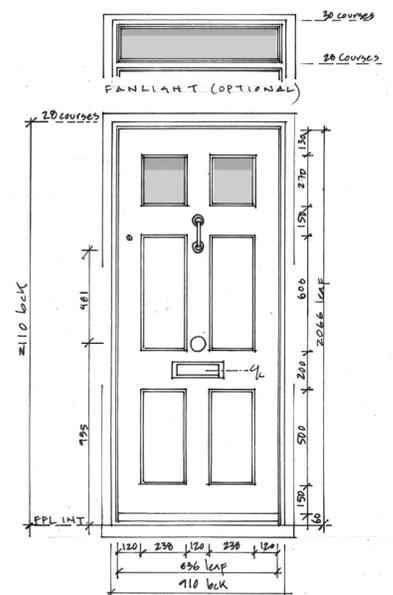
Front Door



Back Door



Back Door



Front Door and Fan light

Further details will be found in the Gascoyne *Lexicon of Key Details*

WINDOWS

Windows shall be built entirely of timber and painted, except where leaded lights in iron casements are used in hardwood timber frames. Casements should close within the frame rather than over the frame in all windows visible from the street and/or the front elevation.

Windows shall be rise and fall sash or side hung casement types. Ground floor windows on the building line shall be the sash or inward opening casement type. Overall window aperture proportions should normally range from 1:1 to 1:3 (ratio of horizontal to vertical dimension).

Principal window panes shall approximate to the Golden Mean on a vertical axis. Individual panes in differently proportioned doors and windows should be related in their proportions.

Windows shall be painted 'off' white. A range of suitable colours can be provided by Gascoyne Places upon request.

All windows are to be double glazed either with sealed units or by secondary glazing. French doors and window panes below 800 mm above floor level to be provided with laminated safety glass. Extensions or repairs to listed buildings should normally remain as single glazed but careful use of slim line glazing (examples such as slim-lite and Histoglass) may be acceptable.

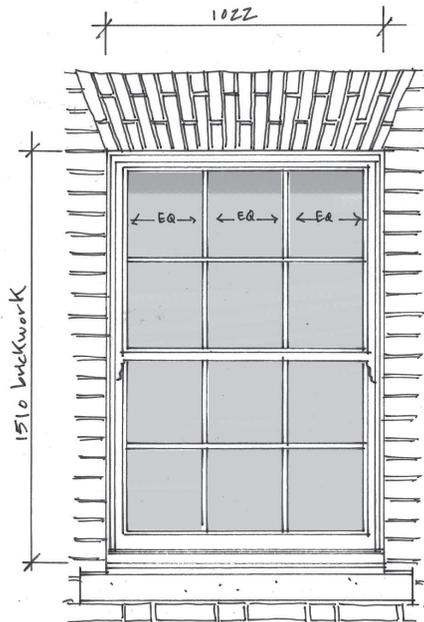


Bay Windows

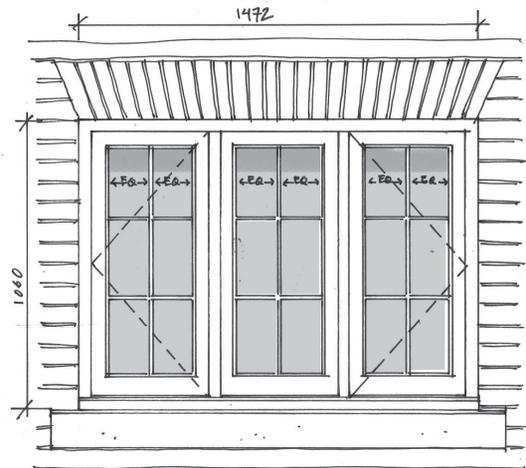
Bay windows should be habitable spaces carried to the floor level. Oriel windows will be a matter for approval by Gascoyne and generally will be permitted only when appropriate to the layout.



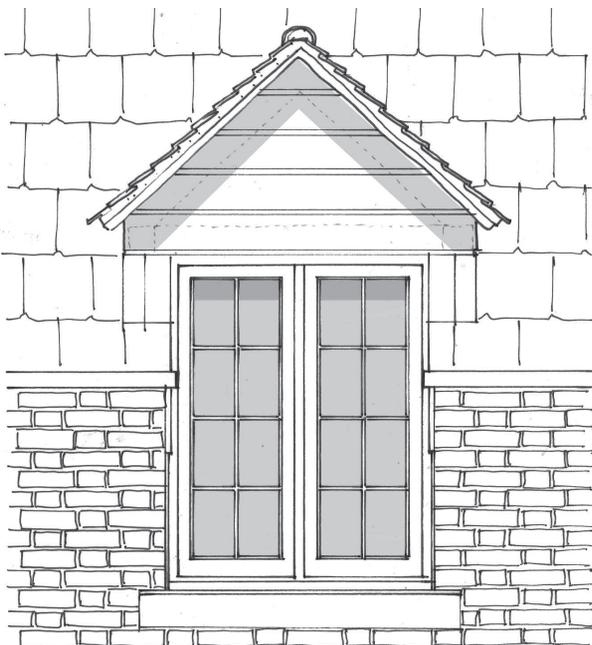
ARCHITECTURAL DETAILS



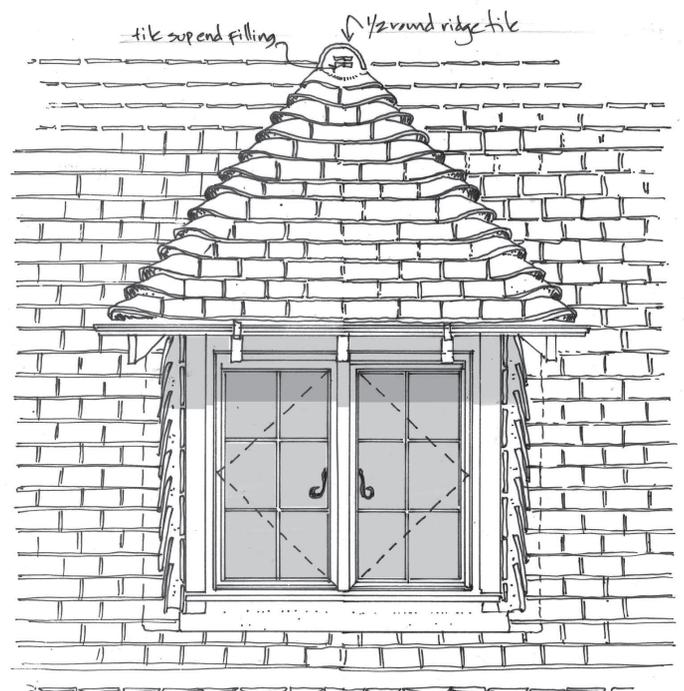
Sash Window



Casement Window



Dormer



Dormer

Further details will be found in the *Gascoyne Lexicon of Key Details*

BUILDING AND SUBSIDIARY ELEMENTS

Columns, piers and brackets shall be hardwood or treated timber, stone, brick, cast iron or reconstituted stone to the approval of Gascoyne Places. Masonry piers shall be no less than 450 mm thick and built in English or Flemish bond.



Care should be taken to match the size of timber in posts, brackets and so forth with their function. In garages, posts should be not less than 150 mm x 150 mm. On verandas, posts should be slimmer, the appearance of comparative elegance will be enhanced by chamfering corners. Posts and brackets used on domestic buildings should be painted. Elsewhere, there may be a case for the use of black tar varnish, Sadolin or an approved equivalent.



Balconies

Balconies shall be of stone or hardwood with railings of cast or wrought iron of a pattern to be approved by Gascoyne Places.



Columns

Columns, where appropriate, shall be Doric or Tuscan. All columns, veranda and porch openings shall be a vertical approximation of the Golden mean.



Signage

Signage shall be appropriate to its location. Further details shall be consulted in the Gascoyne code: *Shopfronts, Blinds & Signs - A Guide to their Design*.



BOUNDARY TREATMENTS, GARDEN WALLS AND FENCES

Boundary Walls

All boundary walls which are built with the intention of providing privacy between adjoining gardens and between gardens and public highways/ access ways shall be no less than 1.8 m high and normally no more than 2.1 m high.

Walls shall be at least 215 mm thick, constructed in English or Flemish bond.

Garden walls need not conform to the same type of construction as the buildings they adjoin, although a wall adjoining a more elaborately constructed building should itself reflect that quality of construction.

Garden walls should be capped with stone coping or a brick on edge coping bedded on a two course tile creasing.

Large expanses of brickwork should be relieved, for example, with panels of flint or by combining materials in horizontal bands, such as lint, stone or flint and brick.



Fences and Gates

Wooden fences constructed with the aim of providing privacy should be minimum 1650 mm high and of vertically lapped 175 x 25 mm feather edged boards on timber posts, with three horizontal rails.

Cottages or less formal properties may be fenced with timber fences. Main frontages should utilise traditional wooden picket between 1.0 and 1.2 metres in height. Tops of the pales should be either pointed two ways or rounded.

Garden gates shall be built of painted timber, mild steel or wrought iron, to a design approved by Gascoyne.



STANDARDS & ACCESSIBILITY

In the pursuit of exemplar schemes, the following are minimum standards which all parties are encouraged to exceed.

Lifetime Homes

Buildings should be designed to be readily adaptable to future lifestyles and uses, whereby they can enjoy long lives. Life cycle costs and carbon footprint associated with poor quality, short term construction is an area of sustainability which is often overlooked. **All homes should have a notional design life in excess of 100 years.**

All houses shall accordingly comply with Code 4 for Sustainable Homes or an equivalent standard.

For the same purpose, and to exceed current Building Regulations, in this instance Part M, Volume I: *Access to and use of buildings*, all homes should aim to be *Lifetime Homes*. Design and build shall have regard to inclusivity, accessibility, adaptability, sustainability and good value in view of the criteria laid out adjacent.

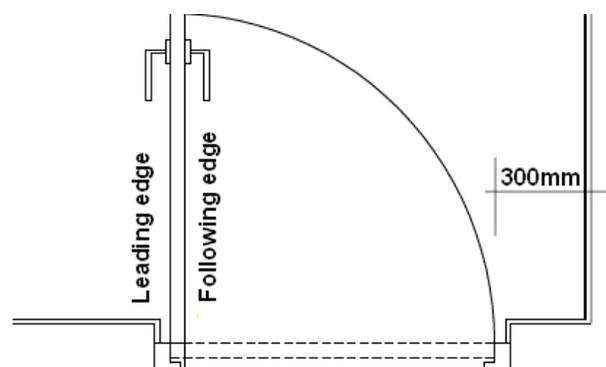
Criteria for accessibility and inclusive design, to provide for the needs of occupants and the community:

- car parking width
- moving from parking space to the home
- approach to the home
- entrances
- stairs and lifts
- doorways and hallways
- space to move and turn around
- living room
- convenient bed space
- accessible WC and potential shower
- bathroom walls
- getting upstairs
- getting between bedroom and bathroom

Accessibility

Ground floor areas, for example, should be designed to wheelchair standards (300 nibs at the leading edges of doors, turning circles for wheelchairs in main areas, shower rooms, etc.) and *Lifetime Homes* standards. Upper floors should be designed to be ambulant accessible.

Where appropriate, houses should be designed with potential for occupation by elderly people including for example provision of ground floor showers.



SUSTAINABILITY

Energy

Sustainability shall be considered in its widest sense. With the principles of longevity and flexibility already laid down, energy efficiency and renewable supply are an essential part of the design process. Every opportunity to deliver an exemplar scheme should be taken.

Gascoyne Estates have already trialled and implemented various examples of sustainable heating systems including air and ground source heat pumps and biomass systems. Studies have similarly been undertaken in regard to micro hydro generation.

Further innovative approaches to energy sourcing shall be encouraged.



BREEAM

Gascoyne wish to encourage further developments with environmentally strong standards. To assist in this aim, all houses shall be environmentally assessed, using the latest edition of BREEAM, the Building Research Establishment Environmental Assessment Method.

The scheme uses independent assessors to evaluate the environmental effects of buildings at the design stage. The issues included concern the global, local and indoor environment and a predetermined number of credits will be given for design features which are better than normal practice and the minimum requirements of the Building Regulations.

All houses should be designed to achieve an 'eco homes' very good standard. A record of all assessments will be kept by Gascoyne.

BREEAM criteria include, but are not limited to:

- Management - sustainable procurement
- Health & wellbeing - visual comfort and water quality
- Energy use - energy monitoring
- Transport
- Water - consumption & monitoring
- Materials - responsible sourcing
- Waste
- Land use & ecology - mitigating ecological impact
- Pollution
- Innovation

The creation of high quality landscaping is as essential to placemaking as architecture and urban form.

Each of Gascoyne's developments place a high priority upon the provision of open space – public realm will be provided, both for formal recreation and informal relaxation. In addition, consideration is given to wider access to the surrounding countryside and the potential to create safe 'off-highway' walking and cycling routes.

Careful thought applied at the masterplanning stage ensures that architectural form and density varies, which provides a sense of transition as one moves from the urban centre towards the rural edge.

Access to green space is essential for the physical and mental wellbeing of residents and should be given commensurate care and attention.

DESIGN BEYOND THE RED LINE

The consequences of development and the potential impact upon neighbouring settlements must be considered. How a new place relates to its environment is critical to local acceptance. The relationship between Hatfield, Coopers Green and Symondshyde will be defined by the green corridor which runs between them. The development of Symondshyde offers a rare opportunity to create an accessible and permeable landscape, providing opportunities for increased access to the countryside and capitalising on natural features.

The 800m gap between the settlements will form part of the strategic Green Corridor and falls entirely within Gascoyne ownership. As ever, the process of designing the landscape began with an appraisal of the traces on the ground. Gascoyne's 2017 document, *A Landscape Vision for Stanborough and Symondshyde*, links historic field boundaries, rights of way and permissive paths with the street hierarchy and masterplan. This approach has been maintained through later design processes, enabling the settlement to relate to what already exists and sit respectfully in its surroundings.

The primary objectives of this designed landscape between the edge of Hatfield at Coopers Green and Symondshyde are:

- To restore historic field boundaries where appropriate to create a new structure for the landscape.
- To make the green space between the two more accessible and pleasant to spend time in.
- To further blend Symondshyde into its context with gentle landscape changes and planting.



A New Landscape Structure in the Green Corridor



KEY

1. New access roads.
2. Where the arable countryside meets the edge of the new village there are elements of a 'remnant' parkland: a deconstructed 'goosefoot' junction; the end of a formal avenue; and parkland fencing.
3. Pedestrian paths cut through the arable crop will reveal the traces of the goosefoot. They will be ephemeral - appearing and disappearing with the seasons but having a very strong visual presence when they are there.
4. Historic hedgerows restored or reinforced.
5. Existing scattered trees strengthened to suggest a former estate landscape.
6. Housing along the edge of the new village provides an outward facing edge onto a series of greens. Separated from each other by small copses, the houses edge the Symondshyde greens, looking out over the arable landscape.
7. Subtle grading at the outer edge of the Symondshyde greens anchors the development in the landscape and screens ground level activities from the wider landscape.

8. Linear park created alongside Village Lane by selectively thinning the young woodland previously planted as part of minerals permission.
9. Views of the restored landscape enabled by creating breaks through the bund along Coopers Green Lane. The bund, constructed as part of the minerals permission, will be reduced in height and regraded to achieve a gentle slope.
10. Views framed by thinning the young woodland north of Coopers Green Lane which was planted as part of the minerals permission.
11. Sustainable Drainage System (SuDS) proposals designed as a key element in the landscape and a visual and functional link to the extensive SuDS proposals within both Coopers Green and Symondshyde.

A WIDER NETWORK

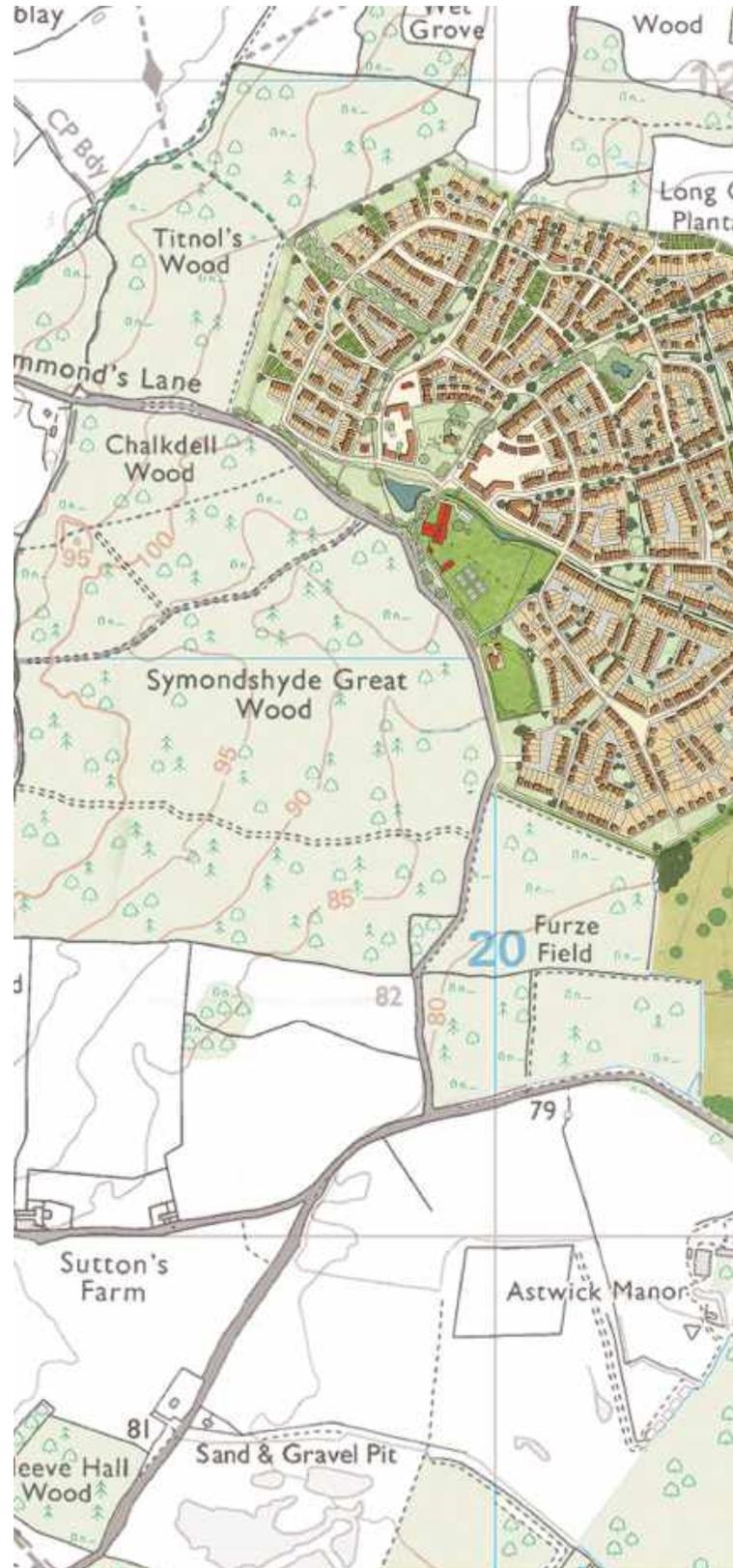
Historic field boundaries will be retained and in some cases restored by reinstating hedgerows, along with footpaths, cycle routes. These will assist in providing a sense of arrival at the new village.

Existing routes and landscape features have been retained following the best traditions of Unwin and his use of traces on the ground. The pedestrian and cycle routes within the two neighbourhoods link closely into the rural pathways shown here, providing safe routes for walkers and cyclists beyond the village boundary. This provides connectivity into the countryside whilst also connecting to Coopers Green to the south east.

Gascoyne Estates produced a *Summary Transport Strategy for Stanborough and Symondshyde* as part of its Local Plan representations, which outlines the broader transport methodology behind the designs.

The provision of these safe and attractive walking and cycling routes will create an environment in which residents and community members are encouraged to make healthier choices, and to ensure genuine alternatives exist to private car usage.

As detailed within the street hierarchy, the character of routes within each development will be appropriate to their rural, village or urban locations. Within the masterplans themselves, this can be designed in a series of Character Areas to highlight the differences between each part of the landscape.



Landscape Masterplan in the Green Corridor



LANDSCAPE CHARACTER AREAS

These sketched character areas tell the story of how the landscape is designed to shift from Area A, within Coopers Green, out through B along Great Braitch Lane to the open Green Corridor in Area C.

The walker, cyclist, passenger or motorist moving towards Symondshyde is flanked on either side by an agricultural landscape until arriving in the village. Two paths cut through the farmland in a goose-foot pattern to the south and east of the pond at the entrance to the village (D).

Trees line the road all the way north-south to Coopers Green. Subtle shifts in verges, hedges and fencing help to create a sense of place and arrival. Hedges flank either side of the road beyond the trees and post and wire fencing. 75m from the entrance to the village boundaries are defined by estate fencing. At the same time, the road narrows and the trees are spaced closer together. This will lead to natural traffic calming and a reduction in vehicular speed. Granite setts run across the road in the trajectory of the existing path (D).

Those using the bridlepath also arrive at D where the main route meets a square, prior to splitting in two directions: a green finger to the north west and village road south west towards the farmhouse.

Cyclists and pedestrians will benefit from a green route towards the heart of the village (F). These two routes meet again at E, the tip of the village green just before the school grounds.



F. Central Village Green around Symondshyde Farmhouse



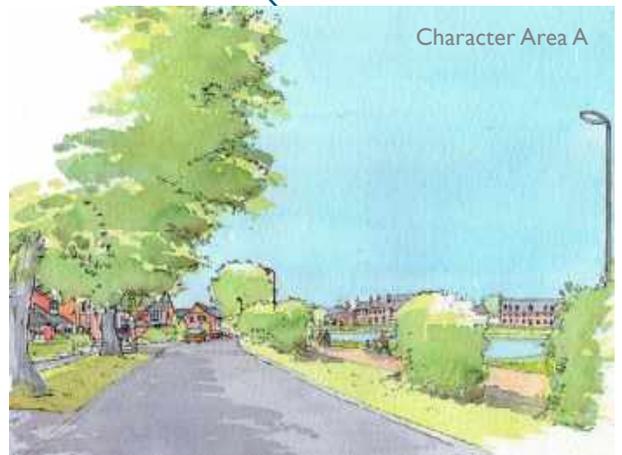
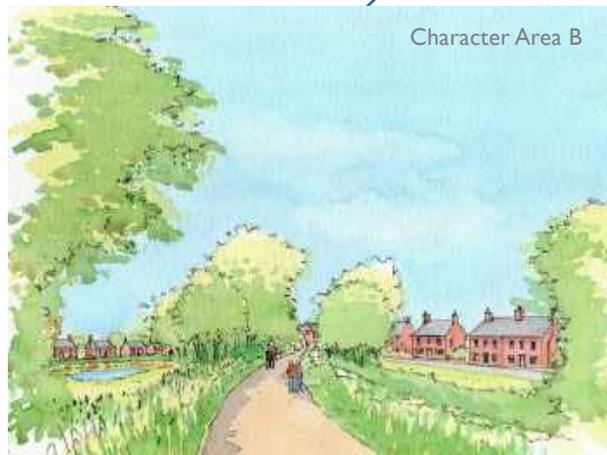
E. Village green



D. House frontage onto pedestrian space at the entrance to Symondshyde



C. Great Braitch Lane North as a road, bridle path and cycle / pedestrian way. Catering for all road users.



RETENTION AND ENHANCEMENT OF LANDSCAPE FEATURES

Each of Gascoyne's masterplans has been designed from the existing traces on the ground – the marks left by preceding millennia of human and natural activity. These include bridle paths crossing the existing fields at Symondshyde, wildlife habitats to the northeast of Creswick and historic paths across the Stanborough fields at Coopers Green.

All masterplans endeavour to preserve and protect such valuable landscape features, and to build on other local characteristics. When supplemented with high quality urban design, this should enable the building of new neighbourhoods and communities with a strong sense of place and which already feel rooted in the Hertfordshire countryside.

One of the key principles of the landscape strategies across all sites is how they relate to the existing countryside and the green corridor.

Preservation and enhancement of existing features include:

- Bridle paths at Symondshyde
- Veteran oaks at Creswick, Coopers Green and in particular the large copse at Symondshyde
- Existing hedgerows
- Sensitive boundary treatment of the Great Wood at Symondshyde
- Protection of the pond at Creswick and creation of supplemental habitats



Symondshyde mature trees



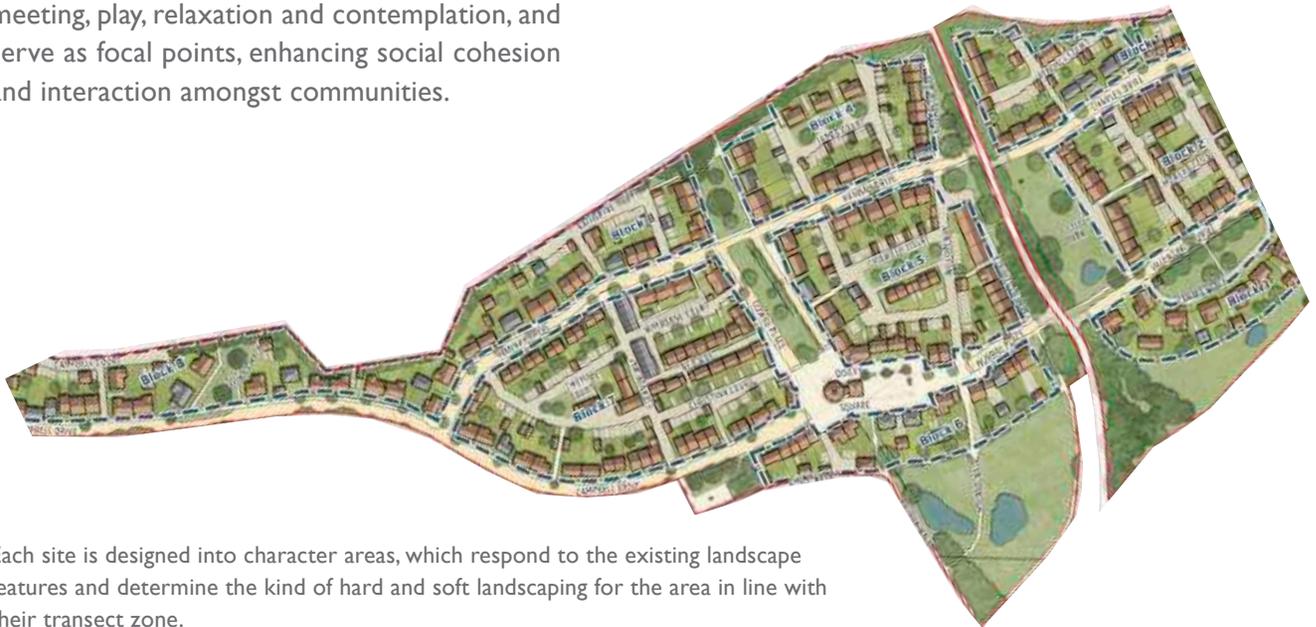
Symondshyde traces on the ground



Symondshyde masterplan in its landscape

DESIGN

Well-designed public realm is essential to the creation of vibrant, compelling new developments. A variety of squares, greens and informal open spaces provides opportunities for meeting, play, relaxation and contemplation, and serve as focal points, enhancing social cohesion and interaction amongst communities.



Each site is designed into character areas, which respond to the existing landscape features and determine the kind of hard and soft landscaping for the area in line with their transect zone.

Principal aims of all site specific landscape plans are to:

- Bring existing hedges and mature trees into open and public spaces in new sites
- Allow existing landscape features to influence design of new spaces and approach to new planting
- Serve all members of local communities, from children and families to older demographics
- Avoid ambiguous buffer strips of grass and ill-considered planting which tends to be abused by vehicles and occupiers alike and can result in poorly maintained and unloved pockets of land
- Integrate hard and soft landscaping
- Allow street lighting and signage to contribute to a coherent environment
- Integrate the new neighbourhood into its surrounding environment
- Mature over the long term, creating an attractive environment which is valued by the community. This, it should be noted, sometimes requires the need to forego instant gratification and to consider how best to create enduring quality

CHARACTER AREAS AND TRANSECT ZONES

All planting should add an attractive softening element to the hard landscaping of streets and public spaces. Species will be chosen and designed for their environment and location in the neighbourhood. They should also be selected for their scale, robustness, form, seasonal interest and contribution to biodiversity.

ZONE	Trees	Hedges	Shrubs	Verges/Lawns
T5	Deciduous Predominantly native 25-30cm/14-16cm girth 2m clear stem height	Formal Beech, Yew, Mixed Ht. 0.9, 1.2m or 1.8m maximum subject to location	Ornamental species and /or native	Turf (on slopes) / seed Mow max. 75mm ht
T4	Predominantly native 14-16cm girth 2m clear stem height	Formal Beech, Yew, Mixed Ht. 0.9, 1.2m or 1.8m maximum subject to location	Ornamental species and /or native	Turf (on slopes) / seed Mow max. 75mm ht
T3	Predominantly native Narrow crown, columnar or fastigate habit where space is restricted 14-16cm girth 2m clear stem height	Formal Ornamental Ht 0.9 or 1.2m or 1.8 maximum	Ornamental species and /or native	Turf or seed Maintained at a max ht of 75mm or - mow max. 75mm ht
T2	Predominantly native Narrow crown, columnar or fastigate habit where space is restricted 14-16cm girth 2m clear stem height	Formal Ornamental Ht 0.9 or 1.2m or 1.8 maximum	Ornamental species and /or native	Turf or seed Maintained at a max ht of 75mm or - mow max. 75mm ht
CS	Predominantly native 25-30cm girth 2m clear stem height	Formal Beech Ht 0.9 or 1.2 maximum subject to location.	Ornamental species and /or native	Turf or seed Maintained at a max ht of 75mm or - mow max. 75mm ht

TREES

Trees are an attractive and traditional part of Hertfordshire towns and villages. They will accordingly form a vital component of all new places. As our climate changes it will be necessary to take a pragmatic approach to species selection, giving the trees planted the greatest chance of successfully maturing and enhancing the public realm. Whilst selection will be determined through detailed discussions, masterplanning and subject to Gascoyne approval, the following are generally considered appropriate species across the sites in this Book:

1. *Quercus robur* English Oak
2. *Prunu Autumnalis rosea* Autumn Cherry
3. *Populus nigra italica* Lombardy Poplar
4. *Fagus sylvatica Riversii* Purple Beech
5. *Fraxinus excelsior* Common Ash
6. *Juglans nigra* Black Walnut
7. *Betula pendula* Silver Birch
8. *Alnus incana* Grey Alder
9. *Tilia cordata* Small-leaved Lime
10. *Prunus shirofugen* White God Cherry
11. *Malus sp.* Crab Apple
12. *Tilia sp.* Lime

Street trees should be root balled, semi-mature (25-30cm girth) or extra-heavy standard (14-16cm) specimens.

Larger specimens should be specified for principal routes while smaller trees may be specified in less visible areas where time can be taken for trees to mature. A single species should be used throughout the length of any one street, planted at regular intervals of 5-20m, depending on species size. Long lengths of symmetrical formal avenues should generally be avoided.



1



2



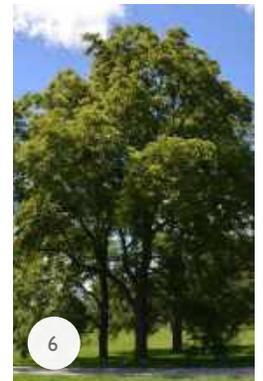
3



4



5



6



7



8



9



10



11



12

HARD SURFACES

A fundamental aim is to ensure that neighbourhoods within new settlements are engendered with their own tangible sense of place and character. Gascoyne will actively seek to create a strong sense of place within each of its new developments. Individual character areas will provide finer grained variety of style, density and uses.

The judicious choice of hard materials is vital to achieving local distinctiveness and overall coherence. Paving materials have a significant impact on the appearance and quality of the public realm. Simplicity and consistency will assist in the creation of a robust and easily maintained public realm. A limited palette of high quality materials also assists both construction and long term maintenance.

Materials are selected to be durable and attractive, whilst providing a surface that is easy to clean, maintain and repair. Natural stone is the prevalent choice, as its qualities and characteristics will positively contribute to the environment and reflect the quality of the streetscape within established local towns and villages.

The appropriate dimensions and method of laying stone slabs shall be detailed in site-specific Design Codes, and used consistently throughout the public realm. As a summary, the following materials are proposed:

- Granite (natural stone or Conservation paving) is the preferred paving material for squares
- Granite setts shall be used for the trafficked areas of squares and also ramps at entry points to neighbourhood centres
- Granite setts shall be used for detailing such as drainage lines, definition of carriageways and detailing within the paving
- Granite (natural stone or Conservation paving) shall be used for kerbs throughout the site

- Gravel surfaced asphalt will generally be used for the streets, including pavements and carriageways

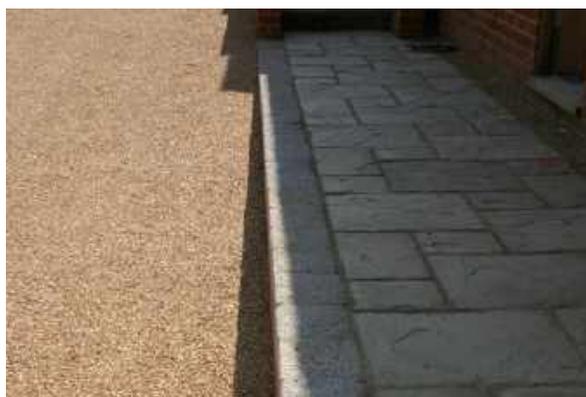
Private pavements adjoining the public pavement shall be either:

- Hard landscaped with cobbles/ granite setts, stone, brick or gravel chipped tarmac, or
- Soft landscaped with gravel or planting in soil pockets, or
- A combination of both.

Private pathways visible from the street shall be of gravel, stone or brick construction. Any other finish is to be agreed with Gascoyne Places.

Formal gardens shall often be fenced off with iron railings on a low wall, whilst cottages or detached properties standing within their own curtilage might use simple picket fences. All designs shall be agreed with Gascoyne Places.

Material	Colour	Size	Finish
Granite paving - pedestrian	Mixture of pink, beige, black and silver grey granite (tbc)	300 x 450mm, 300 x 600mm and 300 x 750mm (tbc)w	Sawn sides with a sawn or flame textured top
Granite setts - vehicular	Mixture; dark grey and mid grey (tbc)	150mm x random lengths (tbc)	Sawn sides with a sawn or flame textured top
Granite setts - banding	Silver grey or grey (tbc)	100 x 100mm (tbc)	Sawn sides with flame textured top
Granite kerbs	Silver grey	305 x 200 x 100mm	Sawn sides with brush hammered or flame textured top and front
Gravel surfaced asphalt	Golden gravel	6mm or 10mm aggregate	
Tactile paving	Silver grey granite	400 x 400 x 50mm	Sawn sides with textured top as required



SOFT SURFACES: SHRUBS & VERGES

Shrub planting should be planted at a high density to provide immediate visual impact and ground coverage. This will help to diminish susceptibility to vandalism.

Shrubs do not have to fill a shrub bed but where they do not, plants must be closely grouped (not scattered throughout the bed) and the open areas mulched with decorative mulch. Only pine straw, undyed bark mulch, boulders, pebbles or crushed shells are acceptable for such mulching. All beds must include a minimum of 80% plant coverage at maturity.

Species should be selected to provide seasonal interest, with a percentage of evergreen species to provide year round cover. Herbaceous and bulb planting should be added to provide seasonal accent.

Grass verges are important to many parts of Gascoyne designs. In most places these will be closely mown and formal in character, but on the outer margins of the development they may be more informal and maintained in a more rustic manner.

Street trees should be planted in grass verges wherever possible since this provides optimum conditions for tree growth. The planting of seasonal bulbs in the verges is also encouraged.

Generally, seeded verges are satisfactory but in visually prominent areas or locations where slopes exceed 1 in 12, verges should be turfed.

The shape of the grass verge is determined principally by the footway alignment. The width of footways should be kept to a minimum and the edges parallel; the space that remains between the footway and carriageway becomes the verge



Verges need to be specified or located with care, otherwise narrow verges which cannot mow or maintain properly.

A principal aim will be to avoid ambiguous buffer strips of grass and ill-considered planting which tends to be abused by vehicles and occupiers alike and results in poorly maintained and unloved pockets of land.

MANAGEMENT AND MAINTENANCE PLAN

The purpose of this maintenance plan is to set out the long and short term goals for the landscape proposals associated with Gascoyne Places developments in the interests of visual amenity, safety and wildlife. This schedule would be subject to revision after the 5 year period in the light of any changes which have occurred during the intervening period.

Category	Objectives	Aims	1-5 year period
Trees	<ul style="list-style-type: none"> Ensure the successful establishment of new trees Maintain trees with adequate clearance to crown and without obstructing to vehicles or pedestrians/ cyclists 	<ul style="list-style-type: none"> Establish tree canopy and good root system Control competition from weeds Provide conditions that will ensure survival of trees Provide visual variety and wildlife benefits 	<ul style="list-style-type: none"> Maintain 1m minimum diameter weed-free area by hand weeding. Investigation of failed growth of trees, remedial actions and replacement. Aeration of compacted soils. Inspect for pests, diseases and undertake remedial action. Check tree stability. Check tree ties and loosen if required annually. Remove stakes and ties after 2 years subject to inspection. Fertilizer application in April of the second and fourth years. Annual formative pruning and shaping of canopy as required. Remove dead wood and encourage balanced growth. Watering as required to field capacity*, during the dry months.
Shrub and Herbaceous Planting and Hedges	<ul style="list-style-type: none"> Ensure a successful establishment of new planting 	<ul style="list-style-type: none"> Establish successful plant cover Control competition from weeds Provide conditions that will ensure that plants survive and thrive 	<ul style="list-style-type: none"> Weed controls and mulch reinstatement. Slow release fertiliser where appropriate. Inspection for pests, vermin and plant diseases and remedial actions. Formative and seasonal pruning for stem, foliage and flowering budwood. Hedge cutting once a year and twice a year on those areas where hedges abut footpaths. Removal of clippings. Cut back to the previous year's growth once the hedge has reached its preferred height. Clear out hedge base at the time of clipping. Extension or strengthening of fencing or other barriers where planting is becoming eroded trampled or damaged. Re-balancing of growth, removal of over-vigorous species. Replanting of failed stock or redesign /re-specification of failed areas. Watering as required to field capacity*, during the dry months. Removal of litter
Hard Landscape Areas and Street Furniture	<ul style="list-style-type: none"> Maintain good quality hard landscape surfaces and site furniture 	<ul style="list-style-type: none"> Maintain clean and levelled surfaces and site furniture to avoid health and safety issues as well as amenity value 	<ul style="list-style-type: none"> Inspection of hard surface areas annually to check for early breaking up of tarmac surfaces or for differential settlement over paved areas. Regular surfaces swept to remove excess of grit, dust and accumulation of leaves in autumn. Check site furniture annually to ensure stability in the ground. Cleansing and litter pick of all hard surfaces, gully clearance, check lighting, empty litter bins in a regular basis. <p>* For irrigation the soil water storage capacity is defined as the total amount of water that is stored in the soil within the plant's root zone.</p>



6

SUSTAINABLE TRANSPORT

Transport is a key component of healthy and vibrant places. Too often new developments are heavily car dependent, failing to provide the amenities for daily life whilst simultaneously failing to connect residents to services elsewhere. If we are to meet our sustainability targets, and provide a viable alternative to the status quo, it is critical that developments are planned with transport in mind.

The proximity of residential areas to major employment and leisure sites is a key factor in the success of initiatives to drive modal shift. The location of Symondshyde and Coopers Green close to Hatfield Business Park affords an opportunity to encourage more sustainable choices.

Shared and micro-mobility must be built into these sites from the outset. Car clubs will be provided as alternatives to second and third car ownership, with automatic membership for residents. These may form part of a series of mobility hubs which could include rental e-bikes and scooters.

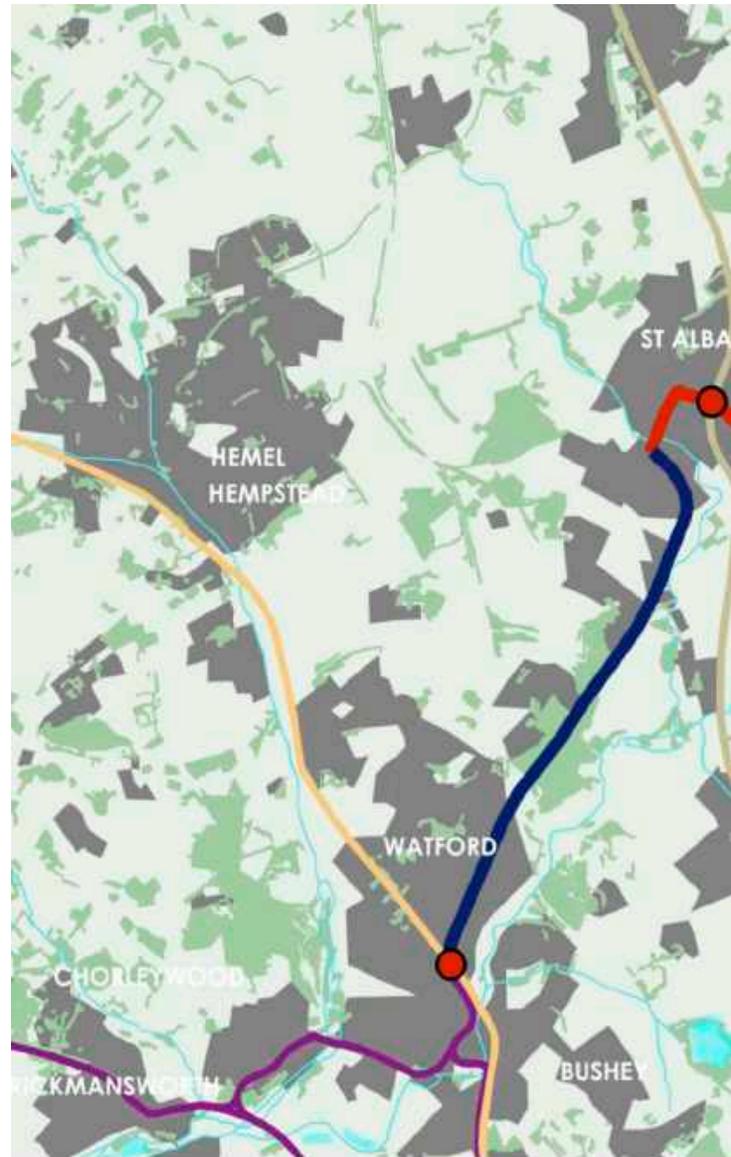
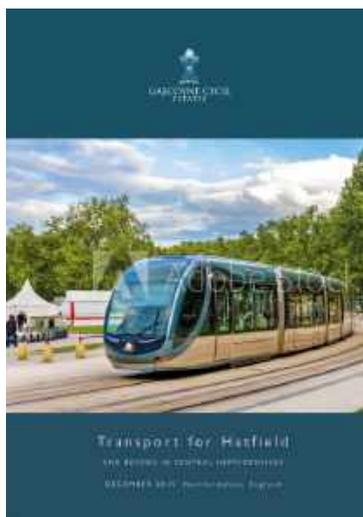
Connecting new residents to where they want to go in a sustainable way is no longer a choice. It is an imperative, dictated by the pressures of climate change and net-zero. It is also the basis from which communities can exercise greater independence, reduce their time spent waiting in traffic and have fruitful and enjoyable lives. It is a fundamental part of the design of Gascoyne sites.

MASS RAPID TRANSIT

All local initiatives must be connected into a wider network which is fit for the future. Hertfordshire County Council’s Mass Rapid Transit scheme will create a critical connection between the major towns in central Hertfordshire, replacing the east-west connectivity lost many years ago. This system must form the spine from which other services develop and connect.

While several modes may achieve this task, Gascoyne believes that in order to generate patronage sufficient to ensure viability we must make a step change away from rubber wheeled vehicles. A tramway, for example, would ensure fast and direct services with high levels of consumer satisfaction using technology which is widely in use across Europe. Rather than trialling a system which uses the congested road infrastructure, a tramway could revive the east-west rail lines cut in the 1960s such as the Cole Green Way and Alban Way, whilst providing an opportunity to enhance them as walking and cycling corridors.

Transport for Hatfield within central Hertfordshire



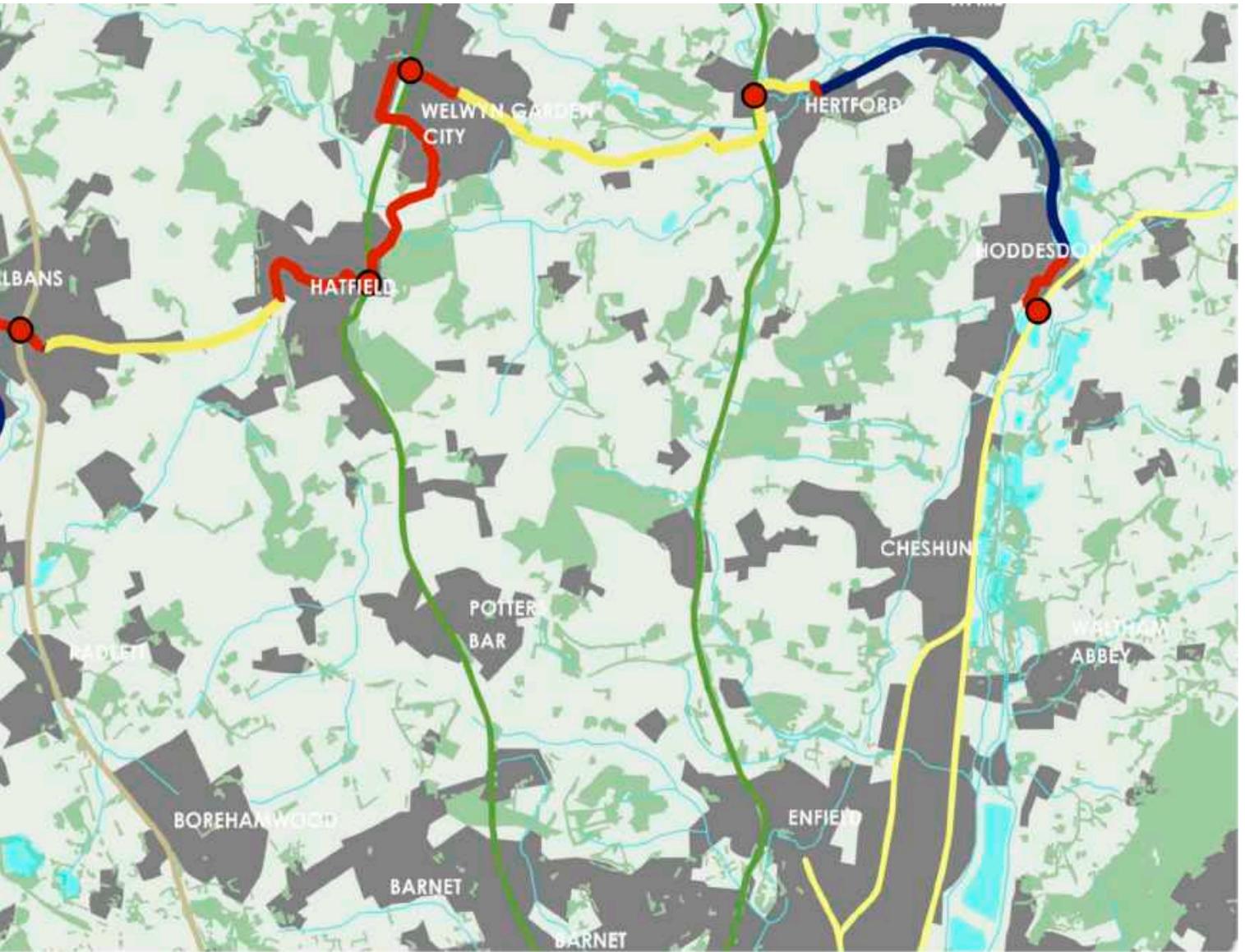
Herts Orbital Transit

Orbital Transit

- Connections with existing lines
- Existing rail (NR) branch
- Former railway formation
- On-road / urban off-road

Existi

-
-
-
-



Existing Lines

-  London Underground / Overground
-  West Coast Main Line
-  Midland Main Line
-  East Coast Main Line
-  Anglia West

Context

-  Surface Water
-  Built Space
-  Woodlands

0 2.5 km



SUSTAINABLE, FLEXIBLE CONNECTIVITY

Whilst transport across the three main sites will take a variety of forms, the basis of any reliable transport system must first and foremost be the bus. This workhorse of the twentieth century is suffering from a crisis of perception and has witnessed a significant fall in patronage in the UK over the past fifty years.

They remain, however, the backbone of public transport systems around the world. It has been repeatedly demonstrated that, when properly managed and given due priority of road space, buses are used extensively. It should be the basis of all such networks that the service is reliable and connects places of interest whilst the buses which run on them are attractive and frequent.

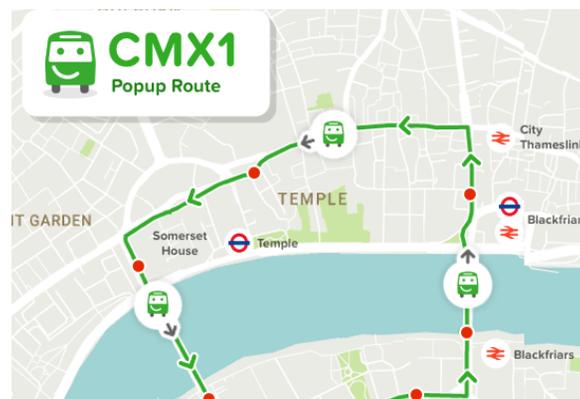
Emerging fuel technologies will continue to improve the perception of bus services. Electric and hydrogen-powered vehicles are quieter, cleaner and more compelling alternatives for future bus passengers.

Gascoyne have proposed a circular bus route for Hatfield and Welwyn Garden City which connects all the key employment, shopping and leisure sites in the two towns. Even with cautious assumptions on patronage and fare prices, the route would be self-sustaining after a short period of subsidy. Initial conversations with operators have been positive.

However, a bus service alone will not be sufficient to drive modal shift alone. Their lack of flexibility is a limiting factor and there will be areas which are not covered by the fixed routes. This gap can be filled with Demand Responsive Transport, as has been achieved successfully at numerous sites across the UK. High-spec minibuses, hailed via an app, collect passengers from any spot within a specific area and drop them off at another. They bridge the gap between the cheap and inflexible bus and the expensive private taxi, filling a critical void in the local transport network.



The workhorse of the twentieth century



CityMapper Smartbus 'PopUp Route': providing on-demand minibus services and filling gaps in the bus routes

Opposite

Gascoyne and Hertfordshire County Council are investigating a new high frequency bus service (every 15-20 minutes minimum). This could run, for example, between Welwyn Garden City and Hatfield rail stations, predominantly serving Coopers Green, the Hatfield Business Park, Symondshyde, the western side of WGC running along Stanborough Road, Parkway (with a potential alternative route via Lemsford village and Valley Road) and onward to Mundells / Shire Park in the north and the University of Hertfordshire to the south.



Proposed future bus route between Welwyn Garden City and Hatfield

SHARED MOBILITY

Shared and micro-mobility must be built into sites from the outset. Car clubs will be provided to reduce second and third car ownership, with automatic membership for residents encouraging uptake. Private cars are typically in use for a mere 4% of the time, compared to car club vehicles which are in motion on average 40% of the time. This is a huge increase in efficiency, with one shared vehicle doing the work of ten private cars. A commensurate reduction in parking standards would enable new developments to prioritise people in public spaces rather than using the public realm as storage for private assets.

If communities are to abandon their private cars, they must be given alternative opportunities for mobility. Shared and micro-mobility is already in wide usage across Europe and takes a variety of forms. Mobility hubs represent the most integrated and advanced form of shared transport.

The city of Berlin, for example, has a novel system named Jelbi. Jelbi is accessed through a smartphone app and fully integrates all public and private operators of mobility services. It is possible to travel from mode to mode – for example, metro to bus, and then onto taxi – with one payment automatically calculated and made using the app. Jelbi hubs are excellent examples of aspirational mobility provision, with shared cars, e-bikes, mopeds and scooters directly adjacent to metro and bus stations.

While the density of Berlin lends itself to such a complete solution, examples elsewhere demonstrate the attractiveness of smaller, more localised

A proposal for shared, micro- and autonomous mobility services at Symondshyde and Coopers Green. Membership of these services must be automatic for residents of new communities.



One shared car does the work of ten private cars.



From full mobility hub in Berlin to targeted bicycle racks in London and e-cars in Hatfield – shared mobility is a hierarchy of options.



mobility hubs. Ranging in size from a single car in a residential neighbourhood, or a small rack of electric bikes near a village centre, to a multi-modal zone in the car park of a major employment area, visibility, consistent branding and availability are key to driving modal shift.

Built-in shared and micro-mobility with automatic membership can form part of a series of mobility hubs in the same way. Given the proximity of major employment and retail sites to Symondshyde and Coopers Green, and the network of high-quality walking and cycling infrastructure to come, a variety of offers will begin to change the ‘car first’ mindset. While providing land for this use may initially seem inefficient, as it drives modal shift more land becomes available for different uses. As car parks become emptier, public events and pedestrianisation become a viable and attractive option.

A proposal for shared and micro-mobility services at Symondshyde and Coopers Green. Membership of these services must be automatic for residents of new communities.

An indicative autonomous link between Symondshyde and Coopers Green is shown in the dashed line.

Finally, there is a credible opportunity in this context to incorporate autonomous vehicles as part of the hierarchy of modes available to new residents and occupiers of the business park. Working with Herts Living Lab and partners to expand their initiatives on the business park, and harnessing the existing mineral extraction infrastructure between Symondshyde and Coopers Green, there is scope to create a specific corridor running autonomous pods and give people another, perhaps more novel and exciting, choice of transport.



Shared Mobility Key



SUSTAINABILITY ASSESSMENT

The planning and design of all Gascoyne sites is a rigorous and considered process which demands examination of a range of aspects about each possible site, from its broader location and context to the granular matters of design. The form the process takes is reflected in the work of Transport for New Homes, which has produced a checklist for new housing developments with regard to their transport sustainability.

Each of the criteria is assessed further, prompting and facilitating the consideration of design decisions in greater depth. These test new schemes for their embedded connectivity to existing settlements, granular consideration of materials and landscape design (as explored in previous sections), and the long term encouragement away from car useage as well as the viability of public transport schemes.

Gascoyne seeks to ensure that all its developments meet the criteria laid out here, and an example assessment for Symondshyde is shown opposite.

Location and Context

1. The location avoids car dependency
2. Walking, cycling and public transport to the wider area and key destinations are well planned

Design and Layout

3. Attractive and healthy place to be in
4. Density of homes (i.e. at least 35-50 dwellings per hectare, gross)
5. Mix of uses
6. Local facilities and employment

Transport Provision

7. Pavements and paths
8. Cycle routes and cycle storage
9. Public transport services at the development
10. Parking (specific criteria)

Example
Section 9

Transport Provision: Public transport services at the development		Objective met?
All services operate 7 days a week and evenings?	The Public Transport Strategy produced by WSP demonstrates that a relatively small subsidy can establish a profitable new circular bus route for Hatfield and Welwyn Garden City, operating at 15 to 20-minute intervals. A management company will be established and draw subscriptions from residents, a portion of which can be used to further fund services until it reaches a profitable base. It is anticipated that a conservative estimate of 968,535 journeys per year will be produced by the two sites, not including additional patronage from along the route. This is an eminently attractive prospect for bus operators and should therefore enable operation 7 days per week and into the evenings.	
At least one frequent public transport service? (12-minute intervals or better)	It is unlikely that a bus operator will want to run at 12-minute intervals on this route, as the number of vehicles required would become too expensive. However, 15 to 20-minute intervals with live bus stop information will represent a significant improvement on current services. Furthermore, the 601/610 route is long, and inevitably experiences delays as a result. A circular route will provide far more reliable and frequent services to Symondshyde, Coopers Green, Lemsford Village, Hatfield, and Welwyn Garden City. Additionally, the provision of mobility-as-a-service, on demand transport and micro-mobility services will provide turn up and go travel.	
From Day 1 of occupation?	A service will be present from day 1 of occupation and this has been factored into the Estate's calculations. This, coupled with other provisions such as car clubs, demand responsive transport and micro mobility will ensure that there are genuine alternatives to car use.	
Provision is certain, including in the long term?	Extensive work has been undertaken to understand the role of management companies in new developments, and the Estate views them as an opportunity to ensure maximum take up of the new services. By apportioning a percentage of the management company's funds to sustainable transport, it will be possible to support the services on offer – bus, car club, demand responsive and micro mobility – indefinitely, if they are not profitable in and of themselves.	
All areas of development within easy walking distance of stops/stations? (Maximum 300m for bus; 800m for rail)	All properties would be within a five-minute walk (330m) of a bus stop.	
Street layout provides unhindered movement of buses?	A bus priority corridor will take buses from Coopers Green Lane into Symondshyde. Once it is there, it will follow the main thoroughfare which will be unimpeded by parked cars. Similarly, in Coopers Green, the main thoroughfare which loops through the site will be controlled to ensure parking does	

The physical aspects of design are vital. Whether it is the door knobs, the proportion of window panes, or how each proposal relates strategically to the central Hertfordshire Green Corridor, care will need to be taken to create worthy, high quality settlements. Stewardship or management organisations will also be a fundamental part of a holistic approach to building exemplar places. They are critical to ensuring that new places are maintained, cared for and sufficient to meet the needs of generations to come.

Stewardship bodies vary in focus and structure, from the Poundbury Management Companies (MANCOs), in which each resident owns a share and whose focus is the maintenance of the public realm, or the Milton Keynes Parks Trust which is constitutionally bound to work for the benefit of the parks of the New Town and is creative in doing so, to the burgeoning movement of community land trusts which vest ownership of land locally and help to keep key workers near to their places of work.

Their common role is in ensuring the physical and occasionally the cultural maintenance of the community they serve. Whilst the legacy of the New Towns shows that poor maintenance leads to rapid decay, the future is uncertain - technologies will continue to shape the way we live our lives in ways we cannot yet understand. These communities, and the physical buildings in which they live, will therefore need to be adaptable if they are to endure, albeit in a way which ensures change is coherent and aligned with the founding principles of the original vision.

STEWARDSHIP

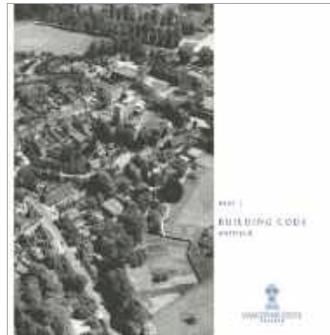
A stewardship body or management company might, at its simplest, maintain common areas, cut grass in parks and green spaces, repaint, repair or replace benches or lampposts and kerbs in non-adopted roads and maintain the surface of shared spaces. It could also provide a local forum for residents to discuss local hopes, issues, opportunities or concerns.

A stewardship organisation could safeguard architectural heritage and design by maintaining adherence to a Building or Design Code. Or it could curate an environment in which a new community can put down roots, and flourish, by managing the make-up of a neighbourhood centre or establishing community assets. It might be the focal point for a local car club, enabling residents to be less reliant on a private car.

Poundbury

The management companies (MANCOs) at Poundbury are a case study in simplicity, each comprising a private company in which each resident holds a share.

Each MANCO receives c.£150/ year to ensure the streets are lit at night, the drains are clear of gravel, the roads are free of potholes, the grass is cut and the shrubs pruned, to maintain the common areas, provide cable television services, manage architectural review and build up a sinking fund for larger potential outlays (replacing roads, for example), in the future.



A well-designed, carefully developed stewardship body will enhance the high quality of planning and architecture at Creswick, Coopers Green and Symondshyde. The long term success of all three developments will require balancing the vision for each place forged through Gascoyne's charrette and masterplanning process with the ability of nascent communities to claim a stake in their new home and make it their own.



The Parks Trust / Heritage Foundation

More comprehensive examples can be found in The Parks Trust at Milton Keynes, and the Heritage Foundation at Letchworth Garden City. These organisations are both able to take a proactive stewardship role, not only setting visions for the local area but working to make it a reality. They own substantial property, but are bound by their own constitution, or in Letchworth's case, by statute, to work for the benefit of the local community. They have varying degrees of freedom as to how they do this, and can be quite innovative in their approach.



Chapelton of Elswick

Chapelton of Elswick, an emerging town in Aberdeenshire, is currently in the process of managing this balance. Elswick Development Company has provided new community space at The Hut, set within a park, as well as Teacake (a café and community hub) which is offered whilst the town grows on minimal rents.



Community Land Trusts

The burgeoning movement of community land trusts vest ownership of assets locally - whether homes, community spaces, pubs or parklands. This has proven an effective way to keep places affordable and provide a genuine stake to people in their local environment.



ADAPTABLE, AFFORDABLE & DURABLE

These stewardship structures may be considered the *software* of a new neighbourhood or community. They will need to be resilient in the face of certain technological and demographic change.

It is quite possible that a garage today will be needed as a bedroom or home office in ten years time. Gascoyne Places aim to create buildings which are designed to be adaptable. The stewardship body will play an important role in maintaining the sense of character of each place, whilst enabling communities to redefine how spaces are and the public realm is used in accordance with changing desires or lifestyles.

In the face of a warming climate, it is irresponsible to forego opportunities to embed renewable energy sources and heighten the sustainability of new buildings and neighbourhoods. In the first instance, this requires us to design and build places which will last at least one hundred years, if not more. Once built, there will be substantial carbon embodied within the built environment. The aim should be to create places of beauty, which are enjoyed and appreciated by residents and community. Demolition and wholesale renewal should always be an act of last resort.

Solar panels are a sensible way of embedding renewable energy sources within new communities. Solar slates are becoming more affordable, and will be encouraged whenever possible.

It should be possible, as a resident, not to use a private car on trips of less than 5 miles in length. Electric bicycles and shared cars should accordingly be embedded from the beginning within the physical infrastructure as well as the stewardship organisation. All residents shall be founding members of such a car & bicycle club which governs their use. Charging points shall be designed into the new public realm and built environment.

More than this, housing affordability is an acute problem in the south of England.

For its own durability, as well as to ensure housing remains affordable for local people, it may prove necessary to vest a stewardship body with property.

This might, for example, govern the social housing of Coopers Green or Symondshyde, and maintain rents or 'purchase' prices in line with local earnings rather than often exaggerated market rates.



This Section provides definitions for terms in this Book that are technical in nature or that otherwise may not reflect common usages.

Ancillary Building:

an Outbuilding, providing secondary accommodation e.g. garage, shed or utility building.

Avenue:

a regularly spaced and aligned row of trees usually planted along a Thoroughfare or Path.

Allotment:

a small area of land made available for individual gardening or agriculture. Parcels are typically managed independently, with an allotment garden featuring numerous independently-managed allotments, featuring a variety of different crops and planting.

Apartment:

a Residential unit sharing a building and a Plot with other units and/or uses; may be for rent, or for sale as part of a block.

Arcade:

a Private Frontage conventional for Retail use wherein the Facade is a colonnade supporting habitable space that overlaps the Footpath, while the Facade at Footpath level remains at the Frontage Line.

Attic:

the interior part of a building contained within a pitched roof structure.

Backbuilding:

a single-Storey structure connecting a Principal Building to an Outbuilding.

Bicycle Lane (BL):

a dedicated lane for cycling within a moderate-speed vehicular Thoroughfare, demarcated by striping.

Bicycle Route (BR):

a Thoroughfare suitable for the shared use of bicycles and cars moving at low speeds.

Bicycle Track (BT):

a bicycle way running independently of a vehicular Thoroughfare.

Block:

the aggregate of private Plots, Passages, Rear Alleys and Rear Lanes, circumscribed by Thoroughfares.

Block Face:

the aggregate of all the building

Facades on one side of a Block.

Brownfield:

an area previously used primarily as an industrial site.

Combined Heat and Power (CHP):

a combined power station generating both electricity and heat.

Civic:

the term defining not-for-profit organisations dedicated to arts, culture, education, recreation, government, transport, and municipal parking.

Civic Building:

a building operated by not-for-profit organisations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.

Civic Space:

an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constraints including the relationships among their intended use, their size, their planting and their Enfronting buildings.

Civic Zone:

designation for public sites dedicated for Civic Buildings and Civic Space.

Commercial:

the term collectively defining workplace, Office, Retail, and Rental Functions.

Common Destination:

an area of focused community activity, usually defining the approximate centre of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial centre, or public transport, and may act as the social centre of a neighbourhood.

Common Area:

a planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yard areas.

Configuration:

the form of a building, based on its massing, Private Frontage, and height.

Copse:

a circular tree planting area, in which field stones, hedges, walls or embankments encircle clusters of trees.

Corridor:

a lineal geographic system incorporating transportation and/or Greenway trajectories. A transportation Corridor may be a lineal Transect Zone.

Cottage:

a single-family dwelling, on a regular Plot, often shared with an Ancillary Building in the back garden.

Courtyard Building:

a building that occupies the boundaries of its Plot while internally defining one or more private patios.

Deflected Vista:

a view of a continuous streetscape, which terminates beyond the viewer's sight line, or 'around the bend'.

Density:

the number of dwelling units within a standard measure of land area.

Design Code:

a Code regulating the design of an old or new community, including commentary on setbacks, street design, landscaping, building façade, building height and other elements of the built environment.

Design Speed:

is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (Below 20 mph); Low: (20-25 mph); Moderate: (25-35 mph); High: (above 35 mph). Lane width is determined by desired Design Speed.

Disposition:

the placement of a building on its Plot.

Drive:

a Thoroughfare along the boundary between an Urbanised and a natural condition, usually along a waterfront, Park, or promontory. One side has the urban character of a Thoroughfare, with Footpath and building, while the other has the qualities of a Road or parkway, with naturalistic planting and rural details.

Driveway:

a vehicular lane within a Plot, often leading to a garage.

Dwelling:

a general term for a housing unit, referencing a house or flat home to one family group.

Edge Garden Building:

a building that occupies the centre of its Plot with Setbacks on all sides.

Effective Parking:

the amount of parking required for Mixed Use after adjustment by the Shared Parking Factor.

Effective Turning Radius:

the measurement of the inside Turning Radius taking parked cars

into account.

Elevation:

an exterior wall of a building not along a Frontage Line.

Embankment:

an artificial bank, raised above surrounding ground levels, to redirect water or prevent flooding.

Encroach:

to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.

Encroachment:

any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.

Exception:

a ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by its Intent.

Expression Line:

a line prescribed at a certain level of a building for the major part of the width of a Facade, expressed by a variation in material or by a limited projection such as a moulding or balcony.

Extension Line:

a line prescribed at a certain level of a building for the major part of the width of a Facade, regulating the maximum height for an Encroachment by an Arcade Frontage.

Facade:

the exterior wall of a building that is set along a Frontage Line.

Footpath:

the paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Forecourt:

a Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back.

Frontage:

the area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into Private Frontage and Public Frontage.

Frontage Line:

a Plot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Plot Lines.

Function:

the use or uses accommodated by a building and its Plot, categorized as Restricted, Limited, or Open, according to the intensity of the use.

Gallery:

a Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Footpath.

Green:

a Civic Space type for unstructured recreation, spatially defined by planting rather than building Frontages.

Greenbelt:

land designated to remain undeveloped, providing permanent green space in close proximity to existing settlements.

Greenfield:

an area that consists of open or wooded land or farmland that has not been previously developed.

Greenway:

an Open Space Corridor in largely natural conditions which may include trails for bicycles and pedestrians.

Highway:

a rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1, T2, and T3).

High Street:

a main local shopping street, featuring shops, restaurants, offices and other amenities catering to both neighbourhood residents and the wider community.

House:

a single-family dwelling on a large Plot, often shared with an Accessory Building in the back garden. (Syn: single.)

Kerb:

the edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system.

Layer:

a range of depth of a Plot within which certain elements are permitted.

Lightwell:

a Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. (Syn: light court.)

Live-Work:

a Mixed Use unit consisting of a Commercial and Residential

Function. The Commercial Function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry. See Work-Live.

Plot:

a parcel of land accommodating a building or buildings of unified design. The size of a Plot is controlled by its width in order to determine the grain (i.e. fine grain or coarse grain) of the urban fabric.

Plot Line:

the boundary that legally and geometrically demarcates a Plot.

Plot Width:

the length of the Principal Frontage Line of a Plot.

Main Civic Space:

the primary outdoor gathering place for a community. The Main Civic Space is often, but not always, associated with an important Civic Building.

Meeting Hall:

a building available for public gatherings.

Mews:

a very flexible and diverse Nongarden building type; the disposition, the size and the character vary enormously. The mews are usually located in the middle of the block and their plots accommodate one or two parking spaces. They may be front loaded when located along an alley and rear loaded when on a small street or a pedestrian path.

Mixed Use:

multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by Exception.

Neighbourhood:

a local community, featuring housing and a variety of destinations necessary for daily life, including shops, offices, parks and civic buildings. The neighbourhood often falls within a Pedestrian Shed, centred on a Common Destination, or Neighbourhood Centre.

Neighbourhood Centre:

the central point of a Neighbourhood, typically falling in the centre of a Pedestrian Shed. A Neighbourhood Centre typically features amenities for the neighbourhood at large, including shops, offices, parkland and civic buildings.

Net Site Area:

all developable land within a site including Thoroughfares but excluding land allocated as Civic Zones.

Network Pedestrian Shed:

a Pedestrian Shed adjusted for average walk times along Thoroughfares. This type may be used to structure Infill Community Plans.

Nongarden:

a building that occupies the boundaries of its Plot. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools.

Office:

premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses.

Open Space:

land intended to remain undeveloped; it may be for Civic Space.

Outbuilding:

an Accessory Building, usually located toward the rear of the same Plot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding.

Pattern Book:

a document articulating and illustrating the detailed design plans for a new community. Plans for the community structure, street types and house types are typically addressed within such a document, alongside an explanation of the origins of these plans.

Park:

a Civic Space type that is a natural preserve available for unstructured recreation.

Parking Structure:

a building containing one or more Storeys of parking above grade.

Passage (PS):

a pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long Blocks and connect rear parking areas to Frontages.

Path (PT):

a pedestrian way traversing a Park or rural area, with landscape matching the contiguous Open Space, ideally connecting directly with the urban Footpath network.

Pedestrian Desire Line:

a preferred route for pedestrians, often directly connecting one popular destination with another.

Pedestrian Shed:

an area that is centred on a Common Destination. Its size is related to average walking distances for the applicable Community Unit type. Pedestrian Sheds are applied to structure Communities. See Standard, Long, Linear or Network Pedestrian Shed.

Plaza:

a Civic Space type designed for Civic purposes and Commercial activities in the more urban Transect Zones, generally paved and spatially defined by building Frontages.

Primary Street:

a Thoroughfare designed for high vehicular capacity and moderate speed, traversing an Urbanised area. Primary Street are usually equipped with Slip Roads buffering Footpaths and buildings.

Principal Building:

the main building on a Plot, usually located toward the Frontage.

Principal Entrance:

the main point of access for pedestrians into a building.

Principal Frontage:

on corner Plots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Plot width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Plot.

Private Frontage:

the privately held Layer between the Frontage Line and the Principal Building Facade.

Public Car Park:

parking Structure or Car Park within a quarter-mile of the site that it serves.

Public Frontage:

the area between the Kerb of the vehicular lanes and the Frontage Line.

Rear Alley (RA):

a vehicular way located to the rear of Plots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Alleys should be paved from building face to building face, with drainage by inverted crown at the centre or with roll Kerbs at the edges.

Rear Lane (RL):

a vehicular way located to the rear of Plots providing access to service

areas, parking, and Outbuildings and containing utility easements. Rear Lanes may be paved lightly to Driveway standards. The streetscape consists of gravel or landscaped edges, has no raised Kerb, and is drained by percolation.

Rear Garden Building:

a building that occupies the full Frontage Line, leaving the rear of the Plot as the sole garden. (Var: Terrace House, Townhouse)

Recess Line:

a line prescribed for the full width of a Facade, above which there is a Stepback of a minimum distance, such that the height to this line (not the overall building height) effectively defines the enclosure of the Enfronting public space. (Var: Extension Line)

Regional Centre Development:

a Community Unit type structured by a Long Pedestrian Shed or Linear Pedestrian Shed, which may be adjoined without buffers by one or several Standard Pedestrian Sheds, each with the individual Transect Zone requirements of a TND.

Regulating Plan:

see page _ a Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the Code.

Residential:

characterising premises available for long-term human dwelling.

Retail:

characterising premises available for the sale of merchandise and food service.

Retail Frontage:

frontage designated on a Regulating Plan that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail use.

Road (RD):

a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3).

Roundel:

a circular tree planting area, in which field stones, hedges, walls or embankments encircle clusters of trees. (Syn: Copse)

Rural Boundary Line:

the extent of potential urban growth as determined by existing geographical determinants. The Rural Boundary Line is permanent.

Secondary Frontage:

on corner Plots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated.

Semi-detached Building:

a building that occupies one side of the Plot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighbouring house.

Setback:

the area of a Plot measured from the Plot line to a building Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments.

Shared Parking Factor:

an accounting for parking spaces that are available to more than one Function.

Shared Surface (SS):

a vehicular way located to the rear of Plots providing access to service areas, parking, and Outbuildings and containing utility easements.

Shopfront:

a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Footpath grade.

Slip Road:

an outer vehicular lane or lanes of a Thoroughfare, designed for slow speeds while inner lanes carry higher speed traffic, and separated from them by a planted median. (Syn: access lane, service lane)

Specialised Building:

a building that is not subject to Residential, Commercial, or Lodging classification.

Special District (SD):

an area that, by its intrinsic Function, Disposition, or Configuration, cannot or should not conform to one or more of the normative Community Unit types or Transect Zones specified by the SmartCode. Special Districts may be mapped and regulated at the regional scale or the community scale.

Square:

a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed.

Standard Pedestrian Shed:

a Pedestrian Shed that is an average 1/4 mile about the distance of a five-minute walk at a leisurely pace. See Pedestrian Shed.

Stepback:

a building Setback of a specified distance that occurs at a prescribed number of Storeys above the ground.

Storey:

a habitable level within a building, excluding an Attic or raised basement.

Street (ST):

a local urban Thoroughfare of low speed and capacity.

Streetscreen:

a freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a Car Park from the Thoroughfare, provide privacy to a side garden, and/or strengthen the spatial definition of the public realm. (Syn: streetwall)

Substantial Modification:

alteration to a building that is valued at more than 50% of the replacement cost of the entire building, if new.

T-zone:

transect Zone.

Terminated Vista:

a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required or recommended to be designed in response to the axis.

Terrace House:

a single-family dwelling that shares a party wall with another of the same type and occupies the full Frontage Line. See Rear Garden Building.

Thoroughfare:

a way for use by vehicular and pedestrian traffic and to provide access to Plots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage.

Transect:

a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the Pattern Book is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

Transect Zone (T-zone):

one of several areas on a Zoning Map regulated by the Pattern Book. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Plot

and building and Public Frontage.

Turning Radius:

the curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn.

Urban Boundary Line:

the extent of potential urban growth as determined by the projected demographic needs of a region. The Urban Boundary Line may be adjusted from time to time.

Urbanism:

collective term for the condition of a compact, Mixed Use settlement, including the physical form of its development and its environmental, functional, economic, and sociocultural aspects.

Urbanised:

generally, developed. Specific to the SmartCode, developed at T3 (Sub-Urban) Density or higher.

Variance:

a ruling that would permit a practice that is not consistent with either a specific provision or the Intent of this Code.

Verge, Grass:

a verge type which is low or slightly depressed for drainage.

Verge:

a narrow strip of turf bordering on a Public Frontage which accommodates street trees, whether continuous or individual.

Yield:

characterising a Thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. Also, allows for parking on such a Thoroughfare.



Further Advice and Information can be obtained from;

Anthony Downs

Estate Director

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

Tel: 01707 287000