Brookmans Park
Very Special Circumstances

Inmarsat Global Limited

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LICHFIELDS

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Contents

Appendices

Appendix 1 - Review of other sites not within Green Belt

1.0 Introduction

1.1 This Very Special Circumstances Case has been prepared by Lichfields on behalf of Inmarsat Plc ('Inmarsat' or 'the applicant'). It accompanies a planning application ('the application') at Brookmans Park Teleport, Great North Road, Brookmans Park, Hatfield AL9 6NE ('the site').

1.2 The proposed development ('proposed development') is to enable Inmarsat, a leading satellite service provider, to relocate its research and development activities to the site. The description of development, as set out in the application forms is as follows:

Proposed Development at Brookman's Park Teleport Site comprising installation of a platform and service room for use for research and development and allow testing of new satellite technology.

Together with trenched cable linkage between data room and platform and other associated works.

1.3 The Very Special Circumstances Case ('VSC') is required as although the site is an established location for satellite and telecommunications, it falls within designated Green Belt.

1.4 The platform site is on previously developed land in Green Belt, and is considered aligned with para 149(g) of National Planning Policy Framework ('NPPF'). However, given the pre-application advice and discussions with the Council we are undertaking a VSC.

1.5 After an extensive search, Inmarsat has identified Brookmans Park Teleport site which is uniquely suited to be modernised and upgraded for use as a satellite terminal testing facility.

1.6 This document considers the Very Special Circumstances that exist to justify development within Green Belt. It also details that there are no other sites outside of Green Belt that the proposed development could be accommodated.

Very Special Circumstance Statement Structure

1.7 The remainder of this statement is structured into the following sections:

- Section 2.0 introduces the applicant, application site and surroundings and scheme proposals;
- Section 3.0 sets out Inmarsat's Site Selection Process and outlines sites not within Green Belt that have been dismissed elsewhere in the Borough;
- Section 4.0 details the Very Special Circumstance case that justifies the proposed development within Green Belt;
- Section 5.0 provides our conclusions.

2.0 Background

Inmarsat

2.1 Inmarsat is a leading satellite service provider and has offered mobile satellite communication services and reliable, seamless global connectivity for over 40 years.

2.2 Inmarsat owns and operates the world's most reliable satellite network, including its own fleets of advanced communications satellites, ground infrastructure and terminals. The business currently has 14 satellites in orbit, with a further 7 launches planned in the next 4 years. Focussed on air and maritime, Inmarsat presently connects 17,000 aircraft and 160,000 vessels, the latter protecting 1.6m seafarers every day.

2.3 The business is presently in the process of relocating its existing operations at 99 City Road, in the City of London. Whilst the principal office element of the business will remain in London, Inmarsat is seeking a new state-of-the-art Research and Development and testing facility for its satellite technology development.

Brookmans Park Teleport

2.4 The application site is located at Brookmans Park Teleport. This is situated outside the north-east edge of the settlement of Brookman's Park and approximately 3km north of Potters Bar. Brookmans Park Teleport is currently in use as offices and telecommunication uses. The site was originally established for the BBC for broadcasting. It is now used by a number of satellite/ telecoms operations.

2.5 At the centre of the Teleport site there is a main office building, a number of other small buildings and structures and an area of satellite equipment on hardstanding.

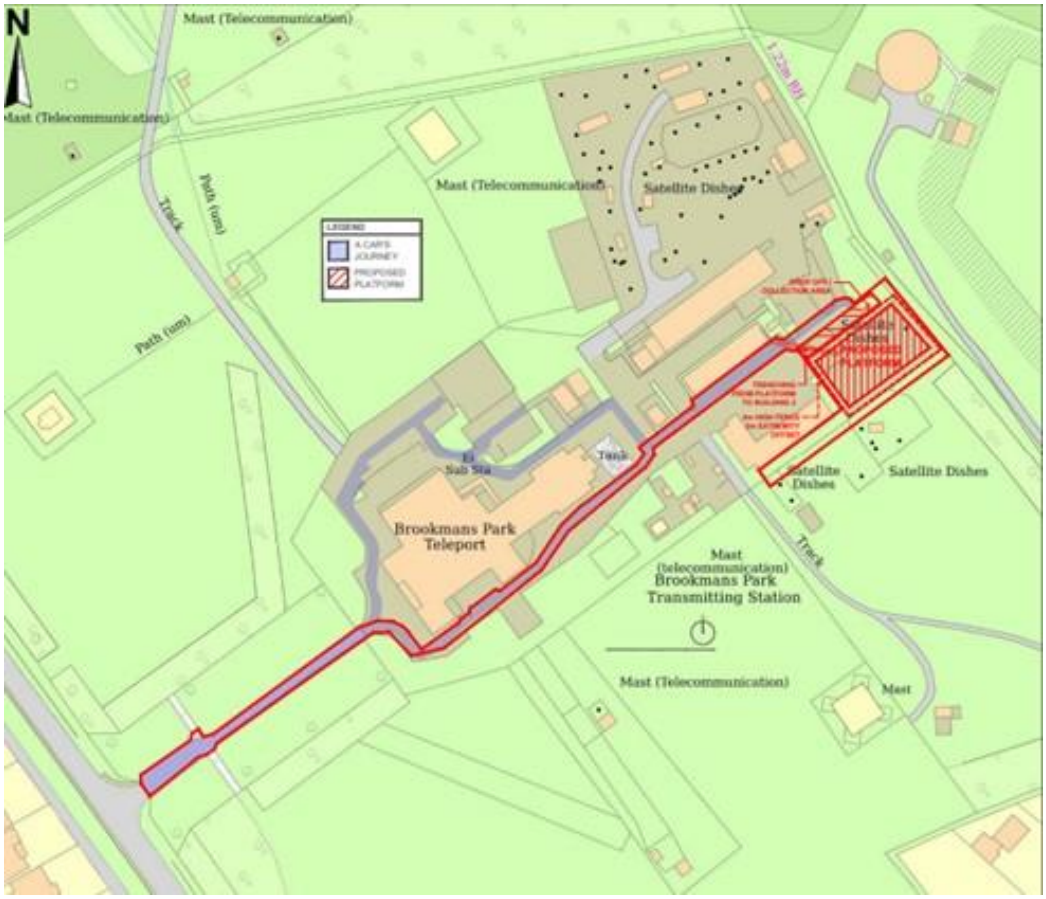
2.6 The remainder of the site, beyond the built area, is occupied by bushes and grass and houses 4 large radio masts and satellite equipment. The eastern, northern and southern boundary of the site is occupied by reasonably mature trees.

2.7 There is an existing vehicular access to the Teleport site, from the A1000.

Site

2.8 The application site relates to part of the site that is proposed to be used by Inmarsat. This is shown on the site location plan outlined in red.

Figure 2.1: Site Location Plan



Source: Modus

2.9 The site area is 3,618 sqm is the total area. The application site relates to an area of external space currently a concrete pad in disrepair.

Surroundings area

2.10 The application site itself is surrounded by the Brookmans Part Teleport site which it sits within. The immediate surrounding context is therefore characterised by the functioning teleport site – including buildings, satellite antennae and supporting infrastructure.

2.11 The wider Brookmans Park Teleport site is bound to the west by the A1000 beyond which are residential properties on Upland Drive within the Brookmans Park settlement boundary; to the south there are residential properties and Kentish Lane; to the east fields and Kentish Lane, and to the north fields with a satellite and radio masts in, beyond this is farmland. Surrounding the site is a mix of greenfield land and residential and commercial uses, some of which is located within Brookman's Park development boundary to the east.

Proposed Development

2.12 Inmarsat is proposing to lease space at the Brookman's Park Teleport site. The Teleport site is already under some economic use, but has vacancy for additional satellite communications.

2.13 The proposals relate to development works needed to enable its occupation and use of the site. The works subject to the planning application comprises the construction of a Research and Development Platform to allow the testing of new satellite technology together with associated works.

2.14 Inmarsat will also be occupying space in the main office building and reusing an existing workshop. These elements are not subject to this planning application.

2.15 Other tenants, including Globecast, will remain on site for the foreseeable future.

3.0 Site Selection Process

3.1 After an extensive search, Inmarsat has identified Brookmans Park Teleport site which is uniquely suited to be modernised and upgraded for use as a satellite terminal testing facility.

3.2 This site has previously been used for Radio Satellite Telecoms, but currently stands in parts in disrepair. As well as topographical features which provide clear line of sight to satellites, and suitable infrastructure due to previous telecoms usage, there is also a direct transport link into Inmarsat's headquarters in Moorgate, London.

3.3 In summary the site is specifically suited for the use due to the following characteristics:

1 Ability to accommodate 6,000 – 10,000 sq ft of internal space for lab premises;

2 Space for 7,000 sf ft of external area/roof space for terminal installations;

3 Line of sight to satellites from area designated for terminal installations;

4 Less than 1 hour travel time from Inmarsat's global headquarters, 50 Finsbury Square in Moorgate, London;

5 High speed broadband connection (dual feed 10Gb connection, 2 x 1Gb connection);

6 180kVa power provision;

7 Free from Radio Frequency interference;

8 Area for antenna installations that does not impact local residents. The designated area is far from other buildings and the public;

9 Ability to send/receive goods, roll door access;

10 Onsite storage or space allocation for storage;

11 Onsite parking for customers and employees; and

12 Space for crane to operate (for terminal installations).

3.4 A search of other sites within the Borough has also been undertaken to check that no sites outside of Green Belt are able to accommodate the proposed development. This included those allocated as part of the adopted Local Plan, Emerging Local Plan and subsequent consultations. The complete list of sites assessed is provided in Appendix 1.

3.5 This assessment was carried out in relation to Inmarsat's site search requirements. The assessment concluded that all sites allocated for employment use are either located in built-up areas or already have substantial development within the confines of the site. On this basis, these sites would not meet Inmarsat's necessary requirement to be 'free from Radio Frequency interference'. A detailed review of each site is provided in Appendix 1.

3.6 Based on the above, there are no alternative sites allocated for employment use within Welwyn Hatfield Council that would meet the basic requirements of Inmarsat for the proposed development.

4.0 Very Special Circumstances Case

4.1 The NPPF paragraphs 147-148 establishes the test for demonstrating Very Special Circumstances ('VSC') to justify development in Green Belt. The VSC that exist here can be summarised as follows:

1 The site will play a key role in researching and developing satellites and advancing this technology.

Satellite and telecommunications infrastructure is vital to the UK. It underpins the operation of key services and contributes billions every year to the UK economy.

The UK has a powerful and innovative space sector, which has been identified by the UK Government as a strategic growth sector.

2 The site will be operated by British-based Inmarsat, the company plays a vital global role in satellite communications and its services form the backbone of aviation and maritime safety, protecting millions of people every day.

3 With its existing Teleport status and proximity to Inmarsat's London HQ, Brookman's Park is the location identified following an extensive 2 year site search, for Inmarsat's new, globally important, Research & Development lab.

4 Inmarsat's premises would host around 20-30 space engineers and customers at peak times –the site currently employs around 100 staff and has an overall capacity of 200-400.

5 Inmarsat's use of the site and the proposed development will maintain Brookman's Park established use as an active centre for Radio Satellite Telecommunications and bring up to 30 highly skilled technical roles to Welwyn & Hatfield.

6 Lack of more appropriate alternative locations in Welwyn Hatfield which would cause less harm to Green Belt.

4.2 Satellite communications plays a vital role in connecting the world. Beyond delivering a vast array of consumer services, satellites are essential for maintaining global trade, for driving innovation and enabling new technologies, for tackling the impact of climate change, and for ensuring the safety, every day, of millions of people in the air and at sea, and spearheading rescue efforts following natural disasters.

4.3 Inmarsat, a British-based company, has been at the forefront of satellite communications for over 40 years and is recognised as a trusted leader in commercial and government communications. Inmarsat technology also forms the backbone of safety services for both worldwide commercial aviation and the global maritime industry.

4.4 Inmarsat is the leading British-based space company, directly and indirectly creating thousands of highly skilled jobs ranging from management of the world's most reliable satellite networks to the building of the most sophisticated satellites ever constructed – right here in UK.

4.5 Inmarsat's proposed Research and Development lab at Brookman's Park will play a globally important role in the maintenance and expansion of the company's vital work and in the future growth of the UK's space industry. It will house state of the art technology and

support key UK organisations – including the Ministry of Defence and the Government Communication Headquarters – as well as supporting aid agencies, and maritime and aviation safety services that depend on the company's exceptionally reliable connectivity.

4.6 As well as being a secure, existing site already housing vital UK communications infrastructure, the location has the specific topographical features that make it uniquely suited. Being within close proximity of our London HQ is an additional feature that distinguishes this site and is a requirement for Inmarsat's engineers.

4.7 It will also contribute directly to economic growth in Welwyn Hatfield and provide high skilled R&D jobs – without over burdening the site. Brookman's Park currently employs around 100 staff but has capacity for 200-400. The Inmarsat lab would see 20-30 space engineers on site at peak times with occasional visits from customers and other guests, which is estimated would number no more than 10 individuals at any one time.

1. The site will play a key role in researching and developing satellites and advancing technology. Satellite and telecommunications infrastructure is vital to the UK. It underpins every aspect of the economy and is critical to the operation of key services. It contributes tens of billions every year to the UK economy.

4.8 The UK has a powerful and innovative space sector, which has been identified by the UK Government as a strategic growth sector.

4.9 The UK's National Space Policy says *"[The UK Government] Recognises that space is of strategic importance to the UK because of the value that space programmes deliver back to public services, national security, science and innovation and the economy."*

4.10 The UK Government has set a target of growing the UK's share of the global space market to 10% by 2030. [UK National Space Policy]

4.11 In 2014, the UK space sector directly contributed £11.8 billion to the UK economy and employed nearly 35,000 skilled workers. [UK National Space Policy]

2. The site will be operated by British-based Inmarsat, the company is a leading global player in satellite communications. Its services underpin global trade and forms the backbone of aviation and maritime safety systems, protecting millions of people every day.

4.12 The site will be used by Inmarsat for research and development for satellites. This will enable Inmarsat to continue and improve its current national and globally significant work.

4.13 Inmarsat's global mobile satellite communications network is critical national infrastructure, providing safety connectivity solutions for communities, companies, and countries on land, at sea and in the air.

4.14 Inmarsat is the world leader in satellite communications for mobility, government and Internet of Things ('IoT') users with annual revenues in excess of £1.2bn, of which the vast majority are exports, contributing to the UK's balance of trade.

4.15 Inmarsat is a leading provider of satellite connectivity to the aviation and maritime industries and to governments, and is recognised as operating the world's most reliable satellite communications networks.

- Inmarsat networks are audited as delivering 99.9% satellite availability – meaning its capacity and coverage is more reliable and stable.

4.16 For over 40 years, Inmarsat has been the backbone of maritime safety and is recognised for its contribution in saving the lives of thousands of mariners across the world.

- Tens of thousands of vessels are equipped with Inmarsat connectivity for safety communications.

4.17 Inmarsat is the leading provider of safety communications for commercial aviation and, every day, is helping to protect millions of airline passengers.

- Over 90 percent of the world's oceanic flights rely on Inmarsat for cockpit communications.

4.18 Inmarsat technology is deployed at a moments notice following natural disasters and plays a crucial role in search & rescue missions throughout the world, connecting disaster relief teams and humanitarian organisations when other communications networks have been destroyed.

- Télécoms Sans Frontières - the principal communications provider to the United Nations in disaster situations – has been supported by Inmarsat for over 20 years, and helped over 20 million people following natural disasters.

3. With its existing, secure facilities, Brookman's Park is a unique location for Inmarsat's new, globally important, Research & Development lab.

4.19 Inmarsat has a unique set of search requirements for its new lab, which are exceptionally matched in Brookman's Park Teleport. Inmarsat have been searching for almost two years and considered hundreds of sites.

4.20 Brookman's Park is an existing teleport facility, one of the main functions of the Inmarsat lab is testing terminals which require line of site to our satellite. It has existing supportive infrastructure, is a secure site, is in an isolated position, is away from other communications interference, with good transport links to the company's headquarters in London – being less than an hour travel time from 50 Finsbury Square (Inmarsat's new HQ from 2024) via a direct train.

4.21 The facility provides excellent line of sight to Inmarsat's satellites in geostationary orbit, an important requirement for the facility.

4.22 The site has high speed broadband connection (dual feed 10Gb connection, 2 x 1Gb connection) and 180kVa power provision – meeting the technical specifications for the Inmarsat lab. It is also free from RF interference.

4.23 The proposed development area for the satellite antennas do not cause harm or inconvenience to local residents and their designated area on the site is away from other buildings.

4. Inmarsat's premises would host around 20-30 space engineers and customers at peak times –the site currently employs around 100 staff and has an overall capacity of 200-400.

4.24 Inmarsat will be investing c.$4 million (approximately £3.3million) on site upgrades within the areas Inmarsat are to occupy at Brookmans Park Teleport site.

4.25 The proposed Inmarsat lab and workspace would encompass 6,000 – 8,000 sq ft of internal space and 10,000 sq ft of external area for the terminal platform – comfortably accommodated within Brookman's Park.

4.26 The lab and workspaces are to be located in existing buildings and workshops. These do not form part of the proposed development for which planning permission is sought. The reused space office and workshop space will be contained within existing buildings and this therefore reduces the potential impact on Green Belt.

4.27 The terminal platform to be used for testing satellites will be the only new external works associated with the proposed development. It will be sited on a part of the site previously used for accommodating satellites (since at least 2000). The site is also well contained such that views into the site from surrounding area are limited. A Landscape and Visual Appraisal accompanies the application and confirms the impact of the platform on Green Belt openness is negligible.

4.28 The Research and Development lab will house state of the art technology across a range of services and product offerings allowing for continuous innovation and improvement in Inmarsat's service delivery. See below for latest advancements in our service delivery offering:

- Inmarsat is investing in the technology and the satellites that will support its goal of becoming a leading multi-network communications company, intelligently orchestrating connectivity across multiple frequencies, orbits and technologies.
- Inmarsat were the first company in the world to announce a global, multi-dimensional, dynamic mesh network that will redefine connectivity at scale with the highest capacity for mobility worldwide and at hot spots, as well as the fastest average speeds and the lowest average latency of any network, planned or in existence.
- Inmarsat's network of the future – called ORCHESTRA – continues to expand and today, Inmarsat has more satellite launches planned than at any time in the company's history.
- In addition to Inmarsat's new satellites, its own, unique 5G mesh is proceeding past proof-of-concept trials, and we are actively looking at options to partner for or build the low-earth orbit (LEO) component of ORCHESTRA, so Inmarsat can deliver optimal services for our partners and customers.

5. Inmarsat's lab will maintain Brookman's Park's legacy and established use as an active centre for Radio Satellite Telecommunications and bring up to 30 highly skilled technical roles to Welwyn & Hatfield alongside other potential benefits to the local community.

4.29 Brookman's Park has been an active centre for Radio Satellite Telecommunications since the 1930s and the Inmarsat lab will build on the telecommunications expertise at the site.

4.30 The lab would make a positive contribution to the economic growth of Welwyn & Hatfield and bring up to 30 highly skilled technical roles to the local area.

4.31 The current site employs around 100 employees but has capacity for up to 200-400. Inmarsat's lab would increase this number.

- Actual Inmarsat engineers on site at peak times will be in the region of 20-30 with the occasional addition of approximately 10 customers and other authorised guests at any one time.

4.32 Brookman's Park's is a well-established and valuable employer in area and Inmarsat's lab will reinforce this positive contribution to the economy, supporting additional jobs directly and indirectly.

4.33 Inmarsat has a demonstrable track record of supporting the local communities in which it operates. The company would continue this policy in Welwyn & Hatfield and, among other benefits, would seek to play an activity role in promoting the possibilities in STEM careers, including open days for local schools and sponsorship for students.

6. Lack of more appropriate alternative locations in Welwyn Hatfield which would cause less harm to Green Belt

4.34 Inmarsat has specific technical search requirements and the site search has taken more than 2 years to find this unique site. There are no either sites that can fulfil the same use elsewhere in Welwyn Hatfield that would cause less harm to Green Belt.

4.35 To identify a site for Inmarsat's R&D lab that was fit for purpose, a unique set of search requirements were defined. These requirements were driven by the site's primary purpose which is to allow for seamless operation of Inmarsat's test terminals. In addition to providing appropriate line of sight to Inmarsat's satellites, as an existing teleport the site also has good infrastructure supporting it such as power, connectivity, and transport.

4.36 An outline of Inmarsat's site search requirements is set out in Section 3.0. Brookmans Park Teleport site uniquely meets these requirements.

4.37 To determine whether there are any more appropriate alternative locations in Welwyn Hatfield, all sites allocated for employment use have been assessed for their suitability. This included those allocated as part of the adopted Local Plan, Emerging Local Plan and subsequent consultations. The complete list of sites assessed is provided in Appendix 1 and summarised in Section 3.0.

4.38 The alternative site assessment concludes that all sites allocated for employment use are either located in built-up areas or already have substantial development within the confines

of the site. On this basis, these sites would not meet Inmarsat's necessary requirement to be 'free from Radio Frequency interference'. A detailed review of each site is provided in Appendix 1.

4.39 Based on the above, the site is uniquely able to fulfil Inmarsat's site requirements. There are also no alternative sites allocated for employment use within Welwyn Hatfield Council that would meet the basic requirements of Inmarsat for the proposed development.

5.0 Conclusion

5.1 In conclusion, the Very Special Circumstances Case ('VSC') has been undertaken as although the site is an established location for satellite and telecommunications, it falls within designated Green Belt.

5.2 The platform site is on previously developed land in Green Belt, and is considered aligned with para 149(g) of National Planning Policy Framework ('NPPF'), as appropriate infill development. However, given the pre-application advice and discussions with the Council VSCs has been set out in this report.

5.3 After an extensive search, Inmarsat has identified Brookmans Park Teleport site which is uniquely suited to be modernised and upgraded for use as a satellite terminal testing facility.

5.4 This report confirms the compelling Very Special Circumstances that exist to justify development within Green Belt. It also details that there are no other sites outside of Green Belt that the proposed development could be accommodated.

5.5 The Planning Statement weighs up the VSC against harm to Green Belt. It concludes that there are overwhelming reasons for this application to be granted planning permission.

Appendix 1 - Review of other sites not within Green Belt

1.1 To determine whether there are any alternative sites located within Welwyn Hatfield, all sites allocated for employment use have been assessed for their suitability. Sites assessed included those allocated as part of the adopted Local Plan, Emerging Local Plan and subsequent consultations, as detailed below.

Alternative Sites

1.2 The District Plan 2005 Policy EMP1 - Employment Areas identifies the following areas of land as designated Employment Areas:

1 EA1 Welwyn Garden City Industrial Area - 149 ha

2 EA2 Burrowfields, Welwyn Garden City - 15.6 ha

3 EA3 Great North Road, Hatfield - 3.9 ha

4 EA4 Beaconsfield Road, Hatfield - 5.3 ha

5 EA5 Fiddlebridge Lane, Hatfield - 1.6 ha

6 EA6 Hatfield Business Park, Hatfield - 85 ha

7 EA7 Bishops Square, Hatfield - 8 ha

8 EA8 Travellers Lane, Welham Green - 32.6 ha

9 EA9 Sopers Road, Cuffley - 3.8 ha

5.6 In addition to the above, the Emerging Local Plan Submission Version 2016 also included the following sites as designated for Class B, including B1/B2 and B8 by draft Policy SADM10 – Employment Development:

10 EA10 London Road, Woolmer Green – 4.1 ha

11 EA11 Cole Green Lane, Welwyn Garden City – 5.8 ha

5.7 The Emerging Local Plan Submission Version 2016 included the following sites as designated for mixed use development, to incorporate Class B employment uses:

12 SDS3 (Pea02b) Broadwater Road West SPD Site (North)

13 SDS4 (Pea02c) Broadwater Road West SPD Site (South)

14 SDS5 (Hat1) North West Hatfield

15 SDS7 (WeG4b) Marshmoor

5.8 The Consultation on Proposed Changes to the Submitted Draft Local Plan 2016 (Site Allocations) 2020 also included the following additional site as designated for Class B use:

16 73-83 Bridge Road East, Welwyn Garden City (Pea106)

Assessment Summary

5.9 A short summary of the suitability of each site for the proposed development is provided below. The full detailed assessment of each site is provided in Table 5.1.

5.10 Sites EA1-EA9 are all either located in built-up areas or already have substantial development within the boundaries of the site. On this basis, these sites would not meet Inmarsat's requirement to be free from Radio Frequency interference or have clear lines of sight to satellites.

5.11 Site EA10 (London Road, Woolmer Green) is split into three distinct sites. The two northern sites have already been built out, comprising a primary school and residential housing. The southern site measures only 0.76 ha, therefore is not large enough to accommodate all required components of the proposed development. The southern site also directly borders residential housing and therefore would not meet Inmarsat's requirement to be free from Radio Frequency interference. Furthermore, the proposed development would impact on the amenity of these existing homes.

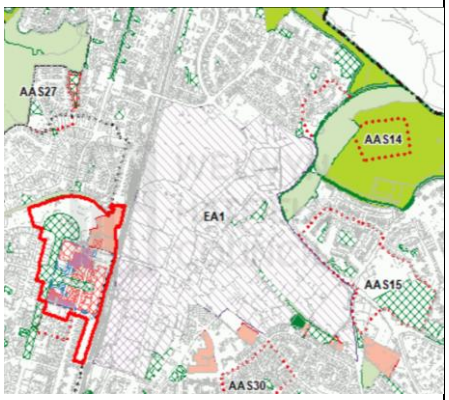
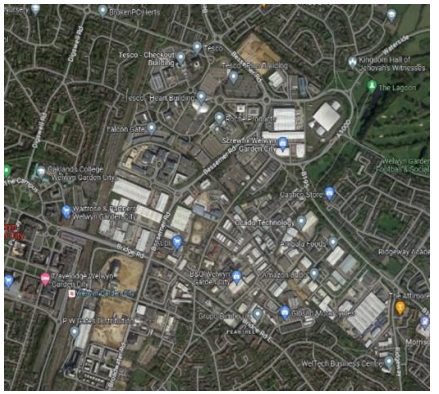
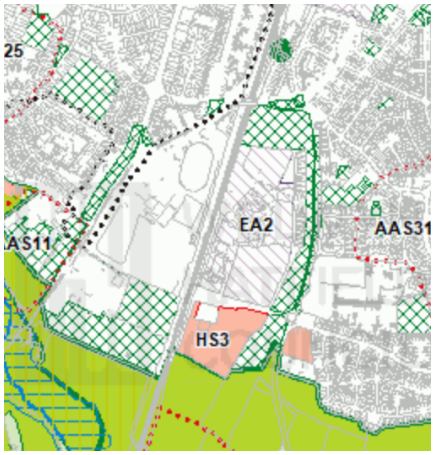
5.12 Site EA11 (Cole Green Lane, Welwyn Garden City) has already been partially built out, with the erection of four industrial/ commercial buildings. These occupy the northern portion of the site. Due to this existing development, the remaining area of the site would not meet Inmarsat's requirement to be free from Radio Frequency interference or have clear lines of sight to satellites.

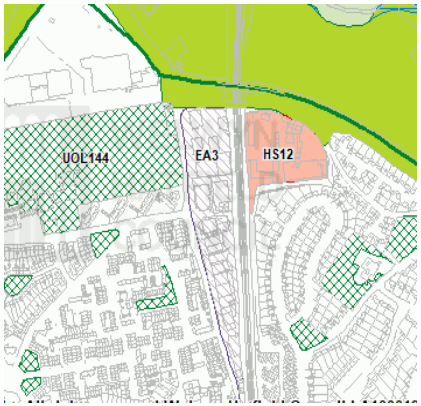
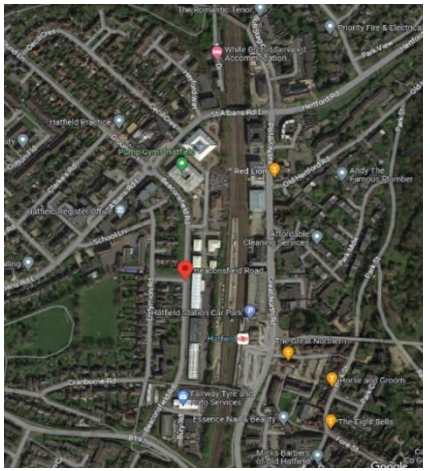
5.13 Sites SDS3, SDS4, SDS5 and SDS7 are all allocated within the Draft Local Plan for mixed-use development, incorporating Class B employment uses. This policy allocation would therefore not be compliant with the proposed development, as the proposed use requires a secluded site in order to ensure no radio frequency interference. Close proximity to a high number of residential homes would also not be suitable, due to the impact of the proposed development on the amenity of the existing homes.

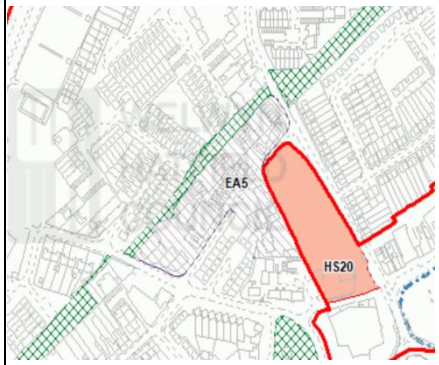
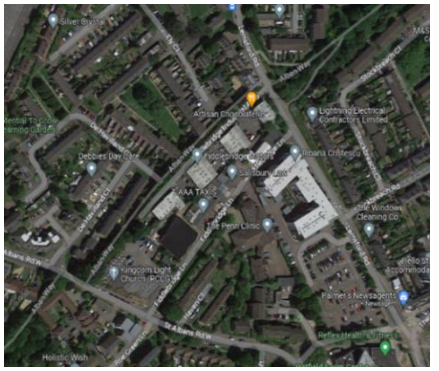
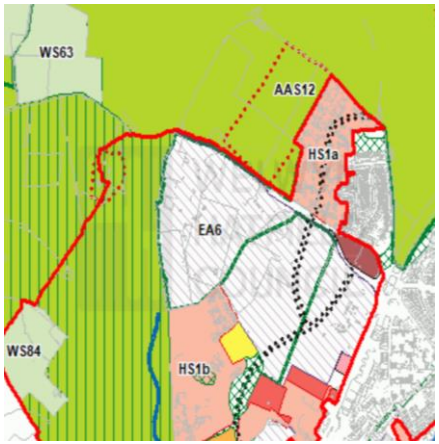
5.14 There is only one additional site allocated for employment use included in the Consultation on Proposed Changes to the Submitted Draft Local Plan 2016 (Site Allocations) 2020, which comprises Site PEA106 at 73-83 Bridge Road East. This site is located in a densely built-up area, therefore is not suitable for the proposed development due to Inmarsat's requirement to be free from Radio Frequency interference and have clear lines of sight to satellites.

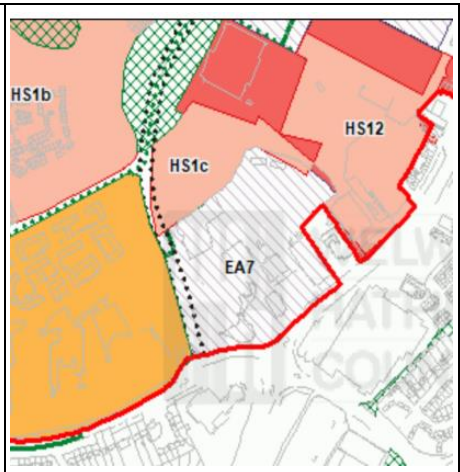
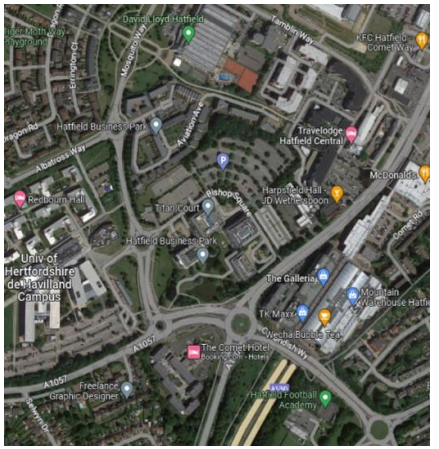
5.15 Based on the above, there are no alternative sites allocated for employment use within Welwyn Hatfield Council that would meet Inmarsat's basic requirement for the proposed development.

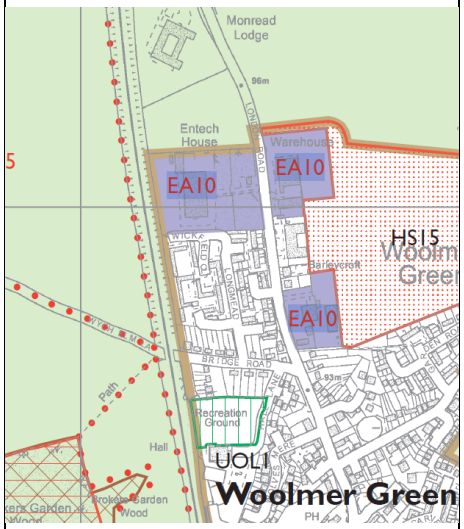
Table 5.1 Detailed Assessment of Allocated Sites

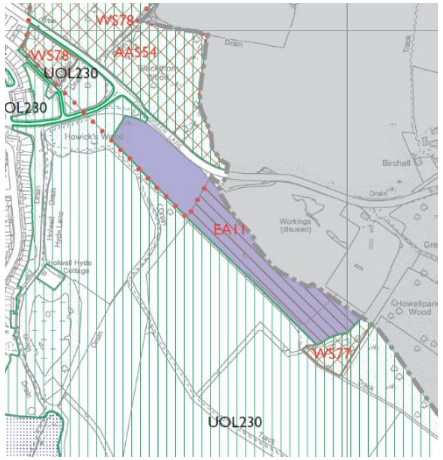
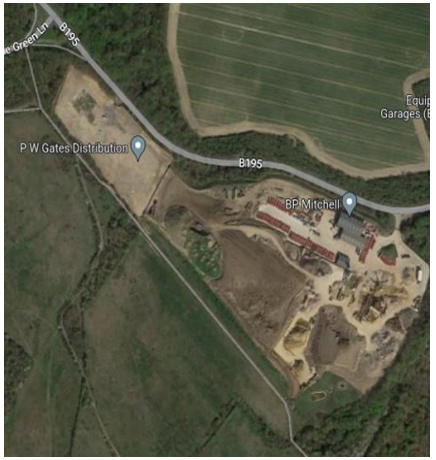
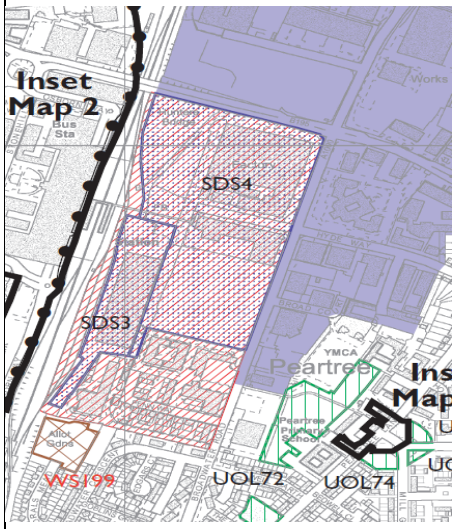
Site Name/ Address	Plan reference	Approximate Site Area (ha)	Source	Allocation	Map	Satellite Image	Suitability
Welwyn Garden City Industrial Area	EA1	149 ha	District Plan 2005 Policy EMP1 - Employment Areas	Employment			The site is located in a central area of Welwyn Garden City, with development surrounding the site on all sites. The site itself is also already densely built out. There are therefore a lack of clear lines of sight and the site is not free from Radio Frequency interference.
Burrowfields, Welwyn Garden City	EA2	15.6 ha	District Plan 2005 Policy EMP1 - Employment Areas	Employment			The majority of the site is in existing industrial/ commercial use and is densely built out. This area of the site would not benefit from clear lines of sight and would not be free from Radio Frequency interference. The south-eastern area of the site is undeveloped greenfield land, however there is a large residential area directly to the south. The proposed use would have an unacceptable impact on the amenity of these homes, due to being situated in such close proximity.

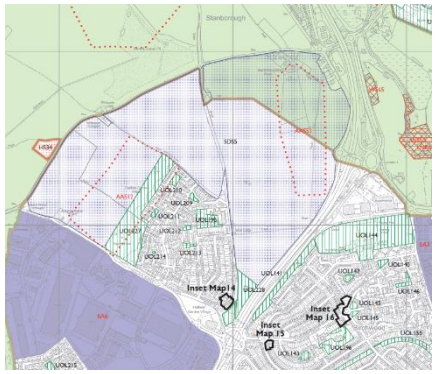
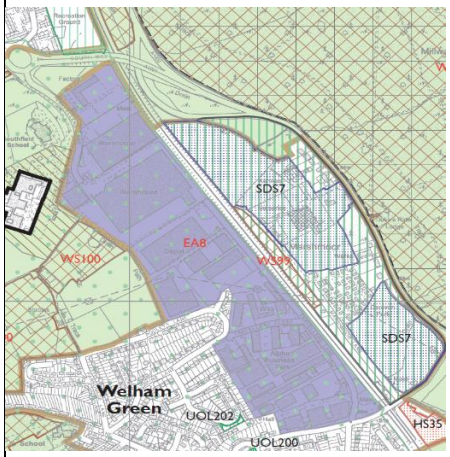
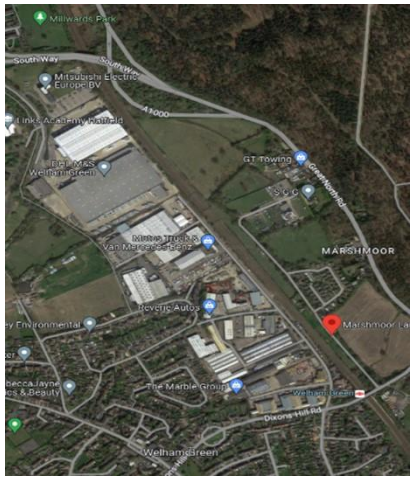
Great North Road, Hatfield	EA3	3.9 ha	District Plan 2005 Policy EMP1 - Employment Areas	Employment			The entirety of the site is in existing industrial/ commercial use and would therefore not benefit from clear lines of sight and would not be free from Radio Frequency interference. Furthermore, the site borders residential housing to the south-west. The proposed development would impact on the amenity of these homes, as 24 hour access to the site is required.
Beaconsfield Road, Hatfield	EA4	5.3 ha	District Plan 2005 Policy EMP1 - Employment Areas	Employment			The entirety of the site is in existing industrial/ commercial use and is densely built out. The site would therefore not benefit from clear lines of sight and would not be free from Radio Frequency interference. Furthermore, there is residential housing situated 10 metres to the west of the site. The proposed development would impact on the amenity of these homes, as 24 hour access is required to the site. The majority of the site is very narrow and therefore it would be too constrained for the proposed development.

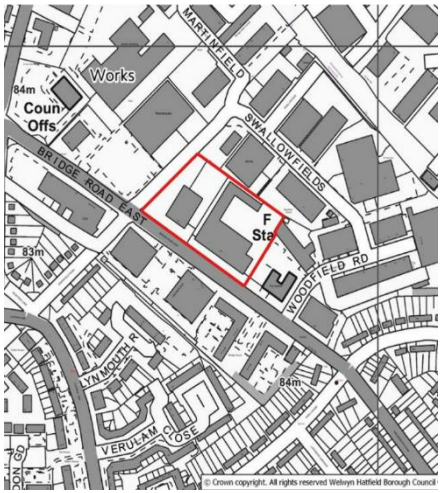
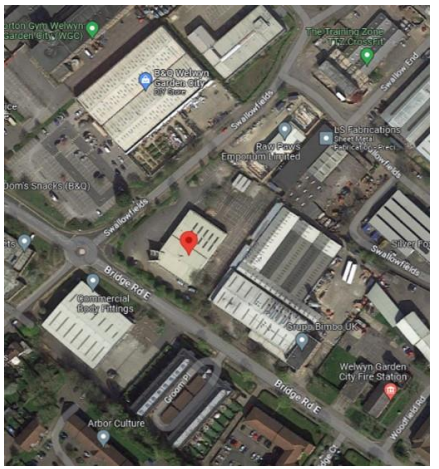
Fiddlebridge Lane, Hatfield	EA5	1.6 ha	District Plan 2005 Policy EMP1 - Employment Areas	Employment			The site is located in a central area of Hatfield, with built development surrounding the site on all sides. The site itself is also already built out. There are therefore a lack of clear lines of sight and the site is not free from Radio Frequency interference. There is residential housing located in very close proximity to the site on all sides. The proposed development would have an unacceptable impact on this existing use. The site is only 1.6 ha in size, therefore there would be limited space to accommodate all required components of the proposed scheme.
Hatfield Business Park, Hatfield	EA6	85 ha	District Plan 2005 Policy EMP1 - Employment Areas	Employment			Whilst this is a very large site, surrounded by green belt land on two sides, the site itself is already built out with existing industrial uses. There are therefore a lack of clear lines of sight and the site is not free from Radio Frequency interference.

Bishops Square, Hatfield	EA7	8 ha	District Plan 2005 Policy EMP1 - Employment Areas	Employment			The site is located in a very built-up area of Hatfield, with the University of Hertfordshire, a shopping outlet and Hatfield Business Park in very close proximity. There are therefore a lack of clear lines of sight and the site is not free from Radio Frequency interference.
Travellers Lane, Welham Green	EA8	32.6 ha	District Plan 2005 Policy EMP1 - Employment Areas	Employment			This site is already densely occupied by existing industrial uses. There are therefore a lack of clear lines of sight and the site is not free from Radio Frequency interference. Furthermore, residential housing borders the site to the south and south-west. The proposed development would have an unacceptable impact on the amenity of these homes, due to their immediate proximity.

Sopers Road, Cuffley	EA9	3.8 ha	District Plan 2005 Policy EMP1 - Employment Areas	Employment			This site is already densely built out with existing industrial uses. There are therefore a lack of clear lines of sight and the site is not free from Radio Frequency interference. Furthermore, residential housing is situated directly across from the site on Station Road. The proposed development would have an unacceptable impact on the amenity of these homes, due to their immediate proximity.
London Road, Woolmer Green	EA10	2 ha (west) 1.2 ha (east) 0.8 ha (south)	Emerging Local Plan Submission Version 2016 - Policy SADM10 – Employment Development	Employment			This site is split into three distinct sections. The two northern sites have already been built out, comprising a primary school and residential housing. The southern site measures only 0.76 ha, therefore is not large enough to accommodate all required components of the proposed development. The southern site also directly borders residential housing. The proposed development would have an unacceptable impact on the amenity of these homes, as 24 hour access to the site is required.

Cole Green Lane, Welwyn Garden City	EA11	5.8 ha	Emerging Local Plan Submission Version 2016 - Policy SADM10 – Employment Development	Employment			This site has already been partially built out, with the erection of four industrial/ commercial buildings. These occupy the northern portion of the site. Due to this existing development, the remaining area of the site would not meet Inmarsat's requirement to be free from Radio Frequency interference and have clear lines of sight.
Broadwater Road West SPD Site (North) & SDS4 (Pea02c) Broadwater Road West SPD Site (South)	SDS3 (Pea02b) & SDS4 (Pea02c	2.5 ha & 9.2 ha	Emerging Local Plan Submission Version 2016 - Policy SADM10 – Employment Development	Mixed-use incorporating Class B employment uses			These sites are both allocated for mixed-use development. Together, sites SDS3 and SDS4 are allocated to accommodate approximately 1,020 new homes, alongside employment, housing, leisure and rail-related uses. This policy allocation would therefore not be compliant with the proposed development, as the proposed use requires a secluded site in order to ensure no radio frequency interference. Close proximity to a high number of residential homes would also not be suitable with regard to impact on amenity of the proposed homes.

North West Hatfield	SDS5 (Hat1)	104 ha	Emerging Local Plan Submission Version 2016	Mixed-use incorporating Class B employment uses			This is a very large site, allocated for mixed-use development, to include approximately 1,650 homes, a new neighbourhood centre, an employment area, and community and education facilities. This allocation would therefore not be compliant with the proposed development, as the proposed use requires a secluded site in order to ensure no radio frequency interference. Close proximity to a high number of residential homes would also not be suitable with regard to impact on amenity of the proposed homes.
Marshmoor	SDS7 (WeG 4b)	9.3 ha (north) 3.8 ha (south)	Emerging Local Plan Submission Version 2016	Mixed-use incorporating Class B employment uses			This site is allocated for mixed-use development, comprising approximately 40,500 sqm Class B1 employment floorspace and around 80 dwellings. This policy allocation would not be compliant with the proposed development, as the proposed use requires a secluded site in order to ensure no radio frequency interference. Close proximity to a high number of residential homes would also not be suitable with regard to impact on amenity of the proposed homes.

73-83 Bridge Road East, Welwyn Garden City	(Pea106)	1.3 ha	Consultation on Proposed Changes to the Submitted Draft Local Plan 2016 (Site Allocations) 2020	Employment			The site is located in a central area of Welwyn Garden City, with development surrounding the site on all sides. The site itself is also already occupied by industrial uses. There are therefore a lack of clear lines of sight and the site is not free from Radio Frequency interference. There are residential properties directly opposite the site on Bridge Road East. The proposed development would impact the amenity of these homes. This site also only measures approximately 1.3 ha in size and therefore is likely too small to accommodate all uses required by Inmarsat.