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Welcome

Welcome to Hill Residential and the Royal Veterinary College's (RVC) second consultation event on our revised proposals for high-quality new homes, considered landscaping, active travel links and land for a two-form entry primary school on land west of Brookmans Park Railway Station.

We would like to thank those of you who attended our previous event and provided valuable feedback on our initial thoughts for the site back in the summer of 2024. Since then, the project team has reviewed all of the feedback provided and this has helped to shape the masterplan.

Today's event focusses on the detailed plans for the development which have been informed by the endorsed Strategic Framework. More information on this can be seen on the 'Strategic framework' banner..

Members of the project team are present to discuss the proposals and answer any questions you may have. Once you have looked at the materials on display, please fill in a feedback form to share your thoughts and leave it with us, or return it using our Freepost address.

Background

Award-winning housebuilder Hill is working in partnership with the Royal Veterinary College (RVC) to bring forward a sustainable new development located on the western edge of Brookmans Park.

The Welwyn Hatfield Local Plan 2016-2036 has allocated 'Land West of Brookmans Park Railway Station' and is referred to as site 'HS22' under Policy SADM 31 for around 428 homes and a primary school.

A Strategic Framework has been developed which sets out the principles and parameters for new development on site HS22.

The development of HS22 will help the Council achieve its obligations to deliver much needed housing for the Borough, alongside providing local infrastructure for residents of Brookmans Park.



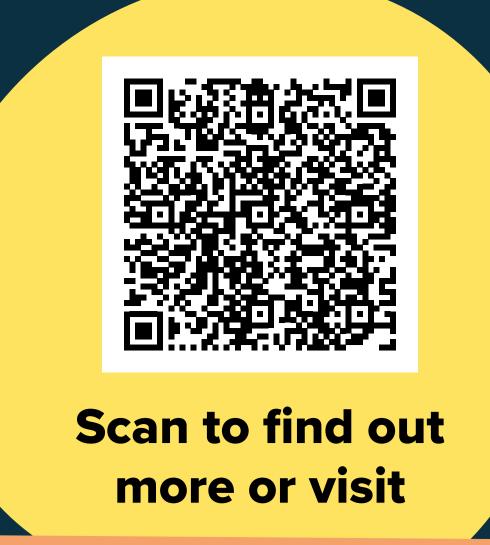
Homes previously delivered by Hill



Aerial image of the site







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Aloout

About Hill

Hill Residential (Hill) is an award-winning 5-star housebuilder, creating a range of beautiful, sustainable and award-winning new homes across southern England.

For twenty-five years, Hill's values have been rooted in delivering quality, distinctive places to live. Hill's vision is to be the UK's leading and most trusted housebuilder creating exceptional homes and delivering sustainable placemaking. This is a vision Hill aspires to deliver at Brookmans Park.

Our recent awards include the 2023 WhatHouse? Housebuilder of the Year and WhatHouse? Development.







About the Royal Veterinary College

The Royal Veterinary College (RVC) is the UK's largest and longest established independent veterinary school and is a Member Institution of the University of London.

It is one of the few veterinary schools in the world that hold accreditations from the RCVS in the UK (with reciprocal recognition from the AVBC for Australasia, the VCI for Ireland and the SAVC for South Africa), the EAEVE in the EU, and the AVMA in the USA and Canada.

The RVC is ranked as the top veterinary school in the world in the QS World University Rankings by subject, 2024.

The RVC offers undergraduate and postgraduate programmes in veterinary medicine, veterinary nursing and biological sciences.

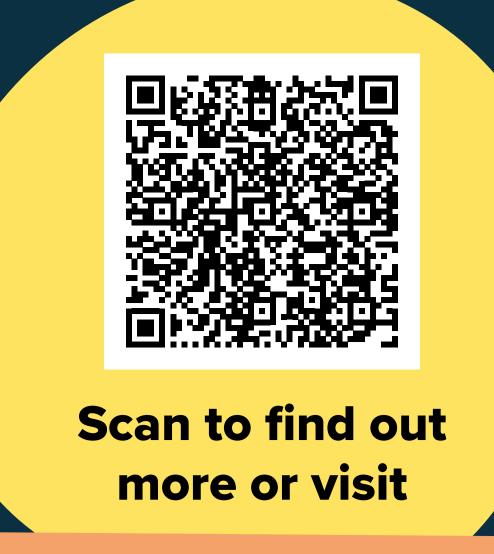
The RVC is a research-led institution, with 88% of its research rated as internationally excellent or world class in the Research Excellence Framework 2021.

The RVC provides animal owners and the veterinary profession with access to expert veterinary care and advice through its teaching hospitals and first opinion practices in London and Hertfordshire.



Homes previously delivered by Hill





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Strategic framework

The Strategic Framework was formally endorsed by councillors in November 2024.

Overarching design principles:

- Creating a landscape-led, permeable scheme which connects to the wider community and existing movement network.
- Establishing a clear hierarchy of routes to enable legibility of movement throughout the proposed development.
- Prioritise pedestrian and cycle movement, enhancing active travel.
- Provide natural surveillance, creating open spaces that are safe and pleasant, with clear definition of public and private realm.
- Develop a variety of character areas across the site to create interest and establish a sense of place.
- Consider a tighter, more formal urban grain close to the railway station and surrounding the central open space; and a looser, informal urban grain towards the western woodland edge and open landscape to the south.
- Make efficient and effective use of land removed from Green Belt for housing.

- Accent buildings and key corners should be considered when developing the masterplan in order to define key spaces and to act as markers along movement routes.
- Consider introduction of carefully designed and framed views towards the development from key points in the surrounding area.
- Maximise opportunities to enhance ecology and biodiversity.
- Enhance shrub and tree planting, introducing additional boundary planting where possible, while still allowing selective views into the development.
- Locate the 2FE primary school land where it enables easy access for pedestrians and cyclists and supports its role as a community hub.
- A comprehensive SuDS strategy integrated with the landscape design.
- Enhance connections to the wider countryside.



Endorsed strategic framework

KEY

- SCHOOL LOCATION
- VILLAGE CENTRE
- LANDSCAPE EDGE
- AND STORES
- RESTAURANTS AND PUBS
- ECOLOGICAL PRIORITY

 PLAY SPACES
- SOFT PLAY OPPORTUNITY
- SUSTAINABLE DRAINAGE SYSTEMS
- HIGHER EDUCATION FACILITIES
- PED/CYCLE FRIENDLY ENVIRONMENT

 ACCESS TO PUBLIC TRANSPORT
- PROTECTED ECOLOGICAL SPACE







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Our proposals

As a result of the feedback received from the local community and the Council, the current masterplan shows:



421 new high-quality homes, including 273 houses and 148 apartments, with a mix of house types.



147 affordable homes (35% of the properties).



Land for a two-form entry primary school in the northeastern corner of the site.



The enhancement and creation of new public green spaces including a Central Green, formal and informal play spaces and habitat enhancement areas.



A new connection between the site, railway station entrance and village in the form of a new pedestrian and cycle bridge over the railway line.



Emerging masterplan

The Primary School

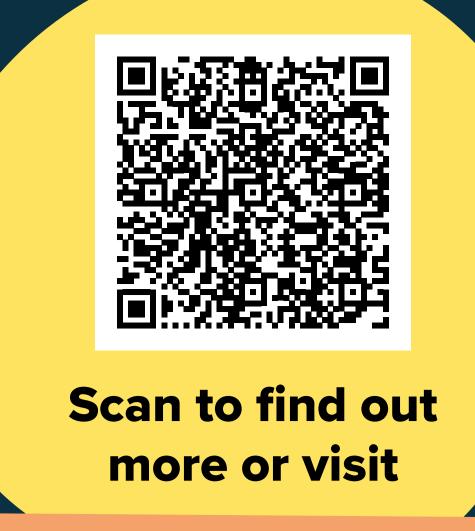
The proposals include the provision of land for a new on-site two-form entry primary school, including Early Years provision.

The new primary school will provide education facilities for prospective new residents as well as addressing wider need for school places in the local area.

After much discussion, the school has been located in the northeastern corner of the site. This is primarily due to this area being well located for pedestrians and cyclists, preventing the need for additional traffic entering the site and ensuring that the new school is located close to the existing community. When required, the land will be transferred to Hertfordshire County Council who will appoint a contractor to design and build the new school. Discussions remain ongoing with the County Council.







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Construction management plan

As part of the preparation of the planning application, a Construction Management Plan will be prepared detailing how the construction will be carried out efficiently, safely and with minimal disruption to the surrounding community and environment. This could include:

- Proposed working hours: Construction work and site deliveries will take place between the hours of 8am to 6pm (Monday to Friday) and 8:00am to 1:00pm (Saturdays), with no work on Sundays or public holidays.
- Deliveries: All deliveries will be via Station Road/ Bradmore Lane. Drivers will be instructed not to use Warrengate Road, Hawkshead Lane (west of the junction with Bluebridge Road) and Bradmore Lane west of the site access.

Signage will be displayed directing construction traffic to/from the site and traffic movements into/out of the site will be controlled by a trained banksman/ signaller.

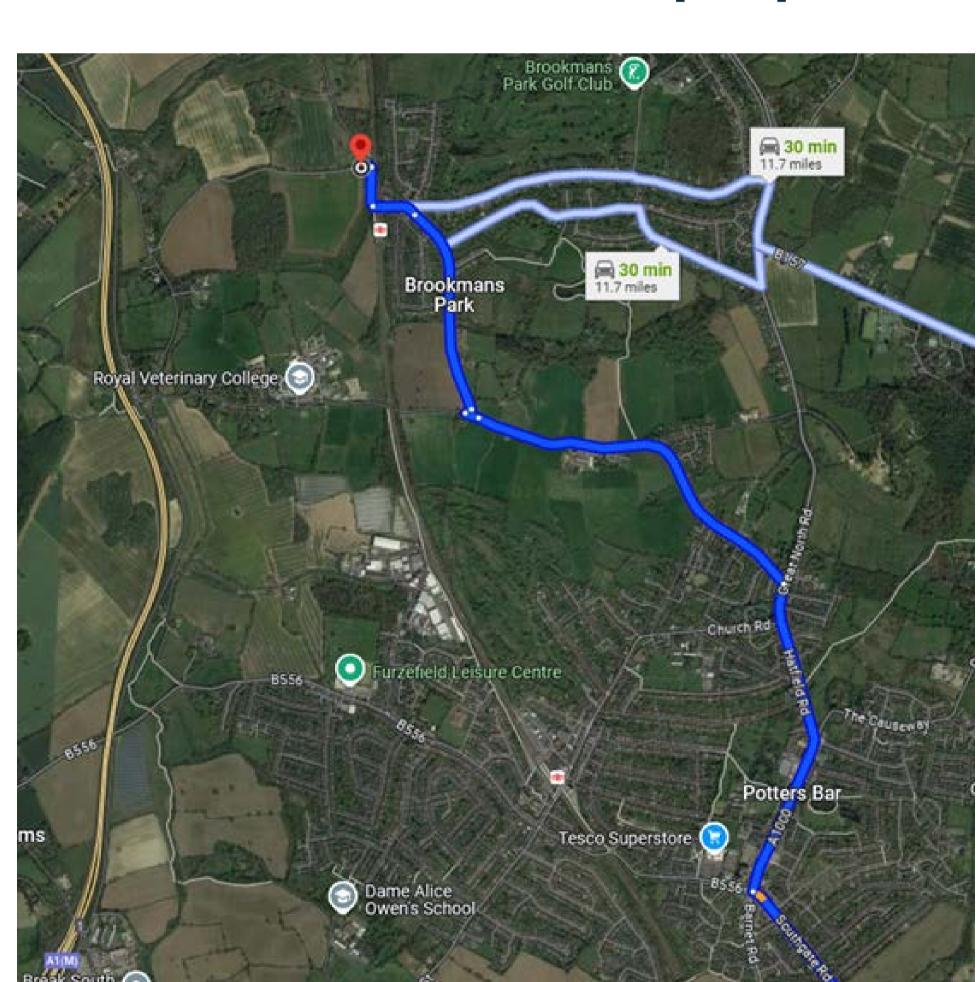
Site vehicles will not be allowed to park outside the site, unless in an emergency. The site gates will be set back far enough to allow a lorry to wait off the road until the gate is opened.

Construction traffic will not use privately owned roads.

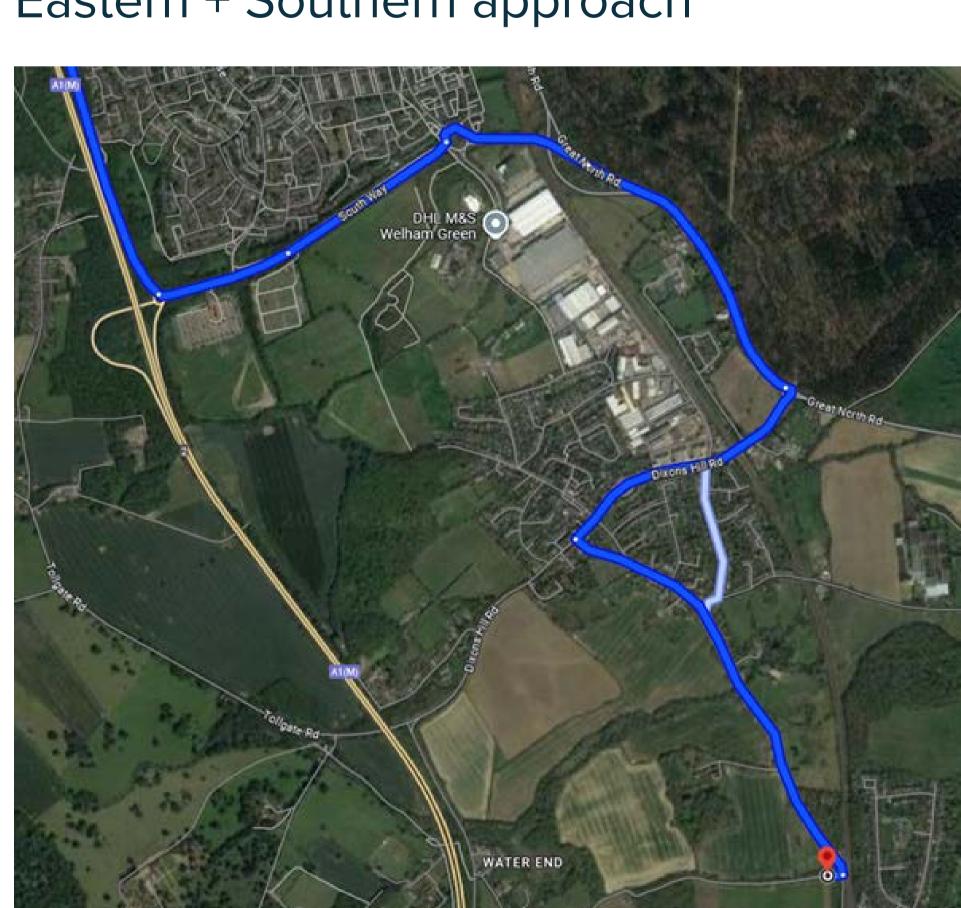
- Noise and dust control: Measures will be in place to reduce the impact to the surrounding area. This will include noise barriers, water suppression for dust, and restricted use of loud machinery during early hours.
- Waste and environmental management:
 Strategies for waste disposal, recycling,
 and protecting local wildlife and
 ecosystems will be established for the site.
- Site security: On-site safety measures and security will be in place to prevent unauthorized access.
- Communication strategy: Regular updates will be provided to residents and a point of contact for complaints or queries will be established before work begins on site.
- Emergency procedures: Contingency plans will be in place for dealing with incidents such as spills, accidents, or severe weather.

The construction period will run for approximately 7 years, subject to sales rates.

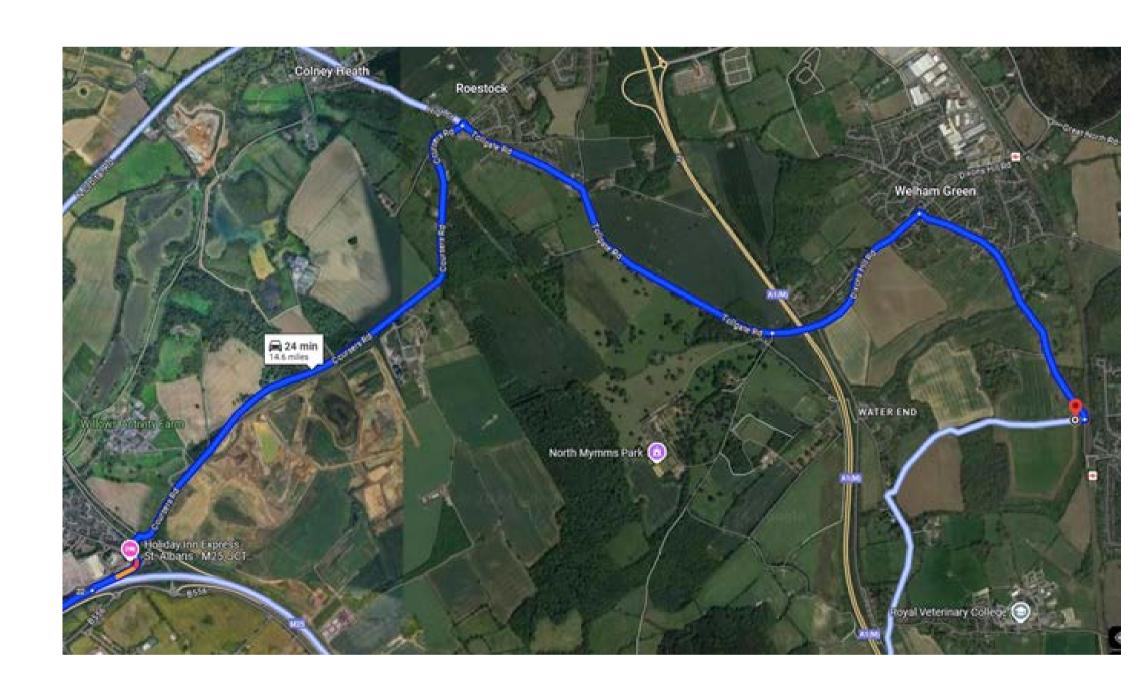
Please see below the proposed construction traffic route plans:



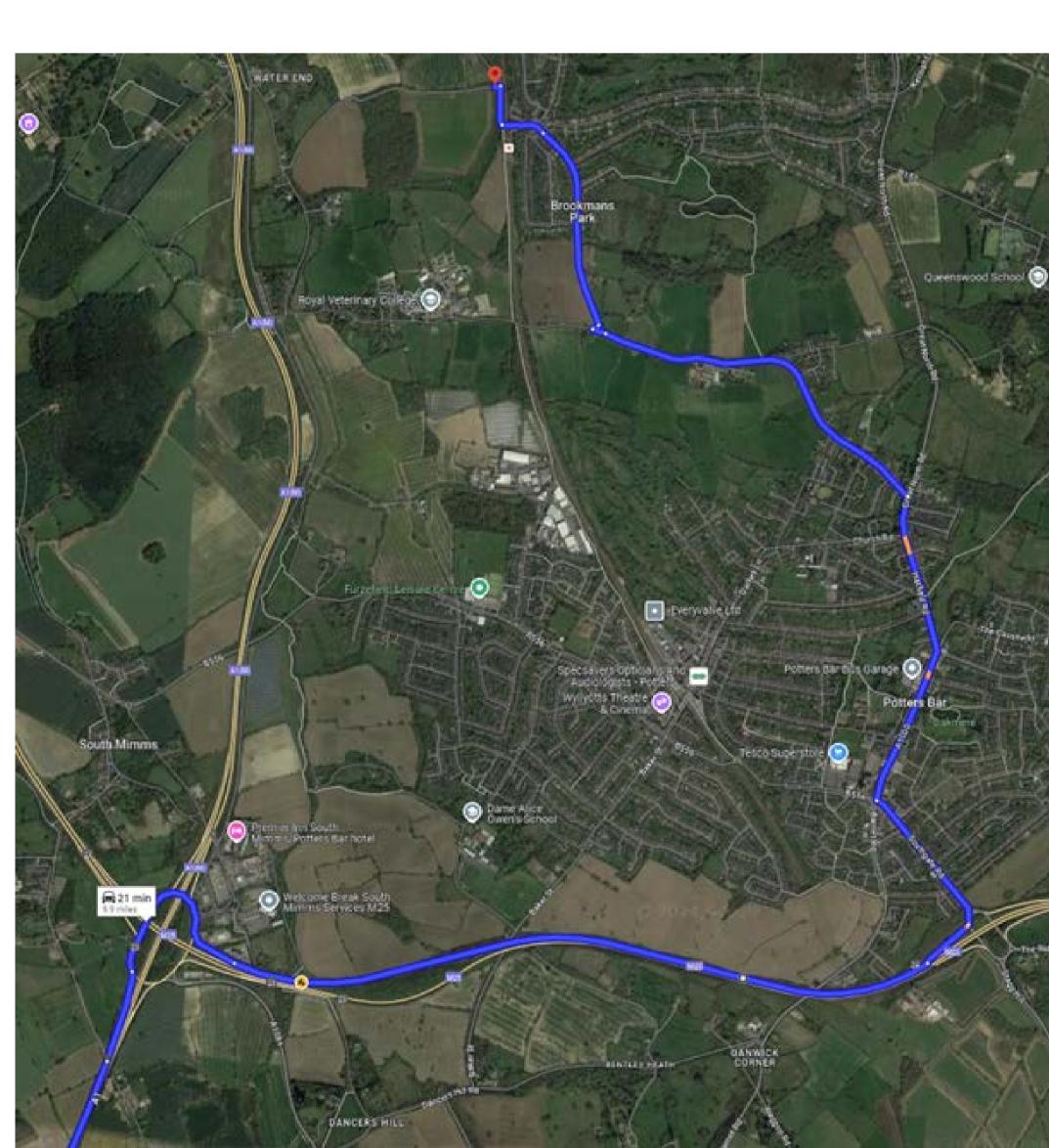
Eastern + Southern approach



Northern approach

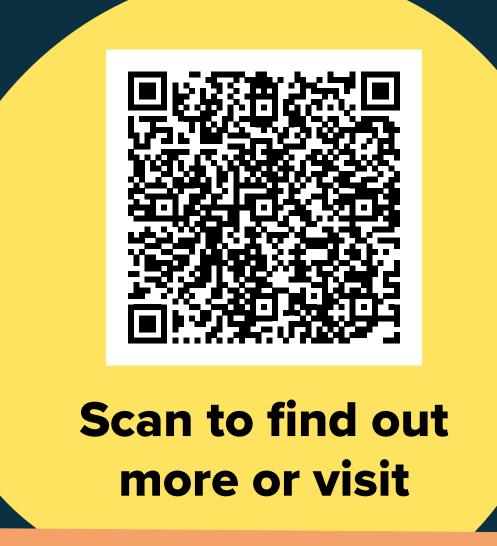


Western approach



South western approach





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Drainage

The developable area of the site is located in a low-risk Flood Zone 1 area, meaning that the site is at a low risk of fluvial and tidal flooding. There is an area of high-risk Flood Zone 3 located to the south of the development area associated with the watercourse, however no development is proposed in this area.

The Environment Agency surface water flood maps identify that the majority of the site is at a very low risk of surface water flooding; however, there are areas which currently experience occasional flooding (associated with the existing ditch network through the site). The implementation of the proposed surface water drainage strategy will capture, and control surface water generated on-site, removing the risk identified.

Proposed Surface Water Drainage:

- The proposed surface water drainage strategy will use sustainable urban drainage systems (SuDS) to capture, control and release water generated on-site, back to pre-development greenfield rates. Infiltration to the ground has been identified as an unsuitable method of discharge; therefore, it is proposed to discharge at pre-development greenfield rates to the respective existing ditch / watercourse to the north and south of the site, respectively.
- The system is designed to manage severe weather that happens very rarely, such as 1 in 100 year storm event and to account for climate change.
- The proposed SuDS features include a variety of storage options: attenuation basins, swales, and permeable paving to provide storage during rainfall events, treatment, amenity, and biodiversity benefits.

Proposed Foul Drainage:

- It is intended that foul effluent will discharge into the existing Thames Water foul drainage network.
- The foul drainage system will flow via gravity to the south of the site before discharging to the existing Thames Water network.



Emerging drainage strategy







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Next steps

Thank you for attending the second community stakeholder event for our emerging proposals for new homes, landscaping and a primary school on the land west of Brookmans Park railway station.

We appreciate you taking the time to visit and hear more about our plans for the site and we thank you for sharing your suggestions and feedback.

Please fill out a feedback form and either hand it to a member of staff or leave it in the box provided. Alternatively, you can take it with you and return it via our Freepost address (below). You can also leave comments via our website at www.landatbrookmanspark.co.uk

We will consider all feedback provided, take on board comments and wherever possible, incorporate your suggestions into our proposals ahead of submission to Welwyn Hatfield Borough Council.

Timeline

July 2024

First round of consultation was launched

November 2024

Strategic Framework was submitted and endorsed by Welwyn Hatfield Borough Council

January 2025

Second round of consultation was launched

Q2 2025

Targeted submission of planning application to Welwyn Hatfield Borough Council

How to get in touch



0800 148 8911 (Freephone) Monday - Friday, 9:00am - 5:30pm



info@landatbrookmanspark.co.uk



Freepost MEETING PLACE CONSULTATION

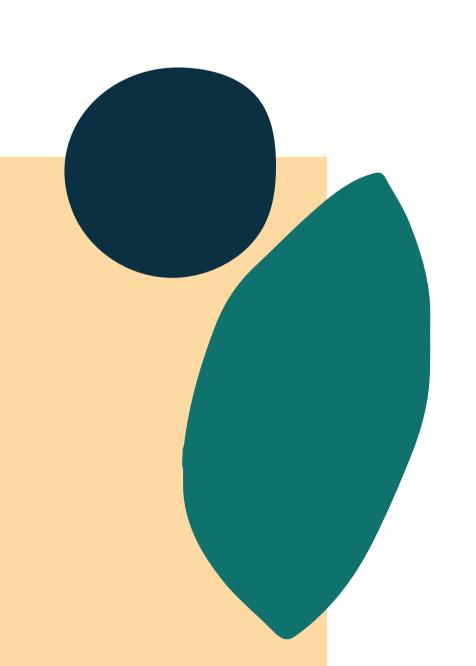
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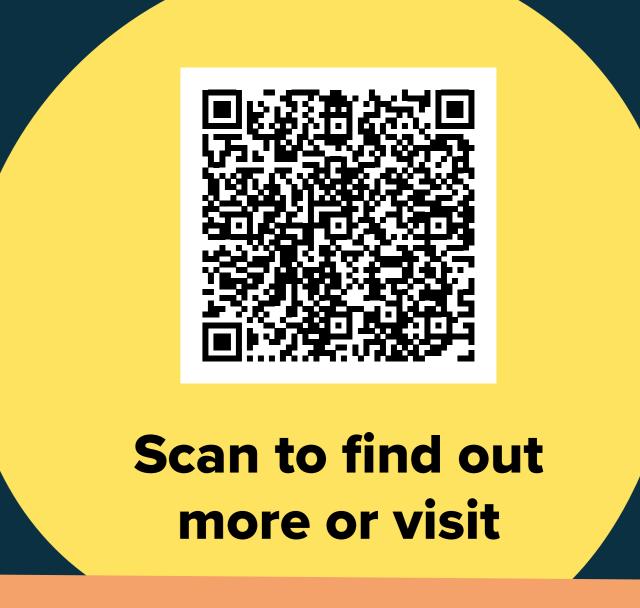


Or scan the QR code









Our response to the feedback received

During the first round of community engagement, we received feedback on the proposals for land west of Brookmans Park railway station. The key themes from the feedback we received and how they have been taken on board are detailed below:

Impact on traffic and local roads

Concerns were raised regarding the impact of the new development on the local road network including the volume of traffic, safety of the access onto Bradmore Lane and the safety of an increased number of cars using the narrow lanes.

Further information about the proposed active travel plan, Construction Management Plan and access to the site can be found on the Transport & Access banner, and the CMP banner..

Principle of development

Despite the allocation of the site in the adopted Local Plan, questions were raised regarding the principle of development, with concerns around over-development and the loss of green open space.

The Welwyn Hatfield Local Plan 2016-2036 has allocated 'Land West of Brookmans Park' under site reference HS22. These proposals are being prepared to meet the Local Plan objectives as the land has been removed from the Green Belt and is allocated for development.

Drainage

Queries on the drainage strategy for the development were raised including how the strategy would mitigate both surface water drainage to minimise flooding and issues in the sewage network.

Further information about the proposed drainage strategy for the site can be found on the Drainage banner.

Affordability of homes

Feedback supported the delivery of affordable housing in the area; however, questions were raised as to how 'affordable' the homes would really be.

There is a significant need for new affordable homes within the Borough. This site will deliver 35% affordable homes across a range of tenures to support those on lower incomes in the community. There is also a high need for good quality affordable homes amongst RVC staff, some of whom we would hope to see living within the new development.

The Government defines affordable housing as 'social rented, affordable rented and intermediate housing provided to specified eligible households whose needs are not met by the market.' This includes a variety of housing products including shared ownership, social rent, affordable rent, and discounted market rent.



Affordable homes previously delivered by Hill Residential

Access to Brookmans Park station

Many commented on the lack of an accessible station at Brookmans Park and a desire to see this come forward as part of the proposals.

As part of the engagement with Network Rail over the new bridge, discussions have taken place regarding other improvements to the station. Whilst this falls outside the jurisdiction of this planning application, we remain supportive of the wider aspirations to improve the station and where possible, we will aid local stakeholders and residents in their efforts.

Impact on local infrastructure

Feedback also indicated that residents wished to learn more about how the development's impact on the local infrastructure of Brookmans Park, including local schools, GP surgeries and dentists will be mitigated.

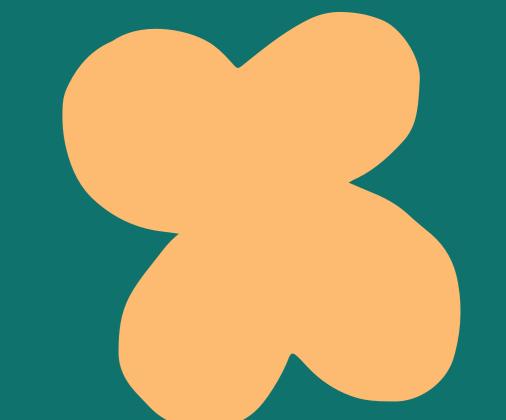
Land is reserved on site for a 2-form entry primary school, including Early Years provision. The development itself is likely to generate a need for less than half the capacity of that school, providing additional capacity. For secondary education, subject to discussion with Herts County Council, it is likely that financial contributions from the development will be required.

The NHS will be consulted during the application process to identify whether there is capacity for new patients. Should a need for additional facilities be demonstrated, funding can be sought via either the forthcoming Community Infrastructure Levy (CIL) or S106 agreement.

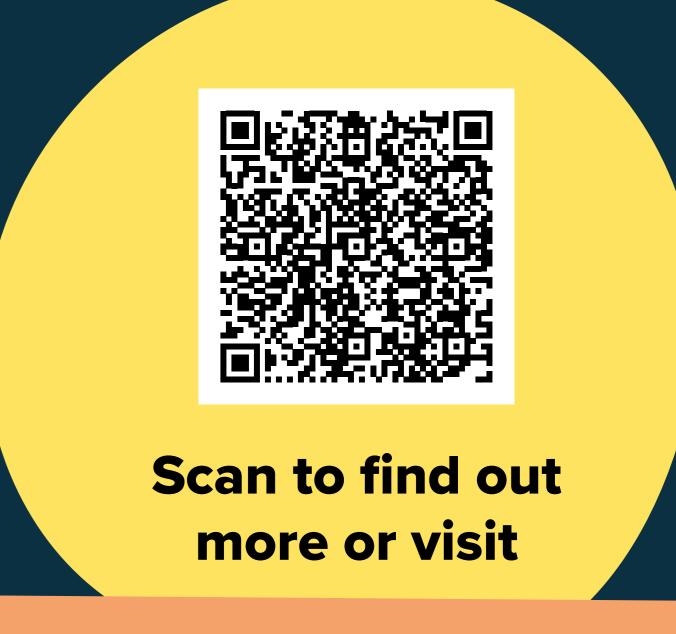
Dentists operate as private businesses, and it is not possible therefore for a developer to fund improvements via S106.











New homes

Proposed homes

The development proposals provide for a good mixture of 1-bed apartments through to 5-bed houses. A detailed breakdown can be seen below.

Unit type	Total
1-bed Flat	40
2-bed Flat	94
3-bed Flat	14
2-bed House	28
3-bed House	89
4-bed House	100
5-bed House	56
Total	421

Design of homes

As part of the proposals, character areas will be used to create variation and local distinctiveness across the site. The character areas will assist in wayfinding and placemaking with each having a defined approach to architectural style and materials, as well as the surrounding landscape and infrastructure, whilst also following the principles established in the Strategic Framework.

The proposals have been designed to ensure that they reflect their surrounding context. The sites main entrances toward the northeastern and eastern boundary will be more formal in their structure with key building providing wayfinding and legibility.

The proposals become less formal as they transition towards the open countryside and woodland edge towards the northern, southern and western boundaries, using more natural materials and colours with detached homes.

Key features will include:

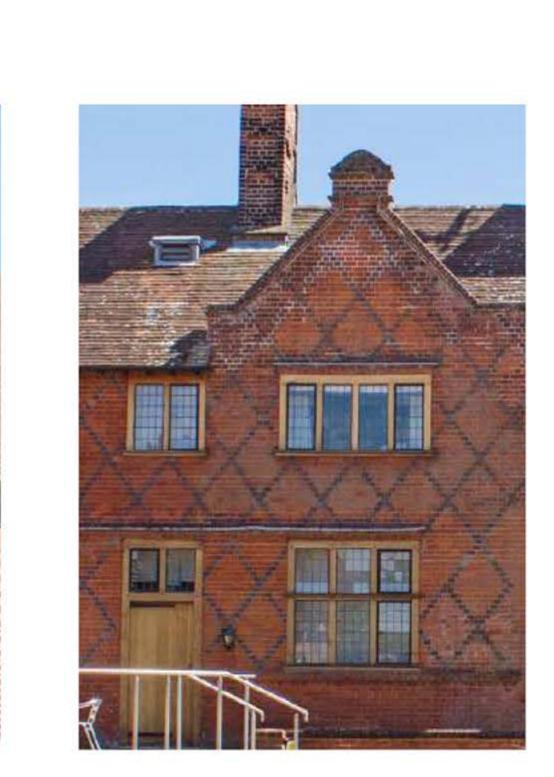
- Frontage gable details
- Brick patterns and contrast
- Tile hanging details

Bay windows

- Distinctive grouping of windows
- Typical 1930s entrances

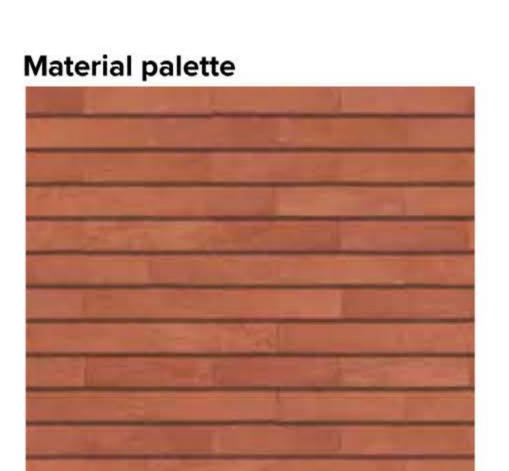
Each home will be fitted with an air source heat pump which is more sustainable than conventional gas, providing energy enhancement to the home. All homes will be built to exceed building regulations targets in respect of their fabric performance.

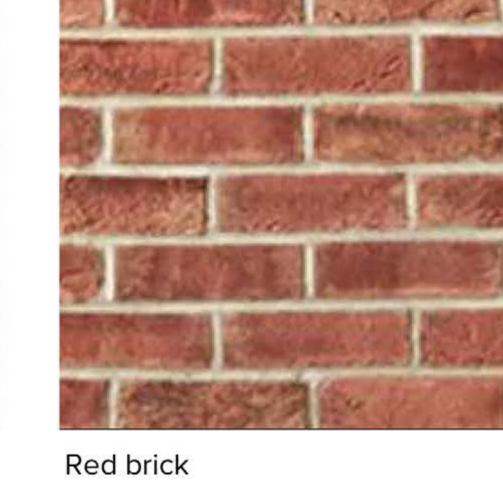






Herringbone brick pattern





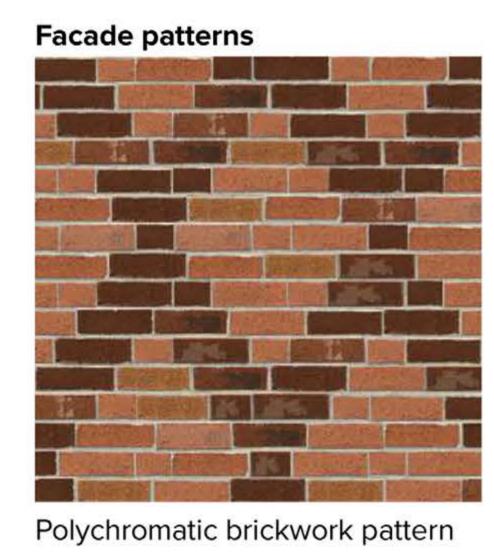


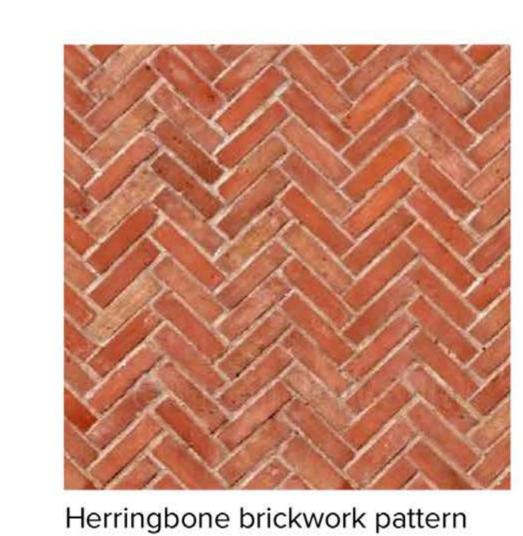


Burnt-orange clay tile

Dark boarded cladding

Arched Entrance detail

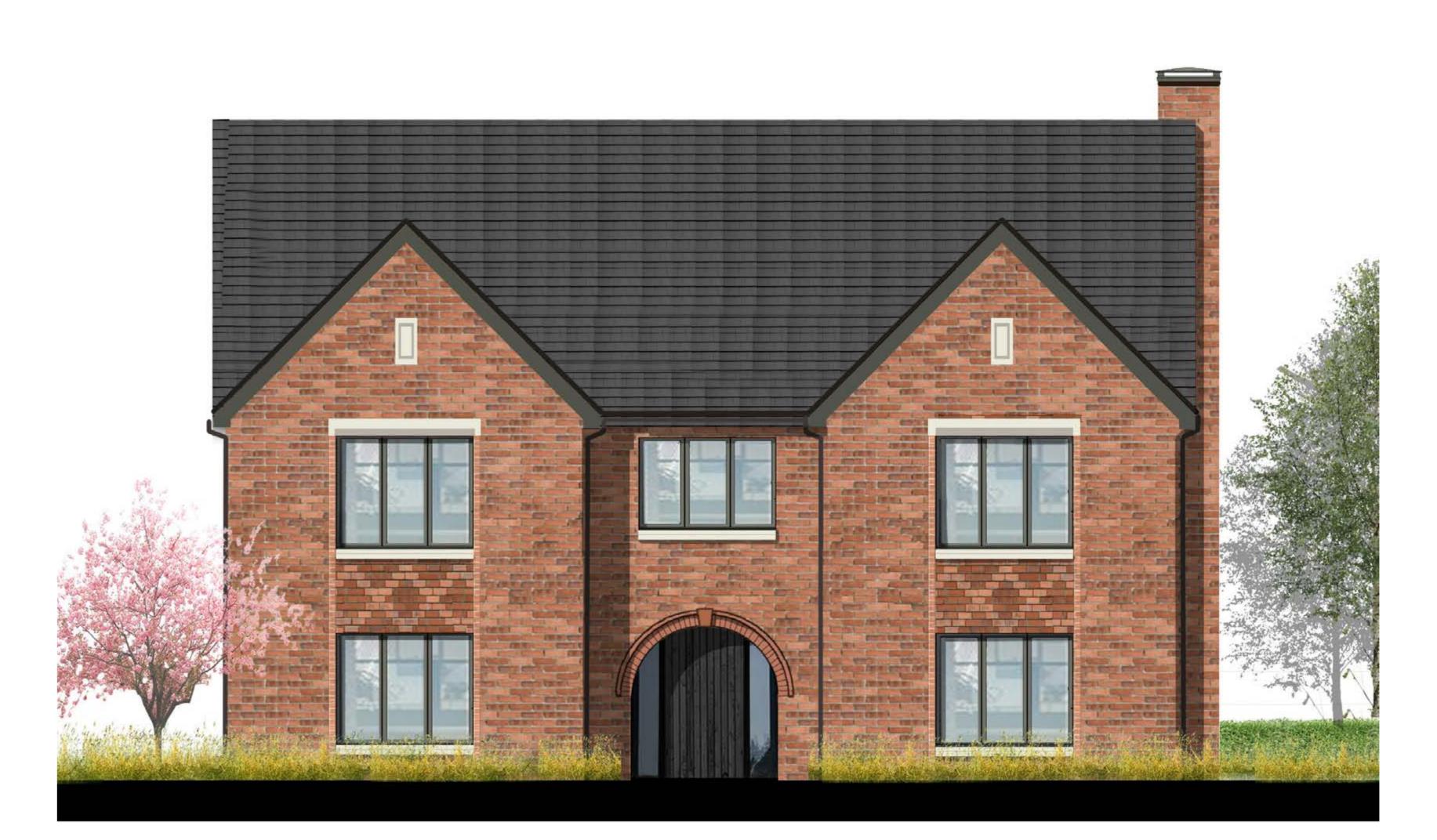




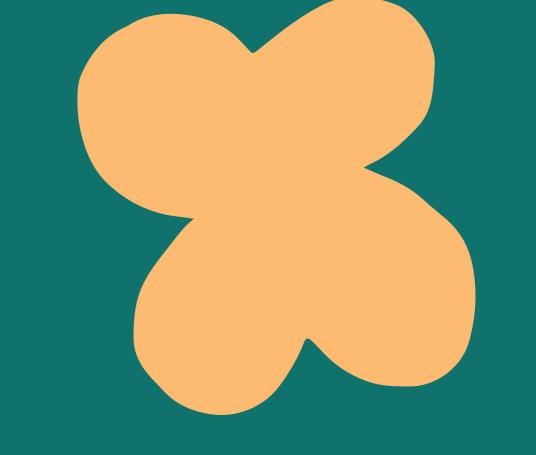




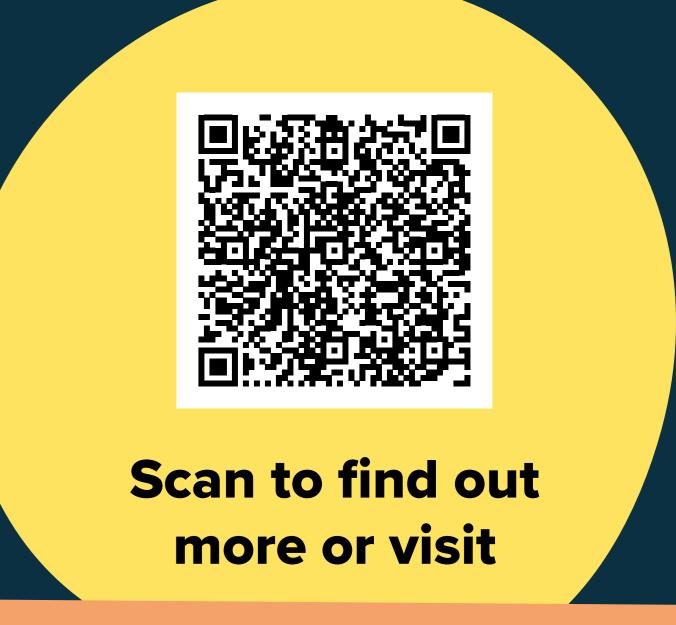




Initial house type designs







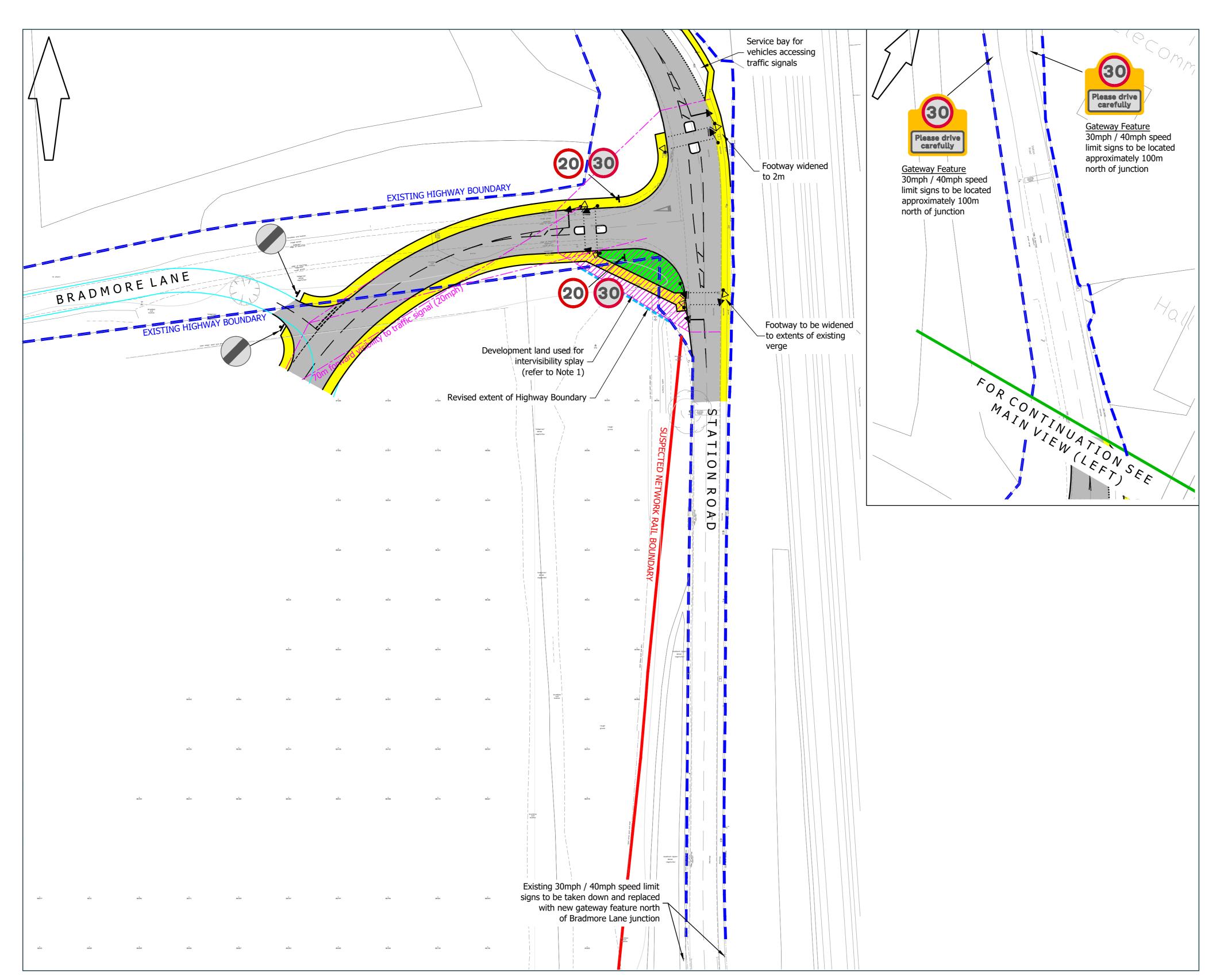
Transport and access

Vehicle access

The proposed development will be accessed via a new access point off Bradmore Lane at the northeast of the site.

The informal, rural character of the landscape at the junction will provide a transition from the rural northern edge into the new development and leads directly towards the proposed new central green.

The design and location of the junction has been subject to discussions with the Hertfordshire County Council Highways team.



Emerging vehicular access plan

Transport

The site is located on the western edge of Brookmans Park, benefitting from access to the wider public transport network including the railway station and local bus stops in the area, with Brookmans Park village centre approximately 800m to the east.

An active travel plan has been developed incorporating a significant number of active travel routes through the development connecting to the wider network of pedestrian and cycle routes enhancing connectivity and reducing the reliance on cars for those living within the development.

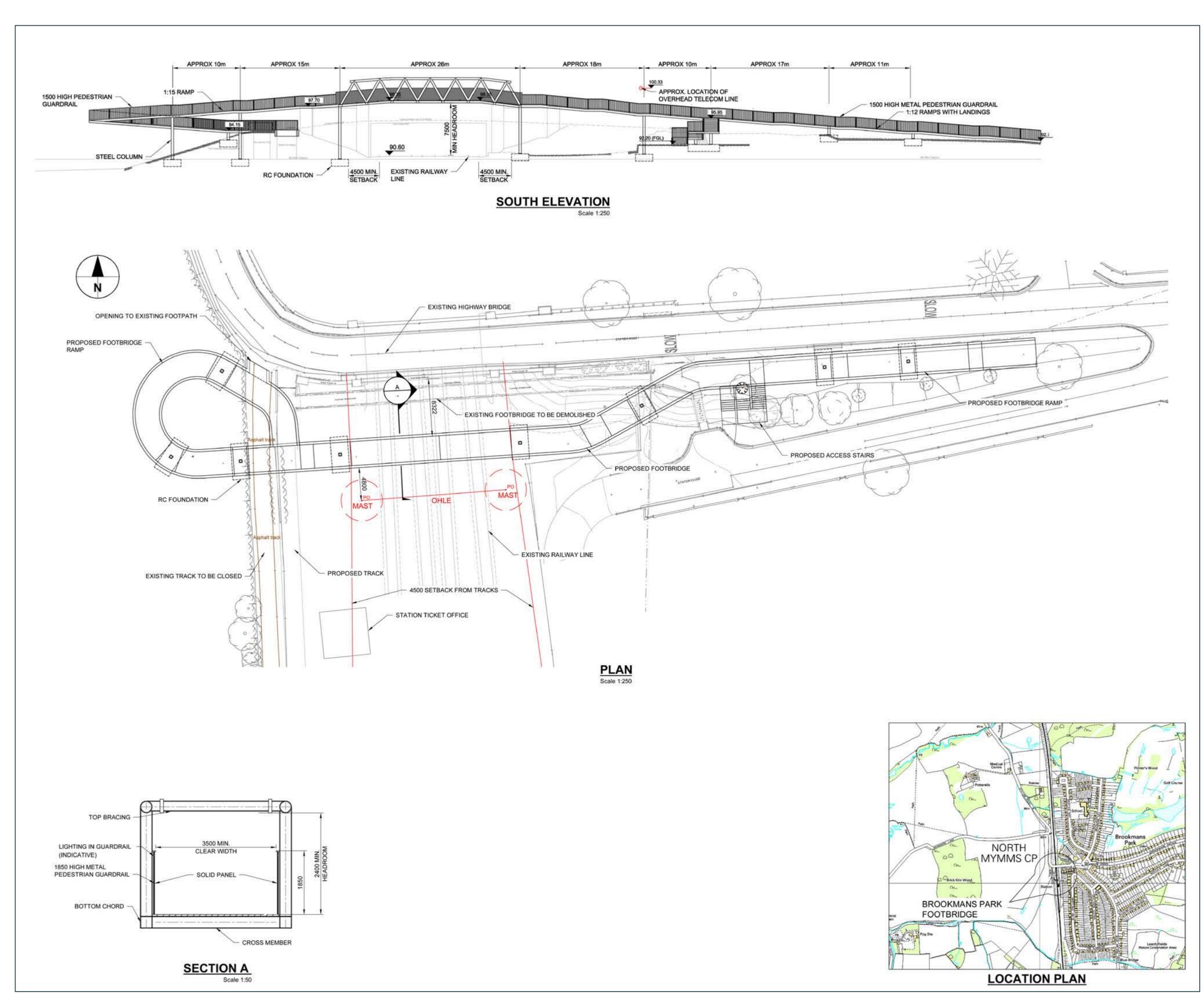
These include pedestrian and cycle connections with Brookmans Park railway station and the village via a bridge over the railway line, alongside connections to existing Public Rights of Way (PRoW) to the northwest, south west and south east, as well as the enhancement of the PRoW within the site.



New pedestrian/cycle bridge

A key part of the proposals is a new connection between the site, railway station entrance and village in the form of a new pedestrian and cycle bridge over the railway line.

This will replace the existing pedestrian bridge providing a wider and more suitable connection into Brookmans Park for both new and existing residents.



Pedestrian and cycle bridge plan

When will the bridge be installed?

This will be subject to agreement with Network Rail, but infrastructure of this nature is usually installed over a public holiday such as at Christmas or Easter.

Will access to the station be blocked during this time?

No, you will be able to access the station at all times.

When will the old bridge be removed?

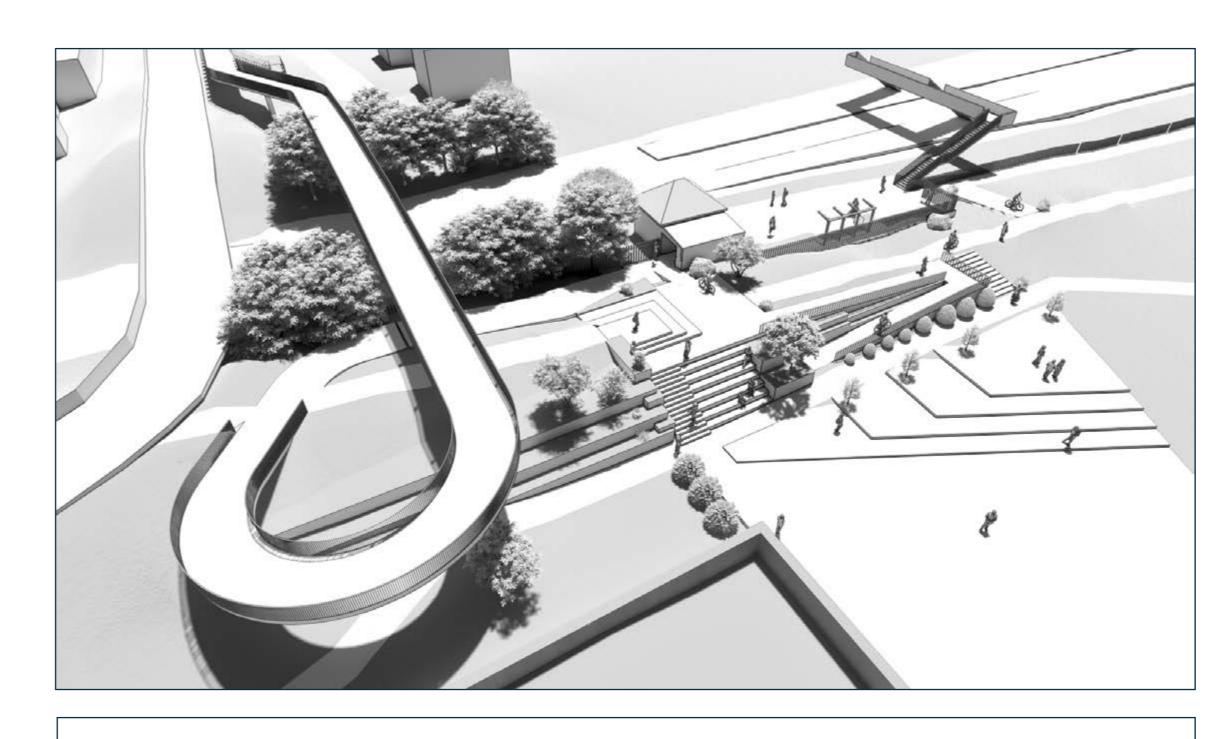
This is yet to be agreed, however we are able to confirm that pedestrian access to the station will be maintained.

How will the bridge work as there are different levels either side of the railway line?

The design of the new bridge has taken this into account with a curved ramp in the site helping to overcome the difference in levels.

Will there be any other improvements to the railway station?

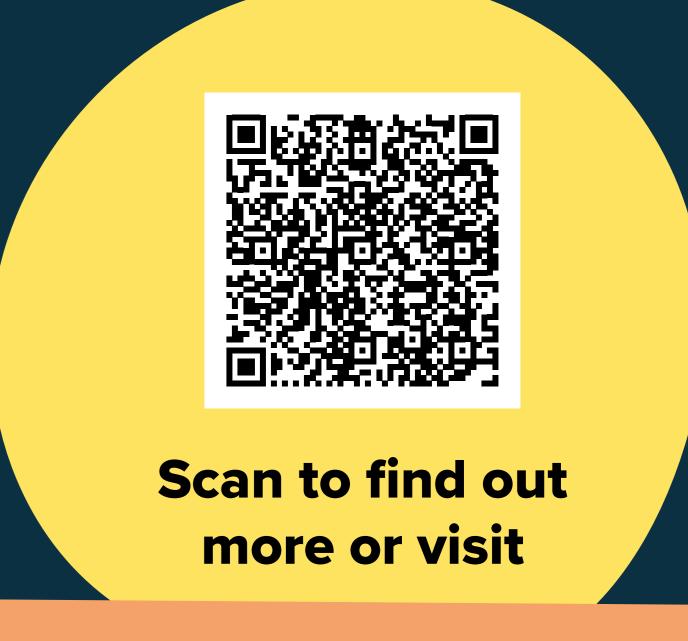
Any additional works fall outside the planning application for this site. We remain supportive of the wider aspirations to improve the station and will aid local stakeholders and residents in their efforts wherever possible. We are looking at how the development interfaces with the station to ensure a high-quality environment.





Artist's impressions of pedestrian and cycle route





Landscaping and open space

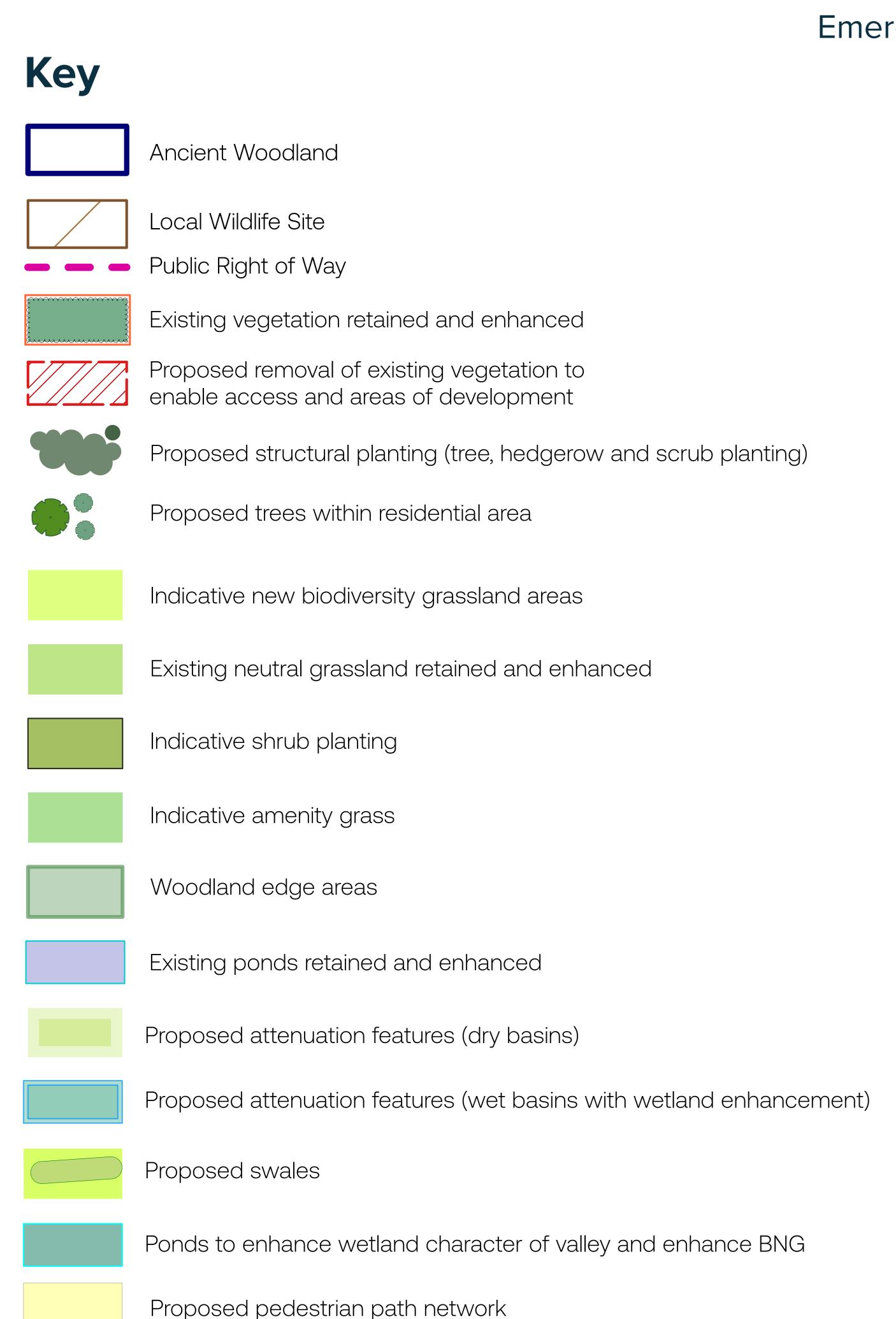
We are committed to having a positive environmental impact through our developments, complimenting Welwyn Hatfield's sustainability goals. The proposals seek to retain as much existing vegetation as possible, whilst also providing enhancements through additional planting.

The proposals will deliver a range of new green infrastructure and publicly accessible open space through the delivery of nine key elements as shown on the masterplan below.

Additionally, as part of the landscape masterplan, the development will incorporate sustainable drainage principles including dry basins, wet basins with wetland enhancements including ponds.



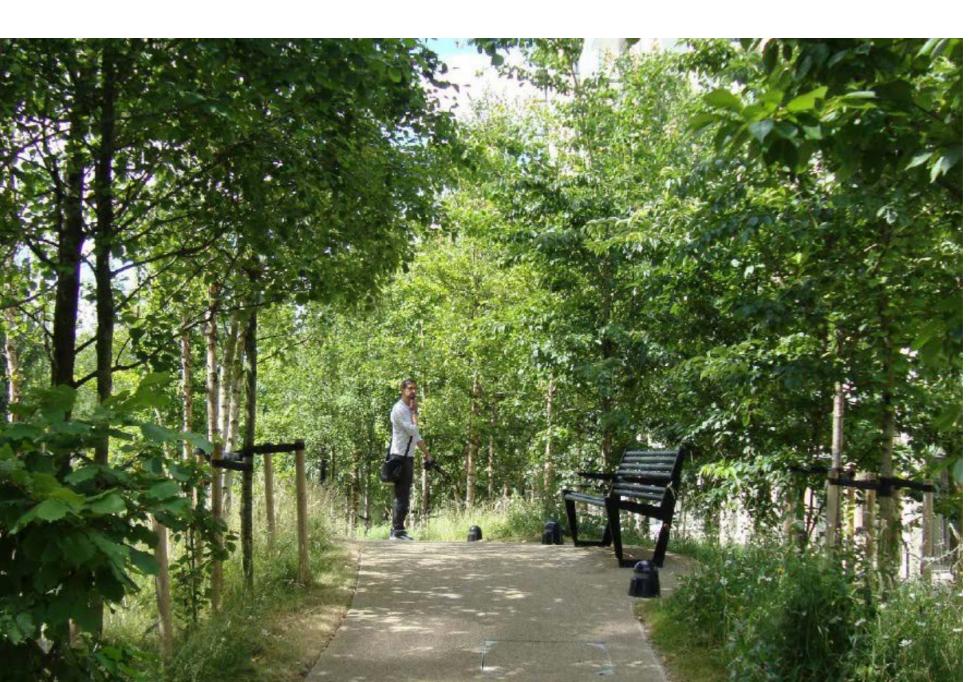
Emerging landscape masterplan











Examples of 'play on the way' features

G1 – Bradmore Boulevard

The informal, rural character of the landscape at the junction with Bradmore Lane and the northerly section of the new access road will be a gateway into the development.

G2 – Central Green

This area will be a multi-functional green heart of the development, acting as a hub to the active travel routes. An existing retained pond will provide a natural character to the northwestern part of the green.

G3 – Brookmans Park Gateway

The new pedestrian/cycle link with Brookmans Park will be an exciting and welcoming new space with a strong sense of place. The higher-level terrace adjacent to the station, will offer views west overlooking the development.

G4 – Brick Kiln Woodland Edge

The 15m width buffer for the ancient woodland is designed primarily to protect the ecology of the woodland and to nurture an enhanced biodiversity within the buffer zone.

G5 – Ray Brook Valley, ecological area

The fields on the steeper slopes leading down to the Ray Brook will be protected and enhanced to maintain their biodiversity value.

G6 – Vista Greenway

The Vista Greenway will be a linear park that connects the Central Green with the open space to the south where the attractive views of the countryside to the southwest provides strong connection with the landscape setting of the development.

G7 – Bradmore Lane corridor

The Bradmore Lane Greenway provides a rural character to the setting of the development area that addresses Bradmore Lane.

G8 – South East Natural Green Space

The South East Natural Open Space will be a naturalistic space with opportunities for informal recreation, play, attenuation and biodiversity enhancements.

G9 – Footpath Corridor

This key active travel corridor will maintain a green and partly wooded character for the public right of way FP9, with enhancements to path surfacing, links with the new active travel network and additional planting and reinforcement of the existing weak hedgerows.