



REPRESENTOR ID: 845636 & 904332

EXAMINATION OF THE WELWYN HATFIELD LOCAL PLAN

**STATEMENT OF HERTFORDSHIRE COUNTY COUNCIL (HCC)
GROWTH & INFRASTRUCTURE UNIT**

ON BEHALF OF HCC (excluding HCC Property)

**IN RELATION TO MATTERS AND ISSUES RELATING TO POLICIES SADM 26,
30, 31, 32 & 33 SOUTHERN SETTLEMENTS**

APRIL 2020

1.0 Summary

- 1.1 This statement is in response to the questions that have been raised by the Inspector under the Matters and Issues in relation to Policies SADM 26, 30, 31, 32 & 33 relating to Southern Settlements to be heard at a future date in 2020 yet to be decided.
- 1.2 Hertfordshire County Council (HCC) has sought to address the specific questions that are of relevance to the topic areas covered in the county council's representations to the Regulation 19 Draft Local Plan Proposed Submission Document 2016.
- 1.3 This statement follows the format of the questions that are listed under the Matter and Issues Examination Document EX185B.

Questions

2.0 Welham Green

Policy SADM 26, Site HS 11 (Hat11), Land at South Way Matter 1 – Sustainability

Q1 - Where are the schools that children living on the development would attend?

- 2.1 It is proposed that a new 2 form of entry (fe) primary school would be brought forward as part of this development. Therefore, Hertfordshire County Council as Education Authority consider that children living on the development would most likely attend this new primary school. There is new secondary school capacity proposed at Hat1 and potentially at New Barnfield, that the children living on this development are expected to attend.

Q4 – Would residents be able to easily access public transport?

- 2.2 The western-most end of the Hat11 site in Welham Green is within both walking and cycling distance (<0.5 mile) of the Angerland Park and Ride. There are four hourly bus services (602,611,614 and 653) servicing the Angerland Park and Ride meaning residents can very easily access high frequency public transport from this site directly into Hatfield town centre and Hatfield Business Park, including wider public transport connections (including Hatfield Station).
- 2.3 There are four bus stops (2 inbound and 2 outbound) located with 400m of the Hat11 site, on South Way outside the Welwyn Hatfield Lawn Cemetery and on Travellers Lane. These stops are serviced twice a day (one A.M peak and one PM interpeak) by a bus that operates during school term-time only.
- 2.4 All of the above bus services stop at either Welham Green Train Station or Hatfield Train Station where there are good rail connections on the East Coast Mainline northwards to Peterborough and southwards to Finsbury Park, Kings Cross and Moorgate.

- 2.5 Maximising the opportunity to ensure these represent a real choice will need to be clearly demonstrated in the design of the site, including priority walking and cycling routes for accessing public transport points.
- 2.7 The site must be designed from the outset to align to the Local Transport Plan policies and measures to ensure the site is acceptable in transport terms.

Q5 – Would this be an accessible neighbourhood?

- 2.8 The proposed Hat11 site is accessible by sustainable modes to a number of shops, services and community facilities providing for day-to-day needs located on High View and Bishops Rise in South Hatfield.
- 2.9 The Highway Authority utilises network buffers as a way of assessing whether everyday services are accessible by sustainable modes to and from the proposed site. These are set at 0.5 mile (800 metres) for walking and 1.5 miles (2500 metres) for cycling (roughly the average acceptable distance travelled over 10 minutes to access everyday activities).
- 2.10 Measuring from a mid-point location on South Way, it is 0.7 miles from the proposed Hat11 site to the shops, services and community facilities located on High View. Shops, services and community facilities at this location include a post office, a GP's surgery, a church, a community centre and a convenience stores/fuel station. Walking to and from the proposed site to access these services is beyond the 10 minute limit but the facilities could be quickly reached by cycling.
- 2.11 There are two bus stops (one inbound and one outbound) within 400m of Highview. All of the aforementioned bus services service these stops meaning the High View shops, services and community facilities are accessible by public transport.
- 2.12 The proposed Hat11 site is located within the northern-most boundary of the Welham Green village. Welham Green is medium sized village defined as having a 'large retail centre' meaning it has a number of shops, services and community facilities providing for day to day needs, including a dental surgery, a GP surgery, 2 small supermarkets/convenience stores, a post office, and a number of pubs, a bakery and takeaway outlets. It also has one centrally located primary school and a church and a community centre) which are located to the south of the village.
- 2.13 Measuring from the proposed site's presumed south-eastern access point linking into Pooley Lane, it is approximately a quarter of a mile (400m) to the shops and services located on Dellsome Rd. Measuring from the site's presumed south-western access point linking into Dellsome Rd, it is approximately half a mile (800m) to these shops and services. This means

that access to and from the site to everyday services, including the primary school, by walking and cycling is feasible.

- 2.14 The nearest bus stop is currently located on Pooley Lane within 250m of the (presumed) south-eastern access point. This bus stop is serviced infrequently (Mondays and Wednesday AM and PM interpeak only). A further bus stop located on Dixons Hill Rd, which is within 0.5 miles (walking and cycling distance), has two additional but infrequent services - five services on a Sunday and two interpeak school services on week-days. Although the proposed site is easily accessible to bus stops in Welham Green, the buses that service these stops run infrequently. It can be concluded that the southern section of the proposed site is not as easily accessible by bus as the northern section of the site.
- 2.15 The church and community centre located in the southern part of the Welham Green village is not as easily accessed from the proposed site by sustainable modes as the shops and everyday activities located in the village centre. It is approximately 0.8 mile from both the site's presumed south-western and south-eastern access points linking into Dellsome Rd and Pooley Lane respectively.
- 2.16 There is only one bus service a week to and from the proposed site to the church and community centre which runs twice daily on a Monday, therefore access to the proposed site to/from the church and community centre and Welham Green is not favourable.
- 2.17 Ensuring accessibility for all will be a requirement both within the site and may include off site rationalization of the existing highway network.

Q7 – Is South Way a sustainable location for development?

- 2.18 Intalink (the bus travel information in Hertfordshire system) timetables show that the scheduled journey times from buses servicing the northern part of the proposed site to access services, education and employment in the larger centre of Hatfield is acceptable (approx. 23 minutes travel time).
- 2.19 Part of the National Cycle Network (NCN) Great North Way route (NCN12) runs down the north-eastern side of the proposed site and connects into an on-road cycle lane running through the village centre.
- 2.20 The South Central Growth and Transport Plan (GTP), Package 4 has identified the need to enhance connectivity between south Hatfield and the town centre along Travellers Lane/Woods Avenue by improving facilities for pedestrians and cyclists and reducing traffic speeds. The planned improvements will facilitate easier access by cycle and on foot from the

proposed northern access point/s of the site to everyday activities in South Hatfield and the Hatfield Town Centre.

- 2.21 Interventions include improving the cycle connections to various routes around the A1000 South Way/Travellers Lane roundabout, traffic calming measures along the length of the Travellers Lane corridor and widening of the existing footway on Bishops Rise between High View and South Way to allow for pedestrian and cyclist shared space.
- 2.22 The South Central GTP, Package 17 aims to develop an active travel corridor between Hatfield, Welham Green, Brookmans Park and Potters Bar. These planned improvements include upgrading the current NCN12 section between Hatfield and Welham Green and creating a new active travel link between Welham Green and Brookmans Park.
- 2.23 These interventions will enable the proposed site to be a sustainable location for development by providing improved access by sustainable modes to every-day activities in Welham Green, South Hatfield further afield in Hatfield Town Centre.

Matter 2- Environmental Considerations

Q8 – How would the surface water at this site be managed?

- 2.24 Hertfordshire County Council as the Lead Local Flood Authority (LLFA) notes that the Risk of Flooding from Surface Water Suitability (RoFfSW) modelling does not indicate that the site has any particular surface water flooding issues. The LLFA considers that the need for management of surface water at this site would be dependent on the details of any specific proposal and as such would be considered in detail at pre-application and planning application stage should the site be brought forward for development.

Q10 – Are there any on or off-site ramifications for flood risk that would result from the implementation of the proposed development?

- 2.25 HCC is unclear at this stage whether there would be any ramifications for flood risk. In addition to the modelling not indicating any specific surface water issues, there are no reported issues in the area that the site may be able to alleviate.

Q11 – How would foul drainage be dealt with?

- 2.26 This aspect is outside of the LLFA's remit. The advice is that Thames Water and the developer would need to determine these aspects of water management as part of any development on the site.

Q12 – Are there any foul drainage constraints that would impede the implementation of any development?

- 2.27 This aspect is outside of the LLFA's remit. The advice is that Thames Water and the developer would need to determine these aspects of water management as part of any development on the site.

Matter 3 - Infrastructure

Q14 – Is there sufficient capacity within the local schools to provide places for the children likely to be generated by the development?

- 2.28 The primary schools across Hatfield are generally full and with the level of housing proposed across the area additional capacity will be required to meet demand. The scenario for Secondary provision is the same with existing schools being at full capacity and additional capacity being required to meet the needs of proposed new housing.

Q15 – If not, what extra capacity is required and where would it be located?

- 2.29 Site HS 11 (Hat11), Land at South Way is proposed to include a 2 form of entry primary school, which is expected to be sufficient to meet the primary education demand arising from this development. In terms of secondary education provision, there is new capacity proposed at Hat1 and potentially at New Barnfield. The provision at either or both of these sites would provide sufficient capacity to accommodate this development.

Q20 – Has the proposal's impact on local infrastructure been effectively considered?

- 2.30 The development has been included in HCC's latest County wide model run (COMET LPR5) as 120 dwellings. Given the strategic nature of the model it is not possible to isolate the impacts of this particular development. A development of this type however could be expected to add around 70 additional vehicle trips to the network in each of the AM and PM peak hours.
- 2.31 Assuming that the new development residents would travel to similar locations as existing residents, traffic is expected to largely use the A1000 Great North Road (78%) with the remainder heading west towards the A414 and Colney Heath via Dixons Hill Road or south via Swanland Road.
- 2.32 The COMET LPR5 model predicts that the A1000 Great North Road to the north of Welham Green, Dixons Hill Road and Tolgate Road towards Colney Heath will all be over capacity in the AM and PM peak hours. As these are predicted to be the routes which will be used by the development traffic it is crucial that mitigation measures are proposed to encourage use of sustainable modes of travel and reduce car trips from this site.

Q21 – Is the site's overall viability sufficient to be able to support the required significant highway improvements as well as any other required improvements to infrastructure and facilities?

- 2.33 Initial work to identify specific infrastructure for the site, notably to mitigate the severance of South Way and enhance its connectivity for sustainable modes, along with other measures to ensure the site provides real choice for sustainable travel has been considered and it is felt the site is of a scale where it could support the highway improvements likely required to be considered a sustainable location, notably The South Central GTP, Package 4 measures.
- 2.34 Ensuring the site aligns fully with HCC's Local Transport Plan is required to minimise the need to travel and minimise vehicular trips.
- 2.35 The future COMET modelling work assumes modification of A1000 / Dixons Hill Road roundabout with the provision of 4th arm for Marshmoor access & minor widening on approach arms. Extension of the A1000 South Way overpass (extending the Southbound onslip) has also been assumed as a possible mitigation measure in the wider area.

3.0 Welham Green

Policy SADM 30, Site SDS7 (WeG4b), Marshmoor

Matter 1 – Environmental Considerations

Q31 – How would the surface water at this site be managed?

- 3.1 There have been historic issues on Marshmoor Lane due to a blocked culvert under Dixons Hill Road and neglected watercourses downstream (south) of Dixons Hill Road. The culvert has been desilted and flood storage schemes were put in place downstream which were designed to give a 1 in 30 stormflow standard of protection. As a result, the county council is aware that the culvert is functioning and Marshmoor Lane is draining better. Although there have been two reports recently of the road flooding under heavy rainfall conditions, it appears to have subsided quickly.
- 3.2 The Lead Local Flood Authority considers that the need for management of surface water at this site would be dependent on the details of any specific proposal and as such would be considered in detail at pre-application and planning application stage should the site be brought forward for development.

Q32 – Has a flood risk assessment been carried out?

- 3.3 HCC has carried out limited modelling to inform the culvert refurbishment and would look to Welwyn Hatfield Borough Council and the potential developers to carry out a flood risk assessment.

Q33 – Are there any on or off-site ramifications for flood risk that would result from the implementation of the proposed development?

- 3.4 Any development would have an interest in making sure that the drain alongside Marshmoor Lane, the culvert under Dixon's Hill and the downstream network functioned efficiently.

Q34 – Would the site's development require a balancing pond?

- 3.5 HCC considers that the requirement for this feature would be informed by a Flood Risk Assessment (FRA).

Q35 – If so how extensive would this be and where would it be located?

- 3.6 This would be informed by an FRA.

Q36 – How would foul drainage be dealt with?

- 3.7 This aspect is outside of the LLFA's remit. The advice is that Thames Water and the developer would need to determine these aspects of water management as part of any development on the site.

Q37 – Are there any foul drainage constraints that would impede the implementation of any development?

- 3.8 This aspect is outside of the LLFA's remit. The advice is that Thames Water and the developer would need to determine these aspects of water management as part of any development on the site.

Matter 2 - Infrastructure

Q40 – Has the impact of the proposal on local infrastructure been effectively considered?

- 3.9 The site has been considered against HCC's Local Transport Plan. The development has been included in HCC's latest County wide model run (COMET LPR5) as 80 dwellings. Given the strategic nature of the model it is not possible to isolate the impacts of this particular development. A development of this type however could be expected to add around 50 additional vehicle trips to the network in each of the AM and PM peak hours.
- 3.10 Although the proposed development access arrangement is on Great North Road, due to the form of the model, traffic from the development is coded as loading onto the network via Dixons Hill Road so the local impacts of this development are difficult to determine.

Q41 – What were the outcomes?

- 3.11 As with the HAT11 site, assuming that the new development residents would travel to similar locations as existing residents, traffic is expected to largely use the A1000 Great North Road (78%) with the remainder heading west towards the A414 and Colney Heath via Dixons Hill Road or south via Swanland Road.

- 3.12 The COMET LPR5 model predicts that the A1000 Great North Road to the north of Welham Green, Dixons Hill Road and Tolgate Road towards Colney Heath will all be over capacity in the AM and PM peak hours. As these are predicted to be the routes which will be used by the development traffic, it is crucial that mitigation measures are secured to enable use of sustainable modes of travel and reduce car trips from this site, notably walking and cycling improvements discussed below.
- 3.13 The site must be designed from the outset to align to HCC's Local Transport Plan policies and measures to ensure the site is acceptable in transport terms.

Q42 – Where are the schools that children living on the development would attend?

- 3.14 It is expected that pupils within this area would look towards St Marys Primary, De Havilland Primary or Brookmans Park Primary as the nearest primary schools to this development. In terms of secondary schools the nearest provision is Onslow St Audrey or Bishop's Hatfield Secondary schools.

Q43 – Is there sufficient capacity within the local schools to provide places for the children likely to be generated by the residential development, together with other proposals in the area?

- 3.15 The primary schools across Hatfield are generally full and with the level of housing proposed across the area, additional capacity will be required to meet demand. The scenario for Secondary provision is the same with existing schools being at full capacity and additional capacity being required to meet the needs of proposed new housing.

Q44 – If not, what extra capacity is required and where would it be located?

- 3.16 This development would most likely look towards the new 2 form of entry primary school proposed at HS11, which is expected to have sufficient capacity to meet the demand arising from the development. In terms of secondary education provision, there is new capacity proposed at Hat1 and potentially at New Barnfield, the provision at either or both of these sites would provide sufficient capacity to accommodate this development.

Matter 3 – Sustainability

Q47 - Is Marshmoor a sustainable location for development?

Q48 - Has this site been appropriately assessed in the sustainability appraisal?

QQ49 - Where are the local shops and community facilities that residents of this site would mainly use?

Q50 - How would residents get to them?

- 3.17 Marshmoor (WeG4b) is located on the A1000 corridor directly adjacent to the village of Welham Green. The village has limited everyday local shops (including two convenience stores, a pharmacy, a bakery, a hardware store, a hairdressers and takeaway outlets) located on Dellsome Lane to the west of the proposed site. It also has a limited number of community facilities, including a community centre and a church, located to the south-west of the proposed site on Station Road
- 3.18 The primary vehicular access into and from the proposed site is from Dixons Hill Road/A1000 roundabout. There is a proposed pedestrian/cycle access point to the site on Marshmoor Lane opposite the access point to the Welham Green train station.
- 3.19 The Highway Authority uses network buffers as a way of assessing whether everyday services, including local shops and community facilities, are within walking and cycling distance to the proposed site. These are set at 0.5 mile (800 metres) for walking and 1.5 miles (2500 metres) for cycling (which is roughly the average acceptable distance travelled over 10 minutes to access everyday activities).
- 3.20 It is 0.4 miles from the proposed pedestrian/cycle access point at the site on Marshmoor Lane to the local shops on Dellsome Lane via Dixons Hill Road. There is a slightly longer route (+0.1 mile) from the proposed site's pedestrian/cycle access point to these local shops via the NCN12. Using either one of these routes means that walking and cycling to and from the proposed site to access the local shops is feasible.
- 3.21 It is 0.5 miles to/from the community facilities on Station Road to the Marshmoor Lane proposed pedestrian/cycle access point to the site via Dixons Hill Road. There is an existing footway from the proposed site to these community facilities but no provision for cyclists. Walking and cycling to and from the proposed site to access these community facilities is feasible in terms of distance but the lack of provision for cyclists means that only cyclists confident cycling on the road amongst the general traffic would be able to access these facilities.
- 3.22 The South Central Growth and Transport Plan (Package 17, Scheme 107) has identified the need to improve pedestrian and cyclist accessibility to and from Welham Green train station to the local shops and employment area. The proposed site's proximity to the train station will create improved pedestrian and cyclist access from the site to the local shops and community facilities via the NCN Great North Way route. Interventions include improvements to the shared footway/cycleway and crossing points as well as improved signage and cut-throughs.
- 3.23 There are two existing inbound and two existing outbound bus stops located within 400m (an acceptable network buffer) of the proposed site. The buses

that service these stops run on an infrequent basis to the Welham Green shops and community facilities. Improvement to these services may be required.

4.0 Brookmans Park

Policy SADM 31, Site HS22 (BrP4), Land west of Brookman's Park Railway Station

Matter 1 – Environmental Considerations

Q67 - How would the surface water at this site be managed?

- 4.1 The Lead Local Flood Authority considers that the need for management of surface water at this site would be dependent on the details of any specific proposal and would be informed by a Flood Risk Assessment.

Q68 – Has a flood risk assessment been carried out?

- 4.2 HCC would look to Welwyn Hatfield Borough Council and the potential developers to carry out a flood risk assessment.

Q69 – Are there any on or off-site ramifications for flood risk that would result from the implementation of the proposed development?

- 4.3 There is a surface water flow path, flowing east to west on the southern boundary of the site. The FRA should assess the potential risk of this and propose any mitigation if found necessary.

Q70 – If so how are they to be mitigated?

- 4.4 Mitigation would be included as part of the Flood Risk Assessment/Drainage Strategy for the site.

Q71 – Would the site's development require a balancing pond?

- 4.5 HCC considers that the requirement for this feature would be informed by a Flood Risk Assessment (FRA).

Q72 – If so how extensive would this be and where would it be located?

- 4.6 This would be informed by an FRA.

Q73 – How would foul drainage be dealt with?

- 4.7 This aspect is outside of the LLFA's remit. The advice is that Thames Water and the developer would need to determine these aspects of water management as part of any development on the site.

Q74 – Are there any foul drainage constraints that would impede the implementation of any development?

- 4.8 This aspect is outside of the LLFA's remit. The advice is that Thames Water and the developer would need to determine these aspects of water management as part of any development on the site.

Q83 – Would the proposal have an impact on the setting of any listed buildings?

- 4.9 HCC does not have any specific comments regarding listed buildings, however recommend that an archaeological evaluation is carried out prior to an planning application being submitted, with any development proposal taking into account the archaeological evaluation which could include the setting of any historic buildings.

Matter 2 - Infrastructure

Q85 – Has the impact of the proposal on local infrastructure been effectively considered?

- 4.10 The site has been considered against HCC's Local Transport Plan. The development has been included in HCC's latest County wide model run (COMET LPR5) as 300 dwellings. Given the strategic nature of the model it is not possible to isolate the impacts of this particular development. A development of this type however could be expected to add around 180 additional vehicle trips to the network in each of the AM and PM peak hours.

Q86 – If so what are the outcomes?

- 4.11 Enabling choice for sustainable travel will be crucial for the site to mitigate its transport impacts and prevent it from being a highly car dependent development, which would be against HCC's Local Transport Plan policy.
- 4.12 It is not possible from the modelling work to isolate the impacts of this development. However vehicles from the development would be expected to use Bradmore Lane and Swanland Road and then Tollgate Lane to travel west towards the A414, and potentially Station Road as an alternative route to Tollgate Lane and also for journeys north towards Hatfield as well as accessing the A1000 Great North Road via Brookmans Avenue and Hawkshead Road.
- 4.13 The COMET LPR5 model run indicates Tollgate Road and Dixons Hill Road as being at capacity so these should not be used as alternative routes for trips from the development to the north and west. There are also capacity issues on A1000 Great North Road around the Kentish Lane and Shepherds Way junctions to the east of Brookmans Pak and capacity issues on Hawshead Road and Swanley Bar Lane where they join the A1000. Vehicle access from Brookmans Park is therefore likely to be constrained by 2036 and therefore given the developments proximity to the station and National Cycle Route 12

mitigation measures should focus on encouraging the use of the rail station and on cycling for medium distance trips.

Q87 – Where are the schools that children living on the development would attend?

4.14 It is expected that pupils within this area would look towards Brookmans Park Primary as the nearest primary schools to this development. In terms of secondary schools the nearest provision is Onslow St Audrey, Bishop's Hatfield or Chancellors Secondary schools.

Paragraph 21.4 says that the dwelling capacity has been limited to reflect the limited opportunity for expanding the existing primary school.

Q88 – Why is an expansion of the existing school the only solution to a lack of primary school capacity?

4.15 Considering the potential housing in the wider area and education demand, HCC would not wish to open up another new school as 1fe new schools generally are not sustainable and another 2fe would likely result in too much provision. It is also considered that expansions can also help existing schools to become more sustainable.

Q93 – What are the off-site highway ramifications of this proposal?

4.16 Potentially up to 180 additional vehicle trips could be generated by this development in each of the peak periods. As indicated above a number of highway links leading from Brookmans park to the A1000 and also to the Tollgate Road / Dixons Hill Road area are predicted to be overcapacity by 2036 with wider development and the additional trips from this development would add to this issue.

4.17 The site must be designed from the outset to align to the Local Transport Plan policies and measures to ensure the site is acceptable in transport terms.

Q94 - If they include unacceptable harm to Bradmore Lane and other roads to the west how would these be mitigated?

Q95 - Is it practical to widen the roads in the vicinity of Water End?

4.18 Widening the roads to accommodate vehicular traffic would be contrary to HCC's Local Transport Plan policy and would encourage traffic to travel via less suitable rural roads towards their ultimate destination. Key roads such as Tollgate Road and Dixons Hill Road which would be accessed via Water End are predicted to be overcapacity by 2036 so we would not be supportive of measures which would encourage more traffic to use them.

Q96 - If there would be unacceptable harm to highway safety and the free flow of traffic? Are there alternative solutions other than widening and/or straightening the existing network?

- 4.19 A key alternative measure would be improving links from the site to the National Cycle Route (NCN12) which runs along Swanland Road to the west and provides a sustainable transport link to Welham Green, Hatfield and Potters Bar.
- 4.20 The site itself is adjacent to the railway station and its design and parking standards should ensure that this advantage is maximised. Pedestrian links to the station and village centre need to be direct and high quality.
- 4.21 The site must be designed from the outset to align to the Local Transport Plan policies and measures to ensure the site is acceptable in transport terms.

Q97 - Is the proposals overall viability sufficient to be able to support the required significant highway and drainage improvements as well as any other required improvements to infrastructure and facilities?

- 4.22 Given the site's location next to the station and village centre we would not be supportive of significant highway improvements related to this site.
- 4.23 The measures identified as part of the Growth and Transport Plan (GTP) process (SM109 and SM110 Pedestrian and cycle link improvements from Brookmans Park to Welham Green and Potters Bar) are estimated to cost in the region of £5m.
- 4.24 There are constraints recognised in that Brookmans Park Avenue / St Georges Way are private roads.

Matter 3 – Sustainability

Q99 – Is the site a sustainable location for development?

- 4.25 The proposed BrP4 site is located to the west of the existing Brookmans Park village centre and railway station. Brookman's Park has a large village centre with a number of services including medical services (A GP surgery and a Dentist), a primary school, a small supermarket and a number of small retail and other service sites (takeaways, restaurants and cafes).
- 4.26 The proposed BrP4 site is located approximately 2.5 miles from the Potters Bar town centre and 4 miles from the Hatfield town centre via the A1000. There are good rail connections on the East Coast Mainline northwards to Peterborough and southwards to Finsbury Park, Kings Cross and Moorgate.
- 4.27 The proposed site is located within walking and cycling distance to everyday activities located in the Brookmans Park Village Centre (using the Co-op supermarket as the central focal point) via both the pedestrian footbridge between the site and the village and via a (presumed) access point on Bradmore Lane.

- 4.28 The pedestrian footbridge is the most direct route to the village centre (300m) but this is stepped access only which would create issues for mobility-impaired people as well as people with prams, buggies etc. It is approximately 0.4 mile (600m) from the (presumed) access point on Bradmore Lane to the village centre and just over 0.5 mile (900m) to the village school. Both of these distances are feasible for walking and cycling.
- 4.29 There are short-medium term (2-5 years) plans, contained in the GTP, to improve active transport links between Brookmans Park and Hatfield, Welham Green, and Potters Bar. This includes development of a pedestrian/cycle link between Welham Green-Brookmans Park, connecting to train stations and onward cycle/footways to Hatfield and Potters Bar. The GTP specifies that this link should be considered in relation to 'potential development' on the western side of the railway at Brookmans Park where the proposed site is located, and should include discussions of improving the pedestrian footbridge over the railway line. The GTP also includes a plan to upgrade the existing footway alongside the rail line to a shared use path which will connect the site to Potters Bar and the Royal Veterinary College.
- 4.30 There are three bus stops (2 inbound and 1 outbound) located with 400m of the BrP4 site, on Station Road and Bluebridge Rd. Buses service these stops every day of the week with two AM peak services (one during term-time only), two – three interpeak services on weekdays, one early morning (inbound) and late afternoon (outbound) service on a Saturdays and five services on a Sunday. There are no PM peak services to these stops.

5.0 Little Heath

Policy SADM 32 Sites HS24 (BRP7) Land south of Hawkshead Road

Policy SADM 32 Sites HS25 (LHe1) Land north of Hawkshead Road

Matter 1 – Environmental Considerations

Q123 – How would the surface water at this site be managed?

- 5.1 The Lead Local Flood Authority considers that the need for management of surface water at this site would be dependent on the details of any specific proposal and would be informed by a Flood Risk Assessment.

Q124 – Has a flood risk assessment been carried out?

- 5.2 HCC would look to Welwyn Hatfield Borough Council and the potential developers to carry out a flood risk assessment.

Q125 – Are there any on or off-site ramifications for flood risk that would result from the implementation of the proposed development?

- 5.3 There is no indications of such ramifications however this would be considered as part of the statutory consultation carried out by the Local Planning Authority involving the LLFA.

Q126 – If so how are they to be mitigated?

5.4 Mitigation would be included as part of the Flood Risk Assessment (FRA).

Q127 – Would the site's development require a balancing pond?

5.5 HCC considers that the requirement for this feature would be informed by a Flood Risk Assessment.

Q128 – If so how extensive would this be and where would it be located?

5.6 This would be informed by an FRA.

Q129 – How would foul drainage be dealt with?

5.7 This aspect is outside of the LLFA's remit. The advice is that Thames Water and the developer would need to determine these aspects of water management as part of any development on the site.

Q130 – Are there any foul drainage constraints that would impede the implementation of any development?

5.8 This aspect is outside of the LLFA's remit. The advice is that Thames Water and the developer would need to determine these aspects of water management as part of any development on the site.

Matter 2 - Infrastructure

Q139 – Has the impact of the proposal on local infrastructure been effectively considered?

5.9 HCC as Highway Authority has not received any specific information on the predicted impacts of the development from the site promoters, however the development has been included in HCC's latest County wide model run (COMET LPR5) as 100 dwellings for BRP7 and 35 dwellings for LHe1. Given the strategic nature of the model it is not possible to isolate the impacts of these particular developments. Typically, we would expect around 60 additional vehicle trips from the BRP7 site in the peak hours and around 20 additional vehicle trips from the LHe1 site.

Q140 – If so what are the outcomes?

5.10 Whilst the modelling work does not allow the identification of individual site impacts, traffic from the development would be expected to use Hawkshead Road which is the key onward access route for the developments. Assuming that residents of the developments follow similar trip patterns to existing residents 30% of vehicles are expected to then travel north along A1000 Great North Road and 70% to the south.

- 5.11 The LPR5 COMET model identifies Hawkshead Road as being over capacity on the approach to the A1000 Great North Road which is the key access from the sites. Predicted delays on the Hawkshead approach are forecast to be around 1.5 minutes in the AM peak.
- 5.12 For traffic heading north the A1000 is also predicted to be over capacity with delays between the Shepherds Way and Kentish Lane junctions.
- 5.13 The site must be designed from the outset to align to the Local Transport Plan policies and measures to ensure the site is acceptable in transport terms.

Q141 – Is there sufficient capacity within the local schools to provide places for the children likely to be generated by the development?

- 5.14 Through the push back of pupils migrating into the area for primary education and new provision being created elsewhere, it is likely that the existing primary infrastructure will be able to accommodate the additional need. In terms of secondary school capacity, additional places will be required.

Q142 - If not, what extra capacity is required and where would it be located?

- 5.15 Additional primary school capacity will not be needed directly for these sites. In terms of secondary school provision, the new provision at New Barnfield or at Chancellors in Potters Bar is expected to be sufficient to accommodate this development.

Q145 – What are the off-site highway ramifications of these proposals?

- 5.16 These proposals are predicted to add to capacity problems on the Hawkshead Road approach to the A1000 and on the A1000 itself further north.

Q146 - Without improvements would there be unacceptable harm to highway safety and/ or the free flow of traffic?

- 5.17 The Hawkshead / A1000 junction is a priority junction. The A1000 at this point is single carriageway so additional development traffic turning right from the A1000 to Hawkshead Road has the potential to cause further delay and congestion on the A1000 and potentially could be a safety issue as there is no right turning space. A similar situation also exists at the Swanley Bar junction to the north which could potentially be used as an alternative access to the sites.
- 5.18 The modelling work has assumed that a right turn flare would be provided at the junction. No detailed design or feasibility assessment has however been undertaken.

Q147 - Are the sites overall viabilities sufficient to be able to support any required highway improvements as well as any other required improvements to infrastructure and facilities?

- 5.19 The provision of a right turn flare is a relatively low cost measure that should be financially viable.
- 5.20 The South Central GTP identifies a scheme to improve Pedestrian and cycle link improvements from Brookmans Park to Potters Bar. This is estimated to cost in the region of up to £2.5m. These developments should be linked into this.

Matter 3 – Sustainability

Q149 – Are the sites in a sustainable location for development?

- 5.21 Little Heath effectively forms a northern extension to Potters Bar and both sites are located approximately 1 mile from the Potters Bar town centre via the A1000/Church Rd/Darkes Lane route and 1.8 miles via the A1000/B556/Darkes Lane route.
- 5.22 There are a number of shops and facilities (including two supermarkets, two medical centres and a number of cafes and other services) located in the nearby suburb of Oakmere Park which is approximately between 0.7 miles and 1.3 miles from the proposed site.
- 5.23 Both sites are well-served by Potters Bar and Oakmere Park for access to everyday activities, shops and facilities, including supermarkets, retail outlets, cafes and restaurants, a railway station and secondary schools.
- 5.24 Both sites are also moderately well-served by buses with three AM peak services and two interpeak services on week-days, one AM and two PM services on a Saturday and five services throughout the day on a Sunday. The closest bus stop servicing both sites is located at Church Rd, approximately 280 metres from a median point on both sites.
- 5.25 There is currently poor connectivity between the site and Potters Bar by walking and cycling due to a combination of issues, including the poor condition of many footpaths, intermittent lighting between the site and Potters Bar, and peak hour congestion at B556/A1000 and B556/Darkes Lane junctions.
- 5.26 The South-Central Hertfordshire Growth and Transport Plan (GTP) aims to address these issues through the development of an active travel corridor between Hatfield and Potters Bar, utilising the A1000/B556 corridor which both sites are located adjacent to.

- 5.27 Additionally, proposed junction improvements within the Potters Bar town centre will improve conditions for pedestrians and cyclists as well as broader urban realm enhancements along the high street.

Q150 - How far is it to Potters Bar railway station and its town centre from a median location on both sites?

- 5.28 It is approximately 1.1 miles to the Potters Bar railway station and the town centre from a median location on both sites using the A1000/Church Rd/Darkes Lane route. It is 1.6 miles using the proposed A1000/B556 active travel corridor.

Q151- Are these acceptable walking distances for commuters travelling by train?

- 5.29 Ideally an acceptable walking distance from a new development to a railway station is 0.5 of a mile or less. The sites are potentially within a 20-30 minute walk which is still feasible for commuter journeys into London but may discourage people using the train for other destinations.

Q152 - Are these acceptable walking distances to shops and other facilities?

- 5.30 An acceptable walking distance from a new development to shops and other facilities is typically considered as 0.5 of a mile or less. The proposed site is located further away from this from the shops and other facilities located in both Oakmere Park and the Potters Bar town centre.

Q153 - How far is the nearest local convenience store from either site?

- 5.31 The nearest local convenience store from either site is located 0.7 of a mile from either site in Oaksmere Park.

Q154 - Are these acceptable walking distances for persons visiting local shops?

- 5.32 Ideally local shops should be within a 0.5mile distance.

6.0 Cuffley

Policy SADM 33 Sites HS26-31 (Cuf 1, 6, 7 & 10 and No 02 and 10)

Q168 – How would the surface water from these sites be managed comprehensively and individually?

- 6.1 There are significant surface water flow routes which run west to east passing north and south of the main settlement of Cuffley. The northern one passes the north eastern boundary of HS27 and the southern one passes the south-western boundary of HS20. From the available information the flow routes would have minimal impact on the sites but may affect access which should be assessed as part of any FRA. (The scale of the flows relative to the size of the sites and given that the flows are on the very margins of the site).
- 6.2 The management of surface water from these sites would be informed by a n FRA but the sites are not directly hydraulically linked.

Q169 – Has a flood risk assessment been carried out?

6.3 HCC would look to Welwyn Hatfield Borough Council and the potential developers to carry out a flood risk assessment.

Q170 – Are there any on or off-site ramifications for flood risk that would result from the implementation of the proposed development?

6.4 There are significant surface water flow routes nearby but based on the available interaction with the sites is thought to be limited.

Q171 – If so how are they to be mitigated?

6.5 Mitigation would be included as part of the Flood Risk Assessment (FRA).

Q172 – Would the site's development require a balancing pond?

6.6 HCC considers that the requirement for this feature would be informed by a Flood Risk Assessment.

Q173 – If so how extensive would this be and where would it be located?

6.7 This would be informed by an FRA.

Q174 – How would foul drainage be dealt with?

6.8 This aspect is outside of the LLFA's remit. The advice is that Thames Water and the developer would need to determine these aspects of water management as part of any development on the site.

Q175 – Are there any foul drainage constraints that would impede the implementation of any development?

6.9 This aspect is outside of the LLFA's remit. The advice is that Thames Water and the developer would need to determine these aspects of water management as part of any development on the site.

Matter 2 - Infrastructure

Q182 - Has the impact of the proposal on local infrastructure been effectively considered?

6.10 The development sites have been included in HCC's latest County wide model run (COMET LPR5) as follows:

Cuf1 30 dwellings
Cuf 6 121 dwellings
Cuf7 75 dwellings

NO 02 5 dwellings
NO10 5 dwellings

- 6.11 An additional site (Cuf14) was also included in the modelling work. However, Cuf10 was not included in this particular model run (although it has been included in previous modelling work undertaken by Welwyn Hatfield).

Q183 - If so what are the outcomes?

- 6.12 It is not possible to isolate the impact of the developments. However it is calculated that the combined vehicle trip rates from the Cuf1,6,7 and NO2 and NO10 site would be around 140 vehicles in the peak hours.
- 6.13 Northaw Road is expected to be the key onward access route for the developments Cuf1,2, 6 & 7. The modelling work has highlighted future capacity and delay issues on the approaches to the Plough Hill / Station Road / Northaw Road junction and the Northaw Road / Cattlegate Road junction.
- 6.14 As previously noted the village is some distance from nearby towns, employment centres and secondary schools. For trips to west Shepherds Way and the Causeway are the key access routes to the A1000 Great North Road which provides onward travel to Hatfield and Potters Bar. Both these roads are modelled as being overcapacity in the future with long delays on the approach to the A1000.
- 6.15 The sites must be designed from the outset to align to the Local Transport Plan policies and measures to ensure the site is acceptable in transport terms.

Q184 - Have considerations included the impact of the significant development proposed at Goffs Oak in adjacent Broxbourne?

- 6.16 The COMET LPR5 modelling work includes the impact of the proposed allocations in Broxbourne and indicates highway capacity issues around the Goffs Lane / Newgatestreet Road junction to the east of Cuffley.

Q185 – Is there sufficient capacity within the local schools to provide places for the children likely to be generated by these developments?

- 6.17 There is a significant proportion of pupils within Cuffley who reside within Goffs Oak and the wider Broxbourne area. With new housing coming forward within the area this will push back pupils to the Goffs Oak / Broxbourne area, where additional primary school capacity is being created. Therefore, new capacity will not be required in Cuffley to meet the additional primary demand being created within the area. In terms of secondary school provision most pupils within the Cuffley area look towards Broxbourne, where there is expected to be sufficient capacity.

Q189 – What are the off-site highway ramifications of these proposals?

- 6.18 The Goffs Lane / Cuffley Hill / Northhaw Road East route is a busy traffic route in peak periods with traffic travelling between Broxbourne and the Potters Bar area and the Plough Hill / Station Road junction is an existing Congestion hotspot with journey times being significantly higher in the peak periods.
- 6.19 Additional development traffic will add to the pressure at the junctions and also add to capacity and delay issues on onward routes such as Shepherds Way and The Causeway.

Q190 - Without improvements, would there be unacceptable harm to highway safety and / or the free flow of traffic within Cuffley?

- 6.20 The modelling work assumes changes to priority at the key junctions within the village but still highlights issues with congestion and delay. Previous modelling work indicated that this would be increased if the existing layouts are maintained.

Q191 - Are the site's overall viabilities sufficient to be able to support any required highway improvements as well as any other required contributions to additional infrastructure and facilities?

- 6.21 The main scheme proposed in this area is a change in priorities at the Station Road / Plough Hill / Northhaw Road and Northhaw Road / Cattlegate Road junctions and these improvements have been included in the COMET modelling work. These schemes are likely to be low cost and therefore financially viable. Whilst offering capacity improvements there is however the risk that this could encourage higher volumes of through traffic travelling through the village.
- 6.22 Improved sustainable links from the sites to the school, village centre and station will be required, however no specific schemes have yet been identified or costed.
- 6.23 Consideration also needs to be given to improving sustainable links between Cuffley and Potters Bar and the Broxbourne area. The Broxbourne Transport Strategy includes enhancements to bus services between Potters Bar and Waltham Cross via Goffs Oak (to also serve the proposed development at Goffs Oak).

Matter 3 – Sustainability

Q193 - Are the sites in a sustainable location for development?

- 6.24 Cuffley is situated between the larger urban settlements of Potters Bar in Hertsmere borough and Cheshunt in Broxbourne borough. The Cuffley village centre has a modest range of shops including a small supermarket (Tesco

Express) as well as an allocated employment area and a primary school. There are a small number of shops (including a small supermarket and takeaway outlets), a church and a school located in the nearby village of Goffs Oak, between 1.0 and 1.4 miles from a median point between the proposed sites.

- 6.25 It has relatively poor connections to surrounding urban settlements. The nearest urban settlement, Cheshunt is located approximately 4.5 miles away with Potters Bar located 4.6 miles away (via the B157 corridor). The larger urban settlements of Hatfield and Welwyn Garden City located 7.7 miles and 10.8 miles away respectively (both via the B157).
- 6.26 Cuffley is infrequently served by buses with only 5 inbound and 5 outbound bus services to/from Potters Bar and Cheshunt a day (except Sunday). There are no direct bus services to any other urban settlements. The settlement does have a railway station with direct trains to Finsbury Park and Moorgate and Hertford and Stevenage. Metroline's 242 has been significantly reduced recently, and Centrebus 308/380 are designed for elderly shoppers trips only.
- 6.27 Although Cuffley has a train station and some limited local facilities the relative infrequency of bus services and the limited retail offering in the village means that there are likely to be limits to the sustainability of the sites.
- 6.28 The Broxbourne Transport Strategy includes a proposal to improve bus services between Waltham Cross and Potters Bar (including links to the new developments in Goffs Oak). This is seen as a key scheme for improving links from Cuffley to the surrounding towns.

Q194 - How far is it to Cuffley railway station and its village centre from a median location on each site?

- 6.29 The approximate distances from each proposed development site to the Cuffley railway station and its village centre are as follows:
- Cuf 1 = 0.3 miles
 - Cuf 6 = 0.6 miles
 - Cuf 7 = 0.9 miles
 - Cuf 10 = 0.5 miles
 - No2 = 1.04 miles
 - No10 -

Q195 - Are these acceptable walking distances for commuters travelling by train?

- 6.30 Cuf 1, 6 and 10 are within acceptable walking distance to a railway station (0.5 of a mile or less). Cuf 7, No2 and No 10 are within a 15 – 20 minute walk of the station, which is likely to be acceptable for commuter journeys into London but may discourage residents from using the train to other destinations.

Q196 - Are these acceptable walking distances to local shops and other facilities?

- 6.31 An acceptable walking distance from a new development to shops and other facilities is typically considered as 0.5 of a mile or less. All of these sites are within a mile of local shops, the station and primary school. Secondary school provision, supermarkets and employment opportunities are however well beyond acceptable walking distances.

Policy SADM 33 Site HS29 (Cuf12) Land north of Northaw Road East
Policy SADM 33 Site HS30 (Cuf7) Wells Farm Northaw Road East

Matter 5 – Implementation

Q227 – Are there archaeological considerations that could affect the delivery of this site?

- 6.32 HCC recommends that archaeological evaluation of the sites is carried out and results submitted with any proposal to develop the site.

April 2020