

Appendix 2 – HELAA results by settlement

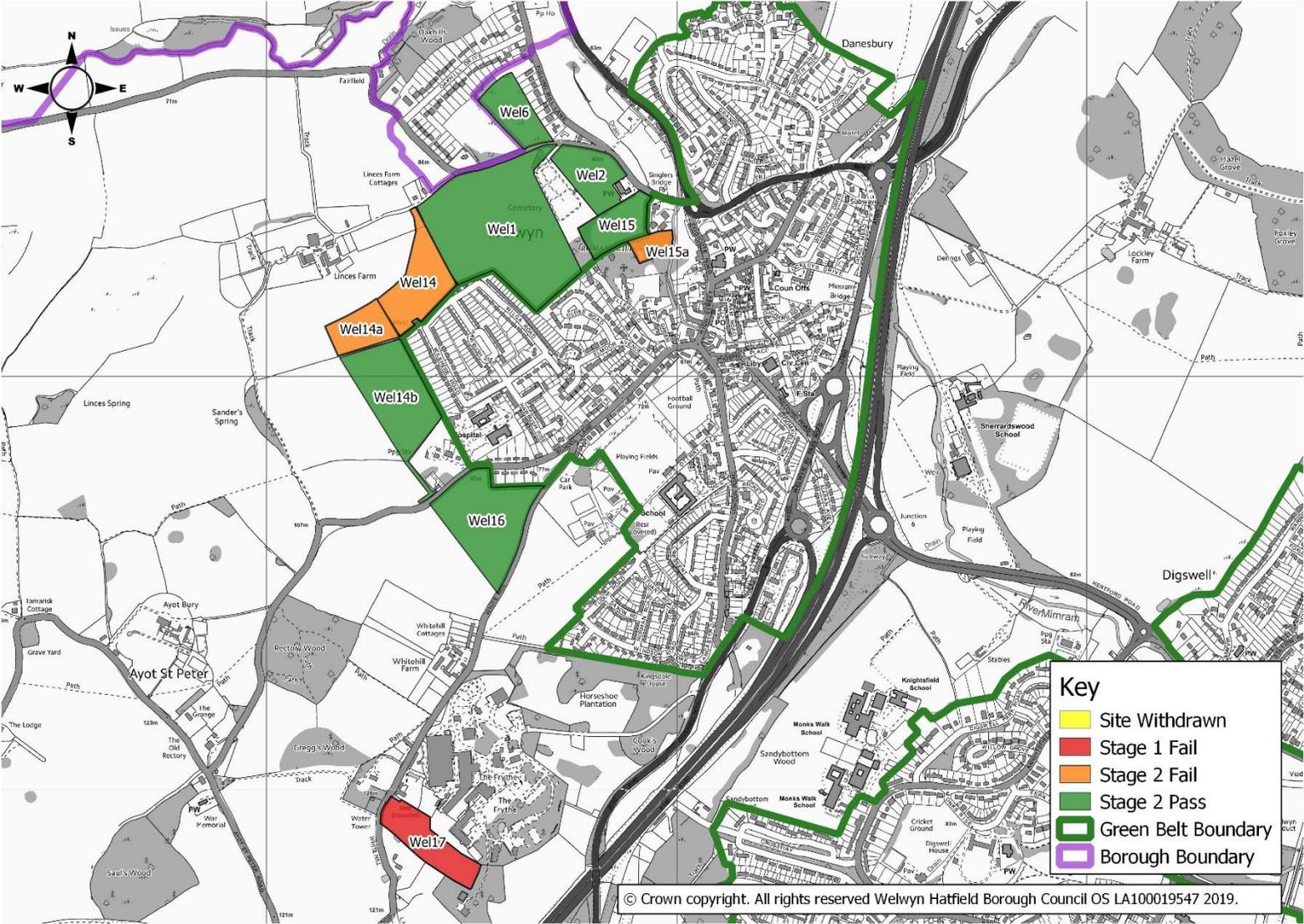
Welwyn

This section includes a summary table of 11 sites promoted around Welwyn 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 a series of Stage 2 assessments for sites Wel6, Wel14a, Wel14b, Wel15a, Wel16 (whilst Wel16 was previously reviewed in the 2016 HELAA, a significantly different site area is promoted in 2019). Sites Wel1, Wel2, Wel14, and Wel15 were previously reviewed in the HELAA 2016 and these have been subject to review in 2019. Two sites failed the Stage 1 assessment for the reasons stated in the table below and as described in the methodology.

Table 19: Welwyn 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.
Wel1	Land at Kimpton Road	Welwyn	Green Belt	Passed Stage 2	178	199
Wel2	Land adjoining Welwyn Cemetery	Welwyn	Green Belt	Passed Stage 2	40	201
Wel6	Land at Kimpton Road	Welwyn	Green Belt	Passed Stage 2	14	179
Wel14	Linces Farm (Site 1), north of Wilshere Road and Wilga Road	Welwyn	Green Belt	Failed Stage 2	0	203
Wel14a	Linces Farm, land north-west of Wilshere Road (site 2)	Welwyn	Green Belt	Failed Stage 2	0	183
Wel14b	Linces Farm, land west of Wilshere Road and north of School Lane (site 3)	Welwyn	Green Belt	Passed Stage 2	20	187
Wel15	Land at Fulling Mill Lane	Welwyn	Green Belt	Passed Stage 2	14	205
Wel15a	Land at Fulling Mill Lane and south of Riverside	Welwyn	Green Belt	Failed Stage 2	0	191
Wel16	Land at School Lane	Welwyn	Green Belt	Passed Stage 2	65	195
Wel17	Land at White Hill	Welwyn	Green Belt	Failed Stage 1	Site does not adjoin an excluded settlement	N/A
No site reference	Low Welwyn Reservoir, north of Tudor Road	Welwyn	Green Belt	Failed Stage 1	Site is below the site size and promoted capacity threshold	N/A

Figure 22 – Sites promoted through the Call for Sites 2019 – Welwyn



STAGE 2 ASSESSMENTS

Site Reference: Wel6		Site name: Land at Kimpton Road	
 <p>Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	Site details		
	Settlement:		Welwyn
	Ward		Welwyn West
	Site area		1.58ha
		Site context	
Green Belt / Urban:		Yes	
Previously developed:		No	
Land use/character		Overgrown vegetation /returned to nature	
Surrounding land uses and character		Agricultural land and cemetery to the south, residential to the north and east, former quarry/vehicle testing centre to the west.	
		Site promotion	
Source of promotion		Landowner	
Land use promoted		Residential	
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 Green Belt; GBSP2 Towns and Specified Settlements; R2 Contaminated Land; R11 Biodiversity and Development; R14 Local Nature Reserves; R15 Wildlife Sites; R29 Archaeology; M1 Integrating Transport and Land Use; D5 Design for Movement; RA1 Development in the Green Belt; RA10 Landscape Regions and Character Areas; IM2 Planning Obligations; RA28 Development using Rural Roads. Submitted Local Plan (2016): SP3 Settlement Strategy and Green Belt boundaries; SP4 Transport and Travel; SADM2 Highway Network and Safety; SADM3 Sustainable Transport for all; SP11 Protection and enhancement of critical environmental assets; SADM15 Heritage; SADM16 Ecology and Landscape; SADM18 Environmental Pollution; SP13 Infrastructure Delivery. NPPF 2019: Section 4 Promoting sustainable transport (9); Section 11 Conserving and enhancing the natural environment (15); Section 12 Conserving and enhancing the historic environment (16) Local Transport Plan 4: May 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"> Access from Kimpton Road. Absence of pedestrian footways serving the site. No comments from Thames Water at this stage. HCC Minerals have no mineral or waste comments at this stage. Environmental Health notes potential for land contamination issues within 200m of the site Potential for traffic noise – would need to be considered further at planning application stage 	

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Wel6	Land at Kimpton Road (continued)
<p>Physical constraints (continued):</p> <ul style="list-style-type: none"> • Ground conditions • Contamination • Flood risk • Other 	<ul style="list-style-type: none"> • Entire site is within Flood Zone 1 (lowest risk of fluvial flooding). <1% of site affected by surface water flood risk (1:1,000yr) • Within the Inner Ground Source Protection Zone 1 (the most sensitive zone) • Land to the west previously used for gravel extraction
<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 132: Codicote Bottom Arable Valley, characterised by gently undulating valley slopes, country lanes, regular field patterns, arable cropping, and flood meadows. • The site itself displays few of these characteristics. It is served by a country lane but is otherwise overgrown with rough vegetation, the landscape largely recovered by nature. Trees and hedgerows within site and along site boundaries contribute to the rural character of Kimpton Road. Land slopes down towards the valley floor with adjacent properties in Fulling Mill lane at a lower level. • Various records make mention of an historic gravel quarry although no available records to confirm the nature of workings or restoration. However, mapping and current site conditions indicates quarrying activity on adjoining land to the west (in North Herts). Also notes of a war time/post-war MOD vehicle testing centre – again, detailed extent and nature not known. • Local Nature Reserve (LNR) 5 Singlers Marsh is within 50m and LNR1 Danesbury is within 170m. Wildlife site WS5 Singlers Marsh/ Fulling Mill Meadow is within 60m and WS14 Danesbury Park. Potential for reptiles in rough vegetation. • An Area of Archaeological Significance (7) Welwyn is located opposite the site. Potential for site to include heritage assets with archaeological interest. • Grade II listed Carlton Cottage, 36 Fulling Mill Lane within 45m of the site to the north-east, its garden adjoins the site. The Mill (Grade II) within 270m to the north; 3 x Grade II listed buildings at Linces Farm within 520m. Conservation Area to the south (beyond sites Wel1, Wel2, Wel15).
<p>Contribution to regeneration priority areas</p>	<p>N/A</p>
<p>Likely market attractiveness for the use proposed</p>	<p>The site is located to the north of Welwyn village – a high demand area, and is likely to be attractive to the market.</p>

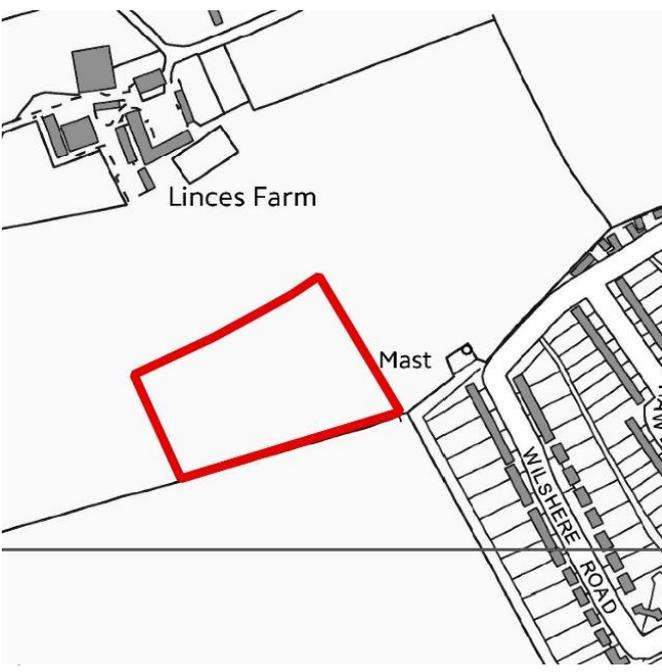
Appendix 2 – HELAA results by settlement

Wel6		Land at Kimpton Road (continued)	
Availability		Site capacity	
Site ownership	Multiple landowners (three)	Promoted	50 dwellings
Any known constraints	Caution on the land in favour of an individual and covenants include that only detached dwellings (and appropriate buildings) can be constructed. The site promoter is confident steps can be taken in respect of covenants and caution.	HELAA Scenario/ methodology	< 2ha so 40dph = 63 dwellings
		Other comments	If this site is taken forward, any estimated capacity would need to take into account of the setting of the nearby Grade II listed cottage, the rural lane setting, the change in site levels and the relationship with existing properties/cemetery.
Achievability and deliverability			
Landowner timescales	Not specified.	HELAA capacity	14 dwellings (on a reduced net developable area of approx. 0.9ha if highway improvements are delivered.)
Comments	Delivery of bridge improvements and highway upgrades.		
Viability issues	Cost of highway upgrades	HELAA density	15dph (low density considered appropriate)
Deliverability estimate	6-10 years (subject to highway improvements, which this site cannot deliver on its own – dependent upon other sites to deliver first).		
Conclusions			
<p>(Note: A larger site area of 3.1ha has previously been promoted – which includes land to the west, within North Herts. This area is not proposed for allocation in the North Herts Local Plan, which is subject to examination).</p> <p>The site would be accessed from Kimpton Road, which is a rural road. It has no pedestrian pathways along it and is of insufficient width for pedestrian pathways to be provided. Access to the wider highway network is via Fulling Mill Lane and Singlers Bridge. This bridge, which connects Fulling Mill Lane to Codicote Road, is single width with limited bridge deck with no footway, and no space for priority holding. Any intensification of use of the bridge would require facilities for pedestrians and cyclists and irrespective of the scale of development, improvements to the bridge would be necessary. Pedestrian footways are also absent for the majority of Fulling Mill Lane. As a standalone site, Wel6 could not viably deliver the scale and nature of highway upgrades necessary to address the constraints identified. Lighting is also absent along this road. Distances involved for walking are significant. The existing lack of pedestrian pathways would be prejudicial to the safety of pedestrians and road widths would be prejudicial to safety of cyclists. As a standalone site, the site's location would not contribute to the objectives of LTP4 to achieve modal shift away from the car, encourage movements by sustainable transport modes, reduce travel demand and ensure access is safe, suitable for all people.</p> <p>However, promoters of other sites to the south (Wel1, Wel2) have proposed highway widening along Fulling Mill Lane, new access routes into and within the sites, and a new vehicular bridge, whilst maintaining Kimpton Road.</p>			

Appendix 2 – HELAA results by settlement

Wel6	Land at Kimpton Road (continued)						
Conclusions							
<p>Should both of these sites come forward, HCC Highways consider the opportunity could be present to achieve permeability from Wel6 through Wel1 and We2. This is a matter which could be addressed through detailed site layout and design. If highways and access issues and permeability could be overcome, then the following issues would also need to be addressed.</p> <p>The site is sometimes described as a former gravel pit. However, documents indicate this particular activity took place on adjoining land that is within North Herts and most likely ceased operation in the 1950s/60s. (Historic maps for the periods 1842 to 1952 and 1892/1914 note the presence of a gravel pit although later maps no longer note an active use). Information is very limited to confirm in any detail the full extent and nature of excavation, fill or restoration. No recent ground investigation data has been carried out but available information (including aerial photos, site visit, historical mapping) does suggest that Wel6 did not form part of the gravel quarry. At planning application stage, it may be necessary to undertake initial land investigations given the history of adjoining land (quarry and vehicle testing), and to identify if any remediation and/or engineering solutions would be necessary at that stage. Environmental Health also note potential for contaminated land issues within 200m of the site and at the planning application stage, a preliminary site investigation would be required to ascertain whether remediation would be required. Potential for traffic noise in this location, which should be mitigated to provide a residential development with a healthy internal and external environment.</p> <p>The site's location within an Inner Ground Source Protection Zone 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>HCC Ecology note that whilst there are no recognised ecology sites and no known protected species within the site, there may be potential for reptiles in rough vegetation. The site lies close to a Local Nature Reserve and Wildlife Site and if the whole site or a significant area is lost to development, the opportunity for biodiversity offsetting to mitigate loss of semi-natural habitats should be considered.</p> <p>HCC Archaeology advise that an Archaeological Assessment will be required at pre-application or pre-determination stage. Whilst it is considered unlikely that there could be a high risk that archaeological interest will be a constraint on the principle of development, in some instances, archaeological interest (where present) could affect the precise numbers of dwellings or the design of proposals.</p> <p>The site is considered suitable for residential development, only if other sites (as indicated above) come forward and the needed highways upgrades are delivered. This may then provide the opportunity for Wel6 to achieve the pedestrian and cyclist permeability that as a standalone site, it cannot achieve.</p>							
Suitable	Yes (If highway upgrades and permeability can be delivered)	Available	Yes	Achievable	Only if highway upgrades in the wider area can be delivered (dependent on other sites) and permeability can be achieved	Deliverability timescale	6-10/11-15 years

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Site Reference: Wel14a	Site name: Linces Farm								
 <p style="font-size: small; margin-top: 10px;">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</td> </tr> <tr> <td>Ward</td> <td>Welwyn West</td> </tr> <tr> <td>Site area</td> <td>1.3 ha</td> </tr> </table>	Settlement:	Welwyn	Ward	Welwyn West	Site area	1.3 ha	
	Settlement:	Welwyn							
	Ward	Welwyn West							
	Site area	1.3 ha							
Site context	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Green Belt / Urban:</td> <td>Green Belt</td> </tr> <tr> <td>Previously developed:</td> <td>No</td> </tr> <tr> <td>Land use/character</td> <td>Agricultural</td> </tr> <tr> <td>Surrounding land uses and character</td> <td>Agricultural land surrounds the site. Linces Farm Grade II listed buildings are located to the north and residential development adjoins the south-east corner.</td> </tr> </table>	Green Belt / Urban:	Green Belt	Previously developed:	No	Land use/character	Agricultural	Surrounding land uses and character	Agricultural land surrounds the site. Linces Farm Grade II listed buildings are located to the north and residential development adjoins the south-east corner.
Green Belt / Urban:	Green Belt								
Previously developed:	No								
Land use/character	Agricultural								
Surrounding land uses and character	Agricultural land surrounds the site. Linces Farm Grade II listed buildings are located to the north and residential development adjoins the south-east corner.								
Site promotion	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Source of promotion</td> <td>Landowner</td> </tr> <tr> <td>Land use promoted</td> <td>Housing</td> </tr> </table>	Source of promotion	Landowner	Land use promoted	Housing				
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): Green Belt (GBSP1); Towns and Specified Settlements (GBSP2); Protection of Ground and Surface Water (R7), Biodiversity and Development (R11); SSSI (R13); Local Nature Reserves (R14); Wildlife Sites (R15); Trees, Woodland and Hedgerows (R17); Archaeology (R29); Integrating Transport and Land Use (M1); Landscape Character Area (RA19)</p> <p>Draft Local Plan (2016): Settlement Strategy and Green Belt boundaries (SP3); Highway Network and Safety (SADM2); Sustainable Travel (SADM3); Protection and enhancement of critical environmental assets (SP11); Flood Risk and Surface Water Management (SADM14); Ecology and Landscape (SADM16); Environmental Pollution (SADM18);</p> <p>Minerals LP (2007): Not in a preferred location.</p> <p>Waste Local Plan: Policy 12: Sustainable Design, Construction and Demolition.</p> <p>NPPF (2019): Section 9: Promoting Sustainable Transport; Section 15: Conserving and enhancing the Natural Environment; Section 16: Conserving enhancing the Historic Environment</p>								
<p>Physical constraints:</p> <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Ground conditions Contamination Other 	<ul style="list-style-type: none"> Primary vehicular access is proposed from either School Lane or Kimpton Road dependant on the delivery of sites Wel14 (east) or Wel14b (south). If neither sites come forward, access would not be achievable. Kimpton Road is a narrow rural road insufficient in width for pedestrian pathways to be provided. HCC Highways has raised the need for significant improvements to Singlers Bridge to facilitate development in this area. 								

Appendix 2 – HELAA results by settlement

Wel14a	Linces Farm (continued)
<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"> • If primary access is from School Lane, highway concerns arise relating to the cumulative impact of development. • Thames Water indicate that network capacity in the area is unlikely to support demand and upgrades to the existing drainage infrastructure area are likely to be required ahead of the development. • The site is in Flood Zone 1 - (lowest risk of fluvial flooding) • Groundwater Source Protection Zone II (Outer Protection Zone) • Environmental Health notes potential implications for contamination due to agricultural use.
<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 35: Ayot St Peter Wooded Upland. Plateau and valleys with woodland enclosing historic villages, with arable farming between woodlands. The site itself is open farmland, with hedgerow bordering the south of the site. The promoted northern, eastern and western boundaries have no distinctive features, being located within a continuous farmland field. • The site is an open parcel of land, which slopes down towards the cluster of buildings associated with the farm that this site forms part of. • No ecology sites within or adjacent to the site. The southern bordering mature hedgerow may provide habitats for birds. • 1.9km from Sherrardspark Wood SSSI and within the SSSI Impact Risk Zone. However consultation with Natural England would not be triggered at planning application stage for residential development in this location. • The site lies between two areas of Archaeological Significance (AAS5 & AAS7) but does not adjoin either. • Three Grade II listed buildings (Linces Farm farmhouse, granary and barn) approximately 130m north of the site. • Historic England comments that this site forms part of the wider rural setting of the group of listed buildings.
<p>Contribution to regeneration priority areas</p>	<p>N/A</p>
<p>Likely market attractiveness for the use proposed</p>	<p>No known developer interest at this stage. The site is located to the north of Welwyn village, a high demand area. The location is likely to be attractive to the market.</p>

Appendix 2 – HELAA results by settlement

Wel14a		Linces Farm (continued)	
Availability		Site capacity	
Site ownership	Multiple Landowners.	Promoted	52 Dwellings = 40 dph
Any known constraints	Existence of a tenancy agreement However, the promoter has indicated that there are no legal constraints to prevent or delay development. Restrictions on disposition but nothing that would appear to prevent development. Site available within 5 years.	HELAA Scenario/ methodology Other comments	Below 2ha = 40 dph Developable area reduced by promoter from 1.3ha to 0.96ha to exclude roads and open spaces.
Achievability and deliverability			
Landowner timescales	1 – 5 years	HELAA capacity	0 - Site found unsuitable
Comments	LPA evidence - delivery of a site of this size within 5 years achievable. Wastewater upgrades should not significantly affect timescales.		
Viability issues	Promoter considers viability is high for this greenfield site	HELAA density	Site found unsuitable therefore N/A
Deliverability estimate	1-5years		
Conclusions			
<p>Wel14a is being promoted alongside sites Wel14 and Wel14b which could, if these sites were to be found suitable, available and achievable, allow for vehicular access to be secured for Wel14a (via Kimpton Road to the north or School Lane to the south). HCC Highways has advised of the need for suitable permeability between sites carried forward for development in this area. Further, as a number of sites would need to be accessed via Singlers Bridge, significant highway improvements including a new bridge for vehicular traffic, would be needed and the cumulative impact would need to be considered given the overall scale of development promoted in this area. The proposed use of School Lane for primary access raises highway concerns due to the cumulative effect of development on the highways network. In any event, neither sites Wel14 or Wel14b (as promoted) are found to be suitable, meaning that by itself, this site is unable to achieve a suitable independent vehicular access.</p> <p>The site lies to the south of a group of three Grade II listed buildings at Linces Farm (including a Farmhouse, Barn and Granary) and forms part of the farmland which is integral to the rural setting of these buildings. The site has a strong physical and functional relationship with the groups of listed buildings and the farmland which surrounds the buildings is notable for its irregular and organic field setting, providing a positive presence in respect of the setting of the group of heritage assets. The site, which is in agricultural use, clearly makes a positive contribution to the significance of the listed buildings and is essential to the characteristic appearance of the historic agricultural buildings. It is considered that the loss of this farmland landscape and its artificial field dissection would negatively impact the setting of these buildings as well as affecting important views of the buildings.</p> <p>Historic England has advised that the NPPF makes it clear that the significance of a heritage asset can be harmed through the development of its setting and advise against allocation of this site.</p>			

Appendix 2 – HELAA results by settlement

Wel14a				Linces Farm (continued)			
Conclusions							
<p>The Councils conservation advisor has also agreed that any development of this site would be harmful to significance of listed farm buildings at Linces Farm due to the loss of open agricultural land and field patterns which make a positive contribution to their setting. (This site lies adjacent to site Wel14 which is also deemed to be unsuitable).</p> <p>The site lies to the south of a group of three Grade II listed buildings at Linces Farm (including a Farmhouse, Barn and Granary) and forms part of the farmland which is integral to the rural setting of these buildings. The site has a strong physical and functional relationship with the groups of listed buildings and the farmland which surrounds the buildings is notable for its irregular and organic field setting, providing a positive presence in respect of the setting of the group of heritage assets. The site, which is in agricultural use, clearly makes a positive contribution to the significance of the listed buildings and is essential to the characteristic appearance of the historic agricultural buildings. It is considered that the loss of this farmland landscape and its artificial field dissection would negatively impact the setting of these buildings as well as affecting important views of the buildings.</p> <p>Historic England has advised that the NPPF makes it clear that the significance of a heritage asset can be harmed through the development of its setting and advise against allocation of this site. The Council's conservation advisor has also agreed that any development of this site would be harmful to the significance of listed farm buildings at Linces Farm due to the loss of open agricultural land and field patterns which make a positive contribution to their setting. (This site lies adjacent to site Wel14 which is also deemed to be unsuitable).</p> <p>The NPPF advises that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to the significance of a designated heritage asset (including from development within its setting), should require clear and convincing justification. Substantial harm to Grade II listed buildings should be exceptional and should be avoided unless it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh that harm or loss. Where harm is less than substantial, this should be weighed against the public benefits of a proposal. In this instance, it is not considered that the allocation of this site for residential development would result in a nature or scale of public benefits that outweigh the harm to the significance of heritage assets.</p> <p>HCC Archaeology notes the requirement for a pre-application or pre-determination archaeological assessment, however, do not believe there is a high risk that the archaeological interest could affect the principle of development.</p> <p>Thames Water indicates that network capacity in the area is unlikely to support demand and upgrades to the existing drainage infrastructure area are likely to be required ahead of the development. As upgrades can take around 18 months to 3 years to design and deliver, this requirement may have an impact on delivery timescales. Given the site's location within a Ground Source Protection Zone, SuDS for surface run-off from roads, car parking and public or amenity areas would need to be suitably designed and the requisite number of treatment stages to prevent the pollution of groundwater</p> <p>In terms of achievability, Wel14a relies upon other sites to come forward for development in order to achieve suitable access. As neither Wel14 nor Wel14b (as promoted) have been found suitable, then this site will not be capable of achieving suitable access arrangements. In conclusion Wel14a is considered unsuitable due to both insufficient access and heritage impact concerns.</p>							
Suitable	No	Available	Yes	Achievable	No	Deliverability timescale	N/A

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Site Reference: Wel14b	Site name: Land North of School Lane	
 <p>Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	Site details	Settlement: Welwyn Ward: Welwyn West Site area: 3.78 ha
	Site context	Green Belt / Urban: Green Belt Previously developed: No Land use/character: Agricultural Surrounding land uses and character: Agricultural land to the north and west. Residential development to the east and a pumping station/allocated site HS20 and School Lane to the south.
	Site promotion	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 	<ul style="list-style-type: none"> • District Plan (2005): Green Belt (GBSP1); Towns and Specified Settlements (GBSP2); Protection of Ground/ Surface Water (R7), Biodiversity and Development (R11); SSSI (R13); Local Nature Reserves (R14); Trees, Woodland and Hedgerows (R17); Archaeology (R29); Integrating Transport and Land Use (M1); Landscape Character Area (RA10) • Draft Local Plan (2016): Settlement Strategy and Green Belt boundaries (SP3) Highway Network and Safety (SADM2); Sustainable Travel (SADM3); Protection and enhancement of critical environmental assets (SP11); Flood Risk and Surface Water Management (SADM14); Ecology and Landscape (SADM16); Infrastructure Delivery (SP13) • Minerals LP (2007): Not in a Specified or Preferred Mineral Area. • Waste Local Plan: Policy 12: Sustainable Design, Construction and Demolition. • NPPF (2019): Section 9 Promoting Sustainable Transport; Section 15 Conserving and enhancing the natural environment; Section 16: Conserving 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"> • Primary vehicular access is proposed from School Lane. The road network to the west comprises a series of rural lanes, parts of which are single width. School Lane to the east has highway capacity constraints. A secondary access from Kimpton Road has been promoted (but is only feasible if Wel14/14a are found suitable and developed). • Thames Water have indicated that the wastewater network capacity in this area may be unable to support the demand anticipated from the development of this site. • The site is in Flood Zone 1- lowest risk of fluvial flooding. • Small area at south of site at risk of surface water flooding (2% 1:1,000yr risk, <1% 1:100 and 30yr risk). 	

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Wel14b	Land North of School Lane (continued)		
<p>Physical constraints (continued):</p> <ul style="list-style-type: none"> • Contamination • Flood risk • Hazardous risk 	<ul style="list-style-type: none"> • The south western corner of the site (approx. 10%) is within inner Groundwater Source Protection Zone I - most sensitive zone. The rest of the site is within an outer zone II. • Environmental Health notes potential implications for contamination due to agricultural use. 		
<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 35: Ayot St Peter Wooded Upland. Plateau and valleys with woodland enclosing historic villages, with arable farming between woodlands. • The site itself is an open parcel of arable farmland, located on the side of a valley formation, which slopes downwards from north to south and undulates from west to east. The north, east and southern boundaries are defined by hedgerows, with several trees intermittently along the southern boundary. • No fundamental ecology constraints. No ecology sites or known protected species within or adjacent the site. (The trees and mature hedgerow on site and on adjoining land to the south may provide habitats for birds). • 1.5km from Sherrardspark Wood SSSI and within the SSSI Impact Risk Zone. However consultation with Natural England is not required for residential development in this location. • South eastern corner of the site adjoins a large Area of Archaeological Significance (AAS7) • Three Grade II listed buildings (Linces Farm farmhouse, former granary and barn) approximately 200m north of the site. An agricultural field with a bordering hedgerow separates the buildings from the site. 		
<p>Contribution to regeneration priority areas</p>	<p>N/A</p>		
<p>Likely market attractiveness for the use proposed</p>	<p>No known developer interest but site is located adjacent to Welwyn village, a high demand area. Location is likely to be attractive to the market.</p>		
Availability		Site capacity	
<p>Site ownership</p>	<p>Multiple Landowners</p>	<p>Promoted</p>	<p>155 dwellings (40dph)</p>
<p>Any known constraints</p>	<p>Existence of a tenancy agreement. Promoter has stated that this would not affect the availability of the site for development. Restrictions on disposition but nothing that would appear to prevent development</p>	<p>HELAA Scenario/ methodology</p> <p>Other comments</p>	<p>Site is between 2 and 6 ha so 30dph = (109 dwellings).</p> <p>Potential for 20 dwellings on a smaller part of the site (see conclusions).</p>

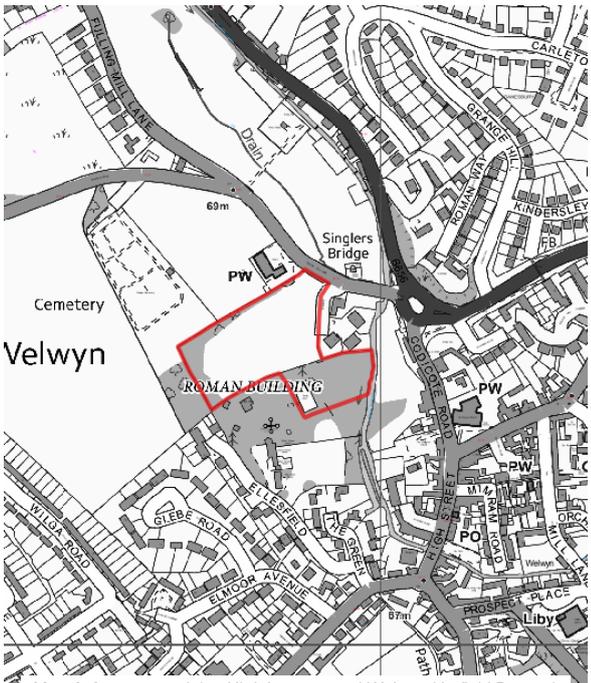
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Wel14b	Land North of School Lane (continued)		
Achievability and deliverability			
Landowner timescales	1-5 years	HELAA capacity	20 dwellings
Comments	LPA evidence - delivery of a site of this size within 5 years achievable if wastewater upgrade can be delivered early.		
Viability issues	Nothing to indicate currently that viability would be affected	HELAA density	20dph (on limited site of 1ha).
Deliverability estimate	1-5 years		
Conclusions			
<p>A primary constraint for this site concerns access and the highway network. Neither Whitehill or Ayot St Peters Road (which are rural roads) are suitable to accommodate any increase in traffic, meaning that School Lane would need to serve as the main route for access and egress to the site and beyond to the wider highway network. School Lane has a capacity issue with a pinch point that cannot be widened (listed building constraint). Whilst it has previously been modelled (in association with another promoted site) that 95 additional dwellings would have minimal impact in terms of congestion and capacity at the known pinch point (and HCC Highways would not resist this level of development), the acceptability of any further development which utilises School Lane for access would need to be demonstrated through an appropriate assessment to include consideration of the impact of development on the High Street/School Lane junction. For Transport Modelling purposes the assessment would need to consider the already modelled 95 additional dwellings in addition to any further proposed development. (School Lane would also serve as the primary access route for site HS20 (Wel3), a small site proposed for allocation in the Draft Local Plan 2016 and potentially site Wel16, which is being promoted for housing at this plan-making stage, should this site be proposed for allocation in the Local Plan).</p> <p>The promoter has indicated an opportunity to provide a vehicular link through this site and onto Kimpton Road to the north but this is dependent upon sites Wel14 and Wel14a being found suitable –which they are not (on heritage impact grounds). This means that School Lane would be the only available point of access to the highway network.</p> <p>Given the highlighted need for additional highway modelling (and noting that in the 2016 HELAA, HCC Highways raised concerns around potentially much higher levels of development using School Lane for vehicular access), uncertainty exists currently that development on the scale promoted here would be considered acceptable on highway grounds. (This is also co-dependent upon whether or not other sites in the vicinity are selected for allocation in the Local Plan).</p> <p>A further constraint for this site is the siting of three Grade II listed buildings at Linces Farm which lies to the north of the site. It is also noted that the landform of the site varies considerably, undulating across the site from east to west and falling from north to south with the highest point of the site rising at the northern boundary, and the lowest part of the site at the southern boundary adjoining site Wel3 (proposed for allocation in the Draft Local Plan HS20).</p> <p>Whilst Historic England have commented that the distance from these listed buildings is such that development of this site would be unlikely to cause harm to the historic environment, the Council’s specialist conservation advisor has reached a more detailed view. Whilst the site is separated from the group of listed buildings by a farmland field and established hedgerow, it is likely that any development which is sited at the top of the raised land levels (i.e. beyond the midpoint of the site and at the high point along the northern boundary) would appear prominent in the surrounding landscape and be harmful to the setting of the group of listed buildings at Linces Farm.</p>			

Appendix 2 – HELAA results by settlement

Wel14b	Land North of School Lane (continued)						
<p>Development in these locations would detract from these heritage assets with development having an intrusive effect on the open agricultural land and the wider views, which make a positive contribution to the heritage setting.</p> <p>Due to the local topography, some limited amount of development on the southern part of the site where the land slopes away and abuts site Wel3 may be acceptable, if of an appropriate density and well screened along the northern boundary. For the purposes of the HELAA, this limited potential has been estimated at around 1ha and with a low density of circa 20dph = 20 dwellings - given the interface between the edge of Welwyn village and the site's wider rural setting. Whilst this would create an artificial boundary across the existing open field, it would limit the extent of development and with it, the potential for harm to the significance of the setting of the heritage assets at Linces Farm to a level that would no longer pose an absolute constraint to development. (This lower level of development may also acceptable in highway terms, depending on the overall quantum of development proposed in the vicinity which would require access via School Lane).</p> <p>HCC Archaeology have advised there may be a need for an archaeological assessment to be submitted at planning application state, however do not consider this to be a high risk to the principle of development although in some instances the archaeological interest could affect the precise numbers of dwellings or the design of development proposals. HCC Ecology have advised that biodiversity net gain measures such as native planting and habitat boxes should be considered.</p> <p>Thames Water have advised that local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of development. These can take 18 months to 3 years to design and deliver. The developer will need to liaise with Thames Water at the earliest opportunity to agree phasing. 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.</p> <p>There are multiple landowners on site as well as a leaseholder. However, the promoter has indicated the lease presents no barrier to site availability. Achievability of the site (as promoted) is uncertain at the current time due to potential highway constraints. Development of the whole site is considered to be unsuitable due to the harm that would arise (along the northern high/mid points of the site) to the significance of listed buildings at Linces Farm. However, it is considered that a limited area to the southern edge of site, as noted above, is suitable for a limited amount of development – this would need to be considered further at the site selection stage should it be considered that an exceptional case exists to take forward a smaller site in this location, which may be deemed acceptable in highway terms, depending on the quantum of development proposed to be take forward from other sites in combination with this site.</p>							
Suitable	Yes (limited part of site only)	Available	Yes	Achievable	Yes	Deliverability timescale	1-5 years (subject to waste water network upgrades)

Appendix 2 – HELAA results by settlement

Site Reference: Wel15a	Site name: Fulling Mill Lane and south of Riverside							
 <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</td> </tr> <tr> <td>Ward</td> <td>Welwyn West</td> </tr> <tr> <td>Site area</td> <td>2.1 ha</td> </tr> </table>	Settlement:	Welwyn	Ward	Welwyn West	Site area	2.1 ha	
	Settlement:	Welwyn						
	Ward	Welwyn West						
Site area	2.1 ha							
Site context								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Green Belt / Urban:</td> <td>Green Belt (northern part) Urban (southern part)</td> </tr> <tr> <td>Previously developed:</td> <td>No</td> </tr> <tr> <td>Land use/character</td> <td>Grass/meadowland, trees to boundaries, garden</td> </tr> <tr> <td>Surrounding land uses and character</td> <td>Church to NE, cemetery to NW. Southern and SE boundary adjoins Welwyn Village conservation area. Small woodland area to the west and River Mimram to the southeast of garden land.</td> </tr> </table>	Green Belt / Urban:	Green Belt (northern part) Urban (southern part)	Previously developed:	No	Land use/character	Grass/meadowland, trees to boundaries, garden	Surrounding land uses and character	Church to NE, cemetery to NW. Southern and SE boundary adjoins Welwyn Village conservation area. Small woodland area to the west and River Mimram to the southeast of garden land.
Green Belt / Urban:	Green Belt (northern part) Urban (southern part)							
Previously developed:	No							
Land use/character	Grass/meadowland, trees to boundaries, garden							
Surrounding land uses and character	Church to NE, cemetery to NW. Southern and SE boundary adjoins Welwyn Village conservation area. Small woodland area to the west and River Mimram to the southeast of garden land.							
Site promotion								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Source of promotion</td> <td>Developer</td> </tr> <tr> <td>Land use promoted</td> <td>Residential</td> </tr> </table>		Source of promotion	Developer	Land use promoted	Residential			
Source of promotion	Developer							
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: Green Belt (GBSP1), Towns and Specified Settlements (GBSP2), Integrating Transport and Land Use; (M1), River Corridors (R6), Protection of Ground and Surface Water; (R7), Landscape Character Area (RA10), Biodiversity and Development (R11), Sites of Special Scientific Interest (R13), Local Nature Reserves (R14), Wildlife Site (R15), Archaeology (R29), Urban Open Land (OS1)</p> <p>Draft Local Plan: SP4 Transport and Travel; SADM2 Highway Network and Safety; SP9 Place Making and High Quality Design; SP10 Sustainable Design and Construction; SADM14 Flood Risk and Surface Water Management, SP11 Protection and enhancement of critical environmental assets; SADM15 Heritage; SADM17: Urban Open Land; SP13 Infrastructure.</p> <p>Minerals Local Plan (2007): Records indicate sand/gravel not workable or absent.</p> <p>Waste Local Plan (2012): Policy 12: Sustainable Design, Construction and Development</p> <p>NPPF (2019): 14: Meeting the challenge of climate change, flooding and coastal change; 15 Conserving and enhancing the natural environment; 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 Other 	<ul style="list-style-type: none"> Access promoted from Fulling Mill Lane. Highway Authority advises that as a standalone site, concern would be raised. Thames water advise that waste water network capacity is unlikely to support demand anticipated from this development. Upgrades can take 18 months to 3 years to design and deliver. 							

Appendix 2 – HELAA results by settlement

Wel15a	Fulling Mill Lane and south of Riverside (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"> • 2% of site within Flood Zone 3b, 5% Flood Zone 3a and 12% in Flood Zone 2. (Flood risk also affects access/egress to the site). • Parts of site also affected by surface water flooding (11% 30yr risk; 14% 100yr risk; 32% 1,000yr risk). • The site lies within an Outer Ground Source Protection Zone. • Environmental Health notes potential for land contamination within 200m of the site. 		
<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"> • Landscape Character Area 132: Codicote Bottom Arable Valleys. Gentle undulating valley slopes, country lanes, arable cropping, flood meadows and wetland habitats. The site contributes to some of these landscape characteristics. • Singlers Marsh lies to the north-east – a Wildlife Site (WS5) and Local Nature Reserve (declared in 2009). • No protected species known for this site although there may be potential for nesting birds in trees and roosting bats if suitable features are present. Adjacent to ecosite (cemetery). Potential to create buffer to cemetery (ecosite). • Part of the site is within Welwyn village Conservation Area. • Southern part of site located within approximately 60m of the Grade II* listed Guessens House (its associated garden land is closer). To the south and east of GH lie multiple Grade II listed buildings. The southern part of site also lies within 60m of the Grade II listed Manor House and West Manor. • The site lies within an Area of Archaeological Significance (AAS7). 		
<p>Contribution to regeneration priority areas</p>	<p>None</p>		
<p>Likely market attractiveness for the use proposed</p>	<p>Site promoted by a developer. The site is located to the north of Welwyn village, between Welwyn and Codicote – location is likely to be attractive to the market.</p>		
Availability		Site capacity	
Site ownership	Multiple landowners (5).	Promoted	Circa 36 dwellings on a developable area of 1.76ha (20 dph)
Any known constraints	All landowners have indicated a willingness to bring site forward within 5 years.	HELAA Scenario/ methodology	Site < 2ha so 40 dph
		Other comments	Site not considered suitable

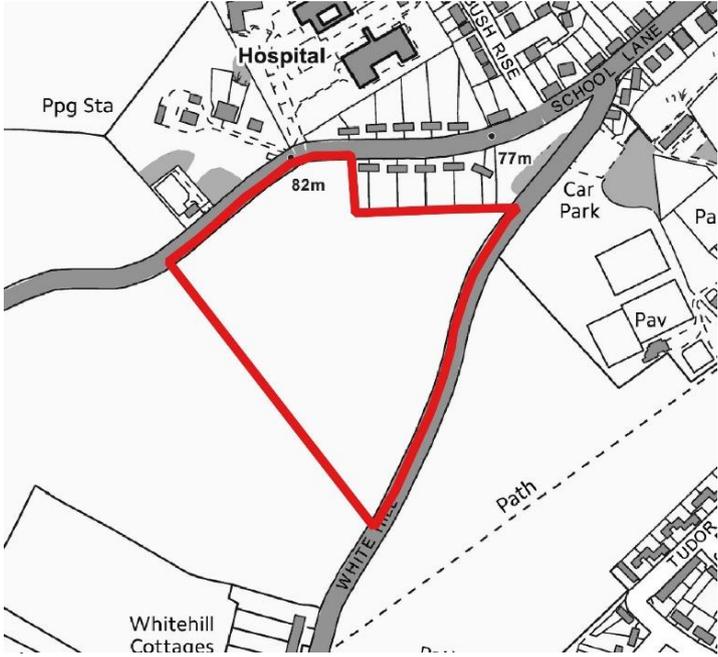
Appendix 2 – HELAA results by settlement

Wel15a	Fulling Mill Lane and south of Riverside (continued)		
Achievability and deliverability			
Landowner timescales	Within 18 to 24 months of commencement	HELAA capacity	0
Comments	Highway upgrades would be required. Upgrades to waste water infrastructure can take 18 months to 3 years to design and deliver.	HELAA density	N/A
Viability issues	Promoter considers there are no viability issues affecting the site. However, highway upgrades are likely to be required if this site is to come forward.		
Deliverability estimate	N/A – site not suitable		
Conclusions			
<p>Access is promoted from Fulling Mill Lane (independently of other sites being promoted in the locality). The Highway Authority notes that as a standalone site, concern would be voiced that LTP policies would not be met - significant improvements to Singlers Bridge and the impact to Fulling Mill Lane/B656 would need to be considered.</p> <p>Singlers Bridge, which connects Fulling Mill Lane to Codicote Road, is single width with limited bridge deck with no footway, and no space for priority holding. Any intensification of use of the bridge would require facilities for pedestrians and cyclists and irrespective of the scale of development, improvements to the bridge would be necessary. The promoter indicates that the delivery of Wel15a is not reliant on Wel1 or Wel2. However, measures to address the highway constraints identified form an integral part of the promotion for the larger sites Wel1 and Wel2, alongside the smaller Wel15 and the promoter of Wel1, Wel2 is not party to the promotion of Wel15a. If Wel15a were to taken forward and Wel1 and Wel2 were not, it has not been demonstrated that Wel15a (as a standalone site) could deliver the scale and nature of highway upgrades necessary to address the constraints identified.</p> <p>The southern part of the site which lies within the urban area, is designated as Urban Open Land (UOL11). This area of UOL is considered to be integral to the form and character of the area and provides an important visual and physical break within Welwyn village. Development on the southern part of the site is unlikely to maintain or reinforce the open nature of the Urban Open Land, and is likely to compromise its value.</p> <p>This site adjoins the garden-ground of the Grade II* listed Guessens, and the southern part lies within the Welwyn Conservation Area. Historic England advise that development of this site would have the potential to harm the setting of these heritage assets and development should not be allowed on this site. (Historic England notes that some development may be possible on the northern part of Wel15 – a smaller site promoted independently of site Wel15a – if appropriate landscape buffers were introduced along its southern edge).</p> <p>The site (as promoted) is considered unsuitable on heritage and highway grounds. Development on part of the site would also be likely to compromise the value of part of Urban Open Land area UOL 11.</p> <p>Should the site be taken forward, then the following matters would need to be noted: HCC Archaeology advise that a pre-application/pre-determination archaeological assessment would be required. Whilst not a high risk that archaeological interest would be a constraint on the principle of development, archaeological interest may effect site capacity or the design of detailed proposals. Environmental Health notes potential for land contamination within 200m of the site – a contaminated land survey may be required at planning application and appropriate remediation carried out (if deemed necessary). A Flood Risk Assessment would be required at planning application as part of the site lies within Flood Zones 2 and 3. Further detailed</p>			

Appendix 2 – HELAA results by settlement

Wel15a				Fulling Mill Lane and south of Riverside (continued)			
Conclusions							
<p>modelling or updated information may also be required as part of any FRA to consider the likely effect of abstraction change on areas at risk of flooding.</p> <p>Given the site's location within GSPZs, SuDS for surface run-off from roads, car parking and public or amenity areas would need to be suitably designed and the requisite number of treatment stages to prevent the pollution of groundwater. A preliminary ecological survey may also be required.</p> <p>However, as noted above, the site is not considered suitable. Achievability is considered uncertain given that if this site were taken forward (and others were not), it is not evidential that the necessary highway upgrades could be viably delivered noting that heritage and UOL constraints would limit any possible development to the northern part of the site only.</p>							
Suitable	No	Available	Yes	Achievable	Uncertain	Deliverability timescale	N/A

Appendix 2 – HELAA results by settlement

Site Reference: Wel16	Site name: Land at School Lane, Welwyn																								
 <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</td> </tr> <tr> <td style="padding: 2px;">Ward</td> <td style="padding: 2px;">Welwyn West</td> </tr> <tr> <td style="padding: 2px;">Site area</td> <td style="padding: 2px;">3.3 ha</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/characters</td> <td style="padding: 2px;">Agricultural- arable land, undulating topography, trees and hedgerows to boundaries.</td> </tr> <tr> <td style="padding: 2px;">Surrounding land uses and character</td> <td style="padding: 2px;">Residential and water pumping station to north, fields to south-west and south-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;">Landowner via promoter.</td> </tr> <tr> <td style="padding: 2px;">Land use promoted</td> <td style="padding: 2px;">Housing</td> </tr> </table>	Site details		Settlement:	Welwyn	Ward	Welwyn West	Site area	3.3 ha	Site context		Green Belt / Urban:	Green Belt	Previously developed:	No	Land use/characters	Agricultural- arable land, undulating topography, trees and hedgerows to boundaries.	Surrounding land uses and character	Residential and water pumping station to north, fields to south-west and south-east.	Site promotion		Source of promotion	Landowner via promoter.	Land use promoted	Housing
Site details																									
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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): Green Belt (GBSP1), Towns and Specified Settlements (GBSP2), Integrating Transport and Land Use (M1), Sites of Special Scientific Interest (R13), Local Nature Reserves (R14), Wildlife Site (R15), Landscape Character Areas (RA10), Archaeology (R29), Planning Obligations (IM2) and Planning Obligations SPD. • Minerals LP (2007): Not in a preferred area • Waste Local Plan: Policy 12: Sustainable Design, Construction and Demolition • Draft Local Plan (2016): Settlement Strategy and Green Belt boundaries (SP3); Highway Network and Safety (SADM2); Sustainable Travel (SADM3); Protection and enhancement of critical environmental assets (SP11); Ecology and Landscape (SADM16); Environmental Pollution (SADM18) • NPPF (2019): Section 9: Promoting Sustainable Transport; Section 15: Conserving and enhancing the Natural Environment; Section 16: Conserving enhancing the Historic Environment. 																								
<p>Physical constraints:</p> <ul style="list-style-type: none"> • Access to the site • Infrastructure location/capacity • Contamination • Hazardous risk • Other 	<ul style="list-style-type: none"> • Vehicular access is proposed off School Lane to the north-eastern boundary of the site, pedestrian and cycle access to the site will be included. Secondary access proposed from Whitehill Lane which is a minor rural road. • HCC Highways have raised concerns on the intensification of School Lane. • Thames Water have advised that the scale of development is likely to require upgrades to the wastewater network. 																								

Appendix 2 – HELAA results by settlement

Wel16	Land at School Lane, Welwyn (continued)		
<p>Physical constraints:</p> <ul style="list-style-type: none"> • Ground conditions • Contamination • Flood risk • Hazardous risk • Other 	<ul style="list-style-type: none"> • The site is in Flood Zone 1 (lowest risk of fluvial flooding) • 4% of the site is at risk of surface water flood flooding (1:1,000yr). • Site is within Groundwater Source Protection Zone II - Outer Protection. • Environmental Health note potential contaminated land issues within 200m of the site. • Overhead power-lines cross the site from east-west. 		
<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"> • LCA35 Ayot St Peter Wooded Upland. Plateau and valleys with woodland enclosing historic villages, with arable farming between woodlands. • The site is currently open agricultural land, with undulating topography, rising steeply from School Lane by approximately 20m. Welwyn Village lies beneath. • The site is bordered by trees and hedgerows on three sites and open field to the south. • Within 310m of Ancient Woodland Rectory Wood and Wildlife Site Rectory Wood (WS25). • 1.1km from SSSI Sherrardswood Park – within an Impact Zone, however, the scale of development promoted would not trigger a Natural England consultation at planning application stage. • Area of Archaeological Significance directly to the north (AAS7). • Welwyn Village Conservation Area lies to the north-east approximately 400m from the site. Views from the CA would need to be considered. • Environmental Health have advised that air quality issues would need to be considered 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>An agreement has been made between the landowner and promoter for the development of residential properties. The area is also 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>Restrictions on disposition but nothing that would appear to prevent development.</p>	<p>Promoted</p> <p>HELAA Scenario/ methodology</p> <p>Other comments</p>	<p>95 dwellings (29dph)</p> <p>Between 2-6ha so 30dph = 99 dwellings</p> <p>The site area is reduced by 0.72ha to allow for buffer for OH powerlines. Net developable site area = 2.58ha. Capacity moderated due to steep topography and the setting of conservation area. 25dph considered more appropriate for this site.</p>

Appendix 2 – HELAA results by settlement

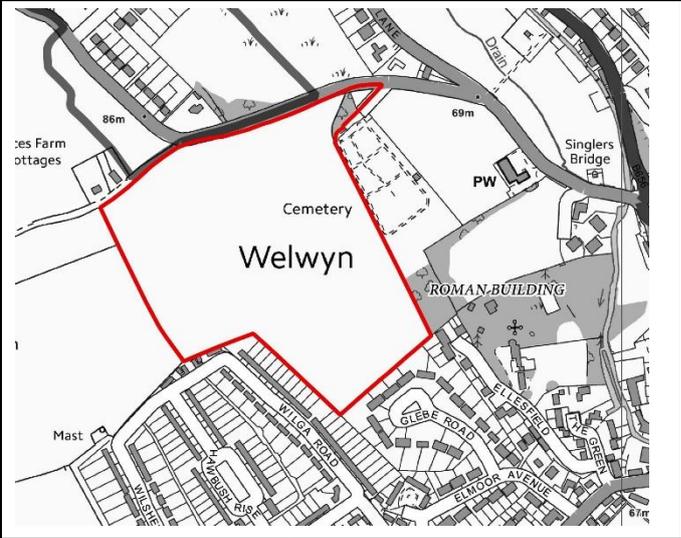
Wel16		Land at School Lane, Welwyn (continued)	
Achievability and deliverability			
Landowner timescales	1-5 years	HELAA capacity	65 dwellings
Comments	Delivery within 5 years consistent with the LPA's evidence. Waste water network capacity upgrades should not significantly impact development timescales.		
Viability issues	No known issues	HELAA density	25dph (on estimated net site area of 2.58ha)
Deliverability estimate	1-5 years (provided waste water upgrades are delivered early, otherwise 6-10 years)		
Conclusions			
<p>The site lies to the south-west of Welwyn Village and comprises an open agricultural field bordered by trees and hedges on three sides. Adjoining the site to the north are a small group of two-storey semi-detached residential properties. The topography of the site varies considerably with the landform undulating across from east to west across the site. A steep change in land levels can also be observed from the south-western boundary of the site down towards Welwyn Village. It is likely any development which is sited at the top of the raised land levels would appear prominent in the surrounding landscape, including from the conservation area and from existing properties adjoining the site to the north.</p> <p>Terracing of the site may be necessary to achieve a satisfactory form of development. Any development would also need to allow for the sensitive treatment of the south-western recognising the interface with the rural landscape beyond.</p> <p>For primary vehicular access, neither Whitehill or Ayot St Peters Road (which runs from School Lane) area suitable to accommodate any increase in traffic, meaning that School Lane would serve as the main route for access and egress to the wider highway network. School Lane has a capacity issues with a pinch point that cannot be widened (listed building constraint). It has previously been modelled that 95 additional dwellings would have minimal impact in terms of congestion and capacity at the known pinch point and HCC Highways would not resist this level of development. (For any additional sites promoted that would also use School Lane for primary access, consideration would need to be given to the scale of development considered suitable for Wel16 in any transport modelling).</p> <p>The overhead power lines on site are a constraint on development on this site, easement distances will need to be incorporated into any future detailed proposals to allow for appropriate safety and maintenance of overhead cables and pylons. National Grid will need to be consulted at planning application stage and detailed discussions will be necessary to determine the precise easement necessary. An estimated adjustment to the net developable area has been made at this plan making stage to take account of the likely need for an easement corridor.</p> <p>Environmental Health have advised that air quality will need 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 (from road traffic) related to increased traffic flows once development is completed. Liaison with Thames Water is advisable at earliest opportunity to agree phasing as it is likely the scale of development proposed is likely to require upgrades to the wastewater network. These can take 18 months to 3 years to design and deliver and can impact on delivery estimates.</p> <p>Given the site's location within a 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.</p>			

Appendix 2 – HELAA results by settlement

Wel16		Land at School Lane, Welwyn (continued)					
Conclusions							
<p>The site is within close proximity to a large Area of Archaeological Significance in Welwyn Village. HCC Archaeology have advised that the site has the potential to include heritage assets with archaeological interest.</p> <p>Whilst not considered to be a constraint on the principle of development, in some instances, archaeological interest could affect the precise level of development. An Archaeological Assessment will be required at pre-application or planning application stage. HCC Ecology consider Biodiversity Net Gain measures such as native planting/wildflower sowing and habitat boxes for bats, birds, hedgehogs, and invertebrates would be appropriate for this site.</p> <p>In 2016 a larger site of Wel16 was considered unsuitable for development due to highway constraints. However, this smaller site is now considered suitable on highway grounds and for a reduced capacity of development to take account of the steep topography of the site, the need to sensitively address the south-western boundary of the site, the relationship with existing residential properties (and the views from the conservation area) to the north and the O/H powerline crossing the site. .</p> <p>The site is within single ownership and is therefore considered available for development.</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	1-5 years (subject to delivery of waste water network upgrades)

Appendix 2 – HELAA results by settlement

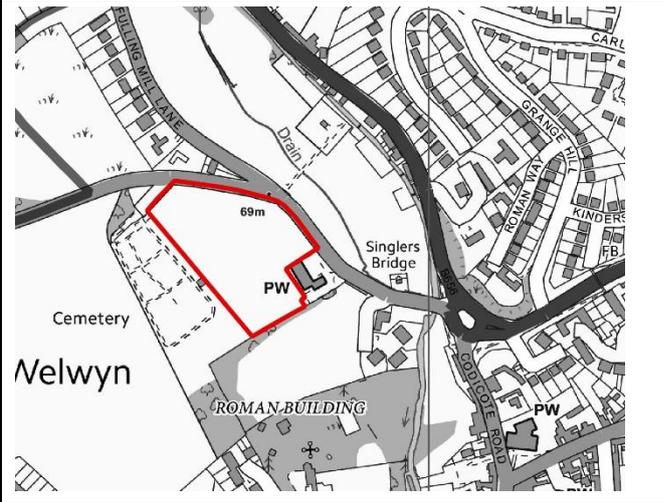
REVIEW OF SITES PROMOTED THROUGH THE CALL FOR SITES 2019 AND PREVIOUSLY ASSESSED IN THE HELAA 2016

	HELAA reference	Site Address or Location	Town or Settlement
	Wel1	Land at Kimpton Road	Welwyn
	Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage
	Green Belt	211 Dwellings	Passed Stage 2
<p>2019 Update</p>	<p>In the 2016 HELAA, the site was found suitable, with a moderated capacity of 178 dwellings (238 promoted) to take account of the site’s relationship to listed buildings, views in and out of the adjacent conservation area and the potential for archaeological constraints. Highway upgrades, road realignment and a new bridge would be required to facilitate development. (Wel1 would need to come forward with site Wel2). HCC Highways raised no issue in principle to these works, but a parcel of land outside the promoter’s control would be required deliver highway works. Issues relating to flood outlines and groundwater levels in the vicinity of the site were noted (abstraction was due to cease on the Mimram and a pumping station was due to be decommissioned). Achievability was assessed as uncertain.</p> <p>(2019) The council’s specialist conservation advisor advises that the site makes a positive contribution to the historic open landscape setting of Welwyn village, which is contained within a conservation area. The south-east corner of site lies in close proximity to the CA and the Grade II listed building (Manor House and West Manor). The reduced capacity (HELAA 2016) remains acceptable. HCC Archaeology note that whilst archaeological interest is unlikely to present a constraint on the principle of development, archaeological interest could be a constraint on the precise number of dwellings or the design of proposal and an archaeological assessment would be required at pre-application or application stage. In 2016, abstraction from the River Mimram was expected to cease, and the pumping station switched off by 2018. A study investigating the impacts of ceasing abstraction is ongoing (2019). It is understood that Fulling Mill is currently operating at a low abstraction rate. Once groundwater levels rise to a set trigger level, abstraction will increase to the previous rate to ensure no increase in flood risk due to the change in abstraction. Whilst the site itself is at no risk of flooding, the WH SFRA 2019 Addendum advises that Kimpton Road and Fulling Mill Lane are subject to flood risk (in certain locations).</p> <p>At the pre-application/planning application stage, consideration should be given to how safe access and egress can be provided during flood events, both to people and emergency vehicles, including by way of any viable escape routes</p>		

Appendix 2 – HELAA results by settlement

Wel1	Land at Kimpton Road (continued)				
2019 Update	<p>(as part of a site specific FRA, which should also consider flood risk from the associated highway works and the upgraded access and egress arrangements through the construction of a new bridge, which will need to be in place prior to the development of Wel1).</p> <p>The SFRA also recommends that development should positively contribute towards flood mitigation works to counteract any future decreases in abstraction e.g. through complimentary drainage strategies, works on site and contributions to works off-site). Thames Water advise that the scale of development/s is likely to require upgrades to the wastewater network. Upgrades may take 18mths to 3 years to design and deliver. HCC Highways note the need for permeability between sites promoted in this area. HCC Ecology note the potential for nesting birds in trees and roosting bats in mature trees. Bio-diversity net gains/off-setting should be considered at planning application stage. HCC Minerals note sand and gravel either not workable or present. Environmental Health note potential contamination record within 200m of site (contaminated land survey may be required at planning application stage). The promoter has undertaken viability testing (at both the promoted and moderated 2016 site capacity levels, taking into account a comprehensive range of anticipated on-site and off-site infrastructure works and policy requirements. This indicates that development would be viable. The third party landowner has indicated a willingness to enter into a memorandum of understanding with the promoter, with a view to reaching agreement if the site is allocated/taken forward for development. Achievability is considered possible within the plan period, but capacity remains moderated (as previously identified in 2016) in light of the site's proximity to heritage assets and to allow for mitigating measures to be incorporated within any detailed proposals (e.g. screening, open views).</p>				
Suitable	Yes	Available	Yes	Achievable	Uncertain (possible with third party agreement) Yes
Conclusion	Site passes the Stage 2 HELAA for 178 dwellings . Potential for some delivery within 5 years although a more cautious 6-10 years delivery would be reasonable in light of some of the matters noted above.				

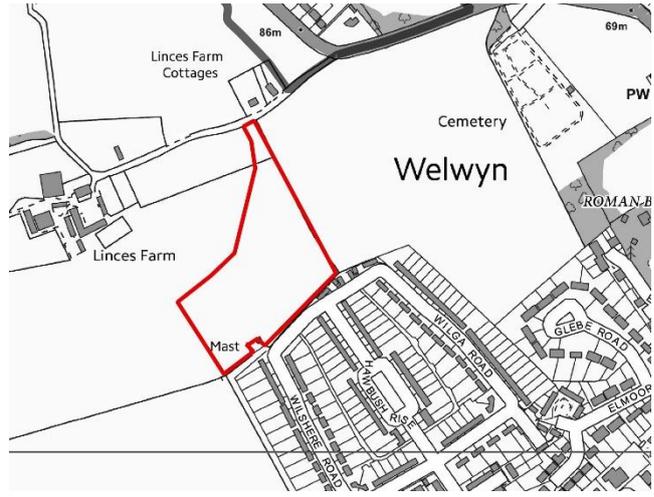
Appendix 2 – HELAA results by settlement

	HELAA reference	Site Address or Location	Town or Settlement
	Wel2	Land adjoining Welwyn Cemetery	Welwyn
	Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage
	Green Belt	49 Dwellings	Passed Stage 2
<p>2019 Update</p>	<p>In the 2016 HELAA, the site was found suitable, with a capacity of 40 dwellings (on a moderated developable area) to take account of the site’s relationship to listed buildings, views in and out of the adjacent conservation area, compensatory tree planting associated with road widening and the potential for archaeological constraints. Highway upgrades, road realignment and a new bridge would be required to facilitate development. (Wel2 would need to come forward with site Wel1). HCC Highways raised no issue in principle to these works, but a parcel of land outside the promoter’s control would be required deliver highway works. Issues relating to flood outlines and groundwater levels in the vicinity of the site were noted (abstraction was due to cease on the Mimram and a pumping station was due to be decommissioned). Achievability was assessed as uncertain.</p> <p>(2019) The council’s specialist conservation advisor advises that the site forms part of the wider landscape setting of Welwyn Conservation Area. Over-development of the site could result in harm to significance by removing open landscape which contributes positively to the northern part of the Conservation Area. A reduced capacity and linear development may be acceptable leaving the south-western side of the site open and undeveloped. It is considered that the reduced capacity (HELAA 2016) remains relevant in light of heritage concerns. HCC Archaeology also note that whilst archaeological interest is unlikely to present a constraint on the principle of development, archaeological interest could be a constraint on the precise number of dwellings or the design of proposal and an archaeological assessment would be required at pre-application or application stage. In 2016 abstraction from the River Mimram was expected to cease and the pumping station switched off by 2018. A study investigating the impacts of ceasing abstraction is ongoing (2019). It is understood that Fulling Mill is currently operating at a low abstraction rate. Once groundwater levels rise to a set trigger level, abstraction will increase to the previous rate to ensure no increase in flood risk due to the change in abstraction. Whilst the site itself is at no risk of flooding, the WH SFRA 2019 Addendum advises that Kimpton Road and Fulling Mill Lane are subject to flood risk (in certain locations).</p>		

Appendix 2 – HELAA results by settlement

Wel2	Land adjoining Welwyn Cemetery (continued)				
2019 Update	<p>At the pre-application/planning application stage, consideration should be given to how safe access and egress can be provided during flood events, both to people and emergency vehicles, including by way of any viable escape routes (as part of a site specific FRA, which should also consider flood risk from the associated highway works and the upgraded access and egress arrangements through the construction of a new bridge, which will need to be in place prior to the development of Wel2). The SFRA also recommends that development should positively contribute towards flood mitigation works to counteract any future decreases in abstraction e.g. through complimentary drainage strategies, works on site and contributions to works off-site). The Environment Agency advises that the site is located within a Source Protection Zone, which may trigger comments should potentially contaminative development be proposed. Thames Water advise that the scale of development/s is likely to require upgrades to the wastewater network. Upgrades may take 18 months to 3 years to design and deliver. HCC Highways note the need for permeability between sites promoted in this area. HCC Ecology notes no protected species known on site and no fundamental ecology constraints. Biodiversity net gain opportunity measures such as native planting and habitat boxes for bats, birds, hedgehogs and invertebrates should be considered at planning application stage. HCC Minerals note sand and gravel either not workable or present. Environmental Health note potential contamination record within 200m of site (land survey may be required at planning application stage). Air quality issues will also need to be considered at application stage. The promoter has undertaken viability testing (at both the promoted and moderated 2016 site capacity levels, taking into account a comprehensive range of anticipated on-site and off-site infrastructure works and policy requirements. This indicates that development would be viable. The third party landowner has indicated a willingness to enter into a memorandum of understanding with the promoter, with a view to reaching agreement if the site is allocated/taken forward for development. Achievability is considered possible within the plan period, but capacity remains moderated (as previously identified in 2016) in light of the site's proximity to heritage assets and to allow for mitigating measures to be incorporated within any detailed proposals.</p>				
Suitable	Yes	Available	Yes	Achievable	Uncertain (possible with third party agreement) Yes
Conclusion	Site passes the Stage 2 HELAA for 40 dwellings . Potential for some delivery within 5 years although a more cautious 6-10 years delivery would be reasonable in light of some of the matters noted above.				

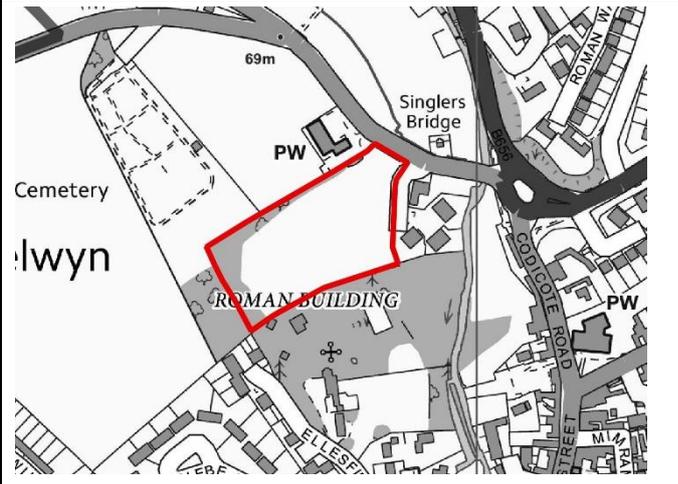
Appendix 2 – HELAA results by settlement

	HELAA reference	Site Address or Location	Town or Settlement
	Wel14	Linces Farm	Welwyn
	Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage
	Green Belt	100	Failed Stage 2 (larger site)
2019 Update	<p>In the 2016 HELAA the site was found unsuitable for development due to the negative impact on the significance of nearby heritage assets, not being justified by the benefit of new dwellings (on part or all of site). Availability of part of the site was found to be uncertain and the achievability of the site was also judged to be uncertain primarily due to issues surrounding delivery of suitable access. The site originally promoted was 4.5ha with an indicative dwelling capacity given of 100 dwellings (26dph). A reduced site area of 2.48ha has now been promoted. The indicative dwelling capacity provided by the promoter remains 100 which would involve a substantially increased density level (40dph). The promoter advises that the particular tenancy agreement on the land enables the owner to make immediate use of the land for housebuilding if there is an allocation and planning permission is subsequently given. The Council is now satisfied that the land is available. The site's location within an Inner GSPZ (1) 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. Thames Water advise that the scale of development is likely to require upgrades to the wastewater network which has potential to delay delivery. HCC Archaeology note that a pre-application or pre-determination archaeological assessments should be included within specific development proposals for the site. The Highways Authority express concern that if the site were to be delivered on a standalone basis the LTP policy would not be met. It notes that significant improvements will be required to Singlers Bridge and the impact to Fulling Mill Lane / B656 shall need to be considered. However, impacts on heritage assets remain a fundamental constraint. Historic England notes that the site is located close to a group of Grade II listed buildings at Linces Farm including the Farmhouse, Barn and Granary, arranged in a courtyard. The site forms part of the wider rural setting of these listed buildings. There would appear a strong functional relationship now and historically between the farm and this land. The NPPF makes it clear that significance [of a heritage asset] can be harmed through development within its setting. Development of the site would cause a degree of harm to the setting of these listed buildings. Whilst the site has been reduced in size to provide a more substantial buffer around the farm. Historic England considers that development In this location would still have an impact on the setting of these listed buildings and would against allocation of this site.</p>		

Appendix 2 – HELAA results by settlement

Wel14	Linces Farm (continued)				
2019 Update	<p>The Council's specialist conservation advisors agree with the HE assessment. Development of this site would be harmful to the significance of Grade II listed farm buildings at Linces Farm due to loss of open agricultural land and field patterns which make positive contribution to their setting. The site is found unsuitable.</p> <p>Achievability is also an issue as there is no agreement in place to achieve access by way of the adjoining sites Wel1 and Wel2, which would seek to deliver wider highway upgrades deemed necessary to facilitate development in this area (please refer to the HELAA Stage 2 for sites Wel14a and Wel14b).</p>				
Suitable	No	Available	(Uncertain on part of the site) Yes	Achievable	Uncertain No
Conclusion	Site fails the Stage 2 HELAA.				

Appendix 2 – HELAA results by settlement

	HELAA reference	Site Address or Location	Town or Settlement
	Wel15	Land at Fulling Mill Lane	Welwyn
	Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage
	Green Belt	28	Passed Stage 2
<p>2019 Update</p>	<p>In the 2016 HELAA, the site was found suitable for 14 dwellings on a moderated developable area to limit development to the eastern part of the site, between the church and Riverside, to minimise the impact to the significance of Welwyn Conservation Area. The site has no independent means of access, which was proposed to be achieved via site Wel2 (together with site Wel1, where all are allocated). Some uncertainty was placed on achievability (for the reasons set out for Wel1 and Wel2 above).</p> <p>(2019) At a site specific level (Wel15 only) – Environmental Health advises that air quality would need to be considered at planning application stage (survey and report to demonstrate that future occupants would not be adversely affected). A potential contaminated land issue is noted within 200m of the site – land site survey would be required at planning application stage. 1% of the site lies within FZ2 and FZ3a. 17% of the site is affected by surface water flood risk (1:1,000yr; <1% at 1:100 and 1:30yr). The Environment Agency advises that the site is located within a Source Protection Zone, which may trigger comments should potentially contaminative development be proposed. South-east of the site lies within a byelaw distance of the River Mimram. HCC Archaeology also note that whilst archaeological interest is unlikely to present a constraint on the principle of development, archaeological interest could be a constraint on the precise number of dwellings or the design of proposal and an archaeological assessment would be required at pre-application or application stage. HCC Ecology advise no known protected species on site but may be potential for nesting birds in trees and roosting bats in mature tree if suitable features are present. Bio-diversity gains should be considered if all or part of the site is lost to development. Light spill on adjacent trees should be avoided. Highways issues are as for Wel1 and Wel2 (all sites in this area, if they were to come forward would need to achieve permeability between sites and significant improvements to Singlers Bridge would be necessary to facilitate development). HCC Minerals advise that records indicate sand and gravel is either not workable or absent at Wel15.</p> <p>Historic England note that the site is close to the garden/grounds of the Grade II listed Guessens and adjoins the boundary of the Welwyn Conservation Area. Development of this site would have the potential to harm the setting of these heritage assets.</p>		

Appendix 2 – HELAA results by settlement

Wel15	Land at Fulling Mill Lane (continued)				
2019 Update	<p>Some development might be possible in the northern half of the site, if appropriate landscape buffers were introduced along its southern edge. The council's specialist heritage advisor agrees with HE in that site could have harmful impact on significance of CA and Grade II* Guessens, but also the Grade II Manor House listed building as this open, undeveloped site makes a positive contribution to the settings of heritage assets. The sloping topography of the river valley provides longer landscape views (filtered by trees). Development of the whole site or a large part of it would be harmful to significance of heritage assets. However a reduced capacity and development located close to Fulling Mill Lane/alongside existing development at Riverside may be acceptable if well screened. Western two thirds of site should remain undeveloped. Thames Water advise that the scale of development is likely to require upgrades to the wastewater network, early liaison with TW is recommended to agree phasing. Upgrades can take 18 months to 3 years to design and deliver. The site is considered suitable but only where it is brought forward alongside sites Wel1 and Wel2 (as promoted in this instance) and only for a limited amount of development due to the potential for heritage impacts. The estimated capacity of 14 dwellings (as concluded in 2016) remains unchanged. The wider issues around achievability have been dealt with in the tables for sites Wel1 and Wel2.</p>				
Suitable	Yes	Available	Yes	Achievable	Uncertain Yes
Conclusion	<p>The site passes the Stage 2 HELAA. Delivery is associated with sites Wel1 and Wel2. Potential for some delivery within 5 years although a more cautious 6-10 years delivery would be reasonable in light of some of the matters noted above.</p>				