

Appendix 2 – HELAA results by settlement

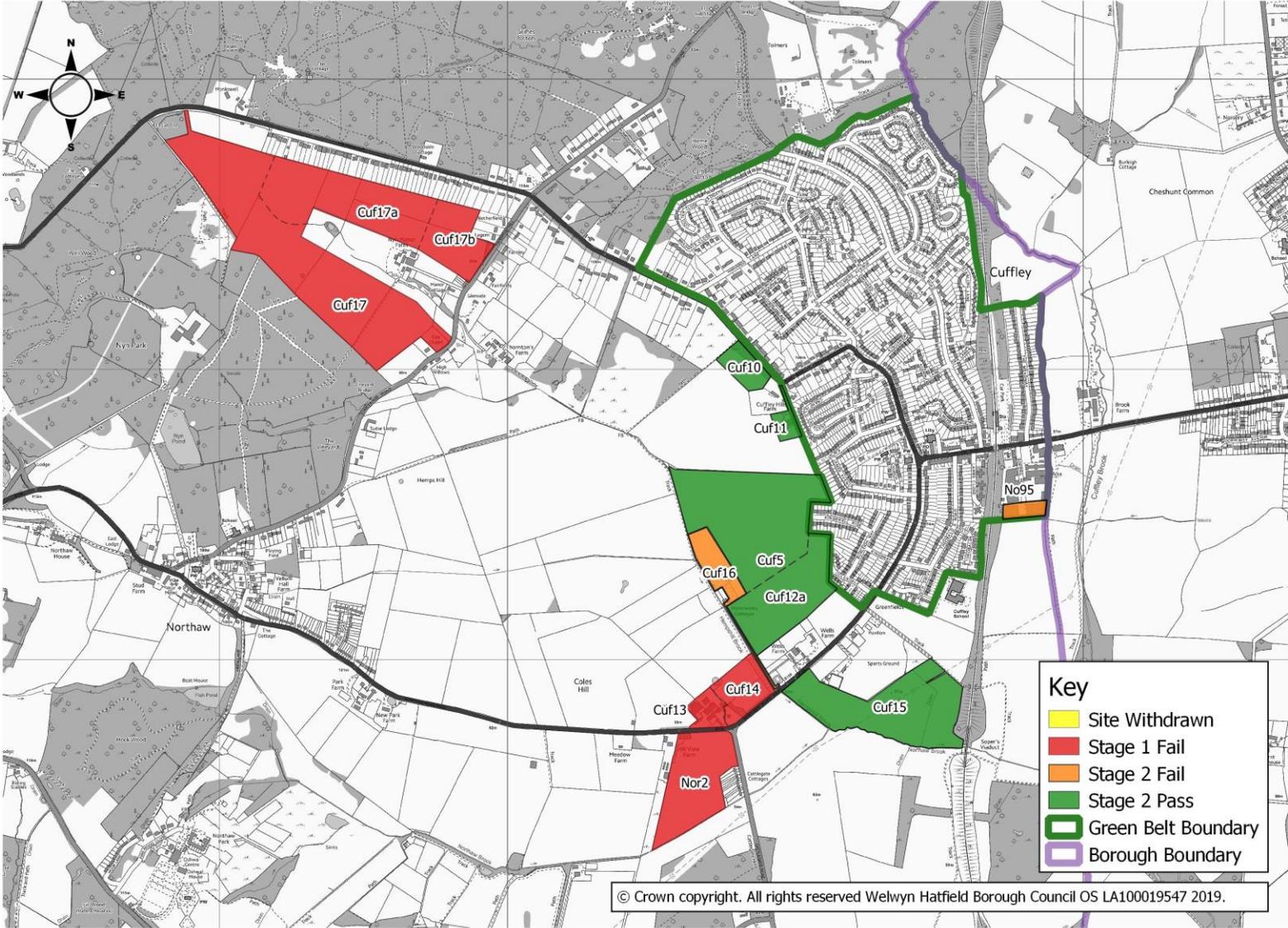
Cuffley

This section includes a summary table of 13 sites promoted in or around Cuffley 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 No95, Cuf15, Cuf16. Sites Cuf5, Cuf10, Cuf11, and Cuf12 were previously reviewed in the HELAA 2016 and these have been subject to review in 2019. Six sites failed the Stage 1 assessment for the reasons stated in the table below and as described in the methodology.

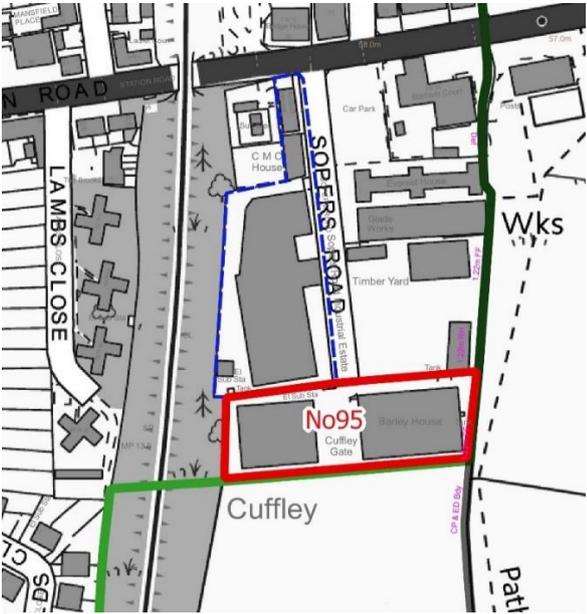
Table 30: Cuffley HELAA Results Summary Table

HELAA reference	Location	Settlement	Urban / Green Belt	HELAA 2019 Result	Capacity (dwellings or as stated) / Reason for failing Stage 1	Page no.
No95	Part of the Sopers Road Employment Area	Cuffley	Urban	Failed Stage 2	0	349
Nor2	Hill View Farm, Northaw Road West	Cuffley	Green Belt	Failed Stage 1	Site does not adjoin an excluded settlement	N/A
Cuf5	Land at Northaw Road East	Cuffley	Green Belt	Passed Stage 2	412 (or 376 & primary school)	361
Cuf10	Land adjacent 1 The Ridgeway	Cuffley	Green Belt	Passed Stage 2	32	363
Cuf11	Cuffley Hills Barn	Cuffley	Green Belt	Passed Stage 2	4	364
Cuf12(a)	Land at Northaw Road East	Cuffley	Green Belt	Passed Stage 2	139	365
Cuf13	Colesdale Farm	Cuffley	Green Belt	Failed Stage 1	Site does not adjoin an excluded settlement	N/A
Cuf14	Land to the east of Colesdale Farm	Cuffley	Green Belt	Failed Stage 1	Site does not adjoin an excluded settlement	N/A
Cuf15	Land to south east of KGV playing fields	Cuffley	Green Belt	Passed Stage 2	176	353
Cuf16	Northaw Pumping Station, Northaw Road East	Cuffley	Green Belt	Failed Stage 2	0	357
Cuf17	Land at Nyn Manor (Scenario 1)	Cuffley	Green Belt	Failed Stage 1	Site does not adjoin an excluded settlement	N/A
Cuf17a	Land at Nyn Manor (Scenario 2)	Cuffley	Green Belt	Failed Stage 1	Site does not adjoin an excluded settlement	N/A
Cuf17b	Land at Nyn Manor (Scenario 3)	Cuffley	Green Belt	Failed Stage 1	Site does not adjoin an excluded settlement	N/A

Figure 33 – Sites promoted through the Call for Sites 2019 – Cuffley



STAGE 2 ASSESSMENTS

Site Reference: No95		Site name: Sopers Road Industrial Area, EN6 4RY	
 <p>Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	Site details Settlement: Cuffley Ward: Northaw & Cuffley Site area: 0.77 ha		
	Site context Green Belt / Urban: Urban Previously developed: Yes Land use/character: Mix of office, industrial and warehouse uses, parking areas, sub-station, gas cylinder. Surrounding land uses and character: B2/8 employment uses, parking areas, warehouse (north) and residential uses further north, railway line (west), agriculture (south, east)		
	Site promotion Source of promotion: Developer Land use promoted: Mixed use: residential, employment uses (B1a/c)		
	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): EMP2: Acceptable Uses in Employment Areas; R2: Contaminated Land; R7: Protection of ground and Surface Water; R17: Trees, Woodland and Hedgerows; R19 Noise pollution; Draft Local Plan (2016): SADM2: Highway Network and Safety; SP8: The Local Economy; SADM 10: Employment Development (EA9 - designated employment area); SADM14: Flood Risk and Surface Water Management; SADM16: Ecology and Landscape; SADM18: Environmental Pollution; SP13: Infrastructure Delivery Waste Site Allocations Plan (2014): Waste management Employment Land Area of Search (ELAS227: Sopers Road) NPPF (2019): Section 6: Building a strong, competitive economy; Section 9: Promoting sustainable transport; Section 14: Meeting the challenge of climate change, flooding; Section 15 Conserving and enhancing the natural environment	
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"> Vehicular access from Sopers Road, off Station Road (north). Pedestrian footways run along parts of Sopers Road, between the accesses of commercial uses, with cars parked on the pavements and multiple vehicular cross-overs. HCC Highways: Site located within a sustainable location, close to the station. Additional dwelling capacity is unlikely to have a material impact. Transport Assessment needed to identify junction improvements. 	

Appendix 2 – HELAA results by settlement

No95	Sopers Road Industrial Area, EN6 4RY
<p>Physical constraints:</p> <ul style="list-style-type: none"> • Infrastructure location/capacity • Ground conditions • Contamination • Pollution • Flood risk • Hazardous risk • Other 	<ul style="list-style-type: none"> • Thames Water: Scale of development is likely to require upgrades to the wastewater network. • Within Flood Zone 1 (lowest risk of flooding). • Not within a Source Protection Zone. • Part of site and site boundaries subject to surface water flood risk (6% 1:30yrs; 9% 1:100yrs; 40% 1:1,000yrs). • Potential contamination issues due to site's existing/previous uses may need to be assessed at appropriate stage. • Substation is located within site, near access (north). • Network Rail: As a railway is adjacent the western site boundary, normal asset protection measures will apply.
<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"> • Located at the southern end of an Employment Area (Sopers Road, Cuffley). Site consists of two B2/8 units, small office, large gas cylinder and car parking/delivery areas. Close to: B2/B8 uses to north (including paper recycling), residential north of employment area and agricultural land (south, east). • No ecological assets within or close to site. No known protected species within the site. • Potential for nesting birds and reptiles in the railway bank may need investigation (although development is unlikely to impact on these unless vegetation is affected). Preliminary roost assessment may be required. Light spill on adjacent trees should be avoided. • Northaw Great Wood SSSI/LNR, located to north-west (1.7km). Wormley Hoddesdonpark SAC/SSSI, located to the north (2.08km). A Natural England consultation at planning application stage would not be triggered by residential use but any industrial uses may trigger a consultation depending on the use/scale. • Grade II listed buildings (Burnout Farm) on higher ground, to the south east (1.2km). Scheduled Monument (World War II gun site) on higher ground to the south east (1.1km). • Any air quality issues need to be explored at application stage. • Potential for serious noise disturbance from commercial uses, and lesser extent the railway, would require mitigation measures.
<p>Contribution to regeneration priority areas</p>	<p>N/A</p>
<p>Likely market attractiveness for the use proposed</p>	<p>Cuffley is a high demand area and there is developer interest in the site. Site is close to railway station and facilities but location within an employment area may be less attractive to the market for residential use compared to employment (B use class) uses.</p>

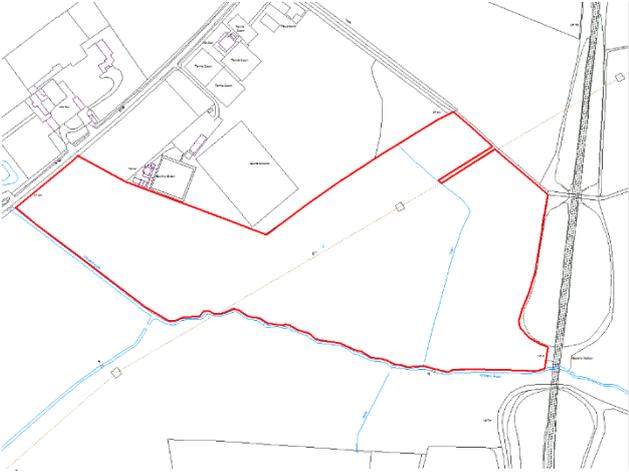
Appendix 2 – HELAA results by settlement

No95		Sopers Road Industrial Area, EN6 4RY	
Availability		Site capacity	
Site ownership	Two landowners and multiple leases. Promoter indicates tenants are seeking alternative premises and would move out on completion (of site disposal).	Promoted	Mixed use: 120 dwellings (155dph) and 2850m ² B1a/c floorspace (over 5 storeys). Developable area unknown.
Any known constraints	Promoter has indicated leases expire in circa 18 months' time at which point buildings would become vacant. Buildings are in ' <i>fair condition</i> '.	HELAA Scenario/ methodology	Gross site area <2ha so 70dph (high) applies = 54 dwellings
		Other comments	Capacity is zero because the site is considered unsuitable for residential development (see below).
Achievability and deliverability			
Landowner timescales	Available within 1- 5 years (Promoter).	HELAA capacity	Nil
Comments	Waste water upgrades may take 18-36 months to design and deliver. Developer contributions may be sought for rail station and road junction improvements.		
Viability issues	Delivery of basement parking/ (no viability evidence)/possible land remediation	HELAA density	N/A
Deliverability estimate	N/A		
Conclusions			
<p>The site constitutes the southern part of the Sopers Road designated Employment Area (Policy SADM10) in the Draft Local Plan 2016, which is one of the smallest in the borough and the only employment area in Cuffley and surrounding villages.</p> <p>The site is also identified in the adopted Waste Site Allocations Plan as an employment site area of search (ELAS) for waste management facilities. HCC Waste and Minerals advise that consideration would need to be given the impact to sensitive receptors near potential waste uses, if the site were taken forward for residential use.</p> <p>The site is adjacent to employment uses (north), a railway line (west) and residential uses (to north of the employment area and beyond railway line to the west). The only means of access is off Sopers Road, which provides frontage access to a number of existing employment uses and has a narrow pedestrian footway along parts of it. There is a significant amount of on-street/on-kerb/ parking along both sides of Sopers Road.</p> <p>The promoter considers that the site has capacity to deliver a mixed use development of 120 dwellings alongside the provision of 2,850m² of employment floorspace with 240 parking spaces contained in a basement/undercroft car park in a building of up to 5-storeys in height. This amount of employment floorspace provision would represent a net loss of 1,326m² floorspace over the current provision on the site, with the land use changing from use class B2/B8/B1 to B1a/c.</p>			

Appendix 2 – HELAA results by settlement

No95	Sopers Road Industrial Area, EN6 4RY						
Conclusions							
<p>Given the proximity of a variety of employment uses (including outdoor employment related operations) in the vicinity of the site, the potential for noise disturbance to future residential occupants is identified as a concern. At this plan making stage, Environmental Health has raised serious concerns regarding the impact of noise from adjoining commercial premises. Additionally, existing businesses should not have unreasonable restrictions placed on them as a result of development permitted after they were established (para 182) and a residential development in the location promoted raises the possibility of complaints arising from future occupants around the nature and hours of operation of pre-existing commercial uses. As the promoted scheme is on a standalone site and the southern-most part of this employment area, it is considered that residential development here would result in a very poor living environment and standard of amenity for future occupants.</p> <p>If the site were taken forward, a contaminated land site survey (desk top, intrusive study) would be required at planning application stage and appropriate remediation carried out as agreed by the local authority in accordance with a remediation schedule. An air quality survey and report would be required to demonstrate that future occupants would not be adversely affected by pollution. HCC Ecology has advised that opportunities to maintain and enhance the western boundary along the railway bank should be taken, biodiversity net gain measures should be considered and light spill on adjacent trees be avoided. A preliminary bat roost assessment may be required should there be any works to/demolition of the existing buildings.</p> <p>Parts of the site are affected by surface water flooding but it is possible that this could be suitably managed using Sustainable Drainage Systems (SuDS). Liaison with Thames Water is advisable at the earliest opportunity to agree development phasing and ensure any necessary upgrades are delivered ahead of occupation. A Transport Assessment/Travel Plan would be required to demonstrate satisfactory access can be provided, adequate measures can be undertaken to promote sustainable modes of transport, as well as identify locations where junction improvements may be needed.</p> <p>Whilst the site would be available within the plan period, delivery would only be possible if the site were to be removed from the employment area. However, residential development on this southern part of the employment area would be isolated from, and poorly related to, existing residential development elsewhere in Cuffley. The nature of footways (and parking) along Sopers Road between access points to existing commercial/employment uses is likely to result in highway safety issues for pedestrians and cyclists and is unlikely to encourage sustainable modes of transport. In addition, serious concern has been raised regarding the potential for noise impact on future residents from existing commercial uses.</p> <p>It is considered that the sites' location at the rear of an employment area would create a poor living environment for occupiers of any residential development and as such the site is not considered to be suitable for residential development.</p>							
Suitable	No	Available	Yes	Achievable	Uncertain	Deliverability timescale	N/A

Appendix 2 – HELAA results by settlement

Site Reference: Cuf15	Site name: Adjacent King George V playing fields, EN6 4RD																								
 <p style="font-size: small; margin-top: 10px;">Map © Crown copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2019</p>	<table style="width: 100%; border-collapse: collapse;"> <tr style="background-color: black; color: white;"> <th colspan="2" style="text-align: left; padding: 2px;">Site details</th> </tr> <tr> <td style="padding: 2px;">Settlement</td> <td style="padding: 2px;">Cuffley</td> </tr> <tr> <td style="padding: 2px;">Ward</td> <td style="padding: 2px;">Northaw and Cuffley</td> </tr> <tr> <td style="padding: 2px;">Site area</td> <td style="padding: 2px;">10.6ha</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</td> <td style="padding: 2px;">Yes</td> </tr> <tr> <td style="padding: 2px;">Previously developed</td> <td style="padding: 2px;">No</td> </tr> <tr> <td style="padding: 2px;">Land use/character</td> <td style="padding: 2px;">Agricultural land. HV power lines cross the site and a grid tower is located within the site. Hemphill and Northaw Brooks converge along the southern boundary.</td> </tr> <tr> <td style="padding: 2px;">Surrounding land uses and character</td> <td style="padding: 2px;">Sports ground, bowling green and tennis courts to the east, Hemphill Brook to the west, farmhouse to the north and west and Northaw Brook to the south.</td> </tr> <tr style="background-color: black; color: white;"> <th colspan="2" style="text-align: left; padding: 2px;">Site promotion</th> </tr> <tr> <td style="padding: 2px;">Source of promotion</td> <td style="padding: 2px;">Landowner/Agent</td> </tr> <tr> <td style="padding: 2px;">Land use promoted</td> <td style="padding: 2px;">Residential</td> </tr> </table>	Site details		Settlement	Cuffley	Ward	Northaw and Cuffley	Site area	10.6ha	Site context		Green Belt	Yes	Previously developed	No	Land use/character	Agricultural land. HV power lines cross the site and a grid tower is located within the site. Hemphill and Northaw Brooks converge along the southern boundary.	Surrounding land uses and character	Sports ground, bowling green and tennis courts to the east, Hemphill Brook to the west, farmhouse to the north and west and Northaw Brook to the south.	Site promotion		Source of promotion	Landowner/Agent	Land use promoted	Residential
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Land use promoted	Residential																								
Site suitability	Comments																								
<p>Policy constraints:</p> <ul style="list-style-type: none"> Adopted Development Plan Submitted Local Plan National policy 	<p>District Plan (2005): GBSP1; site is designated Green Belt;; R6 River Corridors; R7 Protection of Ground and Surface Water; R9 Water Supply and Disposal; R13 Site of Special Scientific Interest; R19 Noise and Vibration; RA10 Landscape Character Area; R15 Wildlife Sites; R29 Archaeology.</p> <p>Draft Local Plan (2016): SP3 Settlement Strategy and Green Belt boundaries; SADM14 Flood Risk and Surface Water Management; SP11 Protection and enhancement of critical environmental assets; SADM15 Heritage; SADM 16 Ecology and Landscape.</p> <p>NPPF 2019: Section 14 Climate Change, flooding and coastal change Section 15 Conserving and enhancing the natural environment; Section 16 Conserving and enhancing the historic environment.</p>																								
<p>Physical constraints:</p> <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Ground conditions Contamination Pollution Hazardous risk Other 	<ul style="list-style-type: none"> Access from Northaw Road East. HCC Highways raises no significant issues at this plan-making stage. Public RoW footpath 006 runs along the north eastern boundary. The scale of development is likely to require upgrades to the wastewater network. The eastern boundary is adjacent to the railway line so noise is likely to be significant. Noise also from road traffic to the west. National Grid Power lines crosses the site from NE to SW. Tower located to the north east of the site. 																								

Appendix 2 – HELAA results by settlement

Cuf15	Adjacent King George V playing fields, EN6 4RD (Continued)		
<p>Physical constraints:</p> <ul style="list-style-type: none"> • Infrastructure location/capacity • Ground conditions • Contamination • Pollution • Flood risk • Other 	<ul style="list-style-type: none"> • The Hempshill Brook and Northaw Brook (both main rivers) run along the southern edge of the site and converge along this boundary. Ordinary watercourse/drain runs through the site from the north east to the southern boundary. • Whilst 90% of the site is within Flood Zone 1 (lowest risk of fluvial flooding), 10% is within Flood Zone 2, 8% FZ3a and 7% FZ3b. • Risk of surface water flooding across the site: 28% 1:1000yrs, 14% 1:100yrs and 10% 1:30yrs. 		
<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 55 Theobalds Estate – characterised by mixed farmland and parkland, with an undulating landform; a strong pattern of discrete woodland blocks and medium to large arable fields. The site displays some of these characteristics (farmland with undulating landform), although the landscape is interrupted by the presence of HV overhead power-lines. • Deciduous Woodland along the eastern boundary and adjoins the site to the north-west – light spill to be avoided on these adjacent trees. • Within an Area of Archaeological Significance; AAS37 Cropmarks, Cattlegate Farm. • Site is within 500m of Cattlegate Wood Wildlife site (WS169). Potential for badgers in the site boundaries. • Within 1900m of Northaw Great Wood SSSI and 2400m of Wormley-Hoddestonpark Wood South SSSI. 		
<p>Contribution to regeneration priority areas</p>	<p>None.</p>		
<p>Likely market attractiveness for the use proposed</p>	<p>Cuffley is a high demand area and the promoter indicates strong developer interest. The adjacent site (Cuf6) is proposed for allocation in the Draft Local Plan for housing (an outline planning application has been submitted for 121 dwellings). No reason why the site would be unattractive to the market.</p>		
Availability		Site capacity	
<p>Site ownership</p>	<p>Single landowner. Farming tenancy ending in 2019. Notice has been served to the tenant.</p>	<p>Promoted</p>	<p>240 dwellings on a 6ha developable area (40dph)</p>
<p>Any known constraints</p>	<p>None known.</p>	<p>Scenario/ methodology</p>	<p>Gross site area > 6ha so 25dph (265 dwellings on g.s.a. of 10.6ha)</p>
Achievability			
<p>Deliverability issues</p>	<p>The covenant on the land was released in July 2008. Timing of wastewater upgrade.</p>	<p>HELAA capacity</p>	<p>176 dwellings</p>
<p>Viability issues</p>	<p>No known issues at this stage.</p>	<p>HELAA density</p>	<p>30dph on net developable area of 5.86ha (developable area between 2 and 6ha)</p>
<p>Landowner timescales</p>	<p>Within 6 years</p>		

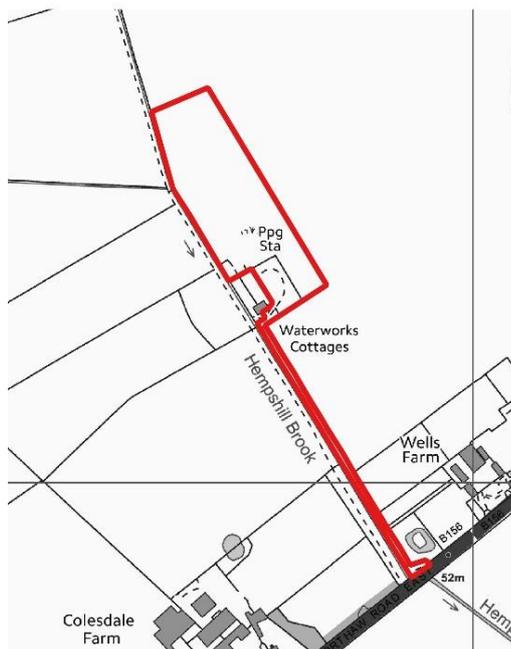
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Cuf15	Adjacent King George V playing fields, EN6 4RD (continued)
Conclusions	
<p>Whilst there are no significant highways issues raised at this stage, development should promote and enable access to sustainable modes of transport. HCC Highways note the impact of additional traffic at the junction of B156 and Cattlegate Road will need to be considered. Any development will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets. A Travel Plan should be submitted as part of a planning application.</p> <p>Land along the southern edge of the site lies within Flood Zones 2/3 along the path of the Hempshill and Northaw Brooks. It would be feasible to keep the footprint of development within Flood Zone 1 following a sequential approach to site layout, should the site be allocated for development. The areas within Flood Zones 2 and 3 (2.24ha) have been deducted when calculating the developable area of the site, rather than rendering the site unsuitable on flood risk grounds.</p> <p>The southern part of the site is also subject to surface water flood risk, although much of this largely overlaps the Flood Zones 2 and 3. There is a lower (although extensive) risk of surface water flooding elsewhere within the site including along the path of a ditch. Surface water flood risk site could be suitably managed using Sustainable Drainage Systems (SuDS).</p> <p>Network Rail (NR) has advised that as the site is adjacent to a viaduct and an embankment, its usual asset protection measures will need to be applied (e.g. drainage, line-side fencing and landscaping). Depending on the overall scale of growth in Cuffley, NR also advises that at the planning application stage, improvements to station facilities may be sought (e.g. cycle parking, waiting facilities).</p> <p>The close proximity of the site to the railway (and also road traffic to the west) means that a noise survey and report is likely to be required at planning application stage to demonstrate that appropriate mitigation measures can deliver a residential development with a healthy internal and external living environment that satisfies the requirements of the local planning authority.</p> <p>The Environment Agency advises that the site is located within 250m of Cattlegate Farm Green Waste Composting Facility, the proximity of which could result in a residual impact from odours and bio-aerosol emissions although this depends upon the size of facility, the way it is operated and prevailing weather conditions (all outside of the promoter's control). Provided the operator takes reasonable precautions to mitigate odours, the facility and community can co-exist (although residual impacts may cause local residents concern). In this instance, the Council's Environmental Health has not raised any air quality concerns at this plan-making stage which would affect the suitability of the site for allocation.</p> <p>Upgrades to the wastewater infrastructure will be required, liaison with Thames Water is advisable at the earliest opportunity to agree phasing.</p> <p>Due to the presence of a 275kv HV overhead National Grid powerline which crosses the site, a 30m easement corridor either side of conductors has been deducted from the developable area, but this area could form a green corridor through the centre of the site.</p> <p>The site is located entirely within AAS37. A pre-application or pre-determination Archaeological Assessment is recommended.</p> <p>Due to the woodland habitats on the embankment to the east and potential for badgers, a Preliminary Ecological Assessment may be required at planning application stage. There is opportunity for a buffer to be provided to the adjacent woodland habitat and Biodiversity Net Gain measures.</p> <p>Whilst the site falls within an SSSI Impact Risk Zone, residential development in this location would not trigger a Natural England consultation.</p> <p>HCC Minerals raise no concerns – records show sand and gravel is either not workable or absent here.</p>	

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Cuf15		Adjacent King George V playing fields, EN6 4RD (Continued)					
Conclusions							
<p>The site is considered suitable for development subject to the exclusion of certain areas (outlined above). The site is in single ownership with a tenancy ending in 2019 and the site would then be available for development. Delivery of the site is dependent upon the site being removed from the Green Belt through the Local Plan process. The Council's evidence indicates that a development of this size could be delivered within 5 years but the need for waste water network upgrades may introduce a short delay (subject to phasing with Thames Water). The promoter also indicates delivery from 2022 to 2026.</p>							
Suitable	Yes	Available	Yes	Achievable	Yes	Deliverability timescale	1-5 years / 6-10 years

Appendix 2 – HELAA results by settlement

Site Reference: Cuf16	Site name: Northaw Pumping Station, Northaw Rd East																								
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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 	<p>District Plan (2005): GBSP1 and GBSP2: Site is designated Green Belt; IM2 (Planning Obligations) and Planning Obligations SPD; R7: Protection of Ground and Surface Water; R15 Wildlife Sites; R19 Noise pollution; RA10 Landscape Character Area</p> <p>Draft Local Plan (2016): SP3 Settlement Strategy and Green Belt boundaries; SADM2: Highway network and safety, SADM14 Flood Risk and Surface Water Management; SP11 Protection and enhancement of critical environmental assets; SADM16 Ecology and Landscape; SADM18 Environmental Pollution.</p> <p>Minerals LP (2007): Not in a preferred area for mineral working</p> <p>Waste Local Plan: Policy 12: Sustainable Design, Construction and Development</p> <p>NPPF 2018: Section 14 Meeting the challenge of climate change, flooding and coastal change; Section 15 Conserving and enhancing</p>																								
<p>Physical constraints:</p> <ul style="list-style-type: none"> Access to the site Infrastructure location/capacity Ground conditions Contamination Pollution Flood risk Hazardous risk Other 	<ul style="list-style-type: none"> Vehicular access would be from a narrow track off Northaw Road West. The track has no pedestrian footway but a Public Right of Way (Northaw 9 - footpath) runs alongside Hempshill Brook on western site boundary. HCC Highways: Access improvements required (minimum of 7.8m to accommodate carriageway and provision of footways) unless there is permeability to the east. Impact of traffic on junction of B156 and Cattlegate Road needs to be considered. Thames Water: Scale of development is likely to require upgrades to the wastewater network requiring liaison at the earliest opportunity to agree a housing and infrastructure phasing plan. 																								

Appendix 2 – HELAA results by settlement

Cuf16	Northaw Pumping Station, Northaw Rd East (continued)
<p>Physical constraints (continued):</p> <ul style="list-style-type: none"> • Access to the site • Infrastructure location/capacity • Ground conditions • Contamination • Pollution • Flood risk • Hazardous risk • Other 	<ul style="list-style-type: none"> • Hemps Hill Brook runs close to the western boundary and the Environment Agency advise that an 8m buffer will be needed along this. • 65% of the site is within Flood Zone 1 (lowest risk of flooding), 35% Flood Zone 2 and 15% Flood Zone 3a/b. • Surface water flood risk affects the site: 53% 1:1000yrs, 26% 1:100yrs and 6% 1:30yrs. • Located outside of ground water source protection zone. • Potential land contamination issues due to previous site 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 53: Northaw Common Parkland: Site demonstrates some of the key features like ridgelines and is located within a valley bowl. • Site is generally flat, lying on lower slope of a hill that slopes in a western direction from Cuffley. Trees/dense vegetation within part of site and on western boundary. Within wider area of an undulating landscape, sloping towards watercourses. • Site is recognised as an ecosite (Pumping Station Meadow). • No known protected species present but potential for nesting birds in trees. Cattlegate Wood Wildlife Site (WS 169) (also ancient woodland) located to south (800m) and The Dell Wildlife Site (WS 168) to the north (430m). • Northaw Great Wood SSSI/LNR is located to the north (1.6km) and Wormley Hoddesdonpark SAC/SSSI to the north east (2.5km). Site is within SSSI impact zone but scale of development would not trigger a Natural England consultation. • Designated heritage assets within 1km of site but unlikely to be impacted due to topography and intervening development • Potential for heritage assets with archaeological interest within the site. Areas of archaeological significance (AAS) to north (123m) and south (340m). • Moderate air quality (monitored) has been recorded close to 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 in a high demand area.</p>

Appendix 2 – HELAA results by settlement

Cuf16		Northaw Pumping Station, Northaw Rd East (continued)	
Availability		Site capacity	
Site ownership	Single owner (water utility company)	Promoted	45 - 65 dwellings which equals a density of 17 - 25 dph on 2.63ha. (Note: the consultation document included Waterworks Cottages within the promoted site area in error)
Any known constraints	In operational use. Promoter indicates it could be declared surplus and available within 5 years.	HELAA Scenario/ methodology	Gross site area >2ha, so 30dph applies = 57 dwellings (1.89ha net area)
		Other comments	Net developable area reduced by 0.74ha to exclude Flood Zone 2/3. However, capacity is zero because the site is considered unsuitable for development (see below).
Achievability and deliverability			
Landowner timescales	Available within 5 years. Submission of outline planning application in 3 – 4 years (2022/23)	HELAA capacity	Nil
Comments	Waste water upgrades may take 18-36 months to design and deliver. Improvements to access dependent on third party land.		
Viability issues	Possible land remediation if contamination found.	HELAA density	N/A
Deliverability estimate	N/A		
Conclusions			
<p>The site lies some distance from the existing settlement edge of Cuffley and to the north of, but separated from, sites HS29 (Cuf12) and HS30 (Cuf7), which are proposed for allocation in the Draft Local Plan 2016. It adjoins (on its northern, eastern and southern boundaries) promoted site Cuf5. On its southern boundary it also adjoins a larger promoted Cuf12(a) site, which also abuts the access track to site Cuf16.</p> <p>HCC Archaeology advise that the site has the potential to include heritage assets with archaeological interest. Whilst there is unlikely to be a high risk that the archaeology interest will be a constraint on the principle of development, an archaeological assessment at either the pre-application or pre-determination stage of the planning application process would be required to inform any development proposals.</p> <p>Unless there is permeability to the east of the site (through adjoining promoted sites), the site access would require improvement through widening and the provision of footways, which does not appear possible within the site boundary and would involve third party land in order to be achieved. HCC Highways note the impact of additional traffic at the junction of B156 and Cattlegate Road will need to be considered. The location of the site provides the opportunity to enable access to rail and bus networks but this would require offsite improvements to footways and bus accessibility.</p>			

Appendix 2 – HELAA results by settlement

Cuf16	Northaw Pumping Station, Northaw Rd East (continued)						
Conclusions							
<p>HCC Archaeology advise that the site has the potential to include heritage assets with archaeological interest. Whilst there is unlikely to be a high risk that the archaeology interest will be a constraint on the principle of development, an archaeological assessment at either the pre-application or pre-determination stage of the planning application process would be required to inform any development proposals.</p> <p>HCC Ecology have advised that if development of the site will result in the loss of semi-natural habitats, which cannot be mitigated for within the site boundary, biodiversity offsetting should be considered. They have also advised that biodiversity net gain measures such as native planting and habitat boxes be considered and light spill on trees retained on site avoided.</p> <p>On the basis of air quality monitoring close to the site, an air quality survey and report would be required at planning application stage to demonstrate that future occupants would not be adversely affected by air pollution. The previous use of the site may give rise to land contamination issues. A land site survey would be required at planning application stage and if contamination was identified as being present, appropriate remediation carried out as agreed by the local authority in a remediation schedule.</p> <p>Land along the site’s western boundary is within Flood Zone 2/3, with Flood Zone 2 extending further into the site. The north-western corner of site and the narrow portion of the site along the existing track road is the most impacted, as the fluvial risk to the site is associated with Hempshill Brook on the site’s western boundary. Following a sequential approach to site layout, it would be feasible to keep development within Flood Zone 1 with the developable area of the site reduced to exclude those parts of the site within Flood Zones 2 and 3. The same parts of the site are also subject to surface water flood risk, although the 1:1,000 years flood event extends further east into the northern part of the site. The 1:30 year flood event has a smaller impact but this is mostly on the site access/egress.</p> <p>As the site access/egress onto Northaw Road East is restricted by both fluvial and surface water flooding due to the proximity to Hempshill Brook, the depths of flooding along the access/egress route would need to be investigated at planning application stage, through a site specific assessment, to confirm whether access for emergency vehicles could still be obtained.</p> <p>The existing narrow track is not considered to represent a suitable form of primary vehicular, pedestrian and cyclist access to serve additional residential development on this site. Should site Cuf5 or the larger Cuf12(a) be allocated and taken forward for development, the potential for safe access/egress to be obtained to the site (and away from the Hempshill Brook) may present itself, but this would require third party land (through the adjoining promoted development sites). However, no such proposal or agreement is known to exist. At this plan making stage, it is not evidential that suitable access arrangements exist and the site is considered unsuitable.</p> <p>In addition, due to the site’s location, development of Cuf16 would be poorly related to the existing built form of Cuffley and this would remain the case even where the two currently proposed housing allocations to the south of the site (HS29 and HS30) are allocated and developed.</p> <p>As such the Cuf16 is not considered suitable for development on its own (and as promoted).</p>							
Suitable	No	Available	Yes	Achievable	Uncertain	Deliverability timescale	N/A

Appendix 2 – HELAA results by settlement

Cuf5	Land at Northaw Road East (continued)				
2019 Update (continued)	Without a primary school, then the NDA would be 20.6ha (deducting 1.9ha for site HS29 and 0.9ha for FZ2/3). At 20dph (to allow for a sensitive design and layout that addresses the site's steep topography and allows for landscape mitigation measures) results in an estimated capacity of between 376 and 412 dwellings. (It has come to the attention of the Planning Authority that a number of third parties have an interest in a number of small parcels within Cuf5, this may affect the availability of the site, but it not considered to represent a significant constraint to the site coming forward over the plan period).				
Suitable	Yes	Available	Yes	Achievable	Yes
Conclusion	This site continues to pass the Stage 2 HELAA, with an estimated dwelling capacity of between 376 and 412 dwellings (depending on the need for this site to deliver a primary school) . Delivery: 1-5/6-10 years				

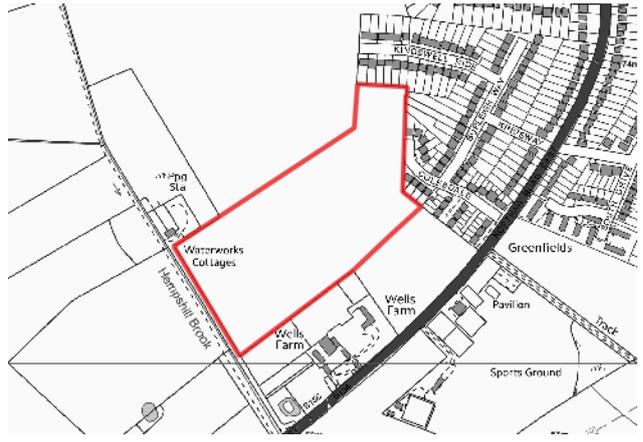
Appendix 2 – HELAA results by settlement

	HELAA reference	Site Address or Location	Town or Settlement		
	Cuf10	Land adjacent to 1, The Ridgeway	Cuffley		
	Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage		
	Green Belt	7 to 9	Passed Stage 2		
<p>2019 Update</p>	<p>In the 2016 HELAA, the site was found suitable, achievable and available for 33 dwellings (low density of 20dph on a 1.66ha site) with an estimated delivery of 0-5/6-10 years. Promoter suggests a very low capacity of 7 to 9 dwellings is reflective of existing development opposite the site. However, this would not result in an efficient use of land (resulting in a density of less than 6dph and with no heritage or other constraints e.g. specific boundary relationship issues with existing dwellings, which might suggest a very low density may be more appropriate).</p> <p>At this stage, HCC Archaeology note that a pre-application or pre-determination archaeological assessment should be included within specific development proposals for the site. HCC Ecology advise that a preliminary ecological appraisal may be required. Whilst HCC Highways raise no significant issues, any development will need to comply with the requirements of Roads in Hertfordshire. Safe and appropriate access including for emergency and service vehicles, minimum carriageway widths and the types of permitted road connections will be assessed in light of the scale of development being proposed at planning application stage. Visibility from any access will need to be provided in accordance with Manual for Streets. Environmental Health note potential for traffic noise. The site could only be developed with appropriate mitigation measures to deliver a healthy internal and external environment. HCC Minerals note records show sand and gravel reserves under Cuf10 and would encourage opportunistic extraction should useable minerals be uncovered during any development workings. Updated information from Thames Water indicates that it does not envisage that wastewater infrastructure upgrades will be necessary from this development. This could enable delivery within 1-5 years, rather than the earlier forecast of 6-10 years. The site continues to be found suitable, available and achievable. Delivery within 5 years is consistent with the LPA's evidence. Potential capacity of 32 dwellings on the 2019 promoted site area of 1.6ha at 20dph.</p>				
<p>Suitable</p>	Yes	<p>Available</p>	Yes	<p>Achievable</p>	Yes
<p>Conclusion</p>	<p>The site passes the Stage 2 HELAA. Delivery: within 1-5 years</p>				

Appendix 2 – HELAA results by settlement

	HELAA reference	Site Address or Location	Town or Settlement		
	Cuf11	Cuffley Hills Barn	Cuffley		
	Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage		
	Green Belt	9	Passed Stage 2 (for 1 dwelling)		
<p>2019 Update</p>	<p>In the 2016 HELAA, the site was found suitable, achievable and available for 1 dwelling on a site of 0.37ha (reflecting the promoter’s aspirations for a barn conversion at that time). Delivery was estimated for 0-5/6-10 years due to wastewater upgrades. Planning permission has subsequently been granted for 1 dwelling to replace existing buildings. The 2019 promotion is for a larger site of 0.8ha and for 9 dwellings. The access leading into the site is long (approx. 100m) and of variable width along its length. HCC Highways (2019) has not raised any significant concerns to the capacity increasing using the existing access road, although the road would not meet standards for adoption. HCC Archaeology advise that any archaeological interest could be conserved through appropriate planning requirements, in the event of any planning permission being granted. A Preliminary Ecological Appraisal may be required - site forms part of the “Cuffley Hills Farm Meadow” ecosite, caution for nesting birds and reptiles in rough vegetation. BGS records show sand and gravel reserves under Cuf11. HCC Minerals would encourage opportunistic extraction at the site, should useable mineral be uncovered during any development workings. Thames Water indicates that it does not now envisage wastewater infrastructure upgrades will be necessary. This could enable delivery within 1-5 years, rather than the earlier forecast of potentially 6-10 years. Taking into account the size and character of development adjoining the eastern boundary of the site in Cranfield Crescent i.e. bungalow and chalet style dwellings, together with other site constraints including: the site topography; position within a prominent landscape; and need for replacement tree planting should a scheme be approved, a very small development only would be considered suitable in this case, e.g. for around 4 dwellings. Whilst this is a relatively low density, given that HCC Highways has indicated that the access road would not meet standards for adoption, this lower capacity is considered acceptable for this site, where a private access arrangement is likely.</p>				
<p>Suitable</p>	<p>Yes</p>	<p>Available</p>	<p>Yes</p>	<p>Achievable</p>	<p>Yes</p>
<p>Conclusion</p>	<p>Conclusion: This site passes the Stage 2 HELAA for 4 dwellings. Delivery: 1-5 years</p>				

Appendix 2 – HELAA results by settlement

	HELAA reference	Site Address or Location	Town or Settlement		
	Cuf12(a)	Land at Northaw Road East	Cuffley		
	Urban / Green Belt	Promoted capacity 2019	HELAA 2016 stage		
	Green Belt	250 to 300	Passed Stage 2		
2019 Update	<p>In the 2016 HELAA, (a larger) Cuf12 was found suitable, achievable and available for an estimated 180 dwellings with capacity adjusted to allow for the steep topography of the site, fluvial flood risk and to allow for habitat creation (density circa. 20dph). Delivery estimated for 0-5/6-10 years. Part of the (2016) Cuf12 site is proposed for allocation in the Draft Local Plan 2016 (site HS29). In 2019 the promoted Cuf12(a) site measures around 9ha (not the 10.78ha indicated in the promotion/consultation document). However, this includes the area associated with site HS29. The promoter considers that the overall site could deliver 250-300 dwellings. However, it is not evidential at this stage how this could be achieved taking into account noted constraints, in particular the steep topography which would need to be carefully addressed. Excluding 1.9ha for HS29, which is already proposed for allocation in the DLP 2016 (for 73 dwellings) leaves a site area of circa. 7.1ha (as shown on the map above).</p> <p>In 2019, HCC Archaeology note that pre-application or pre-determination archaeological assessments should be included with development proposals for the site. HCC Ecology advise that there are no fundamental ecological constraints affecting the site. HCC Highways notes that the impact of additional traffic needs to be considered at the Junction of the B156 and Cattlegate Road. There is the opportunity to enable access to sustainable travel modes (noting that poor design could lead to high car use). Enabling access to the rail and bus networks would require off site improvement to footways and bus accessibility. Network Rail advises that contributions towards improvements for Cuffley railway station may be sought. Thames Water indicate that the scale of development is likely to require upgrades to the wastewater network (these can take 18 months to 3 years to design and deliver). Around 2% of the site falls within FZ2, 1% within FZ3a. Part of the site is also affected by surface water flood risk: 1% 1:30yr; 2% 1:100yr; 9% 1:1,000yr. The site remains suitable but the net developable area is reduced to exclude 2% of site (0.14ha) for fluvial flood risk. Density estimate moderated to allow for a design and layout that is sensitive to the steep topography of the site. At 20dph (as in 2016) this would result in an estimated capacity of 139 dwellings (on 6.96ha). Developer interest evident, which may enable delivery in years 1-5, subject to waste water network upgrades.</p>				
Suitable	Yes	Available	Yes	Achievable	Yes
Conclusion	The site passes the Stage 2 HELAA for 139 dwellings . Delivery: 1-5 years (subject to wastewater upgrades being delivered early, otherwise 6-10 years).				