

Appendix 2 – HELAA results by settlement

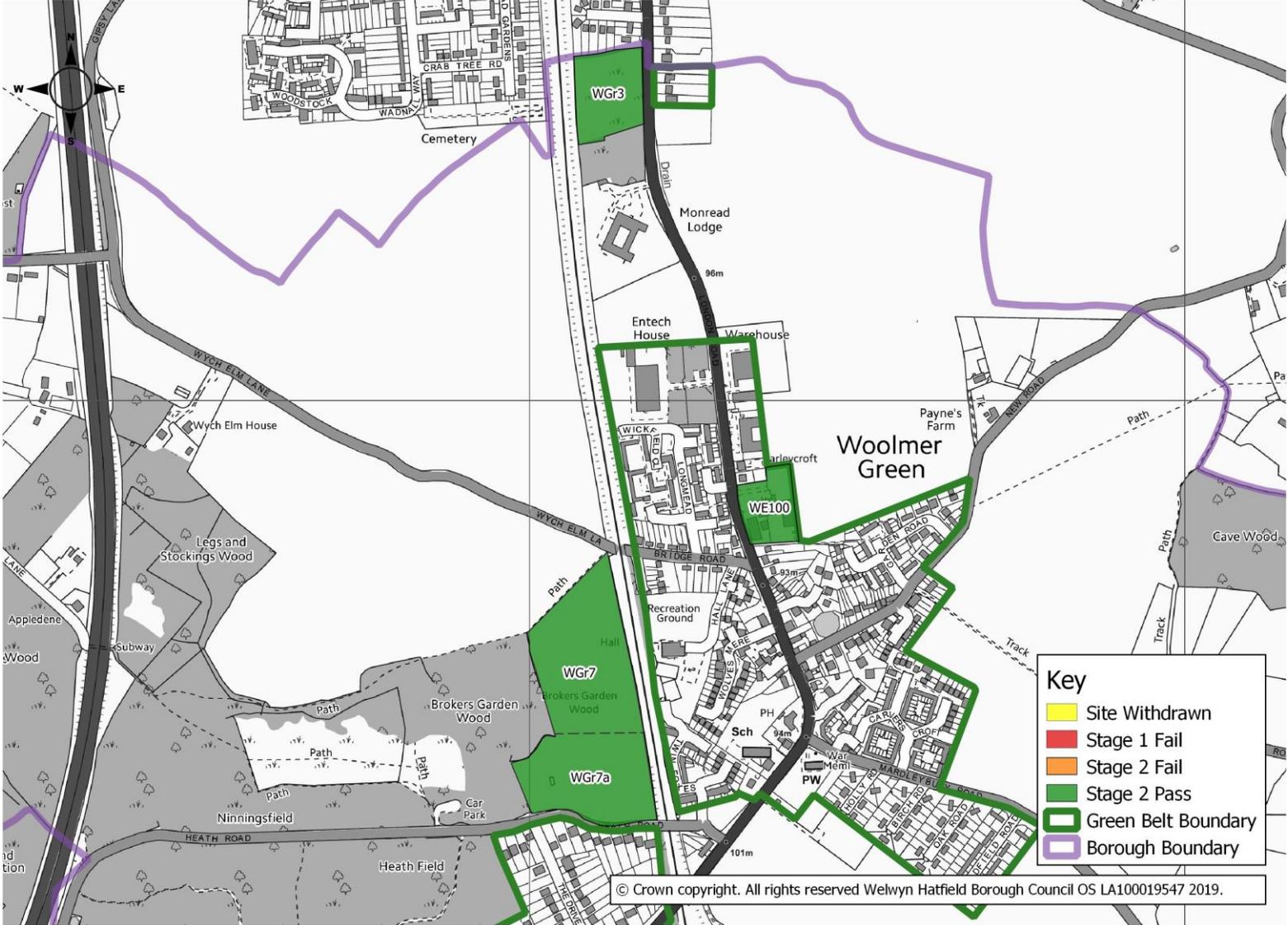
Woolmer Green

This section includes a summary table of 4 sites promoted in or around Woolmer Green through the Call for Sites 2019. The table below sets out whether a site passed or failed the HELAA. 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 Stage 2 assessments for sites WE100, WGr7, and WGr7a (WGr7a is a sub-parcel of WGr7). Site WGr3 was previously reviewed in the HELAA 2016 and has been subject to review in 2019.

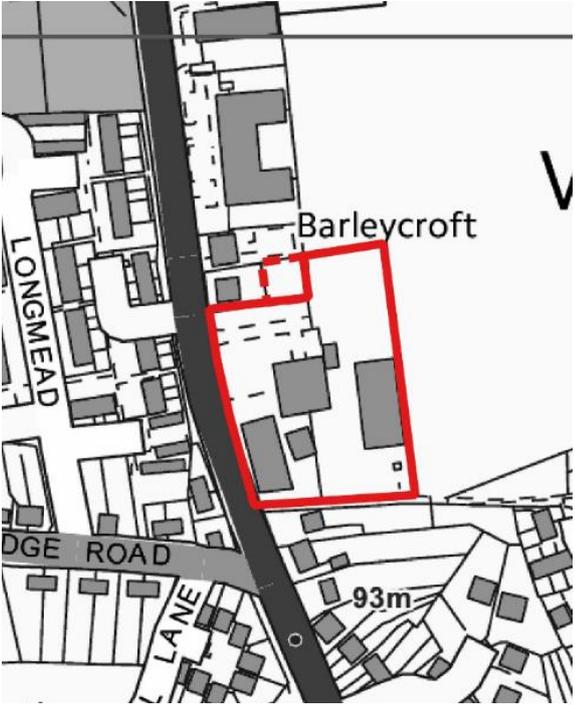
Table 17: Woolmer Green HELAA results Summary Table

HELAA reference	Location	Settlement	Urban / Green Belt	HELAA 2019 Result	Capacity (dwellings or as stated) / Reason for failing Stage 1	Page no.
WE100	51-53 London Road, Knebworth	Woolmer Green	Urban	Passed Stage 2	34	157
WGr3	Land at 52 London Road	Woolmer Green	Green Belt	Passed Stage 2	40	165
WGr7	Land north of Heath Road	Woolmer Green	Green Belt	Passed Stage 2	117	161
WGr7a	Land north of Heath Road	Woolmer Green	Green Belt	Passed Stage 2	69	161

Figure 20 – Sites promoted through the Call for Sites 2019 – Woolmer Green



STAGE 2 ASSESSMENTS

Site Reference: WE100		Site name: Marshalls, Land at 51-53 London Rd, SG3 6JE	
 <p>Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	Site details		
	Settlement:		Woolmer Green
	Ward		Welwyn East
	Site area		0.85ha (reduced from 0.88ha)
Site context			Green Belt / Urban: Urban
Previously developed: Yes			Land use/character: Car dealership, ancillary uses, extensive areas of hard surfacing (sui generis use)
Surrounding land uses and character: Residential to the west, south and north, care home also to north. Agricultural land to the east (site HS15/WGr1 proposed for allocated in Draft Local Plan 2016)			Site promotion
Source of promotion: Landowner/Parish Council		Land use promoted: Residential, employment & retail	
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): EMP8 Employment Sites Outside of Employment Areas; R2 Contaminated Land; R7 Protection of ground/surface water; R11 Biodiversity and Development; R19 Noise and Vibration Pollution; R29 Archaeology; M1 Integrating Transport and Travel;		
Physical constraints: <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Contamination Pollution Flood risk Hazardous risk Other 	Draft Local Plan (2016): SADM2 Highway network and safety; SADM10 Employment Development; SP11 Protection and enhancement of critical assets; SADM14 Flood Risk and Surface Water Management; SADM16 Ecology & Landscape; SADM18 Environmental Pollution; SP13 Infrastructure Delivery		
	Waste Site Allocations Plan (2014): Site comprises part of and Employment Land Area of Search ELAS236		
NPPF 2019: 6: Building a strong, competitive economy. 9: Promoting sustainable transport. 14: Meeting the challenge of climate change, flooding and coastal change. 15 – Enhancing and conserving the natural environment.			<ul style="list-style-type: none"> Vehicular access from London Road (B197). No comments from Thames Water at this stage. Due to the site's current and previous use, potential for ground contamination. The entire site is in Flood Zone 1 (lowest risk of fluvial flooding). Site falls within Groundwater Source Protection Zone 3.

Appendix 2 – HELAA results by settlement

WE100	Marshalls, Land at 51-53 London Rd, SG3 6JE (continued)		
Physical constraints (continued): <ul style="list-style-type: none"> • Ground conditions • Flood risk • Hazardous risk • Other 	<ul style="list-style-type: none"> • The site's topography is relatively flat, with a gentle slope downwards towards the west. Due to this, around 30% of the site is affected by surface water flood risk (1:1,000yr), 3% (1:100yr) 		
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"> • Site lies within LCA 37 Datchworth Settled Slopes. Characterised by undulating, gentle slopes with farms and villages and areas of woodland. The site lies within one of the settlements that fall within the LCA and is previously developed. • A Public Right of Way (371) runs along the southern boundary of the site, linking Garden Close to London Road. • Local Nature Reserve (Mardley Heath LNR4) located approximately 380m to the south-west. • No recognised ecology sites within the site. Bat roosts within 70m (a preliminary roost assessment may be required at planning application stage). • HCC Archaeology advise that any archaeological interest can be conserved by appropriate planning requirements (conditions/S106) should planning permission be granted. • Future occupants may be affected by noise from the B197 (London Road). 		
Contribution to regeneration priority areas	None		
Likely market attractiveness for the use proposed	Site located in a popular village in a high demand area. Site likely to be attractive to the market (development on former Entech house site commenced).		
Availability		Site Capacity	
Site ownership	Single landowner	Promoted	Number of dwellings not specified in 2019 (43 dwellings in DLP 2016 rep). No level of floorspace indicated for employment/retail (described as 'modest'). Site has been reduced in size since the Call for Sites 2019.
Any known constraints	Lease expires 2026 or break clause activates at 2021 if site allocated for housing. If allocated, site would be available within 5 years.	HELAA Scenario/ methodology Other comments	Baseline urban density (<2ha) 40dph Density of 40dph considered appropriate in the context of the site – predominantly two storey residential with single story dwelling to the north.

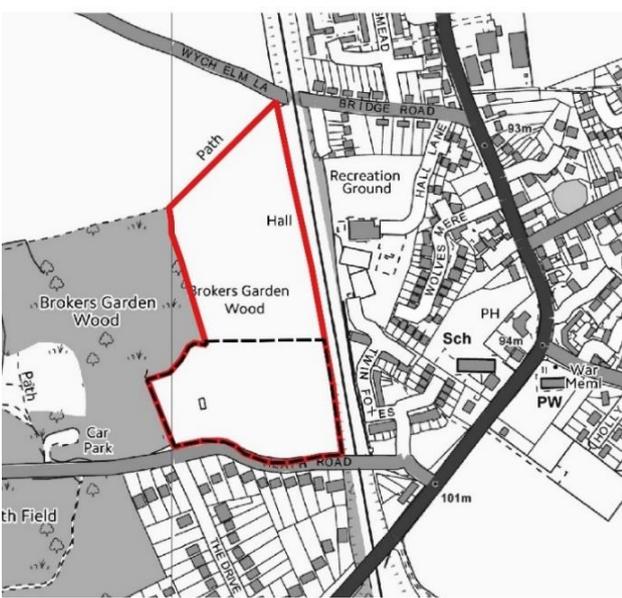
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WE100		Marshalls, Land at 51-53 London Rd, SG3 6JE (continued)	
Achievability and deliverability			
Landowner timescales	Delivery estimates not stated.	HELAA capacity	34 dwellings. (Insufficient detail provided with promotion to assess a mixed use residential, employment and retail scheme)
Comments	Timescales linked to availability – within 5 years (with break clause activated in 2021), or 6-10 years (if awaiting expiry of lease in 2026)		
Viability issues	Possibility of land remediation, no evidence of abnormal costs at this stage.	HELAA density	40dph
Deliverability estimate	Within 5 years if allocated; 6-10 years if not.		
Conclusions			
<p>The site was promoted twice (by different parties) through the Call for Sites 2019. The site area was subsequently reduced to approximately 0.85ha to exclude part of a garden to the north. The site is currently in sui generis use (car dealership), surrounding premises to the north, west and south are in residential use. Site HS15/WGr1 proposed for allocated in the Draft Local Plan 2016 lies to the east. Site WE100 is currently proposed for allocation as part of an employment area (EA10) in the Draft Local Plan 2016.</p> <p>HCC Highways advise that dependent on the scale of development, the opportunity should be taken to consolidate access into a single point, which shall necessitate revision to carriageway markings. Whilst the scale of development is unlikely to require a dedicated right hand land, it may be advantageous to retain the existing in a revised form. The opportunity to provide a crossing point (with island) would ensure that the carriageway width is reduced (effective) and provide a safe and sustainable option of transfer between the east and west sides of London Road.</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 TW 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>Some issues have been raised around potential noise disturbance and land contamination but these are not considered to represent a barrier to development. At planning application stage, it would be necessary to demonstrate that an acceptable internal and external residential environment (in noise terms) can be created; and to carry out a land survey and remedial work to manage potential land contamination (if this is shown to be required).</p> <p>A preliminary bat/roost assessment may be required at planning application stage given the proximity to known bat roosts. The opportunity should also be taken to consider net biodiversity gain measures. HCC archaeology are content that the archaeological interest of this site can be conserved by the Council imposing appropriate planning requirements on any development proposal.</p> <p>Given the site's location within GSPZs, 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. The site's topography is relatively flat, but with a gentle slope towards the rear of the site. Due to this, there are some surface water run-off issues on parts of the site which development proposals will need to respond to, e.g. also through the use of SUDs.</p>			

Appendix 2 – HELAA results by settlement

WE100	Marshalls, Land at 51-53 London Rd, SG3 6JE (continued)						
Conclusions							
<p>The site is considered suitable for housing. Any site selection process will need to take account of the Council's evidence base; the need for housing and the strategy for the local economy. Whilst the site lies within a proposed employment area in the Draft Local Plan 2016, the site is currently in use for motor vehicle sales, which does not fall within a B class use. No detail was provided with the promotion as to what proportion of the site would be available for employment or retail uses, but is simply described as 'modest' units. Should detailed proposals subsequently come forward for employment and/or retail (as part of a mixed use scheme), then this may impact on the estimated capacity of residential units.</p> <p>This site is actively being promoted and it could become available prior to the end of the lease in 2026 if the site were to be allocated in the Local Plan.</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	1-5 years (if allocated)

Appendix 2 – HELAA results by settlement

Site Reference: WGr7 & WGr7a	Site name: Land north of Heath 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="width: 30%; padding: 2px 5px;">Settlement:</td> <td style="padding: 2px 5px;">Woolmer Green</td> </tr> <tr> <td style="padding: 2px 5px;">Ward</td> <td style="padding: 2px 5px;">Welwyn East</td> </tr> <tr> <td style="padding: 2px 5px;">Site area</td> <td style="padding: 2px 5px;">WGr7: 5.53 ha WGr7a: 2.5 ha (southern parcel)</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;">Green Belt</td> </tr> <tr> <td style="padding: 2px 5px;">Previously developed:</td> <td style="padding: 2px 5px;">No</td> </tr> <tr> <td style="padding: 2px 5px;">Land use/character</td> <td style="padding: 2px 5px;">Agricultural</td> </tr> <tr> <td style="padding: 2px 5px;">Surrounding land uses and character</td> <td style="padding: 2px 5px;">Agricultural land to the north, residential to the south, railway line to the east and Brokers Garden Wood to the west.</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;">Promoter/developer</td> </tr> <tr> <td style="padding: 2px 5px;">Land use promoted</td> <td style="padding: 2px 5px;">Housing</td> </tr> </table>	Site details		Settlement:	Woolmer Green	Ward	Welwyn East	Site area	WGr7: 5.53 ha WGr7a: 2.5 ha (southern parcel)	Site context		Green Belt / Urban:	Green Belt	Previously developed:	No	Land use/character	Agricultural	Surrounding land uses and character	Agricultural land to the north, residential to the south, railway line to the east and Brokers Garden Wood to the west.	Site promotion		Source of promotion	Promoter/developer	Land use promoted	Housing
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Source of promotion	Promoter/developer																								
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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 	<ul style="list-style-type: none"> District Plan (2005): GBSP1; site is designated Green Belt; R2 Contaminated Land; R7 Protection of Ground and Surface Water; Policy R14 Local Nature Reserves; R15 Wildlife Sites; R17 Trees, Woodland and Hedgerows; M1 Integrating Transport and Land Use; M2 Transport Assessments; R19 Noise and Vibration Pollution; RA25 Public Rights of Way; RA28 New development using Rural Roads; Draft Local Plan (2016): SP3 Settlement Strategy and Green Belt boundaries; SADM2 Highway Network and Safety; SADM3 Sustainable Transport for All; SP11 Protection and enhancement of critical environmental assets; SADM 16 Ecology and Landscape; SADM18 Environmental Pollution; SP13 Infrastructure Delivery. Minerals Local Plan 2007: Minerals Policy 2 Need for Mineral Working Local Transport Plan 4: May 2018 NPPF (2019): Section 9 Promoting sustainable transport; Section 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 Contamination Pollution Hazardous risk Other 	<ul style="list-style-type: none"> Vehicular access from Heath Road. Facilitating movement across the bridge would require signalisation. Feasibility and acceptability to the Highways authority has been demonstrated in principle. Absence of footway from Twin Foxes onwards along Heath Road. No dedicated footways across the bridge. PRoW bridleway 11 and cycle path along the northern boundary. Potential noise pollution from adjacent railway line on the eastern boundary. For the larger site, the scale of development is likely to require wastewater upgrades 																								

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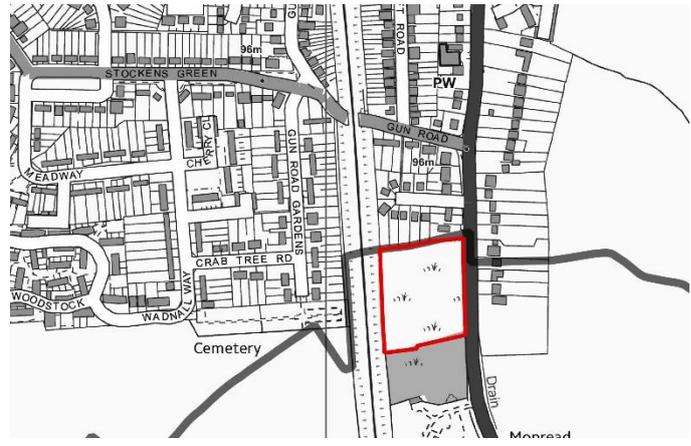
WGr7 & WGr7a		Land north of Heath Road	
Achievability and deliverability			
Landowner timescales	Within 5 years – both scenarios	HELAA capacity	Scenario 1: 117 dwellings (3.9ha net developable area) Scenario 2: 69 dwellings (2.3ha net developable area)
Comments	Achieving highway improvements and upgrades to wastewater network (for the larger site) may add to delivery timescales.	HELAA density	Scenarios 1 & 2: 30 dph
Viability issues	No known issues at this stage.		
Deliverability estimate	1-5 years (both scenarios), unless related improvements/ infrastructure upgrades impact on delivery.		
Conclusions			
<p>Heath Road is a rural road which leads to a single carriageway bridge towards Twin Foxes and London Road (B197). The Heath Road Railway Bridge is single width with no dedicated footway presents potential conflict arising as a result. This represents severance in sustainability terms. Footways between the B197 and the railway bridge end in advance of the bridge near the junction with Twin Foxes and any continuation of these to the bridge will be reliant on an understanding of land availability in this area and an appropriate engineering solution given the bridge embankments to either side of the road. Highway verge limits will be needed to extend footways.</p> <p>Access from Heath Road is not likely to provide sufficient visibility appropriate for vehicle speeds. The promoter has proposed an enhanced point of access on Heath Road and associated off site highway access improvement measures. Improvement measures include signalisation of movements across the railway bridge. HCC Highways would have no objection in principle for this arrangement however technical work and demonstration at planning application stage through a Transport Assessment would be required. In addition, Highways would need to be satisfied that traffic flows on Heath Road are sufficiently low and signal timings are correct to ensure traffic queues would not extend back into Mardley Hill. Subject to not interfering with the B197, being safe and commuted sums, this would be an LTP4 compliant approach.</p> <p>PRoW1 follows the northern boundary. Any impacts to the PRoW would need to be addressed.</p> <p>British Geological Survey records show sand and gravel reserves under the site. HCC Minerals encourage opportunistic extraction should useable mineral be uncovered during development workings.</p> <p>Sustainable Urban Drainage (SUDs) is required to address surface water flooding. 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 incorporated to prevent the pollution of groundwater.</p> <p>Area of Archaeological Interest AAS354 covers most of the site. HCC Archaeology advise that a pre-application or pre-determination Archaeological Assessment would be required at planning application stage.</p> <p>The site is adjacent to Brokers Garden Wood Ancient Woodland and Mardley Heath Local Nature Reserve and Local Wildlife Site. A 15m buffer to the woodland and LNR has been applied to reduce the developable area so as to avoid and mitigate any harm to the ecology of the Ancient Woodland and Local Nature Reserve. Group TPO 650 along the southern boundary. Promoter indicates that whilst access could be achieved without the loss of any significant trees, there is a possibility that at least one mature oak tree and a section of lapsed hedge would need to be removed to ensure sight lines.</p>			

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WGr7 & WGr7a					Land north of Heath Road		
Conclusions							
<p>Due to the presence of the railway, at planning application stage a noise survey would be required and any proposal would need to demonstrate that appropriate mitigation measures can deliver a satisfactory residential environment. Environmental Health advise appropriate noise mitigation measures to deliver a residential development with a healthy internal and external environment that satisfies the requirements of the LPA. Network Rail has advised that due to adjoining railway land the usual asset protection measures will need to be applied (e.g. drainage, line side fencing and landscaping). Appropriate noise insulation will be required to deliver a residential development with a healthy internal and external environment.</p> <p>The site is found suitable at the plan-making stage, although it is noted that HCC Highways would require the demonstration of engineering solutions, highway improvement measures and details around traffic flows/queuing at the planning application stage.</p> <p>Should the large site be taken forward, upgrades to the wastewater network are likely to be required. These can take between 18 months and 3 years to design and deliver. Delivery is estimated to be within 5 years (consistent with the LPA's deliverability evidence) subject to wastewater upgrades being designed and delivered in this timeframe. (Waste water upgrades may push delivery into 6-10 years for the larger scenario).</p>							
Suitable	Yes	Available	Yes	Achievable	Yes (subject to highway improvements)	Deliverability timescale	1-5 years (subject to delivery of waste water network upgrades)

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		
	WGr3	Land at 52 London Road, Knebworth	Woolmer Green (site adjoins Knebworth)		
	Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage		
	Green Belt	40	Passed Stage 2		
2019 Update	<p>In the 2016 HELAA, the site was found suitable, achievable and available for 40 dwellings (30dph) allowing for mitigation measures due to the proximity of the railway and the B197. Thames Water indicated that the scale of development was likely to require upgrades to the wastewater network and phasing would need to be agreed. In the 2016 HELAA, deliverability was assessed at 6-10 years (within 5 years if wastewater upgrades could be designed and delivered early).</p> <p>(The site adjoins the village of Knebworth, which lies within the adjoining district of North Herts. The closest Welwyn Hatfield settlement is Woolmer Green).</p> <p>In 2019, the promoter indicates delivery would be possible within 5 years. Delivery within 5 years (post adoption) would be consistent with the Council's evidence. However, Thames Water has again drawn attention to the need for upgrades to the wastewater network, which has the potential to introduce a minor delay. Noted that surface water flood risk affects parts of the site: 2% 1:30yr; 4% 1:100yr and 17% 1:1,000yr. HCC Archaeology note that a pre-application or pre-determination archaeological assessments should be included with specific development proposals for the site. HCC Ecology advise that a preliminary ecological appraisal may be required. Air quality survey and reports would be needed at planning application stage. The site may be affected by traffic and railway noise. Environmental Health advise that the site could only be developed if appropriate mitigation measures can deliver a residential development with a healthy internal and external environment. Network Rail also note that the site's western boundary is adjacent to a rail line, and advise this would necessitate measures to ensure asset protection (e.g. drainage, fencing, landscaping) and noise insulation.</p>				
Suitable	Yes	Available	Yes	Achievable	Yes
Conclusion	<p>This site passes the Stage 2 HELAA for 40 dwellings. Delivery: 1-5 years (if wastewater upgrades are phased and delivered early, otherwise 6-10 years).</p>				