

Examination of the Welwyn Hatfield Local Plan

Council's Statement - Stage 8 Hearing session

Southern Settlements

Settlement: Cuffley

Policy Number: SADM33

Site Reference: HS27 (Cuf1)

Matter number: N/A

Issues: Noise, Capacity

Question Numbers: Q219-221



SADM33 Site HS27 (Cuf1) Land at the Meadway

- 219) Have the ramifications of any noise pollution from the adjacent railway on the potential living conditions at this site been fully considered?**
- 220) If so, what mitigation (if any) would be required?**

Welwyn Hatfield Response

- a) The HELAA 2016 (**HOU/19**) identified the potential noise source of the railway along the western boundary of the site. Environmental Health were consulted on this site as part of the site selection process and provided comments that were used to inform the HELAA. Environmental Health raised no objection to the site being allocated but at planning application stage, a noise survey and report would be required to demonstrate that appropriate mitigation measures can deliver a residential development with a healthy internal and external environment that satisfies the requirements of the local planning authority. The proximity of the railway line is not an absolute constraint to the development of this site.

- 221) Is the proposed dwelling capacity appropriate?**

Welwyn Hatfield Response

- a) In the HELAA 2016 (**HOU/19**), the capacity of the site was moderated to 30 dwellings in light of the highways access appraisal available at that time (and to also allow for a buffer to the railway line and Cuffley Brook).
- b) In 2019, additional information was submitted, suggesting a higher yield of 60+ dwellings could be achieved. The HELAA 2019 (Appendix 3) reviewed the site.
- c) The Highway Authority advised (as part of this review of potential capacity) that it would not be unreasonable to consider that the width of The Meadway, which serves this site, could be rationalised along its length (there being sufficient verge/footway that the minor realignment necessary would be negligible in terms of impact). Parking controls displace much of the potential for on-street parking and residents of this site would have good access to rail and bus services. Hence, a higher capacity may now be considered (in highways terms). The operation of the junction of The Meadway/Station Road would need to be explored, but it is considered by the Highway Authority, that this could be addressed at a planning application stage.
- d) The site proposed for allocation in the Draft Local Plan measures 2.9ha with the proposed Green Belt boundary not extending further east from the property boundaries of The Meadway.
- e) However, not all of this area is considered suitable for development with an estimated net developable area of circa. 1.8ha addressing the presence of a Flood Zone, an easement for overhead powerlines and a buffer to the western boundary

with the railway. (In 2019 a larger gross site area of approximately 4.3ha was promoted).

- f) At the plan making stage, it has not yet been evidenced that a detailed design and layout that adapts to the presence of the overhead powerlines, which dissect the site from north to south, would result in an acceptable form of development in excess of the 30 dwellings estimated for the site proposed for allocation in the Draft Local Plan. That issue can be properly dealt with during the planning application stage.
- g) It is considered that an estimated dwelling capacity of 30 dwellings remains appropriate for the site, as proposed for allocation in the draft plan.