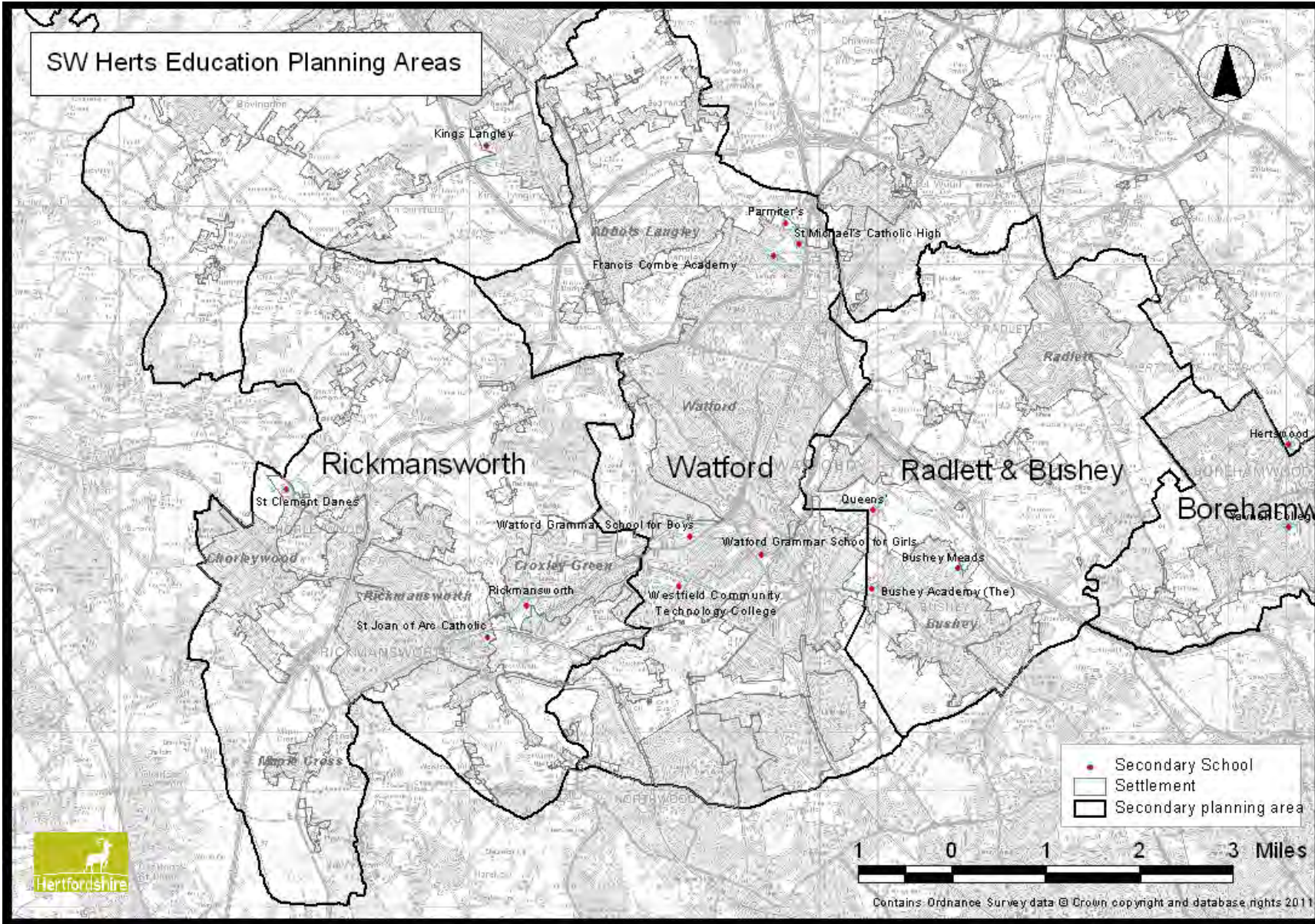


SW Herts Education Planning Areas



APPENDIX 2: POTENTIAL SECONDARY SCHOOL SITES CONSIDERED BY HCC (2010)

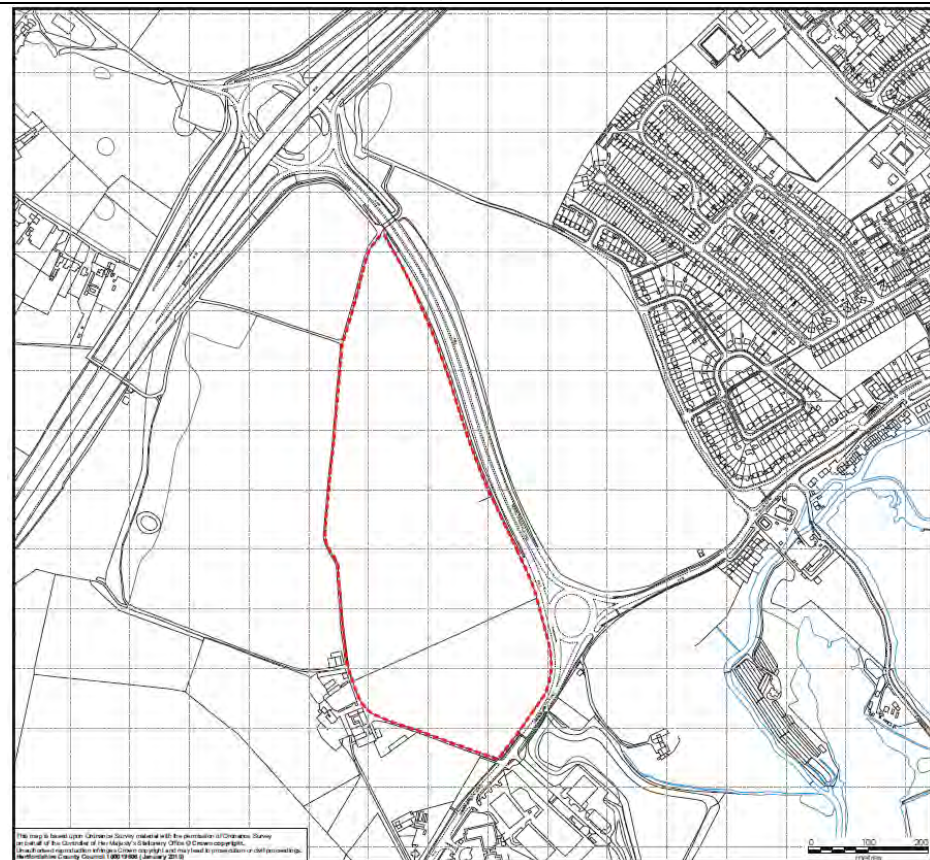
Planning and environmental constraints across the study areas and potential school sites were then identified using the following search criteria:

- The search for potential new school sites will avoid areas in the flood plain, areas of woodland, wildlife sites, golf courses, established parkland (with or without historic significance), areas of archaeological importance (where SAM or areas of known high archaeological potential are likely to preclude development), and sites containing listed buildings. These constraints are considered to be so severe as to preclude development of a secondary school.
- Preference will be given to sites where good vehicular and pedestrian access can be achieved, where school transport can access the site, where there are no undue adverse impacts on the local highway network and with links to public transport (either adjacent to or within walking distance). Sites that would require new access onto Primary Roads or to the upgrading of rural country lanes are unlikely to be acceptable to the Highway Authority unless there are exceptional circumstances (i.e. there are no suitable alternative sites).

An analysis of each potential site was then carried out to look at site details, accessibility, environmental impact, existing planning constraints, and conclusions. Based on this assessment, some sites were rejected. For those sites that were not rejected, a highways appraisal was undertaken then undertaken which led to the rejection of some sites due to access difficulties or potential adverse impact on the local highway network.

Potential Sites Considered by the County Council

Land East of A405/North of A412, Mill End, Rickmansworth



Rejected for further consideration as:

Exposed site in the open countryside with some Grade 1 agricultural land.

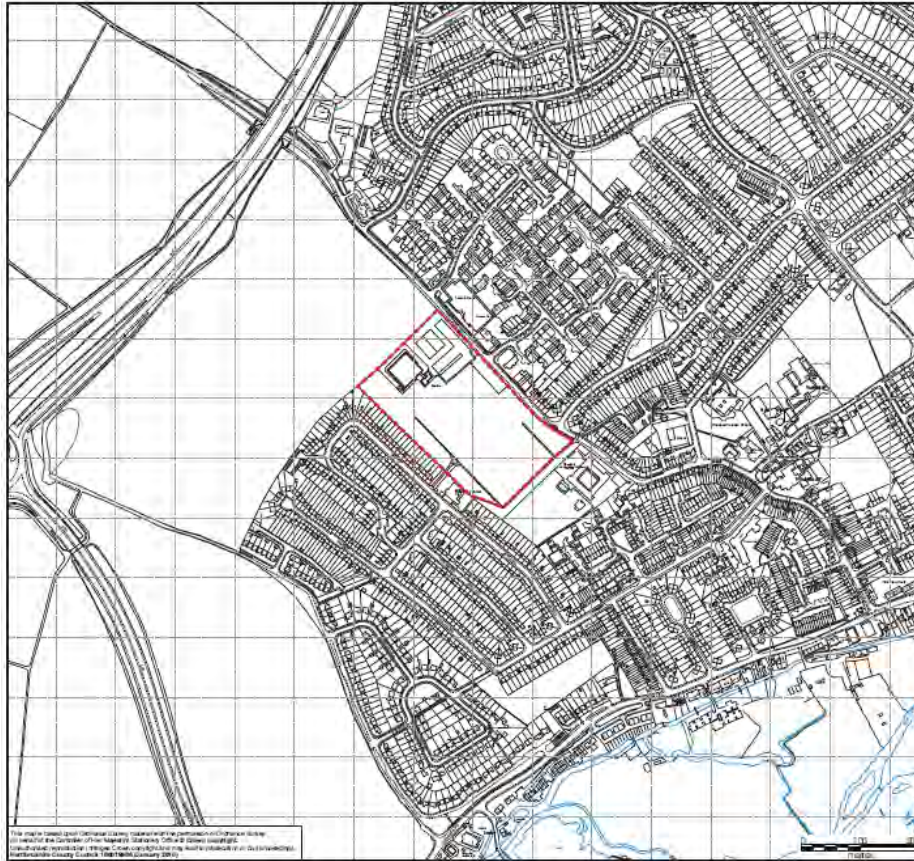
Relatively inaccessible on foot.

Some distance from main centres of population and not adjacent to the urban area.

Vehicular access unlikely to be achievable as other sites exist where access achievable. Environmental impact of a roundabout likely to be unacceptable.

Potential sources of noise close to site.

Mill End Recreation Ground, Mill End

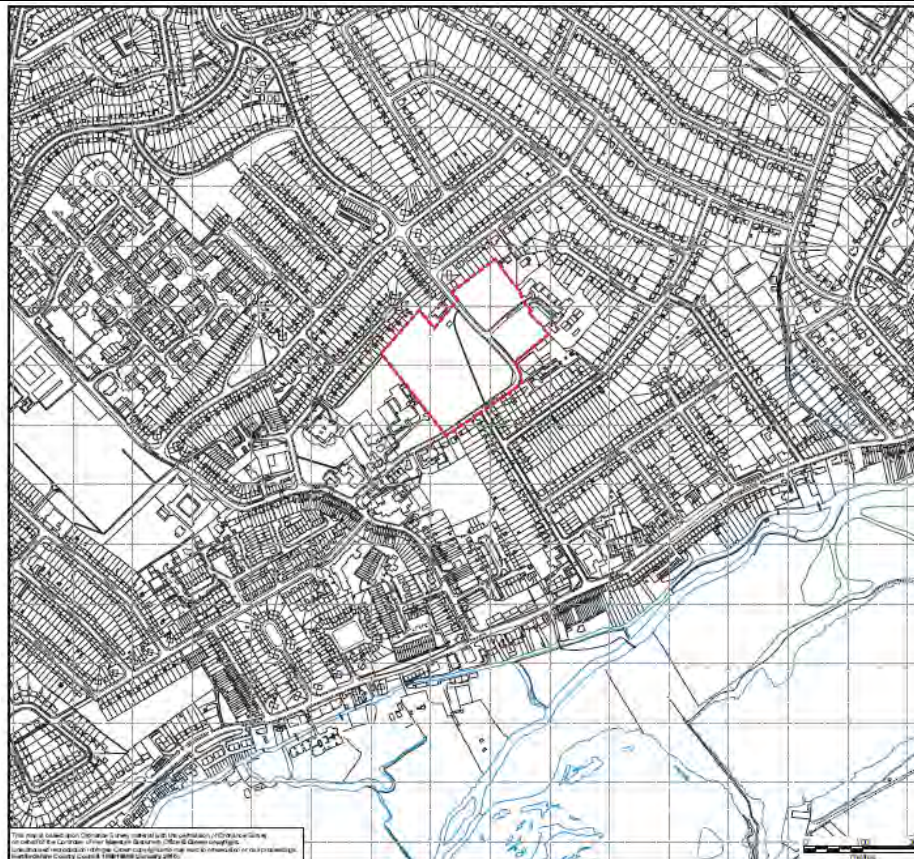


Rejected for further consideration as:

Could only be developed as a split site which would not be the preferred educational solution and would require land assembly from two landowners which could affect deliverability.

Site would require relocation and replacement of recreation uses.

Land off Berry Lane, Rickmansworth



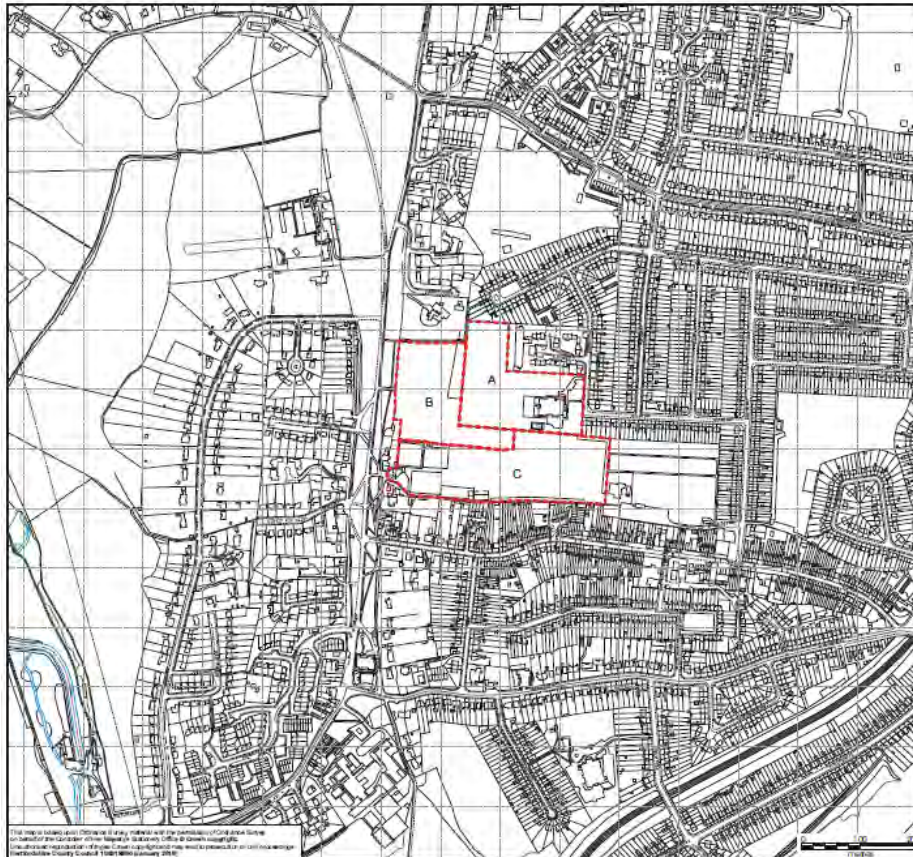
Rejected for further consideration as:

Site not large enough for a school building zone of 4ha as site bisected by roads so school buildings would have to be unacceptably split.

Existing open space would have to be replaced elsewhere.

School buildings may result in adverse and unacceptable impact on residential amenity of flatted development to the east which are at a lower level.

Sports Ground, Adjacent Areas and Yorke Mead Primary School, Croxley Green



Rejected for further consideration as:

Existing primary school on the site would have to be relocated.

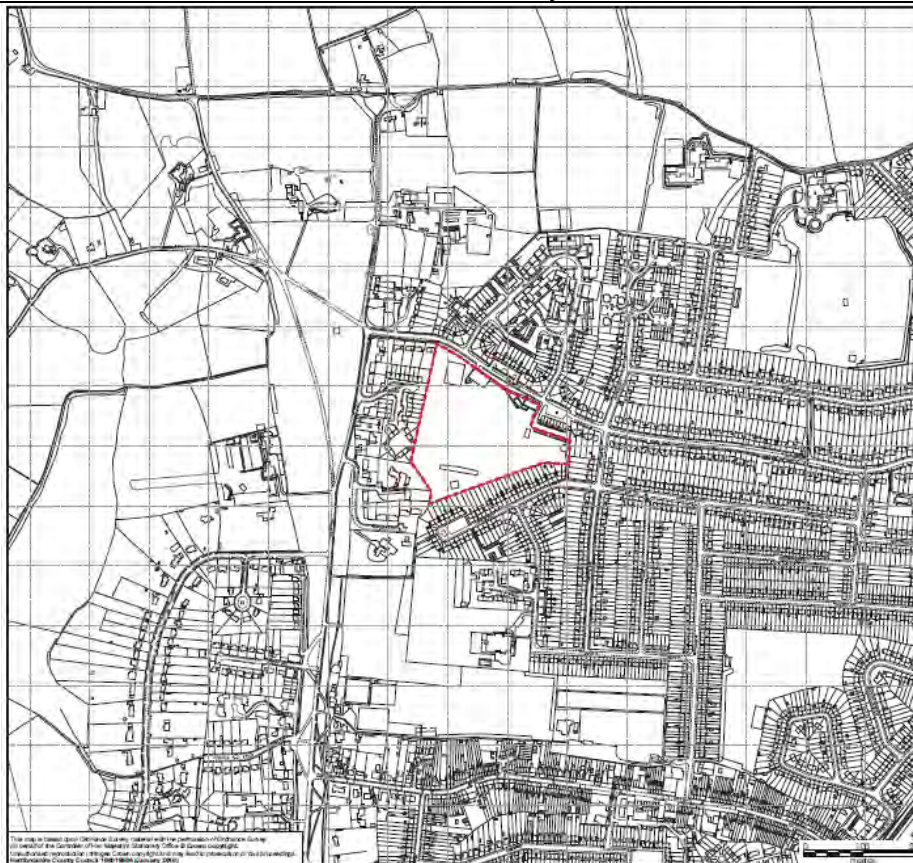
North west of site is identified as a wildlife site and would not be developable.

Football club and tennis club would have to be relocated elsewhere.

Site is partly in Conservation Area.

Site area excluding the wildlife area and primary school would not be sufficient size for a school building zone.

Baldwins Lane Recreation Ground, Croxley Green



Rejected for further consideration as:

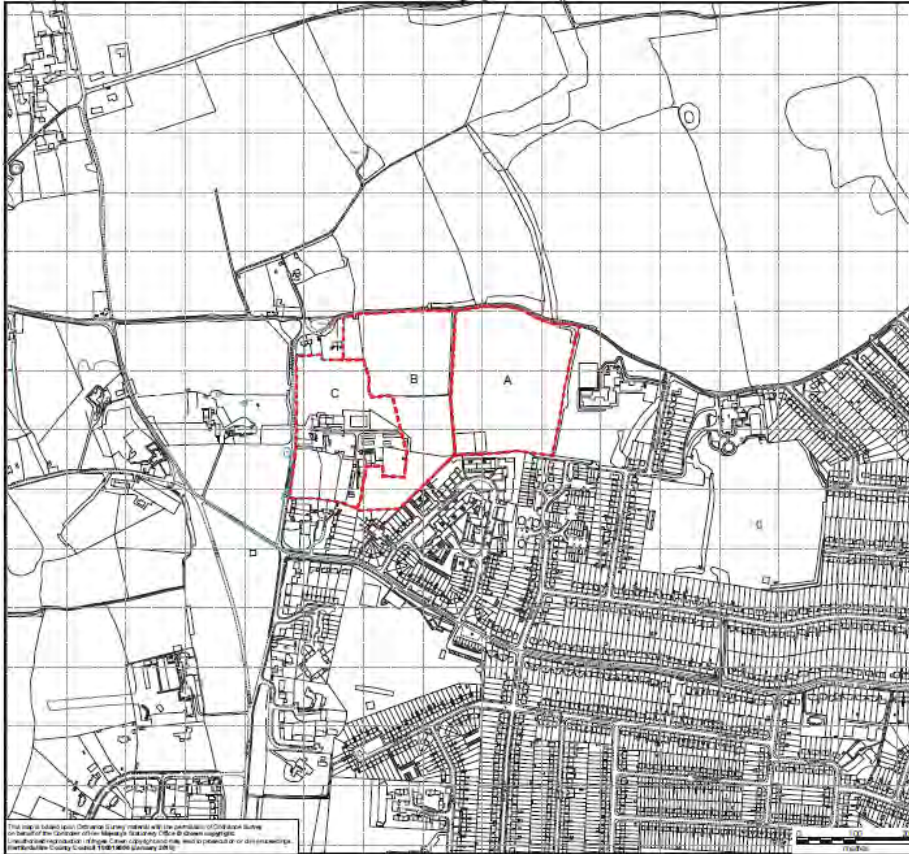
Site may be too small for building zone to avoid adverse impact on residential amenity.

Site adjacent to conservation area
Site is too small to provide playing fields which would need to be located off site.

Detached playing fields would be required and could only be provided in excess of 400m walking distance.

Replacement open space and recreation facilities would be required.

Former Durrants School Playing Field and Adj Killingdown Farm, Croxley Green



Rejected for further consideration as:

Part of site is in a conservation area.

Vehicular access onto Lincoln Drive would require third party land and would be unacceptable due to adverse traffic impact on Lincoln Drive; no suitable vehicular access from Dugdales, access from Manor Way would be unsuitable and vehicular access from Grove Crescent would require acquisition of land and improvements to highway which may not be possible.

Barton Way Recreation Ground, Croxley Green



Rejected for further consideration as:

Site is not quite large enough for a school building zone.

There is restricted vehicular access.

The site is a designated wildlife site and well used public open space.

Children's play areas would need to be reprovided.

Built development would have an adverse impact on residential amenity of adjoining properties.

Old Merchant Taylor Sports Ground, Lincoln Drive, Croxley Green

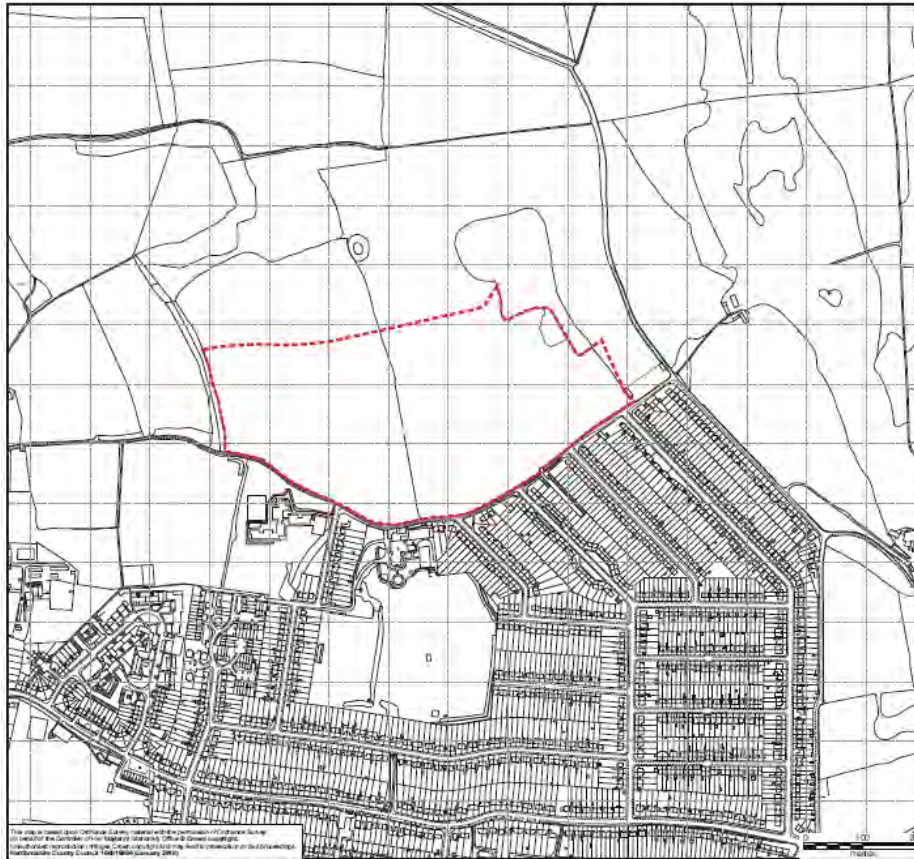


Rejected for further consideration as:

Could only be developed as a split site which would not be the preferred educational solution and would require land assembly from two landowners which could affect deliverability.

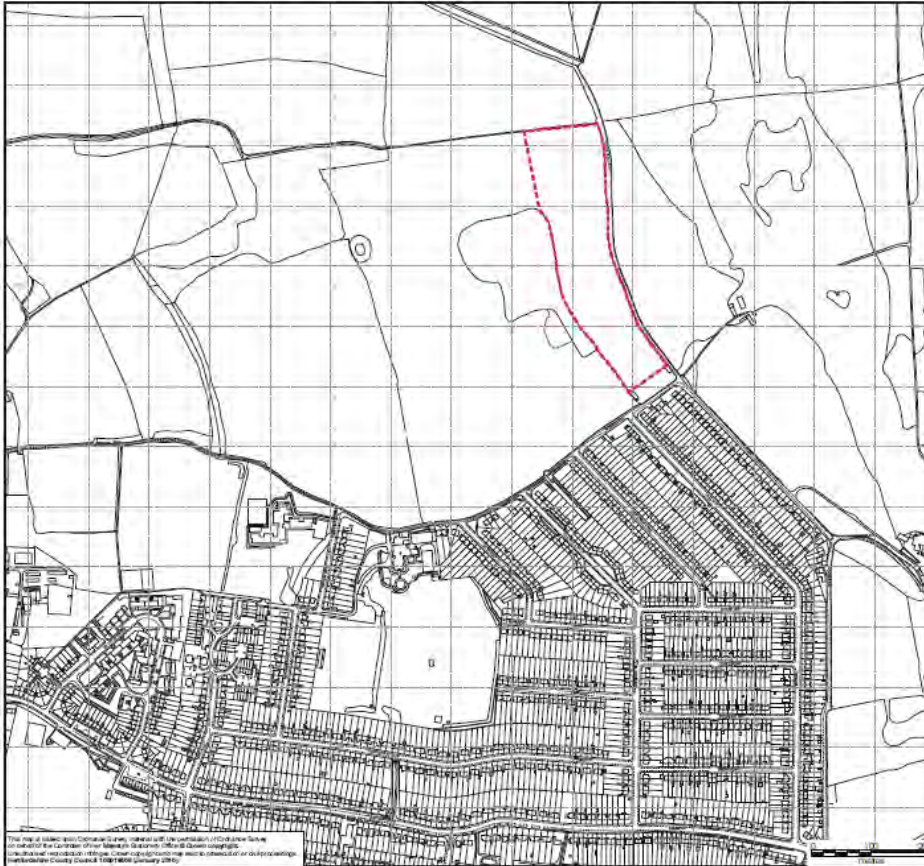
Site has planning consent for residential which would affect availability.

Land to the North of Little Green Lane, Croxley Green



Site was consulted on as part of Site Allocations issues and options but was rejected following consultation.

Land off Rousebarn Lane, Croxley Green



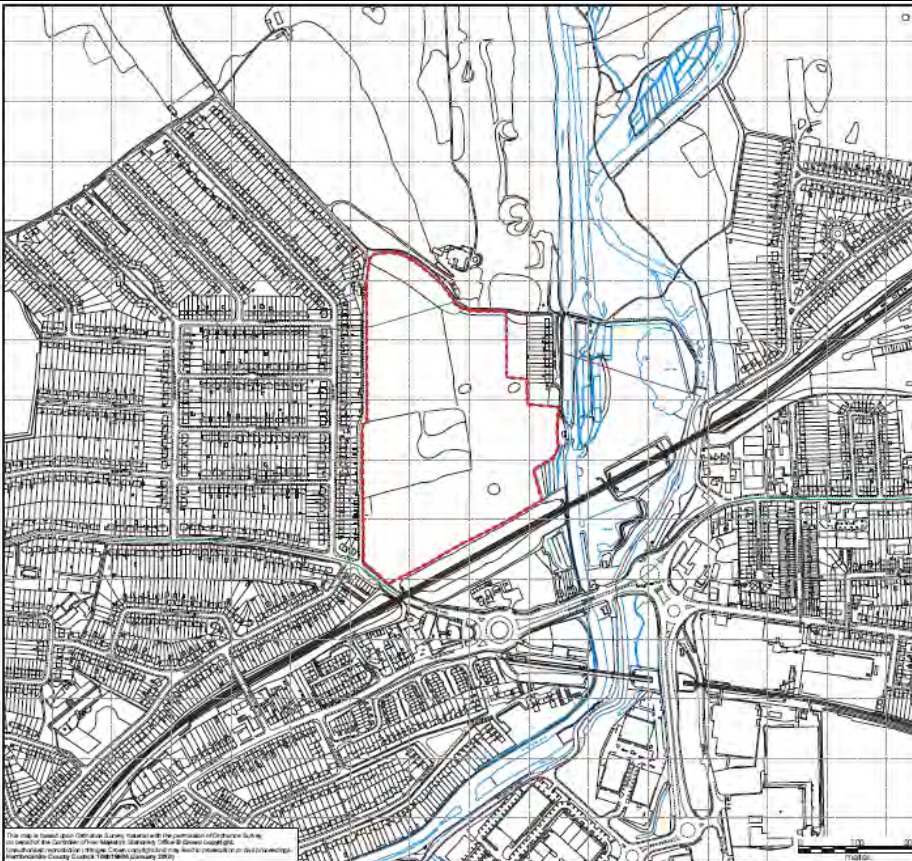
Rejected for further consideration as:

Site not large enough to accommodate total school site requirement; playing fields would have to be nearby but nearest location would be to the west some distance away.

An all weather pitch would need to be located at the north of the site to enable buildings access and car park to be close to site entrance. Unacceptable due to Green Belt impact.

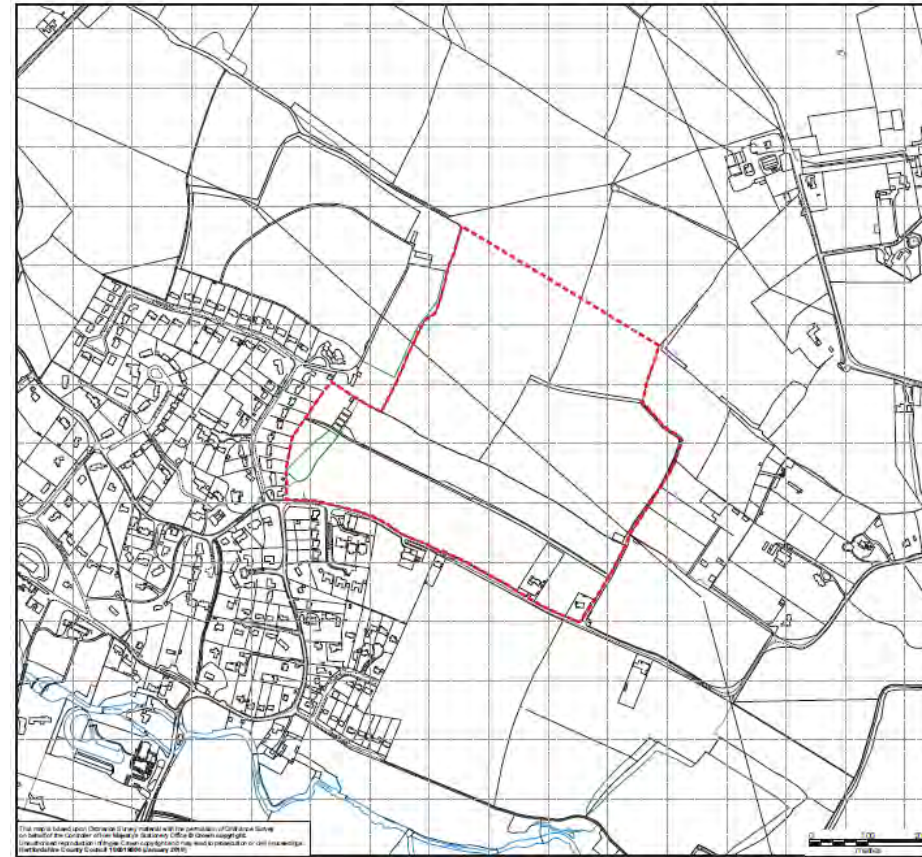
May be requirements to upgrade Rousebarn Lane, contrary to HCC policy.

Land off Baldwins Lane, Croxley Green



Site was consulted on as part of Site Allocations preferred options.

Land North of Loudwater Lane, Croxley Green



Rejected for further consideration as:

Vehicular access would not be achievable.

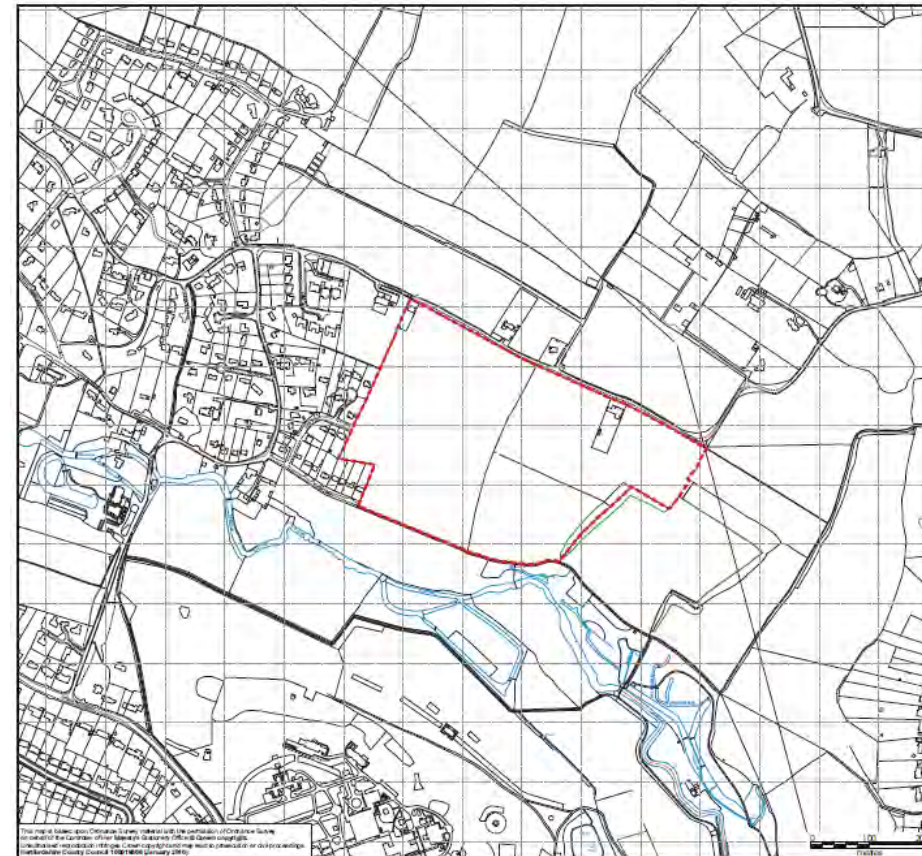
There are no pedestrian facilities and these could not be provided without significant change to the rural status of the country lane.

Site is too far from public transport links.

Site is visually prominent on a ridge.

Overhead power cables could be a problem for site layout and site size requirements.

Land South of Loudwater Lane, Croxley Green



Rejected for further consideration as:

Vehicular access would not be achievable.

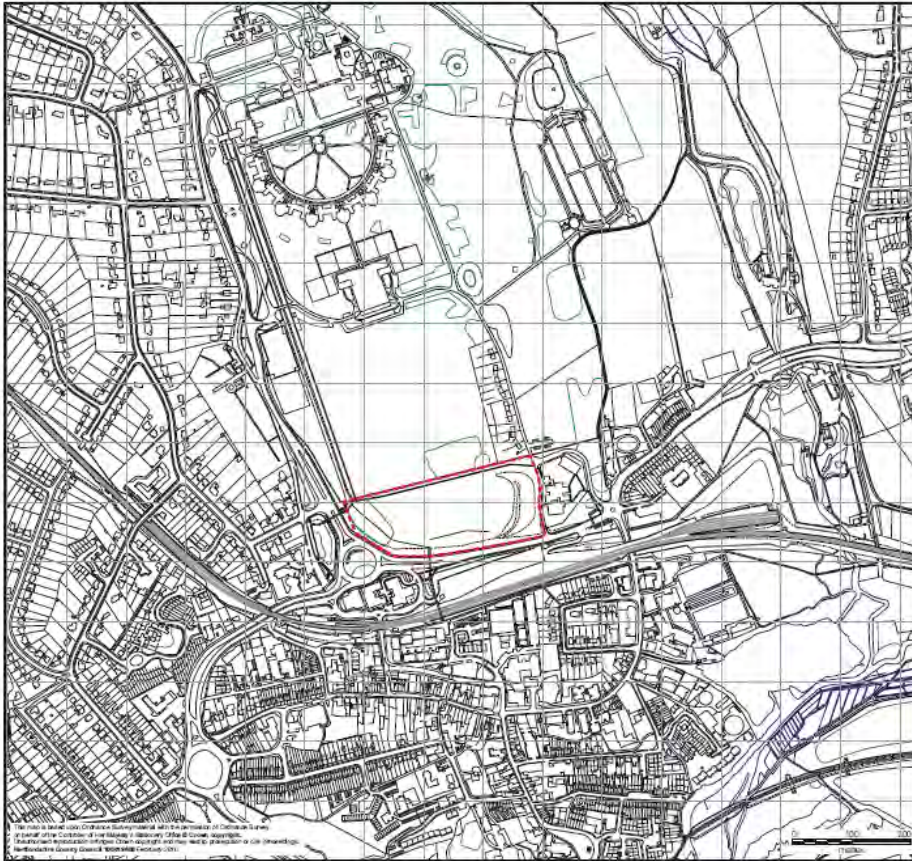
There are no pedestrian facilities and these could not be provided without significant change to the rural status of the country lane.

Site is too far from public transport links.

Site is visually prominent on a ridge.

Site is steeply sloping and would be difficult to develop.

Rickmansworth Park, Croxley Green



Rejected for further consideration as:

Vehicular access would be unachievable other than through RMS school site to north.

Site is unregistered historic park and garden precluding development.

Mature trees reduce useable site area.

Ecological constraints.

Topography reduces usable site area.

Rights of way restrict use of site.

Site would be too small for school building zone.

Land to the North of Killingdown Farm, Croxley Green



Rejected for further consideration as:

Site is open countryside, not immediately adjacent to the urban edge and visual impact would be high.

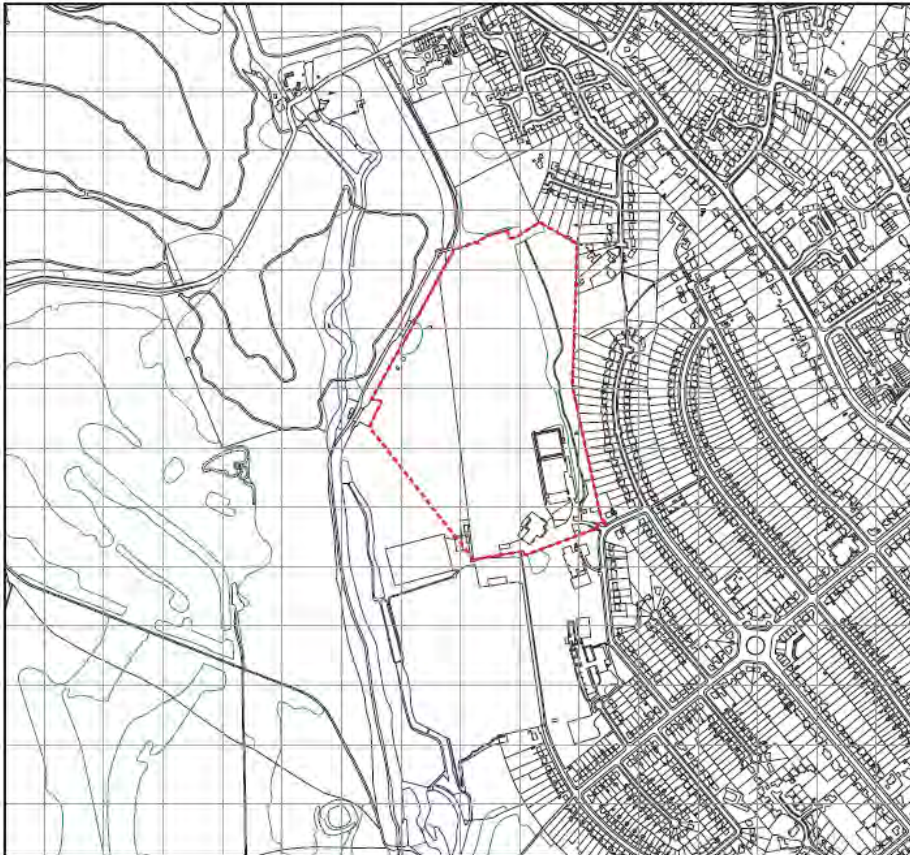
Vehicular access not achievable without significant visual impact.

No pedestrian facilities, and could not be provided without significant change to rural status of lane.

Some distance from public transport.

Would not be large enough for buildings and playing fields.

Land to the North of Cassiobury Infants and Nursery, Watford



Rejected for further consideration as:

Site has poor vehicular access and difficult traffic conditions on adjoining road network due to proximity of Cassiobury Infants and Nursery school.

Significant relocation of existing uses (recreation facility in use by multiple local sports clubs for bowling and football and informal recreation) would be required.

Land to the East of A41, Hunton Bridge



Rejected for further consideration as:

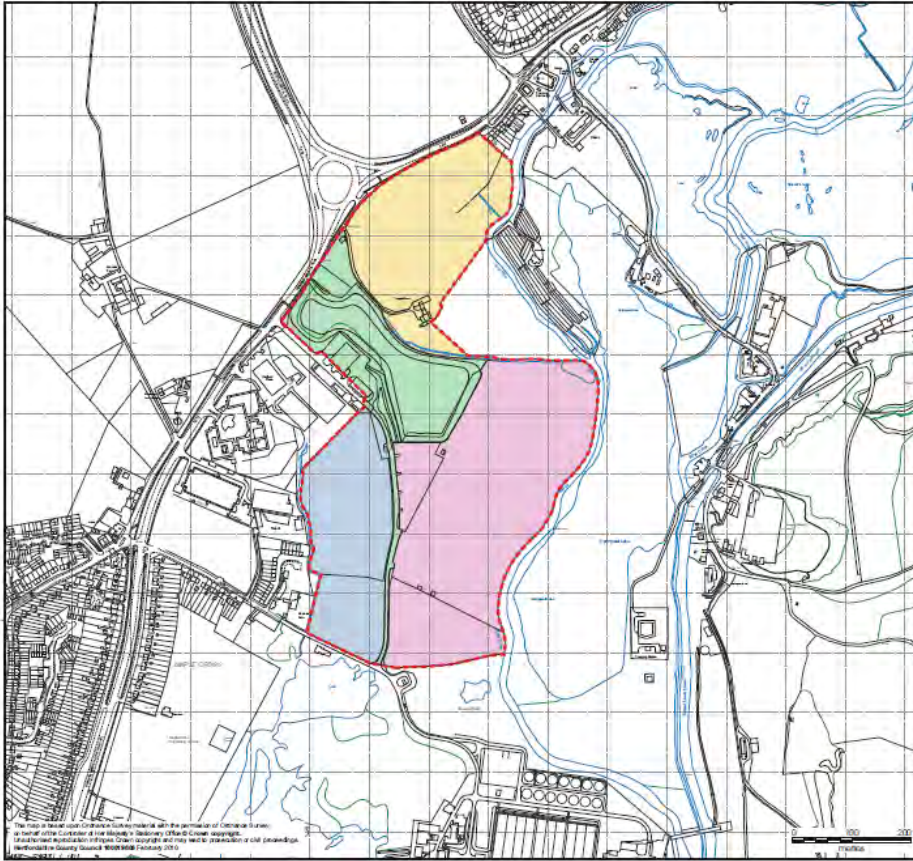
There may be noise and air quality constraints as a result of M25.

Proposed cycle route/right of way bisects site.

Site extremely undulating and heavily steeped along western boundary.

Lack of suitable vehicle access points.

Frogghall Farm and Adjoining Land, Maple Cross



Site was consulted on as part of Site Allocations preferred options.

Royal Masonic School for Girls, Rickmansworth



Rejected for further consideration as:

Vehicular access needs further investigation.

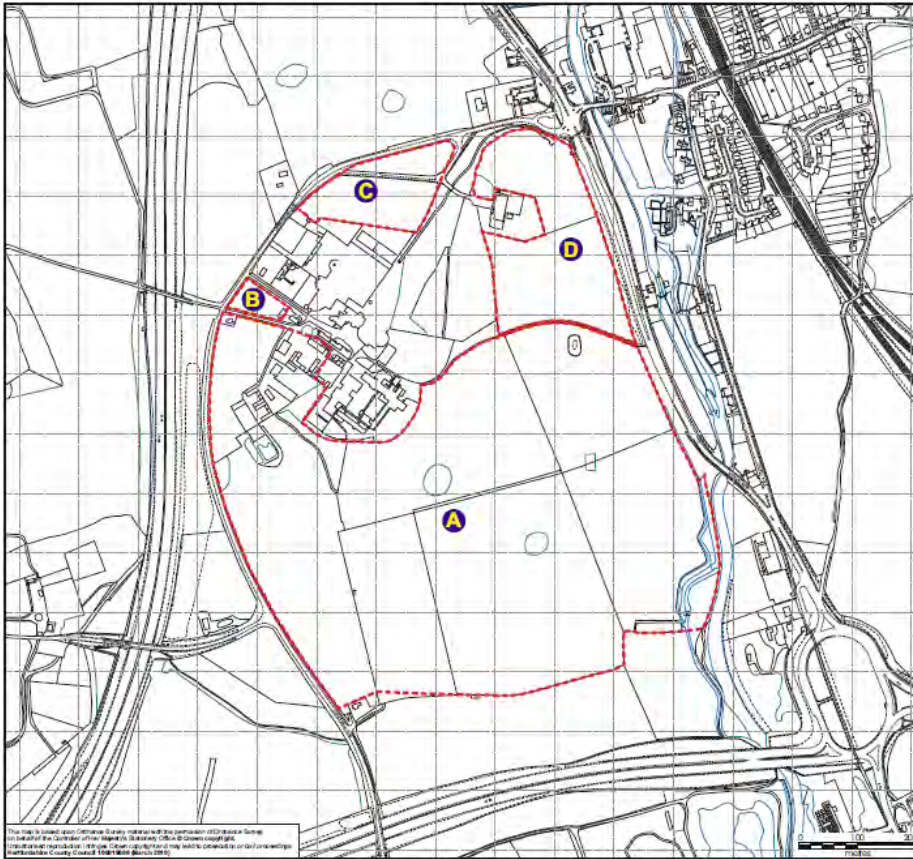
Mature trees reduce useable site area and ecological constraints evident.

Parcel A mostly built up, contains listed buildings and well utilised.

Parcel B mostly sloping and partly a local wildlife site.

Parcels C and D in area at risk of flooding.

Land at Langleybury, Abbots Langley



Rejected for further consideration as:

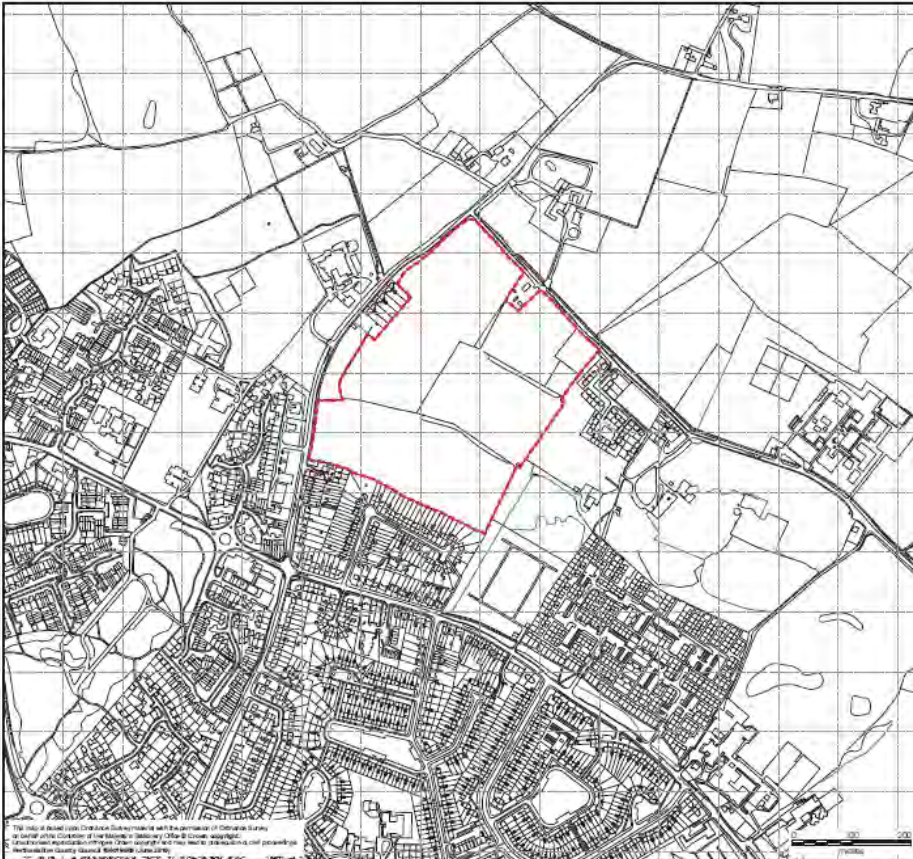
Site not adjacent to the urban area.

Development would need to be located in the vicinity of Old House Lane to allow vehicle access, but would adversely affect parkland.

Adverse landscape impact on long distance views to the east.

Entrance would be some distance from public transport routes.

Land at Woodside Road, Abbots Langley

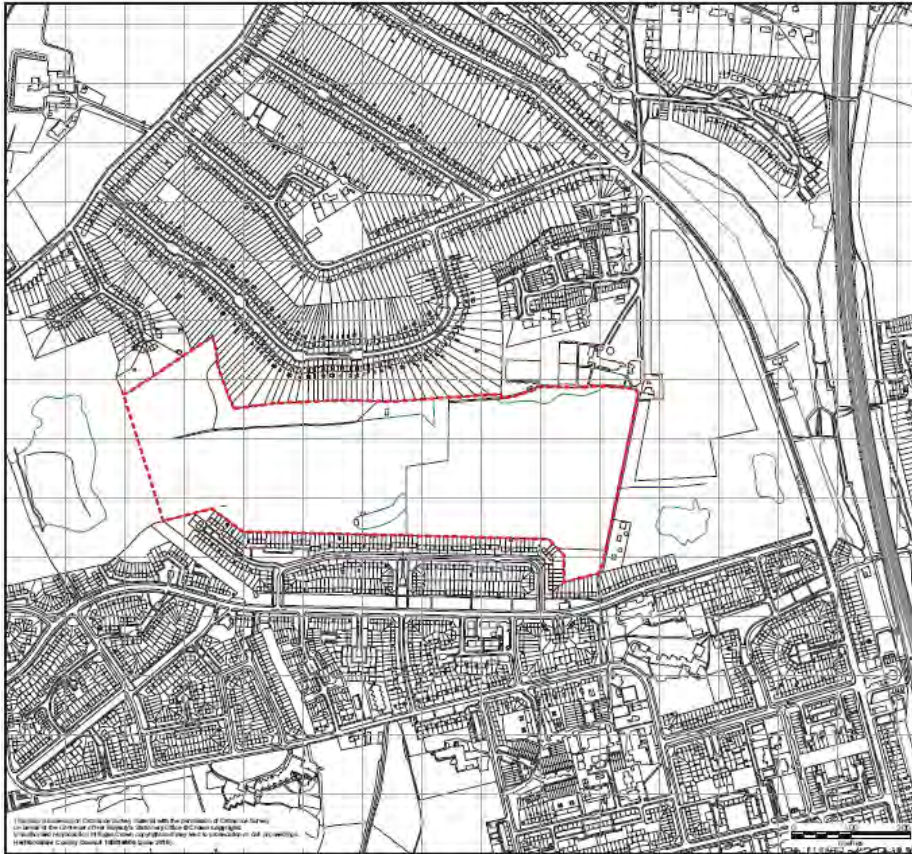


Rejected for further consideration as:

Public right of way in north part of site.

Access from Woodside Road not achievable due to poor visibility and access from High Elms Lane not likely to be acceptable because of potential increased traffic impact.

Land South of South Oxhey Playing Fields



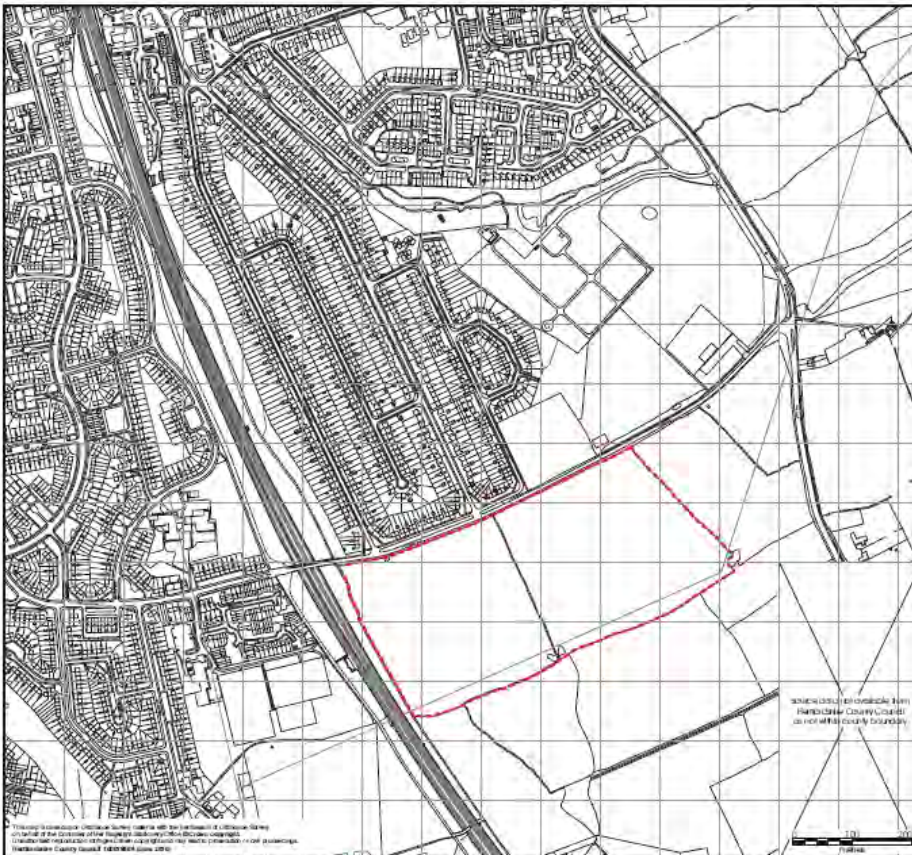
Rejected for further consideration as:

Site is public open space.

Replacement open space would be required.

Difficult to obtain access without demolition of restaurant outside northern site boundary of site (access from Green Lane) or via golf course which would also be unacceptable.

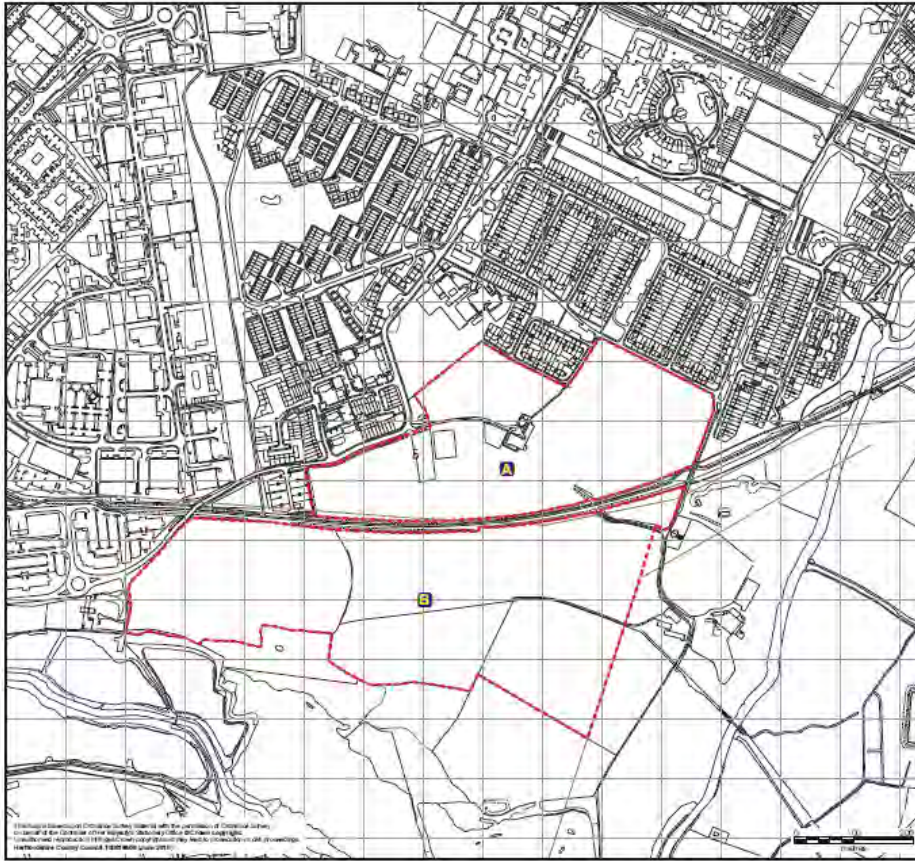
Land at Little Oxhey Lane, Carpenders Park



Rejected for further consideration as:

There would be an unacceptable impact on the local highway network caused by the railway bridge to the immediate west of the site.

Land at Chaffinch Way, Watford



Rejected for further consideration as:

Designated open space and community centre building would require replacement elsewhere.

Parcels not big enough for school, school playing fields and replacement playing pitches.

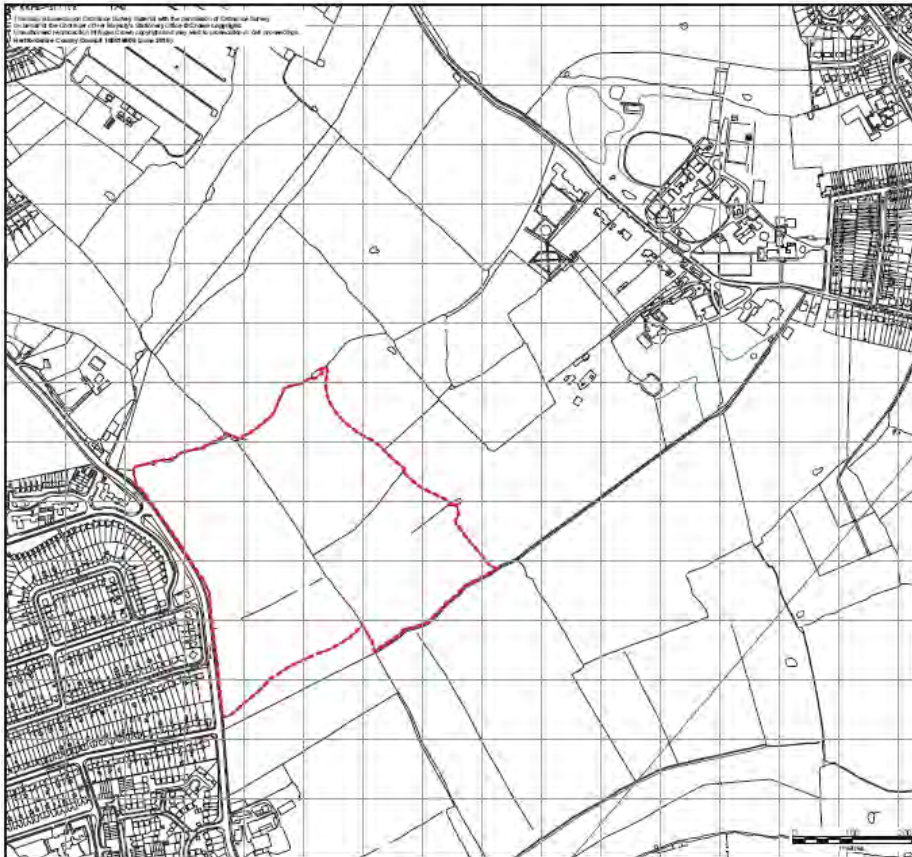
Land at Little Bushey Lane, Bushey



Rejected for further consideration as:

Due to the openness of the land there would be a significant adverse visual impact on the Green Belt.

Land Between Merry Hill Road/Oxhey Lane, Carpenders Park



Rejected for further consideration as:

Part of the site is a wildlife site.

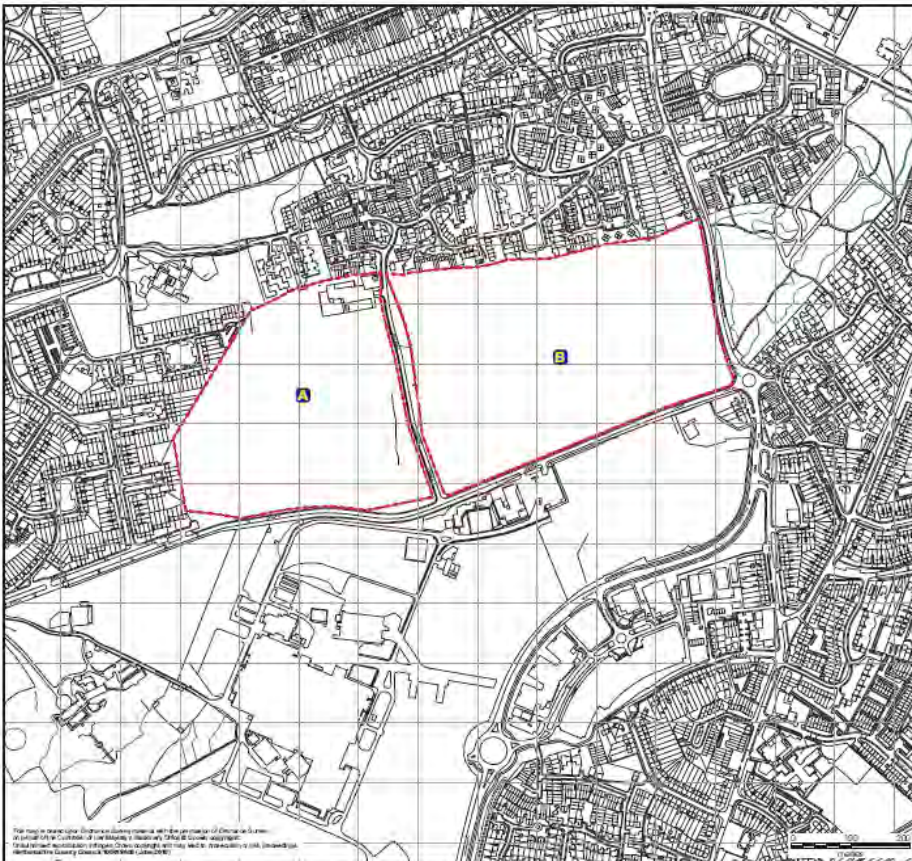
Woodland Trust woodland.

Part of the site has a footpath.

Visual impact of development on the wider landscape would be unacceptable.

Located adjacent to an A road which would preclude access where other sites identified.

Land North of South Way, Abbots Langley



Rejected for further consideration as:

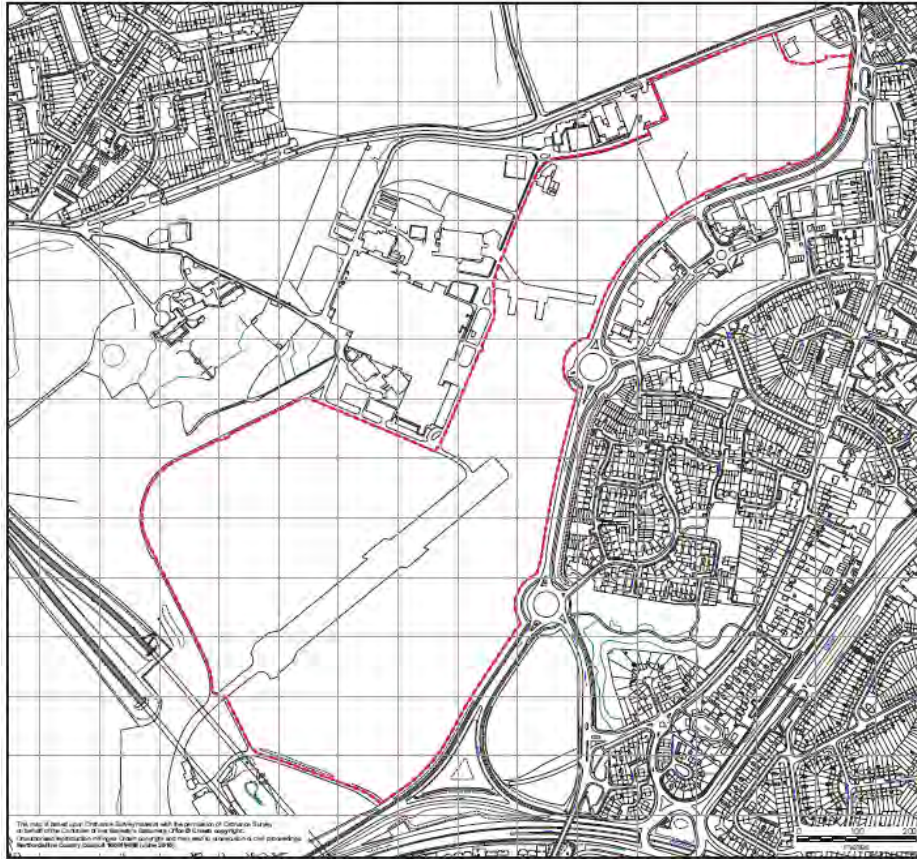
Parcel A is a former landfill.

Vehicular access to parcel A would not be possible without significant damage to vegetation.

Site likely to become open space so would not be available.

Site close to catchment of existing schools.

Land at Leavesden Aerodrome, Abbots Langley

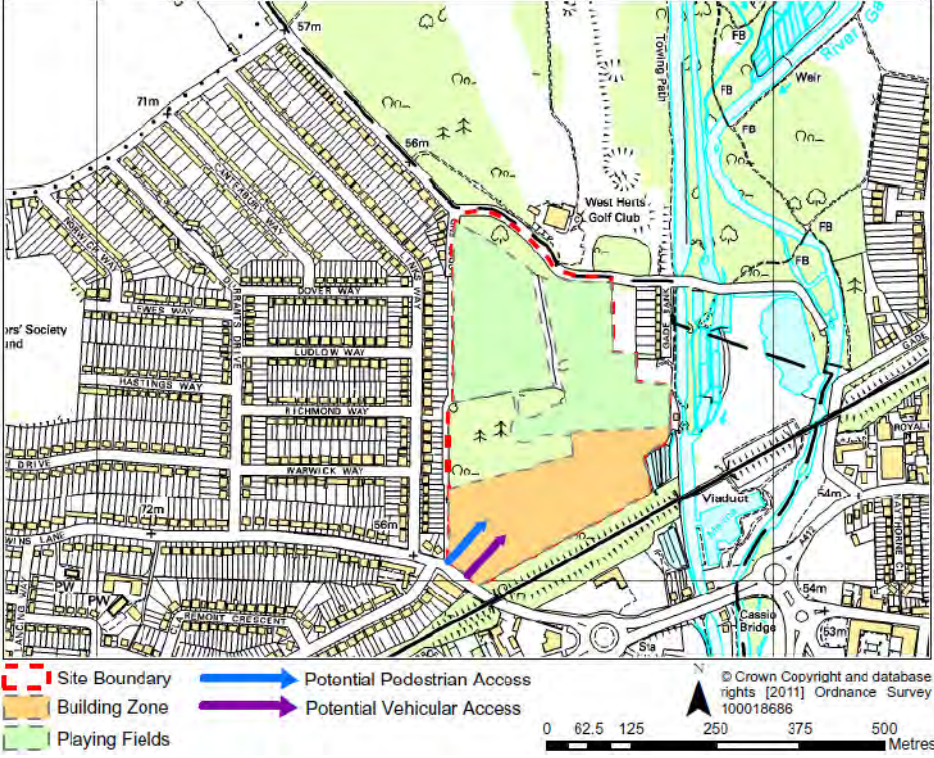


Rejected for further consideration as:

Site has permission for visitor centre and car park and unlikely to be available.

Site close to catchment of existing schools.

**APPENDIX 3: RESULTS OF SITE ALLOCATIONS PREFERRED OPTIONS
CONSULTATION ON EDUCATION SITES**

Site Ref	S(d)
Site	Croxley Green- Land north east of Baldwins Lane
Proposal	 <p>Potential secondary school site.</p>
Responses	<p>16% yes (102 responses) 84% no (528 responses)</p>
Comment Summary	<p>Comments <u>objecting</u> to the site showed significant concern that there is already heavy congestion in the area of Baldwins Lane and Croxley Green more widely that would be made worse by a school. The traffic survey figures were queried.</p> <p>Many responses reporting that there are existing schools in the area and there is no need for another here, while there is a need for a school in the Mill End/Maple Cross area and the site is not central enough to the WD3 area which would lead to high journey times/costs for pupils from Rickmansworth/Mill End.</p> <p>Also concern that the site is not large enough and a lack of space for playing fields would lead to a split site which is not ideal and would compromise pupil safety and education. The steepness of the site and expensive levelling would be required.</p> <p>Development would impact on protected wildlife (bats and badgers), and the site is currently home to grazing horses that would suffer if they had to be relocated. Development would impact on an area of natural beauty and historic significance and mature trees would have to be cut down.</p> <p>The site is low lying and already prone to flooding and would be too near the canal.</p>

	<p>Concern about noise from the railway, conflict with the Croxley Rail Link and that the construction of the Croxley Rail Link and school would lead to too much disruption.</p> <p>Development would lead to the loss of significant Green Belt that is the only separation between Croxley Green and Watford.</p> <p>The site would impact on adjoining residents of noise, light pollution, parking in surrounding residential roads, and would be out of character with Croxley Green. It would lead to loss of views over the site.</p> <p>The road under the railway bridge would not be suitable for a school exit and no offsite pick-up and drop-off would be available which would add to existing parking problems, particularly around the shops. There would be additional traffic on Winton Drive which would be dangerous, and there would be danger to children and elderly people crossing Baldwins Lane. Lodge Lane is not a made up road and would have to be significantly altered for coach/lorry traffic. It is currently subject to an application to be made a bridleway.</p> <p>Durrants school should not have been closed, and Ascot Road should be considered as a site. Concern that this is only a preferred site because London Underground would be willing to sell.</p> <p>Comments in <u>support</u> of the site suggested that school places are urgently required in this area, the site is central to the area of need, it would relieve pressure on Watford and Rickmansworth schools, it has good access to public transport which will be further improved by the Croxley Rail Link, and many children would be able to walk to school. Some responses suggested that in comparison to S(a) and S(b), this site would have less impact on the local community in terms of parking and congestion.</p>	
Landowner Comment	03746 (Transport for London)	Support the principal of a school, but consider site should better provide a mixed use development of a school, playing fields, 50-60 residential units and a park. Consider that this would be more desirable than alternative housing sites proposed (<i>detailed objections to specific housing sites will be considered at the next meeting</i>). Propose that the scheme could meet HCC requirements for a 6-8 form entry secondary school while providing additional benefit of a park. Details of the proposed scheme are set out at Annex 1.
Statutory Consultee comments	01764 (HCC Historic Environment)	Risk of archaeological remains in situ that are nationally important and therefore worthy of preservation in situ. Therefore archaeological assessment required before any application submitted.
	SCO/0006 (HCC Environment)	The nearest bus stops are close to the site on Baldwins Lane and there are further stops on Watford Rd all within 400m with frequent services. The opening of the new railway station on the Croxley Rail Link at Ascot Road in 2016 will give even better access to this area from Rickmansworth and all points west as well as Watford to the east.
	SCO/0014 (Watford)	Support site for a secondary school. Would like to see good communication linkages provided into Watford

	Borough Council)	and ensure that proximity to the Croxley Rail Link and Ascot Road station is taken into consideration at the detailed planning stage.
	SCO/0017 (HCC Property)	Although there are some constraints that affect site capacity, the site is comparatively suitable and deliverable for a secondary school, subject to development design and potential requirement to provide detached playing fields (possibly at former Durrants school playing field owned by HCC).
	SCO/0020 (Croxley Green Parish Council)	Members strongly objected to this as site inappropriate as it is too small. There would be problems with access and egress and it was considered that there were other sites more local to the demand from other areas.
	SCO/0023 (Environment Agency)	Parts of the site are within flood zone. Buildings should be located outside floodplain. Would require 8m undeveloped buffer adjacent to watercourses.
Sustainability Appraisal		Development may negatively affect species, habitats and soils on open space, greenfield site. Development will generate new traffic in the area which may affect air quality. A school would help meet local student needs improving access to services.

Transport for London proposal for Site S(d)

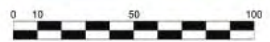
TfL submitted the illustrative masterplan below to show how a new 6-8fe secondary school and associated outdoor space could be accommodated in the site. The masterplan allows for:

- Playing fields
- Multi Use Games Area
- Soft social/play area
- Hard social/play area
- Associated parking, servicing and landscaping.

It also provides 50-60 dwellings and a park area to the south west part of the site which opens the site up to the local community and provides green linkages. As far as possible, the design incorporates mature trees on the site.

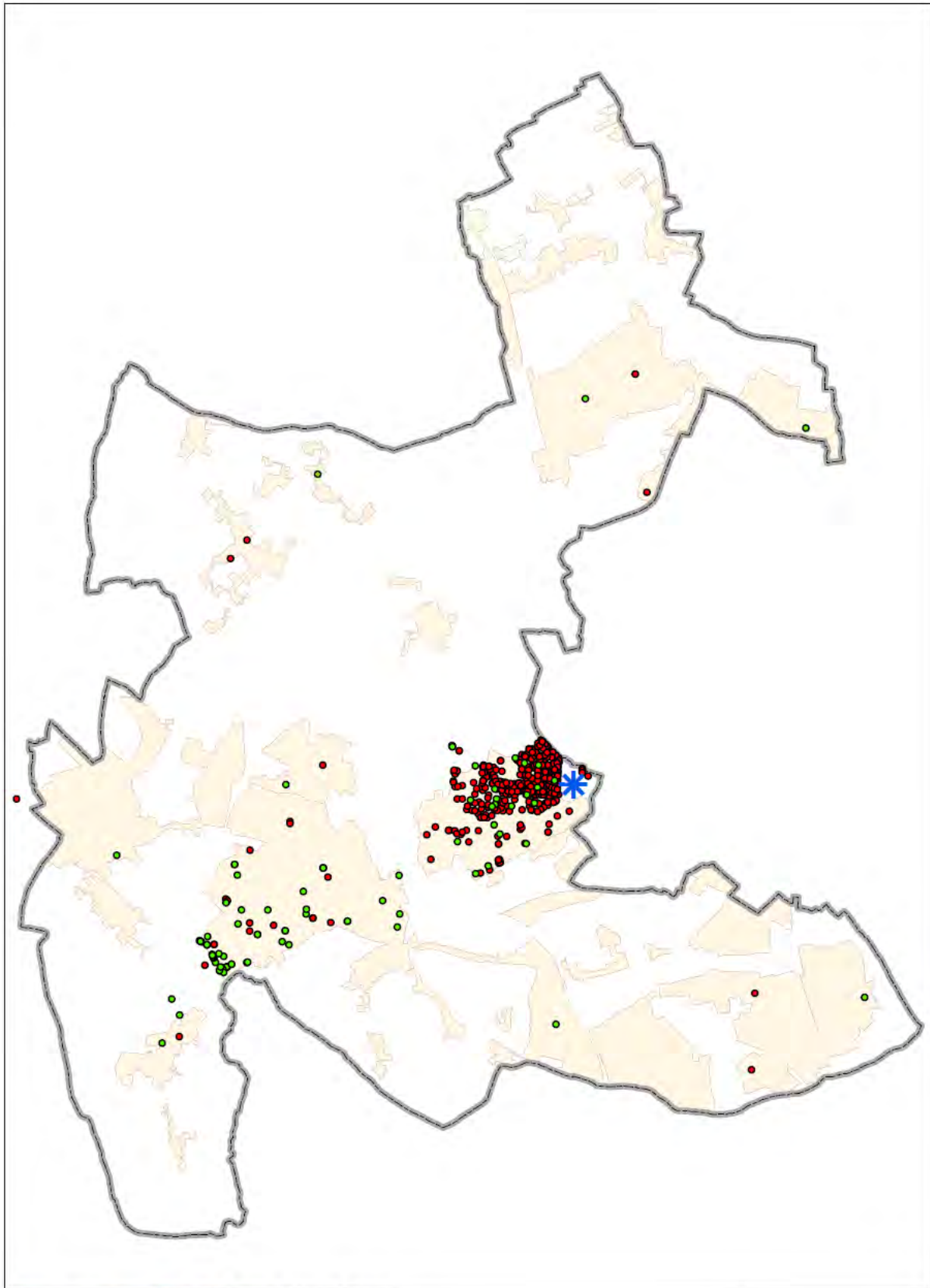


-  Site Boundary
-  School Boundary



SALISBURY LANE, CROFTLEY 01264 411111 01264 411111
 Salisbury, Wiltshire Wiltshire, UK Wiltshire, UK
 **taylor young**
 taylor young

Respondents Map



- Yes
- No
- ★ S(d) Land North East of Baldwins Lane

0 462.5925 1,850 2,775 Metres

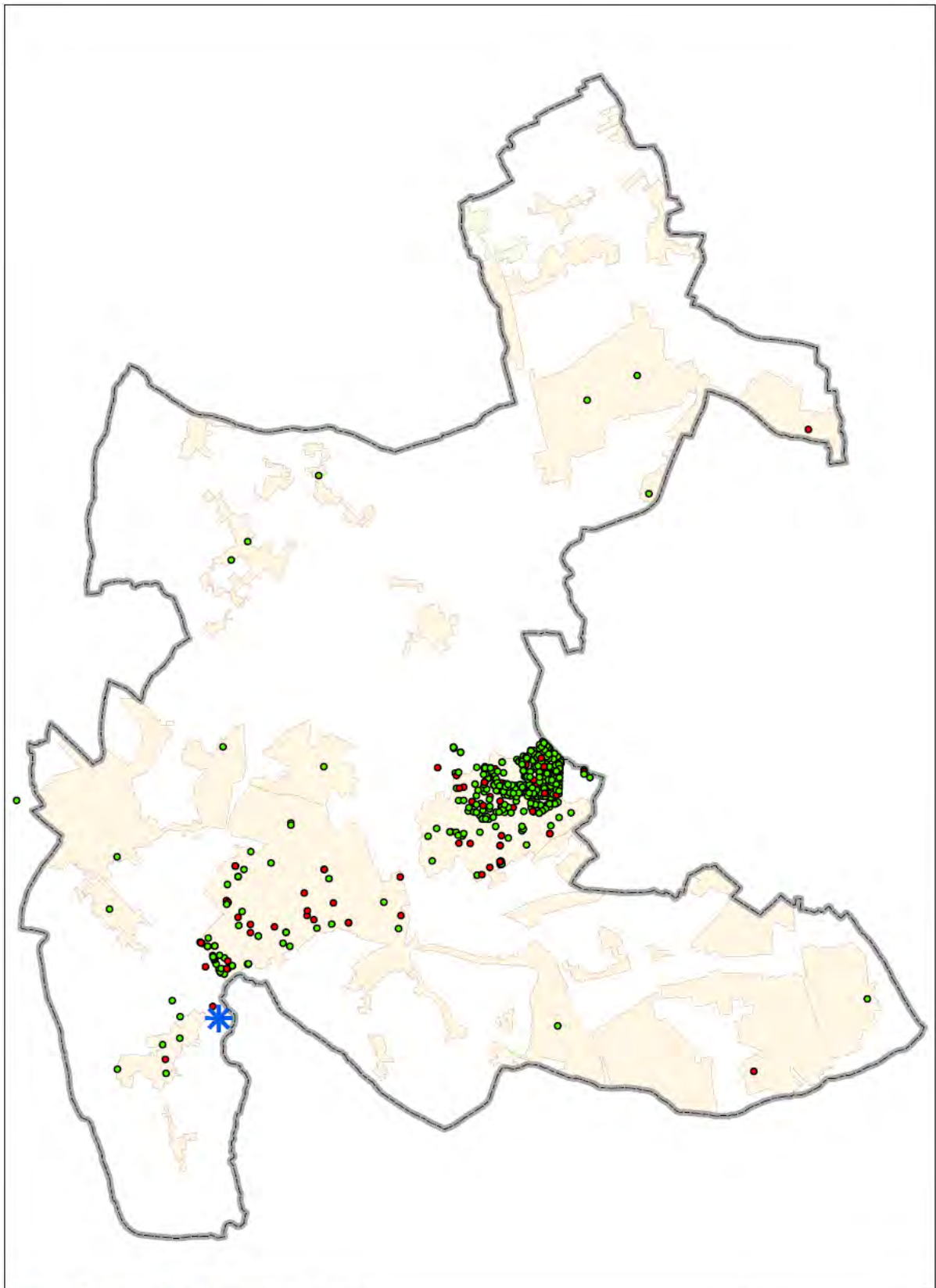
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	<p>area as there are no other schools in the area.</p> <p>The site would lead to less congestion than S(d) and would have less impact on residents and parking. On-site parking would be available. The roundabout would give good access to the site and there would be good access to the motorway. There would be easy access to small shops.</p> <p>The site would be large enough and is flat. It is also quieter and would have less impact on the landscape.</p> <p>The farm is only used for stabling horses, and loss would be preferable to the loss of a working farm.</p>	
Landowner Comment	02180 (C Edwards)	<p>Strongly objects to inclusion of Froghall Farm and will resist allocation of site and any compulsory purchase. Given landowner opposition and multiple owners and tenants, site would not be deliverable. There is no planning justification within the evidence base to support Froghall Farm as a preferred location. The site is an important and narrow green wedge between Maple Cross and Mill End and development of A412 frontage would create continuous ribbon of built form, creating coalescence. Site is within Colne Valley Park where a reduction in structures should be sought, and development would be harmful to the landscape. The site will harm nature conservation. The site would create congestion and require removal of ecologically sensitive verges. There is a highways 'in principle' objection to access to the site. Development would result in the loss of two family houses and an unoccupied bungalow. There is flood zone on the site which would not be suitable for building. Development would have adverse impacts on biodiversity. Mitigation will be required against noise and air quality issues. Concern that odour from WwTW has not been considered. There is a contaminated landfill site adjoining. The agricultural holding would be extinguished. There would be high groundwork costs. Separation of school buildings and playing fields will require additional security and vehicle access to WwTW will create conflict.</p>
	SCO/0042 (Thames Water)	<p>As part landowner of the site, willing to work with the LPA to further investigate potential use of the land and the relationship with the existing and ongoing operational land use requirements of Maple Lodge STW.</p>
	03079 (A Wilson) (<i>tenant</i>)	<p>Object to site. Would result in eviction of families. S(a) would have impacts on everyone but not as much as evicting families. Impacts from the motorway are not that different between the sites. S(b) would only be a larger site by multiple landowner purchase. Any site would be a significant part of the local landscape.</p>
	02153 (Maplecross Properties) (<i>adjoining landowner</i>)	<p>Support proposals for adjacent land as will result in remediation and improvement to area's amenity. Would provide for further improvements to transport infrastructure. Wish to develop adjacent land for commercial purposes which will be of benefit to local</p>

		community.
Statutory Consultee comments	01764 (HCC Historic Environment)	Risk that archaeological remains that are nationally important and thereby worthy of preservation in situ are present. Therefore archaeological assessment required before any planning application submitted.
	SCO/0006 (HCC Environment)	Access by vehicle to this site will be difficult to achieve safely and without causing local congestion. The site is bounded along its northern edge by the A412 Denham Way/ Uxbridge Road with the M25 at its junction 17. Denham Way is a wide single carriageway as befits its earlier status as part of the London North Orbital road. It is subject to a 40mph limit. Uxbridge Road which has a 30mph limit and the status of main distributor. Both are classified as Principle Roads. The farm that currently occupies the site is accessed from the A412 just west of the roundabout with the M25 junction 17 link road. This would have to be closed were the site to be developed.
	SCO/0017 (HCC Property)	Object to the allocation of this site for education. The site will incur abnormal development costs due to the ground conditions and other development costs. In addition a new access to the principal road will not be permitted by the highway authority since there is an alternative location at S(a) which will not require a new access directly onto a principal road. Impact on the Green Belt will be more significant as site would result in coalescence of Mill End and Maple Cross. The land is in five land ownerships which will lead to significant delay in acquisition, and the owner of Froghall Farm objects which could affect delivery of a school in the required timescale. Site would be split which is undesirable and the pedestrian route through would be difficult to supervise. To provide sufficient space, additional playing fields would be required on site E(e) which would be separated by WwTW access which would be unacceptable. Flood constraints and Tree Preservation Orders are likely to restrict the building zone and may make delivery unachievable. Significant contamination and removal of concrete will lead to significant costs, as would access from the roundabout. Therefore site not suitable or deliverable and county would have to challenge soundness of allocating site at examination unless TRDC can provide substantive new evidence on the deliverability and suitability of S(b).
	SCO/0023 (Environment Agency)	Parts of site within flood zone 2 and 3. Buildings should be located outside floodplain. Site would need to pass sequential test and exceptions test. Development should be set back 8m from River Colne and 5m from ordinary watercourses. Would object to any development on Maple Lodge Marsh Wildlife Site.
	SCO/0042 (Thames)	Site is in close proximity to Maple Lodge STW and part of site on land owned by Thames Water. Potential

	Water)	impacts on amenity for future occupiers must be considered and assessed, should include an appraisal of existing odour, noise and lighting from STW and potential impact on future occupiers of proposed development. LPA must ensure they are satisfied with applicant's assessment of amenity of future occupiers will be acceptable. If amenity considered acceptable, request that any proposed mitigation measures are controlled via planning condition.
	SCO/0058 (Highways Agency)	Concerned of the likely traffic impact on the M25 motorway J17 during morning peak hour periods. If the site does come forward, then the detailed assessment work must include a transport assessment focussing on the nearby motorway junction with appropriate mitigation measures in place, if considered appropriate.
Sustainability Appraisal	As site is agricultural and greenfield, development will result in loss of top soil. Part of site is within a flood zone. Site adjacent to congestion hotspot and A road so noise may be high and air quality poor. A school would add traffic to the area, exacerbating congestion and greenhouse gas emissions. Provision would improve access to services for Maple Cross ward. Sewage works near site likely to cause odour issue which would need to be mitigated.	

Respondents Map

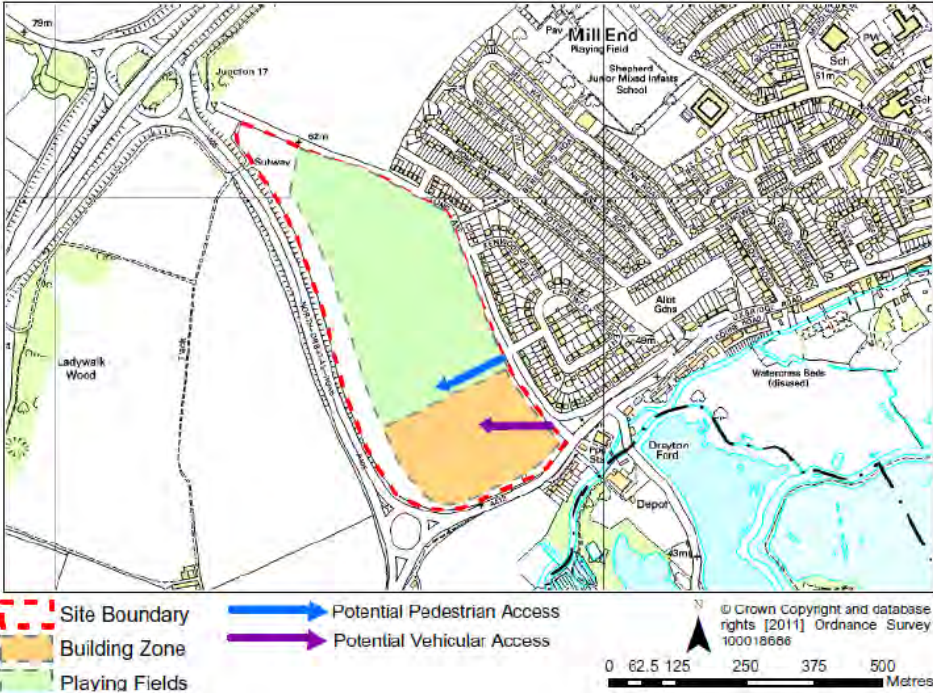


- Yes
- No
- ★ S(b) Froghall Farm and adjoining land

0 462.5925 1,850 2,775 Metres



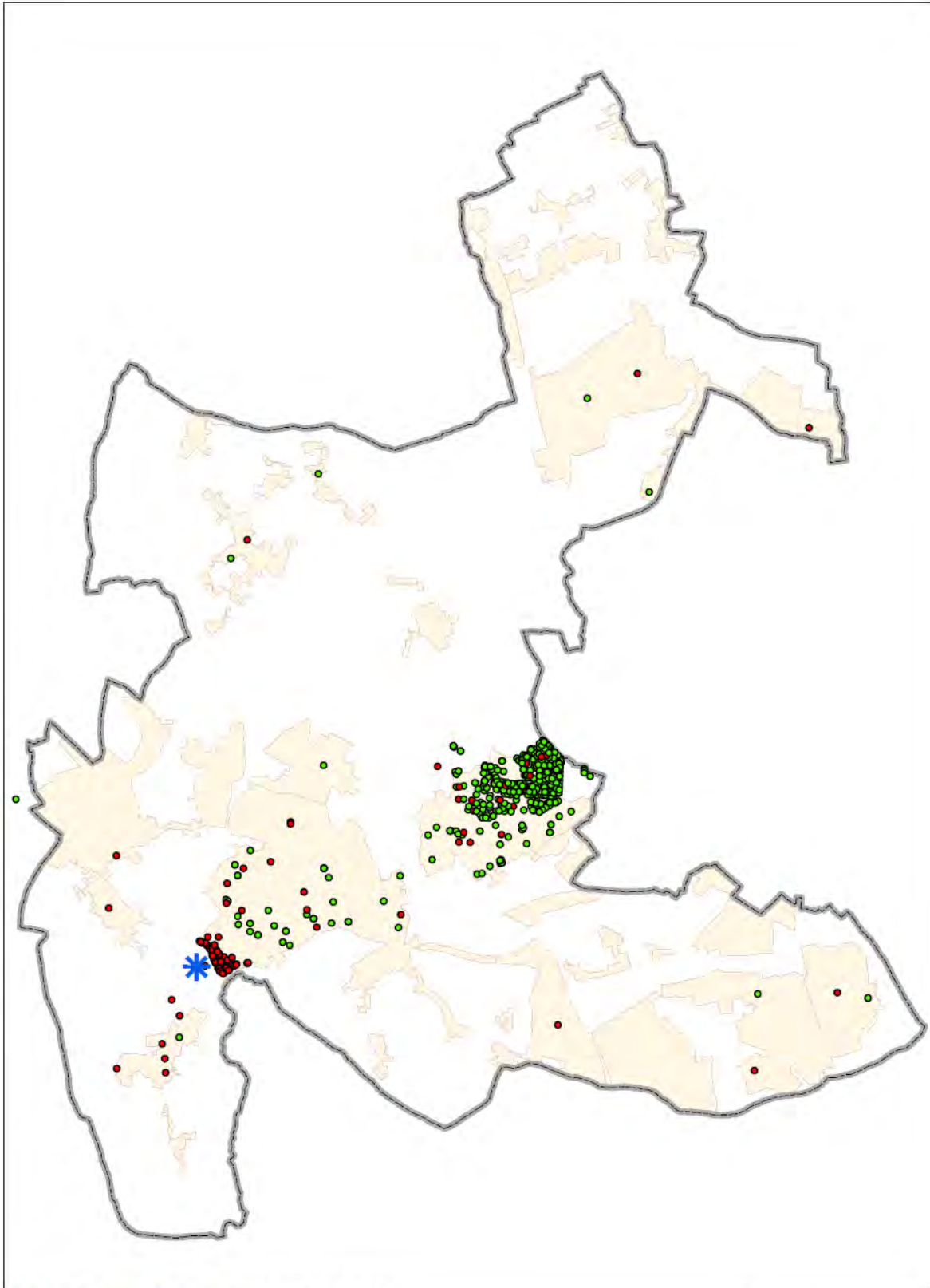
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Site Ref	S(a)
Site	Mill End/Maple Cross- Land east of A405/north of A412
Proposal	 <p>Potential secondary school site.</p>
Responses	<p>79% yes (513 responses) 21% no (138 responses)</p>
Comment Summary	<p>Comments <u>objecting</u> to site because of existing significant congestion on A412 that would be made worse, and concern about unrealistic traffic survey information. There area already problems turning out of Long Lane because of traffic, and Long Lane is too narrow to provide access, and would be blocked by buses/coaches. Safe access could only be provided by a new access from A412 or roundabout.</p> <p>Buses stopping on Uxbridge Road would also cause blockages as it is the narrowest part opposite Long Lane. There are already problems with speeding traffic from the M25 and children crossing roads/cycling to school will increase accidents. The proximity of the motorway would lead to noise, air quality and contamination from polluted run-off impacts on the site. The site has poor public transport links with infrequent buses and no trains.</p> <p>The site is a significant Green Belt site providing a strategic gap between Mill End and Maple Cross and a natural barrier between the motorway and residential area. It is a habitat for wildlife (Canada geese, bats, badgers, muntjac deer, skylarks). It is also a historic field pattern.</p> <p>The site is adjacent to a residential area and development would adversely affect residents through congestion, parking in residential roads, anti-social behaviour, light and noise pollution, loss of views, loss of residential amenity, loss of access to countryside and conflict with local (elderly) residents.</p> <p>Development would have a major impact on the landscape and on the</p>

	<p>character and appearance of the approach to Rickmansworth and providing a secure school environment would lead to major urbanisation works and impacts. Development would be visible from the other side of the Colne Valley and would conflict with the objectives of the Colne Valley Park.</p> <p>The site is one of the few remaining active farms left in the District which would be needed for food production and there would be environmental and economic consequences of the loss.</p> <p>Comments suggested that the need is greater in Croxley Green and Watford, and concern that a school on the border of Buckinghamshire and Middlesex will not solve Hertfordshire schools problem.</p> <p>The site is sloping and suffers from drainage difficulties, and pipes run under the field. The sewage system is already overloaded (particularly with additional run-off from M25), and Long Lane often floods. Development would make this worse and would contaminate the water table.</p> <p>There are no amenities for nearby for students and shops (Moneyhill Parade) would be harmed by loss of trade as a result of traffic.</p> <p>There were previous objections to development of this land.</p> <p>Comments <u>supporting</u> the site because it is a large enough so playing fields could be adjacent to school buildings, flat site with no contamination or flooding issues that would be easier and cheaper to build than S(b).</p> <p>The site would be accessible with minimum changes to the road and could provide safe access for pedestrians. The location adjacent to the urban area would mean that the majority of pupils could walk to school. On-site parking could be provided.</p> <p>The wildlife site could be protected and it would be preferable to S(b) on ecological grounds.</p> <p>A school is needed in this area, and although the land is farmed, it is not the only land that the farmer works.</p>	
Landowner Comment	<p>n/a.</p> <p>Tenant farmer has objected to site as land is an integral part of the farm's arable crop rotation and its loss would be seriously detrimental to the farm as it would not be possible to replace this area.</p>	
Statutory Consultee comments	01764 (HCC Historic Environment)	Risk that archaeological remains that are nationally important and thereby worthy of preservation in situ are present. Therefore archaeological assessment required before any planning application submitted.
	SCO/0006 (HCC Environment)	Site S(a) is preferred due to its better location and proposed vehicular access point in relation to the local bus stops. Long Lane may need to be widened depending on exactly where the access is to be as it very quickly becomes narrow after its junction with the A412. The junction also needs to be designed so school

		buses can access the site from either direction. At both sites consideration needs to be given as to how vehicles from the site can rejoin traffic on the A412. This is a busy area traffic-wise and both sites are close to the roundabout junction, particularly Site S(b).
	SCO/0017 (HCC Property)	Acknowledge that there would be loss of good quality agricultural land and that there would be some impact on the viability of the farm, however development would not render farm unviable. The impact on the Green Belt would not be unacceptable and the playing fields would continue to provide a buffer. The impact on the landscape would not be unacceptable as the sensitivity of the site is low and there are no significant or valuable landscape features. Public opposition to the compound is acknowledged, however a school would be of significant and long-lasting benefit to the local community. The limited impact on farm viability on S(a) does not outweigh the significant development constraints and costs of developing S(b). TRDC have not taken account of background facts in considering alternative sites so there would be considerable uncertainty over the deliverability of S(b) and the county would have to challenge soundness of not allocating site at examination unless TRDC can provide substantive new evidence on the deliverability and suitability of S(b).
	SCO/0042 (Thames Water)	On the information available to date we do not envisage infrastructure concerns regarding Waste Water capability in relation to this site.
	SCO/0058 (Highways Agency)	Concerned of the likely traffic impact on the M25 motorway J17 during morning peak hour periods. If the site does come forward, then the detailed assessment work must include a transport assessment focussing on the nearby motorway junction with appropriate mitigation measures in place, if considered appropriate.
Sustainability Appraisal		Site is greenfield and adjacent to a wildlife site so may affect biodiversity. As site is agricultural and greenfield, development will result in loss of top soil. Site adjacent to congestion hotspot and A road so noise may be high and air quality poor. A school would add traffic to the area, exacerbating congestion and greenhouse gas emissions. Provision would improve access to services.

Respondents Map



- Yes
- No
- * S(a) Land east of A405 /north of A412

0 462.5925 1,850 2,775 Metres



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