

Appendix 2 – HELAA results by settlement

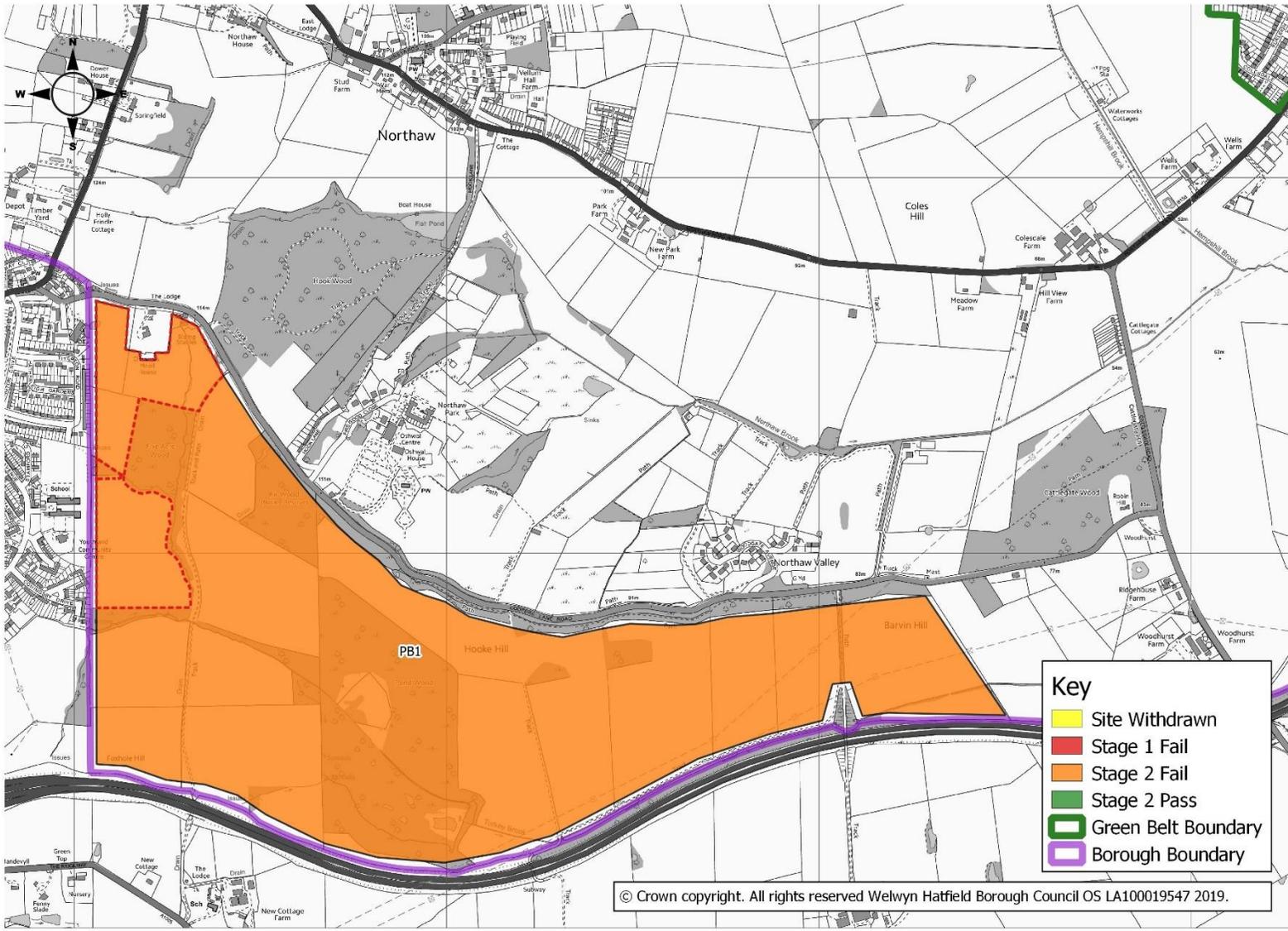
Potters Bar

One site was promoted around Potter Bar through the Call for Sites 2019. The site failed the HELAA at Stage 2 of the assessment. A settlement map illustrates the location of the site. This is followed by a Stage 2 assessment of PB1.

Table 16: Potters Bar site that fails Stage 2 HELAA

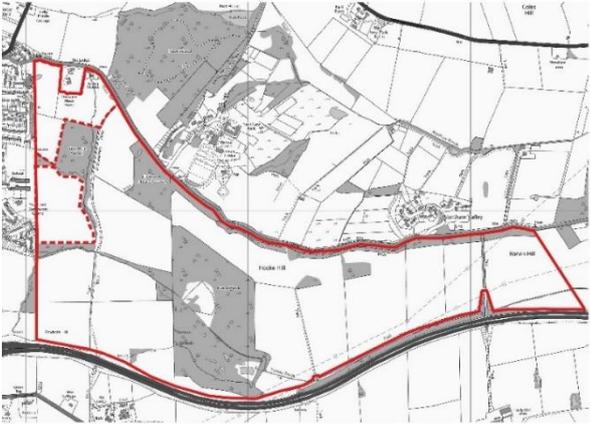
HELAA reference	Location	Settlement	Urban / Green Belt	HELAA 2019 Result	Capacity (dwellings or as stated) / Reason for failing Stage 1	Page no.
PB1	Enfield Chase Estate	Potters Bar	Green Belt	Failed Stage 2	0	151

Figure 19 –Sites promoted through the Call for Sites 2019 –Potters Bar



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STAGE 2 ASSESSMENTS

Site Reference:PB1		Site name: Potters Bar, South of Coopers Lane Road	
 <p>Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	Site details		
	Settlement:		Potters Bar
	Ward		Northaw and Cuffley
	Site area		149ha (a potential developable area of 13ha subsequently promoted, this is shown with a dotted line)
Site context			Green Belt / Urban: Greenbelt Previously developed: No Land use/character: Agriculture (part vacant), woodlands. Large fields defined by watercourses, fencing and hedgerows. Surrounding land uses and character: Located on eastern edge of Potters Bar; north of M25. Housing, school (west), community centre, hamlet, (north), agricultural land.
Site promotion			Source of promotion: Landowner Land use promoted: Housing and supporting infrastructure
Site suitability considerations		Comments	
Policy framework: <ul style="list-style-type: none"> Adopted Development Plan Submitted Local Plan Waste/Minerals Local Plan National policy 		District Plan (2005): GBSP1, GBSP2: Green Belt; IM2 Planning Obligations (and SPD); RA10 Landscape Character Area; R15 Wildlife Site; R17 Trees, Hedgerow, Woodland; RA28: R19 Noise; M1 Integrating Transport, Land Use; D5: Design for Movement Draft Local Plan (2016): SP3 Settlement Strategy and Green Belt boundaries; SADM2: Highway Network and Safety; SADM16 Ecology, Landscape; SADM18 Environmental Pollution; SP13: Infrastructure Minerals LP (2007): Not in a preferred area for mineral working Waste Local Plan (2012): Policy 12: Sustainable Design, Construction and Development NPPF 2019: Section 9 Promoting Sustainable Transport; Section 14: Challenge of climate change, flooding; Section 15: Conserving, enhancing natural environment. Local Transport Plan 4 (2018)	
Physical constraints: <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"> Promoter indicates vehicular access (to a smaller) 'potential developable area' (PDA) may be possible from either an existing, or new access points on Coopers Lane Road (north), or from the west through the creation of new access points (via the adjacent primary school or other areas along the western site boundary). There is a narrow pedestrian footway along a short length of Coopers Lane Road but potential to extend this eastwards within highway land or the site area. 	

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PB1	Potters Bar, South of Coopers Lane Road (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"> • HCC Highways raise significant concern around whether required visibility splays for access onto Coopers Lane Road can be achieved, the suitability of access points and potential highway safety issues of taking access from the west of the site. • Should the site be allocated, early consultation with Thames Water is recommended. • 94% of the site lies within Flood Zone 1 (lowest risk of flooding). Area along Turkey Brook is within Flood Zones 2 (6%); 3a (5%); 3b (5%). The Environment Agency advise that an 8m buffer zone would be required along Turkey Brook (from the top of bank of the main river). • Surface water flood risk affects the whole site: 14% 1:1000yr; 8% 1:100yr; 6% 1:30yr). • Located outside a Source Protection Zone. • A bridleway runs north to south across site (following eastern boundary of the PDA) connecting to M25 underpass. • High pressure gas main runs north to south across site (close to eastern boundary of PDA). Will require existing easements to be maintained and appropriate measures taken during construction. • Promoter indicates that a small area within the PDA and areas to the east and south of it (within wider site area) may form part of a new 35ha (gross) Carbon Woodland as a buffer to the M25. • Sand and gravel deposits under the northern boundary of site. 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"> • Whilst a substantial 149ha site was originally promoted, the promoter has subsequently indicated a potential developable area (a PDA) of 13ha gross, covering the north-west corner of the site off Coopers Lane Road. The promoter suggests that half this area (6.5ha) could be used for landscaping and ecological mitigation/enhancement measures. • The PDA is formed by fields, and is defined by dense trees/hedgerows along watercourses with ridge lines that are slightly steep, sloping towards the watercourses. • The site lies within Landscape Character Area 53: Northaw Common Parkland – site displays some of the key characteristics of the LCA of ridgelines with valley dips, woodlands, and high hedgerows. • Northaw Great Wood SSSI/LNR is located 1.2km to north. The site is within an SSSI impact risk zone but residential development would not trigger a Natural England consultation, at planning application stage. Wormley-Hoddesdonpark Woods SAC is located to the north (3.8km). • Potential noise issues for future residents from road traffic. • Potential for heritage assets with archaeological potential, which would need to be explored at planning application stage.
<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 is in place to bring site forward. Located on the edge of a large built-up urban area of Potters Bar. This is a high demand area due to its proximity to and links to London.</p>

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PB1		Potters Bar, South of Coopers Lane Road (continued)	
Availability		Site capacity	
Site ownership	Single landowner	Promoted	Promoter indicates a capacity of approx. 200 dwellings/31dph (within around half of the PDA)
Any known constraints	Part of site is let on an agreement, which can be terminated by serving up to 24 months' notice on the grant of a planning permission. Restrictions in place on the use of land to agriculture. The promoter considers this can be resolved through discussion. Original promotion indicates availability within 11-15 years. (PDA not indicated)	HELAA Scenario/ methodology	>6ha, so 25dpa, applied = 163 dwellings (on a net developable area of 6.5ha).
		Other comments	Net developable area reduced to 6.5ha at this stage. However, capacity is zero because the site is considered unsuitable for development (see below).
Achievability and deliverability			
Landowner timescales	Not indicated	HELAA capacity	0
Comments	Uncertain whether access can be provided in line with highway standards.		
Viability issues	Uncertain what costs may be associated with achieving access, e.g. to the west if land acquisition necessary, or to the north if enhanced construction techniques prove necessary due to proximity of high pressure gas main.	HELAA density	N/A
Deliverability estimate	N/A		
Conclusions			
<p>The site, as originally submitted, is of a significant scale (149ha) and is located on the eastern edge of the large urban area of Potters Bar. The promoter is seeking grant funding to take forward a Woodland Carbon Fund project. As part of this, the western third of the site has been identified for the planting of 35,000 trees to bolster existing woodland sections, improve public access and natural resources, and help counter the negative impacts of the M25.</p> <p>The promoter has subsequently indicated that circa 13ha of the north-west part of the wider site could form a much smaller 'potential development area' (PDA). The extent of the PDA is shown on the site map with a red dotted line. However, the promoter does not envisage all of the PDA being developed for housing. At this stage, the promoter envisages that around 200 dwellings could be delivered on 6.5ha with the remaining 6.5ha being used for landscaping and potential ecological mitigation and enhancement measures.</p> <p>The promoter has indicated that vehicular access to the PDA may be possible from three existing points off Coopers Lane Road: a field gate at the western end; the access serving the former stables; and the bridleway access at eastern end of the PDA.</p>			

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Conclusions							
<p>However, no assessment has been undertaken of the feasibility of any of these points to provide an appropriate access in terms of the ability to achieve the required visibility splays, particularly as this may be constrained by the presence of a high pressure gas main. In addition, the promoters have indicated it may be possible to introduce an access from the west of the site either through Oakmere Primary School or other points along the western boundary.</p> <p>The Highway Authority has raised significant concerns as to whether the required visibility splays of 215m in each direction for an access onto Coopers Lane Road can be achieved. An access at the eastern end of the PDA would require this to be provided over/in the vicinity of the high pressure gas main and the Highway Authority has indicated that it would not adopt a highway above a high pressure gas main because of the enhanced construction techniques, safeguarding and ongoing maintenance implications that would result. As an alternative, an access within the north western edge of the PDA onto Coopers Lane Road may require land that is not within the promoted site area and, therefore, there is no certainty that this would be achievable either. The Highway Authority has also raised concern around the ability to deliver suitable vehicular access points on the western boundary of the site, given the limited width of surrounding roads to accommodate the potential scale of development and the highway safety issues that may arise if accessing the site through the school itself.</p> <p>A further constraint is that a significant part of the identified PDA is a Local Wildlife Site (LWS), identified for its grassland indicators. The promoter has suggested that mitigation in the form of new or enhanced areas of grassland within the PDA or wider site area could be appropriate. However, whilst the promoter has acknowledged that further ecological assessment work on the impacts of development on the LWS is required, this has not yet been undertaken and there is no certainty at this plan making stage that the requirements of Policy SAM16 of the emerging Local Plan, which seeks to protect local wildlife sites, can be met.</p> <p>Should the site be taken forward there would be a need for a number of surveys/reports to be undertaken at planning application stage including the submission of a transport assessment to demonstrate that the Local Transport Plan policy in relation to sustainable modes of transport can be achieved; Noise surveys and reports to demonstrate that any traffic noise impacts can be appropriately mitigated to deliver a residential development with healthy internal and external environments that satisfy the requirements of the local planning authority; An archaeological assessment at either the pre-application or pre-determination stage of the planning application process to inform any development proposals; Appropriate ecological surveys to be undertaken to assess the impact of development on ecological assets within the area, and if any protected species are identified on site, appropriate avoidance and mitigation incorporated into any proposals; and a surface water strategy may be required to demonstrate how surface water flood risk would be appropriately managed.</p> <p>However, at this plan making stage it is considered that insufficient evidence has been provided to demonstrate that a suitable vehicular access to the site, meeting the requirements of the highway authority, can be achieved or that the impact of development on the Chequers Mead House Meadows and Pond Local Wildlife Site can be avoided or appropriately mitigated.</p> <p>In addition the promoter has indicated that the site is subject to covenants which would restrict the use of the land. Whilst the promoter has suggested that this would not be an obstacle to development and could be overcome by discussion with the relevant party, it is not evidential at the present time that these discussions have commenced or that they would lead to a positive outcome. The availability of the site (free from restrictions) is therefore assessed as uncertain.</p>							
Suitable	No	Available	Uncertain	Achievable	No	Deliverability timescale	N/A