

Settlement: Brookmans Park



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Land West of Brookmans Park Station

Local Plan Site Ref: SA BRP3 | **HELAA Ref:** BrP4/4a | **Site Area (gross):** 18.24ha

Proposed land use: Residential development, together with a serviced site for a two-form-entry primary school, public open space, green and blue infrastructure and associated transport and other infrastructure.

Estimated Yield: 430 dwellings | **Timescale (completions):** 0-10 years

Planning Designations: Allocated as Site HS22 in the adopted Welwyn Hatfield Local Plan 2016–2036. The Strategic Framework for Land west of Brookmans Park Railway Station was approved by the Executive Member for Planning on 26 November 2024 and is a material consideration in the determination of planning applications.

Relevant Permissions: Planning application 6/2026/0125/MAJ is currently under consideration. It is a hybrid planning application comprising:

- full planning permission for 437 dwellings, access, landscaping, public open space, play provision, sustainable drainage, utilities and parking;
- full planning permission for a pedestrian and cycle bridge over the railway; and
- outline planning permission for a primary school of up to two forms of entry and associated works.

Proposal: Residential development of approximately 437 dwellings, together with a serviced site for a two-form-entry primary school, replacement pedestrian/cycle bridge over the railway, strategic green infrastructure, open space, play provision, sustainable drainage and associated access, movement and infrastructure works.

Access and Movement

- Realignment of Station Road will be required to provide safe access to the site.
- Create a landscape-led, permeable movement network that connects the site to Brookmans Park railway station, the village centre, existing public rights of way, Bradmore Lane, the Ray Brook corridor and the wider countryside.
- Prioritise walking, cycling and access to public transport through a clear hierarchy of routes, legible desire-line connections, safe crossings and convenient links to the station and village centre.
- Provide safe, direct and attractive pedestrian and cycle access to the primary school, avoiding unnecessary school-related vehicular traffic through residential neighbourhoods.
- Retain and integrate existing public rights of way and informal walking routes wherever practicable, with any diversions designed to maintain or improve connectivity, safety, accessibility and landscape quality.
- Provide appropriate emergency access and permeability through the site, while ensuring streets and routes are designed to support low vehicle speeds, natural surveillance and pedestrian priority.

Infrastructure

- Secure any necessary upgrades to wastewater infrastructure.
- Provide and safeguard a serviced site of approximately 2ha for a two-form-entry primary school.

- Ensure the school site is accessible by walking, cycling, public transport and private vehicle and is capable of functioning as a community facility.
- Safeguard access to existing utilities infrastructure, including the electricity substation and associated easements.
- The site lies within Groundwater Source Protection Zone 1.

Flood Risk

- The majority of the site lies within Flood Zone 1, with areas of higher flood risk associated with the Ray Brook corridor.
- Surface water runoff route runs north-south to the Ray Brook in the eastern area of the site and runoff pools alongside Bradmore Lane, and is shown to flow north into the adjacent field and overland flow route onwards to Station Road.
- Flood risk Assessment and Drainage Strategy required. Sequential approach to site layout and incorporate SuDS to address surface water flood risk to, within and from the site.
- Provide a comprehensive SuDS strategy integrated with the landscape design, using blue-green infrastructure, attenuation and biodiversity-enhancing features as part of the wider open space network.
- Keep built development and more vulnerable uses away from the Ray Brook floodplain and other areas of higher flood risk, using these areas for landscape, biodiversity, drainage and informal recreation where appropriate.

- Existing watercourses and water bodies should be retained, protected and enhanced as part of the site's green infrastructure and drainage strategy.

Health

- Mitigate noise pollution from the railway. Noise assessment required.
- Provide a diverse range of accessible public open spaces, play spaces, natural play, walking loops and opportunities for informal recreation that support healthy lifestyles and social interaction.
- Design the development in accordance with healthy placemaking principles, including active travel, access to nature, inclusive open spaces and integration with the village centre and public transport.
- Ensure the primary school and associated open space are designed to support safe access, outdoor learning and potential wider community use.

Natural Environment

- The site lies within an SSSI Impact Risk Zone. Where the thresholds for consultation are met, consultation with Natural England will be required for advice on the nature of potential impacts and how these might be avoided or mitigated.
- Site adjoins Brick Kiln Wood Local Wildlife site (WS144) and ancient woodland (1964); potential for habitat creation.
- Provide green infrastructure corridors along the Ray Brook and adjacent to Brick Kiln Wood, with at least a minimum 15m buffer to Brick Kiln Wood to avoid and mitigate any harm to the ecology of the ancient woodland.
- Protect and enhance the site's most important habitats, including Brick Kiln Wood, the Ray Brook corridor, existing water bodies, hedgerows, mature trees, areas of higher value grassland and mixed scrub.
- Maximise opportunities for habitat creation, strengthened ecological corridors, additional native tree and shrub planting, wetland/SuDS features and species-rich grassland.

- Use the southern green belt landscape as a biodiversity, natural play and landscape buffer, with development carefully set back from sensitive ecological and landscape features.
- Provide additional boundary planting where necessary to reinforce the rural character of Bradmore Lane, soften the school perimeter, screen sensitive edges and filter views while allowing selective views into the development.

Design, Layout and Masterplanning

- Development must be brought forward in accordance with a comprehensive site-wide masterplan.
- Proposals must demonstrate how they respond to the approved Strategic Framework for Land west of Brookmans Park Railway Station or any subsequent Council-approved replacement masterplan.
- Development proposals on part of the allocation must demonstrate that they will not prejudice the comprehensive delivery of the site, including the primary school, railway bridge, green infrastructure and other supporting infrastructure.
- Development should be landscape-led, with the layout informed by existing landscape features, ecology, topography, rights of way and movement patterns
- Proposals should demonstrate how they have responded to the approved Strategic Framework, including the Summary of Framework Principles and the character, movement, landscape and sustainability principles set out within it.
- Any replacement or updated masterplan must demonstrate an equal or better planning outcome than that envisaged by the approved Strategic Framework.