

Appendix 2 – HELAA results by settlement

Appendix 2 contains the Stage 2 site assessments and the review of those sites that were previously assessed in 2016, together with settlement maps and a list of all sites per settlement.

Appendix 2 – HELAA results by settlement

Welwyn Garden City

This section includes a summary table of 20 sites promoted in or around Welwyn Garden City through the Call for Sites 2019. The table below sets out whether a site passed or failed the HELAA or whether the site was withdrawn. If the site passed Stage 2, the concluded capacity is shown. A settlement map then illustrates the location of all the sites. This is followed by a series of Stage 2 assessments for sites Han40a, Hol22, Hol23, Pea97, Pea102, Pea103, Pea104, Pea105, Pea106, Pea107, WGC2, WGC9, and WGC11. Sites Hol20, How92, WGC4a (a part of WGC4), WGC6 and WGC10 were previously reviewed in the HELAA 2016 and these have been subject to review in 2019. One site, Sh92, was withdrawn by the promoter and was not considered further. One site failed the Stage 1 assessment for the reason stated in the table below and as described in the methodology.

Table 14: Welwyn Garden City HELAA results summary table

HELAA reference	Location	Settlement	Urban / Green Belt	HELAA 2019 Result	Capacity (dwellings or as stated) / Reason for failing Stage 1	Page no.
Han40a	Town Centre North	Welwyn Garden City	Urban	Passed Stage 2	250	56
Hol20	North of the Beehive PH, Beehive Lane	Welwyn Garden City	Urban	Passed Stage 2	5	106
Hol22	Land at Chequersfield	Welwyn Garden City	Urban	Failed Stage 2	0	60
Hol23	Hollybush Lane	Welwyn Garden City	Urban	Passed Stage 2	16 dwellings and re-provision of neighbourhood centre	64
How92	Woodside Centre	Welwyn Garden City	Urban	Failed Stage 2	0	107
Pea97	Former Norton Building	Welwyn Garden City	Urban	Passed Stage 2	122	67
Pea102	Bio-Park, Broadwater Road	Welwyn Garden City	Urban	Passed Stage 2	179	71
Pea103	29 Broadwater Road	Welwyn Garden City	Urban	Passed Stage 2	128	75
Pea104	YMCA, 90 Peartree Lane	Welwyn Garden City	Urban	Passed Stage 2	15 dwellings (net), hostel and associated uses	79
Pea105	61 Bridge Road	Welwyn Garden City	Urban	Passed Stage 2	21	83

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HELAA reference	Location	Settlement	Urban / Green Belt	HELAA 2019 Result	Capacity (dwellings or as stated) / Reason for failing Stage 1)	Page no
Pea106	73-83 Bridge Road East	Welwyn Garden City	Urban	Passed Stage 2	235 dwellings and 1,653m ² B1a	87
Pea107	B&Q, Swallowfields	Welwyn Garden City	Urban	Passed Stage 2	97	91
Sh92	Haymeads	Welwyn Garden City	Urban	Site Withdrawn	N/A	N/A
WGC2	Land and pumping station, Digswell Park Road	Welwyn Garden City	Green Belt	Failed Stage 2	0	95
WGC4a	Land North East of Welwyn Garden City	Welwyn Garden City	Green Belt	Passed Stage 2	75	108
WGC6	Land east of Digswell Hill	Welwyn Garden City	Green Belt	Failed Stage 2	0	110
WGC6a	Yard south of Crossway	Welwyn Garden City	Green Belt	Failed Stage 1	(Except for a short length of access road), the site does not adjoin a settlement excluded from the Green Belt. WGC6a is a sub-parcel of WGC6, which fails the Stage 2	N/A
WGC9	Warrengate Farm	Welwyn Garden City	Green Belt	Failed Stage 2	0	99
WGC10	62 Crossway	Welwyn Garden City	Green Belt	Failed Stage 2	0	111
WGC11	Land fronting Hertford Road	Welwyn Garden City	Green Belt	Failed Stage 2	0	103

Figure 15 – Sites promoted through the Call for Sites 2019 – Welwyn Garden City (North)

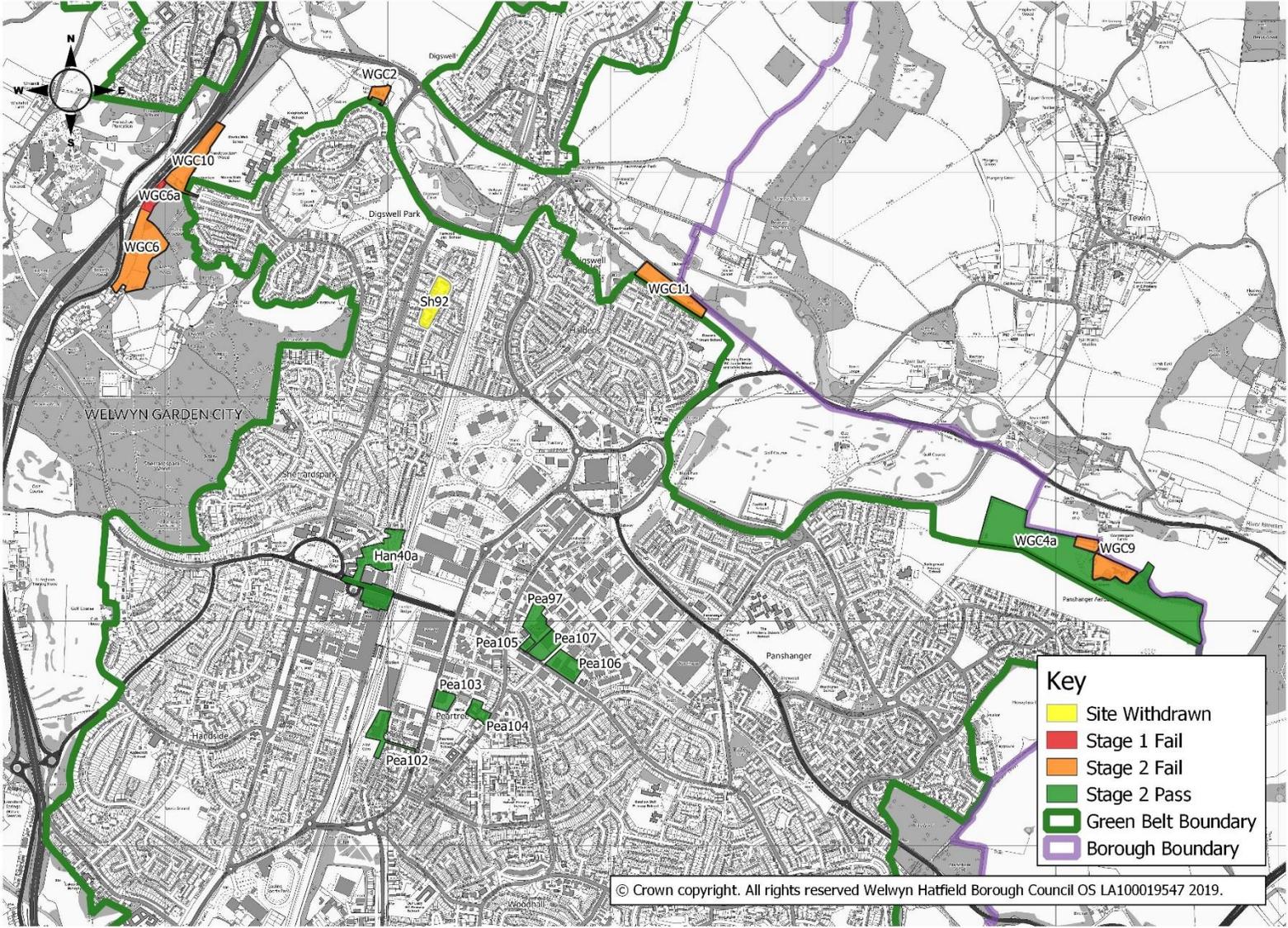
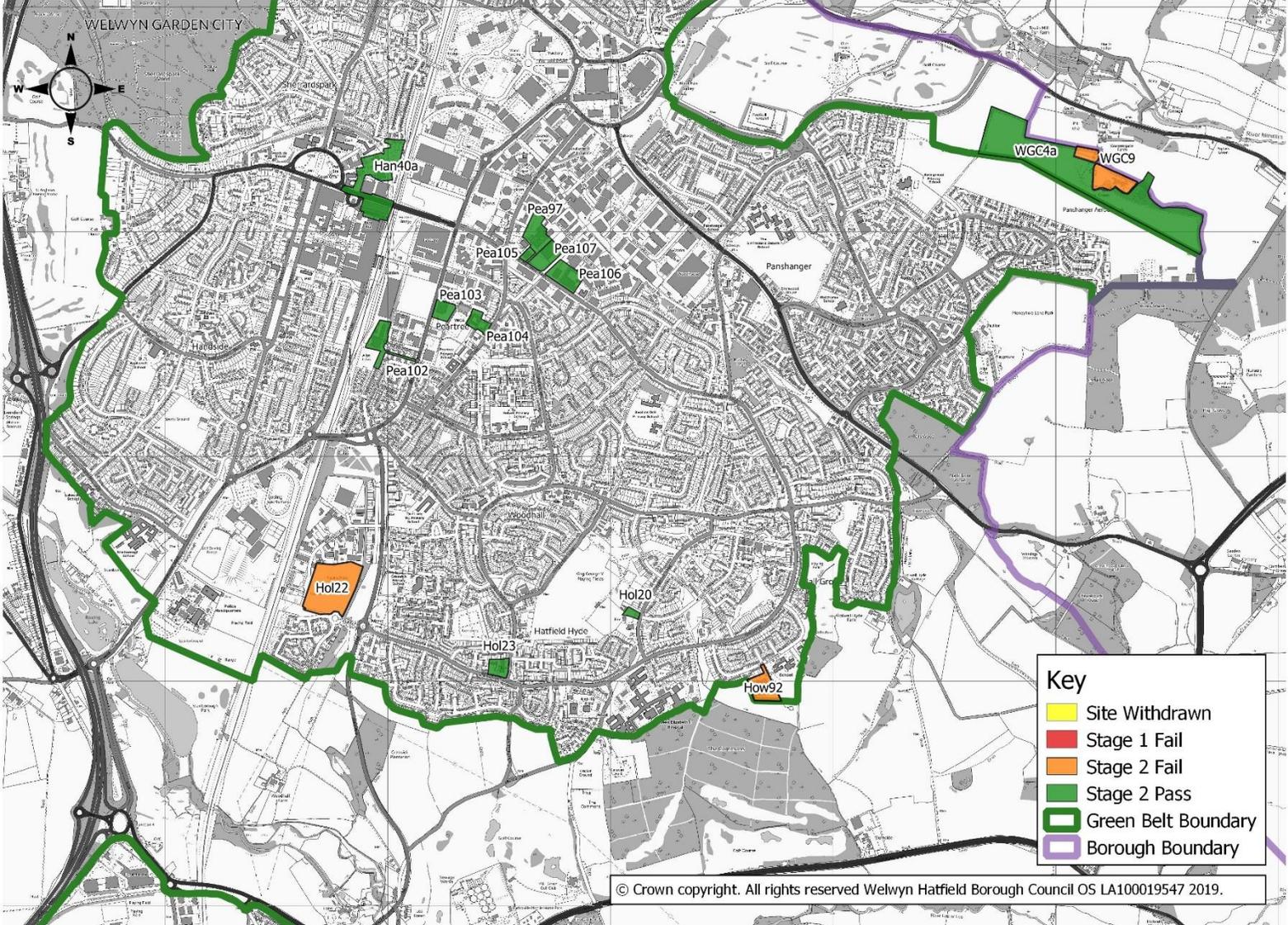
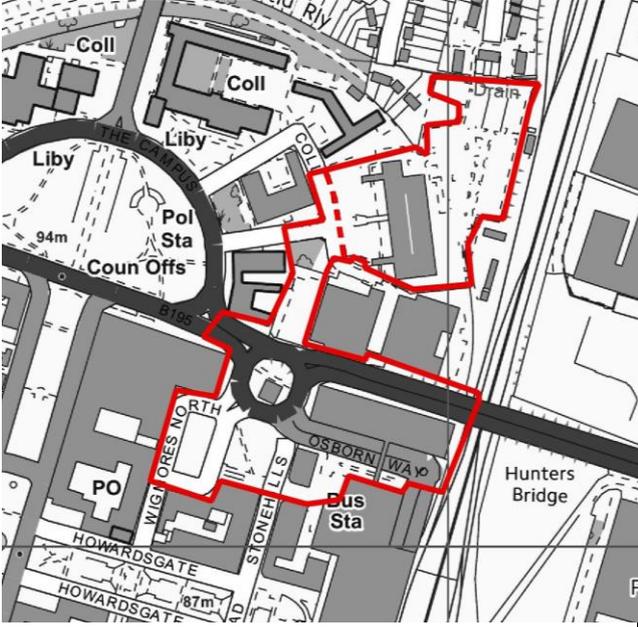


Figure 16 – Sites promoted through the Call for Sites 2019 – Welwyn Garden City (South)



STAGE 2 ASSESSMENTS

Site Reference: Han40a Site name: Town Centre North, WGC		
 <p>Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	<p>Site details</p> <p>Settlement: Welwyn Garden City Ward: Handside Site area: 5.32 ha (Site area reduced to 1.96ha)</p> <p>Site context</p> <p>Green Belt / Urban: Urban Previously developed: Yes Land use/character: Part of Welwyn Garden City Town Centre including car parking, retail, highways land and bus interchange.</p> <p>Surrounding land uses and character: Variety of uses – retail, offices, highway land, college, anniversary gardens and residential uses.</p> <p>Site promotion</p> <p>Source of promotion: WHBC as landowner. Land use promoted: Residential and car parking.</p>	
	<p>Site suitability</p> <p>Policy framework:</p> <ul style="list-style-type: none"> Adopted Development Plan Submitted Local Plan Waste/Minerals Local Plan National policy 	<p>Comments</p> <ul style="list-style-type: none"> District Plan (2005): Town Centre North Development Site (TCR4); Contaminated Land (R2); Biodiversity and Development (R11); Sites of Special Scientific Interest (R13); Air Quality (R18); Noise and Vibration Pollution (R19) Draft Local Plan (2016): Quantity and Location of Retail Development (SP5), Development of Designated Centres (SADM4), Place making and High Quality Design (SP9), Protection and Enhancement of Critical Environmental Assets (SP11), Heritage (SADM15), Ecology and Landscape (SADM16), Town Centre North Development site (SADM 19) Minerals LP (2007): Not in a Specified or Preferred Mineral Area. Waste Local Plan: Policy 12: Sustainable Design, Construction and Demolition. The site is adjacent to 'ELAS223 Welwyn Garden City Industrial Area' from the adopted Waste Site Allocations document (2014). NPPF (2019): 5. Delivering Sufficient Supply of Homes, 7. Ensuring the Vitality of Town Centres, 11. Making Effective Use of Land, 15. Conserving and Enhancing the Natural Environment, 16. Conserving and Enhancing the Historic Environment
	<p>Physical constraints:</p> <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Other 	<ul style="list-style-type: none"> Vehicular and pedestrian access from College Way (where redevelopment applies to the northern part of the promoted site). HCC Highways raises no significant issues at this plan-making stage. Thames Water have advised that the wastewater network around the site is unlikely to be able to cope with the extra demand of this development, and will need upgrading.

Appendix 2 – HELAA results by settlement

Han40a	Town Centre North, WGC (continued)
<p>Physical constraints (continued):</p> <ul style="list-style-type: none"> • Contamination • Pollution • Flood risk • Other 	<ul style="list-style-type: none"> • Current parking and highway use on parts of the site mean there is a likelihood of some ground contamination. • The site is in Flood Zone 1 (lowest risk of fluvial flooding). Risk of surface water flooding: 24% 1:1,00yr; 11% 1:100yr; 6% 1:30yr.
<p>Potential environmental impacts:</p> <ul style="list-style-type: none"> • Landscape capacity/sensitivity • Landscape character/features • Nature conservation • Heritage conservation • Residential environment/amenity • Other 	<ul style="list-style-type: none"> • There is no record of any significant wildlife presence on site. However areas of planting and trees around the Council Offices are considered to be in good condition. There is the potential for birds and bats in existing trees and buildings. • The site is within 650m of Sherrardspark Wood SSSI, a Natural England consultation would be triggered for residential developments of 100 or more dwellings due to the proximity. • The site is within Welwyn Garden City Conservation Area and development could impact key views associated with the CA. • Noise pollution within the site will likely be a constraint to development, given the site's location around a number of highways uses and the eastern boundary of site being within 10m of the railway line. • Traffic noise, railway and commercial noise. • Possible air quality issues due to surrounding land uses. • The amenity of residential properties adjacent to the northern boundary of the site should be considered.
<p>Contribution to regeneration priority areas</p>	<p>Homes England has awarded Accelerated Construction funding to prepare this (and other) site for construction and deliver housing using innovation methods of construction.</p>
<p>Likely market attractiveness for the use proposed</p>	<p>Promoter indicates there is developer interest for the site following developer engagement event and further contact between the landowner and interested developers has been maintained. Welwyn Garden City is a high demand area and close to the site significant residential development has been approved on Broadwater Road.</p>
<p>Availability</p>	<p>Site capacity</p>
<p>Site ownership</p> <p>3Landowners (within wider red line boundary) Single landowner for northern parcel only.</p>	<p>Promoted</p> <p>480 dwellings = 80dph (for wider red line boundary)</p> <p>HELAA Scenario/methodology</p> <p>For the northern parcel of land (1.96ha). Below 2ha so high density (70dph - gross) = 137 dwellings. (A flatted scheme considered appropriate. Not very high density due to CA).</p>
<p>Any known constraints</p> <p>Development of this smaller parcel forms part of a wider package of sites in the Town Centre. Leases on part of the wider site, the relevant landowner has indicated these will not hinder availability.</p>	<p>Other comments</p> <p>Part of smaller parcel lies within the WGC CA. Promoter illustrates i.r.o. 260 dwellings on the reduced site. An adjacent development of 126dph would, as a benchmark, indicate a capacity of around 250 dwellings.</p>

Appendix 2 – HELAA results by settlement

Han40a	Town Centre North, WGC (continued)	
Achievability and deliverability		
Landowner timescales	Delivery by 2024	HELAA capacity 250 dwellings (in addition to the 100 dwellings already proposed for allocation in the draft Local Plan 2016)
Comments	Waste water network capacity upgrades with lead in times of between 3-5 years, subject to phasing. Delivery of development on this site is conditional on the provision of alternative car parking provision to be provided in the Town Centre.	
Viability issues	Residential development has been shown to be viable through the SPD for site Han40. Homes England Accelerated Construction Funding has also been secured.	HELAA density 127dph (on 1.96ha, i.e. land east of College Way and adjoining railway, known as Campus East car park)
Deliverability estimate	1-5 / 6–10 years	
Conclusions		
<p>This site, Han40a, is an extension of Han40 (already proposed for allocation in the DLP). The wider site includes areas of car parking (Hunters Bridge and College Way) and development will need to be phased to accommodate the continuing need for parking provision in the Town Centre. (The existing SPD is to be reviewed in light of the larger promoted site area). In this HELAA, a smaller parcel is being considered (measuring 1.96ha) as shown with the dotted line on the site map.</p> <p>Part of the site is located in the Welwyn Garden City Conservation Area and detailed proposals for development will need to consider heritage impacts and the positive contribution that development will make to local character and distinctiveness.</p> <p>A 1.42ha site (Han40) is allocated in Policy TCR4 of the adopted District Plan 2005 as a site to meet the town and borough’s need for new comparison retail floorspace. The policy allocation has since been supplemented by the Welwyn Garden City Town Centre North Supplementary Planning Document, which was adopted in 2015. This identified a capacity for 100 dwellings in addition to new retail floorspace, as part of a mixed-use scheme. The site is also allocated in the Submission Local Plan 2016 in policy SADM 19.</p> <p>Access to the smaller (northern) parcel would be via College Way. Whilst no significant issues are raised at this stage, it should be noted that any development will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets. Network Rail have advised that due to the site adjoining railway land the usual asset protection measures (e.g. drainage, lineside fencing, and landscaping) will need to be addressed at planning application stage and there is a need to retain rights of access to railway land.</p> <p>Thames Water have advised that upgrades to the existing wastewater infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of development. Lead in times of 3-5 years are noted and early engagement with Thames Water is advisable to agree phasing.</p> <p>Environmental Health have advised that the wider site will have issues of traffic noise, railway noise, and commercial noise. The site could only be developed if appropriate mitigation measures can deliver a residential development with a healthy internal and external environment that satisfies the requirements of the local planning authority.</p>		

Appendix 2 – HELAA results by settlement

Han40a				Town Centre North, WGC (continued)			
<p>Environmental Health have advised that the wider site will have issues of traffic noise, railway and commercial noise. The site could only be developed if appropriate mitigation measures can deliver a residential development with a healthy internal and external environment that satisfies the requirements of the local planning authority.</p> <p>Air quality also needs to be considered. At planning application stage, an air quality survey and report would be required to demonstrate that future occupants would not be adversely affected by pollution.</p> <p>Potential contaminated land issues noted within 200m, therefore a contaminated land site survey would be required at planning application stage and appropriate remediation carried out as agreed by the local authority in accordance with a remediation schedule.</p> <p>When considering the number of homes proposed and the site's location within an SSSI Impact Zone (Sherrardspark Wood SSSI), at planning application stage, development would trigger consultation with Natural England. HCC Archaeology has identified this site as requiring pre-application or pre-determination archaeological assessment however, they do not believe there is a high risk that the archaeological interest could affect development.</p> <p>The promoter has indicated developer interest in the site and has secured Homes England Accelerated Construction Funding for residential development. Given the scale of development envisaged and the need to bring forward multiple parcels as part of the wider project and provision of parking in this town centre location, development is more likely to complete within the mid-part of the plan period, taking account of the need for possible wastewater network upgrades and the need for a phased approach, although some completions may be possible within years 3-5 where waste water upgrades can be delivered early.</p> <p>The site is considered suitable for around 250 dwellings on a more limited site area of 1.96ha, within the control of the principal landowner.</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	1-5 years/ 6-10 years

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Site Reference: Hol22	Site name: Land at Chequersfield							
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	Site details							
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Settlement:</td> <td>Welwyn Garden City</td> </tr> <tr> <td>Ward</td> <td>Hollybush</td> </tr> <tr> <td>Site area</td> <td>4.5ha</td> </tr> </table>	Settlement:	Welwyn Garden City	Ward	Hollybush	Site area	4.5ha	
	Settlement:	Welwyn Garden City						
	Ward	Hollybush						
Site area	4.5ha							
Site context								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Green Belt / Urban:</td> <td>Urban</td> </tr> <tr> <td>Previously developed:</td> <td>No</td> </tr> <tr> <td>Land use/character</td> <td>Vacant land. Former landfill. Trees along eastern boundary, bunds around perimeter.</td> </tr> <tr> <td>Surrounding land uses and character</td> <td>Concrete mixing, electricity sub-station and rail line (west); flats (south); employment uses (north); open space (east) with residential development beyond.</td> </tr> </table>	Green Belt / Urban:	Urban	Previously developed:	No	Land use/character	Vacant land. Former landfill. Trees along eastern boundary, bunds around perimeter.	Surrounding land uses and character	Concrete mixing, electricity sub-station and rail line (west); flats (south); employment uses (north); open space (east) with residential development beyond.
Green Belt / Urban:	Urban							
Previously developed:	No							
Land use/character	Vacant land. Former landfill. Trees along eastern boundary, bunds around perimeter.							
Surrounding land uses and character	Concrete mixing, electricity sub-station and rail line (west); flats (south); employment uses (north); open space (east) with residential development beyond.							
	Site promotion							
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Source of promotion	Landowner							
Land use promoted	Housing							
Site suitability considerations	Comments							
<p>Policy framework:</p> <ul style="list-style-type: none"> Adopted Development Plan Submitted Local Plan Waste/Minerals Local Plan National policy 	<p>District Plan (2005): EMP1: Employment Areas (designated site EA2), R2: Contaminated Land, R7: Protection of Ground water, R15 Wildlife Sites, R17: R19 Noise and Vibration Pollution, EMP7: Provision for Dirty User Industries.</p> <p>Draft Local Plan (2016): SADM2 Highway network and safety, SADM 10: Employment Development (site EA2), SADM16 Ecology & Landscape, SADM18 Environmental Pollution, SP13 Infrastructure Delivery.</p> <p>Waste Site Allocations Plan (2014): Waste Management Employment Land Area of Search (ELAS043: Burrowfields/Chequersfield). Waste Core Strategy (2012): Policy 5: Safeguarded sites (SA232, 50-52)</p> <p>NPPF (2019): Section 8: Building a Strong, Competitive Economy, Section 9: Promoting Sustainable Transport; Section 12: Achieving Well Designed Places, Section 15: Conserving the Natural Environment.</p>							
<p>Physical constraints:</p> <ul style="list-style-type: none"> • Access to the site • Infrastructure location/capacity • Ground conditions • Contamination • Pollution • Hazardous risk • Other 	<ul style="list-style-type: none"> • Vehicular access off the Chequersfield roundabout (south) that links onto A1000. Pedestrian footway present along the southern side of Chequersfield. No pedestrian footway along northern side of Chequersfield beyond roundabout. Opportunity within scope of site boundary to make provision for part of Chequersfield (north). • HCC Highways: Intensification of A1000/Chequersfield junction may possibly be of some concern, but no significant issues. 							

Appendix 2 – HELAA results by settlement

Hol22	Land at Chequersfield (continued)
<p>Physical constraints (continued):</p> <ul style="list-style-type: none"> • Access to the site • Infrastructure location/capacity • Ground conditions • Contamination • Pollution • Flood risk • Hazardous risk • Other 	<ul style="list-style-type: none"> • Thames Water advise that the scale of development likely to need upgrades to wastewater network. • Within Flood Zone 1 (lowest risk of fluvial flooding). • Western and northern part of site affected by surface water flood risk (1%: 1:30yr; 1%:1 in100yr; and 5% 1:1,000yr) • Within Groundwater Source Protection Zone 3. • Environmental Health notes land contamination due to previous landfill, which may require significant remediation. Would require consultation with Environment Agency due to previous use and location of an aquifer. • Network Rail note proximity to railway line and that access to railway feeder station (south west) would need to be maintained. • Within 100m of two existing safeguarding waste management facilities (Burrowfield). • An underground high voltage cable runs via the south west corner of the site, connecting to the nearby sub-station.
<p>Potential environmental impacts:</p> <ul style="list-style-type: none"> • Landscape capacity/sensitivity • Landscape character/features • Nature conservation • Heritage conservation • Residential environment/amenity • Other 	<ul style="list-style-type: none"> • Not within a Landscape Character Area. This is a vacant site within the urban area, characterised by rough grassland / vegetation, with some bunding and scattered trees to the site perimeter. Established tree belt along eastern boundary. • Sherardspark Wood Local Nature Reserve/Site of Special Scientific Interest, to the north (1.9km). Within an SSSI impact risk zone but scale and nature of promoted development (residential) would not trigger a Natural England consultation. • Local wildlife site (WS71) Creswick Plantation, is located to the south (341m). • No known ecological sites/protected species on the site. Potential for nesting birds in trees. • Potential for noise disturbance from the industrial units to the north and rail line. • Potential air quality issues may need to be assessed at application stage. • Welwyn Garden City Conservation Area to the north west (500m); Hatfield House Registered Park and Garden to the south (1.6km). • Potential for heritage assets with archaeological interest within the site.
<p>Contribution to regeneration priority areas</p>	<p>N/A</p>
<p>Likely market attractiveness for the use proposed</p>	<p>Promoter indicates in-house delivery vehicle would take site forward. Within the built up area of Welwyn Garden City, which is a high demand area, with ongoing development activity.</p>

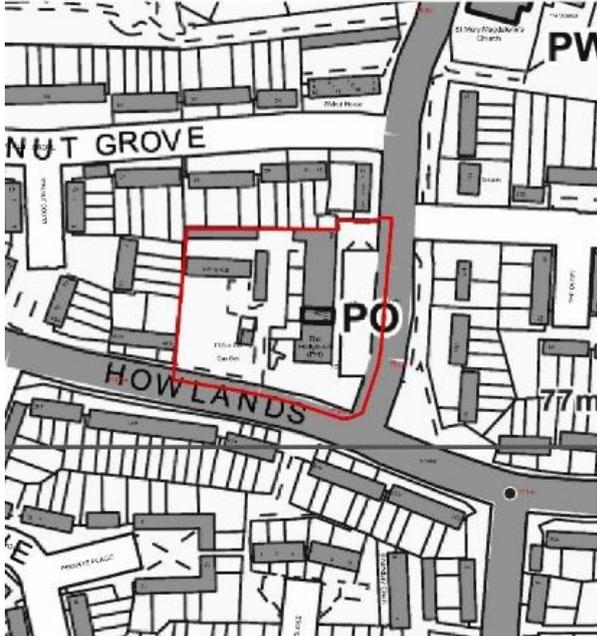
Appendix 2 – HELAA results by settlement

Hol22		Land at Chequersfield (continued)	
Availability		Site capacity	
Site ownership	Single landowner (public sector).	Promoted	120-135 dwellings (27-30dph)
Any known constraints	Promoter indicates there is a legal charge on the site relating to the claw-back of any increase in development value but this would not impact site availability. Available within 5 years subject to timescale for land remediation.	HELAA Scenario/ methodology	Between 2- 6ha 50dph (urban high density) applied = 225 dwellings (4.5ha)
		Other comments	Capacity is zero because the site is considered unsuitable for development (see below).
Achievability and deliverability			
Landowner timescales	No delivery timescales indicated at this stage.	HELAA capacity	Nil
Comments	Waste water upgrades may take 18-36 months to design and deliver.		
Viability issues	Abnormal costs anticipated due to contamination/land stability and need for land remediation/ mitigation measures. No recent assessment of this undertaken or for housing as an end use.	HELAA density	N/A
Deliverability estimate	N/A		
Conclusions			
<p>This site It is located off a junction of the A1000 and is surrounded by a mix of housing (south), employment uses (north, west) and an area of open space alongside the A1000 with residential uses beyond the A1000 (east). It has previously been used for landfill.</p> <p>Site Hol22 falls within an area allocated for employment uses (EA2) in the Draft Local Plan, but there are considerable uncertainties as to whether the site will be viable for employment use, given its past use and the need to address land contamination/stability issues.</p> <p>The site is identified in the adopted Waste Site Allocations Plan as an Employment Land Area of Search (ELAS) for waste management facilities. HCC Waste and Minerals advise that in addition to the potential siting of new waste management facilities, the site boundary is less than 100 m from two existing safeguarded waste management facilities – ‘SA232 34 Burrowfields’ and ‘SA233 50 – 52 Burrowfields’. These sites are safeguarded under Policy 5: Safeguarding of Sites in the adopted Waste Core Strategy (2012). Developers of the site should consider how possible mitigation measures may need to be incorporated into any development design.</p> <p>Hol22 is situated above an area of historic landfill ‘EAHLD13054’. The responsibility for securing a safe development rests with the developer and/or landowner (Para 179, NPPF 2019). In accordance with paragraph 178 of the NPPF, a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from former activities. After remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990. Adequate site investigation information, prepared by a competent person, should be available to inform these assessments.</p>			

Appendix 2 – HELAA results by settlement

Hol22				Land at Chequersfield (continued)			
Conclusions							
<p>The proximity of the site to existing industrial uses and the East Coast Main Line will require air quality and noise surveys and reports (at planning application stage) to demonstrate that future occupants would not be affected by air pollution and that appropriate mitigation measures could deliver a residential development with healthy internal and external environments that satisfy the requirements of the local planning authority. The NPPF indicates that if a new development is adversely impacted by existing businesses within its vicinity, the applicant should demonstrate suitable mitigation can be provided, before it is completed. Additionally, existing businesses should not have unreasonable restrictions placed on them as a result of development permitted after they were established (paragraph 182).</p> <p>Given the site's location within Ground Water Protection Zone, SuDS for surface run-off from roads, car parking and public or amenity areas should be suitably designed and with the requisite number of treatment stages to prevent the pollution of groundwater. At a planning application stage, The Environment Agency should be consulted in regards to this and due to site's former uses and location of an aquifer. Liaison with Thames Water is advisable at the earliest opportunity to agree development phasing and ensure any necessary upgrades are delivered ahead of occupation. Surface water disposal should be in line with the drainage hierarchy.</p> <p>HCC Highways have raised no significant concerns regarding access at this stage. Any access will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths, and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets/DMRB as appropriate. Infrastructure providers may need to be consulted at a pre-application/planning application stage due to the site's proximity to an electricity sub-station and adjoining railway feeder station.</p> <p>HCC Archaeology advise that the site has the potential to include heritage assets with archaeological interest. Whilst there is unlikely to be a high risk that the archaeology interest will be a constraint on the principle of development, an archaeological assessment at either the pre-application or pre-determination stage of the planning application process would be required to inform any development proposals.</p> <p>The potential for nesting birds in trees would require appropriate surveys to be undertaken and if any protected species are identified on site, appropriate avoidance and mitigation incorporated into any proposals. HCC Ecology have advised that opportunities to retain as many native broadleaved trees and mature species rich hedgerows within and bordering the site should be taken. They have also advised that biodiversity net gain measures such as native planting and habitat boxes be considered and light spill on adjacent trees be avoided.</p> <p>The main constraint to the sites suitability is identifying and adequately addressing any potential contamination issues related to its previous landfill use. The site promoter has submitted several reports relating to the potential for landfill contamination/stability and remediation measures. However, these reports are dated and were not assessing the final use of the site for housing development; as such they provide an insufficient level of information to determine whether the site is suitable for housing or whether the required mitigation would pose a constraint to the viability of a development scheme.</p> <p>At this plan-making stage, therefore, the site is considered not to be suitable and its achievability is also uncertain.</p>							
Suitable	No	Available	Yes	Achievable	Uncertain	Deliverability timescale	N/A

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Site Reference: Hol23	Site name: Neighbourhood Parade, Hollybush Lane and Howlands																								
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	<table style="width: 100%; border-collapse: collapse;"> <tr style="background-color: black; color: white;"> <th colspan="2" style="padding: 2px;">Site details</th> </tr> <tr> <td style="width: 50%; padding: 2px;">Settlement:</td> <td style="padding: 2px;">Welwyn Garden City</td> </tr> <tr> <td style="padding: 2px;">Ward</td> <td style="padding: 2px;">Hollybush</td> </tr> <tr> <td style="padding: 2px;">Site area</td> <td style="padding: 2px;">0.68 ha</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2" style="padding: 2px;">Site context</th> </tr> <tr> <td style="padding: 2px;">Green Belt / Urban:</td> <td style="padding: 2px;">Urban</td> </tr> <tr> <td style="padding: 2px;">Previously developed:</td> <td style="padding: 2px;">PDL and greenfield</td> </tr> <tr> <td style="padding: 2px;">Land use/character</td> <td style="padding: 2px;">Mixed use site including a neighbourhood parade, car park, Hollybush PH, garages and 2 storey flats with open space fronting Howlands.</td> </tr> <tr> <td style="padding: 2px;">Surrounding land uses and character</td> <td style="padding: 2px;">Two storey residential development. Hollybush Lane to the east, Howlands to the south.</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2" style="padding: 2px;">Site promotion</th> </tr> <tr> <td style="padding: 2px;">Source of promotion</td> <td style="padding: 2px;">Landowner</td> </tr> <tr> <td style="padding: 2px;">Land use promoted</td> <td style="padding: 2px;">Mixed use- retail and residential</td> </tr> </table>	Site details		Settlement:	Welwyn Garden City	Ward	Hollybush	Site area	0.68 ha	Site context		Green Belt / Urban:	Urban	Previously developed:	PDL and greenfield	Land use/character	Mixed use site including a neighbourhood parade, car park, Hollybush PH, garages and 2 storey flats with open space fronting Howlands.	Surrounding land uses and character	Two storey residential development. Hollybush Lane to the east, Howlands to the south.	Site promotion		Source of promotion	Landowner	Land use promoted	Mixed use- retail and residential
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Previously developed:	PDL and greenfield																								
Land use/character	Mixed use site including a neighbourhood parade, car park, Hollybush PH, garages and 2 storey flats with open space fronting Howlands.																								
Surrounding land uses and character	Two storey residential development. Hollybush Lane to the east, Howlands to the south.																								
Site promotion																									
Source of promotion	Landowner																								
Land use promoted	Mixed use- retail and residential																								
Site suitability considerations	Comments																								
<p>Policy framework:</p> <ul style="list-style-type: none"> Adopted Development Plan Submitted Local Plan Waste/Minerals Local Plan National policy 	<ul style="list-style-type: none"> District Plan (2005): R7 Protection of Ground/ Surface Water, R11 Biodiversity and Development; R17 Trees, Woodland and Hedgerows; M1 Integrating Transport and Land Use, CLT13 Loss of Community Facilities. Draft Local Plan (2016): SADM2: Highway Network and Safety; SADM3: Sustainable Travel; SP11 Protection and enhancement of critical environmental assets; SADM14 Flood Risk and Surface Water Management; SADM16 Ecology and Landscape; SADM18 Environmental Pollution; SP6 Community Services & Facilities, SP13 Infrastructure Delivery. Minerals LP (2007): Not in a Specified or Preferred Mineral Area. Waste Local Plan: Policy 12: Sustainable Design, Construction and Demolition. NPPF (2018): Section 8 Promoting Healthy and Safe Communities, Section 9 Promoting Sustainable Transport; Section 14 Meeting the challenge of climate change, flooding. 																								
<p>Physical constraints:</p> <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Ground conditions Contamination Flood risk Other 	<ul style="list-style-type: none"> HCC Highways: No concerns raised at this plan-making stage. Pedestrian and vehicular access from the east and south of site. Wastewater: Thames Water do not envisage infrastructure concerns regarding wastewater networks in relation to this site. The site is in Flood Zone 1 - lowest risk of fluvial flooding. 																								

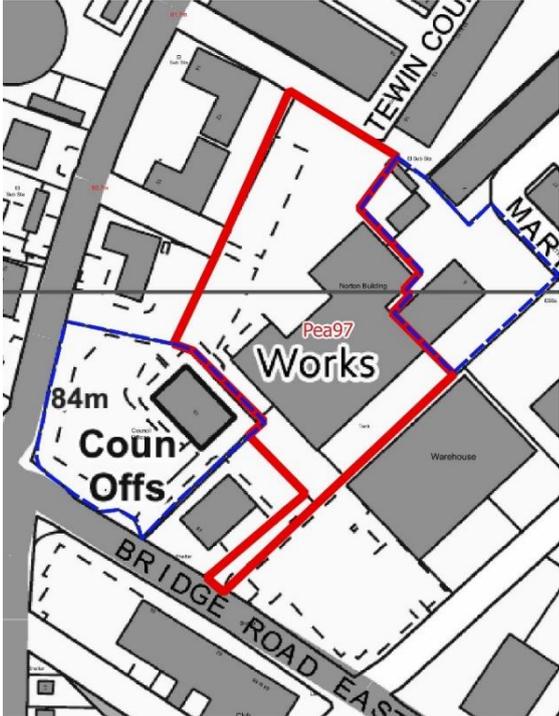
Appendix 2 – HELAA results by settlement

Hol23	Neighbourhood Parade, Hollybush Lane and Howlands		
Physical constraints (continued): <ul style="list-style-type: none"> • Ground conditions • Contamination • Pollution • Flood risk • Hazardous risk • Other 	<ul style="list-style-type: none"> • The eastern and south eastern part of the site is affected by surface water flooding. (1% of the site – 1:30yr risk, 1% 1:100yr risk and 13% 1:1,000yr risk. • Southern part of the site is within the outer Groundwater Source Protection Zone- the second most sensitive zone. The rest of the site is within the total catchment zone. • An electricity sub-station and a gas governor are located in the area of open space in the south west of the site. • Environmental Health: Unknown filled ground and garages on site. 		
Potential environmental impacts: <ul style="list-style-type: none"> • Landscape capacity/sensitivity • Landscape character/features • Nature conservation • Heritage conservation • Residential environment/amenity • Other 	<ul style="list-style-type: none"> • This urban site is not located within a LCA. The north and east of the site is previously developed with a car park in front of a parade of one storey retail units and a 2 storey pub. Behind the shops is a 2 storey residential block and garages. The south and south west of the site is characterised by an area of open space, with a small cluster of trees. • 2.5km from Sherrardspark Wood SSSI and within the SSSI Impact Risk Zone. However, consultation with Natural England would not be triggered for residential development in this location. • No ecological designations directly affect the site. • Potential for nesting birds in trees and roosting bats in mature trees and existing buildings if suitable features are present. • No heritage assets directly affect this site. • Relationship to neighbouring dwellings to the west and north would need to be taken into account at detailed application stage. 		
Contribution to regeneration priority areas	Potential for site to form part of a medium to long term asset management plan at a future date.		
Likely market attractiveness for the use proposed	Site is located to the north of Welwyn Garden City - location is likely to be attractive to the market.		
Availability		Site capacity	
Site ownership	Single landowner of the retail parade and PH with a number of tenants/tenancy agreements in place. Also a number of leaseholders in existing flats.	Promoted	48 dwellings and re-provision of the retail units. Assumes all of the site is brought forward.
		HELAA Scenario/ methodology	<2ha = 50dph (medium density, reflecting mix of flats/housing)
Any known constraints	Promoters indicates availability within 11-15 years – further due diligence to be undertaken before being in a position to bring the site forward.	Other comments	Gas governor and electricity substation likely to impact on layout. At this early stage, assumption that circa one third of site will be required for servicing and parking areas. If all remaining parts of the site were to be available for redevelopment, approx. 0.46ha net developable area.

Appendix 2 – HELAA results by settlement

Hol23		Neighbourhood Parade, Hollybush Lane and Howlands					
Achievability and deliverability							
Landowner timescales	Not known at this stage		HELAA capacity	0.46ha x 50dph = 23 dwellings (gross), 16 (net) as part of a master-planned approach to re-provide the neighbourhood centre			
Comments	Land assembly would be required to develop the whole site involving leaseholders. Uncertain at this stage when this would be achieved, which is reflected in deliverability estimate.						
Viability issues	Detailed viability work not yet undertaken by promoter.		HELAA density	50dph (on 0.46ha)			
Deliverability estimate	11-15 years/16+yrs.						
Conclusions							
<p>Access points already exist from Howlands to the south and Hollybush lane to the east. Whilst no significant issues are raised by HCC Highways at this stage, it should be noted that any development will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets.</p> <p>Given the sites location within an outer/total Groundwater Source Protection Zone, SuDS for surface run-off from roads, car parking and public or amenity areas will need to be suitably designed and the requisite number of treatment stages provided to prevent the pollution of groundwater.</p> <p>At planning application stage, a contaminated land survey would be required and appropriate remediation carried out, if considered necessary. HCC Archaeology advise that any archaeological interest on the site could be preserved by use of appropriate planning conditions, if planning permission was granted.</p> <p>The site is considered suitable for development, with an opportunity to replace the existing single storey neighbourhood parade as part of a master planned approach to this mixed use site. In the absence of any detailed designs or layout at this plan-making stage, assumptions/estimates only can be made. For the purposes of this HELAA, the developable area has been reduced by an estimated one third of the site to allow for parking and servicing arrangements for a replacement neighbourhood parade and community facility (existing PH), and allowing for the presence of the electricity substation and gas governor, which are likely to affect the layout of any proposal. If all remaining parts of the site were to be made available for development for the replacement neighbourhood centre and residential uses (approximately 0.46ha), the site could accommodate an estimated 23 dwellings (gross) / 16 net (7 dwellings already present), based on a medium density of 50dph.</p> <p>However at this early stage, a number of leaseholders are not party to this promotion and it is not yet certain when the whole of the site would be available. Whilst it is not inconceivable that over the plan period, all relevant leaseholders may be willing to engage, it is not currently evidential that any agreement is in place or that steps have been taken to seek agreement. However, the promoter has indicated the need for due diligence in this regard and scheme achievability will also need to be subject to viability work by the promoter at a more advanced stage of planning. The delivery estimate for this site reflects the degree of work which has yet to take place to bring forward a comprehensive scheme for this site.</p>							
Suitable	Yes	Available	Uncertain (not demonstrated in full)	Achievable	Uncertain (not demonstrated in full)	Deliverability timescale	11-15/16+yrs

Appendix 2 – HELAA results by settlement

Site Reference: Pea97	Site name: Former Norton Building, Bridge Road East AL7 1JR																								
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	<table style="width: 100%; border-collapse: collapse;"> <tr style="background-color: black; color: white;"> <th colspan="2" style="text-align: left; padding: 2px;">Site details</th> </tr> <tr> <td style="padding: 2px;">Settlement:</td> <td style="padding: 2px;">Welwyn Garden City</td> </tr> <tr> <td style="padding: 2px;">Ward</td> <td style="padding: 2px;">Peartree</td> </tr> <tr> <td style="padding: 2px;">Site area</td> <td style="padding: 2px;">1.35ha</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2" style="text-align: left; padding: 2px;">Site context</th> </tr> <tr> <td style="padding: 2px;">Green Belt / Urban:</td> <td style="padding: 2px;">No</td> </tr> <tr> <td style="padding: 2px;">Previously developed:</td> <td style="padding: 2px;">Yes</td> </tr> <tr> <td style="padding: 2px;">Land use/character</td> <td style="padding: 2px;">Employment area. 1930s building (originally B2) with B1a use on 1st, 2nd and 3rd floors. Part of building has prior approval for a COU to C3 use. Gym, B8 on ground floor, hardstanding areas, scaffolding operation.</td> </tr> <tr> <td style="padding: 2px;">Surrounding land uses and character</td> <td style="padding: 2px;">Employment Area. Mix of B uses, retail, places of worship. Adjacent site being redeveloped for C3. Highway vehicle storage /maintenance uses (north east).</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2" style="text-align: left; padding: 2px;">Site promotion</th> </tr> <tr> <td style="padding: 2px;">Source of promotion</td> <td style="padding: 2px;">Promoter/acting agent</td> </tr> <tr> <td style="padding: 2px;">Land use promoted</td> <td style="padding: 2px;">Housing</td> </tr> </table>	Site details		Settlement:	Welwyn Garden City	Ward	Peartree	Site area	1.35ha	Site context		Green Belt / Urban:	No	Previously developed:	Yes	Land use/character	Employment area. 1930s building (originally B2) with B1a use on 1 st , 2 nd and 3 rd floors. Part of building has prior approval for a COU to C3 use. Gym, B8 on ground floor, hardstanding areas, scaffolding operation.	Surrounding land uses and character	Employment Area. Mix of B uses, retail, places of worship. Adjacent site being redeveloped for C3. Highway vehicle storage /maintenance uses (north east).	Site promotion		Source of promotion	Promoter/acting agent	Land use promoted	Housing
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<p>Policy framework:</p> <ul style="list-style-type: none"> Adopted Development Plan Submitted Local Plan Waste/Minerals Local Plan National policy 	<p>District Plan (2005): EMP: Acceptable Uses in Employment Areas R2: Contaminated Land; R17 Trees, Woodland and Hedgerows; R19 Noise pollution.</p> <p>Draft Local Plan (2016): SADM2: Highway Network and Safety; SP8: The Local Economy; SADM 10: Employment Development; SADM14: Flood Risk and Surface Water Management; SADM16: Ecology and Landscape; SADM18: Environmental Pollution,</p> <p>Waste Site Allocations Plan (2014): Within Waste Site Allocation Plan Employment Land Area Search ELAS and less than 250m from the safeguarded waste sites 'WGC Metals' and 'Tewin Road Depot'</p> <p>NPPF (2019): Section 6: Building a strong , competitive economy; Section 9: Promoting sustainable transport; Section 15 Conserving and enhancing the natural environment)</p>																								
<p>Physical constraints:</p> <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Ground conditions Contamination Pollution Flood risk Hazardous risk. Other 	<ul style="list-style-type: none"> Vehicular access from Bridge Road East, also serves other uses to the front. Access also from Tewin Road. Pedestrian footways serve both Bridge Road East and Tewin Road but not the existing access roads into the site. HCC Highways: Raise no significant issues at this stage. Thames Water: Scale of development is likely to require upgrades to the wastewater network. Within FZ1 (Lowest risk of fluvial flooding) and Groundwater Source Protection Zone 3. 																								

Appendix 2 – HELAA results by settlement

Pea97	Former Norton Building, Bridge Road East AL7 1JR		
Physical constraints:	<ul style="list-style-type: none"> • Contamination • Pollution • Flood risk • Hazardous risk. • Other 		
Potential environmental impacts:	<ul style="list-style-type: none"> • Not located within a Landscape Character Area. Site is previously developed with a four storey building, a scaffolding business, and parking. Ground floor is used as a gym. Promoter indicates remaining floors (B1a/B8) are vacant. Mix of uses around the site (B use classes, retail, residential, assembly). • Sherrardspark Wood SSSI (1.4km north-west). Site falls within an SSSI impact risk zone, although residential development in this urban location would not generally trigger a Natural England consultation at planning application stage. • No recognised ecology sites within or adjacent to site. No protected species within site, but bat record from vicinity. Watchmead Disused Railway Wildlife Site (200m to the east). • Listed buildings: Grade II Roche Offices (580m, south west) and Grade II Former Shredded Wheat Factory (360m, west). • Any archaeological interest can be conserved by appropriate planning requirements. • Potential air quality issues may need investigating at planning application stage. • Hazardous substance consent order/consultation zones for two former gasholders, to north-west (120m) has been revoked (2016). • Potential for noise disturbance for future residents from nearby existing commercial uses (a mitigation scheme is likely to be required consistent with approach for prior approval). 		
Contribution to regeneration priority areas	N/A		
Likely market attractiveness for the use proposed	Site located on a main route into Welwyn Garden City town centre. Recent residential development on adjacent sites illustrates demand for this accessible location. Any development will however need to address relationship with other land uses.		
Availability	Site capacity		
Site-ownership	Single landowner.	Promoted	150 dwellings (circa 111dph)
Any known constraints	Promoter notes 5 leases all of which are due to expire in 2019. Site available within 1-5yrs Restrictions, rights and easements apply (e.g. access / maintenance of infrastructure). No evidence that these would impact on availability.	HELAA Scenario/ methodology	90dph (Urban Very High scenario) = 122 dwellings
		Other comments	Urban very high density is considered suitable - flatted scheme would be appropriate. Adjacent development to the west at 51 Bridge Road East achieves 86dph (up to 4 storeys). No evidence at this stage to indicate that densities significantly in excess of this would be achievable.

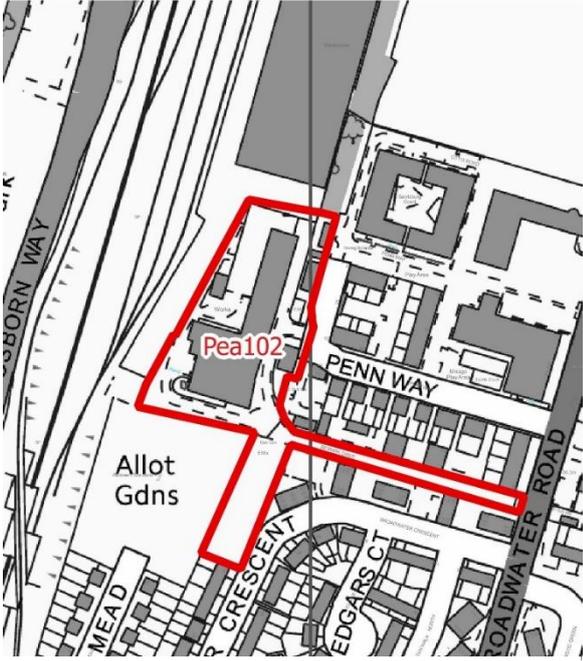
Appendix 2 – HELAA results by settlement

Pea97		Former Norton Building, Bridge Road East AL7 1JR	
Achievability and deliverability			
Landowner timescales	Deliverable within 1-5yrs.	HELAA capacity	122 dwellings
Comments	Waste water upgrades may take 18-36 months to design and deliver		
Viability issues	Unknown (at this stage) if land remediation /measures to address any instability issues may be required.	HELAA density	90dph
Deliverability estimate	Within 1-5yrs (subject to waste water network upgrades		
Conclusions			
<p>The site is located within a large employment area. Whilst two sites adjoining parts of the site have recently been developed for residential use, the surrounding environment is characterised by a mix of B-Use Class, retail and other land uses which have the potential to give rise to disturbance to future occupants.</p> <p>The proximity to existing employment uses means that noise and air quality surveys and reports would be necessary at planning application stage to demonstrate it is possible to create an acceptable internal and external residential environment. The NPPF indicates that where the operation of an existing business could have a significant adverse effect on new development, the applicant should demonstrate suitable mitigations can be provided, before it is completed. Additionally, existing businesses should not have unreasonable restrictions placed on them as a result of development permitted after they were established (para 182). (Environmental Health has indicated in relation to a Prior Notification for this site that these issues are not insurmountable through design and mitigation measures and land uses in the wider area are evolving).</p> <p>Publicly available data indicates the site is located in an area known to have underground cavities in the glacial gravel (known locally as swallowholes). At the time of this assessment, the promoter has indicated that an initial ground search had been completed and that development exists on site and has recently been allowed nearby without an issue. Despite this, it should be emphasised that the responsibility for securing a safe development rests with the developer and/or landowner (Para 179, NPPF 2019). At this plan-making stage, it is not evidential that an appropriate level of investigations have yet to be undertaken by a suitably qualified person to gauge the level of hazard rating for ground stability. Such investigations may therefore need to be carried out at the planning application stage to ascertain if any localised ground conditions could pose a constraint on development potential or on scheme viability, taking account of any appropriate remediation or foundation design that may be required. Any drainage strategy for the site will also need to take account of ground conditions.</p> <p>A contaminated land survey (desk top, intrusive study) may also be required at planning application stage and appropriate remediation carried out as agreed by the LPA, in line with a remediation schedule (if required).</p> <p>HCC Highways raises no significant issues at this stage. Any development will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets.</p>			

Appendix 2 – HELAA results by settlement

Pea97		Former Norton Building, Bridge Road East AL7 1JR					
Conclusions							
<p>Given the site's location within a Source Protection Zone, SuDS for surface run-off from roads, car parking & public or amenity areas should be suitably designed & the requisite treatment stages to prevent the pollution of groundwater. Liaison with Thames Water is advisable at earliest opportunity to agree phasing and ensure waste water network upgrades are delivered in advance of occupation.</p> <p>Development of this site (where building height does not significantly exceed the existing structure) is unlikely to result in harm to the setting of listed buildings given the existing built form, which is likely to limit inter-visibility between relevant sites. An archaeological assessment may be required at planning application stage.</p> <p>The site is considered to be suitable, available and achievable although no clear evidence has been submitted (at the time of this assessment) to demonstrate that an appropriate level of investigations have been completed in relation to the possibility of ground stability issues. Other sites in the locality have been subject to initial investigations and the promoters of these indicate that measures can be taken to address such geo-risk hazards. However, as noted above, the responsibility for securing a safe development rests with the developer and/or landowner and the details of relevant investigations should be submitted at planning application stage. The site is currently located within an employment area and any decision around site selection would need to take account of the Council's evidence base; the need for housing and the objectives for the local economy. Delivery should be achievable within 5 years subject to waste water network upgrades.</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	1-5yrs

Appendix 2 – HELAA results by settlement

Site Reference:Pea102	Site name: Bio-Park, Broadwater Road																								
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	<table style="width: 100%; border-collapse: collapse;"> <tr style="background-color: #333; color: white;"> <th colspan="2" style="padding: 2px 5px;">Site details</th> </tr> <tr> <td style="padding: 2px 5px;">Settlement:</td> <td style="padding: 2px 5px;">Welwyn Garden City</td> </tr> <tr> <td style="padding: 2px 5px;">Ward</td> <td style="padding: 2px 5px;">Peatree</td> </tr> <tr> <td style="padding: 2px 5px;">Site area</td> <td style="padding: 2px 5px;">1.3ha</td> </tr> <tr style="background-color: #333; color: white;"> <th colspan="2" style="padding: 2px 5px;">Site context</th> </tr> <tr> <td style="padding: 2px 5px;">Green Belt / Urban:</td> <td style="padding: 2px 5px;">Urban</td> </tr> <tr> <td style="padding: 2px 5px;">Previously developed:</td> <td style="padding: 2px 5px;">Yes</td> </tr> <tr> <td style="padding: 2px 5px;">Land use/character</td> <td style="padding: 2px 5px;">Bioscience (labs, offices, ancillary f/s and hard standing). Part vacant.</td> </tr> <tr> <td style="padding: 2px 5px;">Surrounding land uses and character</td> <td style="padding: 2px 5px;">Warehouse (north), C3 uses (east, south-east), operational railway (ECML) and land (west), allotment (south) Former Shredded Wheat factory (site Pea2b, north) has permission for C3, B1 and other uses.</td> </tr> <tr style="background-color: #333; color: white;"> <th colspan="2" style="padding: 2px 5px;">Site promotion</th> </tr> <tr> <td style="padding: 2px 5px;">Source of promotion</td> <td style="padding: 2px 5px;">Landowner (via Agent)</td> </tr> <tr> <td style="padding: 2px 5px;">Land use promoted</td> <td style="padding: 2px 5px;">Mixed housing, employment</td> </tr> </table>	Site details		Settlement:	Welwyn Garden City	Ward	Peatree	Site area	1.3ha	Site context		Green Belt / Urban:	Urban	Previously developed:	Yes	Land use/character	Bioscience (labs, offices, ancillary f/s and hard standing). Part vacant.	Surrounding land uses and character	Warehouse (north), C3 uses (east, south-east), operational railway (ECML) and land (west), allotment (south) Former Shredded Wheat factory (site Pea2b, north) has permission for C3, B1 and other uses.	Site promotion		Source of promotion	Landowner (via Agent)	Land use promoted	Mixed housing, employment
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Site suitability considerations	Comments																								
<p>Policy framework:</p> <ul style="list-style-type: none"> Adopted Development Plan Submitted Local Plan Waste/Minerals Local Plan National policy 	<p>District Plan (2005): EMP1 Employment Areas; EMP3 Mixed-Use Development at Broadwater Road West; R2 Contaminated Land; R11 Biodiversity and Development; R13 SSSI; R15 Wildlife Sites; R19 Noise, Vibration Pollution; R29 Archaeology; M2 Transport Assessments</p> <p>Broadwater Road West SPD (2009)</p> <p>Waste Site Allocations Plan(2014):Waste management in ELAS (223)</p> <p>Draft Local Plan (2016): SADM2 Highway network and safety, SADM3 Sustainable Travel; SADM10 Employment Development; SP17 Mixed use Development at Broadwater Road; SADM16 Ecology & Landscape; SADM18 Environmental Pollution</p> <p>NPPF (2019): Section 6: Building a strong, competitive economy; Section 9: Promoting sustainable transport; Section 15 Conserving and enhancing the natural environment.</p>																								
<p>Physical constraints:</p> <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Ground conditions Contamination Pollution Flood risk Hazardous risk Other 	<ul style="list-style-type: none"> Primary access for vehicles, pedestrians and cyclists is promoted from Bio-Park Drive (circa 10m wide), off Broadwater Road, east). Existing pedestrian footway along one side of Biopark Drive. HCC Highways raise no significant concerns at this stage. Thames Water: Scale of development likely to require upgrades to the wastewater network 																								

Appendix 2 – HELAA results by settlement

Pea102	Bio-Park, Broadwater Road (continued)
<p>Physical constraints (continued):</p> <ul style="list-style-type: none"> • Ground conditions • Contamination • Pollution • Flood risk • Hazardous risk • Other 	<ul style="list-style-type: none"> • Within FZ1 (lowest risk of flooding) and ground water source protection zone 3 (GWSPZ). Surface water risk effects parts of the site: 1% 1:30yr; 4% 1:100yr; 8% 1:1,000yr. • Located within an Outer Groundwater Source Protection Zone – Total Catchment. • Potential contamination issues may need to be investigated • Within Sand and Gravel Belt. • Western boundary is next to a railway line. Network Rail advises normal asset protection measures will apply. Noise insulation may also be needed.
<p>Potential environmental impacts:</p> <ul style="list-style-type: none"> • Landscape capacity/sensitivity • Landscape character/features • Nature conservation • Heritage conservation • Residential environment/amenity • Other 	<ul style="list-style-type: none"> • This previously developed urban site is occupied by 2 and 5 storey buildings (office/laboratory uses), underground and surface level parking (for 311 cars). It lies adjacent to a railway line (west); a warehouse, the former Shredded Wheat site that has permission for mixed use development: including 1340 dwellings (north), flats/housing (east/south east), allotments (south) • No recognised ecology sites within site. An allotment/Local Wildlife Site (WS199) lies to the south-west of the site. • No known protected species from the site. But there may be potential for slowworms, lizards; and nesting birds from nearby allotments and railway banks/trees. Buffers may be needed but no overall ecology constraint identified at this stage. • Sherrardspark Wood SSSI / LNR approximately 1.2km (north-west). Site falls within an SSSI impact risk zone. Residential development unlikely to trigger a Natural England consultation at planning application stage (other activities would however). • Historic England accepts the principle of development. • WGC Conservation Area is located to the west of the railway • Potential noise disturbance issues for future residents from the adjacent railway line (west) and commercial uses (north) • Air quality issues may need investigation (application stage) • Any archaeological interest within Pea102 can be conserved by appropriate planning requirements.
<p>Contribution to regeneration priority areas</p>	<p>Forms part of the Broadwater Road West SPD area. Within the boundary of a mixed-use development site in the Draft Local Plan 2016 (Policy SP17), reference policy criteria viii.</p>
<p>Likely market attractiveness for the use proposed</p>	<p>Within a high demand area, as evidenced by residential completions and applications for adjacent sites. Walking distance to town centre and train station.</p>

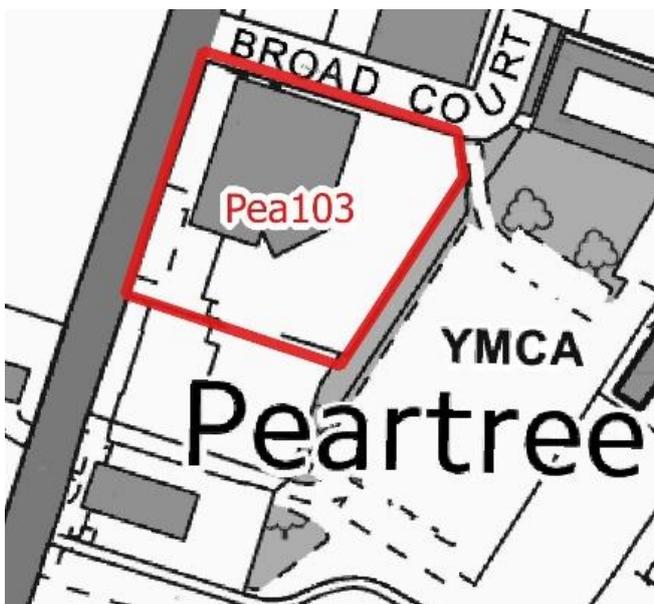
Appendix 2 – HELAA results by settlement

Pea102		Bio-Park, Broadwater Road (continued)	
Availability		Site capacity	
Site ownership	Single landowner (via a subsidiary) and multiple leaseholders. Promoter indicates a number of business tenancy arrangements which provide for mutual breaks on short notice to enable site disposal	Promoted	200 dwellings originally promoted. Subsequent information indicates 'viable responses' for 230 to 240 dwellings.
Any known constraints	Leases expire 2021, 2022, 2024, and 2031. Covenants/rights apply on parts of site (e.g. railways, electricity, unilateral undertakings). Restriction on transfer prior 2031. Promoter indicates discussions held with relevant 3 rd party; has consent in principle for disposal strategy, and any outstanding legal issues can be addressed. Promoter indicates available within 5yrs, subject to negotiations on lease surrenders.	HELAA Scenario/ methodology	Existing surface parking area: 0.18ha (<2ha) High urban density of 70dph = 12 dwellings Remaining 1.12ha at Urban Very High of 90dph = 101 dwellings. Total 113 dwellings
		Other comments	Site is adjacent to flats (97dph east); housing (55dph SE); and very high (200+dph) development approved (beyond to NE).
Achievability and deliverability			
Landowner timescales	Deliverable within 1-5yrs	HELAA capacity	9 dwellings (585m ²) on southern part of site (0.18ha). Potential for higher capacity on remaining net site area (0.82ha) = 170 dwellings (11,050m ²). Total 179 dwellings (11,635 m ²)
Comments	Risk to delivery timescales due to multiple leaseholders, complex legal title, restrictions on transfer No assessment undertaken No abnormal infrastructure needs identified		
Viability issues	Possible land remediation issues	HELAA density	179dph overall (on a net developable area of 1ha). 0.3ha deducted for long access road)
Deliverability estimate	6-10yrs		
Conclusions			
<p>This site is located within the mixed use Broadwater Road SPD area. Residential scheme completed on adjacent site (Pea2a). Planning permission granted for mixed use high density scheme on site Pea02b. However, Policy SP17 of the Submitted Local Plan 2016 requires the retention of the Bio Park site in B1(b) use unless it can be demonstrated that the site is no longer suitable or can be provided for elsewhere in WGC. The promoter has submitted information which indicates that the site is less than 50% occupied and in need of significant (£ multi-million) investment. It considers that the site's location is isolated (away from a science park environment) in contrast to a location such as Cambridge (citing a recent tenant loss to this location). This makes it difficult to attract new occupants and benefit from economies of scale as a result of specialist industry clustering elsewhere. The site is being marketed. A lack of demand is indicated, although details of this exercise are not comprehensive in nature.</p>			

Appendix 2 – HELAA results by settlement

Pea102				Bio-Park, Broadwater Road (continued)			
Conclusions							
<p>Any development will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths, and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets. HCC Highways observe that the width of existing access will need to accommodate carriageway and footways on both sides (at 1.5m); a minimum width of 7.8m shall be necessary, unless permeability is achieved to east. Swept path for refuse vehicles is also needed.</p> <p>A preliminary ecological survey may be required to assess the presence and potential impacts on wildlife (including any potential for protected species) and identify the need for any mitigation (e.g. a buffer to the wildlife site). Given the site's location with an Outer Ground Source Protection Zone, SuDS for surface run-off from roads, car parking & public or amenity areas should be suitably designed & the requisite treatment stages to prevent the pollution of groundwater.</p> <p>Waste water upgrades are likely to be required and these can take 18 months to 3years to design and deliver prior to occupation and this has the potential to impact on delivery timescales. Liaison with Thames Water is advisable at earliest opportunity to agree phasing. Historic England accepts the principle of development in this location but notes there are long views of Hatfield House and the nearby GII Roche Office Block. It advises that development should preserve the listed building and its setting and protect views of Hatfield House.</p> <p>The site is considered suitable for development, subject to a policy review (via the local plan process), given its location within an employment area and the objectives of the existing SPD.</p> <p>The promoter is at an early stage in terms of any detailed proposals/developer interest, but the pre-existence of underground car parking could assist in the delivery of a higher density scheme. By way of illustration, the promoter indicates a possible capacity in the region of 230 units (equivalent to an average of 65m² per unit). This however is predicated on a mainly 6 and 7 storey building height on the main part of the site, albeit with much lower storey heights to the south. At this plan-making stage, and in light of comments from Historic England and the need to address noted constraints, it is considered that the estimated capacity should be related to a general building height of 5 storeys on the main part of the site (lower on the southern part of the site). On this basis, it is estimated that the site could accommodate in the region of 179 dwellings on a net developable site area of 1ha (excluding the long access road and assuming an average 65m² per unit over a total f/s of 11,635m²). It should be stressed that in the absence of more advanced proposals at this stage, this number may alter at a detailed planning application stage (either up or down).</p> <p>Availability and achievability are mainly dependent upon the promoter being able to resolve various lease surrenders and the restriction on transfer/disposal. Whilst the promoter indicates that steps are being taken (or could be taken) in this respect, these matters, together with the need for waste water network upgrades have the potential to delay delivery (completion) on site. As the evidence to confirm availability of the whole site is not fully demonstrated, a more modest delivery timescale has been applied at this stage. Any site selection process will need to take account of the council's evidence base; the need for housing and its economic strategy for the local economy.</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	6-10 years

Appendix 2 – HELAA results by settlement

Site Reference: Pea103	Site name: 29 Broadwater Rd																								
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr style="background-color: black; color: white;"> <th colspan="2" style="padding: 2px;">Site details</th> </tr> <tr> <td style="padding: 2px;">Settlement:</td> <td style="padding: 2px;">Welwyn Garden City</td> </tr> <tr> <td style="padding: 2px;">Ward</td> <td style="padding: 2px;">Peartree</td> </tr> <tr> <td style="padding: 2px;">Site area</td> <td style="padding: 2px;">0.7ha</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2" style="padding: 2px;">Site context</th> </tr> <tr> <td style="padding: 2px;">Green Belt:</td> <td style="padding: 2px;">No</td> </tr> <tr> <td style="padding: 2px;">Previously developed:</td> <td style="padding: 2px;">Yes</td> </tr> <tr> <td style="padding: 2px;">Land use/character</td> <td style="padding: 2px;">Offices, parking.</td> </tr> <tr> <td style="padding: 2px;">Surrounding land uses and character</td> <td style="padding: 2px;">Mixed commercial uses, vacant site awaiting redevelopment, vehicle depot (new primary school proposed to the east).</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2" style="padding: 2px;">Site promotion</th> </tr> <tr> <td style="padding: 2px;">Source of promotion</td> <td style="padding: 2px;">Landowner/developer</td> </tr> <tr> <td style="padding: 2px;">Land use promoted</td> <td style="padding: 2px;">Residential</td> </tr> </table>	Site details		Settlement:	Welwyn Garden City	Ward	Peartree	Site area	0.7ha	Site context		Green Belt:	No	Previously developed:	Yes	Land use/character	Offices, parking.	Surrounding land uses and character	Mixed commercial uses, vacant site awaiting redevelopment, vehicle depot (new primary school proposed to the east).	Site promotion		Source of promotion	Landowner/developer	Land use promoted	Residential
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Site suitability considerations	Comments																								
<p>Policy constraints:</p> <ul style="list-style-type: none"> Adopted Development Plan Submitted Local Plan Waste/Minerals Local Plan National policy 	<p>District Plan (2005): EMP: Acceptable Uses in Employment Areas R2: Contaminated Land; R17: Trees, Woodland and Hedgerows; R19 Noise pollution; R29 Archaeology</p> <p>Waste Site Allocations Plan (2014): Within Employment Land Area of Search ELAS 223.</p> <p>Draft Local Plan (2016): SADM2: Highway Network and Safety; SP8: The Local Economy; SADM 10: Employment Development; SADM14: Flood Risk and Surface Water Management; SADM15 Heritage; SADM16: Ecology and Landscape; SADM18: Environmental Pollution, SP15 Historic Environment of Welwyn Garden City.</p> <p>NPPF (2019): Section 6: Building a strong, competitive economy; Section 9: Promoting sustainable transport; Section 15 Conserving and enhancing the natural environment; Section 16: Conserving the historic environment.</p>																								
<p>Physical constraints:</p> <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Ground conditions Contamination Pollution Flood risk Hazardous risk Other 	<ul style="list-style-type: none"> Primary vehicular access from Broadwater Road; secondary access (for cyclists and pedestrians) from Broad Court. Both of routes are served by footways. HCC Highways raises no fundamental objections at this stage. An opportunity exists to co-locate access more appropriately to the adjacent pedestrian crossing. Thames Water: advise that the scale of development is likely to require upgrades to the wastewater network. Within FZ 1 (lowest risk of flooding) and Groundwater Source Total catchment Zone. Surface water flood risk affects 5% of the site (1:1,000yr); <1% 1:100yr. 																								

Appendix 2 – HELAA results by settlement

Pea103	29 Broadwater Rd (continued)
<p>Physical constraints (continued):</p> <ul style="list-style-type: none"> • Ground conditions • Contamination • Pollution • Hazardous risk • Other 	<ul style="list-style-type: none"> • Potential for contaminated land implications due to previous uses. • Promoter notes a small part of the site was used as a clay pit in late Victorian times and evidence of a former sink hole. Matter also noted within Land Registry documents. • Railway located approximately 100m to the west. Network Rail note possible need for noise insulation.
<p>Potential environmental impacts:</p> <ul style="list-style-type: none"> • Landscape capacity/sensitivity • Landscape character/features • Nature conservation • Heritage conservation • Residential environment/amenity • Other 	<ul style="list-style-type: none"> • Site consists of a 4, 5/6 storey (part vacant) office building, with on-site car parking. • A line of trees frame the site frontage to Broadwater Road and TPO (151: G2) trees are located alongside the eastern boundary. • No recognised ecology sites within site. <i>Twentieth Mile Bridge Allotments</i> Wildlife Site, to the south west (330m). • Potential for nesting birds in trees and roosting bats in any mature trees and buildings (if suitable features are present). • Welwyn Garden City Conservation area lies to the west - beyond the railway • GII Roche Office Block and Former GII Shredded Wheat Factory, located to south west (80m) and north-west (250m). • Any archaeological interest can be conserved by appropriate planning requirements (e.g. conditions). • Potential noise issues for future residents from traffic along Broadwater Road and adjoining commercial uses. • Frontage to Broadwater Road is a key approach route to the town and design of any scheme will need to respond to the key characteristics of the Garden City.
<p>Contribution to regeneration priority areas</p>	<p>This site lies opposite the Broadwater Road West SPD area but does not form part of this strategic allocation (proposed allocation in the submitted Draft Local Plan/planning permission has been granted).</p>
<p>Likely market attractiveness for the use proposed</p>	<p>The promoter is an affordable housing provider. Site is within walking distance to town centre, railway station. WGC is a high demand area, as evidenced by C3 completions and applications on sites close by.</p>
<p>Availability Site capacity</p>	
<p>Site ownership</p>	<p>Single owner: Largely vacant building, parts let – all leases expire 2019/20.</p>
	<p>Promoted</p>
	<p>115-145 dwellings (164-207dph).</p>
	<p>HELAA Scenario/ methodology</p>
	<p>Very high (urban) density: 90dph = 63 dwellings (0.7ha)</p>
<p>Any known constraints</p>	<p>Available within 1-5yrs. Numerous rights are in place (e.g. rights of access, egress and passage) although these are unlikely to impact on site availability.</p>
	<p>Other comments</p>
	<p>Prior Approval in place (6/2019/0108/PN11) for 72 dwellings (104dph). Promoter has advanced proposals which demonstrate around 128 dwellings (flats) could be achievable.</p>

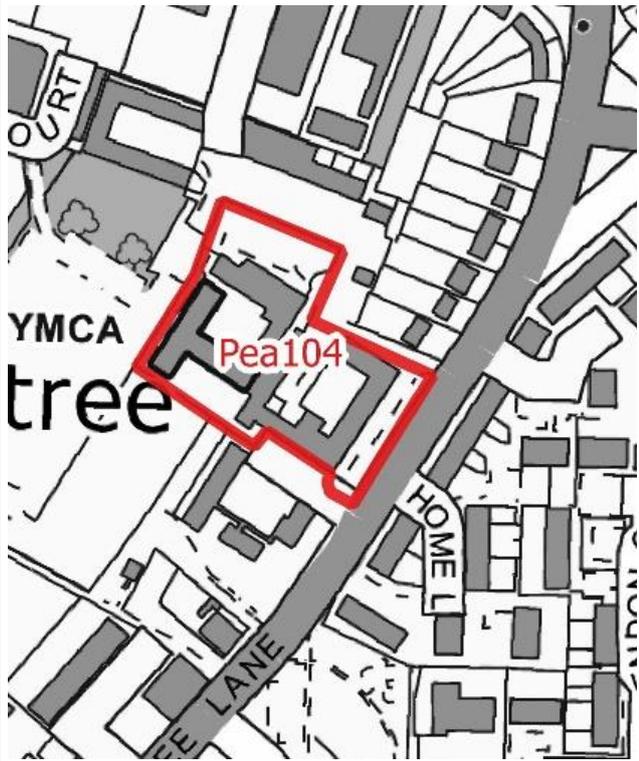
Appendix 2 – HELAA results by settlement

Pea103	29 Broadwater Rd (continued)		
Achievability			
Landowner timescale	Deliverable within 1-5yrs.	HELAA capacity	128 dwellings
Comments	Waste water upgrades may take 18 months to 3 years to design and deliver. Site investigations and remediation of any pollution spots/soft ground.	HELAA density	182dph
Viability issues	Land instability/remediation - promoter indicates that the costs involved are not expected to be prohibitive.		
Deliverability estimate	1-5yrs (subject to waste water upgrades)		
Conclusions			
<p>This site is located within an existing employment area. It is occupied by a 5/6 storey office building and a prior notification has been granted for a change of use from B1 office to 72 dwellings (104dph). A number of sites within close proximity to this site have been recently developed for residential use. Surrounding uses comprise a mixture of commercial uses (car hire/repairs, tyre fitting, retail warehouses) to the north, a vehicle depot to the east (intended for future use as a primary school).</p> <p>The Highway Authority raises no significant issues at this stage. Any development will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets. Opportunities exist to co-locate the primary point of access more appropriately to the adjacent pedestrian crossing. A Transport Assessment will be required, at planning application stage.</p> <p>The site is located adjacent to a busy road leading into the town centre and an employment area, and is adjacent to a number of commercial uses. The NPPF advises (182) that new development can be integrated effectively with existing businesses but existing businesses should not have unreasonable restrictions placed on them as a result of development permitted after they were established. At planning application stage, a noise survey and report is likely to be necessary to demonstrate it is possible to create an acceptable internal and external residential environment. The applicant will need to demonstrate that suitable mitigation can be delivered before development has been completed. An air quality survey and report would be required to demonstrate that future occupants would not be adversely affected. Potential for contaminated land implications means that a ground survey may be required and remediation carried out (if considered necessary).</p> <p>Promoter advises that a Phase 1 desktop soil investigation has been carried out in connection with potential land stability issues. A leading specialist in this field has reviewed the evidence and recommends that whilst ground conditions may not prevent re-development, the potential hazard rating is high and careful detailed investigations and engineering solutions will need to be put in place to deal with geo-hazards. The promoter has made an assessment of costs likely to be associated with future remediation, the site having already received remediation when it was previously developed. Further site investigations are to be undertaken to inform detailed proposals and the promoter considers that the costs involved are not expected to be prohibitive. The responsibility for securing a safe development rests with the developer and/or landowner (para 179, NPPF 2019). The promoter is considered to be undertaking the appropriate steps in this respect and the scheme is indicated to remain viable based on current estimates.</p>			

Appendix 2 – HELAA results by settlement

Pea103				29 Broadwater Rd (continued)			
Conclusions							
<p>Given the site's location within a Ground Source Protection Total Catchment Zone, SuDS for surface run-off from roads, car parking and public or amenity areas and the requisite treatment stages may need to be put in place to prevent pollution of groundwater. Liaison with Thames Water is advisable at earliest opportunity to agree phasing, given that the need for waste water network upgrades has been noted.</p> <p>HCC Minerals highlight the site's location within an Employment Land Area of Search (ELAS 223) for waste facilities and would prefer the site were not allocated for housing. However, the site already benefits from a Prior Approval which allows (through permitted development rights) the site to be developed for residential use.</p> <p>This site is considered to be suitable for potential housing. Any site selection process will need to take account of the council's evidence base including the need for housing and its economic strategy for the local economy. The site is available for development and achievable within the short term, with a Prior Approval in place and the promoter making progress towards an application. Development could be delivered within 5 years (subject to waste water network upgrades)</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	1-5yrs

Appendix 2 – HELAA results by settlement

Site Reference: Pea104	Site name: YMCA Peartree Lane							
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	Site details							
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Settlement:</td> <td>Welwyn Garden City</td> </tr> <tr> <td>Ward</td> <td>Peartree</td> </tr> <tr> <td>Site area</td> <td>0.7ha</td> </tr> </table>	Settlement:	Welwyn Garden City	Ward	Peartree	Site area	0.7ha	
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	Ward	Peartree						
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<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Green Belt / Urban:</td> <td>Urban</td> </tr> <tr> <td>Previously developed:</td> <td>PDL</td> </tr> <tr> <td>Land use/character</td> <td>1 and 2 storey buildings - 125 bed Youth Hostel, community/ recreation uses, car parking.</td> </tr> <tr> <td>Surrounding land uses and character</td> <td>Commercial (north); 1, 1.5, 2 storey residential (north, east and south). neighbourhood centre and school beyond (south-west), vehicle depot (west – new primary school proposed)</td> </tr> </table>	Green Belt / Urban:	Urban	Previously developed:	PDL	Land use/character	1 and 2 storey buildings - 125 bed Youth Hostel, community/ recreation uses, car parking.	Surrounding land uses and character	Commercial (north); 1, 1.5, 2 storey residential (north, east and south). neighbourhood centre and school beyond (south-west), vehicle depot (west – new primary school proposed)
Green Belt / Urban:	Urban							
Previously developed:	PDL							
Land use/character	1 and 2 storey buildings - 125 bed Youth Hostel, community/ recreation uses, car parking.							
Surrounding land uses and character	Commercial (north); 1, 1.5, 2 storey residential (north, east and south). neighbourhood centre and school beyond (south-west), vehicle depot (west – new primary school proposed)							
Site promotion								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Source of promotion</td> <td>Landowner</td> </tr> <tr> <td>Land use promoted</td> <td>Mixed: C3 housing and hostel, offices, training and recreation space</td> </tr> </table>		Source of promotion	Landowner	Land use promoted	Mixed: C3 housing and hostel, offices, training and recreation space			
Source of promotion	Landowner							
Land use promoted	Mixed: C3 housing and hostel, offices, training and recreation space							
Site suitability considerations	Comments							
<p>Policy framework:</p> <ul style="list-style-type: none"> Adopted Development Plan Submitted Local Plan Waste/Minerals Local Plan National policy 	<p>District Plan (2005):R7 Protection of ground and surface water; R11 Biodiversity and Development; R15 Wildlife Sites; R17:Trees, woodlands and hedgerows R19 Noise and Vibration Pollution; M2 Transport Assessments</p> <p>Draft Local Plan (2016): SADM2 Highway network and safety; SP9: Place Making and High Quality Design, SP11 Protection and enhancement of critical assets;SADM16 Ecology & Landscape; SADM15 Heritage; SADM18 Environmental Pollution; SP13 Infrastructure Delivery.</p> <p>Waste Site Allocations Plan (2014): Adjacent to ELAS 223</p> <p>NPPF 2018: Section 9: Promoting Sustainable Transport; Section 10: Meeting the challenge of climate change, Section 12: Achieving well designed places, Section 15: Conserving the natural environment; Section 16: Conserving the historic environment.</p>							
<p>Physical constraints:</p> <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Ground conditions Hazardous risk Other 	<ul style="list-style-type: none"> Vehicular access from Peartree Lane, which has footways along each side. Further access into the site from Peartree Farm, although this is narrow, with no footpaths on either side. (Peartree Close runs along part of southern boundary, but allows no access). HCC Highways: Has no fundamental objections, although improvements may be necessary to provide appropriate access for the level of development promoted. 							

Appendix 2 – HELAA results by settlement

Pea104	YMCA Peartree Lane (continued)
<p>Physical constraints (continued):</p> <ul style="list-style-type: none"> • Infrastructure location/capacity • Ground conditions • Contamination • Pollution • Flood risk • Hazardous risk • Other 	<ul style="list-style-type: none"> • Thames Water: No infrastructure concerns expected regarding wastewater networks at this plan making stage, subject to phasing. Surface water disposal to follow drainage hierarchy • Within FZ1 (lowest risk of fluvial flooding) & Groundwater Source Protection Total Catchment Zone. • Surface water flood risk 30yr (3%), 100yr (3%) 1,000yr (25%). • No contamination issues noted on site, but nearby commercial and industrial uses noted nearby • Electricity cables are located within the site to the north east (car park). This may affect design and layout of any proposal.
<p>Potential environmental impacts:</p> <ul style="list-style-type: none"> • Landscape capacity/sensitivity • Landscape character/features • Nature conservation • Heritage conservation • Residential environment /amenity • Other 	<ul style="list-style-type: none"> • Site consists of a single storey building used for community/recreational uses and a 2 storey C1 (hostel) use with open spaces. • No recognised ecology sites within the site. Nearest local Wildlife sites are <i>Twentieth Mile Bridge Allotments</i> WS to the south west (400m) and <i>Watch Mead Disused Railway</i> WS to the north east (627m) • TPO 151 (G1 and G2) to the rear of the site and Urban Open Land (UOL72) close to part of south western boundary. • No known Protected Species within site. But potential for nesting birds in trees; roosting bats in mature trees if suitable features are present. • Unlikely to impact GII Roche Offices (180m,west), GII (former) Shredded Wheat Factory (350m, north west) due to the existing intervening built form. • Grass verge fronting Peartree Lane may need to be retained (circa 0.076ha) reflecting garden city design principles. • Nearby commercial uses/traffic on Peartree Lane may result in potential noise issues. • Any archaeological interest can be conserved by the use of appropriate conditions at planning application stage. • Pea104 is next to ELAS 223 and mitigation measures may need to be addressed at a detailed design stage.
<p>Contribution to regeneration priority areas</p>	<p>This site is located within close proximity to the Broadwater Road West SPD area. But it does not form part of this regeneration strategy</p>
<p>Likely market attractiveness for the use proposed</p>	<p>Soft marketing indicates private sector and Registered Housing Provider interest. Site is within a high demand area, as evidenced by recent residential completions and applications within wider area. Within walking distance of WGC town centre and train station.</p>

Appendix 2 – HELAA results by settlement

Pea104		YMCA Peartree Lane (continued)	
Availability		Site capacity	
Site ownership	Single owner.	Promoted	100 bed 3 to 5 storey hostel and associated uses (3600m ²) on 0.28ha (40%) of site and 40 to 43 x 1 and 2 bedroom residential units on 0.42ha (60% of site)
Any known constraints	Available within 1-5 years. Trustee approval in place. Land Registry - restrictions apply to disposal. Promoter indicates agreements in place/negotiations taking place with other parties – not considered to represent an absolute barrier to availability. Cable route noted across part of site with restrictions (no building or tree planting). Lease noted for electricity sub-station to the NW of site (expires 2059).	HELAA Scenario / methodology	50dph (medium urban density reflects local context, mix of houses and flats along Peartree Lane) = 21 dwellings on 0.42ha.
		Comments	In principle, a 3,600m ² hostel building (3-4 storeys) with associated car parking could be accommodated on 40% of the site (0.28ha). For C3 dwellings (on 60% of the site), a 70dph scheme (29 dwellings) may be possible with high quality/sensitive design and layout given the mixed densities noted in the vicinity of the site (see conclusion).
Achievability and deliverability			
Landowner timescales	Deliverable within 1-5 years	HELAA capacity	29 dwellings (subject to design and layout). 100 x bed hostel (circa. 3600m ²) over 3-4 storeys, with associated uses) – note, this would result in a net loss of 25 hostel bed-spaces, a net loss of 14 dwelling equivalents. Overall net gain = 15 dwellings).
Comments	Other than off site highway improvements, no other issues noted at this stage.		
Viability issues	Promoted scheme represents the promoter's optimal position, minimising the value of capital contributions. (HELAA does not concur with promoted capacity however, which may affect promoter's position).	HELAA density	70dph (high urban density) residential C3 element of scheme. 100 x bed hostel (on 0.28ha)
Deliverability estimate	1-5 years		
Conclusions			
<p>This previously developed site is located outside but adjacent to an employment area with residential properties fronting Peartree Lane. The promotional information indicates that the existing hostel has reached the end of its economic life and a 'do nothing' option is not viable due to the ongoing cost of repairs and the increasing operational inefficiencies in running the existing building as a hostel for the homeless. The promoter has carried out an options appraisal and a mixed development of a 100 bed hostel and 40 residential dwellings is considered (by the promoter's advisors) to represent the optimum position (so that the residential element can assist in the cross subsidy of the re-provision of the hostel). A new hostel would provide a modern, fit for purpose home and support service for local people who may find themselves homeless. However, this is not a large site and any detailed proposals will need to carefully consider the relationship with existing development adjoining the site.</p>			

Appendix 2 – HELAA results by settlement

Pea104				YMCA Peartree Lane (continued)			
Conclusions							
<p>Whilst very high density development is being taken forward on large sites in Broadwater Road, these are not considered appropriate here, given the restricted size of the site and the much lower densities and scale of buildings fronting Peartree Lane.</p> <p>The Highway Authority raises no fundamental objections at this plan making stage. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets. Specifically for this site, there may be a possible need to review giveaway markings associated with access / chicane arrangement, or relocate access / chicane as necessary.</p> <p>In accordance with NPPF (182), new development will need to be integrated effectively with existing businesses and these should not have unreasonable restrictions placed on them as a result of development established after they were permitted. At planning application stage, a noise survey and report may be required, to demonstrate that it is possible to create an acceptable internal and external residential environment for future occupants with suitable mitigation measures put in place before development is completed.</p> <p>Environmental Health notes potential for contaminated land on adjacent sites and note a contaminated land survey may be required at planning application stage with remedial work (if necessary). (The promoter has completed an environmental report and has not identified any significant issues).</p> <p>A Preliminary Ecological Appraisal may be required. Any archaeological interest can be conserved by appropriate planning requirements imposed by the LPA, should planning permission be approved. Given the site's location within a Ground Source Protection Total Catchment Zone, SuDS for surface run-off from roads, car parking & public or amenity areas and the requisite treatment stages may need to be put in place to prevent pollution of groundwater.</p> <p>This site is considered to be suitable in principle for new housing and hostel redevelopment. A 3,600m² hostel building with associated car parking could be accommodated on 40% of the site (0.28ha). Storey height of 3-4 storeys may be acceptable towards the rear of the site, subject to detailed design and layout given the proximity of nearby dwellings. Density of 50dph on the remaining 60% (0.42ha) would achieve 21 dwellings. However, it is noted that existing developments near the site vary from a low 18dph, to 67dph and 115dph where flats are present – the very high densities associated with the Wheat Quarter are not considered appropriate for this site. A 70dph scheme (29 dwellings) may be possible with high quality/sensitive design and layout, which takes account of the character and context of adjacent buildings and the wider area.</p> <p>The site is available and subject to the necessary agreements relating to any restrictions on the land, development of this scale should be achievable within 5 years. This HELAA has however concluded a lower estimated dwelling capacity than promoted. Whilst there is no evidence to suggest that 29 dwellings and a 100 bed hostel could not be a viable proposition, the indication is that the promoter may need to increase capital contributions (or find alternative funding support) as this would not achieve the optimal option referenced in supporting information. This is a matter that would be explored in greater detail at planning application stage.</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	1-5 years

Appendix 2 – HELAA results by settlement

Site Reference: Pea105	Site name: 61 Bridge Road East																								
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr style="background-color: black; color: white;"> <th colspan="2" style="text-align: left; padding: 2px;">Site details</th> </tr> <tr> <td style="padding: 2px;">Settlement:</td> <td style="padding: 2px;">Welwyn Garden City</td> </tr> <tr> <td style="padding: 2px;">Ward</td> <td style="padding: 2px;">Peartree</td> </tr> <tr> <td style="padding: 2px;">Site area</td> <td style="padding: 2px;">0.23ha</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2" style="text-align: left; padding: 2px;">Site context</th> </tr> <tr> <td style="padding: 2px;">Green Belt / Urban:</td> <td style="padding: 2px;">Urban</td> </tr> <tr> <td style="padding: 2px;">Previously developed:</td> <td style="padding: 2px;">Yes</td> </tr> <tr> <td style="padding: 2px;">Land use/character</td> <td style="padding: 2px;">2 storey B1/B8 building, grass frontage, car parking (within Employment Area EA1)</td> </tr> <tr> <td style="padding: 2px;">Surrounding land uses and character</td> <td style="padding: 2px;">Retail (east); 4 storey building - vacant office, gym, and scaffolding business (north). Four storey residential development (west). 2/3 storey B, D2 uses (south).</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2" style="text-align: left; padding: 2px;">Site promotion</th> </tr> <tr> <td style="padding: 2px;">Source of promotion</td> <td style="padding: 2px;">Landowner</td> </tr> <tr> <td style="padding: 2px;">Land use promoted</td> <td style="padding: 2px;">Housing</td> </tr> </table>	Site details		Settlement:	Welwyn Garden City	Ward	Peartree	Site area	0.23ha	Site context		Green Belt / Urban:	Urban	Previously developed:	Yes	Land use/character	2 storey B1/B8 building, grass frontage, car parking (within Employment Area EA1)	Surrounding land uses and character	Retail (east); 4 storey building - vacant office, gym, and scaffolding business (north). Four storey residential development (west). 2/3 storey B, D2 uses (south).	Site promotion		Source of promotion	Landowner	Land use promoted	Housing
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Site promotion																									
Source of promotion	Landowner																								
Land use promoted	Housing																								
Site suitability	Comments																								
<p>Policy framework:</p> <ul style="list-style-type: none"> Adopted Development Plan Submitted Local Plan Waste/Minerals Local Plan National policy 	<p>District Plan (2005): EMP: Acceptable Uses in Employment Areas R2: Contaminated Land; R7 Protection of Ground and Surface Water; R17 Trees, Woodland and Hedgerows; R19 Noise pollution; R29 Archaeology</p> <p>Waste Site Allocations Plan (Adopted 2014): Within Waste Site Allocation Plan Employment Land Area Search 223.</p> <p>Draft Local Plan (2016): SADM2: Highway Network and Safety; SP8:The Local Economy; SADM 10:Employment Development; SADM14:Flood Risk and Surface Water Management; SADM16: Ecology and Landscape; SADM18: Environmental Pollution,</p> <p>NPPF (2019): Section 6: Building a strong , competitive economy; Section 9: Promoting sustainable transport; Section 15 Conserving and enhancing the natural environment</p>																								
<p>Physical constraints:</p> <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Ground conditions Contamination Pollution Flood risk Hazardous risk Other 	<ul style="list-style-type: none"> Main vehicular off Bridge Road East, (also utilised by uses to the rear). A pedestrian footway runs along this side of Bridge Road East. HCC Highways: No fundamental objections at this stage, assuming the existing shared access with the site to rear is utilised (as not possible to achieve sufficient junction offset for a new access). Impact on the road network will need to be assessed through a Transport Assessment. Thames Water: No comments at this stage. Entire site within FZ1 (lowest risk of fluvial flooding). Surface water flood risk affects 20% of site (1:100yr); 26% (1:1,000yr); 3% (1:30yr). 																								

Appendix 2 – HELAA results by settlement

Pea105	61 Bridge Road East (continued)
<p>Physical constraints (continued):</p> <ul style="list-style-type: none"> • Access to the site • Infrastructure location/capacity • Ground conditions • Contamination • Pollution • Flood risk • Hazardous risk • Other 	<ul style="list-style-type: none"> • Within a Groundwater Source Protection Zone 3 – Total Catchment. • No contamination on this site, but potential contamination issues may need to be investigated due to nearby commercial and industrial uses. • Water mains runs along boundary of site. Unlikely to impact development subject to any easements/access/maintenance rights. • Within an area known to have potential presence of underground cavities (swallow holes).
<p>Potential environmental impacts:</p> <ul style="list-style-type: none"> • Landscape capacity/sensitivity • Landscape character/features • Nature conservation • Heritage conservation • Residential environment/amenity • Other 	<ul style="list-style-type: none"> • Not within a Landscape Character Area. Site Pea105 is located within a designated employment area. Site is previously developed, being occupied by a 2 storey detached building, car parking and green space. The existing building is set back from Bridge Road East, with trees on boundary edges. Adjacent buildings vary in height. • No recognised ecology sites within/close to site. Local Wildlife Sites (WS197 and 81) are located to east (300m) and north (600m). • No known protected species within site, but potential nesting birds in the trees may need investigation. • Sherrardspark Wood and Tewinbury SSSIs are located to north-west (1.5km) and north east (1.8km) of site. Within Natural England's impact risk zone, but residential development in this location would not generally trigger a Natural England consultation. • Development unlikely to impact the setting of GII Roche Offices (540m, south west) and Former GII Shredded Wheat Factory (330m, west). The existing built form prevents inter-visibility between sites. • Any archaeological interest within the site can be protected by conditions • Mitigation measures may be required to address noise issues for future residents; from Bridge Road East and neighbouring commercial uses (should these be retained). • Potential air quality issues may need investigating at application stage.
<p>Contribution to regeneration priority areas</p>	<p>Site does not form part of a regeneration strategy (but is within 1,000m of Welwyn Garden City town centre).</p>
<p>Likely market attractiveness for the use proposed</p>	<p>Within an employment area, on the main route into Welwyn Garden City town centre. Adjacent sites being developed or have approval for residential. Location is likely to be highly attractive to the market</p>

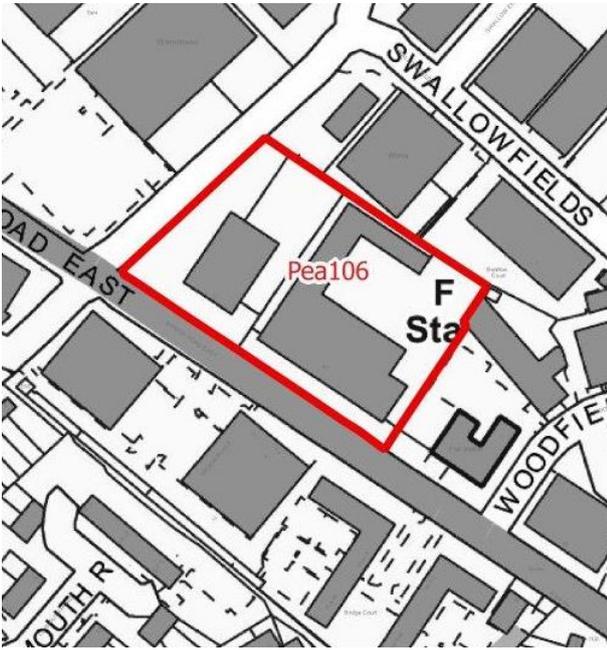
Appendix 2 – HELAA results by settlement

Pea105		61 Bridge Road East (continued)	
Availability		Site capacity	
Site ownership	Single owner	Promoted	Housing: No capacity specified
Any known constraints	Available within 1-5 yrs. Rights apply in relation to easements/ access/maintenance of infrastructure – but no evidence this would impact on site availability. Note of a lease on LR title but promoter confirms site is not encumbered by any leases to other companies, site is freehold, LR to be updated.	HELAA Scenario/ methodology	Site<2ha: Urban Very High density (90dph) applies= 21 dwellings (0.23ha)
		Other comments	Urban very high density is considered suitable - flatted scheme would be appropriate. Adjacent development to the west at 51 Bridge Road East achieves 86dph (up to 4 storeys)
Achievability and deliverability			
Landowner timescales	Deliverable within 1-5 yrs	HELAA capacity	21 dwellings
Comments	LPA's evidence indicates site of this scale can be delivered within 5 years.		
Viability issues	No abnormal costs identified.	HELAA density	90dph
Deliverability estimate	Within 1-5 years		
Conclusions			
<p>The site is located within the Welwyn Garden City Employment area (EA1), close to the edge of its boundary, adjacent to a site recently redeveloped for residential use, a site with a prior approval for residential use and a large retail warehouse (occupied by B&Q). HCC Highways raise no fundamental objections at this stage. Development will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets. A Transport Assessment will be required, at planning application stage, to demonstrate the highway network has sufficient capacity for additional demands and any impacts can be adequately mitigated.</p> <p>HCC Minerals and Waste highlight the site's location within an Employment Land Area Search 223 for waste facilities (adopted Waste Site Allocations document, 2014) and would prefer not to lose the site to alternative development but otherwise has no minerals concerns.</p> <p>No comments available from Thames Water at this stage due to the absence of a promoted housing number. However, should the site be allocated, early consultation with Thames Water is recommended to ensure that any necessary upgrades can be programmed, minimising the need for phasing conditions and ensuring that upgrades are delivered ahead of occupation.</p> <p>Potential for noise pollution from the road and surrounding commercial uses (should these remain in place – adjacent sites have also been promoted for housing/mixed-use). In accordance with NPPF (182), new development will need to be integrated effectively with existing businesses and these should not have unreasonable restrictions placed on them as a result of development established after they were permitted.</p>			

Appendix 2 – HELAA results by settlement

Pea105				61 Bridge Road East (continued)			
Conclusions							
<p>At planning application stage, a noise survey and report may be required, to demonstrate that it is possible to create an acceptable internal and external residential environment for future occupants with suitable mitigation measures put in place before development is completed.</p> <p>Whilst not specifically noted within the publicly available title for this site, it is located within an area known to have potential presence of underground cavities (swallow holes). The responsibility for securing a safe development rests with the developer and/or landowner (Para 179, NPPF 2019). A relatively modern development exists on site and further development has recently been allowed nearby (for which relevant assessments were carried out) without an issue. Nevertheless, appropriate investigations may need to be carried out at the planning application stage to ascertain if any localised ground conditions could pose a constraint on development potential or on scheme viability, taking account of any appropriate remediation or foundation design that may be required.</p> <p>Environmental Health notes potential for contaminated land on adjacent sites. A contaminated land survey may be required at planning application stage with remedial work (if necessary).</p> <p>Given site's location within a Ground Source Protection Zone, SuDS for surface run-off from roads, car parking & public or amenity areas should be suitably designed & the requisite treatment stages to prevent the pollution of groundwater.</p> <p>This site is considered to be suitable for housing. Any site selection process will need to take account of the council's evidence base; the need for housing and its economic strategy for the local economy.</p> <p>The site is considered available and the LPA's evidence indicates that a site of this scale would be achievable within the early part of the plan period.</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	1-5 years

Appendix 2 – HELAA results by settlement

Site Reference: Pea106	Site name: 73-83 Bridge Road East							
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	Site details							
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Settlement:</td> <td>Welwyn Garden City</td> </tr> <tr> <td>Ward</td> <td>Peartree</td> </tr> <tr> <td>Site area</td> <td>1.34ha</td> </tr> </table>	Settlement:	Welwyn Garden City	Ward	Peartree	Site area	1.34ha	
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Green Belt / Urban:	Urban							
Previously developed:	Yes							
Land use/character	Car dealership with hard standing for vehicle parking on western side of site (vacant). 2 to 3 storey B2 industrial use with parking/delivery areas. Hedges to site frontages.							
Surrounding land uses and character	Employment uses to the north and south. 3 story residential also south. Retail to the west. Fire station to the east.							
Site promotion								
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Source of promotion	Promoter/Developer							
Land use promoted	Housing and offices							
Site suitability considerations	Comments							
<p>Policy framework:</p> <ul style="list-style-type: none"> Adopted Development Plan Submitted Local Plan Waste/Minerals Local Plan National policy 	<p>District Plan (2005): EMP: Acceptable Uses in Employment Areas R2: Contaminated Land; R17:Trees, Woodland and Hedgerows; R19 Noise pollution, R29 Archaeology</p> <p>Waste Site Allocations Plan (2014): Employment Land Area of Search (ELAS) 223</p> <p>Draft Local Plan (2016): SADM2: Highway Network and Safety; SP8:The Local Economy; SADM 10:Employment Development; SADM14:Flood Risk and Surface Water Management; SADM16: Ecology and Landscape; SADM18: Environmental Pollution, NPPF (2019): Section 6: Building a strong , competitive economy; Section 9: Promoting sustainable transport; Section 15 Conserving and enhancing the natural environment</p>							
<p>Physical constraints:</p> <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Ground conditions Contamination Pollution Flood risk Hazardous risk Other 	<ul style="list-style-type: none"> Vehicular access from three points off Bridge Road East and also Swallowfields. Pedestrian footways serve site. HCC Highways raise no fundamental objection to the principle of development. Access will need enhancement associated with an intensification of use. Thames Water: No comments. Upgrades to waste water network may be required, based on adjacent sites (Pea107, Pea97). Within FZ1 (lowest risk of fluvial flooding) and Groundwater Source Protection Zone 3. Risk of surface water flooding affects adjacent highway and large part of the site – 5% (1:30yr); 23% (1:100yr); 40% (1:1,000yr). 							

Appendix 2 – HELAA results by settlement

Pea106	73-83 Bridge Road East (continued)
<p>Physical constraints (continued):</p> <ul style="list-style-type: none"> • Ground conditions • Contamination • Hazardous risk • Other 	<ul style="list-style-type: none"> • Environmental Health notes potential for contamination due to use on site and nearby. Appropriate remedial work may be needed. • Within an area known to have potential presence of underground cavities (swallow holes); potential risk for land stability.
<p>Potential environmental impacts:</p> <ul style="list-style-type: none"> • Landscape capacity/sensitivity • Landscape character/features • Nature conservation • Heritage conservation • Residential environment/amenity • Other 	<ul style="list-style-type: none"> • Urban site - not within a Landscape Character Area. Western part of site is a vacant car dealership, with a showroom building and hard surfacing for vehicle parking. Eastern part of site contains a two to three storey B2 general industrial unit (with ancillary uses and hard surfacing for parking/ deliveries. • No recognised ecology sites within or close to site. Local Wildlife Sites (WS197, 81), to east (180m) and north (560m) of site. • No known Protected Species within site: Potential for nesting birds in bordering trees may need to be investigated. • Sherrardspark Wood and Tewinbury SSSIs are located to north-west (1.5km) and north east (1.8km) of site. Within the Natural England impact risk zone, but C3 development in this location would not generally trigger a Natural England consultation • Grade II Roche Offices (540m, south west), Grade II (former) Shredded Wheat Factory (470m, west) Grade II Attimore Hall and its Granary/Barn (660m to the east). Existing built forms between these and the site. Any proposals for high buildings may need to be accompanied by a Historic Impact Assessment. • Potential noise disturbance issues for future residents from traffic along Bridge Road East and commercial uses in proximity to the site, e.g. fabrication business to the north-east. • Potential for air quality issues - will need investigation at planning application stage • Any archaeological interest within site can be protected through the use of conditions
<p>Contribution to regeneration priority areas</p>	<p>Site does not form part of a regeneration strategy</p>
<p>Likely market attractiveness for the use proposed</p>	<p>Promoted by developer. Within an employment area, on main route into Welwyn Garden City town centre. Likely to be a highly attractive location to the market but would need to address concerns noted around noise and air quality to ensure a healthy living environment can be achieved.</p>

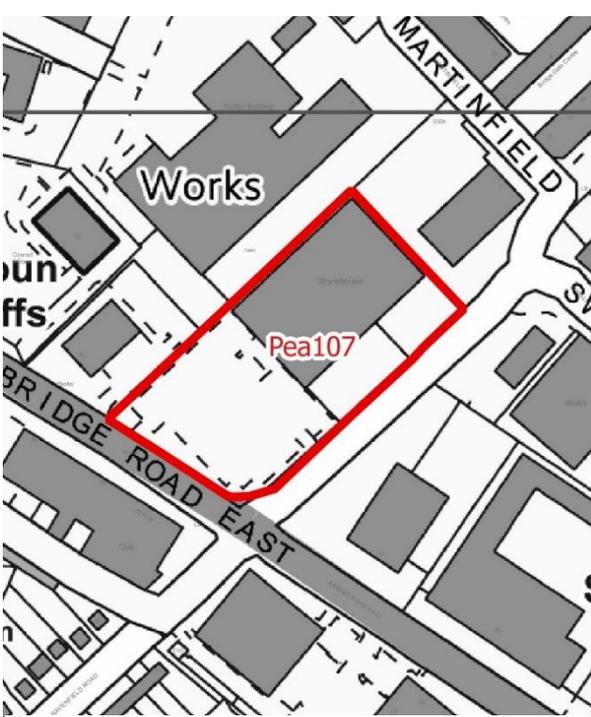
Appendix 2 – HELAA results by settlement

Pea106		73-83 Bridge Road East (continued)	
Availability		Site capacity	
Site ownership	Two landowners. Tenancies in place but promoter indicates agreement exists with all parties for purchase of the site, which will be available in 2019 (car dealership has relocated and the B2 use is in the process of relocating.	Promoted	Circa. 250 flats and 1,650m ² (GIA) B1a office floorspace. (Flexible B1(a)/D1 and residential subsequently promoted)
		HELAA Scenario/ methodology	Residential: 90dph (urban very high) = 121 dwellings
Any known constraints	Available with 1-5 yrs. Rights and restrictions apply in respect of maintenance of / access to infrastructure via site. No indication that this will be an absolute barrier to development.	Other comments	Proposals have been advanced which indicate around 235 dwellings (flats) with basement parking could be achieved on a net developable area of 11,872m ² (1.18ha) alongside 1,653m ² B1a class use over 3 to 4 floors with parking on a net site area of 1,510m ² (0.15ha). (D1 uses falls outside the remit of the HELAA)
Achievability and deliverability			
Landowner timescales	Deliverable within 1-5yrs	HELAA capacity	235 dwellings plus 1,653m ² B1a
Comments	Waste water upgrades may take 18-36 months to design and deliver.		
Viability issues	Promoter has indicated ground conditions do not impose a constraint on development.	HELAA density	199dph (residential) B1(a): Plot ratio: 1:1.09
Deliverability estimate	1-5 years – subject to waste water upgrades		
Conclusions			
<p>This site located within the Welwyn Garden City Employment area, close to the edge of its boundary. It is located close to a mixture of uses including employment, residential, retail and a fire station. Sites in the vicinity have also recently benefitted from permitted development rights for a change of use to residential. HCC Highways raise no fundamental objections to the principle of development although improvements to access may be necessary with any intensification of use.</p> <p>The proximity to existing employment uses (and traffic noise from Bridge Road east) means that noise and air quality surveys and reports would be necessary at planning application stage to demonstrate it is possible to create an acceptable internal and external residential environment. The NPPF indicates that where the operation of an existing business could have a significant adverse effect on new, the applicant should demonstrate suitable mitigations can be provided, before it is completed. Additionally, existing businesses should not have unreasonable restrictions placed on them as a result of development permitted after they were established (para 182).</p>			

Appendix 2 – HELAA results by settlement

Pea106	73-83 Bridge Road East (continued)						
Conclusions							
<p>Publicly available data indicates the site is located in an area known to have underground cavities in the glacial gravel (known locally as swallowholes). The promoter has confirmed that necessary [initial] investigations have taken place and experts in the field advise that whilst there are records of both natural and manmade cavities in the general area, there are no records of cavities within the site itself and the hazard rating for ground stability are defined as negligible and low. Further investigations are being carried out and the drainage strategy for the site will take account of ground conditions. The responsibility for securing a safe development rests with the developer and/or landowner; issues (Para 179, NPPF 2019) and the promoter is considered to be undertaking appropriate steps in this respect. In this instance, the promoter does not consider that ground conditions impose any constraint on the site's potential for development. Foundation design would form part of a design solution, should this be necessary.</p> <p>The risk of surface water flooding means that a site specific Flood Risk Assessment may be required at planning application stage to assess the depths of surface water flooding along access/egress routes and to confirm whether access for emergency vehicles would be possible in all return periods. An allowance should be made for climate change effects and resilience measures or raised floor levels may be required. New development should create space for flooding and seek to reduce the volume and rate of run-off.</p> <p>Given the sites location within a Ground Source Protection Zone and the noted extent of surface water flooding, a drainage strategy will need to consider measures such as SuDS for surface run-off from roads, car parking & public or amenity areas, which should be suitably designed & the requisite treatment stages to prevent the pollution of groundwater. Consultation may be triggered with the Environment Agency. The promoter has taken steps to bring forward a proposal and engage with the Lead Local Flood Authority. A drainage strategy would involve on-site attenuation and discharge to the existing surface water sewer so that any proposal would greatly reduce the rate of discharge, providing significant betterment. SuDS including green roofs, bio-retention areas, planted swales, lined permeable paving, and underground tanks are proposed.</p> <p>Whilst Thames Water has not commented on this site at this stage, it is noted that other adjacent sites have a caution for waste water network upgrades. Should the site be taken forward, early consultation with Thames Water is recommended to ensure that any necessary upgrades can be programmed, minimising the need for phasing conditions and ensuring that upgrades are delivered ahead of occupation.</p> <p>Given the importance of employment land in delivering waste management across the county, HCC would prefer not to lose the site through alternative development, given its location within an area of search (223). However, any site selection process will also need to take account of the council's evidence base; the need for housing and its economic strategy for the local economy. (Whilst the site lies within an employment area, part of the site was last used for motor vehicle sales, which does not fall within a B class use).</p> <p>The site is considered to be suitable, available and achievable. The promoter is proceeding towards an application for a mixed use development and the LPA's evidence indicates that development could be delivered within 5 years (subject to any waste water network upgrades, if required).</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	1-5yrs

Appendix 2 – HELAA results by settlement

Site Reference: Pea107	Site name: B & Q, Swallowfields							
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	Site details							
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Settlement:</td> <td>Welwyn Garden City</td> </tr> <tr> <td>Ward</td> <td>Peartree</td> </tr> <tr> <td>Site area</td> <td>1.08ha</td> </tr> </table>	Settlement:	Welwyn Garden City	Ward	Peartree	Site area	1.08ha	
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Site context								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Green Belt / Urban:</td> <td>Urban</td> </tr> <tr> <td>Previously developed:</td> <td>Yes</td> </tr> <tr> <td>Land use/character</td> <td>Retail warehouse, external storage/delivery areas, parking area. Grass verge/trees to highway frontage.</td> </tr> <tr> <td>Surrounding land uses and character</td> <td>Gym uses; B1a, (west), with PN granted for COU from B1a to C3 (1-3 floors). Inspira House (north-east) recently developed (flats). B1/B8 to the west), vacant car dealerships (east).</td> </tr> </table>	Green Belt / Urban:	Urban	Previously developed:	Yes	Land use/character	Retail warehouse, external storage/delivery areas, parking area. Grass verge/trees to highway frontage.	Surrounding land uses and character	Gym uses; B1a, (west), with PN granted for COU from B1a to C3 (1-3 floors). Inspira House (north-east) recently developed (flats). B1/B8 to the west), vacant car dealerships (east).
Green Belt / Urban:	Urban							
Previously developed:	Yes							
Land use/character	Retail warehouse, external storage/delivery areas, parking area. Grass verge/trees to highway frontage.							
Surrounding land uses and character	Gym uses; B1a, (west), with PN granted for COU from B1a to C3 (1-3 floors). Inspira House (north-east) recently developed (flats). B1/B8 to the west), vacant car dealerships (east).							
Site promotion								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Source of promotion</td> <td>Landowner (via Agent)</td> </tr> <tr> <td>Land use promoted</td> <td>C3/or mixed C3/B class uses/mixed C3 and retail</td> </tr> </table>	Source of promotion	Landowner (via Agent)	Land use promoted	C3/or mixed C3/B class uses/mixed C3 and retail				
Source of promotion	Landowner (via Agent)							
Land use promoted	C3/or mixed C3/B class uses/mixed C3 and retail							
Site suitability considerations	Comments							
<p>Policy framework:</p> <ul style="list-style-type: none"> Adopted Development Plan Submitted Local Plan Waste/Minerals Local Plan National policy 	<p>District Plan (2005): EMP2: Acceptable Uses in Employment Areas R2: Contaminated Land; R17:Trees, Woodland and Hedgerows; R19 Noise pollution; R29 Archaeology</p> <p>Waste Site Allocations Plan (2014): ELAS223</p> <p>Draft Local Plan (2016): SADM2: Highway Network and Safety; SP8:The Local Economy; SADM 10:Employment Development; SADM14:Flood Risk and Surface Water Management; SADM16: Ecology and Landscape; SADM18: Environmental Pollution, NPPF (2019): Section 6: Building a strong , competitive economy; Section 9: Promoting sustainable transport; Section 15 Conserving and enhancing the natural environment</p>							
<p>Physical constraints:</p> <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Ground conditions Contamination Pollution Flood risk Other 	<ul style="list-style-type: none"> Vehicular access from Swallowfields. Pedestrian/cyclist access from Bridge Road East. Pedestrian pathways present along both. HCC Highway raises no fundamental objections at this stage. Thames Water advise that the scale of development is likely to require upgrades to the wastewater network. Within FZ1 (lowest risk of fluvial flooding) and Groundwater Source Protection Zone 3. Surface water flood risk: <1% (of site) 1:30yr; <1% 1:100yr; 2% 1:1,000yr. Potential for contamination issues due to nature of land use on the site and nearby 							

Appendix 2 – HELAA results by settlement

Pea107	B & Q, Swallowfields (continued)		
<p>Physical constraints (continued):</p> <ul style="list-style-type: none"> • Ground conditions • Flood risk • Hazardous risk • Other 	<ul style="list-style-type: none"> • Within Employment Land Area Search 223 (Waste Site Allocation Plan) • Within an area known to have potential presence of underground cavities (swallow holes); potential risk for land stability. • Water pipe run via car park noted (south west-north west). Easements may need to be maintained. 		
<p>Potential environmental impacts:</p> <ul style="list-style-type: none"> • Landscape capacity/sensitivity • Landscape character/features • Nature conservation • Heritage conservation • Residential environment/amenity • Other 	<ul style="list-style-type: none"> • This urban site is located within an existing employment area and consists of a large retail warehouse with associated hard surfaced areas for car parking and deliveries. Grass verges, with limited trees along the highways, around its boundaries. • No recognised ecology sites within the site. No Known Protect Species within site. • Local Wildlife Sites (WS197 and WS81) located to east (250m) and north (550m). • Sherrardspark Wood and Tewinbury SSSIs are located to north-west (1.5km) and north east (1.8km) of site. Within Natural England’s impact risk zone, but residential development in this location would not generally trigger a Natural England consultation at planning application stage. • Listed buildings: GII Roche Offices (540m, south west), GII former Shredded Wheat Factory (330m, east). • Any archaeological interest can be conserved by appropriate planning requirements. • Potential for noise disturbance issues for future residents from Bridge Road East and commercial uses (a mitigation scheme is likely to be required). • Air quality issues may need investigation at planning application stage. 		
<p>Contribution to regeneration priority areas</p>	<p>Site does not form part of a regeneration strategy</p>		
<p>Likely market attractiveness for the use proposed</p>	<p>Site located on main route into WGC town centre. Adjacent/nearby sites have been recently developed for residential use, or have prior approval, or are being promoted for housing. No known developer interest at this stage but likely to be attractive to the market.</p>		
Availability		Site capacity	
<p>Site ownership</p> <p>Any known constraints</p>	<p>Single landowner.</p> <p>Existing lease expires end of 2024.</p> <p>Promoter indicates site available within 6-10 years.</p>	<p>Promoted</p> <p>HELAA Scenario/ methodology</p> <p>Other comments</p>	<p>100 dwellings (or an unspecified mix of employment/housing, or housing/retail)</p> <p>Site<2ha: Urban Very High (90dph) density applies= 97 dwellings</p> <p>Urban very high density (flatted scheme) is considered suitable. Development to the west at 51 Bridge Road East achieves 86dph (up to 4 storeys). No evidence at this stage to indicate that densities significantly in excess of this are achievable on site Pea107</p>

Appendix 2 – HELAA results by settlement

Pea107		B & Q, Swallowfields (continued)	
Achievability and deliverability			
Landowner timescales	Deliverable by 2028.	HELAA capacity	97 dwellings (Note: residential capacity only assessed. Promotion not sufficiently detailed in terms of a potential mixed use scheme)
Comments	Waste water upgrades will need to be delivered prior to occupation.		
Viability issues	Possible land remediation (land instability - no site specific assessment at this stage).	HELAA density	90dph
Deliverability estimate	6-10 years		
Conclusions			
<p>This site is located within the Welwyn Garden City Employment area, close to the edge of its boundary. The adjacent (former) Norton Building (north west) has permission (floors 1-3) for a change of use to residential purposes and sites at 51 Bridge Road East and Inspira House are the subject of recent residential developments. Other sites in the vicinity have been promoted for residential purposes but employment uses remain in operation within the locality of the site, which have the potential to give rise to disturbance to future occupants.</p> <p>HCC (Waste and Minerals) highlight the site's location within an Area of Search (ELAS 223) for waste management facilities. Given the importance of employment land for delivering waste management facilities, the county council would support the retention of employment land, where changes can result in incompatible development next to existing uses.</p> <p>Should this site be taken forward for residential development, then the proximity to existing employment uses means that noise and air quality surveys and reports would need to be carried out at planning application stage to demonstrate it is possible to create an acceptable internal and external residential environment. The NPPF indicates that where the operation of an existing business could have a significant adverse effect on new development, the applicant should demonstrate suitable mitigations can be provided, before it is completed. Additionally, existing businesses should not have unreasonable restrictions placed on them as a result of development permitted after they were established (para 182).</p> <p>Publicly available data indicates the site is located in an area known to have underground cavities in the glacial gravel (known locally as swallow holes). The responsibility for securing a safe development rests with the developer and/or landowner (Para 179, NPPF 2019). Whilst the promoter is aware of some localised issues in the car parking area, it is not evidential that a site specific assessment has been carried out by a suitably qualified person to gauge the level of hazard rating for ground stability. However, the promoter notes that a relatively modern development exists on site and further development has recently been allowed nearby (for which relevant assessments were carried out) without an issue and does not consider there to be an issue for this site. Nevertheless, appropriate investigations may need to be carried out at the planning application stage to ascertain if any localised ground conditions could pose a constraint on development potential or on scheme viability, taking account of any appropriate remediation or foundation design that may be required. Any drainage strategy for the site will also need to take account of ground conditions. A contaminated land survey (desk top, intrusive study) may also be required at planning application stage and appropriate remediation carried out as agreed by the LPA, in line with a remediation schedule (if required).</p> <p>HCC Highways raises no significant issues at this stage. Any development will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage.</p>			

Appendix 2 – HELAA results by settlement

Pea107		B & Q, Swallowfields (continued)					
Conclusions							
<p>Visibility from any access will need to be provided in accordance with Manual for Streets. The existing access may need enhancement due to intensification of use. Detailed proposals will need to be accompanied by a Transport Assessment.</p> <p>Given the site's location within a Groundwater Source Protection Zone, SuDS for surface run-off from roads, car parking & public or amenity areas should be suitably designed & the requisite treatment stages to prevent the pollution of groundwater. Liaison with Thames Water is advisable at earliest opportunity to agree phasing and ensure waste water infrastructure upgrades are delivered in advance of occupation.</p> <p>Development of this site (subject to building height) is unlikely to result in harm to the setting of listed buildings given the existing built form, which is likely to limit inter-visibility between relevant sites.</p> <p>The site is considered to be suitable, available within the plan period (once a lease has expired) and achievable. Whilst there may be a requirement for relevant ground stability evidence to be submitted at planning application stage, it is noted that other sites in the locality have been subject to initial investigations and the promoters of these indicate that measures can be taken to address such geo-risk hazards. Hence it is not considered at this stage that this is likely to present an absolute constraint on development. Deliverability is considered possible within 6-10 years, which takes account of the lease expiry and the need for waste water network upgrades to be delivered, for which early liaison with Thames Water is recommended.</p> <p>The site is currently located within an employment area (although in comparison retail use). Any decision around site selection would need to take into account opportunities for retail floorspace provision in Welwyn Garden City.</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	6-10yrs

Appendix 2 – HELAA results by settlement

Site Reference:WGC2	Site name: Digswell Pumping Station
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	Site details
	Settlement: Welwyn Garden City
	Ward: Sherrards
	Site area: 0.5ha
	Site context
	Green Belt / Urban: Green Belt
	Previously developed: Part PDL
	Land use/character: A pumping station and ancillary land containing buildings, hardstanding and some open areas.
	Surrounding land uses and character: Land to west, north and east of the site is open (primarily used as paddocks). Mimram River and A1000 to the north, Bessemer Road (east), residential area (south).
	Site promotion
	Source of promotion: Landowner
	Land use promoted: Scenario 1: Housing Scenario 2: Employment
Site suitability considerations	Comments
<p>Policy framework:</p> <ul style="list-style-type: none"> Adopted Development Plan Submitted Local Plan Waste/Minerals Local Plan National policy 	<ul style="list-style-type: none"> District Plan 2005: GBSP1 Definition of the Green Belt , R1 Maximising the Use of Previously Developed Land, R9 Water Supply and Disposal EMP8 Employment Sites Outside of Employment Areas, Policy RA17 Re-use of Rural Buildings, R11 Biodiversity and Development, RA10 Landscape Character Area, Draft Local Plan 2016: Settlement Strategy and Green Belt boundaries (SP3),The Local Economy (SP8) Place-making and High Quality Design (SP9), Amenity and Layout (SADM11), Protection and Enhancement of Critical Environmental Assets (SP11), Flood Risk and Surface Water Management (SADM14); Ecology and Landscape (SADM16). Minerals Local Plan (2007): Not in a preferred extraction area. Waste Local Plan: Policy 12: Sustainable Design, Construction and Demolition NPPF 2019 - 5: Delivering a sufficient supply of homes; 11 Making effective use of land; and 15: Conserving and enhancing the natural environment
<p>Physical constraints:</p> <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Ground conditions Other 	<ul style="list-style-type: none"> Vehicular access to the site is currently achieved via a short narrow spur from the A1000 (Bessemer Road). HCC Highways raise no significant issues at this plan-making stage. Thames Water do not envisage any infrastructure concerns from this site based on current information.

Appendix 2 – HELAA results by settlement

WGC2	Digswell Pumping Station (continued)
<p>Physical constraints (continued) :</p> <ul style="list-style-type: none"> • Ground conditions • Contamination • Pollution • Flood risk • Hazardous risk • Noise • Other 	<ul style="list-style-type: none"> • The site is entirely in Flood Zone 1 (Lowest risk of fluvial flooding – informed by updated modelling data, SFRA 2019). • Surface water flood risk affects 7% of the site (1:1,000yrs). • Site is located within Groundwater Protection Zone 1 (Inner Zone). • Potential for noise due to the site’s proximity to the A1000. • Air quality issues will need to be considered at appropriate stage. • No known contamination issues known but current/previous land use raises a precautionary note.
<p>Potential environmental impacts:</p> <ul style="list-style-type: none"> • Landscape capacity/sensitivity • Landscape character/features • Nature conservation • Heritage conservation • Residential environment/amenity • Other 	<ul style="list-style-type: none"> • The site lies within Landscape Character Area 36: Upper Mimram Valley, characterised by parkland aspects comprising a river valley intertwined with a modern road network partly confined by housing development. The site lies within the river valley, with the River Mimram approximately 42m to the north. • The site lies within an SSSI Impact Risk Zone for the nearby Sherrardspark SSSI, situated less than 1km away from the site. However given the scale and nature of development promoted, this would not trigger consultation with Natural England at planning application stage. • Two Grade II listed buildings (Baliff’s Cottage and Digswell Park Lodge) are located within 250m of the site. • Wildlife Sites WS24 Digswell Meadows South and WS27 Scrub slope east of Digswell are located approximately 300m from the site but separated by the A1000. • HCC Ecology has not identified any fundamental ecological constraints affecting the site (no known protected species on site). • Possible noise and air quality issues due to the site’s proximity to the A1000 (under 100m away) and A1M (less than 500m away).
<p>Contribution to regeneration priority areas</p>	<p>None</p>
<p>Likely market attractiveness for the use proposed</p>	<p>New housing on the edge of Welwyn Garden City is likely to be attractive to the market. It is uncertain, however, whether the site would be attractive for employment/commercial purposes given its edge of settlement location and isolation from other employment locations.</p>

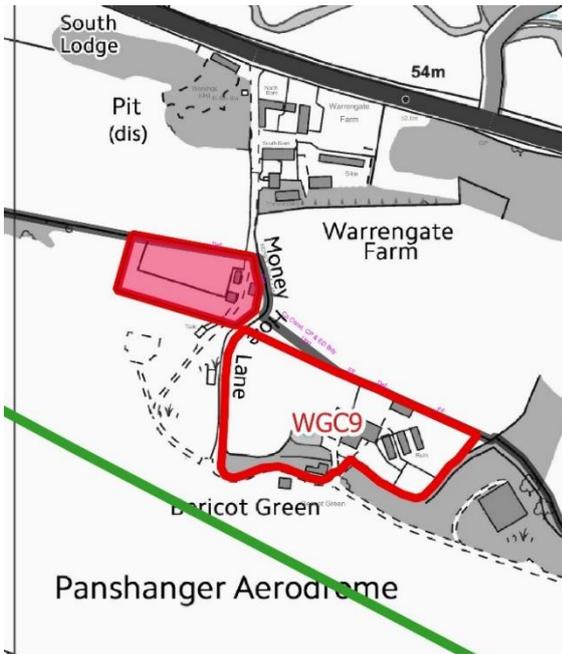
Appendix 2 – HELAA results by settlement

WGC2		Digswell Pumping Station (continued)	
Availability		Site capacity	
Site ownership	Single landowner	Promoted	Scenario 1: 8-12 dwellings (16 to 24dph) Scenario 2: Conversion of existing buildings to create 400m ² of employment space.
Any known constraints	None known. Promoter advises site is available for disposal immediately.	HELAA Scenario/ methodology	Scenario 1: Under 2ha so 40 dph (20 dwellings) Scenario 2: Conversion of existing floor space assumed rather than general plot ratio
Achievability and deliverability			
Landowner timescales	Delivery not indicated.	Other comments	None
Comments	Potential for costs associated with the removal and clearance of pumping station infrastructure (if necessary to facilitate development)	HELAA capacity	Scenario 1: N/A (not suitable) Scenario 2: N/A (not suitable)
Viability issues	No viability assessment evident. No information provided around costs of bringing site forward.	HELAA density	N/A
Deliverability estimate	N/A		
Conclusions			
<p>Access to the site is via Bessemer Road (A1000). The access from Bessemer Road to the land proposed for development is a long (circa. 88m) narrow (around 2.72m in places) surfaced access road with grass/vegetation and trees either side. The Highways Authority has indicated it has no objection to development on the site provided that the access road is upgraded and sufficient viability can be provided. However, it is noted that the access road is not included within the promoter's red-line site boundary and further that there is no evident registered title publicly available for the access road confirming title and rights.</p> <p>The current access track would not provide a sufficient minimum width for two-way traffic and pedestrian access. Whilst a shared surface access route may be appropriate for a small scale development, the limited width of access could also pose an issue for emergency access to an alternative form of development. The minimum width needed for fire service access is 3.7m, and a maximum distance of 45m for firefighter access from the pump appliance. Service and refuse vehicles would also need to access the site. It is not clear from the current promotion if sufficient measures could be incorporated into detailed proposals to overcome the constraints highlighted and deliver a scheme that is acceptable in access terms (it not being evident what control or ability the promoter has to affect change through upgrades to the access route).</p> <p>The site is located entirely within Flood Zone 1 (as indicated by updated modelling). No absolute ecological constraints are identified, however given proximity to two wildlife sites a Phase 1 ecological survey may be needed at planning application stage.</p>			

Appendix 2 – HELAA results by settlement

WGC2	Digswell Pumping Station (continued)						
Conclusions							
<p>Biodiversity Net Gain measures such as habitat boxes for bats, birds, hedgehogs, and invertebrates could be considered alongside biodiversity offsetting measures if semi-natural habitats will be lost to development, and cannot be mitigated for within the site boundary. Whilst the site is located within a SSSI Impact Zone, given the scale and nature of the proposals it would not trigger a Natural England consultation at planning application stage.</p> <p>HCC Archaeology has advised that an Archaeological Assessment should be submitted alongside any future application for residential development of the site as it has potential to include heritage assets with archaeological interest. (Whilst there is unlikely to be a high risk that the archaeology interest will be a constraint on the principle of development, in some instances, archaeological interest could affect the precise numbers of dwellings or the design of development proposals).</p> <p>The site is located within Source Protection Zone 1 (Inner Zone). The site's location in this regard would need to be reflected in the design of any remediation, as would the design of a SuDS scheme for surface water run-off from roads, car parking and public or amenity areas which provide the requisite number of treatment stages to prevent the pollution of groundwater.</p> <p>Environmental Health advise that the site has potential to be affected by traffic noise. It would need to be demonstrated at a planning application stage that an acceptable internal and external environment could be delivered for a residential development. The site is not known to be contaminated, however given the existing and past site usage, a contaminated land site survey (desk top, intrusive study) would be required at planning application stage. Air quality matters will also need to be considered at planning application stage (air quality survey and report would be required to demonstrate that future occupants would not be adversely affected).</p> <p>Thames Water does not currently envisage infrastructure concerns regarding the wastewater network in relation to development of this site.</p> <p>Whilst the site is available, it is not evidential that the existing access to the site would be suitable for the promoted development scenarios. In line with the advice of the Highways Authority, the access route would need to be upgraded together with improvements at the junction with Bessemer Road. It is not clear at this plan making stage that the delivery of such improvements and upgrades could be achieved (the land involved would fall outside of the red-line of the promoted site area and potentially, may include third party land or rights/restrictions) in order to deliver satisfactory vehicular and pedestrian access to the site. In addition, no viability or feasibility information has been provided in relation to the clearance and remediation of the site having regard to the existing pumping station infrastructure (should this be necessary). Given this combination of factors, achievability is considered to be uncertain.</p>							
Suitable	No (both scenarios)	Available	Yes	Achievable	Uncertain	Deliverability timescale	N/A

Appendix 2 – HELAA results by settlement

Site Reference: WGC9	Site name :Warrengate Farm, Tewin AL6 0JE																								
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr style="background-color: black; color: white;"> <th colspan="2" style="text-align: left; padding: 2px;">Site details</th> </tr> <tr> <td style="padding: 2px;">Settlement:</td> <td style="padding: 2px;">Welwyn Garden City</td> </tr> <tr> <td style="padding: 2px;">Ward</td> <td style="padding: 2px;">Panshanger</td> </tr> <tr> <td style="padding: 2px;">Site area</td> <td style="padding: 2px;">2ha</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2" style="text-align: left; padding: 2px;">Site context</th> </tr> <tr> <td style="padding: 2px;">Green Belt / Urban:</td> <td style="padding: 2px;">Green Belt</td> </tr> <tr> <td style="padding: 2px;">Previously developed:</td> <td style="padding: 2px;">In part</td> </tr> <tr> <td style="padding: 2px;">Land use/character</td> <td style="padding: 2px;">Former airfield buildings used for residential, areas of hardstanding, open land, tree cover</td> </tr> <tr> <td style="padding: 2px;">Surrounding land uses and character</td> <td style="padding: 2px;">Disused grassed airfield (south, west) with residential beyond. Agricultural fields and Panshanger Park to the east. Farm, River Mimram and B1000 to the north</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2" style="text-align: left; padding: 2px;">Site promotion</th> </tr> <tr> <td style="padding: 2px;">Source of promotion</td> <td style="padding: 2px;">Landowner</td> </tr> <tr> <td style="padding: 2px;">Land use promoted</td> <td style="padding: 2px;">Residential</td> </tr> </table>	Site details		Settlement:	Welwyn Garden City	Ward	Panshanger	Site area	2ha	Site context		Green Belt / Urban:	Green Belt	Previously developed:	In part	Land use/character	Former airfield buildings used for residential, areas of hardstanding, open land, tree cover	Surrounding land uses and character	Disused grassed airfield (south, west) with residential beyond. Agricultural fields and Panshanger Park to the east. Farm, River Mimram and B1000 to the north	Site promotion		Source of promotion	Landowner	Land use promoted	Residential
Site details																									
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Site promotion																									
Source of promotion	Landowner																								
Land use promoted	Residential																								
Site suitability considerations	Comments																								
<p>Policy framework:</p> <ul style="list-style-type: none"> • Adopted Development Plan • Submitted Local Plan • Waste/Minerals Local Plan • National policy 	<p>District Plan (2005): GBSP1: Specified Settlements, GBSP2/3: Area of Special Restraint and Structural Landscape Area, IM2 (Planning Obligations) and Planning Obligations SPD, R7: Protection of Ground and Surface Water, R19: Noise and Vibration Pollution, R28: Historic Parks and Gardens, RA10: Landscape Character Area, R11: Biodiversity and New Development</p> <p>Draft Local Plan (2016): SP3 Settlement Strategy and GB; SADM14 Flood Risk; SP11 Protection, enhancement of critical environmental assets; SADM15 Heritage; SADM16 Ecology and Landscape; SADM18 Environmental Pollution, SP18: North East of WGC</p> <p>Minerals LP (2007): Not in a preferred area for mineral working</p> <p>Waste Local Plan: Policy 12: Sustainable Design, Construction and Development</p> <p>NPPF (2019): Section 6: Building a strong, competitive economy; Section 9: Promoting sustainable transport; Section 15: Conserving and enhancing the natural environment; Section 16: Conserving and enhancing the historic environment</p>																								
<p>Physical constraints:</p> <ul style="list-style-type: none"> • Access to the site • Infrastructure location/capacity • Ground conditions • Other 	<ul style="list-style-type: none"> • Vehicular access from Money Hole Lane (off B1000), which is narrow with no pedestrian footway. There may be potential to provide links to the proposed housing allocation (Policy SP18), when this is developed. • HCC Highways: Highlight need for suitable permeability with adjacent sites if they come forward. • Thames Water: Do not envisage infrastructure concerns regarding wastewater networks in relation to this site, at this stage. Surface water disposal to follow drainage hierarchy. 																								

Appendix 2 – HELAA results by settlement

WGC9	Warrengate Farm, Tewin AL6 0JE
<p>Physical constraints (continued):</p> <ul style="list-style-type: none"> • Ground conditions • Contamination • Pollution • Flood risk • Hazardous risk • Other 	<ul style="list-style-type: none"> • Within Flood Zone 1 (lowest risk of fluvial flooding). 2% of site at risk of surface water flooding (1:1,000yr); 1% (1:100yr). • Within Groundwater Source Protection Zone 2 (moderately sensitive). • Potential for contamination due to historic military uses. • Located on sand and gravel reserves. Opportunistic extraction of these would be encouraged, if usable minerals identified during development.
<p>Potential environmental impacts:</p> <ul style="list-style-type: none"> • Landscape capacity/sensitivity • Landscape character/features • Nature conservation • Heritage conservation • Residential environment/amenity • Other 	<ul style="list-style-type: none"> • LCA 45: Welwyn Fringes - site does not demonstrate the LCA's key characteristics. Former military structures on the site are notable landmarks and features in the site, along with mature trees and hedgerows which largely enclose the site. • No known ecological sites/protected species. Potential for nesting birds and roosting bats. • Local Wildlife Sites located to the north (200m), south (also Ancient Woodland, 405m) and east (634m). • Tewinbury Farm SSSI is located to the north west (630m). Site is within the SSSI impact risk zone and scale of promoted development is likely to trigger a Natural England consultation. • Site lies within the setting of several designated heritage assets, including two Grade II listed buildings at Warrengate Farm, immediately to the north of the site, and the historic landscapes of Panshanger (Grade II*) (634m, east) and Tewin Water (1.34km, west) Registered Park and Gardens, Marden Hill House and its associated structures (Grade II*) (846m north), and the Church of St Peter, Tewin (Grade II) (990m, north west). • Potential for heritage assets with archaeological interest within the site. • The former airfield Mess Block which lies within the site was considered by Historic England for listing but failed to meet the criteria for listing. It still retains local interest and is a non-designated heritage asset.
<p>Contribution to regeneration priority areas</p>	<p>None</p>
<p>Likely market attractiveness for the use proposed</p>	<p>No current developer interest. If brought forward by itself the site would be distant from the existing urban boundary and to a lesser extent from the proposed housing allocation (DLP 2016 Policy 18). However, location is likely to be attractive to the market.</p>

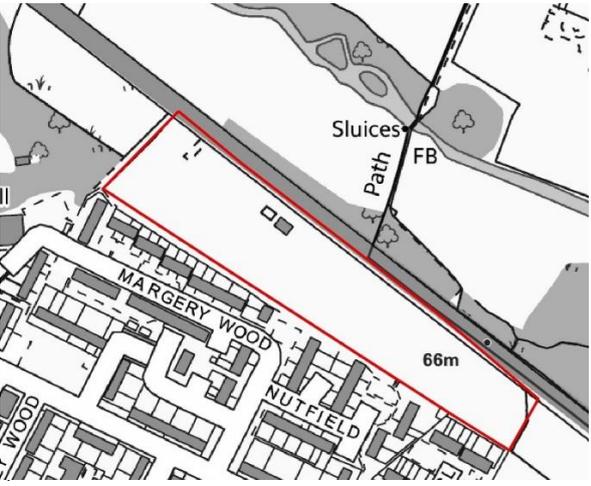
Appendix 2 – HELAA results by settlement

WGC9		Warrengate Farm, Tewin AL6 0JE	
Availability		Site capacity	
Site ownership	Multiple landowners (as part of Trust). Promoter indicates short term tenancies exist but no details of these provided.	Promoted	70 dwellings at 40dph density. Developable area unspecified.
Any known constraints	Restrictive covenants on the land. Promoter considers they are no longer applicable (related to airfield) or would not impact on site availability. Evidence that not all of the land promoted is available.	HELAA Scenario/ methodology	Site is between 2 and 6ha, so 30dph applies = 60 dwellings
		Other comments	Capacity is zero because the site is considered unsuitable for development (see below).
Achievability and deliverability			
Landowner timescales	Available within 1- 5 years	HELAA capacity	Nil
Comments	Delivery within 5 years consistent with the LPA's evidence		
Viability issues	Possible land remediation if contamination found.	HELAA density	N/A
Deliverability estimate	N/A		
Conclusions			
<p>This site is located within the Green Belt and lies to the north of an area that the Draft Local Plan (2016) is proposing be allocated for residential development (Policy SP18) and which benefits from an outline planning permission (subject to completion of a Section 106 Agreement). Between the northern boundary of the housing allocation and site WGC9, is an area that is being promoted for development (site WGC4a) and, on the northern edge of this, a strategic landscaping belt to mitigate the environmental impacts, including on the landscape character and visual amenity of the Mimram Valley, arising from development of the allocated housing site.</p> <p>This site would therefore ordinarily fail the first stage sieve of the HELAA, and could only pass this stage if the Green Belt boundary were to be moved as part of any site allocation at WGC4a so that the new urban boundary would adjoin WGC9. A consideration of the site's suitability is therefore presented below in the event of this happening.</p> <p>HCC Highways have advised that any access will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths, and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets/DMRB as appropriate. HCC Highways have also raised concerns as to whether, due to the location of the site, the Local Transport Plan policy in relation to sustainable modes of transport can be achieved. A Transport Assessment would be required at planning application stage to demonstrate that these requirements can be met.</p> <p>As the potential for contaminated land has been identified, an appropriate contaminated land survey would be required at planning application stage and, if contamination was identified as being present, appropriate remediation carried out as agreed by the local authority in a remediation schedule. At this stage, although no wastewater infrastructure concerns are identified,</p>			

Appendix 2 – HELAA results by settlement

WGC9				Warrengate Farm, Tewin AL6 0JE			
Conclusions							
<p>Thames Water advise liaison at the earliest opportunity to agree development phasing. Given the site's location within the Groundwater Source Protection Zone, SuDs for surface run-off from roads, car parking, and public or amenity areas should be suitably designed with the requisite number of treatment stages to prevent the pollution of groundwater.</p> <p>HCC Archaeology advise that the site has the potential to include heritage assets with archaeological interest. Whilst there is unlikely to be a high risk that the archaeology interest will be a constraint on the principle of development, an archaeological assessment at either the pre-application or pre-determination stage of the planning application process would be required to inform any development proposals.</p> <p>The site falls within the Tewinbury Farm SSSI and the scale of development promoted (involving 50+ dwellings) would trigger a Natural England Consultation at planning application stage. The potential for nesting birds in trees and roosting bats in mature trees and buildings would require appropriate surveys to be undertaken and if any protected species are identified on site, appropriate avoidance and mitigation incorporated into any proposals. HCC Ecology have advised that if development of the site will result in the loss of semi-natural habitats, which cannot be mitigated for within the site boundary, biodiversity offsetting should be considered. They have also advised that biodiversity net gain measures such as native planting and habitat boxes be considered and light spill on adjacent trees and trees retained on site avoided.</p> <p>The site falls within the setting of a number of heritage assets and the Panshanger Park and Environs Heritage Impact Assessment (HIA) has considered the impact development of site WGC9 would have on these assets. Historic England have indicated that the local authority should be guided by the HIA and have advised against the allocation of the site.</p> <p>WGC9 forms part of the original extent of Panshanger Airfield, incorporating the former Mess Block which is considered to be a non-designated heritage asset. Although development has the capacity to directly affect the heritage significance of the Mess Block, dilution of the military character of the site and the erosion of the functional connection with the wider aerodrome site through ownership changes, the maturation of tree and shrub vegetation and change of use of key buildings would not preclude development of the site. However, the HIA considers that the impact of development on the Grade II listed buildings at Warrengate Farm (the Farmhouse and barn) to be more significant. Development has the potential to be prominent, as the land to the rear of the Farmhouse and barn rises gently, and the removal of existing vegetation to accommodate development would emphasise this. Development would significantly erode the rural setting of the farm and its buildings which is important to their retained agricultural character and therefore special interest. The HIA concludes that the site does not have significant capacity for development without substantial mitigation measures.</p> <p>The NPPF states that any harm to the significance of a designated heritage asset should be weighed against the public benefit of a proposal. At this plan-making stage, the harm to the setting of the heritage asset is not considered to be outweighed by other considerations.</p> <p>The site is not considered to be suitable due to the impact development would have on the setting of the Grade II listed buildings at Warrengate Farm.</p>							
Suitable	No	Available	Uncertain (in part)	Achievable	Yes	Deliverability timescale	N/A

Appendix 2 – HELAA results by settlement

Site Reference: WGC11	Site name: Land fronting Hertford Road																								
 <p style="font-size: small; margin-top: 5px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr style="background-color: black; color: white;"> <th colspan="2" style="text-align: left; padding: 2px;">Site details</th> </tr> <tr> <td style="padding: 2px;">Settlement:</td> <td style="padding: 2px;">Welwyn Garden City</td> </tr> <tr> <td style="padding: 2px;">Ward</td> <td style="padding: 2px;">Haldens</td> </tr> <tr> <td style="padding: 2px;">Site area</td> <td style="padding: 2px;">2.22ha</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2" style="text-align: left; padding: 2px;">Site context</th> </tr> <tr> <td style="padding: 2px;">Green Belt / Urban:</td> <td style="padding: 2px;">Green Belt</td> </tr> <tr> <td style="padding: 2px;">Previously developed:</td> <td style="padding: 2px;">No</td> </tr> <tr> <td style="padding: 2px;">Land use/character</td> <td style="padding: 2px;">Dog training ground</td> </tr> <tr> <td style="padding: 2px;">Surrounding land uses and character</td> <td style="padding: 2px;">B1000 to the north, residential to the south/southwest, grassland to the east and west.</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2" style="text-align: left; padding: 2px;">Site promotion</th> </tr> <tr> <td style="padding: 2px;">Source of promotion</td> <td style="padding: 2px;">Landowner and promoter (two promotions)</td> </tr> <tr> <td style="padding: 2px;">Land use promoted</td> <td style="padding: 2px;">Housing</td> </tr> </table>	Site details		Settlement:	Welwyn Garden City	Ward	Haldens	Site area	2.22ha	Site context		Green Belt / Urban:	Green Belt	Previously developed:	No	Land use/character	Dog training ground	Surrounding land uses and character	B1000 to the north, residential to the south/southwest, grassland to the east and west.	Site promotion		Source of promotion	Landowner and promoter (two promotions)	Land use promoted	Housing
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Site suitability considerations	Comments																								
<p>Policy framework:</p> <ul style="list-style-type: none"> Adopted Development Plan Submitted Local Plan Waste/Minerals Local Plan National policy 	<ul style="list-style-type: none"> District Plan (2005): GBSP1 and GBSP2; site is designated Green Belt; R13 Sites of Special Scientific Interest; R15 Wildlife Sites; R17 Trees, Woodland and Hedgerows; R28 Historic Parks and Gardens; M1 Integrating Transport and Land Use; RA10 Landscape Regions and Character Areas; RA25 Public Rights of Way Draft Local Plan (2016): SP3 Settlement Strategy and Green Belt boundaries; SADM3 Sustainable Transport for all; SP11 Protection and enhancement of critical environmental assets; SADM15 Heritage; SADM16 Ecology and Landscape; SP13 Infrastructure Delivery NPPF (2019): Section 9 Promoting sustainable transport; Section 15 Conserving and enhancing the natural environment; Section 16 Conserving and enhancing the historic environment 																								
<p>Physical constraints:</p> <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Ground conditions Contamination Pollution Flood risk Hazardous risk Other 	<ul style="list-style-type: none"> Vehicular access from Hertford Road. No footway on either side of Hertford Road to serve the site. PRoW 58 crosses the east of the site from Haldens leading to Tewin Water RPG on the opposite side of Hertford Road. Land levels rise up to the south/south west. Properties in Margery Wood/Nutfield at a higher level, visible as a backdrop to the site. Potential contamination due to previous quarry use on the south west corner of the site. Thames Water do not envisage infrastructure concerns regarding wastewater networks in relation to this site at this stage. Potential for noise pollution due to proximity of the B1000. The site is in Flood Zone 1, lowest risk of fluvial flooding. Surface water flood risk affects <1% 1:1,000yr. Within a Ground Source Protection Zone (3) total catchment area. 																								

Appendix 2 – HELAA results by settlement

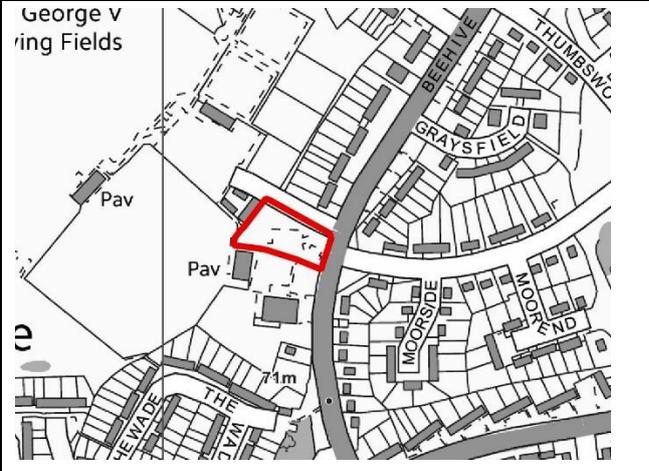
WGC11	Land fronting Hertford Road (continued)		
<p>Potential environmental impacts:</p> <ul style="list-style-type: none"> • Landscape capacity/sensitivity • Landscape character/features • Nature conservation • Heritage conservation • Residential environment/amenity • Other 	<ul style="list-style-type: none"> • LCA43 Mimram Valley Parklands – a consistent parkland character with a narrow ribbon of floodplain pasture and woodland, isolated farms, pasture in river valley and abrupt transition to urban edge. • This site forms part of a rural, largely undeveloped buffer between a Registered Park and Garden and the built up area of WGC. Trees bound the site although glimpses are possible through the site to properties on the urban edge of WGC. • Grade II Tewin Water Registered Historic Park and Garden lies opposite the site. A late C18 landscape and pleasure grounds to designs by Repton. • Within 750m of Tewinbury SSSI and 1200m of Sherrardspark Wood SSSI. • Wildlife Site WS82 Tewin Water Mimram Valley lies opposite the north east of the site. Adjacent to Haldens Park ecosite. Potential for reptiles in rough vegetation to the east of the site and nesting birds in boundary trees. • The site has the potential to include heritage assets with archaeological interest. • Within 220m of Grade II listed Tewin Water School (no longer in use as a school). There is also a cluster of Grade II listed buildings 550m to the west of the site. • Air and noise quality issues would need to be considered due to the proximity of Hertford Road – potential to affect amenity of future residents. 		
<p>Contribution to regeneration priority areas</p>	N/A		
<p>Likely market attractiveness for the use proposed</p>	Promoter indicates developer interest. Site is located on the edge of Welwyn Garden City and close to the edge of Digswell, an excluded village. Location is likely to be attractive to the market.		
Availability		Site capacity	
Site ownership	Single landowner	Promoted	Up to 75 dwellings - 37dph (2 ha developable area)
Any known constraints	Restrictive covenant on the land. Promoter considers this could be resolved by negotiation. Site available within 5 years.	HELAA Scenario/ methodology	Between 2 and 6ha so 30 dph = 67 dwellings
		Other comments	Capacity is zero because the site is considered unsuitable for development (see below).
Achievability and deliverability			
Landowner timescales	Within 5 years (by 2023)	HELAA capacity	Nil
Comments	Promoter envisages a 2.5 year delivery period (start to completion), subject to market conditions.		
Viability issues	None known at this stage.	HELAA density	N/A
Deliverability estimate	N/A		

Appendix 2 – HELAA results by settlement

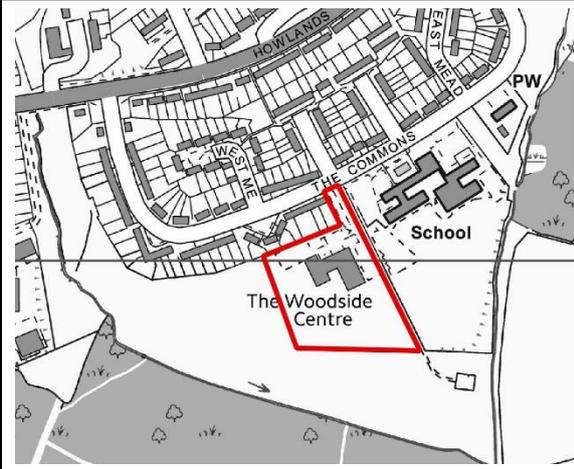
WGC11	Land fronting Hertford Road (continued)						
Conclusions							
<p>Access to the site from Hertford Road. HCC Highways note that whilst no significant issues are raised at this stage, it should be noted that any development will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Design Manual for Roads and Bridges (DMRB). Public Right of Way 58 crossing the east of the site would need to be retained but walking and cycling access would require improvement. Currently no footways on either side of Hertford Road and not within the gift of the site to do so towards Digswell.</p> <p>Environmental Health note that due to potential contamination from previous quarry use overlapping the south west corner of the site, a site survey and appropriate remedial work if necessary would be required at planning application stage. At planning application stage, an air quality survey and report would be required to demonstrate that future occupants would not be adversely affected by pollution. Noise mitigation measures would also be required.</p> <p>HCC Archaeology advise that the site has the potential to include assets with archaeological interest, and whilst unlikely to be a high risk that any potential will be a constraint on the principle of development, a pre-application or pre-determination archaeological assessment. British Geological Survey records show sand and gravel reserves under the site. HCC Minerals would encourage opportunistic extraction should useable mineral be uncovered during development workings.</p> <p>Given the site's location within the Total Catchment Ground Source Protection Zone, SuDS for surface run-off from roads, car parking and public or amenity areas should be suitably designed and the requisite number of treatment stages to prevent the pollution of groundwater.</p> <p>The site lies close to a wildlife site and HCC Ecology note the potential for nesting birds in boundary trees and reptiles in rough vegetation. If a significant area of the site, or the entirety is lost to development, biodiversity offsetting should be considered to mitigate loss of semi-natural habitats. Light spill on adjacent trees and woodland habitats should be avoided.</p> <p>The site lies within an SSI impact zone due to the proximity of Tewinbury and Sherrardspark Wood SSSIs, development of 50 plus dwellings would trigger a Natural England consultation.</p> <p>Whilst there are no designated heritage assets within the site boundary, the promoted site lies across the road from the Grade II listed Tewin Water Registered Park and Garden (RPG). The historic park and garden dates back to the 18th century. The landscape and pleasure grounds were designed by English landscape designer Humphry Repton. Development of this site would have the potential to impact the setting of the Registered Park and Garden. The site forms part of a rural, undeveloped buffer between the RPG and the built up area of WGC. Historic England and the council's conservation advisor both advise against the allocation of this site. It is considered that development here would undermine the rural character and feel of this site and the valley more generally.</p> <p>Views into the site are clearly possible between breaks in boundary trees and the urbanising effect of development in this location would compromise the existing green buffer between the RPG and the urban edge of WGC. The NPPF states that any harm to the significance of a designated heritage asset (including from development within its setting) will require clear and convincing justification. If a proposal would result in less than substantial harm, this should be weighed against the public benefit of a proposal. At this plan-making stage, the harm to the setting of the heritage asset is not considered to be outweighed by other considerations.</p> <p>The site is not considered suitable due to the impact that development would have on the setting of Tewin Water Registered Park and Garden.</p>							
Suitable	No	Available	Yes	Achievable	Yes	Deliverability timescale	N/A

Appendix 2 – HELAA results by settlement

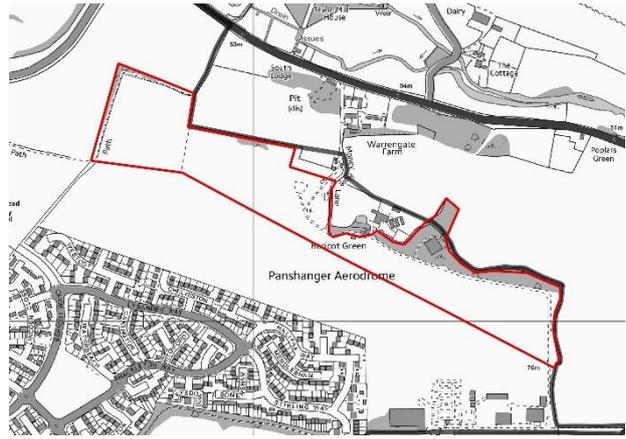
REVIEW OF SITES PROMOTED THROUGH THE CALL FOR SITES 2019 AND PREVIOUSLY ASSESSED IN THE HELAA 2016

		HELAA reference	Site Address or Location	Town or Settlement	
		Hol20	Land north of the Beehive Public House	Welwyn Garden City	
		Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage	
		Urban	6	Passed Stage 2	
2019 Update	<p>In the 2016 HELAA the site was found suitable, achievable and available for 5 dwellings taking account its location within the Beehive Lane conservation area, the proximity to the Grade II listed Beehive PH, and to enable the retention of trees. The site is currently in use as parking for the public house. Whilst a loss of parking places would arise, the car park is a substantial size and a parking area would remain available to serve the PH/restaurant. The design and layout of a detailed scheme should take account of the proximity to the public house to mitigate against the potential for noise disturbance to future residents. A contaminated land site survey would be required at planning application stage (due to unknown filled ground). HCC Archaeology note that a pre-application or pre-determination archaeological assessment should be included within development proposals for the site. The resubmission sets out that the site is surplus to requirements and has been for some time. The site continues to be considered suitable at the plan-making stage for a limited level of development only. At planning application stage, development would need to be sensitively designed, maintaining views and of, and sensitive to the setting of, the Listed Building within the context of the conservation area. Detailed proposals would also need to demonstrate that the remaining parking provision is sufficient to meet the demand from the PH/restaurant use. Capacity may need to be reviewed at that stage.</p>				
Suitable	Yes	Available	Yes	Achievable	Yes
Conclusion	<p>This site passes the Stage 2 HELAA for 5 dwellings. Delivery of this small site could take place within 1-5 years</p>				

Appendix 2 – HELAA results by settlement

		HELAA reference	Site Address or Location	Town or Settlement	
		How92	Woodside Centre	Welwyn Garden City	
Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage			
Urban	45	Passed Stage 2			
2019 Update	<p>In the 2016 HELAA, the site (a former primary school) was found suitable (if development was restricted to its northern half) for 22 dwellings. However, there were questions as to the availability and achievability of the site with delivery estimated for 11-15 years (delivery being contingent on the relocation of existing community uses before development takes place).</p> <p>The Commons Local Nature Reserve (LNR) lies to the south of How92. A preliminary ecological appraisal and a buffer zone to the LNR is likely to be required. Records indicate sand and gravel reserves under How92. Opportunistic extraction at the site would be encouraged should useable mineral be uncovered during any development workings. Whilst no contamination issues have been identified currently, the promoter's specialist technical advisor recommends undertaking a Phase II ground investigation. HCC Archaeology advise that a pre-application or pre-determination archaeological assessment should be included within specific development proposals for the site. Whilst (part of) the site continues to be considered suitable for housing, Local Plan policy would seek to ensure that the existing community facilities could be relocated elsewhere before development of the site could take place. A restrictive covenant currently limits the developable area to the northern half of the site. Further, HCC Cabinet has agreed (13/05/2019) to appropriate the Woodside Centre to meet the need for a new secondary special school of 60 places for complex need pupils. On this basis, it is not evidential that the site would be available for housing within the plan period. (Whilst the promoter has advised that the site could still be considered as a potential housing allocation in the DLP if it is not required for education use, the LPA has no reasonable certainty that the site would be available for housing during the plan period). Part of the site is considered suitable for housing for 22 dwellings - the LPA's original capacity estimate remains (no evidence currently that addresses previously highlighted limitations for the developable area).</p>				
Suitable	Yes	Available	No	Achievable	Uncertain
Conclusion	<p>The site has been appropriated for educational purposes and it is not evidential at this stage that it would be available for housing within the plan period or that community uses can be relocated. The site fails the Stage 2 HELAA.</p>				

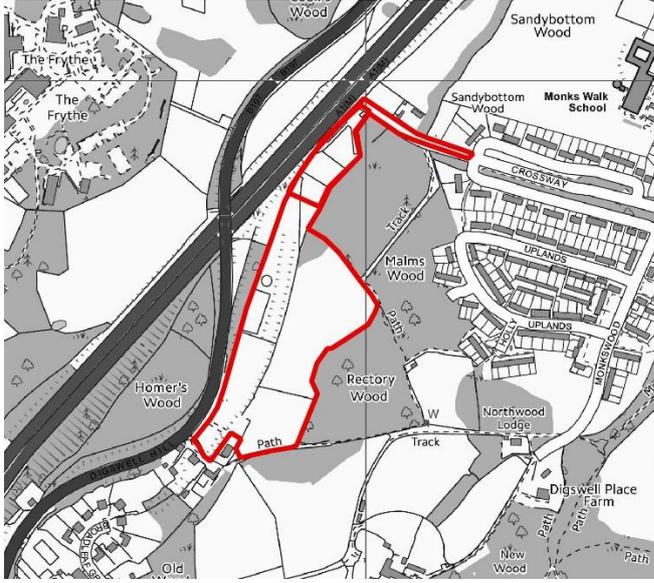
Appendix 2 – HELAA results by settlement

	HELAA reference	Site Address or Location	Town or Settlement
	WGC4a	Panshanger	Welwyn Garden City
	Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage
	Green Belt	165	Passed Stage 2
	2019 Upgrade	<p>In the 2016 HELAA, the whole of (a larger), site WGC4 (combined with site WGC7) was assessed and found to be suitable, achievable and deliverable for 725 dwellings (scenario 3). To allow for the masterplanning process and updates to wastewater infrastructure associated with the overall quantum of development planned in and around Welwyn Garden City, delivery was estimated at 6-10 years. The 2016 HELAA noted that development of the site had the potential for a number of significant adverse environmental impacts. In particular the impact on the landscape character and visual amenity of the Mimram Valley; the loss of ecologically valuable grassland in parts of the site; and on the setting and significance of several designated and non-designated heritage assets within or in close proximity to the site. The 2016 HELAA assessment concluded, however, that these impacts were capable of mitigation through keeping free from development the north western area of the site and by the provision of appropriate landscape buffers, the reinforcement of existing tree belts and hedgerows with strategic landscaping and biodiversity enhancements. To reflect the land required to provide for the implementation of these mitigation measures the developable area of the site was reduced (but not the assumed housing density). The assessment also considered that further mitigation in terms of the development design and layout may be appropriate but that this would need to be considered in more detail through site masterplanning and the planning application process.</p> <p>Since the 2016 HELAA, a significant part of site WGC4 (with part of WGC7) has been included in the Proposed Submission Welwyn Hatfield Local Plan 2016 as a draft mixed use housing led allocation (Policy SP18) with an indicative capacity of 650 dwellings (equivalent to scenario 2). On the 28th February 2019, the Council's Development Management Committee resolved to grant outline planning permission for development of the allocated site, in line with Policy SP18, subject to the completion of a Section 106 Agreement.</p> <p>In 2019, the site promoter of WGC4/WGC7 has put forward the remaining northern part of WGC4 only, referenced here as WGC4a (i.e. the area not included with the Local Plan allocation) as a second phase of development to follow the build out of the site proposed for allocation. This would accord with the comments of the local Highway Authority that development of the northern part of WGC4 (WGC4a) would require integration with the allocated site in order to achieve site access. The promoted capacity of the northern part of WGC4 (WGC4a) is 165 dwellings. This compares to the 2016 HELAA estimated capacity to be 75 dwellings (at 25dph due to the Green Belt location).</p>	

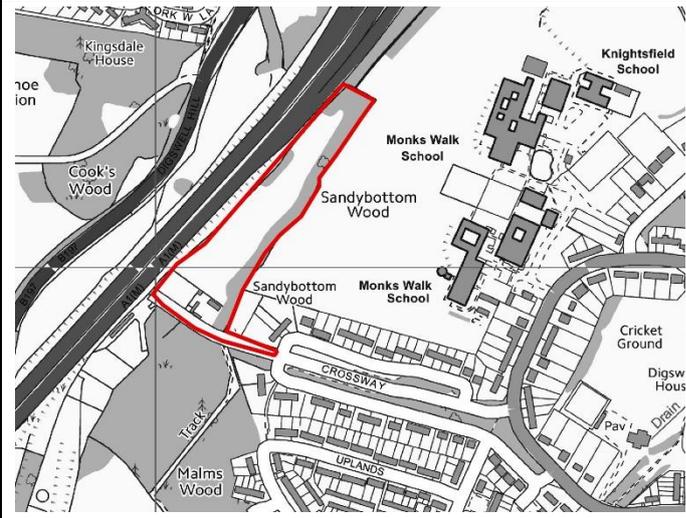
Appendix 2 – HELAA results by settlement

WGC4a	Panshanger (continued)				
2019 Update	<p>As part of the planning application (6/2018/0873/outline) for the (proposed) allocated site area, an indicative masterplan was prepared covering both the allocated site and the northern part of WGC4 (WGC4a in this HELAA). A more detailed assessment of matters relating to landscape, ecology and the historic environment and the measures required to mitigate any identified adverse impacts has informed the development of the masterplan. It has also been shaped by the comments of relevant statutory consultees including Natural England and Historic England. To mitigate impacts arising from the development of the allocated site, the masterplan makes provision within the northern part of WGC4 (WGC4a) for the enhancement of existing woodland areas and new tree planting to screen development together with areas of new grassland: these measures within the northern part of WGC4 (WGC4a) will be tied by the imposition of conditions on the outline planning permission. The more detailed masterplanning undertaken has helped to refine the understanding of the developable area of the northern part of WGC4 (WGC4a), which the site promoter considers to be in the order of 5.25 hectares. However, part of the developable area identified by the site promoter (the north west of the area) falls within the area identified in the Panshanger Park and Environs Heritage Impact Assessment (HIA) as being more sensitive to development. Historic England have commented that in accordance with the recommendations of the HIA this area should not be developed. Consequently, the developable area identified by the site promoter would need to be reduced so as to exclude the north west part of the site in order to limit the potential for environmental impacts from the development.</p> <p>As such the 2016 HELAA estimated capacity of 75 dwellings for the northern part of WGC4 (WGC4a in the 2019 HELAA) is considered to remain appropriate at this time. The potential for increasing the density and hence capacity of the northern part of WGC4 (WGC4a) is a matter that could be considered in more detail via further masterplanning work for this site and the planning application process. The promoter has indicated delivery of the site in 6 -10 years. This is considered appropriate and reflects Thames Water’s restated comments regarding the need for upgrades to the wastewater network and also that development of the site would come forward as a later phase following development on the allocated site.</p>				
Suitable	Yes	Available	Yes	Achievable	Yes
Conclusion	<p>The site passes the Stage 2 HELAA with a capacity of 75 dwellings. Delivery: 6 – 10 years</p>				

Appendix 2 – HELAA results by settlement

	HELAA reference	Site Address or Location	Town or Settlement		
	WGC6 (and WGC6a)	Land east of Digs Well Hill	Welwyn Garden City		
	Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage		
	Green Belt	150+	Failed Stage 2 (A smaller WGC6 and a sub-parcel WGC6a promoted in 2019)		
<p>2019 Update</p>	<p>In the 2016 HELAA, whilst (a larger) WGC6 was considered to be available and achievable, it was found unsuitable for development due to nature conservation impacts. The site lies in close proximity to the A1(M), meaning that noise and air pollution would also be key concerns - noise and air quality reports would be required to demonstrate healthy internal and external environments could be created. HCC Archaeology note (2019) that a pre-application or pre-determination archaeological assessments would need to be included within development proposals for the site. It is noted that surface water flood risk affects part of the site 1% 1:30yr; 4% 1:100yr; 13% 1:1,00yr.</p> <p>Impacts on nature conservation remains a fundamental constraint. The site lies within 300m of Sherrardspark Wood SSSI. Multiple other Wildlife Sites including Sandybottom Wood (WS4), Malmes Wood (WS60), Digs Well Hill (WS61) and Horners Wood, an ancient woodland and wildlife site (WS58) lie adjacent, or in close proximity to, the site. WGC6 lies within an area of open land providing a green corridor between Welwyn Garden City and the A1(M), which provides an important ecological link between the Mimram Valley and the SSSI/Wildlife Sites. Development in this location would have a negative impact on a network of wildlife sites in the area, increasing their effective fragmentation. No information submitted by the promoters overcomes the council's earlier conclusions. The site continues to be found unsuitable.</p> <p>Note: The site scenarios promoted in 2019 comprise a smaller WGC6 than originally considered in the HELAA 2016, which excludes the area north of the access road - separately promoted as WGC10 - and a smaller sub-parcel WGC6a. These two sites would not, bar the access road leading from Crossway, adjoin the urban area, being separated from Crossway and Uplands by Malmes Wood. In such circumstances, such sites would ordinarily fail Stage 1 of the HELAA.</p>				
<p>Suitable</p>	No	<p>Available</p>	Yes	<p>Achievable</p>	Yes
<p>Conclusion</p>	<p>WGC6 fails the Stage 2 HELAA.</p>				

Appendix 2 – HELAA results by settlement

	HELAA reference	Site Address or Location	Town or Settlement		
	WGC10	62 Crossway	Welwyn Garden City		
	Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage		
	Green Belt	15	Failed Stage 2 (Larger site promoted in 2019)		
<p>2019 Update</p>	<p>In the 2016 HELAA the site was found achievable and available, but unsuitable due to nature conservation impacts. A larger site has now been promoted (although this corresponds to the northern part of site WGC6 previously assessed in the HELAA 2016). WGC10 lies in close proximity to the A1(M), meaning that noise and air pollution would be key concerns. Should the site be allocated then noise and air quality reports would be required at planning application stage to demonstrate healthy internal and external environments could be created. HCC Archaeology note (2019) that a pre-application or pre-determination archaeological assessment should be included within development proposals for the site. It is noted that surface water flood risk affects part of the site: 9% 1:30yr; 16% 1:100yr and 35% 1:1,000yr.</p> <p>Impacts on nature conservation remains a fundamental constraint. As noted in the 2016 HELAA, the site lies within 500m of Sherrardspark Wood SSSI and Wildlife site (WS4) Sandybottom Wood borders the site. Development would have a negative impact on the network of wildlife sites in the area, increasing their effective fragmentation, and would also affect the isolated nature of Sherrardspark wood SSSI. WGC10 lies within an area of open countryside between Welwyn Garden City and the A1(M) which provides important ecological network/green corridor links between the Mimram Valley to the north and the SSSI / Wildlife Sites in the area. None of the information submitted by the promoters overcomes these concerns. The site is found unsuitable.</p>				
<p>Suitable</p>	No	<p>Available</p>	Yes	<p>Achievable</p>	Yes
<p>Conclusion</p>	<p>This site fails the Stage 2 HELAA.</p>				