

Lands Improvement

The Case for 'Very Special Circumstances'

Land to the North East of KGV Playing Fields, Cuffley





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1. INTRODUCTION

- 1.1 The Government has set out a clear vision in the National Planning Policy Framework to deliver “*sustainable development*” in thriving communities.
- 1.2 Whilst Cuffley is an affluent village containing a wide range of services and facilities, its population has declined as average household sizes have reduced. House prices in the village have accelerated rapidly in the last decade as a result of high demand which has been severely constrained by limited supply. As a consequence, housing within Cuffley is now increasingly unobtainable for many, particularly younger people, who have been forced to leave the village. This not only undermines the vitality and viability of the village as a whole, it also fails to provide for a “*mixed and balanced*” community (paragraph 50 of the Framework). As such, Cuffley will not be in a position to meet the aspirations of future generations.
- 1.3 It is in this context that Lands Improvement (the Applicant) formulated its proposals for a sustainable development on land to the north east of King George V Playing Fields; a site that has been allocated for housing within Welwyn Hatfield Borough Council's (the Council) own draft Local Plan. The Parish Council has also advised that the emerging Neighbourhood Plan will include an outline development brief for the site.
- 1.4 An outline planning application for residential development on the site was submitted in June 2015. This was accompanied by a suite of supporting documents, including a Planning Statement, which provides clear justification for the site's development, all in the context of national and local planning policy and other relevant material considerations. The Applicant's case demonstrates there are a wide range of benefits (social, economic and environmental) which are either individually, or in combination, considered to deliver significant benefits which outweigh the limited harm caused to the Green Belt purposes in this instance and which represent the 'Very Special Circumstances' necessary to enable planning permission to be granted in advance of the adoption of the Local Plan.
- 1.5 This supplementary Statement focuses on the benefits associated with the development and in so doing expands upon the previously expressed case for planning permission by providing additional evidence in support of the development and clarifying the considerable benefits identified, all in the context of paragraph 88 of the Framework and its stipulation that:
- “When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very Special Circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations”.*
- 1.6 The scheme aims to offer increased opportunities for all of the local community to make healthy, active, balanced lifestyle choices through:



- Better access to the existing historic KGV Sports Facilities;
- Increased Outdoor Sports Provision;
- Enhanced access to the natural environment via Hertfordshire Way;
- The creation of real opportunities for local primary school children to walk to school and to more easily access local playing fields via South Drive;
- Ability to reduce reliance on the car and a reduction in traffic congestion; and,
- Improvements to the built environment, namely Station Road enhancements.

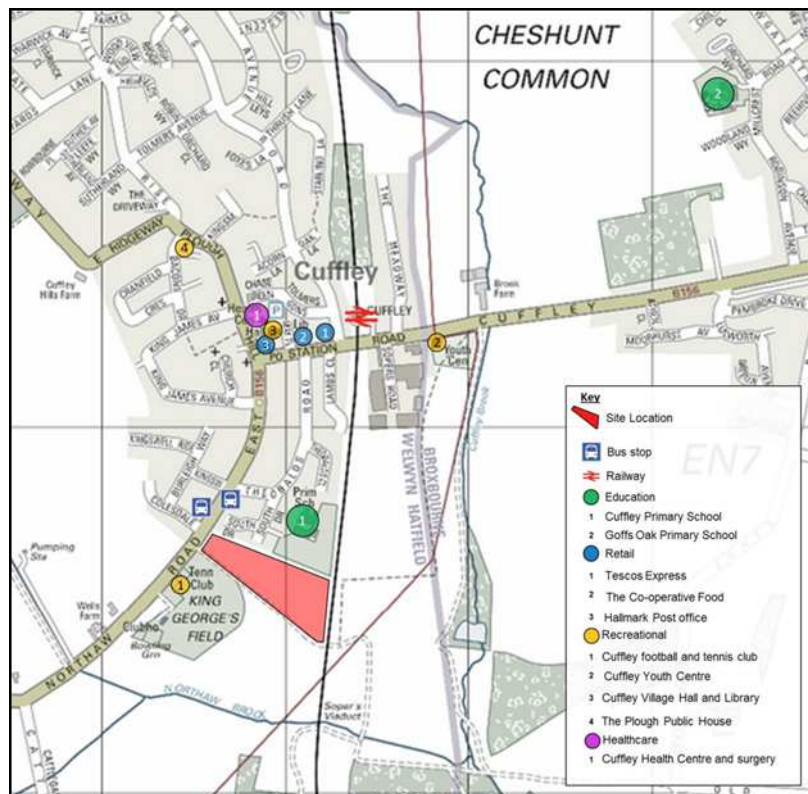
1.7 The scheme also seeks to provide a range of housing opportunities to facilitate the needs of a mixed and balanced community whilst contributing to the Council's five year housing land supply and providing a unique benefits package to improve vital local facilities, e.g. the library and local surgery.



2. ABOUT CUFFLEY

Services

- 2.1 Cuffley is a large village located in the extreme south east of the Borough. It has a wide range of services and facilities including two supermarkets, a bank, village hall, doctors' surgery, dentist, nursery, primary school, library, pharmacies and a variety of other shops and cafes alongside a railway station with direct links to London and Hertford, as set out on the plan below. The wide range of services and facilities make the village a sustainable location for new development. Generally speaking, Cuffley is home to a well-educated and affluent community in which over 40% of the working age population were employed in senior managerial and/or professional jobs at the time of the 2011 Census.



Community

- 2.2 Cuffley has an active, close knit community with various clubs and organisations including football, tennis and bowls clubs, a youth centre and village hall. The King George V Playing Fields is located to the south of the village and provides a range of sport facilities and is also a hub for community events, such as fetes. The Parish Council and Residents Association are very active within the community and the Parish Council is in the process of preparing a Neighbourhood Plan.



Education

- 2.3 The village has a pre-school and a primary school. The pre-school, located at Cuffley Football Club is a mixed use nursery for circa 20 children between the ages of 2 and 5 years. The primary school is a mixed 2 Form Entry (FE) primary school with an Ofsted 'Good' rating. 40% of the pupils attending the school live outside Cuffley.

Sports Provision and Health

- 2.4 The KGV playing fields include a playground, rugby and football pitches with additional facilities incorporated over the years to include tennis courts and a bowls club. As such, this facility has become central to the Cuffley community. Even so, as expanded upon in Section 6, there is a deficiency of outdoor sports provision within the village, and specifically a need for junior football pitches and Artificial Turf Pitches, not least to encourage healthier lifestyles amongst the young.

Housing

- 2.5 Cuffley's population has fallen by more than 15% in the last 24 years as a result of falling household size, with people living in large houses after their children have left home. In 2015, over a quarter of the population were over the age of 65; a figure which is expected to rise substantially in the next 10 years. This has led to is a significant reduction in young people (aged 20-24) in the village.
- 2.6 Cuffley is a high demand housing location where house prices have accelerated over the last decade. The average price paid for a house in Cuffley during 2015 was £647,000, a figure nearly three and a half times that paid in the rest of England. High house prices have caused significant affordability issues, with many young people unable to live in the village as they simply cannot afford to buy properties from the limited housing stock available.

Traffic and Transport

- 2.7 Residents are able to easily access the railway station at Cuffley from where trains to London and Hertford take circa 30 minutes.
- 2.8 The village is located close to the M25 and this contributes to traffic through the village centre via Station Road. This problem is exacerbated by a lack of crossings and traffic calming measures causing difficulties for pedestrians and impacting upon the usability and attractiveness of the village centre. Traffic congestion is also a significant issue for local residents who live in the vicinity of Cuffley Primary School where parents use residential streets to park during school drop off and pick up times.



3. GREEN BELT RELEASE AND THE LOCAL PLAN

- 3.1 In formulating its proposals for the development to the north east of KGV playing fields, the Applicant was very aware of the requirements of the Framework, which specifically states at paragraph 83 that *"Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan."* (Our emphasis). In view of the importance which the Government attaches to Green Belts, the Applicant has sought the Advice of Leading Counsel throughout the preparation of the planning application and its subsequent consideration by the local planning authority and others.
- 3.2 The Council is currently preparing a new Local Plan, which has been informed by various technical studies. Some of the first documents to be produced included a Strategic Housing Market Assessment (SHMA) and Strategic Housing Land Availability Assessment (SHLAA); the findings and the implications of which were considered by the Council's Cabinet Housing and Planning Panel. The Officer's report, which was considered at the Panel meeting held on 15 October 2014, recognised that *"if the objectively assessed need for housing is to be met from within the Borough, some harm will have to be done to the Green Belt"* (paragraph 9.17 refers) and further that *"it will be necessary to weigh the benefits of releasing land from the Green Belt to provide for housing to go some way to meeting the Council's objectively assessed need against impact on the Green Belt."* (Paragraph 9.21 refers).
- 3.3 The conclusion that some Green Belt land will need to be released to accommodate necessary housing growth within the District is inevitable in a Borough where virtually all the land beyond the existing urban area is designated as Green Belt. This amounts to 10,250 hectares, which is approximately 80% of the Borough. Data compiled by DCLG and the ONS indicates this is the 15th highest percentage in the country.
- 3.4 Although the Council reviewed the Green Belt as part of the preparation of the District Plan (1993), when some land was released to meet the short and longer term needs of development, it is clearly satisfied that there is not now the capacity within the urban areas, and elsewhere, to accommodate the requisite amount of new homes and jobs. As a consequence, *"exceptional circumstances"* exist to justify redrawing the Green Belt's boundaries to enable the release of suitable sites as part of the emerging Local Plan.
- 3.5 A Green Belt Review has also been undertaken which has assessed the potential sites for development, including the Application Site; the findings of which were also considered by the Council's Cabinet Housing and Planning Panel at its meeting on 15 October 2014. The site to the north east of KGV playing fields was identified as one of the limited number of 'more favourable' sites which could be released from the Green Belt to provide for the new homes which the Borough, as well as the village of Cuffley, needs.



- 3.6 The Council's consideration of its housing requirement and the impact which its accommodation will have on the Green Belt has continued to be considered as work on the Local Plan has progressed. In particular, at its meeting on 13 June 2016, the Cabinet Housing and Planning Panel considered the results of the Housing and Employment Land Availability Assessment (HELAA) and the policy implications of technically suitable sites coming forward including the implications for defining a new Green Belt boundary. The officer's report reiterated that *"exceptional circumstances do exist to release land from the Green Belt."* (Paragraph 3.39 refers). The site to the north east of the KGV playing fields, known as Cuf6, was one of the sites which it was resolved should go forward for inclusion in the Proposed Submission Local Plan.
- 3.7 At its meeting on 20 July 2016, the Cabinet Housing and Planning Panel considered the Proposed Submission Draft Local Plan (the Local Plan), the Policies Maps and associated documents prior to recommending its approval for public consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). Policy SP3, 'Settlement Strategy and Green Belt Boundaries' identifies the most sustainable settlements in the Borough. Cuffley is categorised as one of the *"large excluded villages"* which are *"the secondary focus for development"* (after the towns of Welwyn Garden City and Hatfield). The policy continues by stipulating that *"development will be in and around the excluded villages at a more limited scale, compatible with the more limited range of job opportunities, shops, services and other facilities available in these locations."*
- 3.8 The Local Plan then sets out the distribution of housing growth within the Borough's principal settlements. For Cuffley, the total capacity of identified sites between 2013 – 2032, including completions and commitments, is 416 dwellings of which 286 dwellings are described as *"Capacity from Green Belt / Area of Restraint release"*. There is no land designated as an 'Area of Restraint' at Cuffley and consequently all the 286 dwellings, which is 69% of the dwelling requirement, would need to be built on land currently designated as Green Belt.
- 3.9 In accordance with Policies SP2 ('Targets for Growth') and SP3, the sites allocated for development in Cuffley are set out in Policy SADM35. This includes HS28 (Cuf6) which is described as 'Land south of Northaw Road East' and allocated for 108 dwellings for delivery within 0 – 10 years (i.e. 2013 – 2023). There are a number of site specific considerations, all of which have been taken into account in the formulation of the current planning application.
- 3.10 Paragraph 23.2 of the explanatory text to Policy SADM35 sets out a number of local objectives which need to be taken into account when considering development proposals in Cuffley. These include the following objectives which are expanded upon in later sections of this report:
- Work with the Parish Council to help take forward priorities identified in the Neighbourhood Plan;
 - To protect local community facilities;



- Manage the volume of vehicles through the village; and,
- Sustain and where possible, improve the vitality and viability of the village centre.

3.11 It is therefore considered that since 2014, there has been a clear direction of travel in the Council's consideration of the evidence that provides the basis of the 'Very Special Circumstances', which exist in this instance.

3.12 It is acknowledged that the Local Plan has to go through various consultation and Examination stages before it is adopted. Even so, the evidence in the form of these studies clearly constitutes important and relevant material considerations in the 'Very Special Circumstances' balance which the Council should take into account when determining the application. In this context, the local planning authority cannot ignore its own conclusions about both the need to release Green Belt land for housing or its own evidence base which has found that the application site could be released without unacceptable harm to Green Belt purposes, which has resulted in its allocation within the Local Plan.

3.13 It is also important to note that the Local Plan includes the Housing Trajectory which sets out the anticipated rate of delivery per year from specific sites for the five year period 2017/18 – 2021/22 and then the remainder of the plan period. A number of sites which are included within the Council's five year supply are currently within the Green Belt. One such site is 'land south of Northaw Road East, Cuffley' (HS28), which the trajectory indicates will be the subject of dwelling completions from 2019/20. To allow for ground works to take place and the delivery of up front infrastructure (site access for example) a commencement on site will be required in the previous year (2018/19). In order to achieve this timescale, outline planning permission needs to be granted without delay in order to enable sufficient time for the site to be sold to a housebuilder, Reserved Matters approval to be obtained and the necessary pre-commencement conditions discharged. The Applicant is committed to delivering this site in the first part of the plan period and recognises that the Council has identified it as one of the first greenfield / Green Belt allocations to be delivered, and as a result, it will be able to make an early contribution to an increase in housing output within the Borough.

Counsel has also advised the Applicant on the relevance of recent Case Law. It has been clearly established that there is no bar to planning permission being granted on Green Belt land whilst a Local Plan, which intends to amend the Green Belt's boundaries, is being prepared, so long as 'Very Special Circumstances' are established. This has been confirmed by the judgement of L J Sales which states there is nothing in paragraph 83 (read in the context of the entirety of Section 9 of the Framework) to prevent a planning authority from proceeding to consider and grant permission for development on land designated as Green Belt, provided the 'Very Special Circumstances' test is satisfied. This is in fact what has happened in other authorities including Central Bedfordshire where planning permission has now been granted for a sustainable urban extension to the north of Houghton Regis and in Broxbourne where a



development of 400 dwellings has been permitted to the west of Hoddesdon.

- 3.14 Whilst recognising that housing need alone is not the only factor to be considered when preparing Local Plans, it is clear that objectively assessed needs should be met unless the adverse impacts of doing so on land designated as Green Belt would significantly and demonstrably outweigh the benefits of fulfilling them. Whilst the review of the Green Belt is progressing through the Local Plan process, this does not alter the fact, as set out in Appendix 1, that when assessed against the most up-to-date housing requirement, the Council has significantly less than a five year supply of land for housing which if it were not for the Green Belt status of the site would trigger the presumption in favour of sustainable development.
- 3.15 The Secretary of State's policy that the lack of a 5 year housing supply should not of itself amount to 'Very Special Circumstances' justifying the grant planning permission in the Green Belt, is clearly a relevant consideration in the balance. However, this policy must not be misinterpreted so as to exclude the absence of a 5 year supply as being one of the series of material considerations which can, in conjunction with other factors, represent 'Very Special Circumstances'. As a consequence, as set out above, an analysis of the housing land supply position in the Borough has been undertaken. This is included as Appendix 1 to this report and its findings are summarised in Section 4 below.

The Cuffley scheme contribution:

- 3.16 The Council has acknowledged not only the need for land to be released from the Green Belt and developed for housing, but the important contribution which the Application Site will make to the delivery of the Housing Trajectory in the early part of the plan period.



4. HOUSING FOR ALL

Housing Need

- 4.1 The Council published its 'Strategic Housing Market Assessment Partial Update 2015' in November 2015. This not only calculated the objectively assessed need (OAN) for the Borough's administrative area which informed the housing provision within the draft Local Plan, as described in the preceding section, but also indicated that the need for affordable housing (768 dpa) is even greater than the OAN. The Executive Summary in the SHMA update explains *"whilst it is recognised that this calculated level of need cannot be directly compared with the implied housing need in the OAN, when set in the context of the market signals analysis and in particular comparatively high affordability barriers to occupying market housing, this strongly points towards needs being towards the upper end of this range. This recognises the importance of taking a positive response to seeking to address the evidenced high need for affordable housing in the borough and indeed across the wider housing market area."*
- 4.2 As part of the review of the affordable housing need calculation, the SHMA update concluded that:
- The backlog at April 2015 consists of 1,879 households in priority need of affordable housing; the majority of whom require smaller dwellings. This need will not be offset by the known supply;
 - Newly arising need over the same period to 2020 equates to 539 dpa. (Once the backlog is cleared only the newly arising need will need to be met over the remainder of the plan period);
 - Collectively, this generates a total need for 10,243 affordable homes in Welwyn Hatfield between 2015 – 2032; and,
 - Intermediate products can make a significant contribution towards meeting affordable housing needs in Welwyn Hatfield, although there remains a sizeable need for traditional social rented housing.
- 4.3 The significant level of under provision is also reflected in the delivery of affordable housing within the Borough, as set out in Appendix 2.
- 4.4 Since 2001, 1,787 (gross) affordable dwellings have been completed which is equivalent to 29.5% of the total number of dwellings, comparable to the Borough Council's current target of 30%. However, it is notable that since 2009/10, both the number and the percentage of affordable housing completions have fallen significantly as shown below for both the last three years and the last five year period:



Period	No of Dwellings	Annual Average	Percentage
2010/15	1,301	291	22%
2012/15	777	150	19%

4.5 Between 2001 and 2015 the average annual rate of delivery for affordable housing was 127 dpa. Based on this rate, it will take the Council over 80 years to deliver the total need of 10,243 affordable homes in Welwyn Hatfield between 2015 and 2032.

4.6 It is clear from the most recent evidence (at April 2016) that there is an increasingly serious and significant need for new market and affordable housing across the Borough. As a result of Cuffley being an affluent village in a high demand location, it has been shown that there is a need for an additional 18 affordable housing units in the village per annum, required to meet the backlog of affordable units as a result of previous under-provision.

Housing Supply

4.7 Appendix 1 contains an analysis of the Housing Supply position within the Borough at 1 April 2016. This contains two alternative calculations: one using the emerging housing requirement, as proposed, by the Council, to be phased for the first part of the plan period (495 dpa), whilst the other is based on an annualised figure for the entire plan period (673 dpa). In both instances the Sedgefield Methodology has been used, (whereby the shortfall which has arisen during the first three years of the plan period is made up within the next five years) and in recognition of the persistent under delivery which has occurred in recent years, a 20% buffer has been applied. The housing delivery assumptions for 2016/17 – 2020/21, as set out in the Housing Trajectory (Figure 16 of the Local Plan), have been incorporated into the calculation.

4.8 Having done so, it has been shown that based on the housing requirement in the Local Plan, Welwyn Hatfield does not have a 5 year supply of housing. The position has been exacerbated by a significant under supply of new homes in recent years. The application of an up-to-date requirement and appropriate methodology to reflect the position within the Borough shows that there is between 2.60 – 3.79 years supply of housing.

4.9 Although it is acknowledged that the need for housing is not, of itself, justification for development on Green Belt sites, there is no doubt that unless suitable sites are granted planning permission before the Local Plan is adopted in 2017 (at the earliest), the significant under provision of housing within the Borough will increase.



Housing Affordability

- 4.10 As is often the case where demand is high and supply is constrained, house prices in Cuffley have accelerated rapidly in the last decade and housing affordability has become a major issue locally. House prices in the Cuffley area have increased considerably over the last eight years. The average house price was £440,400 in 2013; an increase of 38% since 2007, much higher than the rate of growth in Welwyn Hatfield (16%), the East region (11%) and England (14%). This indicates the worsening affordability issues in Cuffley.
- 4.11 Since 2013, the average house price in Cuffley has increased further to a figure of £647,000 in 2015. This figure is nearly twice the price paid across Welwyn Hatfield, which was £324,500 over the last 12 months and nearly three and a half times that paid in the rest of England and Wales (£188,270 – ONS December 2015).
- 4.12 High house prices have caused significant affordability issues, with many young people unable to live in the village as they simply cannot afford to buy properties from the limited housing stock available.
- 4.13 As set out in Levvel's letter dated 9 December 2015, included at Appendix 3, households that wish to remain in Cuffley but are unable to afford market rent are using housing benefits to make good any affordability problems which they encounter. Figure 6.4 of the 2014 SHMA confirms that 42% of the households in Cuffley are unable to afford market rent.

Housing Deprivation

- 4.14 The affordability issue in Cuffley is so bad that the village is considered to be within the top 10% of the most deprived local areas in the country pertaining to barriers to housing (English Indices of Deprivation 2015) (Appendix 4 refers).

Housing Impact

- 4.15 Given the rapid rise in house prices and affordability issues described, young people are unable to afford housing in the village. Coupled with a constrained supply, the number of older persons in the village is much larger when compared to the rest of the UK with an inability to downsize into smaller properties due to the limited choice in housing.
- 4.16 Regarding the age of the population, Pitney Bowes Software (2015) estimates that circa 30% of the population of Cuffley were over the age of 65 in 2015. By 2025, the proportion of over 65s is expected to rise to almost 32%. In comparison, circa 18% of the UK population were over the age of 65 in 2015.
- 4.17 Further, Northaw and Cuffley has the highest average number of rooms (6.8) and bedrooms per household (3.4) in the Borough but an average household size of only 2.5 people.



- 4.18 The above are indicators of how a lack of housing of mixed tenure and size, which is affordable can radically alter the population profile of a community, and the ability of that community to adequately and appropriately cater to the housing needs of its people.

Cuffley Scheme Contribution:

- 4.19 The proposed scheme offers a range of dwelling sizes and tenures, which have been discussed with the Borough Council's Housing Officer to address the housing need within Cuffley. As a consequence, the proposed development will make a significant contribution to the provision of Cuffley's affordable housing requirement.
- 4.20 An increase in the housing supply will also help to attract working aged people to Cuffley, thereby ensuring local businesses are able to access high quality local labour whilst having the benefit of local patronage. Through the provision of additional family housing, as well as accommodation suitable for smaller households, the elderly will be able to downsize if desired, making more family sized accommodation available.
- 4.21 Providing a variety of housing stock and encouraging younger families and working age people back into the community will assist in redressing the population profile and creating a mixed and balance community for existing and future generations. For example, on the basis that 360 people are added to the population of Cuffley as a result of this development and that people generally are between 20-39 years old when they have children, the number of people in this age cohort within Cuffley will increase from 640 to 828 in 2020. Further in 2020 circa 30% of Cuffley's population is projected to be over the age of 65. Our analysis suggests that the development would help reduce this proportion to 27.5%.
- 4.22 Achieving a balanced population is a key facet in ensuring that settlements, such as Cuffley, remain properly sustainable both now and in the future.



5. LOCAL DECISION MAKING

5.1 At the local level the direction of travel for the Application Site is clear; it has been allocated in the draft Local Plan and will be the subject of an outline development brief in the Parish Council's emerging Neighbourhood Plan.

5.2 Paragraph 17 of the NPPF states:

"planning should be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues."

5.3 The Applicant has liaised closely and from an early stage with the Parish Council, Borough Council and local community to bring forward a scheme which has been informed by local people and that has helped to create a positive vision for the area. As noted in the Parish Council's response to the application:

"the Parish Council is developing a Neighbourhood Plan which, inter alia, will include an outline development brief for this site as well as proposals for road modification to deal with traffic congestion in Cuffley and improvements to King George V playing fields."

5.4 The Parish Council's aspirations have been reflected in the Borough Council's draft Local Plan as set out in paragraph 23.2; namely to:

"work with the Parish Council to help take forward priorities identified in the Neighbourhood Plan."

5.5 As a result of early engagement, technical and design work, the Applicant has been able to inform the emerging Plans and then respond to their emerging policy requirements as part of the current proposals and associated s106 package. The Parish Council letter attached at Appendix 5 notes:

"In relation to highways improvements we have within our draft Neighbourhood Plan identified a number of projects related to the Lands Improvement's scheme."

5.6 The letter goes on to outline the Parish Council's aspirations for the S106 package, which the Applicant has sought to facilitate through discussions with the Borough Council to ensure a locally led benefits package that is tailored to the local community.

5.7 The 'Very Special Circumstances' have evolved as part of the engagement with the local community and key stakeholders and together are a unique set of opportunities that only the Applicant can provide.



5.8 Paragraph 188 of the NPPF states:

"Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community."

5.9 This approach, as set out within the NPPF, and its aim of improving outcomes for the community can in part be demonstrated by the letters of support that have been received for the scheme. Of note are the letters from Cuffley Football Club and Living Streets at Appendix 6 and 7 which have been quoted here to demonstrate that there is local support for specific elements of the unique offer that the Applicant has designed into the scheme.

5.10 In summary, the Football Club state:

"On behalf of Cuffley Football Club we wish to draw your attention to the following points in support of the above planning application. As one of the largest football clubs in Hertfordshire and the primary user of King George V field on Cuffley, we desperately require additional on-site pitch capacity to meet both our existing and future demand This facility could also be utilised by the local primary school and other local organisations We understand that a footpath is proposed around the perimeter of King George V field along with additional bins. This will increase general recreation use of the site, especially during winter months, when the main field can be heavily waterlogged."

5.11 Living Streets state:

"I would like to express my support for the Cuffley Development Proposals that seek to inaugurate a number of walking and cycling improvements as part of the scheme. We have worked with Cuffley Primary School for a number of years on our popular WOW scheme that encourages children to walk to school and we believe that your proposals will enable more children and families to walk to school... In 2013 we conducted a School Route Audit of the area, which highlighted some particular concerns and we are pleased to see that these have been addressed in your proposals. We fully endorse your plans to provide a walking and cycling route through the site from the KGV playing field to the primary school, and to improve the connecting footpaths such as the Hertfordshire Way. This will provide quicker and more accessible walking routes to Cuffley School."

5.12 These extracts from the letters of support relate directly to the 'Very Special Circumstances' in that:

- The additional need for on-site pitch capacity will be addressed through the gifting of 0.63ha of strategically placed land to the Parish Council to extend the historic KGV playing fields; along with a significant financial contribution;



- Improving general recreational use of KGV and enhancing access to the countryside via improvements to Hertfordshire Way will be addressed through the introduction of permissive paths on the Applicant's retained land located around the KGV perimeter; and,
- Concerns raised in Living Streets School Audit Report for pedestrians and cyclists are in part being addressed by providing the ability to create a link from the playing fields to the primary school via South Drive which is only possible due to the location of the site.

Cuffley Scheme Contribution:

- 5.13 Through early and continuous engagement with the Borough and Parish, the Applicant has brought forward a scheme that is allocated in the draft Local Plan and includes a development brief for residential use in the emerging Neighbourhood Plan. The scheme has the benefit of a level of support locally and has responded to local discussions offering a unique package of benefits that are very special to this site alone.



6. KING GEORGE V LEGACY AND INCREASED SPORTS PROVISION

KGV Legacy

- 6.1 KGV playing fields were established as part of a nationwide scheme masterminded by the 'King George's Field Foundation' (KGFF), as a memorial to King George V. The aim of the foundation was to promote and assist in the establishment throughout the United Kingdom of Great Britain and Northern Ireland of playing fields for the use and enjoyment of the people.
- 6.2 Each playing field was to be named 'King George's Field' and was to be identified by heraldic stone plaques at the entrance, commemorating the late King. In the thirty year life of the KGFF, 471 King George Playing Fields were established around the country.
- 6.3 When the KGFF was dissolved in 1965, the land passed into the ownership of the 'National Playing Fields Association' (NPFA) to be preserved and safeguarded for public benefit. The KGV Playing Fields at Cuffley was an early beneficiary of the scheme and was probably operational in 1938. It is the home of Northaw and Cuffley Bowling Club, Cuffley Lawn Tennis Club and Cuffley Football Club, whilst also becoming a focal point of the local community with local events and fetes often based there. The facility includes a Multi Purpose Games Area and children's play area alongside Cuffley Pre-School which is located within the main pavilion.
- 6.4 The field occupies approximately 5.4ha, the original allocation having been based on the NPFA '6 acre standard', which states that for every 1,000 residents of a community, there should be 4 acres of outdoor sport and recreation space and 2 acres of children's play areas. The size of the playing fields suggests a pre-war population in Cuffley of around 2,500 people, a figure which has since increased significantly.
- 6.5 The historical significance of KGV playing fields at Cuffley lies in its status as part of a lasting nationwide memorial to a former monarch, which also fulfils a very real and practical function for Cuffley residents of all ages.

Locating New Facilities

- 6.6 As noted by Sport England in its consultation response (dated 1 July 2015), Welwyn Hatfield has prepared a robust Sports Facility Study (2011), supplemented by a Sports Facility Strategy (2012), which identified deficiencies in existing outdoor sports provision within the Borough, especially playing pitches.



6.7 It continued by advising that:

"In principle, the proposal to provide an extension to King George V Playing Fields would be a positive response to the Council's evidence base and planning policies. Extending Cuffley's main outdoor sports facility would be a more appropriate response than seeking to provide any new provision."

6.8 The extension of KGV playing fields will also ensure the objectives of the NPFA and the KGFF to preserve and safeguard playing fields for the use and enjoyment of current and future generations.

6.9 Further, the Sports Facility Strategy (2012) sets out a clear strategy for the future development of outdoor sports facilities, and identifies *"making best use of existing facilities and resources"* and to:

"Maximise the use of the borough's existing sporting facilities by supporting the continued development and expansion of strategically significant sports facilities and prioritising increased access to, and usability of, currently underused or restricted facilities, particularly those in education and community-based sports use."

Local Sports Need

6.10 An audit of available outdoor sports provision within the Northaw and Cuffley ward, identifies a total of 8.1ha of available space, however, only 5.9ha of this is available for free use by the public (5.4ha at KGV playing fields and 0.5ha at Northaw playing fields).

6.11 Based on a population of 5,181, at the time of the 2011 Census, there is a requirement for 10.98ha of outdoor sports space in Northaw Cuffley when the Council's outdoor sports standard is applied. As a result, there is a clear deficiency in outdoor sports provision within the ward of 2.88ha.

6.12 The evidence of need for further outdoor sports provision has been confirmed at a local level through meetings held with the Parish Council, Head of the Primary School and the various sports clubs about the use of, and need for, sports facilities in the locality. In addition Sports England stated in their response to the application:

"I have consulted the Football Association for their views and based on their local knowledge of football facility needs in the Cuffley area their preference would be for the King George Playing Field to be extended and for a small floodlit artificial grass pitch to be located on this site. This would complement the grass pitches already provided and offer Cuffley Football Club and the wider community with an all-weather training facility that would respond to local needs."



- 6.13 The Parish Council's response to the planning application (dated January 2016) also confirms their wish for the land to be used *"for a new all-weather multi use pitch"*.

The Cuffley scheme contribution:

- 6.14 The extension to KGV Playing Fields to secure the provision of an artificial grass pitch and a financial contribution towards its delivery will consolidate the existing facilities and secure the long term legacy of the KGV playing fields.
- 6.15 This will help to address the existing deficiency in outdoor sports facilities within the Northaw and Cuffley Ward by providing almost a third of the outstanding need identified for the whole of Cuffley.
- 6.16 The land would be transferred to the Parish Council to be used in association with the existing sports clubs, to meet the need for junior football pitches or Artificial Turf Pitches, which have been identified by statutory consultees, the Borough Council's own evidence base and key stakeholders in the local community.
- 6.17 These significant local benefits can only be delivered by the Applicant as they own the land surrounding the existing playing fields.



7. ENCOURAGING ACCESS TO THE COUNTRYSIDE

- 7.1 As explained above, the Applicant owns land to the south of the Application Site which extends around the KGV playing fields. As a result there are unique opportunities for the development to provide improved access to the countryside which delivers a number of Borough and County wide objectives.

Provision of new permissive footpaths

- 7.2 Currently, the Hertfordshire Way (footpath 6) extends along the southern boundary of the site before crossing the railway line and continuing eastwards towards Goffs Oak and Cheshunt. Another section of The Hertfordshire Way (footpath 9) connects into Northaw Road East to the south of the village and extends westwards towards Northaw as per the plan at Appendix 8. The footpaths form part of the 194 mile Hertfordshire Way circular route set wholly in the County of Hertfordshire, which is a popular and well used route by ramblers. The route passes through a variety of Hertfordshire scenery, mostly in open countryside but also through interesting and attractive villages, such as Cuffley.
- 7.3 At present, there is no link between footpaths 6 and 9; therefore, pedestrians are required to walk approximately 450 metres along Northaw Road East to continue along the route. This alters the perception of the walk from one with a rural emphasis to one which is adversely impacted by the speed of traffic approaching the village from the south and a substandard footpath along the side of the road (2013 School Route Audit at Appendix 9).
- 7.4 Further, following discussions with the Parish Council and sports clubs who use KGV playing fields, it is apparent that there is currently an issue with dog walkers using the playing fields, which causes health and safety concerns for those using the pitches for sporting purposes.

Hertfordshire Way Improvements

- 7.5 The Site lies adjacent to the 'Cheshunt Common' character area, as identified within the 2005 Landscape Character Assessment. In this character area, the opportunity to create more public access to valued landscapes from adjoining settlements is identified (page 108 refers). In addition the Borough Council's Green Infrastructure Plan (2011), which seeks to raise awareness of 'post-industrial heritage' aspires to promote former railway routes.
- 7.6 The Hertfordshire Way provides access from Cuffley to the wider countryside past the Sopers Way viaduct, and is a route for recreational walkers from the village and further afield. It is frequently very muddy and at the public exhibitions some members of the local community commented that the western section (running parallel to the southern boundary of the application site) would benefit from upgrading through the provision of appropriate surfacing.



- 7.7 Although some minor improvements have been undertaken by Hertfordshire County Council, funded by the Applicant, it is understood from the Countryside Access Officer's response to the planning application that further improvements are sought which can be provided as part of the development: *"The Rights of Way Improvements Plan does detail the desire for the Northaw footpath 6 and Cheshunt footpath 59 to be upgraded, so horse riders and cycles can reach Cheshunt bridleways 17, 70 and 73 near Burnt Farmhouse."*

The Cuffley scheme contribution:

- 7.8 In order to address these matters, the Applicant will provide permissive footpaths around its field boundaries, which would provide an attractive route for walkers, enabling an off road connection between the two different parts of the Hertfordshire Way, as shown on the plan included at Appendix 10. This reduces the length walkers will have to travel along the road by 450 metres and provides improved access to the countryside through the use of the permissive paths, which can only be delivered by the Applicant.
- 7.9 The provision of the permissive paths would also allow dog walkers to use alternative routes, thereby improving the condition of the playing fields for the sports clubs.
- 7.10 In discussion with the Council's Leisure Services Manager, it has been suggested that added benefits of the permissive paths would be provided if an Information Board was erected which is something the Parish Council may consider. This could set out the various routes available in the vicinity of the site, the distance involved and calories expended at different walking / running rates and be located at an appropriate point.
- 7.11 The permissive paths provided by the development will facilitate greater access to the countryside, thereby, encouraging people to live a more healthy and active lifestyle, meeting the aims and objectives of the Health Strategies.
- 7.12 Hertfordshire Way footpath has been included within the Application Site and the Applicant will facilitate low key enhancements as part of the development, including improved surfacing, which will be secured through the S106 Agreement. This will encourage people to use the footpath, not just for walking, but also for cycling and other forms of recreational activity, such as horse riding.
- 7.13 The improvements and extensions to the footpaths will encourage access into the countryside for all people, including children. It is considered that improved access to the countryside, alongside the proposed extension and improvements to KGV playing fields, will provide children with greater opportunities for outdoor sport and recreation, thereby potentially helping to reduce the worrying trend highlighted in Section 10 below.



8. ENCOURAGING WALKING TO SCHOOL

- 8.1 The Department for Transport's Traveling to School: A Good Practice Guide (2003) states that over the past 20 years the proportion of children travelling to school by car has almost doubled (Foreword). *"Walking and cycling to school offers children an opportunity for regular exercise at a time when we are becoming increasingly aware of the health consequences of sedentary lifestyles."* The Practice Guide Aim and Objective is to see:

"As many children as possible to walk or cycle to school. Walking and cycling boosts their health and well-being. It also allows children to travel independently and to access the range of flexible opportunities schools will increasingly offer outside the standard school day. We also want children to travel safely and to feel secure on the school journey."

- 8.2 The Practice Guide seeks to bring about a step change in home to school travel patterns to cut congestion and pollution, but also to allow many more pupils to take regular exercise. This is reflected in Hertfordshire County Council's Public Health Strategy, which states that *"obesity in children"* remains a challenge and is a priority which requires addressing (page 13 refers) and the 2013 'School Route Audit' Report for Cuffley Primary School which seeks to identify barriers to walking and make it safer and more attractive for pupils to walk to school.
- 8.3 Cuffley Primary School is located adjacent to the northern boundary of the application site and is therefore within easy walking distance (circa 250 metres) of the proposed development.
- 8.4 The Primary School is located in a residential area, and as a result, the parking during drop off and pick up times is a severe issue for parents, pupils and residents living in the vicinity of the school on South Drive and Theobald's Road. The severity of this issue is highlighted in the 2013 'School Route Audit' Report, which states in the context of Theobald's Road:

"There is a lot of congestion along the entire length of the road but especially at school drop off and pick up times. Cars park all along the road, on the pavements and they block residential driveways. This has resulted in complaints being lodged. It was reported that parents/carers will also stop in the middle of the road to drop and collect pupils. As a result, the entire road becomes blocked."

- 8.5 The Report also states that this issue harms the safety of pupils.
- 8.6 The Primary School makes poor provision for car drop off points as it is constrained by the surrounding roads and the residential nature of the area. The car parking issue at the School is worsened by the fact that there is a high level of parents using cars to travel to the Primary School as approximately 40% of the pupils attending the School are from outside of Cuffley. 50% of those from outside of Cuffley travel from Goffs Oak (EFM Education Report included as Appendix 6 of the Planning Statement). Further, the School Travel Plan Annual



Review, prepared by the Primary School (2010) states that despite a number of pupils living within walking distance of the School (800m for the purposes of the Review) a significant number of them still travel by car; this equates to approximately 10% of the total number of pupils. As set out in the School Route Audit Report there are a number of safety issues, such as traffic speeds, the lack of suitable crossing points and dropped kerbs and poor footway surfacing on surrounding roads (Northaw Road East, Northaw Road West and Station Road), which clearly discourages parents from walking their children to School, despite being within walking distance. This only worsens the parking issue which exists at the School.

- 8.7 The severity of the parking issue has also been confirmed during on-going discussions in respect of the development proposal with the Parish Council and as part of a separate meeting with the Head of the Primary School.
- 8.8 To get around the parking issue which currently exist at the school, parents use the car park at KGV Playing Fields to drop off and pick up their children from school. However, this involves parents and children walking along Northaw Road East, which as set out above, is a more dangerous route owing to vehicular speeds along this stretch of road and the number of vehicles using it.

The Cuffley scheme contribution:

- 8.9 As part of the development, it is proposed to facilitate a safe and convenient route to Cuffley Primary School and the centre of the village for those who currently walk from the playing fields' car park.
- 8.10 A footpath and cycleway across the Site will be provided with the aspiration to connect into the footpath at the end of South Drive, as shown on the plan included at Appendix 11. Not only will this be a safe and attractive route for parents and children walking to School but it will also provide better access to the sports facilities for existing and future residents.
- 8.11 When the site is fully developed, there will be circa 16 children of primary school age who are likely to attend Cuffley Primary School. Based on 39 school weeks per year and an average journey of 5km (NTS 2014), there could be a reduction in the number of school trips which is equivalent to 15,600km per year. Lowering CO2 emissions through a reduction in the number of vehicles driving to and from the school helps to meet the County Council's aspirations for reducing pollution from exhausts and shifting to more green modes of transport. This assumes that all 16 children were previously driven to school. This is likely as the majority of pupils who attended the school are from Goffs Oak and will return to more local schools.
- 8.12 National Travel Statistics (2014), table NTS0614, shows that 81% of children (between ages 5-10) who live within 1 mile of the school walk or cycle. Based on the extremely close proximity of the site to Cuffley school, at circa 250m walk or cycle distance from the centre of the site, it is considered that the majority of children from the site attending the school will walk or cycle.



- 8.13 Not only will this encourage walking and the adoption of healthier lifestyles, but it will also ease the existing car parking issue in the roads surrounding the school, thereby providing a benefit to existing residents on South Drive and Theobold's Road.
- 8.14 Further, the route accords with the comments received from the Countryside Access Officer as part of the planning application which stated that a link between South Drive and the Hertfordshire Way would be desirable for local residents, who have in the past discussed making it a formal footpath. The provision of this link meets the requirements of the 'Traveling to School: A Good Practice Guide', which requires authorities to regularly review and improve cycle and pedestrian routes that children use to travel to school (paragraph 11 refers).
- 8.15 In addition the new route will reduce the required walking distance through Greenfields, which will provide a beneficial impact for the primarily elderly residents of the housing association, as illustrated in Appendix 12.



9. HIGH QUALITY BUILT ENVIRONMENT

Station Road Enhancements

- 9.1 The Parish Council is seeking significant public realm enhancements to Station Road, which as explained in Section 5 above, it is understood will be included within the emerging Neighbourhood Plan.
- 9.2 Station Road is the primary shopping street within the village from which a number of services and facilities are accessed, including the library, GP surgery and train station. However, at present, Station Road experiences a number of challenges, as confirmed by the 2013 School Route Audit Report for Cuffley Primary School and the Retail and Town Centre Needs Assessment (2007), which states that traffic through the village centre, along Station Road, is an issue which causes difficulties for pedestrians and impacts upon the usability and attractiveness of the village centre, thereby affecting the local centre's vitality.
- 9.3 As stated within Hertfordshire County Council's 'A Public Health Strategy', the built environment has an important role to play in determining the health of local people (page 9 refers), therefore, any improvements which are made to Station Road and the surrounding area are likely to have a positive impact on the local community.

KGV Entrance Improvements

- 9.4 Through discussions with the Parish Council consideration has been given to ways in which the existing access into the northern car park serving the playing fields can be made safer. At the present time, the access is only 3.51 metres wide which is too narrow to enable two cars to pass. Consequently, if a car is waiting to turn out of the car park, a vehicle seeking to turn in, whether from the north or the south, has to wait thereby causing a potential hazard on this busy road. This is exacerbated by the 30mph signage when entering Cuffley being located only 30 metres (circa) from the northern access to the KGV playing fields. Entering the village travelling from the national speed limit leaves no time for cars to slow down before the entrance to the car park. DfT (2007) stopping distances require 73 metres when a car is travelling at 60mph.

The Cuffley scheme contribution:

- 9.5 In recognition of the existing issues in respect of Station Road, the Applicant has facilitated discussions with the Parish and County Council in respect of a series of improvements. As a result of these discussions, the proposed development will provide a number of public realm improvements to Station Road, and the local highway network. A plan identifying these improvements is included at Appendix 13, and have also been summarised below:



- An additional crossing facility to the east of Station Road in the vicinity of the Post Office and Co-op in the form of a zebra crossing. This will provide an opportunity for pedestrians to cross Station Road on a key desire line adjacent to the Post Office and access to the village Hall, Library and Surgery; Raised tables on the side roads to assist pedestrians by slowing traffic entering and exiting the roads. The raised tables will also act as a traffic calming measure to discourage rat-running on the side roads;
- Subject to feasibility, additional off-road parking and loading bays;
- Carriageway narrowing along Station Road to reduce vehicle speeds, which can be achieved by the introduction of a centre median strip;
- An additional crossing adjacent to the railway station;
- Amendments to the mini roundabout to reduce vehicle speeds and improve safety at the junction; and,
- The introduction of a 20 mph speed limit.

9.6 The speed limit reduction will lead to safety improvements along Station Road. The benefits of reducing speed limits from 30mph to 20mph are set out in the DfT Circular 01/2013 'Setting Local Speed Limits' which states that:

"20 mph zones are very effective at reducing collisions and injuries. Research in 1996 showed that overall average annual collision frequency could fall by around 60%, and the number of collisions involving injury to children could be reduced by up to two-thirds. Zones may also bring further benefits, such as a modal shift towards more walking and cycling and overall reductions in traffic flow, where research has shown a reduction by over a quarter" (Webster and Mackie, 1996).

9.7 The improvements to Station Road, which are supported by the Parish and County Council will improve accessibility to the local shops and railway station whilst making shopping in Cuffley a safer and more pleasant experience for both new and existing residents. On this basis, the improvements will be of significant benefit to the local community and the proposed traffic calming scheme is likely to significantly reduce the potential for accidents, thereby improving public safety.

9.8 In addition to the public realm scheme along Station Road, it is proposed to widen the KGV entrance to 4.8 metres thereby enabling two vehicles to pass and avoid traffic waiting on Northaw Road East, as shown on the plan included as Appendix 14. A gateway feature will also be provided by the existing 30mph signs to provide a clear marker to the entrance to the village and in so doing will encourage slower driving to the benefit of road users and pedestrians, as shown on the plan included at Appendix 15.

9.9 The playing fields and the car park are owned by the Parish Council with whom this proposal has been discussed. These works will be delivered through a S278 agreement, thereby securing an improvement to the highway environment



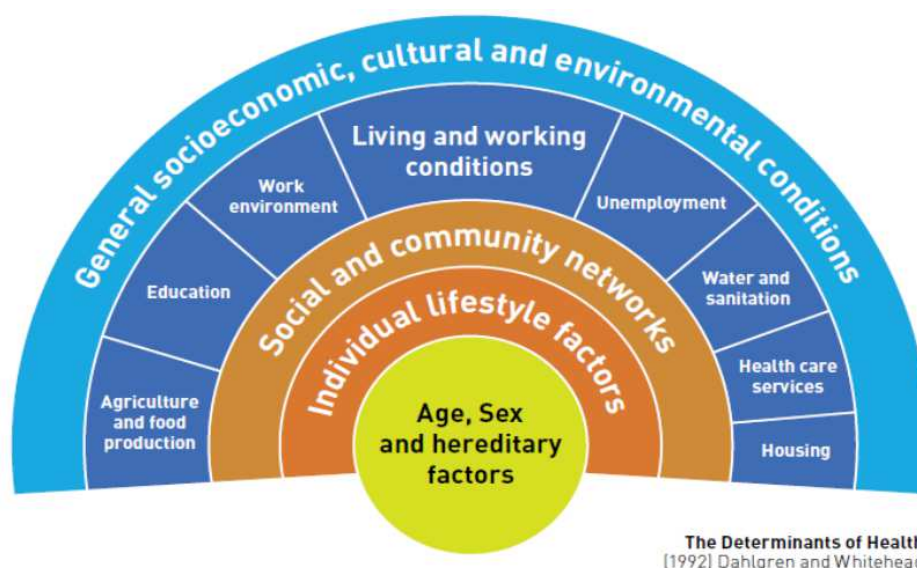
for existing and future users of this access and the road.



10. HELPING TO DELIVER HERTFORDSHIRE'S PUBLIC HEALTH STRATEGY

10.1 The Health and Social Care Act (2012) gave Hertfordshire County Council the duty to improve the health of its residents. In 2013 statutory responsibility for public health was transferred from the NHS to Hertfordshire County Council. In response the County Council published a 'Public Health Strategy' (2013-2017) setting out the context in which the Council sought to discharge its statutory responsibilities.

10.2 A second strategy, the Health and Wellbeing Strategy, was published in June 2016 (2017 - 2020) as a continuation of the original strategy described above. The new strategy sets high level priorities based on four life stages of *starting well, living well, working well and ageing well* with the aim of optimising the health and wellbeing of people in Hertfordshire. Health and wellbeing outcomes are determined across a broad range of factors as the diagram below illustrates.



10.3 These are known as the social determinants of health and include:

- housing and living environment;
- work environment;
- transport;
- access to health and social care services;
- unemployment and welfare; and,
- education.

10.4 The County Council makes it clear that to be able to effectively achieve the objectives set out in the strategies requires joined up working from a wide range of partners across the county, not just those traditionally seen as part of the health sector:



"A wide range of partners, including those from health, local government, voluntary and community sectors will contribute towards the delivery of this overarching strategy through their own strategic aims... This means local authorities, the Police and Crime Commissioner, police, probation, schools, the NHS, employers, businesses, voluntary and community agencies and others across Hertfordshire, all have a role to play."

"No single agency has the answer, and we must all work together, playing our parts and playing to each other's strengths."

10.5 The Council is producing a Public Health and Wellbeing Strategic Framework to support the aims of the County Council Strategy. The focus for the Borough is:

- Reducing social isolation and maximising community inclusion;
- Maintaining a healthy weight in both children and adults;
- Increasing the levels of physical activity of residents;
- Complying with statutory [health protection] duties;
- A "Healthy Food" borough; and
- Mental health, which includes a commitment to becoming a dementia friendly organisation.

10.6 The Action Plan accompanying the Framework clearly sets out the role planning plays in delivering the framework.

10.7 The Framework states that:

"As a borough there are no indicators which are deemed significantly worse than the England average. However, when more detailed examination of the data is carried out at ward level, certain wards start to show differences which are significant from the England average."

10.8 In this context, it is important to note that child obesity levels in Cuffley more than double between reception age and year 6 Appendix 16 refers.

The Cuffley scheme contribution:

10.9 A number of the 'Very Special Circumstances' that the Cuffley scheme offers will help to deliver the County Council and the Borough Council's Public Health Strategies.

10.10 Better access to the KGV Sports Facilities; increased outdoor sports provision; enhanced access to the natural environment via Hertfordshire Way; and the creation of real opportunities for local primary school children to walk to school and to more easily access local playing fields via South Drive; are all real opportunities for increasing physical activity levels in children and adults and maintaining a healthy weight in adults and children.

10.11 Facilitating the ability to reduce reliance on the car and a reduction in traffic



congestion along with improvements to the built environment will reduce social isolation and maximise community inclusion.

10.12 The Borough Framework states:

“There are strong and well established links between the condition and suitability of housing and the health and wellbeing of its occupants. Housing has a major role to play in maintaining and improving quality of life and contributes to a range of health outcomes.”

10.13 Provision of a range of high quality housing opportunities to facilitate the needs of a mixed and balanced community will assist with mental and physical health concerns identified in the Borough.



11. LOCAL BENEFITS

11.1 There will be significant benefits for the Parish Council, Borough Council and County Council arising from the development. These include the proposed improvements to Station Road and the KGV playing fields identified within the Parish Council emerging Neighbourhood Plan, the public health benefits that the County Council has a statutory duty to achieve and the additional housing that will help the Borough create a mixed and a balanced community in Cuffley whilst assisting the Council to meet their five year housing land supply.

11.2 In addition, there will be direct economic benefits from the development arising from the demand generated by increased household spending in the local area, additional construction jobs, increased Council Tax revenues and a locally tailored s106 package; all of which are described below.

Locally tailored s106 package

11.3 The scheme will include a detailed S106 package which has been tailored to local needs to ensure that the financial contributions which are made by the Applicant are spent locally and for the benefit of the residents of Cuffley.

11.4 This includes contributions towards the pre-school and primary school at Goffs Oak so that children from Goffs Oak can be accommodated in Goffs Oak rather than attend Cuffley Primary School. This will help to relieve traffic congestions issues described in Section 8 above.

11.5 A contribution to either Cuffley surgery or the Goffs Oak surgery towards identified improvements. A contribution to Cuffley library will be made towards improving computers for self-service access.

11.6 A contribution will be made to Northaw Great Wood for a variety of management activities including re-pollarding trees, installing culverts and secure storage for equipment. Further monies will go towards public realm improvements to Station Road and substantial improvements towards KGV Playing Fields, as set out in Section 6 of this Statement.



12. CONCLUSION

- 12.1 The Applicant's case demonstrates there are a wide range of 'Very Special Circumstances' which it is considered will deliver, either individually or in combination, significant benefits (social, economic and environmental) which outweigh the limited harm caused to Green Belt purposes in this instance and in so doing enable planning permission to be granted in advance of the adoption of the Local Plan.
- 12.2 In summary the 'Very Special Circumstances' are:
- I. The Council's recognition that "*exceptional circumstances*" exist to release land from the Green Belt;
 - II. Cuffley's identification as a large village where sites for new homes will be allocated around the settlement, all of which is currently in the Green Belt;
 - III. The Council's conclusion that the Application Site could be released without unacceptable harm to Green Belt purposes;
 - IV. The allocation in the draft Local Plan of the land to the north east of the King George V playing fields for housing and its delivery within the first 10 years of the plan period (between 2013 – 2023);
 - V. The indication in the Local Plan's Housing Trajectory that there will be dwelling completions on this site from 2019/20 which is achievable but only if planning permission is granted prior to the adoption of the Local Plan;
 - VI. The emerging planning policy framework, and the evidence on which it is based, clearly constitutes important and relevant material considerations in the 'Very Special Circumstances' balance and which the Council should take into account when determining the application;
 - VII. The lack of a 5 year supply of housing; a material consideration which in conjunction with other factors represent 'Very Special Circumstances';
 - VIII. The Parish Council's stated intention to include an outline development brief for the site within the emerging Neighbourhood Plan; details of which have been the subject of regular discussions with the Neighbourhood Plan Group and others in accordance with the objectives for development within Cuffley, as set out in the draft Local Plan;
 - IX. The significant contribution which the proposed development will make to the provision of affordable housing within Cuffley and the creation of a more mixed and balanced community;
 - X. An area of land which is to be given to the local community to enable the extension of the existing playing fields and a financial contribution



towards the provision of an artificial turf pitch thereon;

- XI. Improving the recreational use of the King George V playing fields and enhancing access to the countryside through improvements to Hertfordshire Way and the introduction of permissive paths around the adjacent land controlled by the Applicant;
- XII. The provision of a safe and convenient pedestrian and cycle route across the development linking the playing fields and the primary school via South Drive;
- XIII. Widening the entrance to the King George V playing fields to enable two vehicles to pass thereby improving public safety; and,
- XIV. Facilitating the implementation of the Parish Council's proposals, as supported by the County Council, for public realm improvements along Station Road.

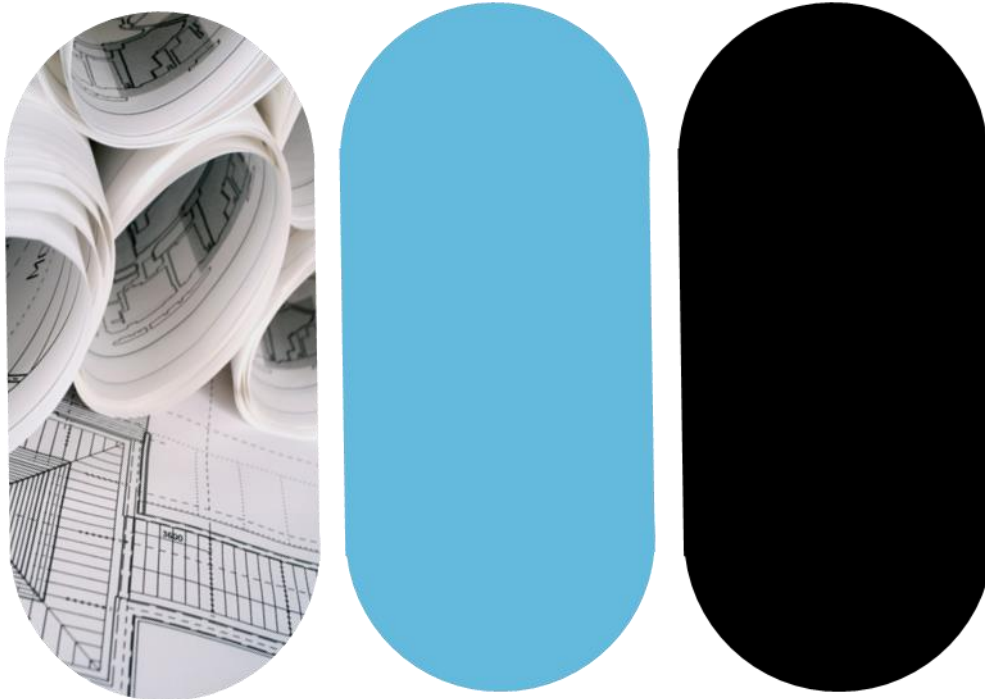
12.3 The 'Very Special Circumstances' have evolved as part of the engagement with the local community and key stakeholders. Combined, they provide a unique set of opportunities which only the Applicant can provide as part of the development of the site, as allocated in the draft Local Plan. It is therefore requested that having identified the "*exceptional circumstances*" which exist to release the land from the Green Belt, the Council acknowledges that the 'Very Special Circumstances', as set out in this report, outweigh the potential harm to the Green Belt, thereby enabling outline planning permission to be granted.

APPENDIX 1

MARRONS PLANNING 5 YEAR HOUSING LAND SUPPLY CALCULATION

Lands Improvement

HOUSING LAND SUPPLY ANALYSIS AT 1 APRIL 2016





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APPENDIX

Appendix 1: Completion Rates



1. BACKGROUND

- 1.1 At the time this analysis was prepared (August 2016), the most up-to-date housing supply calculation produced by the Council reflected the position at 1st April 2015. (Annual Monitoring Report (AMR) for 2014/15, published in January 2016, refers). At this time, the Council maintained that it had 6.74 years supply of housing; an increase of 0.93 years on the figure of 5.81 years which the Council calculated at 1 April 2014.
- 1.2 These calculations were based on the housing requirement contained in the abandoned Core Strategy (378 dwellings per annum (dpa) up to 2029). However, since then, the Proposed Submission Draft Local Plan (the Local Plan) has been published (August 2016). This proposes a Borough wide housing target of around 12,100 dwellings between 2013 – 2032 which, as set out in Policy SP2, it is proposed to phase at the following rates:
- 2013/14 to 2021/22: 4,455 dwellings an average of 495 dpa;
 - 2022/23 to 2031/32: 7,650 dwellings an average of 495 dpa.
- 1.3 The Local Plan includes the Council's Housing Trajectory (Figure 16 in Appendix A), which is predicated on these phased housing targets and includes various sources of supply and estimated delivery rates on which the Council relies to achieve the requisite supply of housing. In the absence of an up-to-date housing supply calculation, this evidence has been scrutinised on behalf of Lands Improvement (the Applicant) to calculate whether or not the Council is able to show a 5 year supply of housing at 1 April 2016, as required by government policy set out in the National Planning Policy Framework (the Framework).
- 1.4 In so doing, due regard has been had to the methodology applied by the Council in its previous housing supply calculations, and in particular, its use of the Liverpool methodology (where any shortfall in the first part of the plan period is spread over the remainder of the plan period) and the application of a 5% buffer; neither of which are considered by the Applicant to be appropriate in the circumstances pertaining to Welwyn



Hatfield for reasons which are expanded upon below. As a consequence, it will be shown that the Council does not have a 5 year supply of housing.

1.5 There are three components of the housing supply calculation which are addressed below. These are:

- The housing requirement;
- The methodology; and
- The buffer.



2. THE HOUSING REQUIREMENT

- 2.1 As part of the preparation of its Local Plan, the Council published its 'Strategic Housing Market Assessment (SHMA) Partial Update 2015' in November 2015. This calculated that the Objectively Assessed Need (OAN) for the Borough's administrative area is between 664 and 707 dpa (12,616 and 13,433 over a 19 year period); a figure two and a half times higher than the housing requirement contained in the out-of-date 2005 District Plan (280 dpa), and nearly twice as high as the housing requirement which the Council sought to include in the now abandoned Core Strategy (378 dpa).
- 2.2 Although the Council has chosen not to meet its full OAN for housing, (an issue which it can be expected will be tested for soundness at the Examination), the requirement for new market and affordable housing has been acknowledged in the Local Plan which, as explained above, sets a Borough wide housing target of around 12,100 dwellings between 2013 and 2032; equivalent to an annual average of 637 dwellings (Policy SP2 and paragraph 5.8 refers). The Council is then proposing to phase its target at a rate of 495 dwellings per year (dpa) between 2013/14 – 2021/22 and 765 dpa between 2022/23 – 2031/32. The need for housing exists now and consequently the Applicant is not convinced that, at a time when housing supply should be boosted, back loading the provision of new homes, in the manner proposed, is the correct approach in the circumstances pertaining to the Borough. Consequently, for the purposes of this housing land supply calculation, two calculations have been undertaken; the first applying the initial target of 495 dpa, whilst the second uses the annual average across the whole of the plan period; a figure of 637 dpa.



3. DELIVERY RATES

- 3.1 On the basis of the background evidence which has informed the housing requirement set out in the Local Plan, there is a clear and indisputable need for new housing in the Borough. The start of the plan period is 1 April 2013 and it is therefore important to have regard to the number of dwellings which have been delivered thus far in comparison to the annualised housing requirement, as shown below:

Year	Net Completions	Annual Requirement		Completions as % of Requirement	
2013/14	295	495	637	59.6	46.3
2014/15	354	495	637	71.5	55.6
2015/16	408	495	637	82.4	64.1
2013/16	1,057	1,485	1,911	71.2	55.3

Source: Local Plan Table 3 and Figure 16

- 3.2 Notwithstanding the Council's application of a low annual housing requirement for the first part of the Local Plan period, (which it will use to assess its housing supply), it can be seen that during the first three years of the plan period, only 71% of the housing requirement has been delivered. This constitutes a significant under delivery which needs to be made up at the earliest opportunity if the supply of housing is to be boosted as required by the Framework.
- 3.3 The shortfall in the provision of new homes is a continuing trend as shown by reference to Appendix 1 to this statement which sets out the completion rates since 2001 in comparison to the housing requirement pertaining at the time. Whilst the rate of completions exceeded the annual housing requirement between 2002/3 and 2008/9, over the last seven years there has been a record of persistent under delivery, firstly when compared to the annual requirement within the abandoned Core Strategy, which since 2011 was only exceeded in 2015/16, and then the emerging Local Plan.



3.4 It is recognised that prior to the adoption of the emerging Local Plan, some parties may consider that the existing housing requirement should be applied when calculating the housing supply position. Consideration has therefore been given to the Borough's previous housing requirement figures and having done so it is pertinent to note that:

- A High Court challenge to the East of England Plan removed the regional housing target. Consequently Welwyn Hatfield has not had an adopted housing figure since the housing requirement was set out in the (saved) policies of the Welwyn Hatfield District Plan 2005 (which was in conformity with the Hertfordshire Structure Plan); a figure of 280 dpa between 2001 – 2011. The Plan and its housing requirement is clearly now time expired and does not reflect the full OAN for housing. This point was recognised, in part, in the report to the meeting of the Cabinet Housing and Planning Panel held on 19 November 2015, which explained in paragraph 8.3 that *“as this target has now been met it is no longer considered meaningful to monitor”*.
- Subsequently the Council produced, but then abandoned, the Emerging Core Strategy. A draft plan, which was the subject of consultation in 2012/13, it proposed a figure of 6,800 dwellings (378 dpa) up to 2029 (from 2011). Despite deciding not to proceed further with the preparation of its Core Strategy, this is the figure which up until the publication of the Local Plan, the Council has been using as the basis of its housing requirement in its housing supply calculation.
- A similar situation was considered in the Hunston case where it was argued that the Inspector had erred by failing to identify the *“full objectively assessed needs”* for housing in the area, as required by the first bullet point in paragraph 47 of the Framework, and that in those situations where there was no new Local Plan containing housing requirements, had failed to recognise the shortfall between those needs and the supply of housing sites.



- In accepting this argument, the deputy judge stated at paragraph 28 that:

“Where it is being contended that very special circumstances exist because of a shortfall caused by the difference between the full objectively assessed needs for market and affordable housing and that which can be provided from the supply of specific deliverable sites identified by the relevant planning authority, I do not see how it can be open to a LPA or Inspector to reach a conclusion as to whether that very special circumstance had been made out by reference to a figure that does not even purport to reflect the full objectively assessed needs for market and affordable housing applicable at the time the figure was arrived at.”

- He went on to find that the Inspector erred by adopting a constrained figure for housing need (referred to as “policy on”).

3.5 Having regard to the stage reached in the Local Plan process, and in order to limit the areas of disagreement between the Council and the Applicant, for the purposes of this analysis, the Borough wide housing target of 12,100 dwellings has been applied. This may need to be reviewed as the Local Plan progresses through its Examination but at this stage, the alternative calculation set out below, applies the figure proposed by the Council for the first nine years of the plan period (495 dpa). However, as stated above, the Applicant is concerned that deferring the provision of a significant proportion of new homes to the latter part of the plan period will not boost significantly housing delivery as sought by the Government as part of paragraph 47 of the Framework. Consequently an alternative calculation, incorporating an annualised figure for the whole of the plan period (637 dpa), has also been used; a methodology which is commonly used in other Districts.



4. METHODOLOGY

- 4.1 Having regard to national planning policy and guidance, as well as numerous appeal decisions both by the Secretary of State and Inspectors, it is considered that the Council's application of the Liverpool methodology (whereby the shortfall in housing provision which has occurred since the beginning of the plan period is spread out over the remainder of the plan period) does not accord with the Planning Practice Guidance's statement that *"Local planning authorities should aim to deal with any undersupply within the first 5 years of the plan period where possible"*. It is therefore considered that the Sedgefield methodology should be adopted in this instance. In this way the shortfall which has arisen thus far is made good within the five year period of the housing supply calculation, rather than spread out over the remainder of the plan period.



5. THE BUFFER

- 5.1 Paragraph 10 above, and Appendix 1 to which it refers, review the housing delivery rates since 2001. This shows that whilst the rate of completions significantly exceeded the annual housing requirement between 2002/3 and 2008/9, over the last seven years there has been a record of persistent under delivery. In these circumstances, it is considered that the housing land supply calculation should include a buffer of 20% in order to provide a realistic prospect of achieving the planned supply. Further justification for a buffer of this size is that the Council's explanation of "*economic circumstances*" being the reason for the under delivery of new homes within the Borough, does not reflect its previous reliance on unallocated windfall sites; a situation which it now recognises cannot continue if the requisite number of new homes are to be provided; hence the review of the Green Belt and the proposed release of land within it to enable new homes to be developed.



6. ALTERNATIVE HOUSING SUPPLY CALCULATION

- 6.1 For comparative purposes, the first table sets out the housing land supply position in the manner which it is understood the Council would calculate it. Not only does this apply the Liverpool methodology and a 5% buffer, but it also projects the number of completions for the year 2016/17 and then provides a supply figure for the following five years: 2017/22 which is tantamount to the provision of six years' supply. It is only by so doing that it is able to show marginally more than a five year supply.

		Provision
a	Total Requirement 2013 - 2032	12,100
b	Annual Requirement 2013 - 2022	495
c	Requirement 2013 - 2022	4,455
d	Completions 2013 – 2016	1,097
e	Projected Completions 2016/17	556
f	Residual Requirement 2017/22 (c – d - e)	2,802
g	Annual Requirement (f ÷ 5)	560.4
h	5 year requirement (g x 5 years)	2,802
i	+ 5% buffer	140
	Total Requirement	2,942
	Annual Requirement	588
h	Projected 5 Year Supply (2016/17 to 2020/21)	2,605
i	Under Supply (g-h)	3,002
j	Number of Years Supply (h ÷ g)	5.11 years

- 6.2 In comparison, using the emerging housing requirement figures of 495 dpa and 673 dpa, and applying the Sedgefield Methodology, a 20% buffer and the estimated housing delivery assumptions for 2016/17 – 2020/21, as set out in the Housing Trajectory (Figure 16 of the Local Plan) to determine the current housing supply within the Borough, shows that the Council only has between 2.60 – 3.79 years supply, as set out below:



		Phased Provision	Annualised Provision
a	Total Requirement 2013 - 2032	12,100	12,100
b	Annual Requirement 2016 - 2021	495	673
c	Requirement 2013 - 2016	1,485	1,911
d	Completions 2013 – 2016	1,097	1,097
e	Shortfall (c - d)	388	814
f	5 year requirement (b x 5 years + e)	2,863	4,179
g	5 Year Requirement (f) + 20% buffer Total Requirement Annual Requirement	2,863 573 3,436 687	4,179 836 5,015 1,003
h	Projected 5 Year Supply (2016/17 to 2020/21)	2,605	2,605
i	Under Supply (g-h)	831	2,410
j	Number of Years Supply (h ÷ g)	3.79 years	2.60 years



7. HOUSING SUPPLY

- 7.1 The Housing Trajectory includes all sites which contribute to the supply of land for housing and categorises these as sites with planning permission, planning applications awaiting determination, suitable small HELAA sites or Local Plan allocations, which the Council has estimated will be delivered within the 5 year period 2017 – 2022. The alternative calculations set out above, have applied without question the supply of housing as calculated by the Council, and set out in the Housing Trajectory, because whether or not the Council can show a 5 year supply of housing is not dependent upon this point. If a detailed analysis of these sources was undertaken, it can be expected it would result in a lower supply figure than assumed by the Borough Council.
- 7.2 It is worthy of note that included within the five year supply of housing are a number of sites which are currently within the designated Green Belt. One such site is 'land south of Northaw Road East, Cuffley' (HS28), which the trajectory indicates will be the subject of dwelling completions from 2019/20. To allow for ground works to take place and the delivery of up front infrastructure (site access for example) a commencement on site will be required in the previous year (2018/19). In order to achieve this timescale, outline planning permission needs to be granted without delay in order to enable sufficient time for the site to be sold to a housebuilder, Reserved Matters approval to be obtained and the necessary pre-commencement conditions discharged. The Applicant is committed to delivering this site in the first part of the plan period and recognises that the Council has identified it as one of the first greenfield / Green Belt allocations to be delivered, and as a result, it will be able to make an early contribution to an increase in housing output within the Borough.
- 7.3 The annual rate of known completions since the beginning of the plan period (2013) has averaged 366 dwellings per annum (dpa), which is between 54% and 74% of the annual requirement identified in the table above. Although it is acknowledged that the need for housing is not, of



itself, justification for development on Green Belt sites, there is no doubt that unless suitable sites are granted planning permission before the Local Plan is adopted in 2017 (at the earliest), the significant under-provision of housing within the Borough will increase.

APPENDIX 1

HOUSING COMPLETIONS DATA

APPENDIX 1 – HOUSING COMPLETIONS DATA

Year	Net Completions	Annual Requirement		% of Requirement	
2001/02	82	280		29%	
2002/03	478	280		171%	
2003/04	812	280		290%	
2004/05	642	280		229%	
2005/06	709	280		253%	
2006/07	684	280		244%	
2007/08	747	280		267%	
2008/09	327	280		117%	
2009/10	59	280		21%	
2010/11	204	280		73%	
2011/12	293	378		78%	
2012/13	148	378		39%	
2013/14	236	378	495	62%	48%
2014/15	354	378	495	94%	72%
2015/16	467	378	495	124%	94%
2001/11	4,744	2,800		169%	
2013/16	1,057	1,134	1,485	93%	71%

APPENDIX 2

AFFORDABLE HOUSING COMPLETIONS DATA

APPENDIX 2 – AFFORDABLE HOUSING COMPLETIONS DATA

Year	Total Completions (gross)	Affordable Completions (gross)	% Affordable
2001/02	95	40	42.11%
2002/03	503	180	35.71%
2003/04	825	240	29.09%
2004/05	682	178	26.10%
2005/06	737	99	13.43%
2006/07	708	307	43.36%
2007/08	768	265	34.51%
2008/09	348	185	53.16%
2009/10	83	2	2.41%
2010/11	216	62	28.70%
2011/12	309	79	25.57%
2012/13	167	27	16.2%
2013/14	277	29	10.5%
2014/15	356	94	26.4%

APPENDIX 3

LETTER FROM LEVVEL DATED 9 DECEMBER 2015

For the attention of Miss Viktoria Oakley
Lands Improvement
10 Lower Grosvenor Place,
London
SW1W 0EN

Levvel Limited
Tayfield House, 38 Poole Road
Bournemouth, Dorset BH4 9DW
t : 01202 639444
e : info@levvel.co.uk
w : www.levvel.co.uk

09 December 2015

Ref :

Dear Viktoria

Re: Cuffley

Further to your instructions to examine the need for affordable housing arising locally within Cuffley and its immediate surrounding area, I can now report the following.

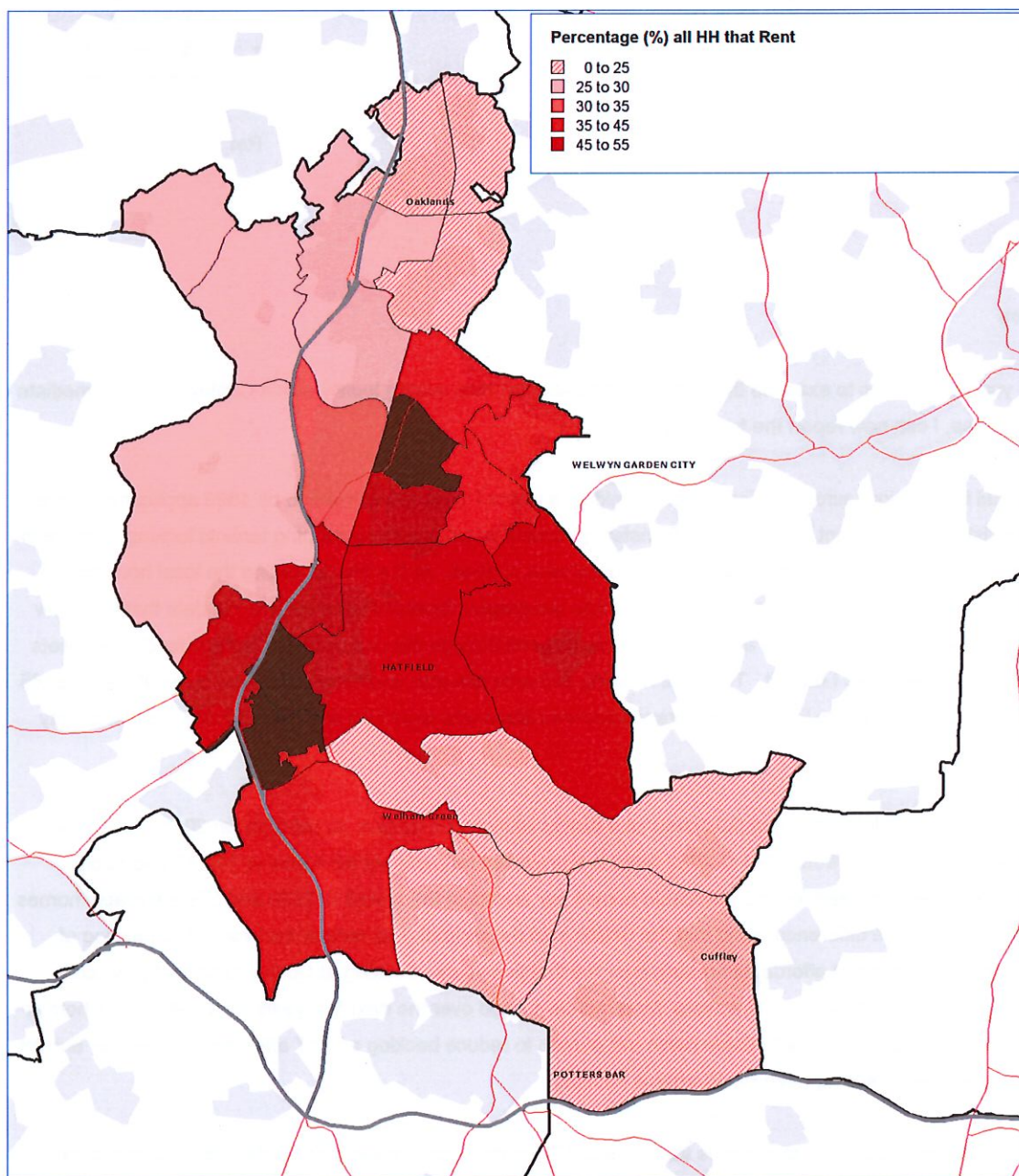
For contextual information, across Welwyn and Hatfield as a whole I understand there to be 1693 applicants on the Housing Register at the current time and 618 Transfer applicants which are those existing tenants looking to move to more suitable accommodation, totalling some 2311 households in need. At the time of writing the local housing authority has not been able to disaggregate that need into geographic locations because it is not data that they now collect. I have asked the authority for additional data on demand through the choice based lettings feedback sheets and I will report further when I have it. The local housing authority has also confirmed that there is usually at least 65 households per quarter that are living in temporary accommodation who would be considered in the highest priority need for housing.

I also note that a new SHMA has been published as a district wide partial update, dated October 2015, which now confirms that over the period from 2015 to 2032 there is a projected requirement for a total of 10,243 affordable homes. This equates to a need for 755 affordable homes per annum in the period to 2020 and 539 affordable homes per annum thereafter, the difference being that the SHMA sets the aspiration to reduce the unsatisfied backlog of current households in need of affordable housing over the first five years. Looking at Cuffley specifically, which is detailed in Figure 6.9 of the new SHMA update, there will be a need over the next five years for 18 affordable homes per annum that is composed of 1 affordable home per annum to reduce backlog and 17 affordable homes per annum required to satisfy newly arising need for affordable housing.

I have also taken the opportunity to examine the Census 2011 outputs for Welwyn and Hatfield and the mid layer super output areas (MSOA) and compare the tenure information with the most recent housing benefit claimant information. The MSOA is the lowest level geography at which housing benefit data is available and the MSOA boundary that includes Cuffley also includes Northaw in the south east of the district. On examination, Cuffley MSOA

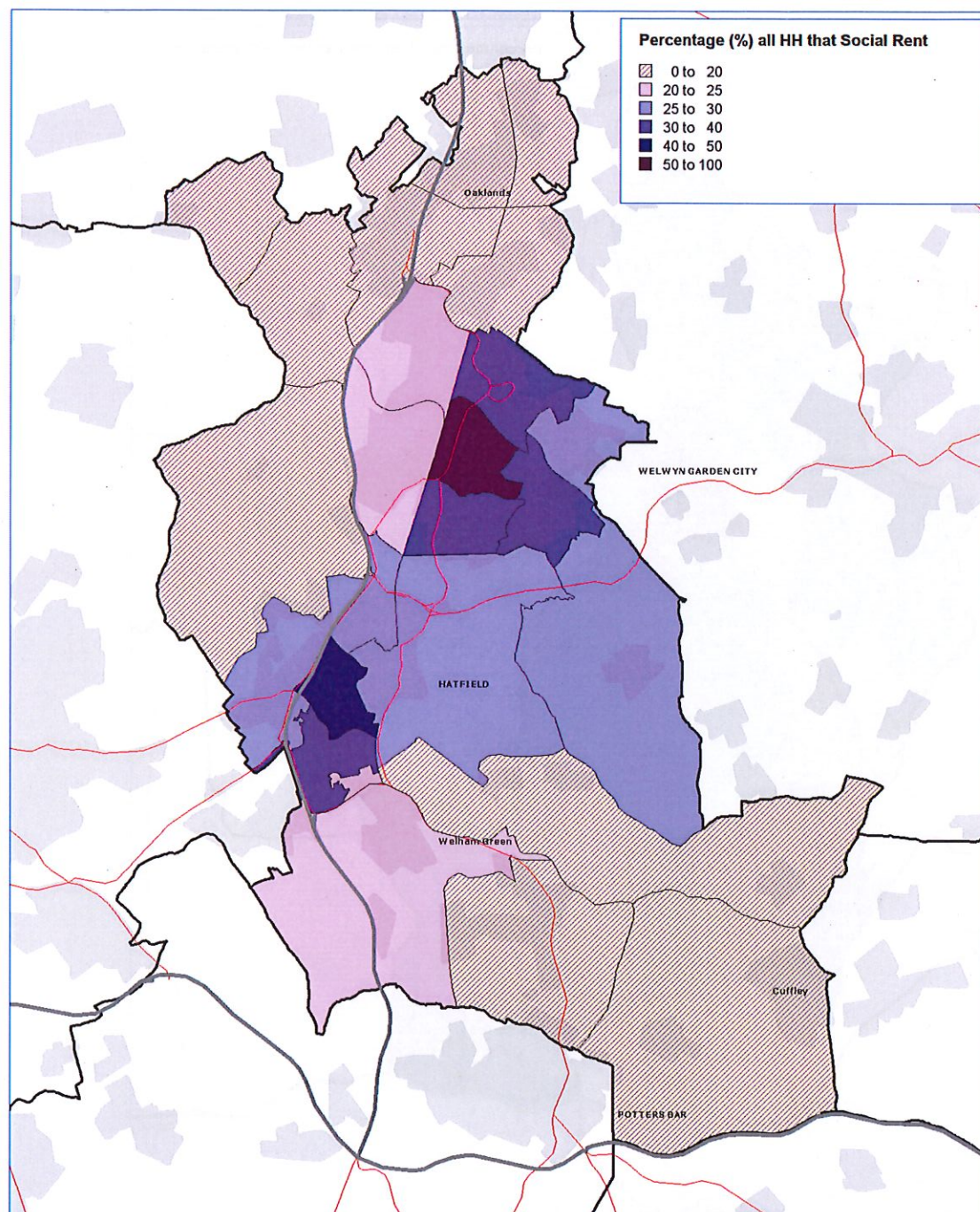
Registered office :
Cosmopolitan House, Old Fore Street
Sidmouth, Devon EX10 8LS
VAT Registration No. : 750108760
Company No. : 3820488

is amongst the areas of the district with the lowest levels of renting both in the private rented sector and also in the affordable housing sector.

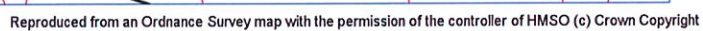


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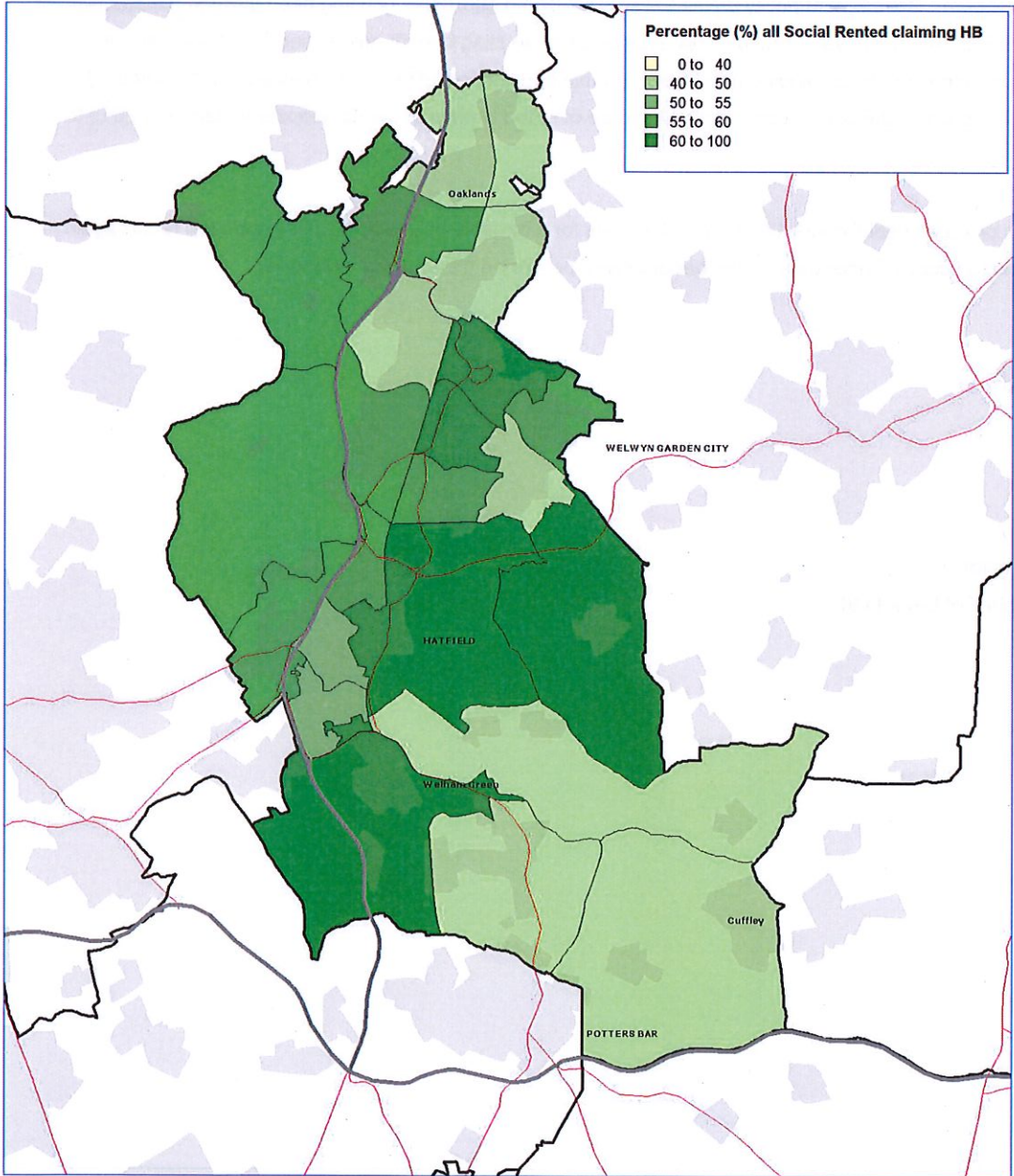
The low incidence of renting as shown in the map above will provide few opportunities for households on lower incomes to satisfy their need for housing, in either market or affordable housing sectors. The following map shows that the Cuffley MSOA also has one of the lowest proportions of its housing stock in the social rented sector.




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As can be seen in the map above, the Cuffley MSOA has one of the higher bandings of housing benefit claimants in the private rented sector, the banding below only Welwyn Garden City which has the highest. This is contrasted with the affordable housing sector, where the Cuffley MSOA has one of the lowest proportions of housing benefit claimants in social rented housing.



Reproduced from an Ordnance Survey map with the permission of the controller of HMSO (c) Crown Copyright



In interpreting the above maps, it is my conclusion that the Cuffley MSOA is under housing stress and those households that wish to remain there but are unable to afford to market rent (and the SHMA confirms in Figure 6.4 that some 42% of households will be unable to afford market rent) are using housing benefit to make good any affordability problems that they encounter. This is not a long term solution with tenancies typically being relatively short and not secure. Government policy drives towards satisfying affordable housing need through the provision of affordable housing, with the private rented sector supported by housing benefit being used as a temporary stop gap. This conclusion reinforces the continuing need for affordable housing in Cuffley for 17 households per annum from newly arising need which the SHMA considers will endure over the lifetime of the development plan from 2015 to 2032.

I trust that this provides useful context to the requirements for affordable housing in Cuffley and I will report again when I am able to access further data on the geography of people on the housing waiting list.

Yours sincerely,

Richard Bailey
Managing Director
For and on behalf of Levvel Ltd

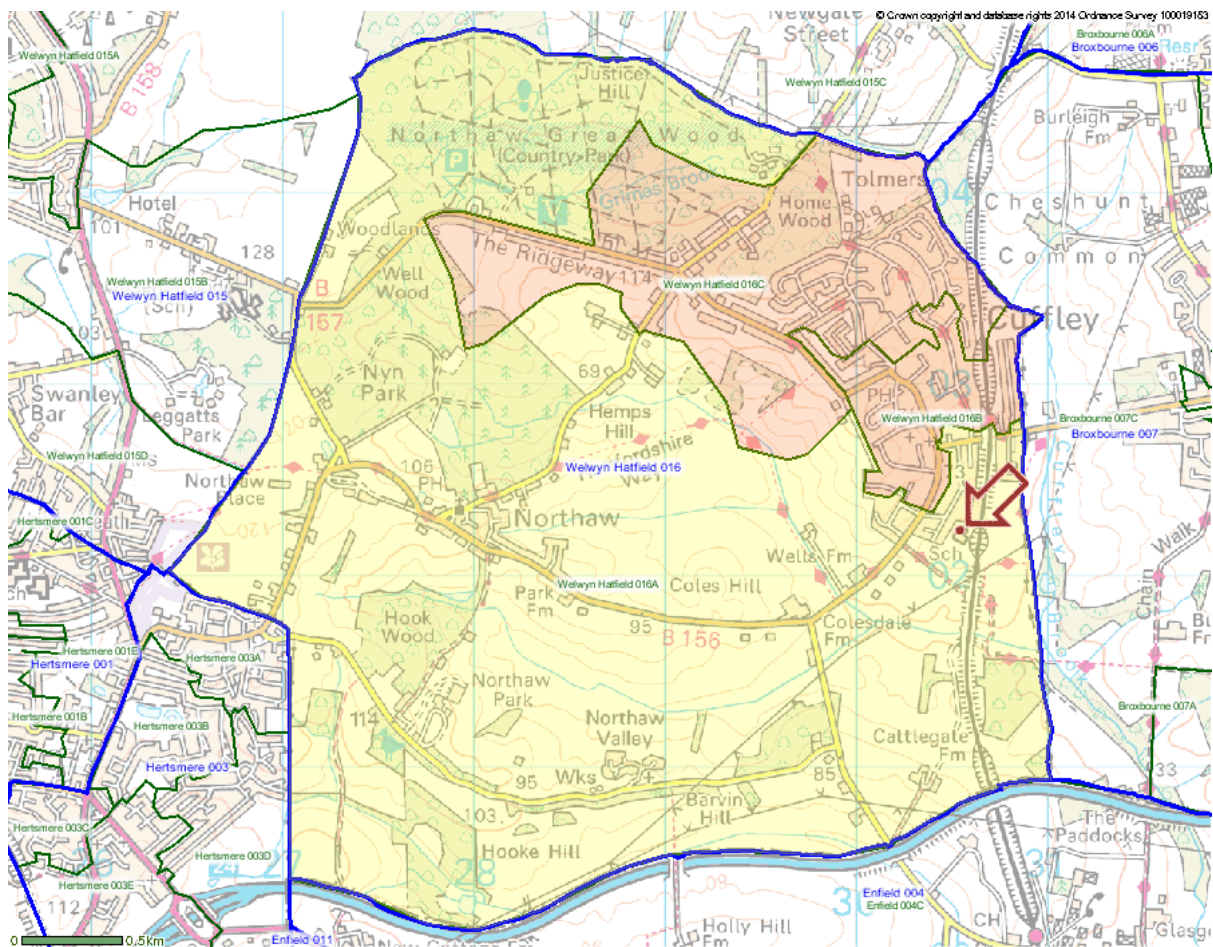
APPENDIX 4

EXTRACT FROM ENGLISH INDICES OF DEPRIVATION
(SEPTEMBER 2015)

Appendix 4 - Housing deprivation in Cuffley

The English Indices of Deprivation for 2015 (ID 2015) enable comparisons to be made for a range of deprivation indicators at the small area level. The small areas or neighbourhoods are known as lower level super output areas (SOAs) which on average contain around 1,500 people. There are 32,844 of these neighbourhoods across England as a whole.

The proposed development is located in the Welwyn Hatfield 016A super output area. As shown by the yellow area in the plan below, this local area includes the southern end of Cuffley village, Northaw village and the scattered homes to the north and south of the B156.



APPENDIX 5

LETTER FROM PARISH COUNCIL DATED JANUARY
2016

NPC Observations on LIG Planning Application – January 2016

The Parish Council has been in discussion with the applicant for a number of months in relation to many aspects of the proposed scheme. At the same time the Parish Council is developing a Neighbourhood Plan which, inter alia, will include an outline development brief for this site as well as proposals for road modification to deal with traffic congestion in Cuffley and improvements to King George V playing fields.

If Welwyn Hatfield Borough Council would be minded to grant planning permission for this development, then the Parish Council would wish to widen its discussions with the applicant and include both Welwyn Hatfield Borough Council and the Highway Authority to reach agreement in relation to a number of the aspects of the scheme particularly in relation to funding, delivery process and timing. If this could be achieved the Parish Council could then embed any such agreement within the Neighbourhood Plan.

If, however, the Council are minded to refuse the application or should the discussions between the stakeholders not result in sufficient consensus, then the Parish Council reserve the right to subsequently submit a formal letter of objection to this application.

Development on the Greenbelt – The Parish Council submitted a detailed response to the draft Local Plan. The Council at that time did not in principle object to the release of this site from the Green Belt for residential development but would wish to see the overall quantum of development within the final Local Plan restricted to the quantum for Cuffley and Northaw currently contained in the Draft Local Plan. The Parish Council would ideally have preferred that this site did not come forward for consideration prior to adoption of the Local Plan. The Parish Council generally welcomes the package of measures agreed with the applicant and accepts that given the proposed redesignation within the current draft Local Plan that the site will be developed for residential use. The primary issue to be resolved is timing of development.

Density - The site in the draft Local Plan is scheduled for 110 units. The applicant has presented to the Parish Council a development plan for 121 units. However it is the Parish Council's view that although 121 units may be capable of being accommodated on the site the illustrative layout accompanying the application indicates a number of unacceptable compromises particularly in relation to the massing and location of the apartment buildings within the open space area on the highest point of the site. The Parish Council would wish to retain apartments within the development at an appropriate location but is of the view that a development of 110 units would lead to a better solution.

Phasing - There are no proposals to phase the development. If the development was developed and sold as a single phase this would raise issues about the ability of local facilities to absorb, within a short period of time, the impact of additional numbers. In addition, the draft local plan is proposing 193 additional dwellings in Cuffley in the period to 2033. It seems misguided to front load the delivery of the majority of that

number. We would wish to discuss further phasing options and the timing of proposed development on this site.

Highways -The Parish Council within its emerging Neighbourhood Plan will be including proposals for traffic calming and environmental improvements in Station Road which are considered necessary if this development proposal is implemented. We understand that both the applicant and the Highway Authority have in principle agreed that this application should not result in any major modifications to the Station Road/Northaw Road junction but modifications to the Cattlegate Road/ Northaw Road junction may be required. We would support these junction proposals. The Parish Council would wish to make it clear that the improvements to pedestrian safety, speed reduction measures and improvements to the environment of Station Road, as agreed with the applicant, are an essential and necessary part of the proposed development. It is vital, therefore, that the mechanism to deliver the package of measures for Station Road at as early a stage as possible, is set out in any s106 and s278 agreements.

School Parking - There is a pre-existing problem with school parking which results in parking in the local area and at the KGV car park. We have reviewed the applicant's proposals for mitigating parking related to the school and are of the view that these are acceptable.

KGV access - It is essential given the proximity of the new access to the development to the access to the KGV car park that the KGV access is modified to be a full two way access which is what we understand the applicant is proposing. As this car park is used for the setting down and picking up of children attending the Cuffley School, it is essential that this access modification is put in place at the commencement of any development on the application site.

Pedestrian Access from South Drive – The plans show a pedestrian access from South Drive through the proposed development to the KGV car park. The applicant has shared with the Parish Council its proposals to limit this through route to pedestrian traffic only through the use of offset obstructions to prevent through cycling. The Parish Council supports these proposals.

Development views – It is the view of the Parish Council that consideration should be given to the views from both Cattlegate Road and Northaw Road. It is the Parish Council's view that the height and location of the apartment buildings is not visually attractive and consideration should be given to a redesign which avoids the taller buildings being located on the highest point of the site. This area is sensitive in landscape terms and every effort should be made by design, layout and landscaping, to minimise the visual impact of any development

Community benefit and highways funding – The Parish Council would wish to see a significant contribution via a Section 106 agreement from the applicant towards the Parish Council's proposals for Station Road traffic calming and environmental improvements, enhancement of the existing KGV facilities together with the gifting of

the designated site for a new all-weather multi use pitch to the south west of the scheme. As the KGV is the responsibility of the Parish Council it is critical that the Parish Council is involved in the negotiation of the Section 106 agreement.

The Parish Council would wish that any section 106 contributions towards primary health care is secured for the benefit of the existing Cuffley GP practice and invested in building modifications to deal with disabled access and other issues.

The Parish Council would wish to agree the timing and funding package for any highway improvements to ensure that any agreed proposals are actually delivered within a reasonable timeframe consistent with the community's aspirations.

APPENDIX 6

LETTER FROM CUFFLEY FOOTBALL CLUB DATED 16
APRIL 2016



cuffleyfootballclub

a member of The FA Charter Standard Clubs

King George 5th Playing Fields, Northaw Road East
Cuffley, Hertfordshire EN6 4RD

www.cuffleyfc.co.uk



Mr Kevin Borley
17 Tolmers Gardens
Cuffley
Hertfordshire
EN6 4JE

16th April 2016

Dear Sir

Ref: S6/2015/1342/PP

On behalf of Cuffley Football Club we wish to draw your attention to the following points in support of the above planning application.

As one of the largest football clubs in Hertfordshire and the primary user of King George V field in Cuffley we desperately require additional on-site pitch capacity to meet both our existing and future demand. As a club with twenty four youth teams ranging from Under 7s to Under 18s and three senior teams we hire pitches at three other locations in addition to our home ground at Cuffley in order to meet our current demand. We also launched girls' football in 2015 and currently have over 20 girls training in our soccer school with the intention of entering them into a girls' league for season 2016/17. The Sport England assessment also clearly identifies a further increased need as a direct result of this residential development and this is confirmed by the Football Association.

Given the nature of the site and its inherent poor drainage we have had to cancel a significant number of games due to high rainfall in recent years with the result that our teams are hiring on a regular basis all weather pitches when available at additional cost to avoid cancelling games. It is also worth noting that the cost to maintain a grass pitch in a fit for purpose condition far exceeds the income received and as a result grass pitches are deteriorating year on year as councils operate to tight budgets. To address this we have recently agreed with the Parish Council a joint funding approach supported with voluntary labour from within the club to enhance the annual maintenance schedule in order to improve the existing grass pitches on the site. Notwithstanding this we would ask that serious consideration also be given to allowing the provision of an all weather facility on the site supported by a significant proportion of the funding covered by the Section 106 agreement to underpin such a project. This would relieve some of the pressure on the existing grass pitches during the winter months and avoid having to cancel all games. This facility could also be utilised by the local primary school and other local organisations. It would also provide a more reliable income source to the Parish Council.



Cont...

Furthermore, other football clubs in the surrounding towns e.g. Cheshunt, have direct access to all weather pitches and as a result we are starting to see evidence of players being attracted to clubs who can offer better facilities. This is of real concern to the clubs committee as it constitutes a material risk to our long term future if we are unable to offer comparable facilities.

Finally, we also understand that a footpath is proposed around the perimeter of the King George V field along with additional bins. This will increase general recreational use of the site, especially during the winter months, when the main field can be heavily waterlogged.

Yours faithfully



K.Borley

For and on behalf of Cuffley F.C.

cc.

Mr B.Stubbs - Northaw & Cuffley Parish Council

Mr R.Warren - Sport England

Mr K.Lingham - Hertfordshire Football Association

Mr M.Rayner - Welwyn Hatfield Borough Council

APPENDIX 7

LETTER FROM LIVING STREETS DATED 28 JULY 2016

From: Hannah Mann
Sent: 28 July 2016 13:32
To: Mark Peacock
Subject: Living Streets support for Cuffley development proposals
Importance: High

Dear Mark,

I hope this finds you well. Forgive me for contacting you directly, I was passed your details by Georgina Chapman at Land Improvement Holdings as I would like to offer support on behalf of Living Streets for the Cuffley development proposals. Living Streets is the UK charity for everyday walking, working with schools, businesses and community groups across the country to encourage people to walk more. In 2013 we worked with Cuffley Primary School and produced a report following an audit of local walking routes. This report included a number of recommendations that would support the walking environment and we are pleased to see that these have been retained in the development proposals. Please find attached the letter of support that we sent to Land Improvement Holdings, if you have any questions or would like to find out more about Living Streets then do get in touch.

Kind regards,
Hannah

Hannah Mann
Project Coordinator, Surrey
hannah.mann@livingstreets.org.uk



Land Improvement Holdings
4th Floor, 10 Lower Grosvenor Place
London
SW1W 0EN

20/07/2016

RE: Cuffley Development Proposals

Dear Jeremy,

On behalf of Living Streets, the UK charity for everyday walking, I would like to express my support for the Cuffley Development Proposals that seek to inaugurate a number of walking and cycling improvements as part of the scheme. We have worked with Cuffley Primary School for a number of years on our popular WOW scheme that encourages children to walk to school and we believe that your proposals will enable more children and families to walk to school.

In 2013 we conducted a School Route Audit of the area, which highlighted some particular concerns and we are pleased to see that these have been addressed in your proposals. We fully endorse your plans to provide a walking and cycling route through the site from the KGV playing field to the primary school, and to improve the connecting footpaths such as the Hertfordshire Way. This will provide quicker and more accessible walking routes to Cuffley School. We are pleased to see traffic calming measures introduced to the busy high street, such as the introduction of a 20mph limit, the amended mini roundabout and the raised tables. The new proposed crossings will also ensure that children and families will be able to cross the high street more safely to reach school and other facilities.

If we are able to offer anything else by way of support, then please do get in touch.

We look forward to hearing the outcome of your proposals,

Kind regards,

Julia Crear

Regional Director (South)

Julia.crear@livingstreets.org.uk | 07912 407824

4th Floor, Universal House
88-94 Wentworth Street, London E1 7SA
020 7377 4900 info@livingstreets.org.uk livingstreets.org.uk

Living Streets (The Pedestrians' Association) is a Registered Charity No. 1108448 (England and Wales) and SC039808 (Scotland)
Company Limited by Guarantee (England and Wales), Company Registration No. 5368409. Registered office 4th Floor, Universal House, 88-94 Wentworth Street, E1 7SA



APPENDIX 8

PUBLIC RIGHTS OF WAY PLAN

Hertfordshire Way Facts

195 miles circular walking route around Hertfordshire.

Passes through Cuffley and runs along the side of the site.

Created by Ramblers Association in 1994 to celebrate their 60th Anniversary.

Ramblers Association has 123,000 members across UK.

Maintained by Friends of Hertfordshire Way who organise weekly walks.

LIH are creating a permissive path route across their land so walkers can avoid having to walk along Northaw Road East, which has been identified by Living Streets:

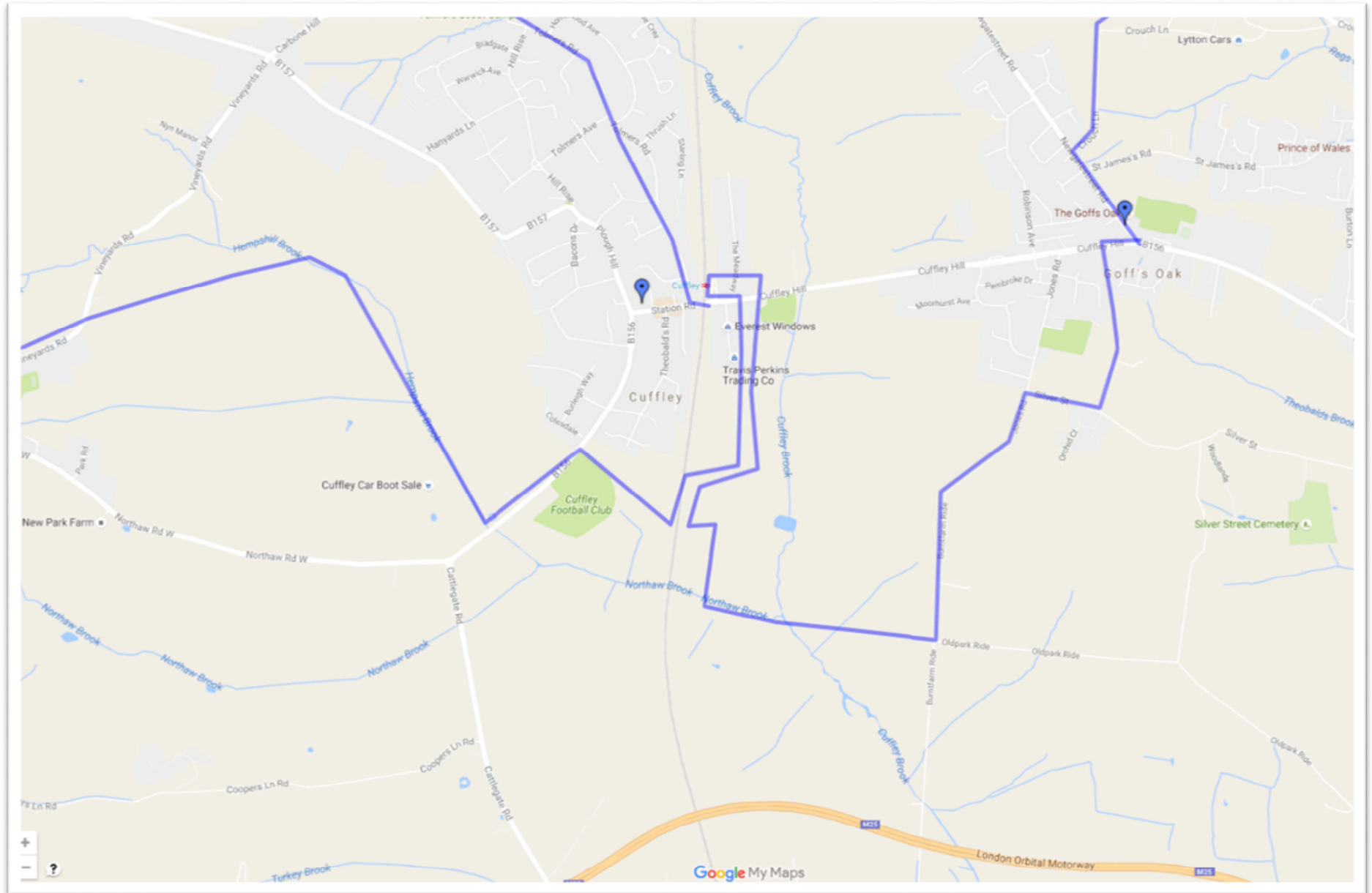
"This junction is extremely busy at all times of the day. All pavements are very narrow; they are further reduced in width by a muddy verge".

"there is a lack of safe crossing points and narrow pathways. Visibility outside St Andrews Church is very poor and traffic volume and speed is high, this makes crossing potentially very dangerous".

LIH have paid money for improvements to the path which have already been carried out and will contribute further funds to the County Council for additional improvements.



Hertfordshire Way Route



APPENDIX 9

LIVING STREETS SCHOOL ROUTE AUDIT 2013



March 2013

School Route Audit Report Cuffley Primary School

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Living Streets

Living Streets is the national charity that stands up for pedestrians. With our supporters we campaign to create safe, attractive and enjoyable streets, where people want to walk.

We have been the national voice for pedestrians throughout our 80 year history. In the early years, our campaigning led to the introduction of the driving test, pedestrian crossings and 30mph speed limits. Since then our ambition has grown. Today we influence decision makers nationally and locally, run successful projects to encourage people to walk, and provide specialist consultancy services to help reduce congestion and carbon emissions, improve public health, and make sure every community can enjoy vibrant streets and public spaces. For more information visit www.livingstreets.org.uk

Living Streets' **Walk to School** campaign helps over 1.9 million children get walking every year. We offer a wide range of classroom resources, free lesson plans and national schemes that help over 6,800 primary and secondary schools to promote walking. Find out how you can get involved at www.walktoschool.org.uk

Local Sustainable Transport Fund

The LSTF is contributing to a total budget of £17,376 million to deliver a series of measures designed to grow strong local economies and address the urgent challenges of climate change. Aims include moderating traffic congestion, saving CO₂ emissions, reducing car journeys to and from school, improving health and air quality and ensuring a safer environment and reduced congestion around schools.

Introduction

The main aim of the School Route Audit is to identify barriers to walking and make it safer and more attractive for pupils of Cuffley Primary School to walk to school. It is therefore important that the condition of the streets and paths in the area should be of a standard that encourages habitual physical activity, such as everyday walking, within both the school and wider local community. Unfortunately we felt the condition of some streets in the vicinity make it difficult for people to walk with enjoyment and confidence.

School Route Audit process

Living Streets School Route Audits are designed to enable school communities and local authorities to create local streets suitable for the walk to school.

The School Route Audit aims:

- To identify ways to reduce the effects of the busy roads on pupils and their parents who walk and cycle, without creating further delays for motorists;
- To find ways to enforce and facilitate slower speeds;
- To identify barriers to walking and to enhance opportunities to improve connectivity, attractiveness, legibility, state of maintenance and identifying improvement measures.

The School Route Audit of the area around the school (Theobald's Road, Station Road, Northaw Road East and South Drive) allowed us to critically review common walking routes to the school. To include the viewpoints of the wider school community, not just those who were present on the day of the audit, a parental questionnaire was distributed to obtain opinions of individuals who regularly travel to this school. The School Route Audit responses combined with the results from the questionnaires allowed us to decide on priority issues and look at potential solutions to take action.

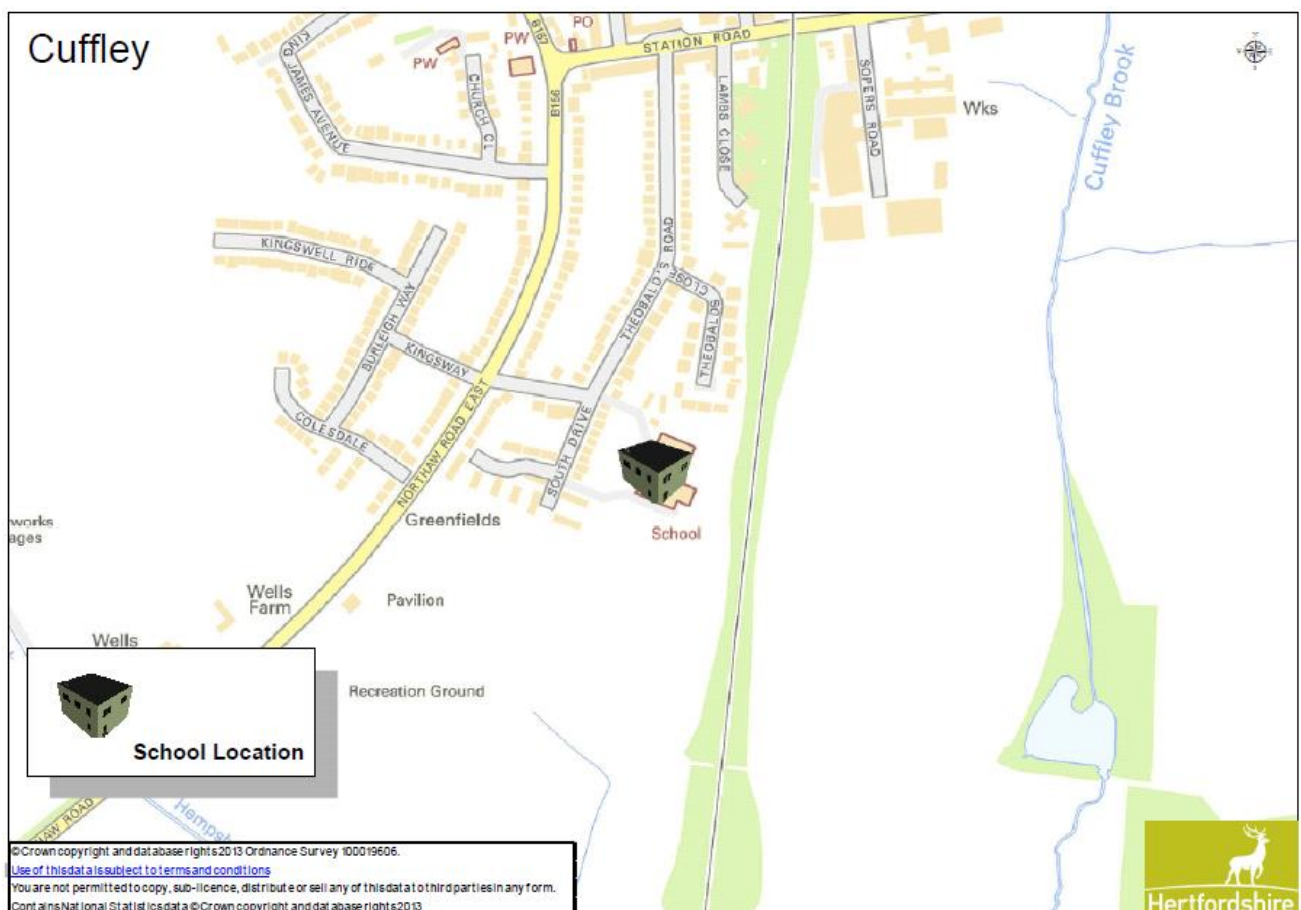
On the School Route Audit we walked around the school periphery identifying, discussing and recording issues that encouraged or discouraged everyday walking. Issues identified were then discussed before agreement was reached on key short and longer term priorities for actions that would improve the walking environment.

Demographic context

The School Route Audit took place on the afternoon of 26th March 2013. The audit participant's (seven pupils and teacher) undertook a street review around Cuffley primary school to look at the common walking routes and street environment. The street review began at the school entrance in Theobald's Road, continues along Station Road, Northaw Road East, South Drive and finished back at the school entrance.

Prior to the School Route Audit a questionnaire was sent out online via the Cuffley Primary School parent-mail. The survey remained open for five weeks to allow adequate collection of responses. 44 parents took part in the survey.

Map of the Area



Findings and recommendations

A summary of the audit findings are noted in this section ordered by location. Full audit forms including pupil worksheets and parental survey responses can be found in the appendices.

Theobald's Road

Theobald's Road School Entrance (junction with south road)

The path leading from Theobald's Road to the school entrance is cracked and uneven. Pupils reported that these issues cause a regular tripping hazards and makes access into the school challenging when arriving with pushchairs or wheelchairs and at peak times.



As shown in the adjacent photo, not only are the roads in a poor state, the road markings are worn and illegible.



The guard railing outside the school entrance is moveable and buckled, making it unfit for purpose. The double yellow lines have been patched over and in need of repainting.



Pupils also reported traffic congestion at school pick up and drop off times around the zig-zag and keep clear road markings. Cars will often park on the markings and block any available crossing points. This was further emphasised by parental comments and direct observation of the audit day which is illustrated in the photos below.

Theobald's Road

There is a lot of congestion along the entire length of the road but especially at school drop off and pick up times. Cars park all along the road, on the pavements and they block resident driveways. This has resulted in complaints being lodged. It was reported that parents/carers will also stop in the middle of the road to drop and collect pupils. As a result the entire road becomes blocked. It was felt that a formal one-way system along Theobald's road could be beneficial not only for congestion problems but also for the safety of pupils on their arrival and departure from school.



Another major issue raised by both pupils and parents dog mess and litter along the length of the road. Dog fouling enforcement signs were present however have been mounted well above eye-level which would not be easily visible to pedestrians.



When walking along Theobald's road audit participants noticed the lack of dropped kerbs at the junction with Theobald's Close. This makes it difficult for pedestrians in wheelchairs or parents with pushchairs to travel safely to the school without being forced into the road.



Pupils also observed a number of maintenance issues while out on the audit which they felt affected pedestrian safety these included litter, a broken utilities cover, overgrown foliage and cracked and uneven pavement surfaces.



Recommendations for Theobald's Road

- Resurface and repaint path up to school entrance
- Replacement of existing guard railing
- Repainting of road markings, speed humps etc.
- Enforcement of parking restrictions including pavement parking, parking over zig-zags and school keep clear markings
- Relocation of dog fouling signs to more visible position
- Make Theobald's road a one-way system
- A designated crossing point
- Removal of temporary obstructions e.g. refuse bins
- Installation of refuse and dog fouling bins
- General maintenance e.g. repair to broken utilities covers, cutting back of overgrown foliage, pathway resurfacing

Station Road

This is a very busy main road, with pedestrians using the local shops throughout the day.

The pelican crossing is very close to the Tesco car park and it was reported that this becomes very busy and congested. The exit is so close to the crossing that drivers find it hard to see the lights when leaving the car park.

It was also reported that the time given for crossing is not sufficient. This is an issue for concern particularly when many families or those with young infants are crossing at the same time.

The site information on the post is faded and illegible so reporting an issue would be difficult.

Other maintenance issues included shrubs overhanging the pathway, broken payphone located in the middle of the pavement and litter.

Recommendations for Station Road

- Extension of time given for pedestrians to cross pelican crossing
- Replacement of site information on pelican crossing lights
- Cutting back vegetation overhanging pathways



Northaw Road East

Junction of Northaw Road East/Station Road

This junction is extremely busy at all times of the day. All pavements are very narrow; they are further reduced in width by a muddy verge. These paths would benefit from being widened.

Northaw Road East

Along the length of road from the Plough public house to the junction with Station Road there is a lack of safe crossing points and narrow pathways. Visibility outside St Andrews Church is very poor and traffic volume and speed is high, this makes crossing potentially very dangerous. On the afternoon of the audit this was displayed and participants had to wait until a car chose to stop in order to cross safely.

Audit participants also found it very difficult to cross at the King James Avenue for the same reasons (poor visibility and traffic speed) and this was further emphasised by parental opinion.

Pavements there also required maintenance work as kerbs have dropped and broken away from the pathway.

The traffic speed along Northaw Road East is too fast, especially along the road from Cuffley towards Potters Bar. Parents reported this to be a major concern when they choose to walk their children to school from the local tennis club with agreed park and stride facilities.



Recommendations for Northaw Road East

- Installation of dedicated crossing point between the Plough Public House and St Andrews Church
- Widening of pathways
- Speeding enforcement
- Installation of speed camera
- Maintenance work on pavements

Findings at locations	Quick win recommendations	Longer term recommendations	How can residents support?	Who Can help?
Pedestrian access path cracked and painted lines are faded	Paths to be cleared of litter and temporary obstructions, which could provide additional tripping hazards	Path need to be replaced and lines repainted		School Local councillor
Guard railing dented and loose	Pupils to be advised to keep a safe distance from the road and not to climb or play on guard railings	The railings need to be replaced in Theobald's Road		School, Hertfordshire County Council, Hertfordshire Highways
Road markings worn or not present		Road markings need to be repainted in Theobald's Road		Hertfordshire County Council, Hertfordshire Highways
Presence of litter and dog mess	There needs to be a review of bins and dog fouling bins to make sure there are enough and that they are in the correct location	These then need to be installed or replaced where necessary. Dog Fouling signage needs to be relocated so that it is at eye level	To clean up after their dogs.	Hertfordshire County Council, Hertfordshire Highways, Welwyn & Hatfield Council, Residents and Local community
Congestion and traffic jams	Parents should be advised to park at park and stride locations rather than in Theobald's Road	Theobald's Road should be reviewed with feasibility assessed to make it a one-way system		Hertfordshire County Council, Hertfordshire Highways

Lack of safe crossing points	Pupils to undertake road safety programme and update annually	Install dedicated crossing points (Theobald's Road and Northaw Road East- outside St Andrews Church)	To be aware that children may be crossing and to slow down.	Hertfordshire County Council, School, Residents
Pelican crossing does not give sufficient time to cross. Site information is missing	Pelican crossing needs to be reviewed and timings adjusted. Site information needs to be renewed		Report issue	Hertfordshire Highways, School
Lack of enforcement re: parking, speeding and dog fouling	School can run campaigns targeted at these areas	Police need to enforce restrictions on a regular basis in all locations around school Install speed camera	To be considerate neighbours to the school community. To clean up after their dogs. To be vigilant and report speeding, dangerous driving and parking issues to police and local council	Residents, Parents/Careers, Police, Welwyn & Hatfield Council, School
Overgrown vegetation and general maintenance issues		Vegetation needs to be cut back off pathways (some pathways could be widened), broken utilities covers need replacing, payphone needs repairing/replacing/removal, kerbs need to be replaced in Northaw Road East.	To keep their property tidy. Report maintenance issues to the local council	Welwyn & Hatfield Council and Residents

Action as a result of School Route Audit at Cuffley Primary School

This report is being submitted to both members of staff from Welwyn and Hatfield council and Hertfordshire county council as well as to the school so that recommendations can be taken on board and action can be undertaken.

This report is submitted by: **Sian Stanton**

Please direct your response to:

**Mrs Sian Stanton,
Project Co-ordinator Hertfordshire (Schools)
Living Streets**

Tel: 07730760056

Email: sian.stanton@livingstreets.org.uk

Appendix 1 – School Route Audit Form

School Route Audit Form

BE SPECIFIC

Audit:

Audit Date: 26/3/13 Start time: 13:45 Conditions (weather/light): Overcast / bright Audit Leader: Alex / Simon

No. on map	Location details	Findings	How does this affect walkers Consider children, older pc with physical consideration
1	School gate/ bend in Theobalds Rd.	Barrier protecting pedestrians already dented (Jams) still has not been fixed/repaired.	It wouldn't protect walkers should another car go into it.
		Evidence of many tyre tracks on grass verges -	Congestion causing cars to mount verges and kerbs in order to pass.
		No parking signage	Can't be seen unless you actually walk past it and look up... argh, no use at all!
		Lines faded - esp. zebra crossings	Doesn't help reinforce serious nature of why they're there.
2	Property No. 53	Brush overgrown and causing moderate obstruction to footpath.	} Obstruction of footpath.
	Property No. 45	Bins not taken in off H/P. (Only one in the road?)	
	Property No. 41	10cm ² cover missing from a utility(?) service(?) cable point.	
3	Junct. of Theobalds Rd and Chase	No dropped kerbs	Pushchairs / wheel chair difficult.

4	Pondside	Litter minor → moderate level	Doesn't look nice! No bins.
		Dog fouling	Yuck! No bins. ^{little} signage... not long/drawn
5	Pelican Crossing	Too short a time for crossing	Makes people rush.
6	O/S playground + Suner busstop	Shrubbery overhanging pavement	Makes the pavement narrower.
7	Better maintenance of dropped kerbs → Neck of Margaret Ave off Chase		Muddy → slip hazard when wet.
8	and neck of same road w/d to Isabel May's		!!
9	opp. St. Andrew's Church	Path overgrown by earth/grass	Narrowing of an already narrow path.
10	neck of KJ Lane	Path drops away into the road	Dangerous.
11	Wether Road East	Speeding!	Dangerous
12	End of Theobalds Rd opp school entrance	Litter / dog poo	Yuck!
13	"	People parked early - engines running	Stupid! Selfish -- we parked on corner and obstructed safe crossing.

Cuffley Primary School Map



Nicole

Write down any comments within boxes and mark where you saw them
by drawing a line from the box to the place on the map

Speeding
later
Creations

hazard of crossing
Car's see cars

Block wait button
not enough time
to press
lots of traffic

humps no use repair
driveway could run
over work cutting trees
no bins
obstruction

lines need repainting
cracks on floor
bumpy
railing broke

16

Alex

Write down any comments within boxes and mark where you saw them by drawing a line from the box to the place on the map

			extend time on traffic
			re-paint lines
			Litter as bins

School Path.
bumpy path.
Guard railing.

Walk to school
LIVING STREETS
PUTTING PEOPLE FIRST

Emily

Write down any comments within boxes and mark where you saw them by drawing a line from the box to the place on the map

			railings bad broke more more places area
			cut tree to park bumpy Pathway Lines need clearer.

lots of
lots of
traffic

Walk to school
LIVING STREETS
PUTTING PEOPLE FIRST

Jessica

Write down any comments within boxes and mark where you saw them by drawing a line from the box to the place on the map

Cars jump set of lights. Lack of crossing points. dangerous parking			
Cars going over the limit. desire lines dog poo. Slopey pavements			
vegetation on pavements noisy traffic broken telephone box	broken button traffic clogging will people trespassing on flowerbeds	wobbly railings (smashed in) muddy tracks on verge parking on yellow zig zags cracks and potholes	

more parking

lines fading + bumps dog fouling sign (lower)

Walk to School LIVING STREETS PUTTING PEOPLE FIRST

Katie

Write down any comments within boxes and mark where you saw them by drawing a line from the box to the place on the map

			fast traffic, corner (desire line)
			trees hanging over pavement
			need bins bad parking, parking on zig zags, repoint speed railings broke
	dog poo, bad parking	lines need repointing, cracks, bumps	

Walk to School LIVING STREETS PUTTING PEOPLE FIRST

Write down any comments within boxes and mark where you saw them by drawing a line from the box to the place on the map

2 dangerous
9 on the way

Clunk over pavement
cop driving too

litter /
police taking them away

pawning
jewelry
again

people to work
when signs
for guard standing

wires
sticking out

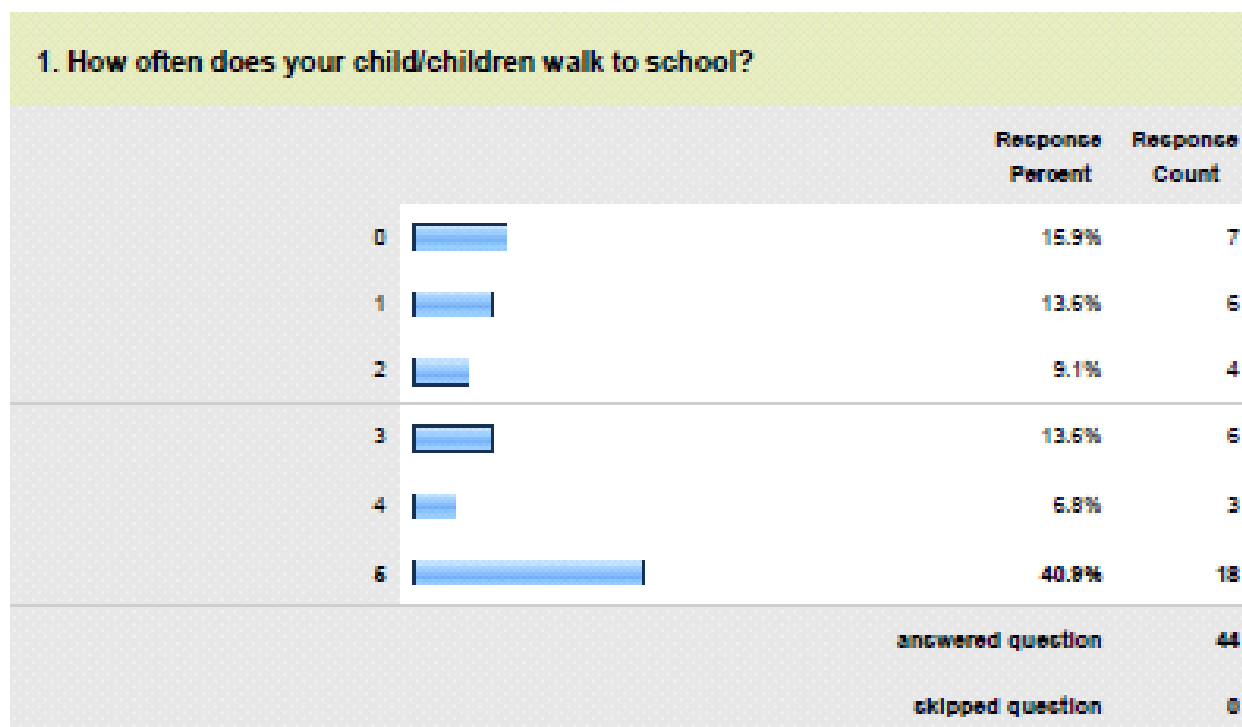
Short time
for
walking black in path

lots of
trash / 6 weeks
in trash / Dave's house
















wires
galled / holes
in floor

Walk to School
LIVING STREETS
PUTTING PEOPLE FIRST

Appendix 3 – Parent survey results (closed questions)



2. Please tick any of the following issues that currently prevent your family from walking to school more often? Tick all those that apply.

		Response Percent	Response Count
It is too far to walk to school.		31.8%	14
We only walk if the weather is nice.		15.9%	7
It isn't safe around the school gates with too many cars.		2.3%	1
The roads are too busy to walk.		2.3%	1
The traffic travels too fast to walk safely.		13.6%	6
We are concerned about stranger danger.		2.3%	1
Our child/children is not confident enough to walk to school safely.		0.0%	0
There aren't enough safe crossing points on the journey to school.		9.1%	4
We drop our child/children off on the way somewhere (e.g. to work or shopping).		18.2%	8
We drop our child/children off on the way to another school.		6.8%	3
It takes too long so we would be late.		11.4%	5
My child/children doesn't have anyone to walk with.		2.3%	1
Our child/children is too young to walk.		4.5%	2
We prefer travelling another way (e.g. car, bicycle, bus).		4.5%	2
We already walk every day.		38.4%	18
Other (please describe)		27.3%	12
answered question			44

Appendix 4 – Parent survey responses (open questions)

ID	Are there any specific physical barriers that affect your walking route to or from school? e.g. lack of crossing points, no pavement, not well lit etc (Please give details including location, street name etc)	What one thing would encourage you to walk to school with your child/children?	Can you suggest any other ways to encourage more families to walk, bike, scooter or Park and Stride to and from your school each day? NB. Park and Stride is when you drive part of the way to school and then park your car away from school and walk the last 5-10 minutes. This reduces traffic near the school and provides child/children with daily exercise.	Do do have any other comments?
1	no	unable to walk due to work commitments	no	
2		we live a long walk away so only really walk when the weathers nice.	a safe place to leave the scooters in school, so you can leave them there and get them to take home	
3	we live 2-3 miles away and it is a busy main rd that takes us to school. My eldest usually gets out the car so he can walk but I still need to drop two small girls under 7yrs so I have to park near school.	good weather and longer time to get there	something for the kids to receive like the badges as an incentive	
4	None	We always walk to school.	Park and stride	
5		Good weather.	no.	
6	no	a lollipop lady at our zebra crossing.	no	
7	The triangle area opposite St Andrews Church in Cuffley is a danger hazard for pedestrian crossing.	A sunny day.	Promoting healthy living and how good exercise is for both children and adults. Also by rewarding children who walk to school with team points or stickers.	

8	Traffic is very fast on Northaw Road and the paths are quite narrow in places	Less dog muck on the school road	More incentives such as walk to school passport events.	
9	Busy road Northaw Road East - we have to sometimes park in Cuffley Tennis Courts when there are no spaces at all to park near the school.	Live nearer. We live too far away to walk all the way so park and stride each day.	We park and stride every day and leave our house really early on each pick up (Morning, nursery and after school) to park anywhere near the school. Parking is a problem.	More parking needed around the school. People who live walking distance from the school should be encouraged to walk everyday in order to free up spaces for children who live too far away to walk. Parking restrictions/yellow lines around the school are timed for nursery school pick up time so you are unable to park.
10		Less traffic	More Park and Stride locations	To have more Walk to School incentives i.e competitions
11	lack of crossing points and too many cars around the school gate	more parking	safer crossings	
12	Too far to walk and no pavements in parts, but we do park and walk the last part of the way	distance shorter	Explian to parants where it is safe for them to park and a safe route to the school from the parking facility	If the school could arrange for a parking facility near the school where parents can park safely I am sure many more parents would do so to aviod the congestion at the school gates
13	No physical barriers	I already walk every day with my children - to and from school	Involving the council - there is an awful amount of dog mess on the pavements close to the school. The children appear to be encouraged when there is a prize awarded. Maybe a mention in the weekly newsletter or a point system, which over a certain period of time would build up to	

			an educational gift e.g. a book relevant to the curriculum, stationary, pens/pencils etc	
14	We have to walk down crouch lane, which has no pavements, no lighting and no safe crossing points	living nearer to school	park and stride would be the easiest for most parents at the school	
15		we already walk but clearer access to the school would be far safer.	park in the car parks provided in the village, not tesco car parks and then walk. ban cars dropping off on zigzag and within certain distance of the gate.	the school gate is dangerous, a lot of drivers ignore the zigzag or stop in the middle of the road to let child/ren out. some drivers use friends driveways to drive into very fast across the pavements and given the amount of parked cars, no-one can see. scooters for young children are a danger to pedestrians on the way to and from school. the local police do nothing about it despite saying they do, i have never seen them police the zigzag.
16	no	better weather	?	

17	We sometimes park at the tennis club and I believe that a barrier should be installed along that stretch of road to Greenfield's. Cars travel way too fast along that road! There is also a lack of crossing points along cuffley hill. The residents of King James avenue applied to the council to have another installed opposite free church but this was rejected. There is only one safe crossing now in Northaw road east and this is no longer patrolled!	Flexible start times I.e drop children anytime from 8.30.	As per suggestion above with tennis club and barrier on road.	
18	nothing.	nicer weather.	A scooter and bicycle hut or safe storage.	This campaign was clearly a great deal of work for those involved yet it was carried out efficiently and afforded a great deal of fun for the children whilst encouraging healthier lifestyles.
19	Not easy to cross near junction where we live on blind bend. Vehicles travel very fast. Some ineffective measures have been introduced to slow traffic and have now fallen. Requested crossing here many years ago to no avail.	A reward of a chocolate bar!	Feel most incentives have been tried- walking bus but badge scheme is most effective	
20		Only better weather and both children being happy to. Nothing else	Not really	
21	lots of dog mess!!	see answer to 2	incentives, perhaps a piece of fruit for the child. or collect stars for every day walked.	
22		Shorter distance	Park and stride, school bus	

23	No	n/a	park & stride is good; we do it but not from a central place, just from a convenient street away from the main school run route	
24	None	We already walk to School with our child	Encourage Pak and Stride by opening up access to the Tennis Club carpark. This is then a 5-10 minute short walk to school that doesn't involve crossing any roads.	
25		Scooter/bike sheds at school	The school really needs a suitable place on site where bikes/scooters can be left during the day ready to be used on the walk home from school. We live 1.5 miles from school and it is very difficult carrying 2 scooters or bikes!	
26	no	extra time in the mornings	Perhaps if the children are asked to walk on a certain day from their class teacher, this would encourage child/parent to allow extra time on that particular morning.	my daughter certainly loves to walk in the mornings if we have time, and there is no doubt it wakes us both up and gives us much more energy throughout the day.
27	The great woods is in our way .	A nice day and his friends around.	If you walk to school you get exercise and you can spend family time.	
28		Health benefits	A few volunteers affiliated with the school / trained children care specialists to organise a group walk (walking rope) - from main points in the village.	
29	N/A	GOOD EXCERCISE, SHE ENJOYS WALKING.	KIDS SCOOTER/ CYCLES	

30	We live far from Cuffley School with no pavement on a dangerous road named St. James Road. Because of this, we park and stride.	If St James Road was safer, I would encourage my children to walk from our house some days and park and stride on others.	I think walk to school week competitions/badges campaigns are very effective as they make the children realise how important it is to walk to school which encourages their parents to do so as well. Also, if there were scooter/bike poles in front of the classrooms, this may encourage children to ride their bike/scooter to school if their friends do.	
31		More time & a less hectic day!!	the children do not take their bikeability tests until midway through year 6 and therefore would only be able to cycle on the pavement which is then hazardous for all the children walking - plus most of our journey to school is downhill!! Too risky! Clean up Theobalds Road!!	Moan alert!!: Parents dropping their children off at Cuffley School need to be far more considerate of other drivers and indeed of those children who are on foot. Every day several cars park on the zigzag yellow lines directly outside the school gates and cause havoc whilst other inconsiderate drivers simply stop in the middle of the road allowing a)their children to step into the road and b)causing a traffic jam behind them. I don't want my child crossing a road with all that danger going on!! A further reason not to walk to Cuffley School is the amount of dog faeces on the pavement on Theobalds Road. A cleaner and more hygienic passage to the

				school would definitely be an incentive for people to walk.
32	no	n/a	meeting point to meet others to walk. it is healthier to walk.	
33		health benefits	tell them of health benefits etc..	
34	N/A	N/A	N/A	
35	no	we park and stride	If there was somewhere safe to leave bikes inside the school, more people would consider that option (even if there isn't a cycling route and would have to use the road or pavement).	The kids really like that they get the badge for a reward for walking to school. So not only they get street wise, exercise and meet their friends on they way but they also get a reward!
36	occasionally there are cars parked right on the pavement which is quite narrow (on the main road: Northaw Road East along Cuffley) causing us to have to squeeze past. Also wheelie bins are often left in the middle of the pavement, making it difficult and hazardous to walk around. This stretch of road is very busy with constant traffic during school runs. Also there are still some parents who ignore the no parking lines right outside the school, which makes crossing dangerous.	I already walk every day	I think park and stride would be a very good idea. Also I think a crossing patrol volunteer outside the school would stop cars parking right outside on the no parking signs, which would make it less stressful for those trying to cross on foot.	Theobalds Road (which is where Cuffley School is) is always strewn with dog filth - often right in the middle of the pavement. This is very unpleasant and a real hazard and often the children step in it. It is the same almost every day and I am wondering if someone is doing this on purpose. I consider this a very serious issue and prevents us from enjoying our walk on that particular stretch.
37	Not really	More time	A walking bus from the car park	

38	The walk from Tennis courts to the 'old people's home' gate is extremely dangerous! It would be a great idea to use the bottom of the farmers field and make a safe pavement for the children there!!! There is no barriers between the current pavement and the road. The traffic is very heavy there and cars are driving very closely to the pavement and very fast. This really is a very dangerous place to walk and discourages people to do so. Please try put this through and suggest an improvement.	We have to park and stride, because we don't live locally. And the biggest worry is the walking from the tennis court car park, as I have described in point 3.	I think there is plenty of ways to walk to School, but it has to be much safer than it is at the moment. Please see my other points.	More safe crossing for the children would be certainly useful and safer as there are no zebra crossings anywhere near the School at the moment! Community Police officer patrol should be there in the mornings and at the school pick up times as there is more and more issues being reported about strangers approaching children!!!! This is extremely worrying and very much needed. This should certainly be on the top of the list for our children's safety.
39		We always walk when possible but if it's made more fun for the children it helps. i.e scavenger hunt, I spy game and badges awarded all help	I spy game, scavenger hunts and badges, possibly 5 badges collected can be swapped for a larger badge a certain number to be collected before you get a GOLD	
40		Warmer dry weather	Two or more families walking together	
41		scooter park in the school grounds	to leave more time in the mornings to be able to walk	
42		We already walk to school.	A meet and greet in the Park/tennis courts once a week (mornings only)	it's a very sociable walking in the morning.
43	Not really, but selfish parking is a problem for local residents...and are you not supposed to stop on the yellow school zig zags?	I do already.	I can't see what more can be done, except to pay people to do so! The school have used many excellent schemes that we are grateful for...and look forward to the next.	

44		Walking buses from the local tennis courts - i.e. Group of kids walking together with adults.	Park and stride is appropriate for us as we live too far to walk to school.	Weekly monitoring of walking to school.... League tables weekly of classes most walking to school - League tables of children walking to school most often Weekly stickers.....
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APPENDIX 10

PROPOSED PERMISSIVE FOOTHPATH PLAN

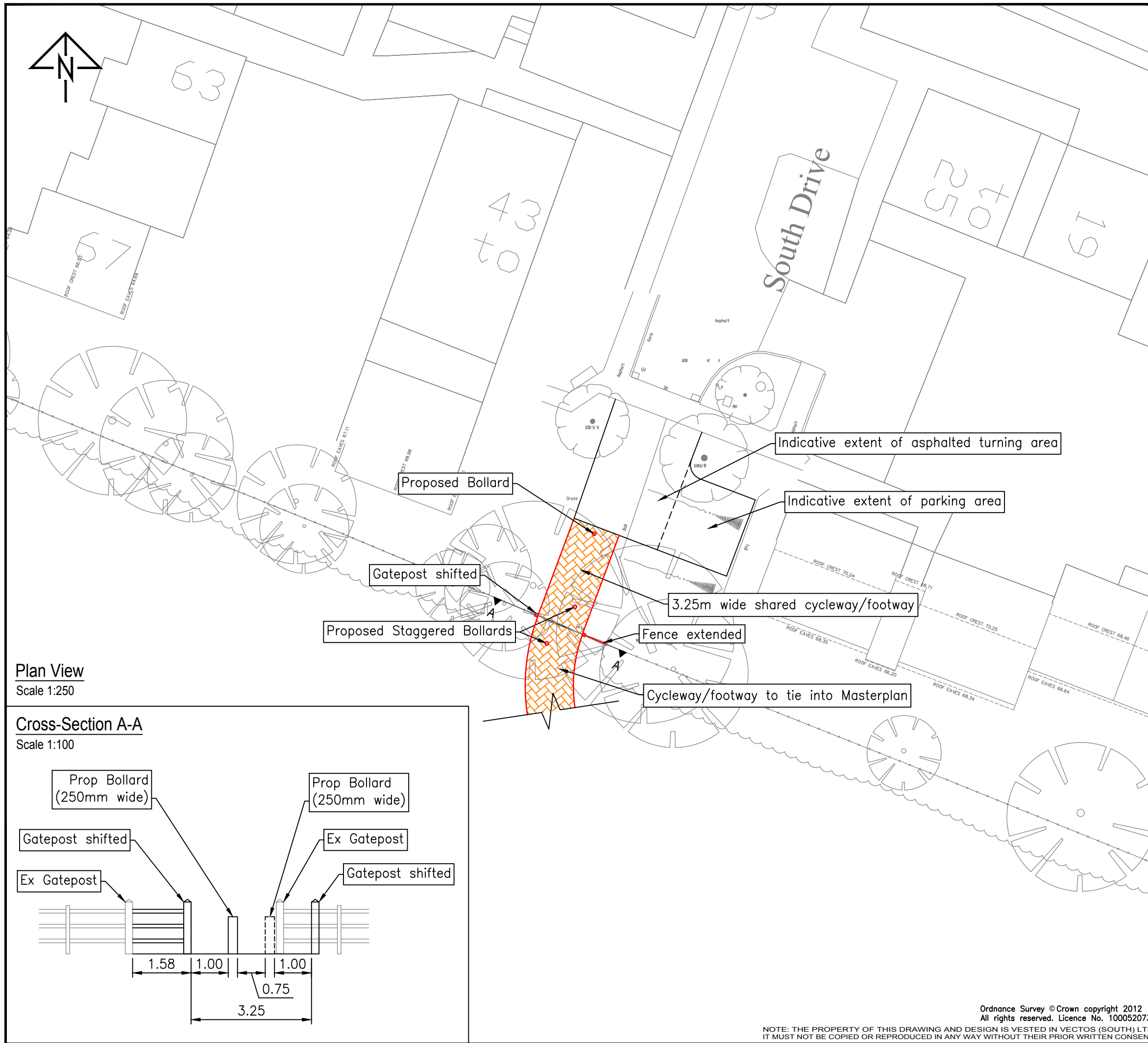
4.0 DESIGN EVOLUTION



KEY	
	Red Line Boundary
	Proposed Development (See Plan 2051.16/10A)
	Indicative new planting along northern edge of Northaw Brook (Tree and scrub planting)
	Existing Definitive Rights of Way (Including Hertfordshire Way and Chain Walk)
	Proposed permissive paths

APPENDIX 11

PLAN SHOWING FOOTWAY AND CYCLEWAY LINK TO
SOUTH DRIVE



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Topographical Survey is 1667_0 by Landscape.

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Lands Improvement

PROJECT:

Land to the north east of King George V Playing Fields

DRAWING TITLE:

Proposed Shared Cycleway/Footway Link South Drive

SCALES:

As Shown at A3

DRAWN:	JM	CHECKED:	ID	DATE:	18/11/2015
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Network Building, 97 Tottenham Court Road, London W1T 4TP
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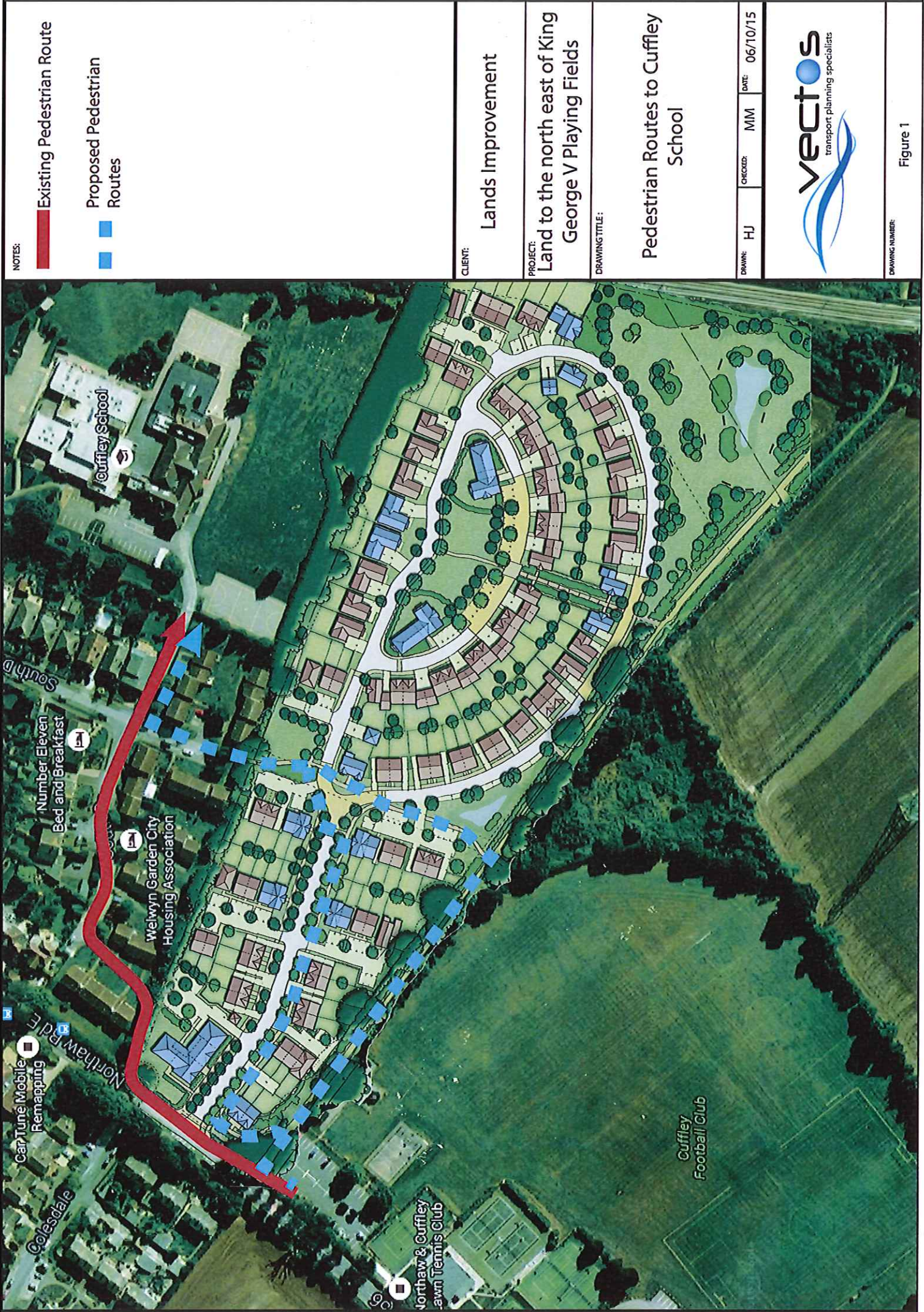
DRAWING NUMBER:

141386/A/51

REVISION:

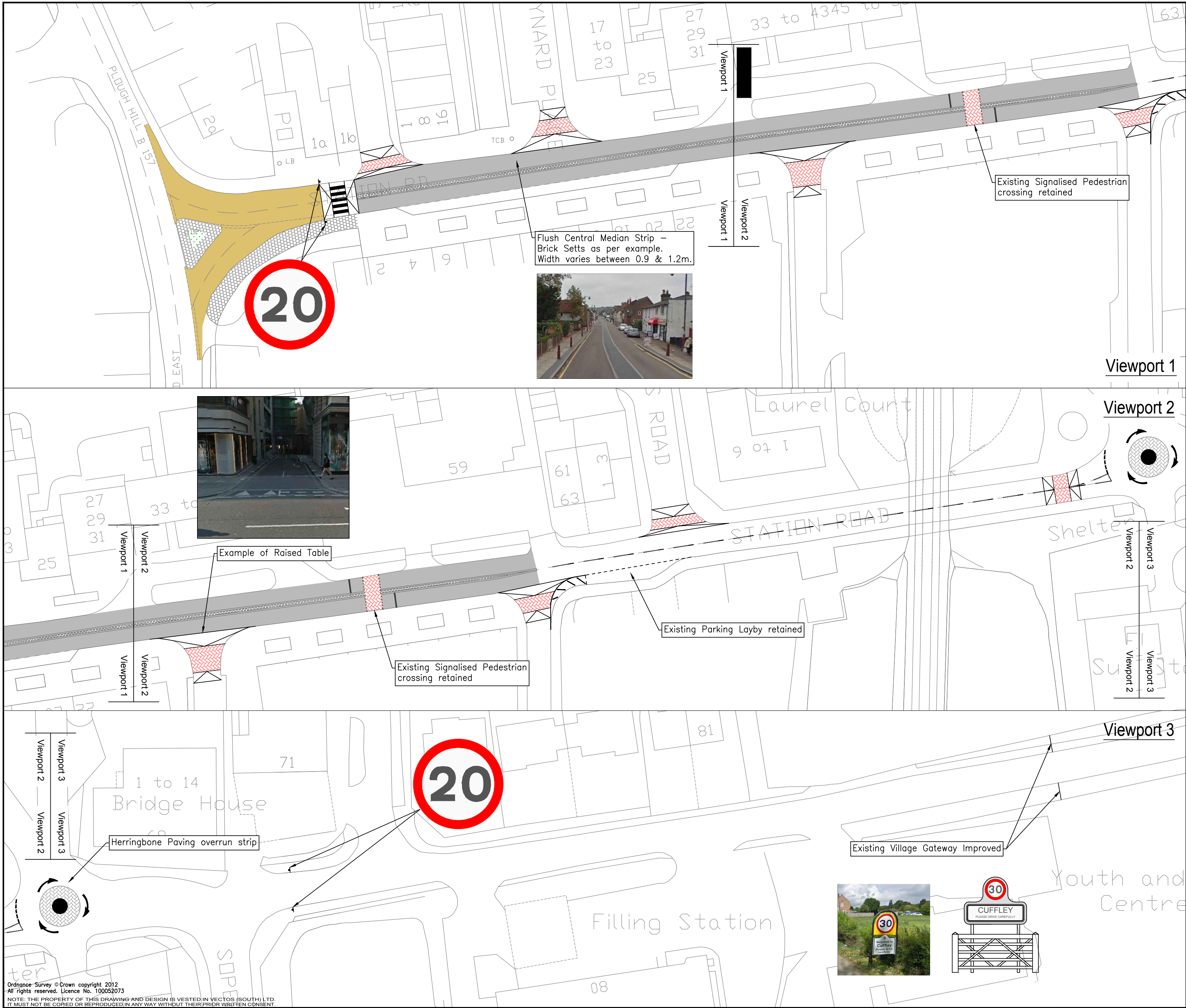
APPENDIX 12

PLAN SHOWING IMPROVED ROUTE TO CUFFLEY
PRIMARY SCHOOL



APPENDIX 13

STATION ROAD PUBLIC REAL IMPROVEMENTS PLAN



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Key

- Raised Table for pedestrian use
- Buff Asphalt Surfacing
- Extent of Carriageway resurfacing (Blacktop)

DRAFT
FOR DISCUSSION ONLY

Station Rd/Northw Rd East proposed priority feature removed.		JM	MMcC	03/12/2015
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **Lands Improvement**

PROJECT: **Land to the north east of King George V Playing Fields**

DRAWING TITLE: **Station Road Longer Term Public Realm Scheme**

SCALES: **1:500 at A2**

DRAWN: JM	CHECKED: ID	DATE: 14/09/2015
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transport planning specialists

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APPENDIX 14

IMPROVEMENTS TO KGV CAR PARK



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.
 3. Based on Topographical Survey 1667_0.

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Lands Improvement Holdings Limited

PROJECT:
Cuffley

DRAWING TITLE:
Existing Car Park Access Widening

SCALES:
1:100 at A3

DRAWN: JM CHECKED: ID DATE: 12/05/2015



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DRAWING NUMBER: 141386/A/33	REVISION: .
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APPENDIX 15

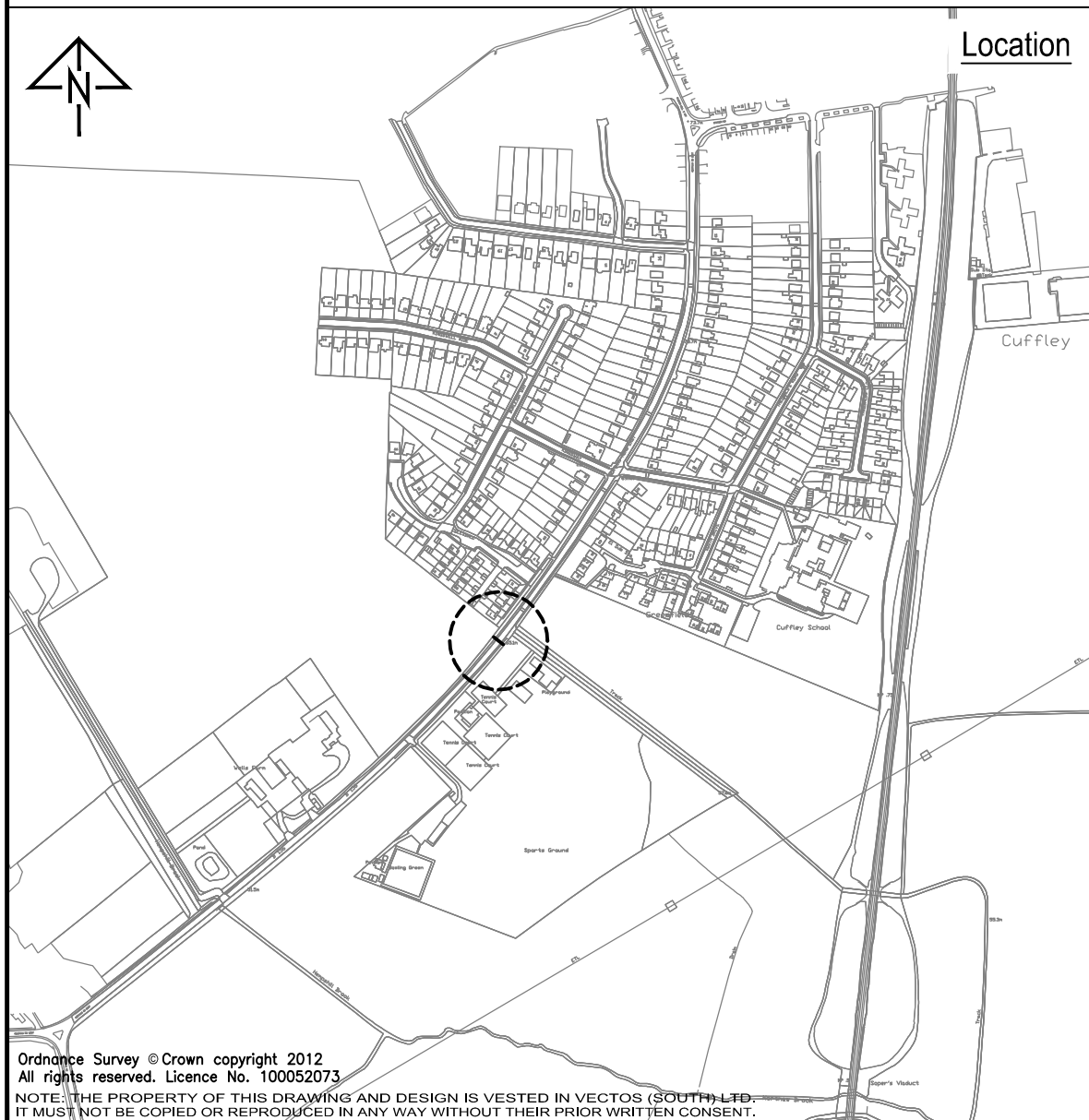
PROPOSED GATEWAY FEATURE FOR NORTHA
ROAD EAST



Existing



Proposed



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Example



Alternative Example



Notes:

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2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Lands Improvement Holdings Limited

PROJECT:
Cuffley

DRAWING TITLE:
Village Gateway Improvement

SCALES:
NTS at A3

DRAWN: JM CHECKED: ID DATE: 12/05/2015



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DRAWING NUMBER: 141386/A/34

REVISION: .

APPENDIX 16

PUBLIC HEALTH ENGLAND – CHILDREN’S WEIGHT EXTRACT



Public Health England

Local Health

Report - Ward: Northaw and Cuffley; Welwyn Hatfield, Hertfordshire

Children's Weight

Children's weight indicators, 2010/11-2012/13, numbers

Indicator	Selection	Lower Tier Local Authority (Welwyn Hatfield)	Upper Tier Local Authority (Hertfordshire)	England
Obese children (reception year)	8	317	3,072	159,197
Children with excess weight (reception year)	25	833	8,038	380,678
Obese children (year 6)	21	462	4,531	281,160
Children with excess weight (year 6)	36	882	8,752	494,931

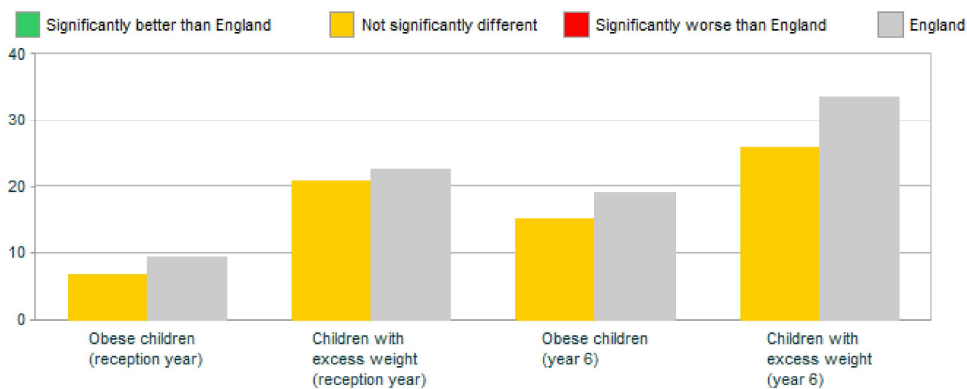
Source: Public Health England & HSCIC © 2010-2014

Children's weight indicators, 2010/11-2012/13, %

Indicator	Selection	Lower Tier Local Authority (Welwyn Hatfield)	Upper Tier Local Authority (Hertfordshire)	England
Obese children (reception year)	6.6	8.8	8.1	9.4
Children with excess weight (reception year)	20.7	23.1	21.3	22.5
Obese children (year 6)	15.1	16.2	14.9	19.1
Children with excess weight (year 6)	25.9	30.9	28.7	33.5

Source: Public Health England & HSCIC © 2010-2014

Children's weight indicators, %, Selection (comparing to England average)

Source: Public Health England & HSCIC © 2010-2014
www.localhealth.org.uk

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