

Examination of the Welwyn Hatfield Local Plan

Water End Residents Group Statement for the Stage 8 Hearing

Policy SADM 31, Site HS22 (BrP4), Land west of Brookmans Park Railway Station

Matter 5 – Implementation

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113) When would the site realistically be likely to be able to deliver dwellings within the plan period?

Response

As mentioned previously in our response to question 97, there is significant doubt and uncertainty surrounding the proposal's viability and deliverability.

The [2016 HEELA \(HOU/19\)](#) which underpinned the allocation of site HS22/BrP4 states: *“Access to the site would be from Station Road; however, highway improvements to Station Road would be required to improve visibility and safety of the bend leading to the railway bridge. **Land to deliver these improvements is within the gift of the site promoter.**”*

However, this statement is not correct. Although the site plan within the HEELA explicitly details the eastern boundary of HS22/BrP4 adjoining Station Road, this is not correct. The site owner does NOT own the land adjacent to Station Road; that land is owned by Network Rail. Therefore, the highway access, road improvements and the required pedestrian and cycle bridge cannot be delivered without the agreement of Network Rail. The site promotor has presented no evidence that it has any agreement with Network Rail. As such, there is a ransom strip which could prevent development.

Furthermore, land in additional third party ownership to the north of Bradmore Lane would also be required to realign Station Road and any road widening of Warrengate Road.

None of these issues have been taken into consideration within the Council's assessment of viability or deliverability.