



GASCOYNE
PLACES



A VISION FOR HATFIELD

IN CENTRAL HERTFORDSHIRE

2021

FOREWORD

Hatfield in 2021 is at a critical juncture. We face some significant challenges in the years ahead: population growth, development, a changing economy and an increasingly unsettled environment, among others. Our response to these challenges can either be framed as damage limitation, or as an opportunity to breathe new life into the area.

Hatfield is already a great place to live. Its location is perfect for commuters, who enjoy lower house prices and living costs than surrounding towns. The proximity of the English countryside is something we all value. However, we can make Hatfield into a place where people want to live for reasons other than access to the capital.

The provision of modern employment opportunities is vital in retaining some of the youthful and innovative population. The draw of London is powerful for this demographic, but given the right incentives we can encourage them to stay and contribute to Hatfield's future. Creating communities in which they can live affordably will also encourage them to establish themselves in Central Hertfordshire.

A transport system of which we can be proud, connecting east and west, would give us the opportunity to connect, driving opportunity and growth across the A414 corridor for all.

And, of course, all of this must be achieved with the stewardship of the environment at the forefront of our minds.

We sit at a highly advantageous crossroads: the gateway to the Northern Powerhouse; in the middle of England's Economic Heartland and the Golden Triangle of scientific research; and within touching distance of London. We must use this incredible opportunity of geography to re-establish Hatfield as a pioneering town, ready to take on the 21st century.

We have the history. We have the pioneering pedigree. We must be sure to make our mark on the future.

A handwritten signature in black ink that reads "Anthony Downs". The signature is stylized with a large, looped initial "A" and a long horizontal stroke at the end.

Anthony Downs
Hatfield Estate Director
Gascoyne Estates
January 2021

CONTENTS

A Brief History of Hatfield	2
Hatfield Today	4
Opportunities of Geography	6
The Future: A Central Hertfordshire Cluster	8
Housing	10
Transport	12
The Modern Economy	14
Green Infrastructure	16
The Vision	18

A BRIEF HISTORY OF HATFIELD

900-1600

1485

The Old Palace built by Bishop of Ely. Hatfield becomes a staging post for kings and noblemen on their journey north.



1600-1899

1611

Hatfield House completed after six years under construction. King James I convinced Sir Robert Cecil to swap Theobalds for Hatfield in 1607, and the Cecils wasted no time in demolishing most of the Old Palace to make way for the present Hatfield House.



1850

The Great Northern Railway opens, connecting Hatfield House directly to London. The 3rd Marquess, three times Prime Minister, used his own train to travel the seventeen miles to Kings Cross.

1900-2000

1930

The de Havilland Aircraft Co. opens, triggering an era of aerospace innovation in Hatfield. Hatfield became a hub for aviation, hosting aerobatics displays and air races. As the company grew, it constructed new buildings, employed vast numbers of Hatfield residents and was a centre of education for technical apprentices.



970

The Monks of Ely are given approximately 1200 acres of land, with the intention that they would use the extensive forest to build a church. St Etheldreda's church in Old Hatfield bears the name of the monastery's founder.



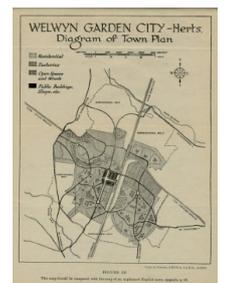
1558

Elizabeth I learns of her accession to the throne under the great oak tree in Hatfield Park. The Great Hall of the Old Palace was the location of her first Privy Council.



1600s - 1850

Great North Road built and developed over many years. Hatfield became a staging post on the road north, which brought new industries to the largely agricultural area. Breweries, taverns and coaching inns were established for weary travellers. Propelled by the efforts of the Searancke family, the Hatfield brewery expanded.



1920

Welwyn Garden City is born on land sold to Ebenezer Howard by the 4th Marquess of Salisbury at agricultural rates. Lord Salisbury supported the Garden City movement, and the establishment of the Salisbury Line remains the rural buffer between Welwyn Garden City and Hatfield.



Population



1950s

As part of the Greater London Plan, Hatfield was designated a New Town. The government compulsorily purchased 2,340 acres, aiming to house 25,000 people displaced by the war in London. Hatfield represented a vast improvement for its new residents, with access to the countryside and better quality housing.



1959

Royal Veterinary College arrives, bringing world class research and educational facilities. From its campuses in North Mymms and London, it is at the forefront of world leading veterinary medicine.



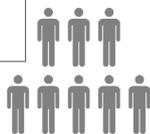
1993

Hatfield Polytechnic becomes the University of Hertfordshire, driving integration with more varied industries. The University is a key contributor to the town, and helps to retain a sense of innovative purpose in the post aerospace era.



1952

The world's first commercial jet airliner was built: Comet 1. The foresight of DeHavilland and need for a skilled local workforce resulted in the creation of Hatfield Technical College. The number of local employees surges to over 4,000 as the company takes on more advanced projects and government contracts.



c.5,000



1950s

The Blue Streak Missile is produced. Britain's first operational ballistic missile, designed to give Britain an independent nuclear deterrent, was cancelled in 1960. However, the platform became a foundation stone for the European Space programme.



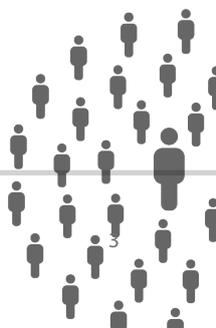
1986

The Hatfield Tunnel and A1(M) cut the town in two, challenging its sense of place. What was once a key stopover on the Great North Road becomes somewhere to pass by on the route north.

1993

The closure of BAe operations undermines Hatfield's traditional skill base and employment. Hatfield has struggled to find its identity since, and the lack of skilled jobs encourages young people to seek employment elsewhere.

38,000



HATFIELD TODAY

Hatfield is a product of its history: a history which has provided us with some challenges, but numerous opportunities. It is important for us to seize this moment, and create a vision for Hatfield of which we can be proud. Indeed, Hatfield has much to be proud of. We must take the best of what we have, supplementing it to create a future-proof town, ready to face the modern world.

We are uniquely positioned in the country. We are nestled within the 'Golden Triangle' of scientific research, between Oxford, Cambridge and London. We find ourselves in England's Economic Heartland, and on the edge of the London-Cambridge Innovation Corridor. Our road and rail links south towards London and north towards the Northern Powerhouse leave us advantageously positioned as a gateway to both economic centres. We must take advantage of these connections.

Hatfield is already home to some long term, large scale businesses and stakeholders. The Royal Veterinary College, the University of Hertfordshire, Arlington and Ocado have the experience and the motivation to make Hatfield even more attractive to business. Organisations such as these should continue to cooperate extensively with local communities and authorities to push positive development forward.

Despite these inherent advantages, we are struggling to make progress. East-West connectivity remains a real concern, and has only recently begun to be addressed. Our health, productivity and social mobility is predicated on creating a transport network which is reliable, affordable, sustainable and effective.

Students at the university have little incentive to invest in Hatfield for the long term. The lack of relevant and modern job opportunities forces them to seek a career in London or elsewhere. When added to the lack of good quality, affordable housing, there is hardly a compelling case for them to stay upon graduation.

Since the aerospace industry left Hatfield in the 1990s, the town has become a centre for retail and low level commercial employment. This is a shame, considering the pedigree Hatfield has demonstrated over the twentieth century, providing

some of the most pioneering developments in the aviation industry. It ought to be possible to get this town back to its technological roots, re-establish a reputation for innovation, high quality employment and world-leading research.

But Hatfield is, and can be, far more than the things it produces. We need more and better schools, properly funded and appropriately distributed. We need communities which have a sense of purpose and feel that they contribute to the world more widely. We need housing which addresses the needs of the growing population, encourages sustainable living and does not overload our strained infrastructure. We need a revitalised town centre and employment space which makes Hatfield a positive place to be.

All of this is achievable, but demands leadership and commitment. We hope that communities, businesses, and the local authority can provide this direction and create a better Hatfield for future generations.



Renewal will require leadership and collaboration. Without a compelling vision, Hatfield will experience a slow decline.



The University of Hertfordshire is a brilliant but underused source of vibrancy and youthful energy. Making Hatfield a hub of innovation will be key in encouraging the best and brightest to stay.

96.5% of UH students go on to employment. How many stay in Hatfield?

The Galleria highlights a number of the challenges facing Hatfield today. Firstly, a reliance on the car, and secondly an abundance of retail and unskilled employment. Both of these challenges can be tackled with some imagination, but we need a compelling vision for Hatfield's future to do so.

Improving the prospects and living conditions of residents is key to future success.



Welwyn Hatfield's vision for the renewal of the town centre is a step in the right direction. It should inspire a new pride in this town, making it once again an aspirational place to live.



Hatfield's new town centre should inspire wider regeneration.

OPPORTUNITIES OF GEOGRAPHY

Hatfield sits at the gateway to several thriving economies. Its location, at the edge of London and within easy reach of Oxford and Cambridge, affords it the chance to connect with the innovation of the wider region. The combined population of a Central Hertfordshire Cluster competes with that of Oxford and Cambridge. We have the critical mass to justify extensive investment in transport, digital infrastructure and modern employment.

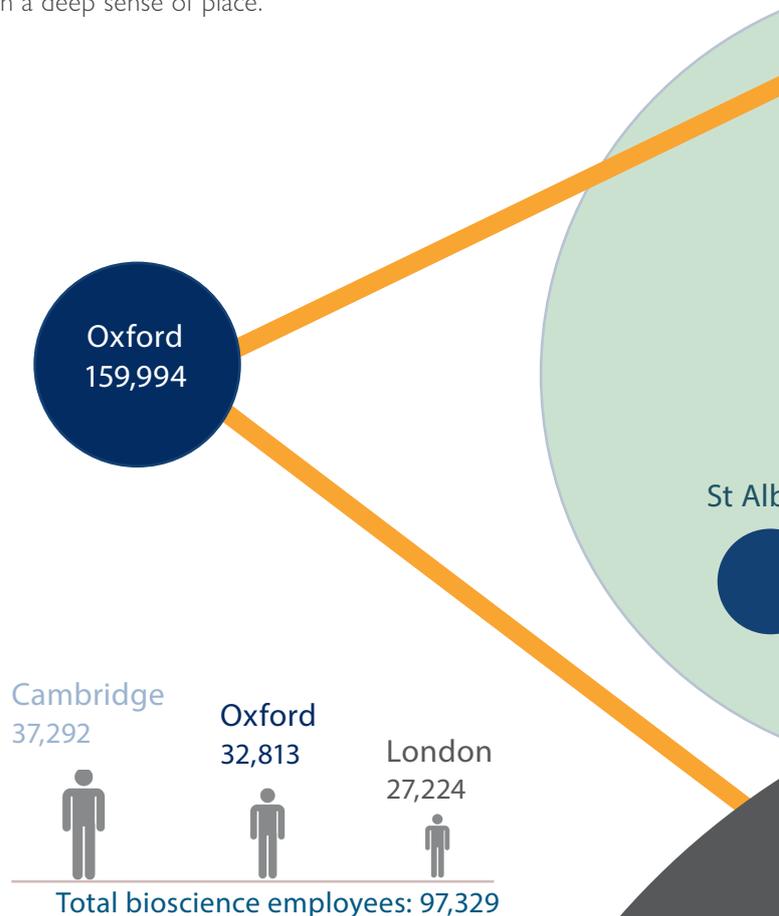
We are positioned perfectly for business: directly aligned with the A1(M) and the north, while being in touching distance of the M25 and London. As the cost of running a business in London becomes increasingly prohibitive, and the opportunities developing in the north become more enticing, it is incumbent on us to make the most of this incredible opportunity of geography. There is no need for us to become a commuter county, with all our citizens travelling to London. Well considered investment will make Hatfield attractive to business and new residents, connected to the wider world but with a deep sense of place.

The Golden Triangle

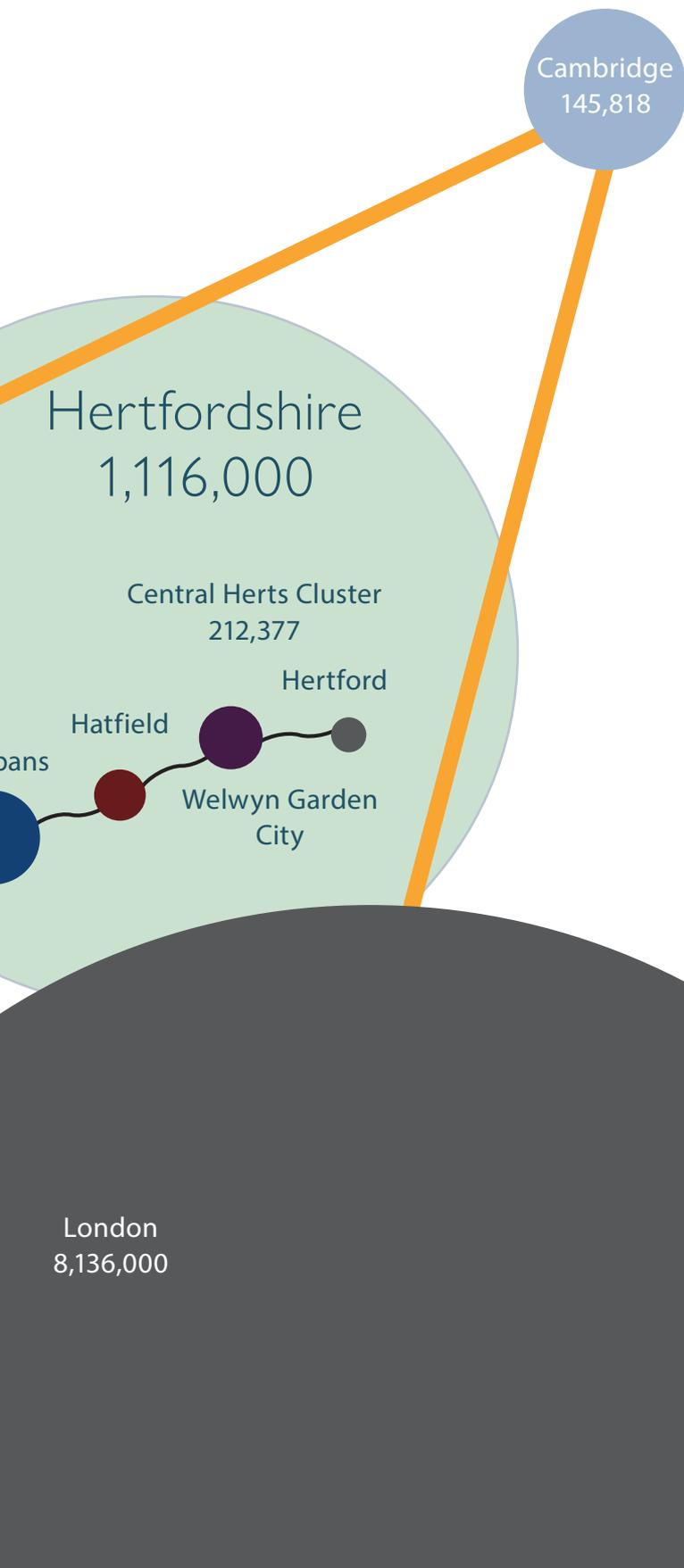
The Golden Triangle is a network of bioscience research clusters, set around world-leading research institutes and universities in London, Cambridge and Oxford.

The overwhelming majority of investment - some £2.7 billion across the country - has been channelled into this area. Hertfordshire sits at the centre of it all, but currently does not tap into the opportunities this brings. Creating connections between us and the wider network of innovative places would re-establish Hatfield's pioneering reputation.

The Golden Triangle accounted for 63% of investment in UK bioscience over the past 5 years.



England's Economic Heartland & the Innovation Corridor



Hatfield must carve its niche in a crowded space. Nothing highlights this more than the number of overlapping organisations driving development in the region. These organisations provide Hatfield the opportunity to extend its reach and become a regional hub for business and quality of life.

The Innovation Corridor is a network of council leaders, businesses and industry experts which have come together to create a pioneering region at the forefront of technology and research. Hatfield can be part of the Innovation Corridor and take its place in the modern economy.

England's Economic Heartland brings together political and business leaders with the intention of realising the economic potential in the region. Tapping into these networks is vital to ensuring Hatfield is not left behind. Putting Hatfield's positive case forward will ensure that we are best placed to receive the investment we need.

Hatfield is perfectly positioned to benefit from and contribute to the Golden Triangle, EEH and Innovation Corridor.

THE FUTURE: A CENTRAL HERTFORDSHIRE CLUSTER

In order for Hatfield to thrive in the modern world, we must collaborate with other towns in the area. A central Hertfordshire cluster, comprising St Albans, Hatfield, Welwyn Garden City and Hertford is a varied, dynamic and interesting prospect.

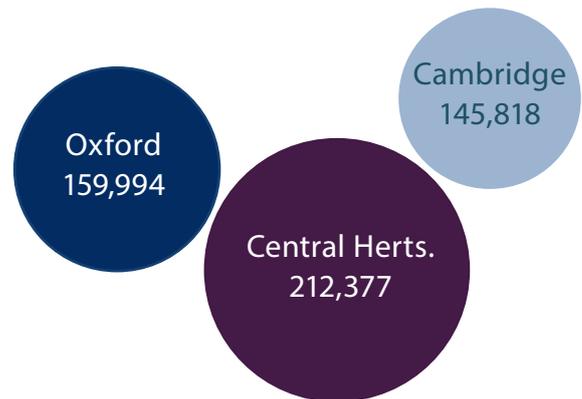
The ancient history and culture of St Albans makes it an attractive place to live in and visit, while the extensive business opportunities in Hatfield, centred around the University and the business park would provide the economic basis for the cluster. Welwyn Garden City's excellent local amenities and historic significance is complemented by Hertford's market town ambience and appealing architecture. Each town has something significant to bring to bear on the modern world, but on its own is too small to do so. To make an impact, we must connect, enhancing links and making central Hertfordshire the ideal place to set up a life, a family or a business.

The population of Hatfield, like those of neighbouring St Albans (86,961), Welwyn Garden City (51,735) or Hertford (28,860), is not large enough alone to compete with cities several times larger, such as Oxford (159,994) or Cambridge (145,818), for government funding or infrastructure projects. However, by forming a central Hertfordshire cluster, the area would become an attractive location for enterprise and receive the related investment. This would not be done at the expense of individual settlement identity: the administrative boundaries of local authorities, and a sense of local town pride, should inform, rather than hinder, strategic thought and collaboration. The towns in the cluster are covered by three different district and borough councils. It will be more important than ever for these councils to work together, think strategically and combine effectively with the county council.

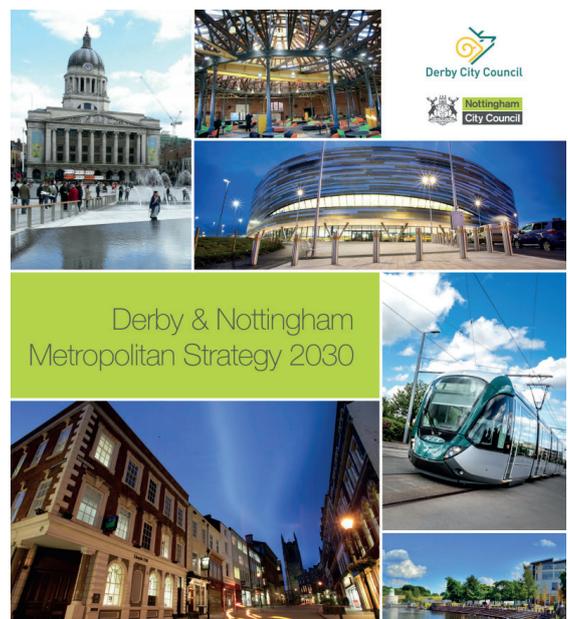
We believe that there is an economically sound case for operating as a cluster. By embracing the spirit of collaboration envisaged by the NPPF, we would give each town access to a wider marketplace, a more flexible and extensive workforce and enhanced prospects. This is not without precedent. Sub-regional collaborations have sprung up across the country, from the West Midlands to the North of Tyne, driven by local authorities and collaborating with businesses and communities.

The most obvious manifestation of the lack of connected thinking is public transport. At present, it is more difficult for someone

How many people live in Central Hertfordshire?



Hertfordshire towns do not command the critical mass to advance strategic infrastructure projects: A combined central Herts cluster can compete with cities such as Oxford or Cambridge.

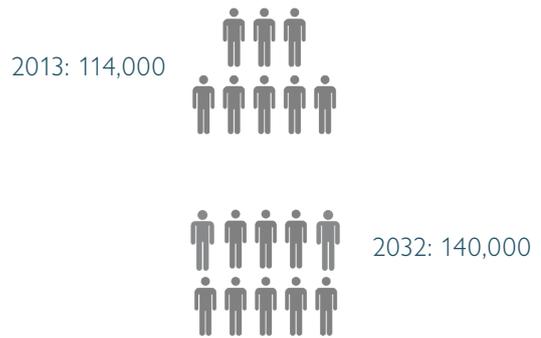


The Derby & Nottingham Metropolitan Strategy is an example of what can be achieved with cross boundary collaboration. It identifies the connected nature of the towns and looks to forge a future together.

who lives in Hatfield to get to Hertford by public transport - a distance of under eight miles - than it is to get to Cambridge, which is five times further away. By failing to connect these four towns, we are choosing to forgo the economic benefits of greater flexibility and an expanded talent pool. We are reducing the number of customers for local businesses, increasing congestion on the roads, and run the risk of undermining an attractive aspect of the Hertfordshire experience - its expansive green landscape.

Change is inevitable in Hertfordshire. It is an attractive place to live for a variety of reasons, and will see significant population growth as a result. It is vital that we seize the initiative, shape that change in a strategic direction, and define the narrative. Hertfordshire's future is uncertain, and it is up to the local authorities, communities, businesses and other stakeholders to provide clarity and purpose.

How will Welwyn Hatfield grow?



Welwyn Hatfield will welcome 26,790 new residents by 2032. This 24% growth surpasses both Hertfordshire and national projections. It will challenge the identities of Hatfield and Welwyn Garden City. It must serve as a catalyst for positive change.

The key challenges for a central Hertfordshire cluster are explored over the following pages.

Housing needs must be met, but in a way which places development strategically along the corridor and is not at the expense of the county's character. They must be well designed and appropriate to their surroundings.

Transport infrastructure needs to be improved, facilitating movement east and west to connect the major towns of the cluster. We cannot continue to build houses without access to public transport, and we must invest in public transport so that it becomes a viable option for people in Hertfordshire.

High quality employment space must be created, accessible to enhanced transport systems, to provide high quality skilled jobs to retain the best talent. Central Hertfordshire has the perfect blend of relatively affordable rents, a high standard of living and an opportune position in the Golden Triangle and England's Economic Heartland.

These issues are all interconnected. It is time to think of central Hertfordshire as interconnected, also.



The people of central Hertfordshire deserve better homes, in the right places, with high quality employment and exceptional transport links. This can only be achieved if local stakeholders come together to build the narrative.



HOUSING

Hatfield New Town offered a better quality of life to thousands of people following the Second World War. Poor maintenance, the town's consistent growth and short-sighted office-to-residential planning legislation has encouraged new uses from now-ageing buildings, leaving an imbalance in its housing stock.

Much of the post-war housing and office space, which ought to be replaced in the decades ahead, has been converted from comfortable family homes into one or two-bed flats, HMOs, or from large office blocks into apartments. The use of vacant space as housing is a good idea, but Permitted Development takes away the ability of local communities to shape the area in which they live. Considered stewardship over the last half of the twentieth century would have left the town in better condition today.

Welwyn Hatfield stands to lose nearly 650,000 square feet of office space to Permitted Development and nearly 340,000 square feet are already gone. Converting employment land into apartments alters the face and function of a place. As the Local Government Association recognises, the lost office space leaves businesses and start-ups without premises in which to base themselves, and has resulted "in the potential loss of thousands of affordable homes".

More than a third of households in Hatfield and Welwyn Garden City live in social housing, and the cost of renting or buying in both are moderate compared to neighbouring towns and surrounding villages. Nevertheless, these costs remain too high for many key workers and young people to live sustainably in the area. Less than half of Hatfield's population own their own home, and far more residents rent privately than in WGC, St Albans or Hertford.

Housing must be built, but its success cannot simply be measured in numbers of units. New homes must be of high quality, in the right places, with the correct infrastructure accompanying them. We encourage the local authority to be more assertive with their expectations of developers and ensure that their positive intentions are translated into reality.

New homes must be mixed correctly, so that people at different stages of life can afford to live in the area - from early career professionals to families and those of retirement age. They should also be tenure-blind; that is, there should be no visible difference

Proper engagement, good design and long-term stewardship creates lasting communities.



We must build more homes to solve this crisis.



Coopers Green, an extension of Hatfield to the north west, will be built according to exemplary urban design practices.

between social housing, privately rented accommodation and owner-occupied houses, all blending seamlessly into a coherent community.

Housing must also not be approved at the expense of wildlife and biodiversity. The NPPF demands that local plans provide a net gain to biodiversity, and must be held to that.



The anonymous, poorly laid out housing estates of the past forty years are not good enough. We have to demand higher quality, not just higher quantity.

Affordability

The south east of England is facing a crisis of affordability. The 2017 Redfern review states that:

‘It is difficult to believe that, all of a sudden, the preference for 25-34 year olds has changed so that they want to stay at home. Their decisions must be influenced by the changing availability of housing and the changing affordability constraints faced by this group...All long term sustainable solutions to high house prices and availability depend on increasing long term supply.’

However, given the existing deficit in housing supply, the rate of housebuilding would have to be unprecedented in order to see an effect. Currently, lower quartile house prices are twelve times greater than lower quartile salaries - this is untenable and cannot continue. Creative forms of ownership and tenure will have some effect on this crisis, but fundamentally we must build more homes, more quickly.

Quality

The quality of most modern housing developments is invariably poor. In order to create lasting communities, careful consideration of architectural design, living space and amenity space is required. Whilst beauty is subjective, much can be learned from a study of local architectural styles and vernacular. The ‘Building Better Building Beautiful’ report demonstrates the enduring appeal of traditional styles. This does not, of course, mean that houses should be old-fashioned but rather that sensitive development is more accepted by existing communities. A coherent sense of place helps generate a community identity - it ought to feel like a natural addition to the surrounding landscape and urban fabric. As proposed in the latest Planning White Paper, a ‘fast track for beauty’ may speed up the process of delivering homes of enduring quality.

The Covid-19 pandemic has highlighted the need for substantial amenity space in new developments. Those who do not own a garden must have access to well-maintained, safe and high quality outdoor space. The spaces become the centres of community life and should be treated as critical infrastructure rather than an afterthought. Similarly, indoor space and the ability to use rooms flexibly has become even more pertinent, and as people work from home more there will be increased demand for workspace. Generous space standards are key to ensuring new homes are fit for purpose. Homes must be built for the future, not a car dependent, commuting past.



Well designed, high quality buildings stand the test of time, are more attractive to buyers and existing communities, and enhance the character of their local area.

TRANSPORT

The pressures on Hatfield's transport system are numerous and pose significant challenges to our long term prosperity. The current state of affairs in Hatfield and central Hertfordshire is not meeting the needs of the community. It is necessary to encourage modal shift away from the private car, and towards walking, cycling and public transport.

The majority of car journeys undertaken are less than three miles, an eminently cyclable distance. It is vital, however, that more people are encouraged onto their bikes. The health benefits and cost savings alone will not suffice. The critical element for many is a feeling of vulnerability. With this in mind, more must be done to ensure cyclists are protected: segregated, appropriately lit, well maintained cycle paths have been shown to boost trips by bike to a staggering degree. In order to achieve this, developers must work beyond the 'red line' of their sites, and contribute more widely to the sustainable future of transport. Longer journeys - for example, those along the A414 - could be achieved more quickly, cheaply and efficiently through a network of connected, convenient and regular public transport options.

A Mass Rapid Transit system is advocated by local transport experts Reg Harman and Professor Stephen Joseph. A tram, connecting St Albans, Hatfield, Welwyn Garden City, and Hertford would significantly alleviate congestion along the A414 and improve east-west connectivity for those without cars. Furthermore, it would enable many people to live car free, comfortable knowing that they can get to where they need to go with relative ease.



Car free living must be built-in to new developments. On-demand public transport like ArrivaClick could provide easy mobility and reduce car dependency.

New settlements must be designed in a manner conducive to car free living. Mixed use communities provide all the amenities required for daily life. Local retail space negates the need for out-of-town shopping centres. A new primary



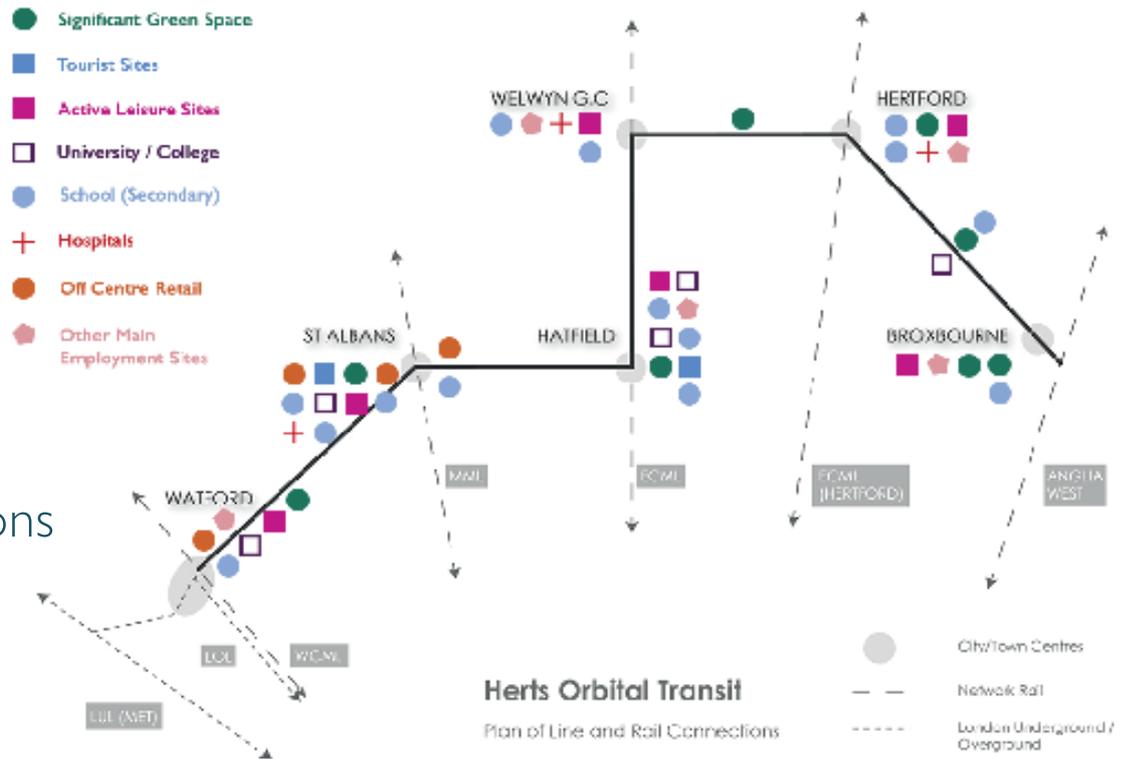
A green tramway in Paris. Public transport can enhance the public realm as well as solving connectivity issues.

school can release some of the pressure of the school run on the roads. Employment space and access to it means we do not create dormitory towns with not a soul to be seen during the working day. A settlement built around the car is to the detriment of the quality of life of the community, and we can do better.

Fixing Hertfordshire's east-west connectivity problem is integral to reinvigorating Hatfield and the surrounding area. Giving citizens more employment options, greater variety of and cheaper transport modes, will have a phenomenal economic uplift for all. It must be achieved with the future in mind, sustainably and responsibly created for the next generation.

Road congestion delayed travellers by 46.9 seconds per mile in 2017 and cost £8bn.

Making east-west connections will enhance opportunity for all.



A proposed Hertfordshire Orbital Transit model, demonstrating the opportunity to connect vital amenities in a sustainable way.

Parkstad-Limburg: Case study

Parkstad-Limburg is an area in the south of the Netherlands, with remarkably similar characteristics to Hertfordshire. It is a largely rural area, dotted with significant settlements under different authorities. Despite already positive modal splits, the eight municipalities collaborated to create a Sustainable Urban Mobility Plan (SUMP). This cross-border thinking aims to:

- Integrate existing systems;
- Promote access to green space;
- Route traffic out of neighbourhoods; and,
- Increase the use of the bicycle in the region.

Their willingness to look beyond their boundaries to encourage sustainable transport is made more laudable by the quality of existing infrastructure. Using the EU's SUMP methodology, they seek to improve on already good practice, and serve as an example to other regions.



A cycle bridge connecting the region to the German border: indicative of the Dutch commitment to multi-modal travel.

THE MODERN ECONOMY

Hatfield has the potential to become an attractive location to live, work and play. It already offers a healthy environment, moderate living costs and rapid connections to London and Cambridge. It has the potential to become a flexible place for encouraging enterprise and innovation at the centre of a broader, well-connected Hertfordshire.

The Business Park aside, much of the employment land and buildings are now dated and unsuited to the needs of modern business. The town needs new facilities that offer attractive and flexible environments for businesses which are accessible from integrated transport links. It may be that some existing employment sites are better suited to residential development and each site should be carefully considered on its merits.

Strategic vision and cooperation amongst local partners will be necessary to bring advanced science and hi-tech business to the local economy. For example, a Central Hertfordshire cluster that can present itself as an Enterprise Zone will attract exactly this kind of innovative commerce.

Start-ups can be encouraged into Hatfield by providing good value, high quality office space. The example set by WeWork, with its valuation at \$20 billion, is testament to the premium placed on flexibility, choice and modernity. The speed and quality of our links to London, coupled with the relatively low rents and cost of living, would make Hatfield the perfect place for the next generation of entrepreneurs. Croydon's Tech City, though no longer in existence, witnessed some extraordinary growth by providing the first year of office space rate free - 38% growth in technology businesses in 2011, twice as high as the London during the same period. Incentivising businesses in this way could allow Hatfield to enjoy the same world leading reputation.

The research facilities at the University of Hertfordshire have the capacity to be used more broadly, whilst new competitively-priced, flexible office or laboratory space would promote technology and science start-ups. As these develop into new industries, the area would once again discover its pioneering spirit.

Local employment in science and technology should encourage local education. Twenty-five thousand students study at the University. Both students and the town would benefit from



Tech City Croydon provided incentives to new companies, and made the most of its proximity to London.

greater engagement with local businesses, and connecting with the community on outreach projects as part of their wider education. Local partners and agencies engaged on development and infrastructure projects should equally be encouraged to take on civil engineering or construction students as apprentices. Increased contact with students would foster a knowledge-based spirit, engender pride and connection to the Hertfordshire region and encourage them to stay in the area.

Hatfield is positioned to benefit from the development in the digital economy, and the increasing need for science and technology infrastructure. With sufficient commitment and collaboration, it is possible to re-establish Hatfield as a destination for world-leading research.

Flexible commercial space will encourage entrepreneurs and innovators to come to - and stay in - Hatfield.

SCIENCE AND INNOVATION - BABRAHAM RESEARCH CAMPUS

The potential for a new science and innovation campus at Marshmoor, near Welham Green railway station, has been identified by Gascoyne and Welwyn Hatfield Borough Council. Over 40,000 square metres of high-tech employment space will be created, with the intention of reviving Hatfield's historic reputation as a centre for science and technology. Since the closure of BaE in the 1990s, Hatfield has not had the facilities to make its mark on the tech space. With Marshmoor, we stand to gain a promising environment for innovators and start-ups, in partnership with academic and private sector institutions.

This has been done to great effect elsewhere. The Babraham Research Campus provides 20,000 square metres of lab and office space in the countryside near Cambridge. It has attracted numerous high profile businesses and universities, who take advantage of its opportunities for networking and idea sharing. Additionally, the Accelerate@ Babraham programme has successfully kick-started numerous new businesses, providing them with a cash injection and accommodation in brand new lab space. A similar facility, positioned within the 'Golden Triangle' and with exceptional transport links, would provide an enticing opportunity for new businesses. If managed correctly, it could result in the best and brightest minds from the University of Hertfordshire and beyond coming to and staying in Hatfield, providing renewed energy.

The direct value of Babraham to the economy was estimated at £119.9m in 2018. Marshmoor would provide nearly double the space, with commensurate returns expected. Babraham provides 600 highly skilled jobs to the local area and, through its affiliations with universities, it has forged a reputation as a world leading centre, with a 'start-up mindset and scale up capability'. There is no reason Hatfield, in its advantageous position, cannot achieve similar success.



Modern, high-tech laboratory and office space, available in a variety of tenures and sizes, has made Babraham a hub of research and entrepreneurialism.



Babraham from above. The proposed site at Marshmoor will offer more than double the current capacity at Babraham, providing space for innovation in Hatfield once more.

GREEN INFRASTRUCTURE

The value of green spaces cannot be overstated and has only been further highlighted during the Covid-19 pandemic. The benefits to mental and physical health alone are significant, but the potential to increase access provides an opportunity to alleviate traffic and increase leisure space. While some development in green space is inevitable, we must enhance and safeguard retained space to ensure it is valued for generations to come. A Green Corridor running from St Albans to Hertford would be a fantastic amenity for the residents of Hatfield. What is currently agricultural land of relatively low productivity could become well maintained public realm, for the benefit of all. A more detailed assessment of the benefits of a Green Corridor can be found in our 'Green Infrastructure Strategy for Central Hertfordshire'.



The proposed development at Cooper's Green will include a series of lakes. These are designed both to encourage wildlife into the area, as well as forming a sustainable urban drainage system. It is possible to build houses and enhance the environment.



Barn owls, badgers and other protected species have been identified at Commons Wood. This area could be enhanced with better signage on the permissive footpaths, linking the new bridge - built as part of the Welwyn Garden City centenary walk - to the wider network of paths.



Ellenbrook Country Park is an example which could be replicated across the corridor. Once Hatfield Aerodrome, it is now a valuable public space, hosting a weekly Parkrun.

It is essential to protect ecosystems and increase biodiversity: in fact, it is a requirement of the National Planning Policy Framework that developers provide net gains to biodiversity. We must be the first generation to give our children an environment better than the one we inherited. It is therefore critical that biodiversity corridors are maintained, giving both flora and fauna the opportunity to thrive. We know the Green Corridor is full of important bird and mammal species, while some of its habitats are increasingly important to their ongoing survival. These habitats are at risk from expansion, over-extraction of water, and pollution. Therefore, any development on green field sites must be at the expense of agricultural monocultures, and must be compensated for elsewhere with truly diverse and natural habitats.




Tarmac's plans for Birchall Garden Suburb would sever the Green Corridor, damaging wildlife movements and reducing potential leisure space and connectivity from east to west.



Panshanger Park is a wonderful public space, boasting a wide variety of animals and plants. Its expansive network of footpaths means it is highly visited by people of all ages.

THE VISION

It is possible to make Hatfield a centre of innovation again and breathe new life into the town. We must grasp the opportunity to plan for the future, or risk being left behind.

In order to achieve this ambition, we need:

- Flexible, affordable and modern office and laboratory space to encourage start-ups and tech entrepreneurs to make Hatfield their home. We must capitalise on our fortuitous position in the Golden Triangle and on the edge of London.
- A public transport system which connects east and west in a convenient, rapid and affordable way. It is also important to develop walking and cycling infrastructure to encourage people out of their cars and into sustainable habits.
- High quality new housing, delivered in the right places, with sustainable transport considered from inception. We must be ahead of the curve in planning for future capacity. We need new communities with life and soul, not dormitory suburbs.
- A regenerated public realm in and around Hatfield, to make it an attractive place in which to live, work and play yet again.
- Coherent, well maintained and protected green space, providing opportunities for exercise, leisure and travel. We must protect the best of what we have and ensure that the next generation inherit it in better condition than we did.
- A spirit of leadership and innovation, reminiscent of the successes enjoyed by Hatfield in the 20th century, to drive us forward into the 21st.

We are optimistic about Hatfield's future. With leadership, collaboration and passion, we can reinvigorate, redefine and renew Hatfield for the modern world.

“Change is the law of life. And those who look only to the past or present are certain to miss the future.”

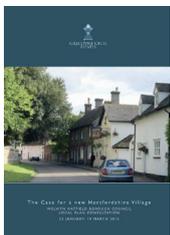
John F. Kennedy

OTHER GASCOYNE PUBLICATIONS



Transport for Hatfield

Hertfordshire needs a step-change in public transport provision. In order to drive modal shift, a convenient, efficient and attractive mode of transport is required which connects the major settlements of the county from East to West. In this document, we propose a light rail system fit for the future.



The Case for a New Hertfordshire Village

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



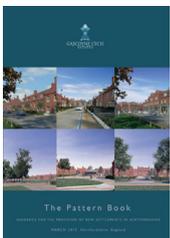
A Green Infrastructure Strategy for Central Hertfordshire

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



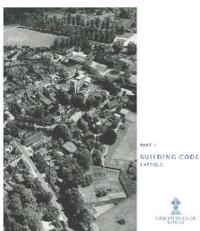
A Strategic Overview

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



The Pattern Book

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



Building Codes

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



GASCOYNE PLACES

Further advice and Information can be obtained from:

Anthony Downs

Hatfield Estate Director

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