

**Secondary School Site
Search Report**

On behalf of Hertfordshire
County Council

August 2021 (Rev 1)

Prepared by
Vincent and Gorbings



SECONDARY SCHOOL SITE SEARCH REPORT:

SOUTH-EAST WATFORD AND BUSHEY

Contents

1.0	INTRODUCTION	2
2.0	SITE SEARCH METHODOLOGY	3
3.0	SOUTH-EAST WATFORD AND BUSHEY SITE SEARCH	8
4.0	SUMMARY AND CONCLUSION	15

Appendix 1: Education need

2020/21 Summer forecast – secondary

Appendix 2: Planning appraisal

Proforma template for planning appraisal

Appendix 3: Settlement site search plans

5309/400/D Urban area site search plan

5309/401/D Non-urban area site search plan

Appendix 4: Planning appraisals

Watford/Bushey 01

Watford/Bushey 02 (and Transport Appraisal)

Watford/Bushey 03

Watford/Bushey 04 (and Transport Appraisal)

Watford/Bushey 05

Watford/Bushey 09 (and Transport Appraisal)

Watford/Bushey 10 (and Transport Appraisal)

Appendix 5: Transport Appraisals ranking

1.0 INTRODUCTION

- 1.1 Vincent and Gorbing have been commissioned by Hertfordshire County Council (HCC) to undertake a search for potential secondary school sites in south-west Hertfordshire in response to confirmed secondary education need arising from potential housing and demographic growth identified during the current preparation of new local plans.
- 1.2 HCC is working with local planning authorities to ensure that a robust infrastructure strategy is in place for the delivery of new secondary schools where they may be required. It is understood that the site search will help to inform the early stages of plan preparation to identify suitable sites that could be allocated for secondary school use. It is acknowledged that sites identified for education purposes may be suitable for other uses. For example, a site that is suitable for residential development may or may not be suitable for education use. A site suitable for education use may or may not be suitable for residential development. Some sites may be suitable for both uses. The decision as to which sites should be allocated for residential development and which for education use is a matter for the local planning authority based on the evidence available. It is for the local planning authority to resolve competing interests, to liaise with all stakeholders and to ensure the infrastructure needs of the district are fully met in emerging local plans.
- 1.3 NPPF 2021 (para 15) is clear that up to date plans should “provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities” including strategic priorities for education (para 20 c). It is made clear in para 24 that “local planning authorities and county councils (in two tier areas) are under a duty to cooperate with each other”. In relation to education need NPPF (para 95) states that “it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive, and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should: give great weight to the need to create, expand or alter schools through the preparation of plans...” Therefore, NPPF emphasises the need to ensure that where an education need is identified in communities it is fully met in local plans.
- 1.4 HCC has identified a need for one 10fe secondary school site to serve potential housing and demographic growth in the south-east area of Watford/Bushey. This report sets out the conclusions of the site search for this area. It does not detail or justify the education need requirement, that is a matter for HCC. Neither does it seek to make judgements about the proximity of potential school sites in relation to existing school sites. That is a matter for HCC. In parallel a separate secondary school site search report has been prepared for Borehamwood.
- 1.5 Section two sets out the methodology used for identifying potential secondary school sites of the appropriate size and suitability. This methodology is common to all site search areas.
- 1.6 Section three presents the outcomes for the Watford/Bushey site search. Site visits were undertaken in July 2020.
- 1.7 Section four comprises the summary and conclusion.

2.0 SITE SEARCH METHODOLOGY

- 2.1 This section of the report sets out: the projected need for a new secondary school in south-east Watford/Bushey; the required site size and site characteristics for a 10fe secondary school; the sequential site search methodology used for searching for a site firstly in the urban area and then secondly in the non-urban area; and, finally the process for individual site analysis followed by site ranking.

EDUCATION NEED

- 2.2 HCC has several statutory duties in relation to the provision of additional school places, namely:
- Promoting high standards of education and fair access to education
 - Planning and commissioning school places in its area
 - Extending diversity and choice
 - Co-ordinating admissions for all maintained schools and academies in the normal admission round
 - Resourcing shared maintenance, improvement to and provision of the built environment and securing value for money
- 2.3 The role of HCC in ensuring sufficient supply of suitable school places is that of a commissioner rather than as a direct provider of school places. HCC has a duty to secure sufficient school places in its area and to allocate those places to the children of all parents who want one.
- 2.4 HCC fulfils these planning responsibilities by forecasting the demand for school places to ensure sufficient school places are available to meet demand within mainstream schools. It negotiates the right number of places on an annual basis and undertakes longer term strategic planning.
- 2.5 HCC produces local forecasts of the demand for secondary school places to anticipate a shortfall or surplus of places by (Education) Planning Areas. Pupil numbers are forecast considering:
- Historic pupil numbers in each school year group
 - 0-5-year old children registered with general practitioners
 - Primary pupils moving on to secondary school
 - Additional pupils arising from new housing developments
 - Pupil movement patterns taking account of cross area flows both within planning areas within Hertfordshire and out of the county as well as from the independent sector
- 2.6 Secondary school forecasts are based on actual children, both in schools and registered with general practitioners for 10 years ahead together with a calculation of additional pupils arising from new housing developments.

- 2.7 The HCC summer forecast (2020/21) for secondary school places is attached at Appendix 1. The forecast shows that for Watford there would be an emerging deficit of places from 2020-21 onwards. The forecast shows that for Bushey and Radlett there is a deficit of places now which emerges in 2021-22. The deficit in both these settlements underpins a requirement for a secondary school site to be delivered in the plan period. HCC have identified that this requirement can be met through the provision of a new 10fe¹ secondary school in the south-east Watford/Bushey area which will be the optimum location.

SITE SIZE AND BUILDING SIZE

- 2.8 School standards have changed (School Premises Regulations 2012) and provide a much less stringent approach to school standards. HCC has previously agreed to use the site areas that refer to Building Bulletin 103 for primary and secondary guidance as these are deemed a suitable standard for school premises.

Table 1: Site size areas for secondary schools: BB103 compliance			
6fe (ha)	8fe (ha)	10fe (ha)	Category/Comments
>8.36	>10.78	>13.20	Preferred – should allow a fully BB103 compliant school to be built on the site, including where there are minor abnormal features or constraints.
6.66 – 8.36	8.58 – 10.78	10.50 – 13.20	Sub-optimal – may allow a fully BB103 compliant school, subject to any constraints or abnormal features which reduce the developable/usable area. May require a DPF.
<6.66	<8.58	<10.50	Would not normally be considered. Should be included in the 'long list' in case they would be viable as detached playing fields (dpf) or as 'split site' solutions.

- 2.9 The site size requirements set out in Table 1 above indicate that for a **10fe** school there is a preference for a site to be more than **13.20ha** which will allow for any potential abnormal site constraints. Should there be no suitable sites of more than **13.20ha** then a site of between **10.50ha-13.20ha** could be identified but this would be sub-optimal. Sites of under **10.50ha** would not normally be considered but could be part of a split site solution.
- 2.10 So, the preference for the south-east Watford/Bushey site search is to identify a **13.20ha >** site which would include a building zone of **4.36ha**. Should a suitable site of this size not be identified then a sub-optimal site of between **10.50-13.20ha** could be identified.

¹ School provision is often described in terms of "forms of entry". 1 form of entry (f.e) equals 30 places per year group. Secondary schools have five-year groups from Year 7 through to Year 11 and Sixth forms with lower and upper year groups.

- 2.11 Ideally a 10fe secondary school should have all the facilities it requires, including playing fields provided on a single site. There may, however, be situations where a split site is identified as preferential. In this circumstance the site size for a school building zone would be slightly higher because more facilities would be needed in the school building location to account for a detached school playing field. In this scenario for a 10fe secondary school a school building zone of **5.36ha** is required and a playing field of **7.84ha** would be required making up the total site area of **13.20ha**. In the event of a split site scenario there would need to be no more than **400m walking distance** between the two sites to ensure that the detached playing field could be easily accessed during the school day for curriculum use.
- 2.12 The building zone of any secondary school site needs to be able to accommodate a minimum footprint which is generated from the number of pupils attending the school (based again on school size).

Table 2: Building footprint: BB103 compliance		
School size	No. of pupils	Gross area m ²
6fe	1152	9,023
8fe	1535	11,557
10fe	1920	14,014

- 2.13 Table 2 above shows the building footprint requirements for each size of school which assumes a typical curriculum, standard labs, hall with bleacher seating, 60- minute dining including school hall, 70% staying on rate and classrooms at HCC standard size. These footprint requirements are utilised when a site is identified as preferential and development principles plans are being prepared which shows the extent of the building zone, the extent of the playing fields and, how the site can be accessed.

SEQUENTIAL SITE SEARCH METHODOLOGY

Study area mapping

- 2.14 The site search begins with the identification of the study area which is mapped onto an Ordnance Survey base. The broad study area is based on the secondary education planning area in which the education need is identified. The study area boundary is then identified using natural boundaries (e.g., roads/railways/administrative boundaries). As part of the interim meeting held with the local planning authority the study area boundary is explained, discussed, and agreed. Adjustments to the study area boundary may be made after the interim meeting with the local planning authority.
- 2.15 The local planning authority can supply local information on sites being promoted which can be added to the study area mapping. Some of the sites being promoted for other uses (e.g., residential development) may also be suitable for education use. It is for the local planning authority to assess and weigh the education need alongside other needs and to plan accordingly in line with Government advice.

Urban area site search

- 2.16 Once the study area is agreed then the sequential site search commences. The sequential site search is a two-stage process: firstly, an urban area site search and secondly a non-urban area site search if the urban area site search does not yield any suitable sites.
- 2.17 The urban area site search begins with a mapping of all HCC owned land, playing fields and open spaces, open land, allotments, and employment areas. Sites that might be released for development as part of any local plan review are also mapped within the urban area.
- 2.18 Once this mapping is completed each of the sites identified is measured to determine whether it falls within the site size range, in this case **10.50-13.20ha** or whether there are smaller sites of **5.36ha** with sites for a detached playing field of **7.84ha** within a **400m walking distance**. A radius of 400m walking distance is applied to the mapping where sites are **5.36ha** or more. HCC considers it reasonable in any split site search to identify sites which collectively deliver the preferred site size rather than a sub-optimal solution.
- 2.19 If there are sites that are more than **5.36ha** with another site of **7.84ha** within a 400m walking distance, then the sites are taken forward for further consideration.

Non-urban area site search

- 2.20 The non-urban site search begins with a mapping of all the potential environmental constraints where these exist around the settlement boundaries. These constraints fall into two categories: category 1 constraints that preclude development and category 2 constraints that may hinder development. Category 1 constraints comprise: woodland areas, conservation areas, parks/gardens, scheduled ancient monuments, active golf courses (unless identified as potential future housing sites), landscape designations, landscape conservation areas, areas of outstanding natural beauty (AONB), sites of special scientific interest (SSSI), nature reserves, wildlife sites, environmental agency designated flood zones 2 and 3 (where the majority of a site is covered by this designation). Sites in these locations are not considered suitable for development.
- 2.21 Category 2 constraints include: areas of archaeological interest (as development mitigation might be sought prior to development), noise sources (which could be mitigated through noise attenuation measures), playing fields (as these might not be in active use), and designated public footpaths, restricted byways and bridleways which may possibly be diverted or may pose a constraints to the way in which the site is developed. These constraints may not necessarily preclude development on the site.
- 2.22 It should be noted that this methodology does not entirely rule out development constraints since until detailed site investigations are completed, site constraints are not always fully known. It does however provide an initial site sieving mechanism to identify the sites with the best prospect for secondary school use.
- 2.23 Sites within areas identified by local planning authorities as potential areas of growth were also mapped onto the non-urban area plans. It was agreed with HCC and in meetings with the local planning authorities that these potential areas of growth could alternatively accommodate secondary school sites along with other uses if the site-specific criteria above could be met.
- 2.24 Hertsmere Borough Council supplied the HELAA sites which were added to the mapping for both urban and non-urban areas.

Site identification

- 2.25 Once Category 1 and 2 constraints are mapped, a short list of sites outside of the urban area of more than **10.50ha** (ideally more than **13.20ha**) is prepared excluding any category 1 constraints areas (as set out above). Sites are identified where they: adjoin the urban area or settlement boundary, and adjoin a road (A road, B road, and minor road).
- 2.26 These basic requirements are needed to ensure the site is sustainable, within walking distance of the existing population and/or any proposed expansion that vehicular access can be achieved, and that there is minimum encroachment into the Green Belt. If there are Category 2 constraints a larger site area may need to be identified to ensure there is flexibility to deliver the school should those constraints affect development potential.

Site analysis

- 2.27 Once the shortlisted sites are identified a planning appraisal is undertaken using a proforma which captures the same information for each site. The proforma includes a standard list of positive and negative site attributes which are applied to all sites to enable a consistent approach to the appraisal. The planning appraisal includes a site visit to assess the site and a record of the site visit is taken through site photographs. This is to ensure that all matters are fully considered on each site. The proforma template is attached at Appendix 2.
- 2.28 Following the initial site visit and planning appraisal some sites may be rejected if it is considered that the site is unlikely to be suitable for development. These reasons are set out in the conclusion to the planning appraisal for each site.
- 2.29 Following the completion of the initial site visit and planning appraisal those sites that are not rejected are proposed for a high-level transport appraisal. The high-level transport appraisal examines site compliance to LTP (Local Transport Plan) 4 policies, means of access appraisal (to confirm the initial planning appraisal), and an assessment of the local highway network. This transport appraisal is undertaken by Civil Engineering Consultants Stomor Ltd and is prepared in consultation with HCC Highways.
- 2.30 Sites may then be rejected following transport appraisal if there is no suitable and safe means of access or if sustainable transport modes cannot be achieved.
- 2.31 It should be noted that all transport appraisals contained in this report were prepared during the period of the Covid-19 pandemic. Therefore, traffic conditions at the time of writing do not reflect former 'typical' traffic condition and as such it is not possible to comment upon existing highway conditions in terms of congestion in the vicinity of the sites. Further work would be required when traffic levels return to their pre-Covid-19 levels.

Site ranking

- 2.32 The final list of potential sites is then ranked according to their planning and highways appraisal performance and a recommendation is made.

3.0 SOUTH- EAST WATFORD/BUSHEY SITE SEARCH

- 3.1 This section of the report presents the outcomes for the south-east Watford/Bushey site search summarising the outcomes from the urban and non-urban site search, and the identification of a preferred site(s).

URBAN AREA SITE SEARCH

- 3.2 Plan 5309/400 (attached at Appendix 3) sets out the mapping of sites in the urban area. The study area boundary was discussed at a meeting with Hertsmere Borough Council on 1 July 2020. The boundary of the study area is the M1(M) to the east, administrative boundary of Hertsmere to the south and to the east, railway line and M1 link road to the west and north. The study area boundary was amended to include land to the north and to exclude land in Three Rivers District Council area to the west since HCC already has a reserve school site in Carpenders Park serving Carpenders Park and South Oxhey.
- 3.3 Plan 5309/200/D identifies: HCC ownership (19 sites), playing fields and play spaces (6 sites), areas of open land (6 sites), allotments (3 sites), employment areas (3 sites).
- 3.4 The following sites (excluding HCC ownership) exceeded the site size requirement for a split site with a detached playing field of **5.36ha** and so were evaluated as set out below:
- PF2: King George Recreation Ground (8.71ha) – this site was rejected due to there being no available detached playing field within 400m walking distance – see 400m radii on plan
 - OL5: Affinity Water Reservoirs (10.31ha) – this site was rejected as in-service use
 - E2: Otterspool Way Employment area (11.73ha) – rejected as in employment use
 - E3: Costco Wholesale (6.45ha) – rejected as in employment use
- 3.5 It was therefore concluded that there are no available suitable sites within the urban area of southeast Watford/Bushey over **5.36ha** which would provide a site for a school building zone with detached playing fields within a 400m walking distance.

NON- URBAN AREA SITE SEARCH

Site identification

- 3.6 Plan 5309/401/D (attached at Appendix 3) sets out the mapping of environmental constraints outside the urban area adjoining the settlement boundaries of south-east Watford and Bushey. Following the mapping of environmental constraints, the following potential secondary school sites were shortlisted as being of more than 10.50ha:
- WaBu 01: Land south of Elstree Road
 - WaBu 02: Land south-west of Little Bushey Lane (Parcel A)
 - WaBu 03: Land south-west of Little Bushey Lane (Parcel B)
 - WaBu 04: Land at Bushey Mill Lane (Bushey Hall Golf Course)
 - WaBu 05: Land west of Finch Lane
 - WaBu 09: Bushey Country Club
 - WaBu 10: Land at Harts Farm

Site analysis

- 3.7 Town planning appraisals of all these sites were undertaken and are attached at Appendix 4. Some sites were taken forward for transport appraisals. Conclusions of the planning and where appropriate, transport appraisals are summarised below.

WaBu 01: Land south of Elstree Road, Bushey

- 3.8 The site is located south of Elstree Road Bushey (plan 5309/401/D). The existing use is arable farmland, the previous use was an industrial landfill site and it is in more than one ownership. The site inclines gently from east to west. The site is the optimal size for a 10fe secondary school. The M1 lies adjacent to the east of the site giving rise to noise and air quality concerns which would require further investigation.
- 3.9 During the site visit it became evident that the site was functionally separated from the urban area of Bushey Heath. The Lismirrane Industrial Park to the east is not visible and is separated from the site by the M1, woodland and A41. Apart from the gas works at the north of the site, the site is rural in nature and is adjacent to a large area of TPO woodland and local nature reserves. Development of the site is therefore likely to result in more than minor ecological harm. The site is considered to contribute strongly towards the Green Belt functions by forming part of the essential gap between Bushey Village/Bushey Heath and Elstree, and the wider gap between Greater London (Stanmore) and Elstree. As such the site was not recommended for high level transport appraisal or for further comparative assessment with other sites.

WaBu 02: Land south of Little Bushey Lane (Parcel A), Bushey

- 3.10 The site is located south of Little Bushey Lane Bushey (Parcel A) (plan 5309/401/D). The existing use is agricultural, and it is in single ownership. The site slopes gently upwards towards the centre of the site, sloping downwards to the east, west and north. The site is the optimal size for a 10fe school. The site area was adjusted following the site visit to ensure that the site was more adjoined to the urban area and to reduce wider landscape impact.
- 3.11 The site was recommended for a transport appraisal. The conclusions of the transport appraisal were that in principle, it would appear that the road network and potential for sustainable access to the site would be suitable for provision of an 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment.
- 3.12 There appears to be potential for cycle improvements in the immediate vicinity of the site along Little Bushey Lane, with potential improvements to the route along PROW Footpath 12. Improvements to Public Footpath 21 and its link to Hayfield Close will need to be considered in relation to the available width if this is to provide a potential cycle access to the site. A pedestrian/cycle access direct to Farm Way, from the southern site boundary, would be beneficial. However, third party land ownership would need to be determined. The route of PROW Footpath 21 within the site itself will need to be reviewed further and consideration taken on how public access will be managed through the site. Bus accessibility to the site is reasonable, with bus stops on Farm Way providing access to route 306 which serves Watford and Borehamwood. Stops on the B462 are a further distance from the site, and improved accessibility should be considered as part of proposals. It would be necessary to allow parent drop off in the site to prevent parking along Little Bushey Lane, which would cause traffic flow issues and safety concerns.

- 3.13 A development principles plan (5309/422) has been prepared and is attached at Appendix 3. This plan shows the disposition of the building zone, playing fields and the optimal point of vehicular access for the site (based on transport appraisal conclusions). As there were two potential points of access from Bushey Mill Lane, the south-eastern access is proposed to enable the school build zone to be located adjacent to the urban area on the flat, less visually exposed part of the site. The building zone and playing field would be bisected by the existing public footpath but this could be diverted if required. The total site area has been delineated using natural and physical boundaries. It could be possible to reduce that area to be in accordance with site size areas in Table 1 of the report subject to further technical and environmental assessments.
- 3.14 The site it is concluded would be suitable for a 10fe secondary school subject to further technical and environmental investigations. The site could be part of a wider mixed-use development as part of HEL181. There may be an opportunity for changing the red line boundaries of WABU02 if it is part of a mixed-use development and a masterplan for the wider area subject to technical and site constraints.

WaBu 03: Land south-west of Little Bushey Lane (Parcel B), Bushey

- 3.15 The site is located south of Little Bushey Lane Bushey (Parcel B) (plan 5309/401/D). The existing use is meadow land, and it is in single ownership. Much of the site is relatively flat however the land becomes more undulating towards the south where it slopes downwards towards the adjacent road. The site is an optimal size for a 10fe school. The south-western boundary is close to a Grade II listed heritage asset which may possibly be impacted by playing fields.
- 3.16 The site has significant tree coverage that would require removal to facilitate the development of the school. The build zone would likely be adjacent to Little Bushey Lane which would be disconnected from the urban area of Bushey.
- 3.17 For the above reasons, the site was not recommended for high level transport appraisal or for further comparative assessment with other sites.
- 3.18 However, the site could be re-considered as part of a wider mixed-use development of HEL181. There may be an opportunity for changing the red line boundaries of WABU03 if it is part of a mixed-use development and a masterplan for the wider area subject to technical and site constraints.

WaBu 04: Land at Bushey Mill Lane (Bushey Hall Golf Course), Bushey

- 3.19 The site is located south-west of Bushey Mill Lane (plan 5309/401/D). The existing use is a golf course, but it is currently vacant and not used. The site is in single ownership. As the site is so large, the topography varies significantly. Its' use as a golf course means that the land has been heavily landscaped with terraced areas to the south. Signage was displayed on the site visit indicating the preparation of a Tree Preservation Order (TPO) but the TPO does not as yet appear to have been confirmed. Generally, the site is relatively flat within the central areas, where it is at its highest point. The land gradually slopes down towards the boundaries of the site. The site is an optimal size for a school. The site area (41.54ha) is more than would be required.

- 3.20 The site was recommended for a transport appraisal. The conclusions of the transport appraisal was that in principle, it would appear that the road network and potential for sustainable access to the site would be suitable for provision of an 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment. However, existing congestion in the vicinity of the potential vehicular access points and third-party land may limit the scope for providing vehicular access. The main vehicular access would, the highways appraisal recommends, need to be taken from Bushey Hall Drive, where there is no existing footway provision. Junction spacing and ownership may preclude access from Bushey Mill Lane. Flooding, overhead power lines and a treed copse may preclude access from Park Avenue.
- 3.21 Footways along residential roads to the south of the site are generally considered suitable, except for on Bushey Hall Drive. Pedestrian access to the north-west and west of the site will need to be carefully considered alongside any potential improvements to the local highway network, particularly Link Road and the PROW Footpath 02 between Park Avenue and the River Colne. An access from this direction would serve residential areas on the north side of Watford. There appears to be potential for cycle improvements in the immediate vicinity of the site along Park Avenue. Bus accessibility to the site is reasonable, with bus stops on Park Avenue and the B462 Aldenham Road providing access to routes W18, 306, 398 and 602 which serves the local and wider area. Improved accessibility between the site and the local bus stops should be considered as part of proposals.
- 3.22 A development principles plan (5309/442/A) has been prepared and is attached at Appendix 3. Whilst the transport appraisal concluded that access from Bushey Hall Drive (southern part of the site) would be preferred, this area is subject to a planning permission that is being implemented for residential development. As such the less optimal location for access from Bushey Mill Lane is proposed. The transport appraisal identifies some potential issues with an access in this location stating that a vehicular access from Bushey Mill Lane in the north-east corner of the site, 20m south of its junction with Duncan Way may be feasible, in the location of an existing gated access. However, this would cross Hertsmere BC land, may be too close to Duncan Way in terms of junction spacing and would cross Hilfield Brook.
- 3.23 This plan shows the disposition of the building zone, playing fields vehicular access for the site from Bushey Mill Lane. The impact of a building zone on the environment of established scattered parkland trees from Bushey Hall Drive would be significantly detrimental. Because of the significant variations in topography which have been created for the golf course use there would be a significant amount of regrading to this site to create flat plateaus for building zones, car park and playing fields to create an accessible site. Access to the site from Bushey Mill Lane or Park Avenue are likely to have similar effects.
- 3.24 The site, it is concluded, may not be a preferred location for a 10fe secondary school if there are other more sequentially preferable sites with less environmental impact on the landscape (i.e., that do not require the significant re-grading and the removal of trees, potentially being covered by a Tree Preservation Order) cost of re-grading land and potentially a sub-optimal access solution.

WaBu 05: Bushey Manor Field, Bushey

- 3.25 The site is located south of the Avenue, Bushey (plan 5309/401/D). The existing use is public open space. The site is in the ownership of the Bushey Manor Field Trust. The site is relatively level, however there is a gentle incline across the site rising from the north-west to the south-east. The site is not of an optimal size for a 10fe school.
- 3.26 The site is not considered to be available as it is in use as public open space, which is well used by members of the public. The site is adjacent to Grade II listed heritage asset which would inhibit the design of the building and the site is sub-optimal for a 10fe school.

- 3.27 For the above reasons, the site was not recommended for high level transport appraisal or for comparative assessment with other sites.

WaBu 09: Bushey Country Club, Bushey

- 3.28 The site is located to the south of Bushey High Street (plan 5309/401/D). The existing use is golf course, driving range, restaurant, and police offices. The golf course is vacant and not used. The site is in single ownership. The majority of existing buildings are close to the lowest part of the site with a 'dip' in the landscape, containing a watercourse, before the site quite significantly inclines to the south. Its use as a former golf course means that the land is highly landscaped and the whole site is covered by a Tree Preservation Order (TPO). The site is of optimal size for a 10fe school, is vacant and understood to be available. The site boundary was amended following the site visit as the site area was very large and Merry Hill Road was not considered to be suitable.
- 3.29 The site was recommended for a transport appraisal. The conclusions of the transport appraisal were that, in principle, it would appear that the road network and potential for sustainable access to the site would be suitable for provision of a 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment. There appears to be potential for pedestrian and cycle improvements in the immediate vicinity of the site along the A411 High Street. However, the available width to the north-west of the site may restrict the extent of potential improvements. Bus accessibility to the site is good, with bus stops on the A411 providing good access to routes 142 and 258 which serve Watford Junction Station to Brent Cross Shopping Centre, and Watford Junction Station to Harrow Bus Station, respectively.
- 3.30 A development principles plan (5309/462) has been prepared and is attached at Appendix 3. This plan should the disposition of the building zone, playing fields and the optimal point of vehicular access for the site (based on transport appraisal conclusions. The impact of a building zone on the environment of established scattered parkland trees from the High Street would be significantly detrimental. Because of the significant variations in topography which have been created for the golf course use there would be a significant amount of regrading to this site to create flat plateaus for building zones, car park and playing fields to create an accessible site.
- 3.31 The site, it is concluded, may not be a preferred location for a 10fe secondary school if there are other more sequentially preferable sites with less environmental impact on the landscape (i.e., that do not require the significant re-grading of land and the removal of trees covered by a Tree Preservation Order).

WaBu 10: Land at Harts Farm, Bushey

- 3.32 The site is located to the east of Little Bushey Lane (plan 5309/401/D). The existing use is agricultural and is in single ownership. The northern/western part of the site gradually slopes downwards to the north away from Little Bushey Lane. Towards the east/south of the site the land slopes upwards from the centre of the site to the south and downwards to the north. The M1 lies adjacent to the site to the east of the site giving rise to noise and air quality concerns which would require further investigation. Part of the site lies in the flood plain which may reduce the developable area. The site is of optimal size for a 10fe school.

- 3.33 The site was recommended for a transport appraisal. The conclusions of the transport appraisal were that in principle the road network and potential for sustainable access to the site would be suitable for provision of a 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment. The existing pedestrian links to the site are good, although improvements to pedestrian crossing provision in the vicinity of the site will be required. PROW Footpaths 33 and 40 pass within the site boundary and will need to be taken into consideration with regard to public access along these routes and how it will be managed. There appears to be limited scope to provide cycle improvements in the immediate vicinity of the site. However, measures to reduce vehicle speeds will need to be reviewed in order to provide a safe and suitable on-road cycle route for pupils to utilise.
- 3.34 Bus accessibility to the site is reasonable, with bus stops on Little Bushey Lane and Chiltern Avenue providing access to route 306 which serves Watford and Borehamwood. Improved accessibility between the site and the local bus stops should be considered as part of proposals. It may be necessary to allow parent drop off in the site to prevent parking along Little Bushey Lane, which would cause traffic flow issues and safety concerns.
- 3.35 A development principles plan (5309/472) has been prepared and is attached at Appendix 3. This plan should the disposition of the building zone, playing fields and the optimal point of vehicular access for the site (based on transport appraisal conclusions). The part of the site on the eastern boundary that lies within Flood zone 2 is excluded from the developable area. With this exclusion the total developable area is 16.38ha which is still well above the maximum area (13.2ha) required for a 10fe secondary school. The total site area has been delineated using natural and physical boundaries. It could be possible to reduce that area to be in accordance with site size areas in Table 1 of the report subject to further technical and environmental assessments.
- 3.36 The site it is concluded could be a preferred location for a 10fe secondary school, but further work would be required in respect of noise, air quality and the potential for significant footpath diversions. The developable area may be reduced further if research on flood and drainage results in a larger area of flooding. If there are other more sequentially preferable sites without these constraints, then this site would not be taken forward for further assessment.

Site ranking

- 3.37 Seven potential secondary school sites were initially identified in south-east Watford/Bushey area for planning appraisal:
- WaBu 01: Land south of Elstree Road
 - WaBu 02: Land south-west of Little Bushey Lane (parcel A)
 - WaBu 03: Land south-west of Little Bushey Lane (parcel B)
 - WaBu 04: Land at Bushey Mill Lane (Bushey Hall Golf Course)
 - WaBu 05: Land west of Finch Lane (Bushey Manor Fields)
 - WaBu 09: Bushey Country Club
 - WaBu 10: Land at Harts Farm
- 3.38 Initial planning appraisals concluded in 3 sites being rejected: WaBu 01 Land south of Elstree Road, WaBu 3 Land west of Little Bushey Lane (parcel B) and WaBu 05 Land west of Finch Lane.
- 3.39 High Level transport appraisals were undertaken on the remaining 4 sites:

- WaBu 02: Land south-west of Little Bushey Lane (parcel A)
 - WaBu 04: Land at Bushey Mill Lane (Bushey Hall Golf Course)
 - WaBu 09: Bushey Country Club
 - WaBu 10: Land at Harts Farm
- 3.40 None of the sites were found to be unsuitable, in transport terms, for a 10fe secondary school (subject to further analysis in a post COVID situation).
- 3.41 Development principles plans were then prepared for the 4 sites which demonstrated where access could be taken (using the transport appraisals) and consequently where the building zones and playing fields might be located.
- 3.42 As a consequence of impacts on the landscape, trees and the significant re-grading that would be required, it is recommended that sites WaBu 04 and WaBu 09 would be less sequentially preferable than other sites without these constraints. It is recognised that both these sites are available and vacant but the environmental effects of development (based on planning and transport appraisals to date) particularly on established trees, and the costs of regrading would be comparably unacceptable.
- 3.43 This leaves sites WaBu10 and WaBu 02 for further consideration. The high-level transport ranking appraisal at Appendix 5 ranks WaBu10 in first position and WaBu 02 in last position (see comments section in Appendix 5).
- 3.44 Because WaBu10 would require significant footpath diversions, may have noise and air quality constraints and has part of the site located in the floodplain and WaBu02 may have been less preferential in transport terms, it is recommended that both sites are taken forward for further comparative investigations. Further investigations would enable a more rigorous decision to be taken on which of these sites is more sequentially suitable for development prior to a final recommendation.

4.0 SUMMARY AND CONCLUSION

- 4.1 A site search of the urban areas of south-east Watford and Bushey resulted in no suitable or available sites being identified within the urban area. Consequently, the site search extended to the non-urban area searching for sites that adjoin the urban area.
- 4.2 Initially seven sites were identified. Planning appraisals were completed comprising a site visit, photographic appraisal, site appraisal and the completion of a proforma using the common template. Completion of the planning appraisals resulted in 4 sites being identified as suitable for further investigation.
- 4.3 A high-level transport appraisal was completed for WaBu sites 02, 04, 09 and 10 which concluded that access to the site could be achieved and that the sites were suitable in terms of connectivity to sustainable transport modes. The high-level transport ranking appraisal ranked WaBu10 in first position and WaBu 02 in last position (see comments section in Appendix 5).
- 4.4 Development principles plans were prepared for each of the 4 sites. Because of impacts on the landscape, trees and the significant re-grading that would be required, it is concluded that Sites WaBu 04 and WaBu 09 would be less sequentially preferable than other sites without these constraints. It is recognised that both these sites are available and vacant but the environmental effects of a school development in both locations is likely to be significantly unacceptable. Furthermore, there would likely be abnormal development costs associated with regrading of the land.
- 4.5 Consequently, WaBu10 and WaBu 02 remain for further investigation. Further comparative investigations would enable a more rigorous decision to be taken on which of these sites is more sequentially preferable for use as a 10fe secondary school site. It should also be noted that both sites could be assessed as part of wider mixed-use development if the local planning authority considered that to be an appropriate way forward. HCC would be prepared to discuss this potential with the local planning authority and relevant stakeholders if required. This could also be the case for WABU03 although a transport appraisal has not yet been undertaken on that site being located away from the existing urban area.
- 4.6 Although further technical and environmental investigations would provide a more informed analysis of the site constraints for WaBu10 and WaBu02, it is ultimately a matter for the local planning authority to determine which site may be allocated for secondary education use, by resolving competing interests and liaising with all stakeholders (including HCC) to ensure the infrastructure needs of the district are fully met in the local plan.

APPENDIX 1

2020/21 SUMMER FORECAST – SECONDARY

Berkhamsted

18.0.0 Berkhamsted															
School Code	School Name	Places Available 2020-21	Actuals			Forecast									
			2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
5406	Ashlyns School	240	239	244	242										
	Total Year 7 Pupil Demand		239	244	242	261	270	267	245	261	248	252	266	268	275
	Total Year 7 Places Available	240				240	240	240	240	240	240	240	240	240	240
	Surplus or Shortage of Year 7 Places (No.)					-21	-30	-27	-5	-21	-8	-12	-26	-28	-35
	Surplus or Shortage of Year 7 Places (%)					-8.8%	-12.5%	-11.3%	-2.1%	-8.8%	-3.3%	-5.0%	-10.8%	-11.7%	-14.6%
	Surplus or Shortage of Year 7 Places (FE)					-0.7	-1.0	-0.9	-0.2	-0.7	-0.3	-0.4	-0.9	-0.9	-1.2

Hemel Hempstead

19.0	Hemel Hempstead														
School Code	School Name	Places Available 2020-21	Actuals			Forecast									
			2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
4005	The Hemel Hempstead School	217	186	186	218										
[4029]	[Adeyfield School]	0	94	0	0										
4032	The Adeyfield Academy	150	0	117	113										
[4100]	[The Cavendish School]	0	112	0	0										
4033	Laureate Academy	210	0	145	138										
4080	Longdean School	240	229	240	240										
4096	Kings Langley School	190	186	185	185										
4499	The Astley Cooper School	180	132	130	174										
4619	John F Kennedy Catholic School	180	180	180	180										
	Total Year 7 Pupil Demand		1119	1183	1248	1266	1334	1386	1389	1324	1428	1455	1488	1551	1537
	Total Year 7 Places Available	1,367				1,367	1,363	1,363	1,363	1,363	1,363	1,363	1,363	1,363	1,363
	Surplus or Shortage of Year 7 Places (No.)					101	29	-23	-26	39	-65	-92	-125	-188	-174
	Surplus or Shortage of Year 7 Places (%)					7.4%	2.1%	-1.7%	-1.9%	2.9%	-4.8%	-6.7%	-9.2%	-13.8%	-12.8%
	Surplus or Shortage of Year 7 Places (FE)					3.4	1.0	-0.8	-0.9	1.3	-2.2	-3.1	-4.2	-6.3	-5.8

Watford

21.0	Watford														
School Code	School Name	Places Available 2020-21	Actuals			Forecast									
			2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
4111	Westfield Academy	240	167	178	230										
5401	Watford Grammar School for Boys	224	197	225	224										
5403	Watford Grammar School for Girls	210	182	210	210										
5404	Parmiter's School	208	208	211	209										
5417	Saint Michael's Catholic High School	180	182	181	182										
6905	Francis Combe Academy	210	206	222	231										
	Total Year 7 Pupil Demand		1142	1227	1286	1278	1325	1385	1375	1319	1341	1364	1397	1345	1333
	Total Year 7 Places Available	1,272				1,272	1,272	1,272	1,272	1,272	1,272	1,272	1,272	1,272	1,272
	Surplus or Shortage of Year 7 Places (No.)					-6	-53	-113	-103	-47	-69	-92	-125	-73	-61
	Surplus or Shortage of Year 7 Places (%)					-0.5%	-4.2%	-8.9%	-8.1%	-3.7%	-5.4%	-7.2%	-9.8%	-5.7%	-4.8%
	Surplus or Shortage of Year 7 Places (FE)					-0.2	-1.8	-3.8	-3.4	-1.6	-2.3	-3.1	-4.2	-2.4	-2.0

Bushey and Radlett

22.0	Bushey & Radlett														
School Code	School Name	Places Available 2020-21	Actuals			Forecast									
			2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
[6906]	[The Bushey Academy]	0	214	216	0										
4036	Bushey Academy	210	0	0	189										
5408	Bushey Meads School	200	198	202	195										
5410	Queens' School	270	264	270	270										
	Total Year 7 Pupil Demand		676	688	654	664	682	723	699	682	703	707	745	725	709
	Total Year 7 Places Available	680				680	680	680	680	680	680	680	680	680	680
	Surplus or Shortage of Year 7 Places (No.)					16	-2	-43	-19	-2	-23	-27	-65	-45	-29
	Surplus or Shortage of Year 7 Places (%)					2.4%	-0.3%	-6.3%	-2.8%	-0.3%	-3.4%	-4.0%	-9.6%	-6.6%	-4.3%
	Surplus or Shortage of Year 7 Places (FE)					0.5	-0.1	-1.4	-0.6	-0.1	-0.8	-0.9	-2.2	-1.5	-1.0

Rickmansworth

20.0	Rickmansworth														
School Code	School Name	Places Available 2020-21	Actuals			Forecast									
			2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
4007	The Reach Free School	120	113	120	118										
4025	Croxley Danes School	180	120	179	178										
5400	Rickmansworth School	226	196	228	225										
5418	Saint Joan of Arc Catholic School	210	212	223	223										
5421	St Clement Danes School	240	240	240	238										
	Total Year 7 Pupil Demand		881	990	982	969	981	1025	1012	1006	952	991	979	973	919
	Total Year 7 Places Available	976				976	976	976	976	976	976	976	976	976	976
	Surplus or Shortage of Year 7 Places (No.)					7	-5	-49	-36	-30	24	-15	-3	3	57
	Surplus or Shortage of Year 7 Places (%)					0.7%	-0.5%	-5.0%	-3.7%	-3.1%	2.5%	-1.5%	-0.3%	0.3%	5.8%
	Surplus or Shortage of Year 7 Places (FE)					0.2	-0.2	-1.6	-1.2	-1.0	0.8	-0.5	-0.1	0.1	1.9

Rickmansworth is included for information. Following the opening of two new schools in this area, The Reach Free School and Croxley Danes School, there is a closer match between supply and demand.

Borehamwood

16.0	Borehamwood														
School Code	School Name	Places Available 2020-21	Actuals			Forecast									
			2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
4001	Hertswood Academy	270	242	234	222										
4802	Yavneh College	150	150	151	180										
	Total Year 7 Pupil Demand		392	385	402	394	396	414	423	413	437	440	465	451	454
	Total Year 7 Places Available	420				420	420	420	420	420	420	420	420	420	420
	Surplus or Shortage of Year 7 Places (No.)					26	24	6	-3	7	-17	-20	-45	-31	-34
	Surplus or Shortage of Year 7 Places (%)					6.2%	5.7%	1.4%	-0.7%	1.7%	-4.0%	-4.8%	-10.7%	-7.4%	-8.1%
	Surplus or Shortage of Year 7 Places (FE)					0.9	0.8	0.2	-0.1	0.2	-0.6	-0.7	-1.5	-1.0	-1.1

APPENDIX 2

SOUTH -WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL SCHOOL SITE

SITE DETAILS

Site Reference and address	[insert Settlement name]: Site [insert site ref A-Z] [Site address] Site identification plan: [5309/] Aerial photograph: [5309/] Development principles plan: [5309/]		
Site area	[insert] ha Building zone: [insert] ha Playing Fields zone: [insert] ha		
Existing use/occupiers	[insert land use/ any occupation]		
Land ownership	[insert Land Registry details – all owners] [insert any known information about site ownership/availability]		
Site availability	[insert any known information about site availability]		
Brownfield Land Register	[insert Y/N]		
Planning history	[insert any previous planning applications on the site]		
Buildings	[insert all buildings on the site, including number of storeys]		
Adjoining uses	North:	[insert land uses]	
	East:	[insert land uses]	
	South:	[insert land uses]	
	West:	[insert land uses]	
Topography	[insert description of any changes in levels, falls and direction of]		
Water courses	[Insert description] from aerial photographs, OS maps or public vantage points.		
Vegetation	[insert description of principal tree groups, locations of tree groups, hedgerows]		

ACCESSIBILITY

Vehicular access	[Insert description of any existing access points major or minor and the road they take access/egress from] Comment on road type ie A road /B road / unclassified road / narrow country lane / suburban residential road etc?)
-------------------------	--

Cycle access	[Insert description of any existing cycle routes along the site boundaries / adjoining site]
Pedestrian access	[Insert description of any existing footways routes along the site boundaries / adjoining site]
Public transport	[insert description of bus stop locations, distance from site and bus routes]
High level transport appraisal	A high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that [insert conclusions from high level transport appraisal]

ENVIRONMENTAL IMPACT

Landscape and visual impact	<p>[insert a description of whether the site is:</p> <ul style="list-style-type: none"> - Exposed to long distance views to the [insert compass directions] - Partially exposed to long distance views to the [insert compass directions] - Enclosed from long distance views to the [insert compass directions] <p>[insert a description of any landscape character designations]</p>
Impact on residential amenities:	[insert any adjacent or nearby residential areas that may be affected by a school, noise, loss of privacy, overbearing mass]
Ecology:	[Insert a description of any vegetation or land uses that may be of ecological interest e.g. hedges, trees, grassland, ponds] [Insert any known ancient woodland/veteran trees]
Noise sources	[Insert any nearby roads, railways, airfields or other noise generating sources]
Flood risk	[Insert flood zone]
Surface water flooding	[Insert surface water flooding information if available]
Groundwater source protection area	[Confirm whether the site is in a groundwater source protection zone]
Air quality	[Confirm whether the site is in an Air Quality Management Area or close to source of poor air quality such as major road]
Minerals	[Confirm whether the site lies in a Minerals Consultation Area - Sand and Gravel Belt]
Agricultural land quality	[Insert Agricultural land grade if relevant if not then N/A]
Rights of way	[insert any public rights of way that run through the site, adjoin the site and their type e.g. footpath, bridleway]

EXISTING PLANNING AND DESIGNATION CONSTRAINTS

Existing and emerging local plan site specific	[Insert planning designations from adopted local plan proposals map and any plan nearing adoption and insert any SHELLA designation]
---	--

designations	
Heritage assets: archaeology	[Insert any archaeological designations on the adopted Local Plan Proposals Map]
Designated heritage assets	[Insert a description of any world heritage site, Scheduled monument, listed buildings, Conservation areas, Registered Park or Garden, Registered battlefield, either on the site itself or adjacent to the site] and note boundary adjacency
Designated rural areas	[insert a description of National Park, Areas of Outstanding Natural Beauty]
International, National and locally designated sites of importance for biodiversity and habitat sites	[insert a description of Special Areas of Conservation, Sites of Community Importance, Special Protection Areas, RAMSAR sites, national sites (Sites of Special Scientific Interest) and locally designated sites including wildlife sites) and wildlife corridors]

SITE EVALUATION

Positive site attributes [delete as necessary from this section]:

1. The site is of optimal / sufficient size for 6fe/8fe/10fe.
2. The site is in single ownership.
3. The site is available.
4. The site is [flat/gentle level changes] and re-grading would be minimal/limited.
5. Vehicular access [could be achieved from – insert adjoining road] with suitable mitigation/improvements.
6. Pedestrian/cycle access [could be achieved from – insert adjoining road] with suitable mitigation/improvements.
7. The site lies adjacent/within xm walking distance of bus stops and bus routes.
8. Site development would not be exposed to long distance views in the wider landscape.
9. The site has [no significant/relatively small] areas of vegetation that would require removal to accommodate a secondary school.
10. The site lies adjacent to the urban area of [insert settlement].
11. There would be no impacts on preserved trees.
12. There would be minor ecological impact [subject to further investigations].
13. The site is not at risk of flooding [subject to further investigations].
14. The site is not located near any noise sources.
15. The site lies outside the Green Belt.
16. The site lies outside an AQMA.
17. The site does not lie in a Minerals Consultation Area.
18. The site is not in an Area of Archaeological Importance.
19. There would be no impacts on designated heritage assets.
20. The site is not in a designated rural area.
21. The site does not have any international, national or local wildlife, habitat or biodiversity designations.

22. The site does not have any local plan allocation.
23. The site is not an identified HELAA site.
24. The site has low grade agricultural land classification [if relevant].
25. The site is not traversed by rights of way.
26. The site has a single landowner/is in the ownership of HCC.

Negative site attributes [delete as necessary from this section]:

1. The site is not of optimal / sufficient size for 6fe/8fe/10fe.
2. The site is in more than one ownership.
3. The site is not known to be available.
4. The site is [sloping/significant level changes] and re-grading would be [required/significant].
5. Vehicular access [could not be achieved from – insert adjoining road] with suitable mitigation/improvements.
6. Pedestrian/cycle access [could not be achieved from – insert adjoining road] with suitable mitigation/improvements.
7. The site does not lie within [x km] walking distance of bus stops and bus routes.
8. Site development would be exposed to long distance views in the wider landscape.
9. The site has [significant/relatively large] areas of vegetation that would require removal to accommodate a secondary school.
10. The site does not lie adjacent to the urban area of [insert settlement].
11. There would be impacts on preserved trees.
12. There would be more than minor ecological impact [subject to further investigations].
13. The site is at risk of flooding [subject to further investigations].
14. The site is located near noise sources.
15. The site lies in the Green Belt.
16. The site lies in an AQMA.
17. The site lies in a Minerals Consultation Area.
18. The site is in an Area of Archaeological Importance.
19. There would be impacts on designated heritage assets.
20. The site is in a designated rural area.
21. The site has an international, national or local wildlife, habitat or biodiversity designations [insert].
22. The site has a local plan allocation.
23. The site does have an HELAA allocation [insert description].
24. The site has high grade agricultural land classification [if relevant].
25. The site is traversed by rights of way.
26. The site more than one landowner/is not in the ownership of HCC.

SITE LAYOUT PRINCIPLES

A BB103 compliant 6fe/8fe/10fe secondary school site [could/could not] be accommodated on this site:

1. Development principles plan 5309/
2. Total site area: [ha]
3. Build zone: [ha]
4. Building footprint: [sqm]
5. Vehicular access/egress: [road]
6. Pedestrian access: [road]

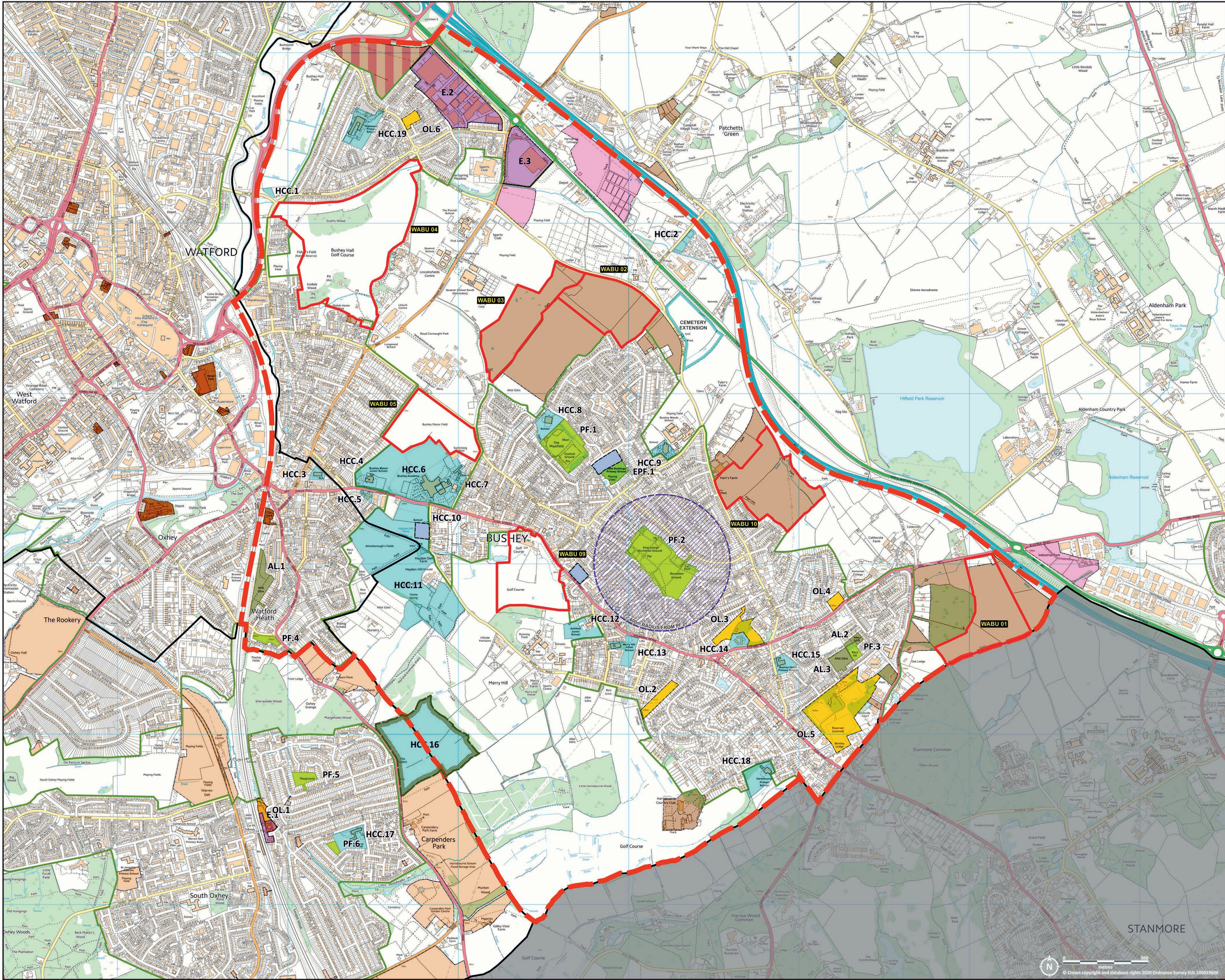
CONCLUSION

This site is/is not recommended for comparative assessment with other sites.

Further site investigations are recommended comprising:

[insert list of technical /environmental investigations]

APPENDIX 3



WABU 00 WATFORD SOUTH EAST/BUSHEY OPTION SITES

01 LAND SOUTH OF ELSTREE ROAD	15.59ha
02 LAND SOUTH-WEST OF LITTLE BUSHEY LANE (PARCEL A)	13.70ha
03 LAND SOUTH-WEST OF LITTLE BUSHEY LANE (PARCEL B)	13.95ha
04 LAND AT BUSHEY MILL LANE	41.97ha
05 LAND WEST OF FINCH LANE (SUB-OPTIMAL)	11.53ha
09 BUSHEY COUNTRY CLUB	14.20ha
10 LAND AT HARTS FARM	18.11ha

HCC.1-18 HERTFORDSHIRE COUNTY COUNCIL OWNERSHIP

HCC.1	LAND AT LINK ROAD	0.23ha
HCC.2	SANDY LANE CARAVAN PARK	0.76ha
HCC.3	BUSHEY AND OXHEY PRIMARY SCHOOL	0.51ha
HCC.4	BUSHEY MANOR JUNIOR SCHOOL	2.52ha
HCC.5	MANOR HOUSE	0.33ha
HCC.6	BUSHEY ACADEMY	12.58ha
HCC.7	FALCONER SCHOOL	1.58ha
HCC.8	BOURNEHALL PRIMARY SCHOOL	1.65ha
HCC.9	MEADOW WOOD SCHOOL	0.99ha
HCC.10	SACRED HEART SCHOOL, PLAYING FIELDS	2.09ha
HCC.11	ATTENBOROUGH'S FIELDS	25.12ha
HCC.12	ASHFIELD JUNIOR SCHOOL	1.76ha
HCC.13	MERRY HILL INFANTS SCHOOL	1.63ha
HCC.14	HEATH HOUSE	0.80ha
HCC.15	BUSHEY HEATH PRIMARY SCHOOL	1.03ha
HCC.16	LAND AT OXHEY LANE	17.14ha
HCC.17	ST MERYL SCHOOL	2.09ha
HCC.18	HARTSBOURNE PRIMARY SCHOOL	2.40ha
HCC.19	HIGHWOOD PRIMARY SCHOOL	3.21ha

PF.1-6 PLAYING FIELDS/PLAY SPACE

PF.1	THE MOAT FIELD	4.85ha
PF.2	KING GEORGE RECREATION GROUND	8.71ha
PF.3	WINDMILL PARK	0.59ha
PF.4	MEMORIAL PARK	0.64ha
PF.5	GREENFIELD AVENUE PLAY AREA	0.91ha
PF.6	THE MEAD PLAY AREA	0.31ha

OL.1-5 OPEN LAND

OL.1	LAND AT DELTA GAIN	0.50ha
OL.2	HILL MEAD NATURE RESERVE	1.31ha
OL.3	LAND ADJACENT HEATH HOUSE	2.40ha
OL.4	CALDECOTE GARDENS	0.57ha
OL.5	AFFINITY WATER RESERVOIRS	10.31ha
OL.6	MILLBROOK OPEN SPACE	0.62ha

AL.1-3 ALLOTMENTS

AL.1	OXHEY AVENUE ALLOTMENTS	2.09ha
AL.2	CLAY LANE ALLOTMENTS	0.40ha
AL.3	WINDMILL STREET ALLOTMENTS	1.14ha

E.1 EMPLOYMENT AREAS

E.1	CARPENTERS PARK BUSINESS CENTRE	0.82ha
E.2	OTTERSPOOL WAY EMPLOYMENT AREA	11.73ha
E.3	COSTCO WHOLESALE	6.45ha

RESERVED SCHOOL SITE

OTHER PRIMARY AND SECONDARY SCHOOLS

GREEN BELT BOUNDARY

HERTSMERE HOUSING SITES UNDER CONSIDERATION

HERTSMERE EMPLOYMENT SITES UNDER CONSIDERATION

THREE RIVERS DISTRICT COUNCIL SHELLAA SITE (EMAIL 26 MAY 2020)

WATFORD LOCAL PLAN REG19 SITES (EMAIL 27 MAY 2020)

REVISION A:

Amendments to potential sites following client discussions
HNA/26-06-2020

REVISION B:

Drawing updated to include search area up to M1 Junction 5. Site
WABU04 re-instated
HNA/02-07-2020

REVISION C:

Amendments to shellaa sites following client discussions, boundary of
WABU02 amended following site visit
HNA/10-07-2020

REVISION D:

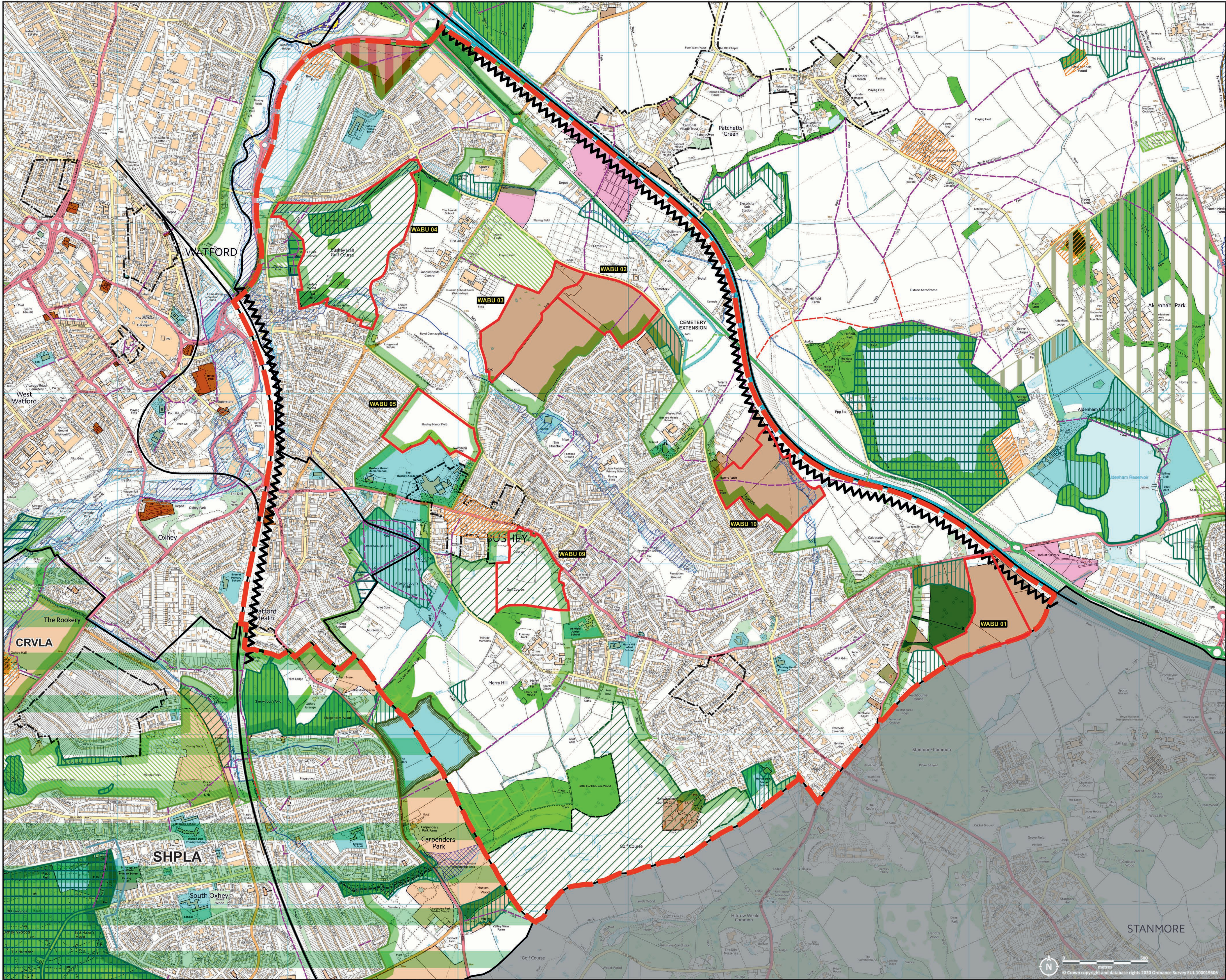
Amendments to site boundary WABU09
HNA/10-07-2020

SOUTH WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH

Watford South East/Bushey:
Urban area

PROJECT NO	DRAWING NO	REV
5309	400	D
DRAWN	DATE	SCALE
HNA	JUNE 2020	1:10000





WABU 00

01 LAND SOUTH OF ELSTREE ROAD
(PARCEL A)

02 LAND SOUTH-WEST OF LITTLE BUSHEY LANE
(PARCEL B)

03 LAND SOUTH-WEST OF LITTLE BUSHEY LANE
(PARCEL C)

04 LAND AT BUSHEY MILL LANE

05 LAND WEST OF FINCH LANE (SUB-OPTIMAL)

09 BUSHEY COUNTRY CLUB

10 LAND AT HARTS FARM

15.59ha

13.70ha

13.95ha

41.97ha

11.93ha

14.20ha

18.11ha

HERTFORDSHIRE COUNTY COUNCIL OWNERSHIP

STUDY AREA

LOCAL AUTHORITY BOUNDARY

GREEN BELT BOUNDARY

WOODLAND AREAS

CONSERVATION AREA

PARK/GARDEN

SCHEDULED ANCIENT MONUMENT

AREA OF ARCHAEOLOGICAL INTEREST

GOLF COURSE

PLAYING FIELDS

LANDSCAPE DESIGNATIONS
SHPLA: SOUTH HERTS PLATEAU LANDSCAPE AREA
CRVLA: CHILTERN RIVER VALLEYS LANDSCAPE AREA

SSSI/NATURE RESERVE

WILDLIFE SITES

NOISE SOURCE

ENVIRONMENT AGENCY FLOOD ZONE 2

ENVIRONMENT AGENCY FLOOD ZONE 3

ENVIRONMENT AGENCY FLOOD STORAGE AREA

PUBLIC FOOTPATHS

RESTRICTED BYWAY

BRIDLEWAY

RESERVED SCHOOL SITE

OTHER PRIMARY AND SECONDARY SCHOOLS

HERTSMERE HOUSING SITES UNDER CONSIDERATION

HERTSMERE EMPLOYMENT SITES UNDER CONSIDERATION

THREE RIVERS DISTRICT COUNCIL SHELAA SITE (EMAIL 26 MAY 2020)

WATFORD LOCAL PLAN REG19 SITES (EMAIL 27 MAY 2020)

REVISION A:
Amendments to potential sites following client discussions
HNA/26-06-2020

REVISION B:
Drawing updated to include search area up to M1 Junction 5. Site WABU04 re-instated
HNA/02-07-2020

REVISION C:
Amendments to shelaa sites following client discussions, boundary of WABU02 amended following site visit
HNA/10-07-2020

REVISION D:
Amendments to site boundary WABU09
HNA/10-07-2020

**SOUTH WEST HERTFORDSHIRE
SECONDARY SCHOOL
SITE SEARCH**

Watford South East/Bushey:
Non urban area

PROJECT NO	DRAWING NO	REV
5309	401	D
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APPENDIX 4

SOUTH -WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL SCHOOL SITE

SITE DETAILS

Site Reference and address	Bushey Site: WABU01 Land south of Elstree Road, Bushey Site identification plan: [5309/410] Aerial photograph: [5309/411]	
Site area	15.67ha	
Existing use/occupiers	Agricultural – arable Previous use: Industrial Landfill Site – Inert waste only (prior to 1989).	
Land ownership	PAAVAN POPAT of 36 Railway Approach, Harrow, HA3 5AA. <NEW OWNERSHIP APPLICATION PENDING> & IGNATIUS KEANEY, CHRISTOPHER KEANEY and TYRONE KEANEY of Berkeley Cottage, 117b Elstree Road, Bushey Heath, Hertfordshire WD23 4EH. & PROPRIETOR: NATIONAL GRID GAS DISTRIBUTION LIMITED (Co. Regn. No. 10080864) of 1-3 Strand, London WC2N 5EH.	
Site availability	Identified as site HEL355 in HELAA 2019 report.	
Brownfield Land Register	No.	
Planning history	There is an extant planning permission for a single house in the adjacent woodland - foundations in place TP/90/0941 Erection of purpose built farm house (790 square metres gross floor area) refurbishment of existing entrance and (GRANTED); 17/0091/MPO Application to modify a planning obligation dated 3rd April 1991 (to vary the occupancy obligation associated with the approved dwelling to include persons engaged in equestrianism as well as agriculture or forestry) pursuant to planning application reference TP/90/0941 (REFUSED)	
Buildings	Single storey iron structures associated with the gas works to the north of the site.	
Adjoining uses	North:	The site is bounded to the north by Elstree Road, beyond which are residential dwellings and woodland.
	East:	To the east of the site is agricultural land and the M1 motorway.
	South:	To the south of the site is agricultural land.

	West:	To the west of the site is agricultural land and a large area of woodland.
Topography	The site inclines gently from east to west.	
Water courses	A small water course runs along the northern boundary of the site.	
Vegetation	The site is bounded to the north along Elstree Way by dense vegetation. Along the western boundary is a mature hedgerow/tree belt and a large area of woodland adjacent to the centre of the site. A dense tree belt screens the south of the site. There is no hedgerow or tree belt along the eastern boundary. The central areas of the site are relatively sparse of vegetation.	
ACCESSIBILITY		
Vehicular access	Elstree Road (principal A road) bounds the site to the north. The M1 is situated to the east of the site.	
Cycle access	None.	
Pedestrian access	There is a pedestrian footpath along the southern side of Elstree Road. A public footpath runs down the eastern boundary of the site.	
Public transport	The Motorway Bridge bus stop is situated next to the site on Elstree Road. It provides access to routes 306 (Borehamwood-Bushey) and 823 (Garston – Borehamwood).	
High level transport appraisal	A preliminary high level transport appraisal was not recommended.	
ENVIRONMENTAL IMPACT		
Landscape and visual impact	The site is relatively well enclosed from long distance views from the north, east and west. Due to the sloped nature of the land, there may be long distance views possible from the south of the site.	
Impact on residential amenities:	None likely.	
Ecology:	The site is likely to be of relatively high ecological value. Much of the site is covered in long grassland and there is mature hedgerow and tree belts around much of the field boundaries. Adjacent to the western boundary of the site is a significant area of woodland which is subject to a TPO. Elstree Road Pastures Local Wildlife Site are also directly adjacent to the site and Local Nature Reserve Stanmore Common adjoins the site to the southwest (LB Harrow).	
Noise sources	The M1 motorway to the east and A411 to the north.	
Flood risk	Flood zone 1 – very low risk	
Surface water flooding	Much of the site is at very low risk. However, there are areas of high risk along the northern and southern boundaries of the site.	

Groundwater source protection area	None.
Air quality	M1 motorway adjacent to the site.
Minerals	Sand and Gravel Belt.
Agricultural land quality	3a/3b
Rights of way	Bushey Footpath 050 runs along the eastern boundary of the site.

EXISTING PLANNING AND DESIGNATION CONSTRAINTS

Existing and emerging local plan site specific designations	Green Belt.
Heritage assets: archaeology	None.
Designated heritage assets	None.
Designated rural areas	None.
International, National and locally designated sites of importance for biodiversity and habitat sites	A Local Wildlife Site (Elstree Road Pastures) supporting a range of grassland indicator species and Woodland TPO (27/2010) cover land to the west of the site. A Local Nature Reserve (Stanmore Common) adjoins the site to the southwest, within LB Harrow.

SITE EVALUATION

Positive site attributes:

1. The site is of optimal / sufficient size for 10fe.
2. The site is available.
3. The site has gentle level changes and re-grading would be minimal/limited.
4. Vehicular access could likely be achieved from Elstree Road with suitable mitigation/improvements.
5. Pedestrian/cycle access could likely be achieved from Elstree Road with suitable mitigation/improvements.
6. The site lies adjacent/within 400m walking distance of bus stops and bus routes.
7. The site has relatively small areas of vegetation that would require removal to accommodate a secondary school.
8. There would be no impacts on preserved trees.
9. Most of the site is not at risk of flooding [subject to further investigations].
10. The site lies outside an AQMA.
11. The site is not in an Area of Archaeological Importance.
12. There would be no impacts on designated heritage assets.
13. The site is not in a designated rural area.

14. The site does not have any international, national or local wildlife, habitat or biodiversity designations.

15. The site does not have any local plan allocation.

Negative site attributes:

1. The site is in more than one ownership.
2. Site development would be exposed to long distance views in the wider landscape.
3. The site does not lie directly adjacent to the urban area of Bushey Heath.
4. There could be more than minor ecological impact [subject to further investigations].
5. The site is located near noise sources.
6. The site is located near a major source of air pollution.
7. The site lies in the Green Belt.
8. The site lies in a Minerals Consultation Area.
9. The site does have an HELAA allocation [HEL355].
10. The site has moderate-good grade agricultural land classification [if relevant].
11. The site is traversed by rights of way.
12. The previous use of the site for land fill means that land contamination is likely.

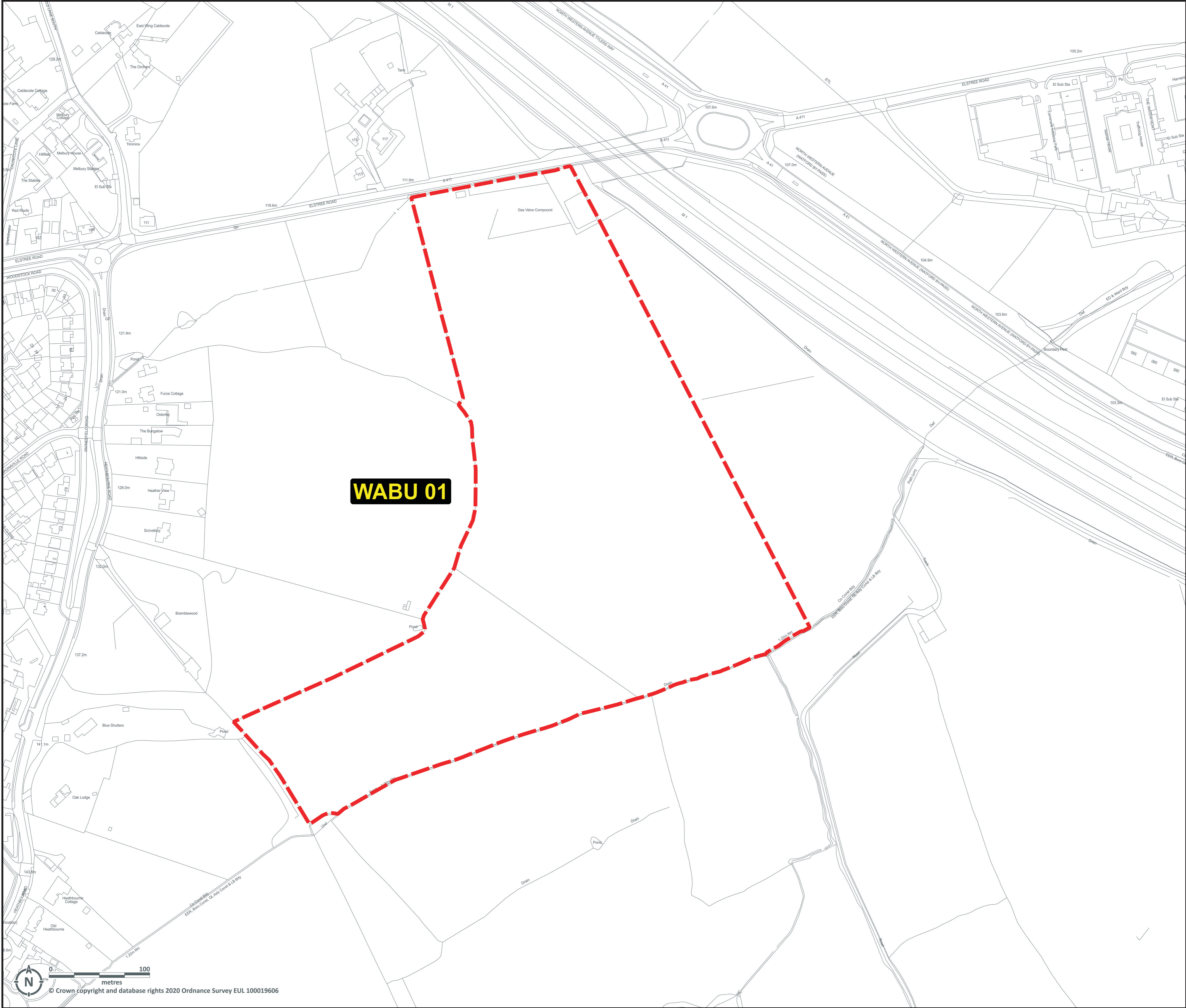
SITE LAYOUT PRINCIPLES

Not applicable as site was rejected following site visit and completion of the initial appraisal.

CONCLUSION

The site is located south of Elstree Road Bushey (plan 5309/401/D). The existing use is arable farmland, the previous use was an industrial landfill site and it is in multiple ownership. The site inclines gently from east to west. The site is the optimal size for a 10fe secondary school. The M1 lies adjacent to the east of the site giving rise to noise and air quality concerns which would require further investigation.

During the site visit it became evident that the site was functionally separated from the urban area of Bushey Heath. The Lismirrane Industrial Park to the east is not visible and is separated from the site by the M1, woodland and A41. Apart from the gas works at the north of the site, the site is rural in nature and is adjacent to a large area of TPO woodland and local nature reserves. Development of the site is therefore likely to result in more than minor ecological harm. The site is considered to contribute strongly towards the Green Belt functions by forming part of the essential gap between Bushey Village/Bushey Heath and Elstree, and the wider gap between Greater London (Stanmore) and Elstree. As such the site was not recommended for high level transport appraisal or for further comparative assessment with other sites.



SITE BOUNDARY
15.67ha

**SOUTH WEST HERTFORDSHIRE
SECONDARY SCHOOL
SITE SEARCH**

Site identification: WABU01

PROJECT NO	DRAWING NO	REV
5309	410	
DRAWN	DATE	SCALE
HNA	JUNE 2020	1:2500 @A2





WABU 01

**SOUTH WEST HERTFORDSHIRE
SECONDARY SCHOOL
SITE SEARCH**

Site identification: WABU01

PROJECT NO	DRAWING NO	REV
5309	411	
DRAWN	DATE	SCALE
HNA	JUNE 2020	1:2500 @A2

T: +44 (0) 1438 316 331
planners@vincent-gorbing.co.uk
vincent-gorbing.co.uk
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Norton Road, Stevenage, Hertfordshire SG1 2JY
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SOUTH -WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL SCHOOL SITE

SITE DETAILS

Site Reference and address	Bushey Site: WABU02 Land south of Little Bushey Lane, Bushey Site identification plan: [5309/420/A] Aerial photograph: [5309/421/A] Development principles plan: [5309/422]	
Site area	13.41 ha	
Existing use/occupiers	Agricultural	
Land ownership	THE ROYAL MASONIC TRUST FOR GIRLS AND BOYS (Co. Regn. No. 1705033) of Freemasons Hall, 60 Great Queen Street, London WC2B 5AZ.	
Site availability	Site HEL181 in HELAA 2019	
Brownfield Land Register	No	
Planning history	None.	
Buildings	None.	
Adjoining uses	North:	The site is bounded to the north by Little Bushey Lane, beyond which is a cemetery.
	East:	To the east of the site is agricultural land and residential dwellings.
	South:	To the south are residential dwellings and further agricultural land.
	West:	To the west is agricultural land.
Topography	The site gently slopes upwards towards the centre of the site, sloping downwards to the east, west and north.	
Water courses	None.	
Vegetation	The site is relatively absent from mature vegetation. There is an intermittent hedgerow along the southern boundary and some longer grass and hedges adjacent to Little Bushey Lane. Along the northern boundary is overgrown vegetation. There is a group of 4 trees situated towards the east of the site.	
ACCESSIBILITY		
Vehicular access	Little Bushey Lane bounds the site to the north (unclassified U road).	

	The road is relatively wide and may be suitable.
Cycle access	None.
Pedestrian access	There is a footpath on the northern side of Little Bushey Lane and footpaths running along the eastern and western boundaries of the site.
Public transport	Middle Furlong bus stop is about a 0.16km walk from the site. It provides access to routes 306 (Watford – Borehamwood) and 823 (Garston-Borehamwood).
High level transport appraisal	<p>A preliminary high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that, in principle, it would appear that the road network and potential for sustainable access to the site would be suitable for provision of an 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment.</p> <p>There appears to be potential for cycle improvements in the immediate vicinity of the site along Little Bushey Lane, with potential improvements to the route along PROW Footpath 12. Improvements to Public Footpath 21 and its link to Hayfield Close will need to be considered in relation to the available width if this is to provide a potential cycle access to the site.</p> <p>A pedestrian/cycle access direct to Farm Way, from the southern site boundary, would be beneficial. However, third party land ownership would need to be determined.</p> <p>The route of PROW Footpath 21 within the site itself will need to be reviewed further and consideration taken on how public access will be managed through the site.</p> <p>Bus accessibility to the site is reasonable, with bus stops on Farm Way providing access to route 306 which serves Watford and Borehamwood. Stops on the B462 are a further distance from the site, and improved accessibility should be considered as part of proposals.</p> <p>It would be necessary to allow parent drop off in the site to prevent parking along Little Bushey Lane, which would cause traffic flow issues and safety concerns.</p> <p>Due to the Covid-19 pandemic, traffic conditions at the time of writing this high-level Assessment do not reflect former 'typical' traffic conditions. However, a desktop review of available traffic information has been undertaken which indicates that the junction between Little Bushey Lane, the B462 Aldenham Road and Bushey Mill Lane, and the junction between Sandy Lane and the A41, experience congestion at peak times.</p> <p>Accident data for the area within the site identified that there may be potential safety issues at the junction between Sandy Lane and Little Bushey Lane. These issues will need to be assessed in more detail and suitable mitigation measures provided as considered necessary.</p>
ENVIRONMENTAL IMPACT	
Landscape and visual impact	The site is exposed to long distance views from the north-west and the south-west. Following the amendment to the site area, the impact is less severe due to the eastern part of the site being more enclosed.

Impact on residential amenities:	Potential for noise impact to occur to dwellings south of the site.
Ecology:	The site was mostly covered in long grass which may provide habitats to lizards and other invertebrates. There is a group of 4 trees which could provide a habitat for bats and birds.
Noise sources	Little Bushey Lane – noise was not considered to be obtrusive.
Flood risk	Flood zone 1 – very low risk
Surface water flooding	Very low risk – there is one very small, isolated patch of high risk to the eastern side of the site.
Groundwater source protection area	Zone 3 – total catchment
Air quality	No.
Minerals	Sand and Gravel Belt
Agricultural land quality	3a/3b
Rights of way	Bushey footpath 21 runs along the eastern boundary of the site and Bushey footpath 12 runs along the western boundary.

EXISTING PLANNING AND DESIGNATION CONSTRAINTS

Existing and emerging local plan site specific designations	Green Belt Identified as site HEL181 in HELAA 2019
Heritage assets: archaeology	None.
Designated heritage assets	None.
Designated rural areas	None.
International, National and locally designated sites of importance for biodiversity and habitat sites	None. Local nature reserve is situated to the south-east of the site.

SITE EVALUATION

Positive site attributes:

1. The site is of optimal / sufficient size for 10fe,
2. The site is in single ownership.
3. The site is available.

4. The site has gentle level changes and re-grading would be limited.
5. Vehicular access could likely be achieved from Little Bushey Lane with suitable mitigation/improvements.
6. Pedestrian/cycle access could likely be achieved from Little Bushey Lane with suitable mitigation/improvements.
7. The site lies adjacent/within 400m walking distance of bus stops and bus routes.
8. The site has no significant areas of vegetation that would require removal to accommodate a secondary school.
9. The site lies adjacent to the urban area of Bushey.
10. There would be no impacts on preserved trees.
11. There would be minor ecological impact [subject to further investigations].
12. The site is not at risk of flooding [subject to further investigations].
13. The site is not located near any noise sources.
14. The site lies outside an AQMA.
15. The site is not in an Area of Archaeological Importance.
16. There would be no impacts on designated heritage assets.
17. The site is not in a designated rural area.
18. The site does not have any international, national, or local wildlife, habitat, or biodiversity designations.
19. The site does not have any local plan allocation.
20. The site has a single landowner.

Negative site attributes:

1. Site development would be exposed to long distance views in the wider landscape.
2. The site lies in the Green Belt.
3. The site lies in a Minerals Consultation Area.
4. The site does have an HELAA allocation [HEL181].
5. The site has moderate-good grade agricultural land classification [if relevant].
6. The site is traversed by rights of way.

SITE LAYOUT PRINCIPLES

A BB103 compliant 10fe secondary school site could be accommodated on this site:

1. Development principles plan 5309/422
2. Total site area: 13.70 ha
3. Build zone: 4.40 ha
4. Building footprint: 14,014sqm
5. Playing field zone: 9.03 ha
6. Vehicular access/egress: Little Bushey Lane
7. Pedestrian access: Little Bushey Lane / Hayfield Close

The total site area has been delineated using physical and natural boundaries. It could be possible to reduce that area to be in accordance with the site size areas in Table 1 of the report subject to further technical and environmental assessments.

CONCLUSION

Following the site visit it was recommended that the site boundary was adjusted to include land to the east of the site, removing part of the site to the southwest. This was to ensure that the development site is more likely to relate with the urban area of Bushey visually and functionally and to reduce the impact on the wider landscape.

The site is located south of Little Bushey Lane Bushey (Parcel A) (plan 5309/401/C). The existing use is agricultural, and it is in single ownership. The site slopes gently upwards towards the centre of the site, sloping downwards to the east, west and north. The site an optimal size for a 10fe school.

The site was recommended for a transport appraisal. The conclusions of the transport appraisal were that in principle, it would appear that the road network and potential for sustainable access to the site would be suitable for provision of an 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment.

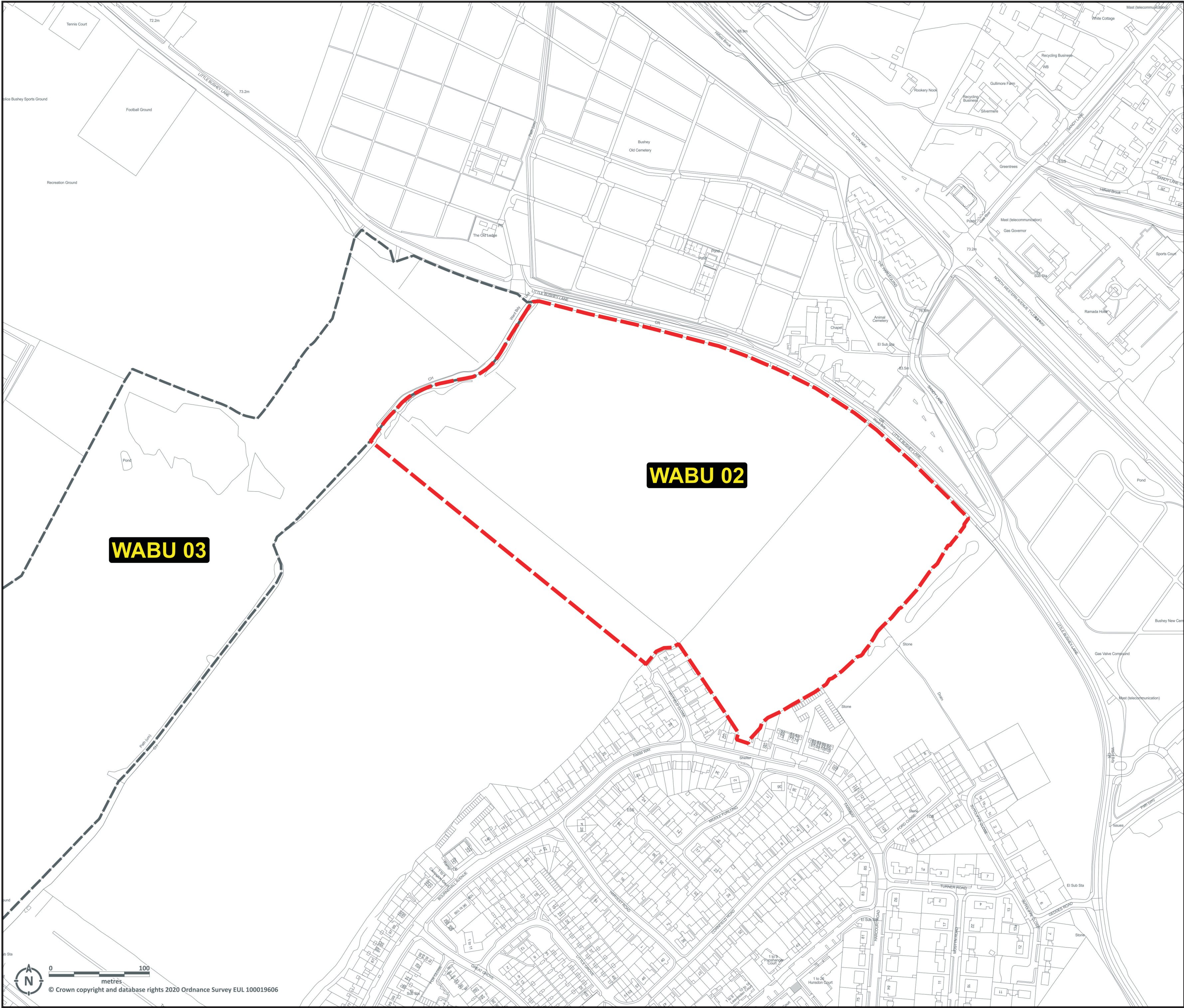
There appears to be potential for cycle improvements in the immediate vicinity of the site along Little Bushey Lane, with potential improvements to the route along PROW Footpath 12. Improvements to Public Footpath 21 and its link to Hayfield Close will need to be considered in relation to the available width if this is to provide a potential cycle access to the site. A pedestrian/cycle access direct to Farm Way, from the southern site boundary, would be beneficial. However, third party land ownership would need to be determined. The route of PROW Footpath 21 within the site itself will need to be reviewed further and consideration taken on how public access will be managed through the site. Bus accessibility to the site is reasonable, with bus stops on Farm Way providing access to route 306 which serves Watford and Borehamwood. Stops on the B462 are a further distance from the site, and improved accessibility should be considered as part of proposals. It would be necessary to allow parent drop off in the site to prevent parking along Little Bushey Lane, which would cause traffic flow issues and safety concerns.

A development principles plan (5309/422) has been prepared and is attached at Appendix 3. This plan shows the disposition of the building zone, playing fields and the optimal point of vehicular access for the site (based on transport appraisal conclusions). As there were two potential points of access from Bushey Mill Lane, the south-eastern access is proposed to enable the school build zone to be located adjacent to the urban area on the flat, less visually exposed part of the site. The building zone and playing field would be bisected by the existing public footpath but this could be diverted if required.

The site it is concluded would be suitable for a 10fe secondary school subject to further technical and environmental investigations. Those recommended are:

- Post Covid-19 traffic survey
- Landscape and Visual Assessment
- Noise Impact Assessment
- Air Quality Assessment
- Services Assessment

The site could be part of a wider mixed-use development as part of HEL181. There may be an opportunity for changing the red line boundaries of WABU02 if it is part of a mixed-use development and a masterplan for the wider area subject to technical and site constraints.



SITE BOUNDARY
13.70ha

REVISION A:
Amendment to site boundary following site visit
HNA/15-07-2020

SOUTH WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH

Site identification: WABU02

PROJECT NO	DRAWING NO	REV
5309	420	A
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HNA	JUNE 2020	1:2500 @A2

T: +44 (0) 1438 316 331
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vincent-gorbing.co.uk
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WABU 02

REVISION A:
Amendment to site boundary following site visit
HNA/15-07-2020

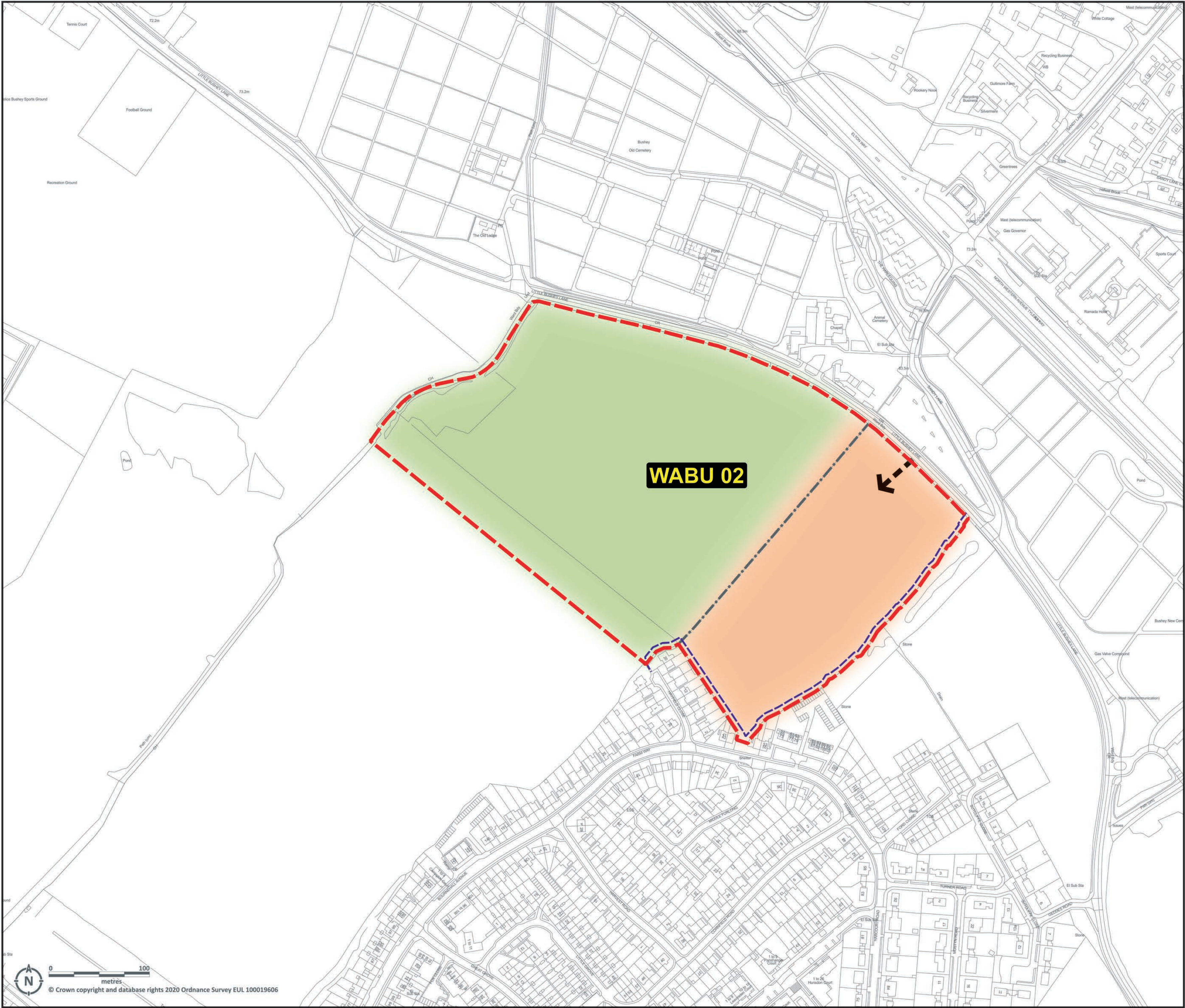
**SOUTH WEST HERTFORDSHIRE
SECONDARY SCHOOL
SITE SEARCH**

Site identification: WABU02

PROJECT NO	DRAWING NO	REV
5309	421	A
DRAWN	DATE	SCALE
HNA	JUNE 2020	1:2500 @A2

T: +44 (0) 1438 316 331
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vincent-gorbing.co.uk
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- SITE BOUNDARY
13.70ha
- BUILDING ZONE
4.40ha
- PLAYING FIELD ZONE
9.03ha
- SITE ACCESS
- EXISTING FOOTPATH
- DIVERTED FOOTPATH

WABU 02



**SOUTH WEST HERTFORDSHIRE
SECONDARY SCHOOL
SITE SEARCH**

Development principles: WABU02

PROJECT NO	DRAWING NO	REV
5309	422	
DRAWN	DATE	SCALE
HNA	SEPT 2020	1:2500 @A2

South West Hertfordshire Secondary School Site Search

High Level Transport Appraisal for Site 02 Watford/Bushey

Land to the west of Little Bushey Lane and north of Farm Way

This High-Level Transport Appraisal (HLTA) is to consider the suitability of access for a new 10 Form of Entry (10FE) secondary school on land to the west of Little Bushey Lane and north of Farm Way, Watford/Bushey.

1. Site Background

1.1 Location

The site currently comprises open arable farmland, situated on the northern side of Bushey Heath.

Little Bushey Lane defines the north eastern boundary of the site, a Public Right Of Way (PROW) footpath running perpendicular to Little Bushey Lane defines the north western boundary, while housing fronting Hayfield Close and Farm Way abut the site to the south. The south west and south east boundaries to the site abut existing arable fields.

Directly opposite the site on the northern side of Little Bushey Lane is Bushey Old Jewish Cemetery. This property is accessed from Little Bushey Lane via three entrances; one adjacent to the north west corner of the site and one mid-way along the site frontage and one further to the south east along Little Bushey Lane. To the north west of the site is the Metropolitan Police Bushey Sports Ground, Bushey Sports Club and Queens' School, which use the B462 Aldenham Road for access.

1.2 Local Road Network

Little Bushey Lane runs north westwards from the A411 Elstree Road and The Rutts in Bushey Heath to the A462 Aldenham Road and Bushey Mill Lane. The B462 links to the A41 to the north, which links to Junction 5 of the M1.

Little Bushey Lane varies in width between 6.2m and 7m wide¹ in the vicinity of the site, widening to 7.1m south of Sandy Lane from which point the lanes are segregated by central hatching up to its junction with Coldharbour Lane. Little Bushey Lane is subject to a 40mph speed limit in the vicinity of the site. This reduces to 30mph at the B462 junction to the north west of the site and near the residential areas to the south east. Little Bushey Lane has streetlights running along its entire length. Access for vehicles over 7.5tonnes is prohibited along Little Bushey Lane, except for access.

The B462 runs south east, from the signal controlled junction with Little Bushey Lane to a signal controlled junction with between the A411 and the A408 in Oxhey, just to the east of Bushey Arches Bridge. The B462 is subject to a 30mph speed limit.

¹ All dimensions are to be confirmed by survey

Hayfield Close and Farm Way are both residential roads. Farm Way connects to Little Bushey Lane via four other residential roads: Harcourt Road, Turner Road, Sutcliffe Road and Geddes Road. The roads vary in width, generally between 4.5m and 5m wide, with two-way flow possible along most of the route, although this is partially restricted in places by parked cars. The road is subject to 30mph speed limit there are generally no parking restrictions, and is lit.

Sandy Lane runs between Little Bushey Lane and Hilfield Lane. The road crosses the A41 via a signalised crossroad junction, and crosses the M1 via a bridge. Sandy Lane is a rural road in nature between Little Bushey Lane and the A41, becoming narrow in places and prohibits access for vehicles over 7.5tonnes from the A41. Between the A41 and Hilfield Lane, the road is approximately 6.75m wide. Sandy Lane is subject to the national speed limit and is unlit.

1.3 Existing Access

Approximately 130m north west of the northern corner of the site, there is a gated access track running south east from Little Bushey Lane into the site. However, as there is a section of third party land between the access and the site boundary the access cannot be considered to serve the site directly.

There are also existing gated agricultural accesses to the site from Little Bushey Lane; one adjacent to Public Footpath 21 which crosses the site and the other located approximately 120m from the northern corner.

There is no existing vehicular access to the site from Farm Way or Hayfield Close.

2. Walking Accessibility

2.1 Local Pedestrian Provision

Little Bushey Lane has a footway on the north side of the road from the B462 until the Sandy Lane at which point it switches to the south side of the road. This footway continues to the residential areas south of the site. The footways are narrow in parts, approximately 1m wide, resulting from overgrown vegetation and in some areas the footway is segregated from the road by grass verges.

Footways exist along both sides of Farm Way and Hayfield Close adjacent to the site; this is the case for most residential streets to the south.

The B462 has continuous footways running both sides of the road along its length linking the A41 to the A408/A411.

There are no footways along Sandy Lane between Little Bushey Lane and the A41.

There are no signal controlled or pedestrian priority crossings in the vicinity of the site on Little Bushey Lane or in the residential area to the south.

At the junction between Little Bushey Lane, the B462 and Bushey Mill Lane, pedestrian refuge islands have been installed to aid pedestrian movements through the signal controlled crossing but there are no formal pedestrian phases within the lights.

PROW Footpath 21 runs through the south east of the site, connecting the northern end of Hayfield Close to Little Bushey Lane and continuing north to Sandy Lane, to the north east of buildings associated with the Jewish Cemetery.

PROW Footpath 12 runs along the north western boundary of the site. This links residential development on the north west side of Bushey to Little Bushey Lane.

From PROW Footpath 12, PROW Footpath 13 and 14 provide a pedestrian link to Patchetts Green, on the north eastern side of the M1. Pedestrians cross the A41 at an uncontrolled crossing with pedestrian refuge island and cross the M1 via an overbridge.

2.2 Existing Pedestrian Access

PROW Footpath 21 provides a pedestrian route through the site, between Little Bushey Lane and Hayfield Close. The route is unsurfaced with kissing gates at the connections to Little Bushey Lane.

There is an existing informal pedestrian access from Farm Way, on the southern site boundary. It would appear that pedestrians currently use this route to access PROW Footpath 21.

2.3 Proposed Improvements

The nearest residential area to the site is within Bushey to the south and the most direct pedestrian route from most parts of Bushey would be via Farm Way and Hayfield Close. Within Farm Way, Hayfield Close and surrounding roads, pedestrian crossings at junctions will need to be established including dropped kerbs, tactile paving, and possible parking restrictions where necessary.

A pedestrian access direct to Farm Way from the southern corner of the site, via the existing informal access, would appear to be feasible, subject to confirmation of third party land ownership.

The desire line from pupils living on the east side of Watford would be via The Avenue, Finch Lane, Homefield Road and Public Footpath 12. This route would require a formal crossing on the Avenue, improvements to pedestrian crossing facilities at the junction between The Avenue and Finch Close. However, Public Footpath 12 is not surfaced and substantial improvements would be required including surfacing and lighting in order for this route to be suitable for school pupils, which may be restricted by third party land.

Alternatively, pupils from this area would need to travel along the B462 Aldenham Road and Little Bushey Lane. Depending upon the number of pupils travelling from this direction, improved crossing facilities may be required at the junction between the B462 Aldenham Road and The Avenue. Little Bushey Lane has no footway along the south side of the road. Therefore, a new footway would need to be provided to prevent pupils having to cross Little Bushey Lane twice, utilising the existing northern footway. This is likely to have a significant impact upon existing hedgerows.

Pupils travelling from north west of the site would walk via Bushey Mill Lane which has a footway on its north side only. Pedestrian phasing would be required at the signal controlled junction between Bushey Mill Lane, the B462 Aldenham Road and Little Bushey Lane. Assuming pupils would remain

on the north side of Little Bushey Lane, a new signal controlled crossing would be required on Little Bushey Lane in the vicinity of the school.

We would also recommend improvements to the existing footway along the south side of Little Bushey Lane between Bushey and the site to allow for pedestrian movements in this direction, which would require a new footway between Sandy Lane and the site.

Pupils in Patchetts Green are potentially within walking distance of the site if travelling via PROW Footpath 12. However, this route is fairly isolated in parts and is not lit, plus there are potential third party land issues. Therefore, unless significant improvements can be implemented, this route is not considered appropriate for school pupils.

PROW Footway 21 crosses the south of the site. A publicly accessible route through a school site is unlikely to be acceptable. Therefore, it is likely that this route will need to be diverted or access managed via a physical boundary (i.e. fence and gates).

An assessment of the likely catchment of the school would need to be carried out as part of the Transport Assessment to determine pedestrian desire lines and where any additional improvements are required to the local footway network in relation to the impact of the proposed school.

3. Cycling Accessibility

3.1 Local Cycle Provision

There is a segregated off-road foot/cycleway along the eastern side of the B462 Aldenham Road between Little Bushey Lane and the southern side of Queens' School. From this point, the footway narrows with no continuation of cycle facilities to the south. However, a pedestrian/cycle link runs south from this location to Finch Lane and the southern end of PROW Footpath 12.

There is an off-road cycle route along the south western side of the A41, located approximately 190m away from the northern site boundary.

There are no other existing cycle routes in the vicinity of the site or linking Bushey to the wider area of Watford.

3.2 Existing Cyclist Access

There are no existing cycle accesses into the site.

3.3 Proposed Improvements

Ideally, a foot/cycleway would be provided along the southern side of Little Bushey Lane between the B642 Aldenham Road and Bushey Heath, in order to provide a cycle link from both directions. However, there is no continuation of cycle routes beyond Queens' School to the south. In addition, provision of a foot/cycleway would have a significant impact upon existing hedgerows along the route.

A cycle access would appear to be feasible to Farm Way via the existing informal pedestrian access on the southern boundary. However, this would be subject to confirmation on land ownership between the site boundary and Farm Way.

Potential upgrades to PROW Footpath 12 would need to be explored to provide a foot/cycle link to the south east. However, this is subject to land ownership and planning constraints. It may also require lighting and security to allow school pupils to safely use the route.

The route of PROW Footpath 21 from Hayfield Close appears to be narrow as it passes between properties at the north western end of the road. Therefore, this route may not be suitable for cycle access to the school site. It is recommended that this is assessed further as part of the Transport Assessment.

Hertfordshire County Council (HCC) Roads in Hertfordshire Design Guidance states that the preferred priority provision for cyclists would be to cater for them on the road network, with dedicated cycle lanes being considered in the second instance. Therefore, a reduction in the speed limit and traffic calming measures along Little Bushey Lane in the vicinity of the school site may be sufficient to reduce vehicle speeds and create an attractive on-road route for cyclists. However, this would be subject to a Traffic Regulation Order.

4. Bus Accessibility

4.1 Local Bus Provision

There are existing bus stops on Farm Way, Harcourt Road and Bournehall Avenue, within close proximity to the site. The bus stops on Farm Way are located either side of Middle Furlong, with a shelter provided on the southern side of the road. The stops on Farm Way, Harcourt Road and Bournehall Avenue serve routes 306 and 823 providing access to Watford, Borehamwood and Garston. These stops are approximately 30m and 70m from the southern site boundary.

There are additional bus stops located on the B462 Aldenham Road, to the north west of the site. The stops on the B462 serve routes 602 and 823 providing access to Watford Town Centre, Hatfield Railway Station, Garston and Borehamwood. The nearest northbound stop on the B462 is approximately 850m from the site to the north of Bushey Mill Lane. The nearest southbound stop is approximately 1200m from the site, adjacent to Queens' School.

There are no exiting bus services running along Little Bushey Lane.

4.2 Existing Connectivity

In terms of connectivity to the wider area, the above routes (except 823) each provide at least two services to the site between 7:30am and 9:00am which would suit school travel, with similar frequencies during the afternoon to cater for travel home from school. Service 823 provides one morning and afternoon service for which times vary depending on the day of the week and it does not run on the weekends.

4.3 Proposed Improvements

A bus access strategy for the site would depend on likely catchment area and whether pupils from further afield would use scheduled bus services or school specific services. The latter would be more likely to deliver pupils directly to the school, the former would use existing stops. Three schools are already located near to the site so large numbers of pupils may already use local bus services, so capacity for additional pupils would need to be established.

Improvements to footway provision between the site and existing bus stops would be necessary as part of any proposals to locate a school on this site.

Direct pedestrian access from the school site onto Little Bushey Lane would provide accessibility to bus stops. However, due to the distance to existing bus stops, new bus stops are likely to be required closer to the site, particularly the southbound stop.

It is also proposed that improvements to the bus stops themselves would be provided to ensure that bus stops in the vicinity of the site have a shelter, flag, appropriate kerb types and information boards.

During detailed planning phase of a proposed new school, investigations would need to be carried out with HCC Passenger Transport Unit to determine whether there might be scope to re-route existing bus services or provide new public bus services along Little Bushey Lane to serve the school.

5. Rail Accessibility

5.1 Local Rail Provision

The nearest railway station is Bushey Station, located approximately 2.4km from the south western corner of the site, accessed on foot or bicycle via Farm Way, Bournehall Avenue, Rudolf Road and London Road.

5.2 Existing Connectivity

Bushey Station is served by London Northwestern Railway on the London Euston to Tring line and by London Overground services on the Watford DC Line. Travel further afield would require a change at Watford Junction, from where trains can continue north to the Midlands or south to London.

5.3 Proposed Improvements

If rail travel is expected to form a significant modal share of pupil travel to and from school, improvements to the pedestrian and cycle accessibility between the station and the school site will need to be considered.

6. Vehicular Accessibility

6.1 Existing Highway Conditions

Due to the Covid-19 pandemic, traffic conditions at the time of writing this High-Level Transport Appraisal do not reflect the former 'typical' traffic conditions. Therefore, it has not been possible to review existing highway conditions in terms of congestion in the vicinity of the site.

‘Typical traffic’ information from Google Maps appears to show typical traffic conditions over recent periods and is therefore not a reliable source of information for identifying likely congestion hotspots due to reductions in traffic during the recent lockdown period. This has been assumed based upon the fact that several known congestion hotspots in the area are showing up as having no congestion during the AM and PM peak periods on the current ‘typical traffic’ mapping.

However, desktop studies suggest that the junction between Little Bushey Lane, the B462 Aldenham Road and Bushey Mill Lane experiences congestion at peak times. In addition, the signalised crossroad junction between Sandy Lane and the A41 is also shown to experience congestion at peak times.

These junctions would need to be fully considered as part of a Transport Assessment, along with any other junctions identified by the Highway Authority as requiring assessment to support a proposed Secondary School.

The only existing access into the site is from Little Bushey Lane. However, this is an agricultural access and unlikely to generate any significant volume of traffic.

7. Proposed Vehicular Access

7.1 Proposed Vehicular Access

The width and nature of Little Bushey Lane would suggest that this is the most suitable location for vehicular access to the school site. However, the impact of school traffic on traffic flows and safety along the road would need to be carefully considered.

The location of the existing access is clear of any trees or significant hedgerow, with reasonable visibility in both directions along Little Bushey Lane. However, the visibility requirements will be dependent upon speeds along Little Bushey Lane. As the site is located along the inside of a bend, visibility splays may take up a significant area within the site frontage. Vehicular access may be suitable at any location along the northern site boundary as long as adequate spacing is provided in relation to junctions and accesses opposite the site.

Potential for vehicular access from Farm Way appears to be constrained by existing properties and third party land. However, a vehicular access between properties No. 45 and No. 49 may be physically possible. In addition, the potential access location in relation to Middle Furlong would not appear to meet HCC standards. Therefore, a vehicular access from this location has not been considered further.

School access arrangements would need to be determined by analysis of typical traffic conditions and the impact of school traffic on the flow of vehicles along Little Bushey Lane and any congested areas, which would be undertaken as part of the Transport Assessment.

7.2 Proposed Improvements

Little Bushey Lane is currently subject to a 40mph limit adjacent to the site, reducing to 30mph on the approach to the B462 junction. Consideration would need to be given to reducing the speed limit to 30mph along the school site frontage to maximise safety adjacent to the school.

If the vehicular access is located on Little Bushey Lane, there is likely to be increased traffic demand along both Little Bushey Lane and the B462. A significant increase in flows along the B462 would not be ideal due to existing schools along this road, and it may be necessary to consider localised improvements along this route to minimise the risk of accidents.

Junction improvements are likely to be required at the intersection between Little Bushey Lane, the B462 Aldenham Road and Bushey Mill Lane.

It would be necessary to allow parent drop off in the site to prevent parking along Little Bushey Lane, which would cause traffic flow issues and safety concerns.

Depending on the likely demand, the junction between Sandy Lane and Little Bushey Lane, and also Sandy Lane to the A41, may also need improvements.

A full Transport Assessment would be required to determine the predicted impact of traffic in comparison to typical flows in the area.

8. Vehicular Trip Generation

8.1 Potential Vehicle Generation and Impact

Full analysis of potential vehicle trip generation and impact would be considered as part of a full Transport Assessment.

Initial assumptions for secondary school traffic would be that around 20% of pupils travel to/from school by car during the AM and PM peak periods. Most staff are likely to travel to school by car, although arrival times can start from 7am (or earlier), with departure times also spread across a wide period minimising the impact on peak periods.

However, car travel would be considered in conjunction with the likely catchment area of the school and resulting travel distances, proposed school facilities such as before school and after school clubs, potential for improved bus services and implementation of sustainable travel routes.

On-site parking for parents as well as staff would be required, which would generate a significant number of movements into and out of the site, impacting upon traffic flows on Little Bushey Lane.

8.2 Proposed Mitigation

A School Travel Plan will need to be prepared for the school to promote walking, cycling and public transport for travel rather than car use.

An assessment of vehicle and pedestrian desire lines will need to be undertaken as part of the Transport Assessment which will identify any potential Park and Stride facilities which the school could utilise.

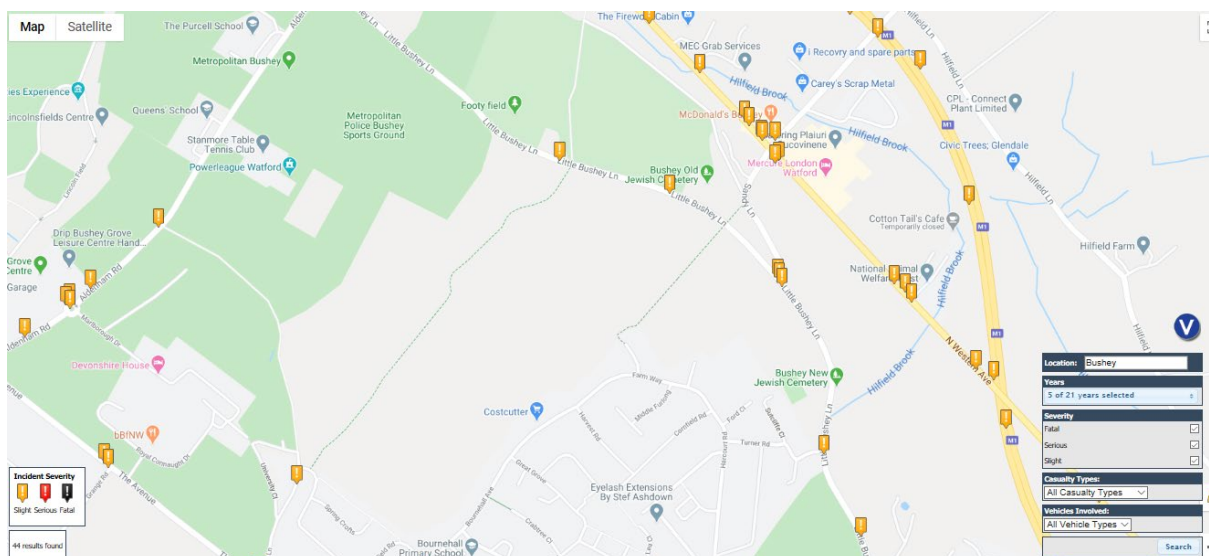
9. Highway Safety

9.1 Existing Accident Data

Data from crashmap.co.uk for the last 5 years has been obtained which identifies personal injury accidents received from the Department of Transport. The data identifies no 'fatal' or 'serious' accidents in the vicinity of the site in the last 5 years.

Multiple 'slight' category accidents are recorded along Little Bushey Lane, 3 of which occurred at its junction with Sandy Lane.

No accidents have been recorded along Farm Way.



Source: www.crashmap.co.uk

9.2 Proposed Improvements

An influx of cyclists, pedestrians, and traffic due to the school development may cause additional pressures and increased accidents. Therefore, mitigation measures will need to be considered.

It is recommended that safety at the Sandy Lane junction on Little Bushey Lane is reviewed, considering any increased traffic movements.

10. Conclusions

In principle, it would appear that the road network and potential for sustainable access to the site would be suitable for provision of an 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment.

There appears to be potential for cycle improvements in the immediate vicinity of the site along Little Bushey Lane, with potential improvements to the route along PROW Footpath 12. Improvements to Public Footpath 21 and its link to Hayfield Close will need to be considered in relation to the available width if this is to provide a potential cycle access to the site.

A pedestrian/cycle access direct to Farm Way, from the southern site boundary, would be beneficial. However, third party land ownership would need to be determined.

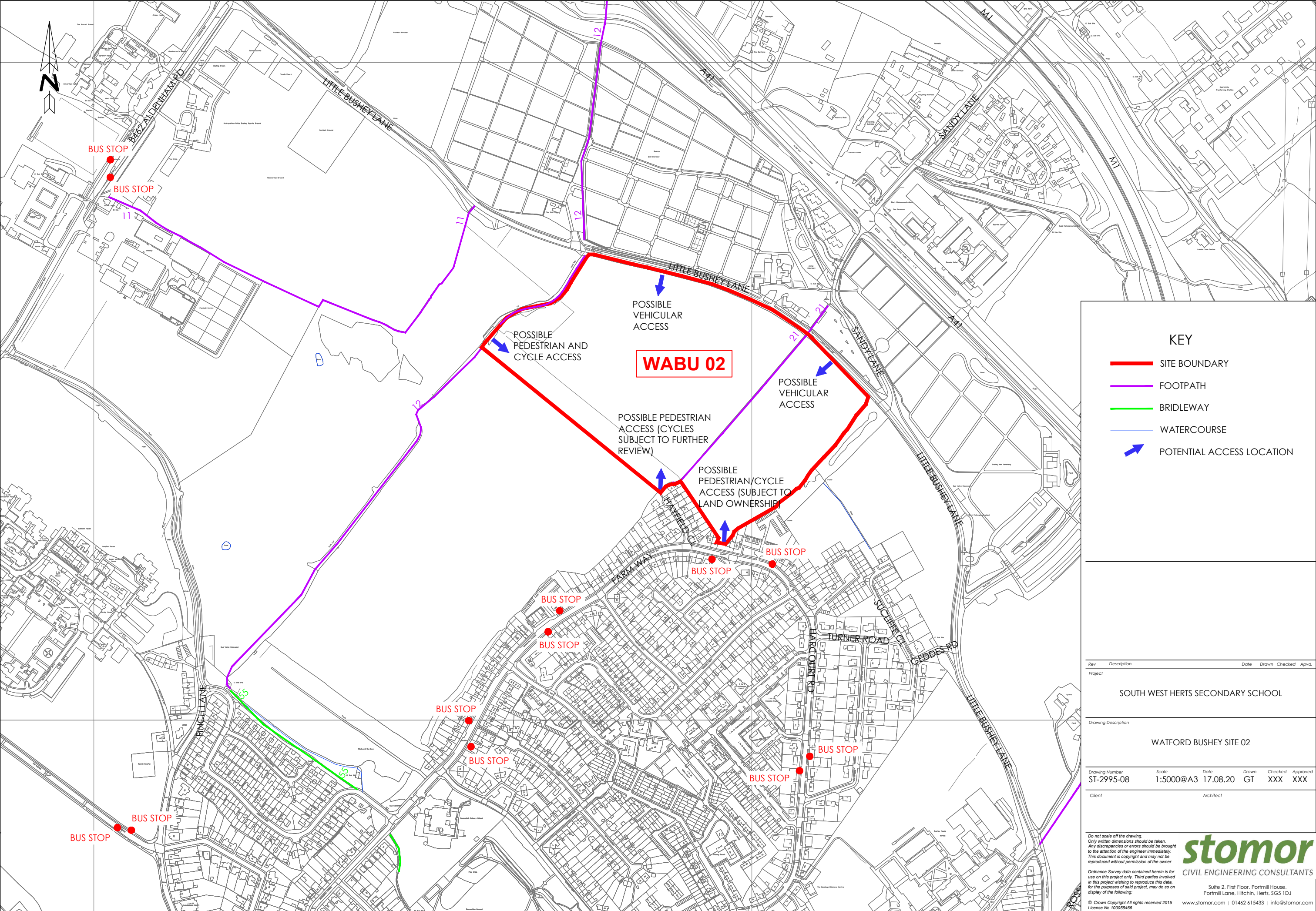
The route of PROW Footpath 21 within the site itself will need to be reviewed further and consideration taken on how public access will be managed through the site.

Bus accessibility to the site is reasonable, with bus stops on Farm Way providing access to route 306 which serves Watford and Borehamwood. Stops on the B462 are a further distance from the site, and improved accessibility should be considered as part of proposals.

It would be necessary to allow parent drop off in the site to prevent parking along Little Bushey Lane, which would cause traffic flow issues and safety concerns.

Due to the Covid-19 pandemic, traffic conditions at the time of writing this High Level Assessment do not reflect former 'typical' traffic conditions. However, a desktop review of available traffic information has been undertaken which indicates that the junction between Little Bushey Lane, the B462 Aldenham Road and Bushey Mill Lane, and the junction between Sandy Lane and the A41, experience congestion at peak times.

Accident data for the area within the site identified that there may be potential safety issues at the junction between Sandy Lane and Little Bushey Lane. These issues will need to be assessed in more detail and suitable mitigation measures provided as considered necessary.



KEY

SITE BOUNDARY

FOOTPATH

BRIDLEWAY

WATERCOURSE

POTENTIAL ACCESS LOCATION

Rev	Description	Date	Drawn	Checked	Apvd.
Project					
SOUTH WEST HERTS SECONDARY SCHOOL					
Drawing Description					
WATFORD BUSHEY SITE 02					
Drawing Number	Scale	Date	Drawn	Checked	Approved
ST-2995-08	1:5000@A3	17.08.20	GT	XXX	XXX
Client			Architect		

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Only written dimensions should be taken.
Any discrepancies or errors should be brought
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CIVIL ENGINEERING CONSULTANTS

Suite 2, First Floor, Portmill House,
Portmill Lane, Hitchin, Herts, SG5 1DJ
www.stomor.com | 01462 615433 | info@stomor.com

SOUTH -WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL SCHOOL SITE

SITE DETAILS

Site Reference and address	Bushey Site: WABU03 Land south-west of Little Bushey Lane (Parcel B) Site identification plan: [5309/430] Aerial photograph: [5309/431]	
Site area	14.11ha	
Existing use/occupiers	Meadow land	
Land ownership	THE ROYAL MASONIC TRUST FOR GIRLS AND BOYS (Co. Regn. No. 1705033) of Freemasons Hall, 60 Great Queen Street, London WC2B 5AZ.	
Site availability	Site HEL181 in HELAA 2019	
Brownfield Land Register	No	
Planning history	None.	
Buildings	None.	
Adjoining uses	North:	To the north of the site is Little Bushey Lane and an area of recreation ground.
	East:	To the east is agricultural land, beyond which are residential dwellings.
	South:	To the south are residential dwellings.
	West:	To the west are sports fields and buildings.
Topography	Much of the site is relatively flat, however the land becomes more undulating towards the south where it slopes downwards towards the adjacent road.	
Water courses	None.	
Vegetation	The southern and western boundaries are bounded by mature tree belts and hedgerows. The boundary with Little Bushey Lane is open with little vegetation and the eastern boundary, adjacent to the footpath is lined with smaller vegetation. There are lots of mature trees scattered throughout the site.	

ACCESSIBILITY

Vehicular access	Little Bushey Lane bounds the site to the north (unclassified U road). The road is relatively wide and may be suitable. To the south and west of the site is Finch Lane. The area along the western boundary is non-
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	allocated and did not appear to be in use. To the south the road is an unclassified U road with 30mph restriction. There is a dense vegetative belt between the site and the road.
Cycle access	None.
Pedestrian access	There is a footpath on the northern side of Little Bushey Lane and footpaths running along the boundary of the site linking down to Finch Lane.
Public transport	The Leisure Centre bus stop is a 0.48km walk from the site. This provides access to routes 823 (Garston-Borehamwood) and 602 (Watford, Shenley, London Colney, St Albans and Hatfield).
High level transport appraisal	A preliminary high level transport appraisal is not recommended.
ENVIRONMENTAL IMPACT	
Landscape and visual impact	Long distance views are not considered to be possible from any direction.
Impact on residential amenities:	None anticipated.
Ecology:	Much of the site was covered in long grassland which may provide habitats for lizards, small invertebrate and mammals. There are mature and veteran trees scattered throughout the site which may provide habitats to birds and bats.
Noise sources	None.
Flood risk	Flood zone 1 – very low risk
Surface water flooding	The vast majority of the site is at very low risk. There is an area of low risk to the northern tip of the site and an a very narrow strip of high risk within the southern part of the site.
Groundwater source protection area	Zone 3: Total catchment / Zone 2: Outer Protection
Air quality	None.
Minerals	Sand and Gravel Belt
Agricultural land quality	3a/3b
Rights of way	Bushey footpath 012 runs along the eastern boundary of the site and footpath 011 runs alongside the northern corner.
EXISTING PLANNING AND DESIGNATION CONSTRAINTS	
Existing and emerging local plan site specific designations	Green Belt Identified as site HEL181 in HELAA 2019
Heritage assets:	None.

archaeology	
Designated heritage assets	The Grade II listed International University and the Grade II listed chapel at the International University adjacent to the west of the site.
Designated rural areas	None.
International, National and locally designated sites of importance for biodiversity and habitat sites	None.

SITE EVALUATION

Positive site attributes:

1. The site is of optimal / sufficient size for 10fe.
2. The site is in single ownership.
3. The site is available.
4. The site is largely level and re-grading would be limited.
5. Vehicular access could likely be achieved from Little Bushey Lane with suitable mitigation/improvements.
6. Pedestrian/cycle access could likely be achieved from Little Bushey Lane with suitable mitigation/improvements.
7. Site development would not be exposed to long distance views in the wider landscape.
8. There would be no impacts on preserved trees.
9. The majority of the site is not at risk of flooding [subject to further investigations].
10. The site is not located near any noise sources.
11. The site lies outside an AQMA.
12. The site is not in an Area of Archaeological Importance.
13. The site is not in a designated rural area.
14. The site does not have any international, national or local wildlife, habitat or biodiversity designations.
15. The site does not have any local plan allocation.
16. The central areas of the site are not traversed by rights of way.
17. The site has a single landowner.

Negative site attributes:

1. The site does not lie within 400m walking distance of bus stops and bus routes.
2. The site has many areas of vegetation that would require removal to accommodate a secondary school.
3. The site does not lie directly adjacent to the urban area of Bushey.
4. There would be more than minor ecological impact [subject to further investigations].
5. The site lies in the Green Belt.

6. There could be impacts on designated heritage assets.
7. The site lies in a Minerals Consultation Area.
8. The site does have an HELAA allocation [HEL181].
9. The site has moderate-good grade agricultural land classification [if relevant].

SITE LAYOUT PRINCIPLES

Not applicable as set was rejected following site visit and completion of the initial appraisal.

CONCLUSION

The site is located south of Little Bushey Lane Bushey (Parcel B) (plan 5309/401/D). The existing use is meadow land, and it is in single ownership. Much of the site is relatively flat however the land becomes more undulating towards the south where it slopes downwards towards the adjacent road. The site is an optimal size for a 10fe school. The south-western boundary is close to a Grade II listed heritage asset which may possibly be impacted by playing fields.

The site has significant tree coverage that would require removal to facilitate the development of the school. The build zone would likely be adjacent to Little Bushey Lane which would be disconnected from the urban area of Bushey.

For the above reasons, the site was not recommended for high level transport appraisal or for further comparative assessment with other sites.

However, the site could be re-considered as part of a wider mixed-use development of HEL181. There may be an opportunity for changing the red line boundaries of WABU03 if it is part of a mixed-use development and a masterplan for the wider area subject to technical and site constraints.



WABU 03

**SOUTH WEST HERTFORDSHIRE
SECONDARY SCHOOL
SITE SEARCH**

Site identification: WABU03

PROJECT NO	DRAWING NO	REV
5309	431	
DRAWN	DATE	SCALE
HNA	JUNE 2020	1:2500 @A2



SOUTH -WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL SCHOOL SITE

SITE DETAILS

Site Reference and address	<p>Bushey: Site WABU04</p> <p>Land at Bushey Mill Lane (Bushey Hall Golf Course), Bushey</p> <p>Site identification plan: [5309/440]</p> <p>Aerial photograph: [5309/441]</p> <p>Development principles plan: [5309/442A]</p>
Site area	41.54ha
Existing use/occupiers	Vacant golf course
Land ownership	VELADAIL LEISURE LIMITED (Co. Regn. No.1857386) of 45 Lisson Grove, London NW1.
Site availability	Former club house is identified as safeguarded land for housing. Wider golf course is not included in HELAA submission but is known to be vacant.
Brownfield Land Register	Yes – southern tip of site only
Planning history	<p>20/0838/VOC - Application for variation of conditions 14 (drainage) & 17 (approved plans) attached to planning permission 19/0071/VOC to allow for the construction of basement level with pool, new mezzanine floor and alterations to fenestration. – Pending decision</p> <p>18/1629/VOC - Variation of conditions 14 (Drainage Strategy) and 17 (Approved Plans) of planning permission 16/1579/FUL (as amended by 18/0860/VOC) - To remove the basement level of the approved new golf club house & replace with partial wing rear ground floor extension (Amended Description 7/9/18) - Approved</p> <p>18/0860/VOC - Application for variation of condition 17 attached to planning permission 16/1579/FUL - To amend the approved plans. - Approved</p> <p>16/1579/FUL - Demolition of existing Clubhouse, former print works, ProShop and maintenance buildings. Erection of a new single storey Golf Clubhouse with associated basement facilities and retention of the existing golf club car park, accessed off Bushey Hall Drive. Erection of a part two, part 3 storey with roof level accommodation residential building comprising 31 self-contained residential units (6 x 1 bed, 19 x 2 bed and 6 x 3 bed) with underground car parking, relocated access off Bushey Hall Drive, with associated refuse and cycle stores, landscaping and communal and private amenity space. (Amended plans received 02/11/16) – Approved</p>
Buildings	Two storey clubhouse, single storey storage units and sheds within the southern parts of the site.

Adjoining uses	North:	The site is bounded to the north by dwellings fronting onto Park Avenue.
	East:	To the east of the site is the Queens School, Purcell School, Bushey Grove Leisure Centre and the former Lincolnsfield Centre which is being re-developed for residential use.
	South:	To the south of the site are residential areas of Bushey.
	West:	To the west are residential dwellings and the Fisher’s Field nature reserve.
Topography	As the site is so large, the topography varies significantly. Its use as a golf course means that the land has been landscaped with terraced areas to the south. Generally, the site is relatively flat within the central areas, where it is at its highest point. The land gradually slopes down towards the boundaries of the site.	
Water courses	There are water courses running east to west along the southern part of the site and the northern part of the site.	
Vegetation	The site has significant tree coverage along all boundaries and within the central areas of the site. There are multiple bands of tree belt throughout the site and large areas of woodland such as Icedale Wood and Scotts Wood.	
ACCESSIBILITY		
Vehicular access	There is vehicular access to the site from Bushey Hall Drive (not allocated). Walton Road the west of the site is an unclassified U road. Access would not be suitable from here due to dense vegetation and the layout of the residential development in Walton Road. Park Avenue to the northwest of the site is an unclassified u road. However, it is relatively wide and may provide suitable access. Bushey Mill Lane (unclassified u road) bounds the site to the northeast, which may also be a suitable vehicular access point.	
Cycle access	None.	
Pedestrian access	There are public rights of ways running along the northern part of the site. These connect to the Fisher’s Field Nature Reserve to the west of the site and run along the northern boundary of the site, crossing over the water course to the rear of the dwellings fronting Park Avenue. Most of the site is formally closed to the public although it appeared to be informally used by dog walkers.	
Public transport	The Avenue bus stop is a 0.16km walk from the south of the site and provides access to routes 602 (Watford, Shenley, London Colney, St Albans and Hatfield) and 823 (Garston – Borehamwood). Sycamore Close bus stop is a 0.3km walk from the northeast of the site and provides access to route W18 (Watford Morrisons to North Bushey).	
High level transport appraisal	A preliminary high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that, in principle, it would appear that the road network and potential for sustainable access to the site would be suitable for provision of an 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport	

Assessment.

However, existing congestion in the vicinity of the potential vehicular access points and third-party land may limit the scope for providing vehicular access. It would appear that the main vehicular access would need to be taken from Bushey Hall Drive, where there is no existing footway provision.

Footways along residential roads to the south of the site are generally considered suitable, except for on Bushey Hall Drive.

Pedestrian access to the northwest and west of the site will need to be carefully considered alongside any potential improvements to the local highway network, particularly Link Road and the PROW Footpath 02 between Park Avenue and the River Colne. An access from this direction would serve residential areas on the north side of Watford.

There appears to be potential for cycle improvements in the immediate vicinity of the site along Park Avenue.

Bus accessibility to the site is reasonable, with bus stops on Park Avenue and the B462 Aldenham Road providing access to routes W18, 306, 398 and 602 which serves the local and wider area. Improved accessibility between the site and the local bus stops should be considered as part of proposals.

Due to the Covid-19 pandemic, traffic conditions at the time of writing this High-Level Assessment do not reflect former 'typical' traffic conditions. However, a desktop review of available traffic information has been undertaken which indicates that the majority of the main local roads in the vicinity of the site experience a level of congestion at peak times.

Accident data for the area within the site identified that there may be potential safety issues along Bushey Hall Road. These issues will need to be assessed in more detail and suitable mitigation measures provided as considered necessary to ensure pupils have a suitably safe route to and from school.

ENVIRONMENTAL IMPACT**Landscape and visual impact**

The site is relatively well enclosed. To the north of the site, due to the surrounding land levels some views may be possible from the north-west.

Impact on residential amenities:

There may be some noise overspill to properties fronting onto Park Avenue.

Ecology:

There are large, wooded areas on the site and groups of mature trees that may provide habitats for birds, bats and other invertebrates. The vacant buildings on site may also be utilised by bats. There are watercourses running through the site. Scotts Wood to the north of the site is a local wildlife site. Fisher's Field situated to the west of the site is a local nature reserve.

Noise sources

None significant.

Flood risk

An area of medium-high flood risk runs along the northern boundary of the site (Flood zone 2-3). There is also an area of medium-high flood risk towards the south of the site (Flood zone 2-3). These follow the path

	of the watercourses running through the site.
Surface water flooding	There is a large strip of high risk along the northern boundary of the site, consistent with the area of Flood zone 2-3. There is a band of low risk towards the south of the site, with smaller dispersed areas of medium-high risk.
Groundwater source protection area	Zone 1 – Inner Protection Zone and Zone 2 – Outer Protection Zone
Air quality	None.
Minerals	Sand and Gravel Belt
Agricultural land quality	Not graded.
Rights of way	Bushey footpath 003 runs along the northern boundary of the site and connects to footpath 002 which runs southwest towards Fisher's Field Nature Reserve.

EXISTING PLANNING AND DESIGNATION CONSTRAINTS

Existing and emerging local plan site specific designations	Green Belt The area to the south of the site where the former golf club house is situated is allocated for residential development under the Site Allocation and Development Management Policies Plan.
Heritage assets: archaeology	None.
Designated heritage assets	None.
Designated rural areas	None.
International, National and locally designated sites of importance for biodiversity and habitat sites	Scotts Wood is a Local Wildlife Site Fisher's Field local nature reserve adjacent to the site

SITE EVALUATION

Positive site attributes:

1. The site is of optimal size for 10fe.
2. The site is in single ownership.
3. Most of the site may be available.
4. Vehicular access could likely be achieved from Bushey Hall Road, Bushey Mill Lane or Park Avenue with suitable mitigation/improvements.
5. Pedestrian/cycle access could likely be achieved from Bushey Hall Road, Bushey Mill Lane or Park Avenue with suitable mitigation/improvements.
6. The site lies adjacent/within 400m walking distance of bus stops and bus routes.

7. Site development would not be exposed to long distance views in the wider landscape.
8. The site lies adjacent to the urban area of Bushey.
9. There would be no impacts on preserved trees.
10. The site is not located near any noise sources.
11. The site lies outside an AQMA.
12. The site is not in an Area of Archaeological Importance.
13. There would be no impacts on designated heritage assets.
14. The site is not in a designated rural area.
15. The site does not have any international, national or local wildlife, habitat or biodiversity designations.
16. The site is not an identified SHELAA site.
17. The site has a single landowner.

Negative site attributes:

1. The site is sloping and re-grading would be required.
2. The site has significant areas of vegetation that may require removal to accommodate a secondary school.
3. There is an electricity pylon situated in the north-east corner of the site with cables extending to the north west.
4. There would be more than minor ecological impact [subject to further investigations].
5. The site is at risk of flooding [subject to further investigations].
6. The site lies in the Green Belt.
7. The site lies in a Minerals Consultation Area.
8. Part of the site has a local wildlife, habitat or biodiversity designations.
9. Part of the site has a local plan allocation.
10. The site has moderate-good grade agricultural land classification [if relevant].
11. The site is partially traversed by rights of way.

SITE LAYOUT PRINCIPLES

A BB103 compliant 10fe secondary school site could be accommodated on this site:

1. Development principles plan 5309/442
2. Total site area: [13.43ha]
3. Build zone: [4.5ha]
4. Building footprint: [14,014 sqm]
5. Vehicular access/egress: Bushey Mill Lane
6. Pedestrian access: Bushey Mill Lane

CONCLUSION

The site is located south-west of Bushey Mill Lane (plan 5309/401/D). The existing use is a golf course, but it is currently vacant and not used. The site is in single ownership. As the site is so large, the topography varies significantly. Its use as a golf course means that the land has been heavily landscaped with terraced areas to the south. Signage was displayed on the site visit indicating the preparation of a Tree Preservation Order (TPO) but the TPO does not as yet appear to have been confirmed. Generally, the site is relatively flat within the central areas, where it is at its highest point. The land gradually slopes down towards the boundaries of the site. The site is an optimal size for a school. The site area (41.54ha) is more than would be required.

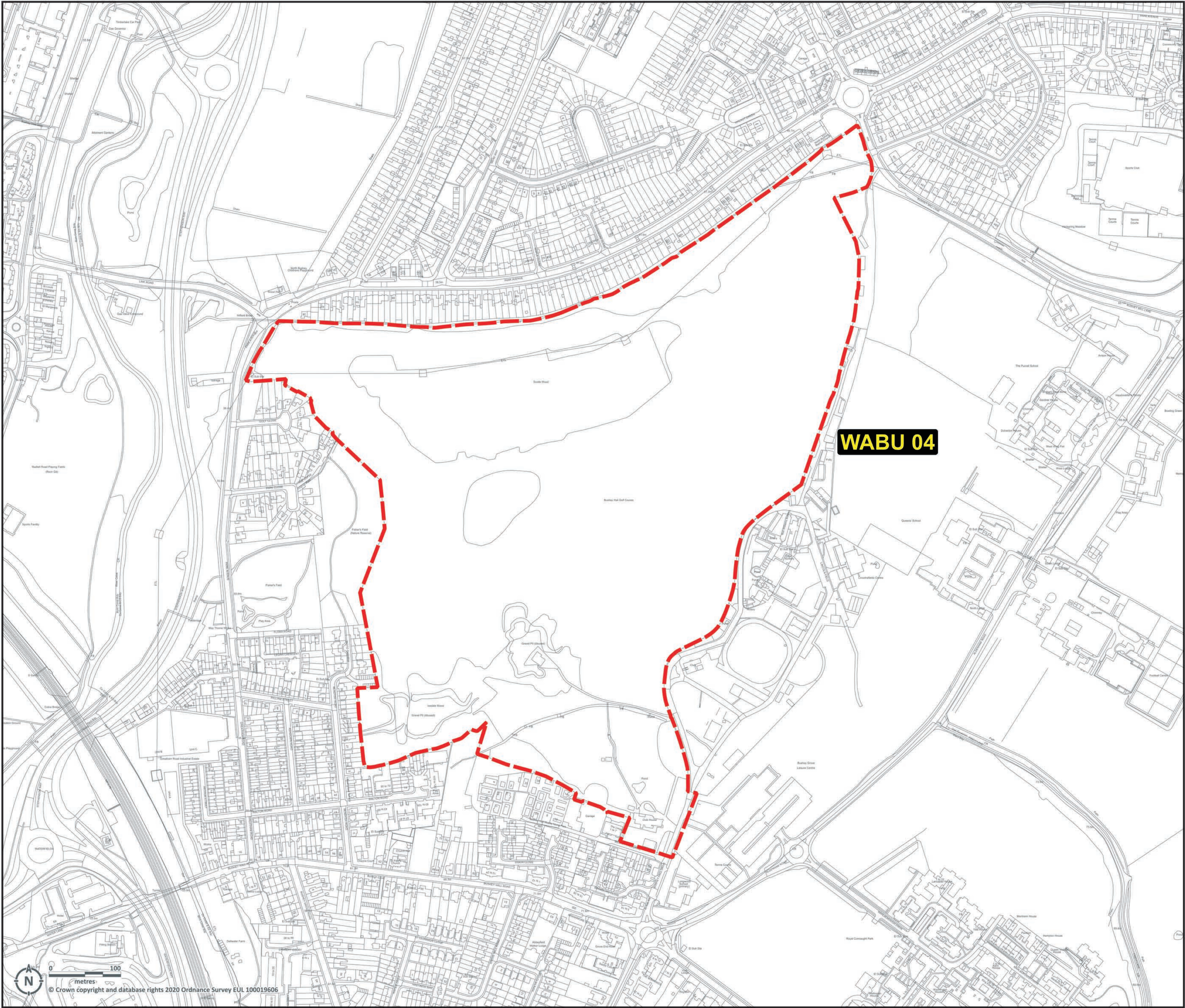
The site was recommended for a transport appraisal. The conclusions of the transport appraisal were that in principle, it would appear that the road network and potential for sustainable access to the site would be suitable for provision of an 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment. However, existing congestion in the vicinity of the potential vehicular access points and third-party land may limit the scope for providing vehicular access. The main vehicular access would, the highways appraisal recommends, need to be taken from Bushey Hall Drive, where there is no existing footway provision. Junction spacing and ownership may preclude access from Bushey Mill Lane. Flooding, overhead power lines and a treed copse may preclude access from Park Avenue.

Footways along residential roads to the south of the site are generally considered suitable, except for on Bushey Hall Drive. Pedestrian access to the northwest and west of the site will need to be carefully considered alongside any potential improvements to the local highway network, particularly Link Road and the PROW Footpath 02 between Park Avenue and the River Colne. An access from this direction would serve residential areas on the north side of Watford. There appears to be potential for cycle improvements in the immediate vicinity of the site along Park Avenue. Bus accessibility to the site is reasonable, with bus stops on Park Avenue and the B462 Aldenham Road providing access to routes W18, 306, 398 and 602 which serves the local and wider area. Improved accessibility between the site and the local bus stops should be considered as part of proposals.

A development principles plan (5309/442/A) has been prepared and is attached at Appendix 3. Whilst the transport appraisal concluded that access from Bushey Hall Drive (southern part of the site) would be preferred, this area is subject to a planning permission that is being implemented for residential development. As such the less optimal location for access from Bushey Mill Lane is proposed. The transport appraisal identifies some potential issues with an access in this location stating that a vehicular access from Bushey Mill Lane in the northeast corner of the site, 20m south of its junction with Duncan Way may be feasible, in the location of an existing gated access. However, this would cross Hertsmere BC land, may be too close to Duncan Way in terms of junction spacing and would cross Hilfield Brook.

This plan shows the disposition of the building zone, playing fields vehicular access for the site from Bushey Mill Lane. The impact of a building zone on the environment of established scattered parkland trees from Bushey Hall Drive would be significantly detrimental. Because of the significant variations in topography which have been created for the golf course use there would be a significant amount of regrading to this site to create flat plateaus for building zones, car park and playing fields to create an accessible site. Access to the site from Bushey Mill Lane or Park Avenue are likely to have similar effects.

The site, it is concluded, may not be a preferred location for a 10fe secondary school if there are other more sequentially preferable sites with less environmental impact on the landscape (i.e., that do not require the significant re-grading and the removal of trees, potentially being covered by a Tree Preservation Order), cost of re-grading land and potentially a sub-optimal access solution.



SITE BOUNDARY
41.54ha

WABU 04

SOUTH WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH

Site identification: WABU04

PROJECT NO	DRAWING NO	REV
5309	440	
DRAWN	DATE	SCALE
HNA	JUNE 2020	1:3500 @A2

T: +44 (0) 1438 316 331
planners@vincent-gorbing.co.uk
vincent-gorbing.co.uk
Vincent and Gorbing Limited, Sterling Court
Norton Road, Stevenage, Hertfordshire SG1 2JY
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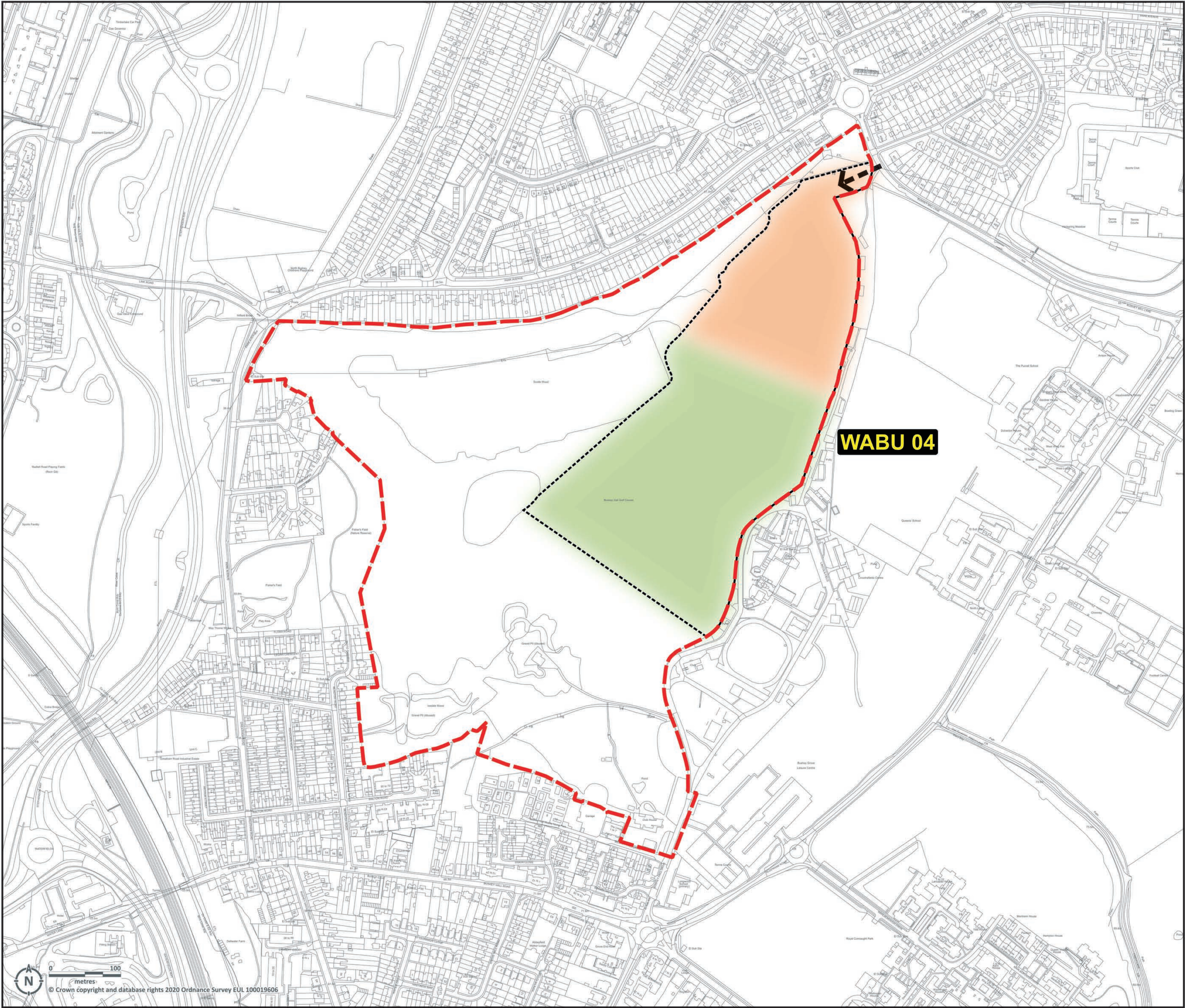
WABU 04

**SOUTH WEST HERTFORDSHIRE
SECONDARY SCHOOL
SITE SEARCH**

Site identification: WABU04

PROJECT NO	DRAWING NO	REV
5309	441	
DRAWN	DATE	SCALE
HNA	JUNE 2020	1:3500 @A2





-  SITE BOUNDARY
41.54ha
-  PROPOSED SCHOOL BOUNDARY
13.43ha
-  BUILDING ZONE
4.5ha
-  PLAYING FIELD ZONE
8.91ha
-  SITE ACCESS

REVISION A:
Parcels amended to reflect current planning application
HNA/09-09-2020

SOUTH WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH

Development principles: WABU04

PROJECT NO	DRAWING NO	REV
5309	442	A
DRAWN	DATE	SCALE
HNA	SEPT 2020	1:3500 @A2

T: +44 (0) 1438 316 331
planners@vincent-gorbing.co.uk
vincent-gorbing.co.uk
Vincent and Gorbing Limited, Sterling Court
Norton Road, Stevenage, Hertfordshire SG1 2JY
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South West Hertfordshire Secondary School Site Search

High Level Transport Appraisal for Site 04 Watford/Bushey

Land to the south of Park Avenue and west of Lincoln Field

This High Level Transport Appraisal (HLTA) is to consider the suitability of access for a new 10 Form of Entry (10FE) secondary school on land to the south of Park Avenue and north of Lincoln Field, Watford/Bushey.

1. Site Background

1.1 Location

The site is located on the Bushey Hall Golf Club, situated in west Watford.

Hilfield Brook defines the northern boundary of the site, which separates the site from residential properties fronting Park Avenue. Bushey Mill Lane abuts the site to the north east, while Park Avenue abuts the site to the north west. To the west, a residential area and Fishers Field Nature Reserve define the western site boundary. Residential areas abut the site to the south and south west, with Bushey Hall Drive running along the south eastern boundary. The remainder of the eastern boundary is generally defined by Lincoln Field and an area of woodland. The boundaries of the site are the same as the existing boundaries of the Bushey Hall Golf Club.

1.2 Local Road Network

Bushey Hall Drive is an approximately 6.75m wide road which runs north from the roundabout junction between Bushey Hall Drive, Bushey Hall Road, Aldenham Road and The Avenue. Bushey Hall Drive is a public highway for approximately 80m from the roundabout, after which it is private and runs in two directions; one route continues north to connect to Lincoln Field, the other route runs westwards to serve a small residential area and commercial units. The northern run of Bushey Hall Drive serves the existing access to Bushey Hall Golf Club. There is a footway on the western side of the road within the extents of the public highway, there is also street lighting. However, there are no footways or street lighting where the road is private.

Lincoln Field is a private circular road off the northern end of Bushey Hall Drive. The road has a varying width, no footways and no street lighting. Lincoln Field provides access to several commercial properties.

Park Avenue is a local distributor road which runs north east to south west, from the B462 Hartspring Lane to Greatham Road. The road is generally 6.75m wide with footways on both sides. There is a width restriction on the road located approximately 35m east from a mini-roundabout junction with Link Road adjacent to the north west corner of the site. The restriction prohibits access in either direction to vehicles greater than 7 feet in width with a wider lane for buses only through the centre of the road. There are several priority buildouts and speed cushions within the north eastern part of Park Avenue, within the residential area. There appears to be significant

parking demand along the entirety of Park Avenue, with extensive parking restrictions in place along the western part of the road, between Link Road and Bushey Hall Road.

Bushey Mill Lane connects North Watford to the B462, providing a route over the A4008 Stephenson Way. There is a 7 foot width restriction on the south side of the bridge over the A4008 with a central bus lane similar to the arrangement on Park Avenue. There are several speed reduction features along Bushey Mill Lane within the vicinity of the site, including speed tables/cushions and priority buildouts. Between the B462 and Park Avenue, there is only a footway on the eastern side of the road. To the north of Park Avenue, there is generally footways on both sides of the road.

The B462 runs from the A41 to the north east and the A411 to the south west. This road provides links to the M1 and the centre of Bushey. The B462 meets Bushey Mill Lane at a signalled controlled crossroad junction, with Little Bushey Lane connecting from the south east. From this junction, the B462 runs north eastwards as Hartspring Lane and runs south westwards as Aldenham Road. Within the vicinity of the site, the A462 has footways on both sides of the road.

Bushey Hall Road runs from the B462, to east, to the A411 (via Water Lane), to the west. This road provides a link across the railway line and to central Watford. Bushey Hall Road becomes Water Lane on the western side of the railway line. The tunnel under the railway is restricted to a footway and a one-way single carriageway which is signal controlled, with the road width restricted to 3.1m through the tunnel. Apart from the single footway through the tunnel under the railway line, there are footways on both sides of Bushey Hall Road.

1.3 Existing Access

The existing vehicular access to the Bushey Hall Golf Club is taken from Bushey Hall Drive, in the south eastern corner of the site. The section of Bushey Hall Drive where access is currently taken from is private.

There also appears to be an existing gated access approximately 20m south of the Bushey Mill Lane junction with Duncan Way, near to the north east corner of the site.

2. Walking Accessibility

2.1 Local Pedestrian Provision

There are generally footways on both sides of all roads in the vicinity of the site. The exception being no footway on the south western side of Bushey Mill Lane, between the B462 and Park Avenue, and on the eastern side of Bushey Hall Drive. There is also only a single footway through the tunnel under the railway line on Bushey Hall Road.

There are also no footways along the private section of Bushey Hall Drive and Lincoln Field.

There are no signalised or zebra pedestrian crossings in the vicinity of the site. However, Park Avenue and Bushey Mill Lane do have several dropped kerb crossings, some with pedestrian refuge islands.

Public Right Of Way (PROW) Footpath 02 runs through the north west of the site. This footpath runs south westwards through the adjacent Fishers Field Nature Reserve to Park Avenue, it then continues west across the A4008 towards the centre of Watford. Just outside of the site, Footpath 02 links to The Copse via Footpath 66 and links to Fishers Close via Footpath 61. At its northern end, PROW 2 connects to Footpath 03. Footpath 03 runs eastwards along the north side of Hilfield Brook to Bushey Mill Lane.

Footpath 04 runs north eastwards from Bushey Mill Lane, along the south side of Park Avenue, towards the A41.

2.2 Existing Pedestrian Access

There are no formal pedestrian access points to the existing Bushey Hall Golf Club. Pedestrians accessing the golf club would utilise the vehicular access.

As mentioned above, pedestrian access through the north west of the site is currently available via PROW Footpath 02.

2.3 Proposed Improvements

The location of the site in relation to the surrounding residential areas indicates that pedestrian access would be required from the north, south and south west of the site.

Within these locations the surrounding footways and pedestrian crossings facilities will need to be improved, including the provision of dropped kerbs, tactile paving and possible parking restrictions where necessary.

There are footways along both sides of Link Road although these footways appear to be well used. This road provides one of only three pedestrian routes across the A4008 Stephenson Way and the River Colne, and also connects to the centre of Watford. Therefore, depending on pedestrian desire lines and location of the school pedestrian access, pedestrian priority crossings may be required on Link Road and Park Avenue to cater for the potential volume of pedestrian movements.

Potential pedestrian access from Park Avenue in the vicinity of Link Road would appear to be feasible in highways terms, but flood risk associated with Hilfield Brook may affect this feasibility and would need to be considered in more detail.

Measures to control parking or encourage vehicles to park only partially on the footway may be required along Park Avenue to prevent blocking of the footway.

A pedestrian access via Finders Field Nature Reserve may not be viable if the land is outside HCC's control. A route may be technically feasible via Park Close and the Copse, along the route of Footpath 66 although this is a very narrow unlit footpath as it runs alongside The Copse. This would also encourage parent parking within the cul-de-sacs. An access in this location, or in the vicinity, would be on the direct desire line for pupils travelling from the north site of Watford and east of the A4008 and should be considered further.

Pedestrian access from the north eastern corner would be beneficial for pupils travelling from areas adjacent to this corner of the site. However, the density of residential development in this location is significantly lower than that to the west. An access in the north east corner of the site would also be affected by flood risk and is therefore not considered to be essential.

Pedestrian access from the south will need to be provided. Footways will need to be provided along Bushey Hall Drive where they do not currently exist. It is also recommended that investigations are carried out into the feasibility of pedestrian access from Fishers Close or Flora Road, running through the south eastern corner of Fishers Field Nature Reserve.

An assessment of the likely catchment of the school would need to be carried out as part of the Transport Assessment to determine pedestrian desire lines and where any additional improvements are required to the local footway network in relation to the impact of the proposed school.

3. Cycling Accessibility

3.1 Local Cycle Provision

There is limited formal cycle provision in the vicinity of the site. There are some off-road cycle facilities, in the form of shared foot/cycleways, across the roundabout junction between Bushey Hall Drive, Bushey Hall Road and Aldenham Road.

Park Avenue and Bushey Mill Lane has some formal cycle provision across priority build-outs. However, there are no further cycle lanes along their lengths, but are indicated as recommended routes for cyclists to use the main carriageway.

3.2 Existing Cyclist Access

There are no existing cycle accesses into the site.

3.3 Proposed Improvements

Provision of cycle access on existing roads to the south of the site would be difficult to prioritise given the number of residential roads on approach to the site from different directions and limited scope for widening to accommodate cycle lanes or foot/cycleways.

To the west of the site there appears to be scope to provide some off-road foot/cycleways along Park Avenue to the south of Link Road due to wide verges alongside existing footways. This would need to be associated with potential links into the western side of the site, subject to land ownership and potential foot/cycle provision through the Fishers Field Nature Reserve.

In other areas, it is recommended that a strategy of identifying low level traffic calming via cycle friendly measures, road markings and signs would assist travel by bicycle to a new secondary school.

The potential increase in pupils cycling along Link Road will need careful consideration. There appears to be limited width available to provide an off-road cycle lane. However, there may be scope to improve the cycle provision along this road via a dedicated on-road cycle lane or a strategy of low level traffic calming to maximise cyclist safety.

Hertfordshire County Council (HCC) Roads in Hertfordshire Design Guidance states that the preferred priority provision for cyclists would be to cater for them on the road network, with dedicated cycle lanes being considered in the second instance. Therefore, improving the existing recommended on-road routes along Park Avenue and Bushey Mill Lane may create an attractive route for cyclists. However, the user vulnerability of school related cycling may give preference to an off-road cycle route.

4. Bus Accessibility

4.1 Local Bus Provision

To the north, there are bus stops on Park Avenue, with the nearest stops having a walking time of approximately 3mins from the north eastern corner of the site. These stops are served by route W18, which provides links to central and west Watford.

To the south, there bus stops on the B462 Aldenham Road and The Avenue, which are a walking time of approximately 3mins from the south east corner of the site. These bus stops serve the 306, 398 and 602 routes providing connections to Radlett, Borehamwood, Potters Bar, St. Albans and Hatfield.

There are no existing bus services running within the immediate area to the south west of the site. The nearest bus stop is at the Tesco supermarket, located approximately 600m to the south west, on the south side of Water Lane, on the western side of the railway line. However, it is noted that there is no pedestrian link between Water Lane and the supermarket, with pedestrians having to travel via a PROW Footpath which runs along the River Colne to gain access between the supermarket and Water Lane.

4.2 Existing Connectivity

In terms of connectivity to the wider area, the 602 and 306 routes provide at least two services to the site between 7:30am and 9:00am which would suit school travel, with similar frequencies during the afternoon to cater for travel home from school. The W18 route has one service within the school pm period and the 398 service only runs during the afternoon.

4.3 Proposed Improvements

A bus access strategy for the site would depend on likely catchment area and whether pupils from further afield would use scheduled bus services or school specific services. The latter would be more likely to deliver pupils directly to the school, the former would use existing stops.

There are existing primary, secondary and independent schools located in the vicinity of the site, as well as it being close to Watford centre. Therefore, the impact on bus capacity for the additional pupils would need to be considered as part of the Transport Assessment.

Improvements to footway provision between the site and existing bus stops would be necessary as part of any proposals to locate a school on this site.

It is also proposed that improvements to the bus stops themselves would be provided to ensure that bus stops in the vicinity of the site have a shelter, flag, appropriate kerb types and information boards.

During detailed planning phase of a proposed new school, investigations would need to be carried out with HCC Passenger Transport Unit to determine whether there might be scope to re-route existing bus services or provide new public bus services along Bushey Hall Road or Park Avenue/Greatham Road to serve the school.

5. Rail Accessibility

5.1 Local Rail Provision

The nearest railway station is Watford High Street Station, located approximately 900m from the south western corner of the site.

Watford Junction is located approximately 920m from the north eastern corner of the site.

Bushey Station is located approximately 1.2km to the south of the site.

5.2 Existing Connectivity

Watford High Street Station is served by London Overground services on the Watford DC Line, which provides links to Bushey, Carpenters Park and central London. The Watford DC Line connects to Watford Junction to the north and Bushey Station to the south.

Watford Junction and Bushey Station are on the West Coast Main Line which provides links between London and the Midlands, and beyond.

Watford Junction is also on the Abbey Line which connects Watford with St. Albans, and provides links to Watford North.

5.3 Proposed Improvements

If rail travel is expected to form a significant modal share of pupil travel to and from school, improvements to the pedestrian and cycle accessibility between the station and the school site will need to be considered.

6. Vehicular Accessibility

6.1 Existing Highway Conditions

Due to the Covid-19 pandemic, traffic conditions at the time of writing this High-Level Transport Appraisal do not reflect the former 'typical' traffic conditions. Therefore, it has not been possible to review existing highway conditions in terms of congestion in the vicinity of the site.

'Typical traffic' information from Google Maps appears to show typical traffic conditions over recent periods and is therefore not a reliable source of information for identifying likely congestion hotspots due to reductions in traffic during the recent lockdown period. This has been assumed

based upon the fact that several known congestion hotspots in the area are showing up as having no congestion during the AM and PM peak periods on the current 'typical traffic' mapping.

However, desktop studies suggest that Bushey Hall Road, Bushey Mill Lane, Park Avenue and Aldenham Road (to the south) all experience a degree of congestion at peak times. In addition, the junction between Link Road and Radlett Road also appears to be congested during the AM peak period along with the signalised junction between Little Bushey Lane, the B462 Aldenham Road and Bushey Mill Lane. This would need to be fully considered as part of a Transport Assessment, along with any other junctions identified by the Highway Authority as requiring assessment to support a proposed Secondary School.

Figure 3.1.1 of the Hertfordshire Traffic and Transport Data Report 2018, identifies that the northern end of the B462 Aldenham Road and the junction at the southern end of the B462 (with A4008 and A411) are congested locations on the key network. This is also identified as an Air Quality Management Area in Figure 3.4.2 of the report.

Further assessment of traffic congestion in the vicinity of the site will need to be carried out in due course in consultation with the Highway Authority.

7. Proposed Vehicular Access

7.1 Proposed Vehicular Access

Bushey Hall Drive is considered the most suitable location for vehicular access to the school site as its width is sufficient for two-way traffic flows and its roundabout junction with the B462 and Bushey Hall Road would appear to be suitable to cater for school related traffic. However, footways would need to be provided and the impact of school traffic on traffic flows and safety along the road, and local road network, would need to be carefully considered. It is also noted that the section of Bushey Hall Drive serving the existing site access appears to be private.

Vehicular access may be achievable from Park Avenue, to the north west via an upgraded roundabout junction with Link Road. However, an access in this location would likely impact on the existing watercourse. Therefore, if an access is sought from this location, it may be more suitable to the south of the existing mini roundabout junction. However, any access from Park Avenue would need to cross the PROW within the site

A vehicular access from Bushey Mill Lane in the north east corner of the site, 20m south of its junction with Duncan Way may be feasible, in the location of an existing gated access. However, this would cross Hertsmere BC land, may be too close to Duncan Way in terms of junction spacing and would cross Hilfield Brook.

School access arrangements would need to be determined by analysis of typical traffic conditions and the impact of school traffic on the flow of vehicles along the local road network, which would be undertaken as part of the Transport Assessment.

7.2 Proposed Improvements

Depending on where vehicular and pedestrian access to the site is provided, consideration would need to be given to reducing the speed limit to 20mph in the vicinity of the accesses to maximise safety adjacent to the school.

There is likely to be increased traffic demand along the Link Road, Park Avenue, Bushey Hall Road and the B462 Aldenham Road, which all appear to suffer with congestion. Therefore, subject to a detailed assessment of the school traffic impact, it may be necessary to consider localised improvements along these roads..

It may be necessary to allow parent drop off in the site to prevent parking along the local highway, which would cause traffic flow issues and safety concerns.

A full Transport Assessment would be required to determine the predicted impact of traffic in comparison to typical flows in the area.

8. Vehicular Trip Generation

8.1 Potential Vehicle Generation and Impact

Full analysis of potential vehicle trip generation and impact would be considered as part of a full Transport Assessment.

Initial assumptions for secondary school traffic would be that around 20% of pupils travel to/from school by car during the AM and PM peak periods. Most staff are likely to travel to school by car, although arrival times can start from 7am (or earlier), with departure times also spread across a wide period minimising the impact on peak periods.

However, car travel would be considered in conjunction with the likely catchment area of the school and resulting travel distances, proposed school facilities such as before school and after school clubs, potential for improved bus services and implementation of sustainable travel routes.

On-site parking for parents, as well as staff, may be required, which would generate a significant number of movements into and out of the site, impacting upon traffic flows on the local highway.

8.2 Proposed Mitigation

A School Travel Plan will need to be prepared for the school to promote walking, cycling and public transport for travel rather than car use.

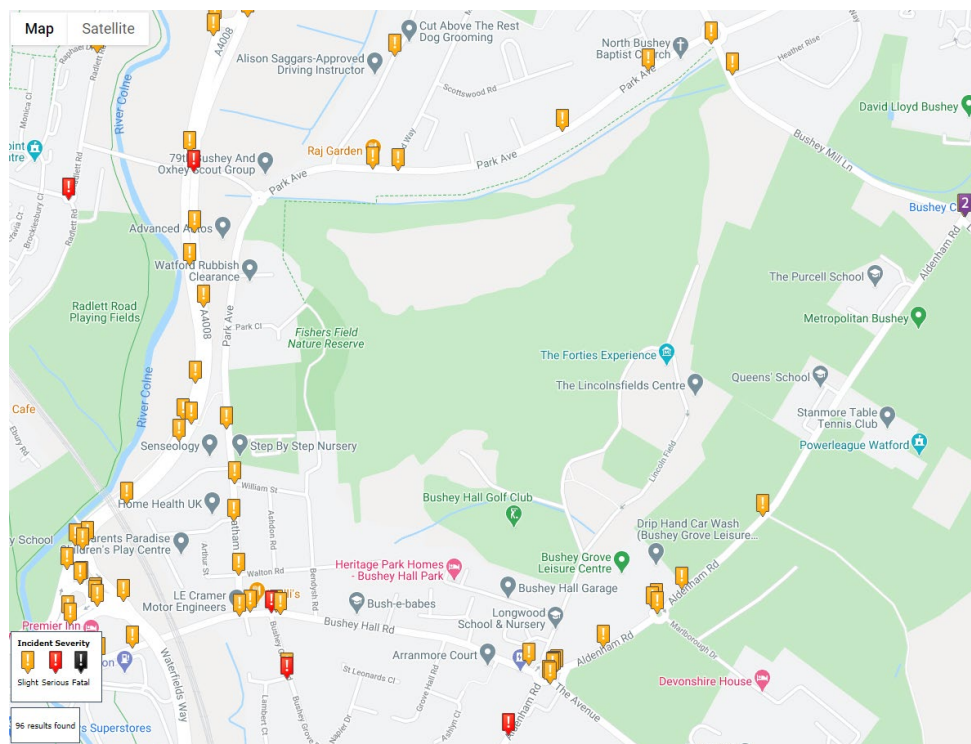
9. Highway Safety

9.1 Existing Accident Data

Data from crashmap.co.uk for the last 5 years has been obtained which identifies personal injury accidents received from the Department of Transport. The data identifies three 'serious' accidents in the immediate vicinity of the site in the last 5 years:

- One incident occurred on Bushey Hall Road, at the junction with Bushey Grove Road, where a motorcycle ran into the rear of a car.
- One incident occurred on the B462 Aldenham Road, at approximately 120m south of the roundabout junction with Bushey Hall Drive and Bushey Hall Road. The incident involved a pedestrian being struck by a car as they crossed the carriageway, although this was not at a formal crossing location.
- One incident occurred on Link Road, which involved a car hitting a parked vehicle.

Multiple 'slight' category accidents are recorded along Park Avenue, Greatham Road, Bushey Hall Road and the B462 Aldenham Road. The majority of which are shown to occur at junctions, notably the junctions between Bushey Hall Road and Greatham Road, Bushey Grove Road and the B462 Aldenham Road all appear to have a slight cluster of incidents.



Source: www.crashmap.co.uk

9.2 Proposed Improvements

An influx of cyclists, pedestrians, and traffic due to the school development may cause additional pressures and increased accidents. Therefore, mitigation measures will need to be considered.

It is recommended that safety of junctions along Bushey Hall Road is reviewed, considering any increased traffic and pedestrian movements.

10. Conclusions

In principle, it would appear that the road network and potential for sustainable access to the site would be suitable for provision of an 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment.

However, existing congestion in the vicinity of the potential vehicular access points and third party land may limit the scope for providing vehicular access. It would appear that the main vehicular access would need to be taken from Bushey Hall Drive, where there is no existing footway provision.

Footways along residential roads to the south of the site are generally considered suitable, except for on Bushey Hall Drive.

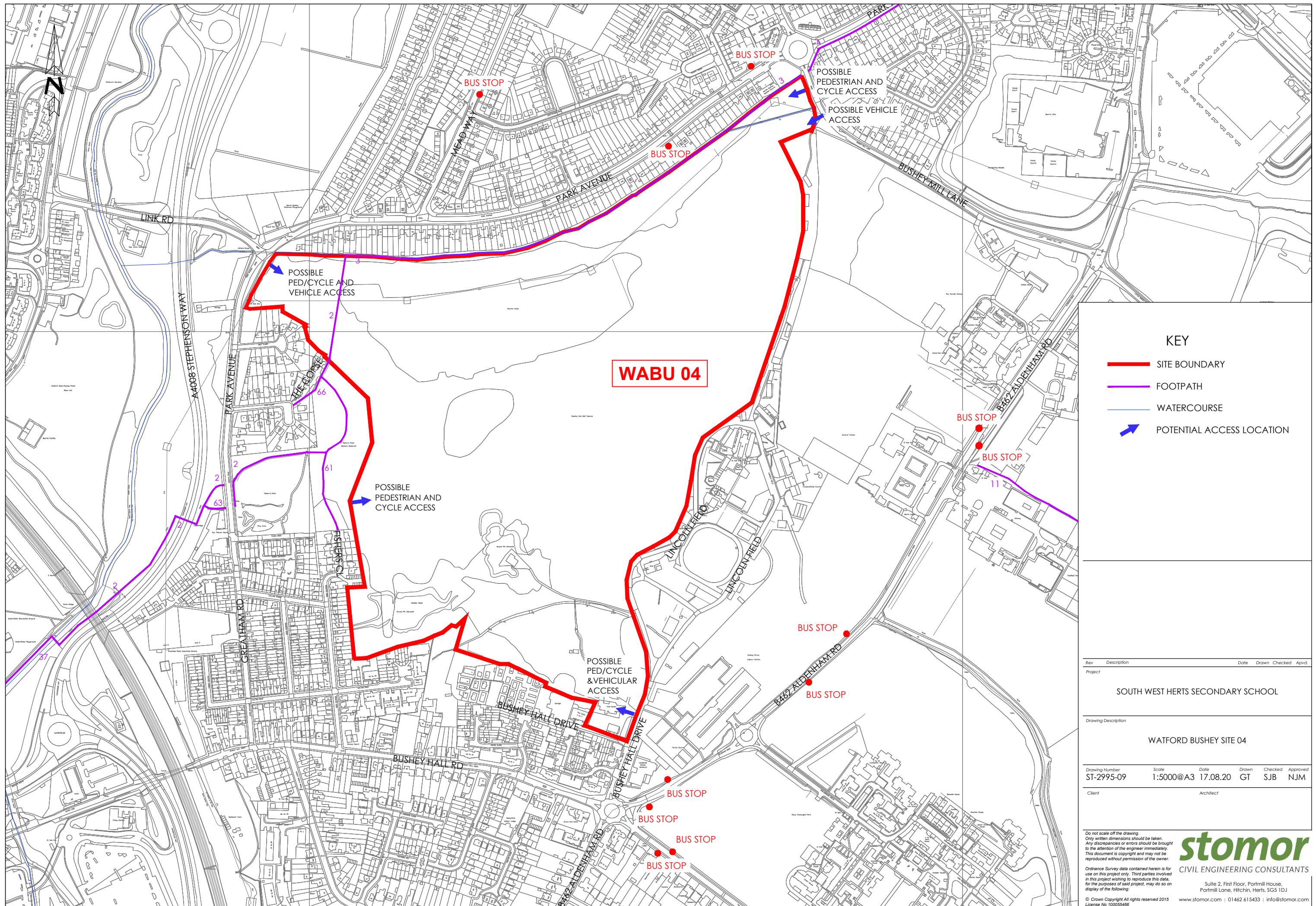
Pedestrian access to the north west and west of the site will need to be carefully considered alongside any potential improvements to the local highway network, particularly Link Road and the PROW Footpath 02 between Park Avenue and the River Colne. An access from this direction would serve residential areas on the north side of Watford.

There appears to be potential for cycle improvements in the immediate vicinity of the site along Park Avenue.

Bus accessibility to the site is reasonable, with bus stops on Park Avenue and the B462 Aldenham Road providing access to routes W18, 306, 398 and 602 which serves the local and wider area. Improved accessibility between the site and the local bus stops should be considered as part of proposals.

Due to the Covid-19 pandemic, traffic conditions at the time of writing this High-Level Assessment do not reflect former 'typical' traffic conditions. However, a desktop review of available traffic information has been undertaken which indicates that the majority of the main local roads in the vicinity of the site experience a level of congestion at peak times.

Accident data for the area within the site identified that there may be potential safety issues along Bushey Hall Road. These issues will need to be assessed in more detail and suitable mitigation measures provided as considered necessary to ensure pupils have a suitably safe route to and from school.



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SOUTH -WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL SCHOOL SITE

SITE DETAILS

Site Reference and address	Bushey Site: WABU05 Bushey Manor Field, Bushey Site identification plan: [5309/450] Aerial photograph: [5309/451]	
Site area	11.98 ha	
Existing use/occupiers	Public open space	
Land ownership	THE OFFICIAL CUSTODIAN FOR CHARITIES on behalf of the trustees of Bushey Manor Field Trust care of Charity Commission Direct, PO Box 1227, Liverpool L69 3UG.	
Site availability	Unknown.	
Brownfield Land Register	No.	
Planning history	None.	
Buildings	None.	
Adjoining uses	North:	The site is bounded to the north by The Avenue, beyond which is the International University site.
	East:	To the east are residential dwellings.
	South:	To the south is the Bushey Academy and Bushey Manor Junior School
	West:	To the west are residential dwellings.
Topography	The site is relatively level, however there is a gentle incline across the site rising from the north-west to the south east.	
Water courses	None.	
Vegetation	The site is bounded on all side by mature trees. Along the southern boundary is an area of woodland. There is little vegetation within the central areas of the site. The trees along Grange Road are TPO protected.	

ACCESSIBILITY

Vehicular access	The site is bounded to the west by Grange Road (a wide unclassified u road) and to the north by The Avenue (a similarly wide unclassified u road). There is an existing vehicular access gate off of The Avenue. Both roads are considered to be suitable for an access point. Trees bounding Grange Road are TPO protected.
-------------------------	--

Cycle access	None.
Pedestrian access	The Avenue and Grange Road have footpaths on each side of the road. There are two pedestrian access gates to the site along the western boundary and informal footpaths throughout.
Public transport	Bushey train station is a 0.96km walk to the site (12 minutes) and provides connections to Watford, Tring and central London. Royal Connaught Park bus stop is situated adjacent to the site and provides access to routes 306 (Borehamwood-Bushey) and 823 (Garston – Borehamwood).
High level transport appraisal	A preliminary high level transport appraisal is not recommended.

ENVIRONMENTAL IMPACT

Landscape and visual impact	The site is well enclosed from all directions.
Impact on residential amenities:	Depending on the build zone, there is potential for a loss of daylight/sunlight and outlook to dwellings fronting onto Grange Road. There may also be impact arising from noise and light overspill.
Ecology:	The mature trees surrounding the site and within the wooded area are likely to provide habitats for bats and birds. There may also be habitats for small mammals and invertebrates in the wooded area.
Noise sources	Speed bumps along The Avenue.
Flood risk	Flood zone 1 – very low risk/
Surface water flooding	There are two areas of high risk to the western side of the site. A strip of medium risk runs through the site and links to the Bushey Academy site.
Groundwater source protection area	Zone 1 – Inner Protection Zone and Zone 2 – Outer Protection Zone.
Air quality	No.
Minerals	Sand and Gravel Belt
Agricultural land quality	3a/3b
Rights of way	None.

EXISTING PLANNING AND DESIGNATION CONSTRAINTS

Existing and emerging local plan site specific designations	Green Belt.
Heritage assets: archaeology	None.
Designated heritage	Grade II listed International University and Grade II Chapel at

assets	International University adjacent to the north of the site.
Designated rural areas	None.
International, National and locally designated sites of importance for biodiversity and habitat sites	None.

SITE EVALUATION

Positive site attributes:

1. The site is in single ownership.
2. The site has gentle level changes and re-grading would be minimal/limited.
3. Vehicular access could likely be achieved from Grange Road or The Avenue with suitable mitigation/improvements.
4. Pedestrian/cycle access [could likely be achieved from Grange Road or The Avenue with suitable mitigation/improvements.
5. The site lies adjacent/within 400m walking distance of bus stops and bus routes.
6. Site development would not be exposed to long distance views in the wider landscape.
7. The site has relatively small areas of vegetation that would require removal to accommodate a secondary school.
8. The site lies adjacent to the urban area of Bushey.
9. There would be no impacts on preserved trees.
10. There would be minor ecological impact [subject to further investigations].
11. The site is not located near any noise sources.
12. The site lies outside an AQMA.
13. The site is not in an Area of Archaeological Importance.
14. The site is not in a designated rural area.
15. The site does not have any international, national or local wildlife, habitat or biodiversity designations.
16. The site does not have any local plan allocation.
17. The site is not an identified HELAA site.
18. The site is not traversed by rights of way.
19. The site has a single landowner.

Negative site attributes:

1. The site is not of optimal size for 10fe.
2. The site is not known to be available.
3. Development of the site would result in the loss of public open space.
4. The site is at risk of surface water flooding [subject to further investigations].
5. The site lies in the Green Belt.

6. The site lies in a Minerals Consultation Area.
7. There could be impacts on designated heritage assets.

SITE LAYOUT PRINCIPLES

Not applicable as site was rejected following site visit and completion of the initial appraisal.

CONCLUSION

The site is located south of the Avenue, Bushey (plan 5309/401/D). The existing use is public open space. The site is in the ownership of the Bushey Manor Field Trust. The site is relatively level, however there is a gentle incline across the site rising from the north-west to the south-east. The site is not of an optimal size for a 10fe school.

The site is not considered to be available as it is in use as public open space, which is well used by members of the public. The site is adjacent to Grade II listed heritage asset which would inhibit the design of the building and the site is sub-optimal for a 10fe school.

For the above reasons, the site was not recommended for high level transport appraisal or for comparative assessment with other sites.



WABU 05

**SOUTH WEST HERTFORDSHIRE
SECONDARY SCHOOL
SITE SEARCH**

Site identification: WABU05

PROJECT NO	DRAWING NO	REV
5309	451	
DRAWN	DATE	SCALE
HNA	JUNE 2020	1:2500 @A2

T: +44 (0) 1438 316 331
planners@vincent-gorbing.co.uk
vincent-gorbing.co.uk
Vincent and Gorbing Limited, Sterling Court
Norton Road, Stevenage, Hertfordshire SG1 2JY
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SOUTH -WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL SCHOOL SITE

SITE DETAILS

Site Reference and address	Bushey Site: WABU09 Bushey Country Club, Bushey Site identification plan: [5309/460/A] Aerial photograph: [5309/461/A] Development principles plan: [5309/462]	
Site area	21.79ha (whole golf course) 14.26ha (defined site area)	
Existing use/occupiers	Vacant golf course, restaurant, driving range, police offices	
Land ownership	HERTSMERE BOROUGH COUNCIL of Civic Offices, Elstree Way, Borehamwood, Herts WD6 1WA.	
Site availability	HELAA submissions as site HEL176	
Brownfield Land Register	No.	
Planning history	<p>TP/06/1539 - Construction of 5 no. new 10 metre lattice towers to support netting for the golf driving range.</p> <p>19/0244/FUL - Change of use of ground floor of shooting range/shop to A3 (Restaurant).</p> <p>20/0851/FUL - Retrospective change of use to restaurant (A3) with ancillary shisha lounge.</p>	
Buildings	There are numerous buildings to the north of the site of up to two storeys in height.	
Adjoining uses	North:	The site is bounded to the north by Bushey High Street. Beyond this are predominantly residential and office uses, as well as A1 and A3 uses along the High Street.
	East:	To the east of the site are a number of uses such as residential, offices and a school.
	South:	The site is bounded to the south by Merry Hill Road and St Margaret's School.
	West:	To the west of the site is Bushey House and residential dwellings. There is a large pond to the south of Bushey House, adjacent to the boundary of the site.
Topography	The majority of existing buildings are close to the lowest part of the site with a 'dip' in the landscape, containing a watercourse, before the site quite significantly inclines to the south. Its use as a former golf course	

	means that the land is highly landscaped.
Water courses	There is a large pond adjacent to the northwest boundary of the site, there is a drainage watercourse just south of the pond. Towards the east of the site is another small water course and there is a small pond close to the southern boundary.
Vegetation	A strong tree belt bounds the site to the west, with an area of woodland abutting the site to the south. Trees screen the site from dwellings on the eastern boundary, whereas the frontage with the High Street is relatively sparse from vegetation. The central areas of the site have significant tree coverage throughout. The former golf course has not been maintained meaning that long wild grass covers much of the site. The whole site is covered by a TPO.
ACCESSIBILITY	
Vehicular access	The site is currently accessed by a long access road leading to a car park off of the High Street. The High Street is a principal A road with 30mph restrictions. To the west of the site is Merry Hill Road, an unclassified u road. The road is quite narrow and winding and there is a mature hedgerow/tree belt bounding the site.
Cycle access	None.
Pedestrian access	The High Street has footpaths on each side of the road. There is no footpath on Merry Hill Road. Public footpath 18 runs down the western boundary of the site.
Public transport	There are numerous bus stops within close proximity of the north of the site. Melbourne Road bus stop is directly in front of the site and provides access to routes 162 (Watford-Bushey-Edgeware-Brent Cross) and 258 (Watford-Bushey-Harrow Weald-Harrow-South Harrow). Bushey train station is a 1.7km walk from the site (21 minutes) and provides links to Watford, central London and Tring.
High level transport appraisal	<p>A high-level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that, in principle, it would appear that the road network and potential for sustainable access to the site would be suitable for provision of a 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment.</p> <p>There appears to be potential for pedestrian and cycle improvements in the immediate vicinity of the site along the A411 High Street. However, the available width to the northwest of the site may restrict the extent of potential improvements.</p> <p>Bus accessibility to the site is good, with bus stops on the A411 providing good access to routes 142 and 258 which serve Watford Junction Station to Brent Cross Shopping Centre, and Watford Junction Station to Harrow Bus Station, respectively.</p> <p>Due to the Covid-19 pandemic, traffic conditions at the time of writing this High-Level Assessment do not reflect former 'typical' traffic conditions. However, a desktop review of available traffic information has been undertaken which indicates that the A411 experiences congestion at peak times.</p>

	Accident data for the area within the vicinity of the site identified that there may be potential issues with pedestrian and cyclist safety. These issues will need to be assessed in more detail and suitable mitigation measures provided as considered necessary to ensure pupils have a suitably safe route to and from school.
--	---

ENVIRONMENTAL IMPACT

Landscape and visual impact	Significant gradient means any development beyond the built-up part of the site would affect the current open vista when viewed from the High Street. To the west and south the site is relatively well enclosed.
Impact on residential amenities:	There is a pair of semi-detached dwellings situated within the car parking area of the site which could restrict the scale and location of the proposed buildings on site. Dwellings to the east and west of the site may be impacted by noise/light overspill.
Ecology:	There is a significant amount of trees scattered throughout the site which are likely to provide habitats for bats and birds. To the south of the site is an area of woodland which is likely to be of higher ecological value. Much of the site is covered in long wild grass which could provide habitats for lizards, small mammals and invertebrates. Furthermore, there is a large pond just outside of the site boundary and a small pond within the site which could provide habitats for amphibians, invertebrates and birds.
Noise sources	Traffic associated with High Street adjacent to the site.
Flood risk	Flood zone 1 – very low risk
Surface water flooding	There are small areas of high risk to the north of the existing buildings on site. There is a band of high-low risk extending from the large pond adjacent to the site to the east and extending south towards the boundary. A strip of high-low risk also extends southwest of the pond and extends to the south of the site.
Groundwater source protection area	None.
Air quality	No AQMA. Close to High Street. There are AQMAs situated approximately 1.25km to the west at Chalk Hill/Pinner Road.
Minerals	Sand and Gravel Belt
Agricultural land quality	3a/3b
Rights of way	Bushey footpath 018 runs along the western boundary of the site.

EXISTING PLANNING AND DESIGNATION CONSTRAINTS

Existing and emerging local plan site specific designations	Green Belt. HELAA site HEL176
Heritage assets: archaeology	None.

Designated heritage assets	Yes - many heritage assets adjoin/are close to the site. Statutory listed buildings (Bushey House, Palgrave Lodge, and Bushey Park, Margaret Howard Theatre and Studios, Heronslea House, 67-75 High Street). Designated Park/Garden Bushey Rose Garden is opposite to the north. Bushey High Street Conservation Area adjoins site to north. Locally Listed Buildings Herkomer House opposite to east and 61 High Street adjoining to southeast.
Designated rural areas	None.
International, National and locally designated sites of importance for biodiversity and habitat sites	None.

SITE EVALUATION

Positive site attributes

1. The site is of optimal 10fe.
2. The site is in single ownership.
3. The site is available.
4. The likely build zone of the site is flat and re-grading would be minimal.
5. Vehicular access could likely be achieved from High Road with suitable mitigation/improvements.
6. Pedestrian/cycle access could likely be achieved from High Road with suitable mitigation/improvements.
7. The site lies adjacent/within 400m walking distance of bus stops and bus routes.
8. Site development would not be exposed to long distance views in the wider landscape.
9. The site lies adjacent to the urban area of Bushey.
10. There would appear to be no impacts on archaeology [subject to further investigations].
11. The site lies outside an AQMA.
12. The site does not lie in a Minerals Consultation Area.
13. The site is not in an Area of Archaeological Importance.
14. The site is not in a designated rural area.
15. The site does not have any international, national or local wildlife, habitat or biodiversity designations.
16. The site does not have any local plan allocation.
17. The central area of the site is not traversed by rights of way.
18. The site has a single landowner.

Negative site attributes

1. Most of the site has significant level changes and re-grading would be required.
2. The site has significant areas of vegetation that would require removal to accommodate a secondary school.

3. There would be impacts on preserved trees.
4. There would likely be more than minor ecological impact [subject to further investigations].
5. The site is at risk of surface water flooding [subject to further investigations].
6. The site is located near noise sources.
7. The site lies in the Green Belt.
8. There could be impacts on designated heritage assets.
9. The site does have an SHELAA allocation [HEL176].
10. The site has moderate-good grade agricultural land classification [if relevant].
11. The area of the site most suitable for a vehicular access is allocated for residential development.

SITE LAYOUT PRINCIPLES

A BB103 compliant 10fe secondary school site could be accommodated on this site:

1. Development principles plan 5309/462
2. Total site area: [14.26 ha]
3. Build zone: [4.45 ha]
4. Building footprint: [14,014 sqm]
5. Playing field zone: 9.81 ha
6. Vehicular access/egress: [High Street]
7. Pedestrian access: [High Street]

CONCLUSION

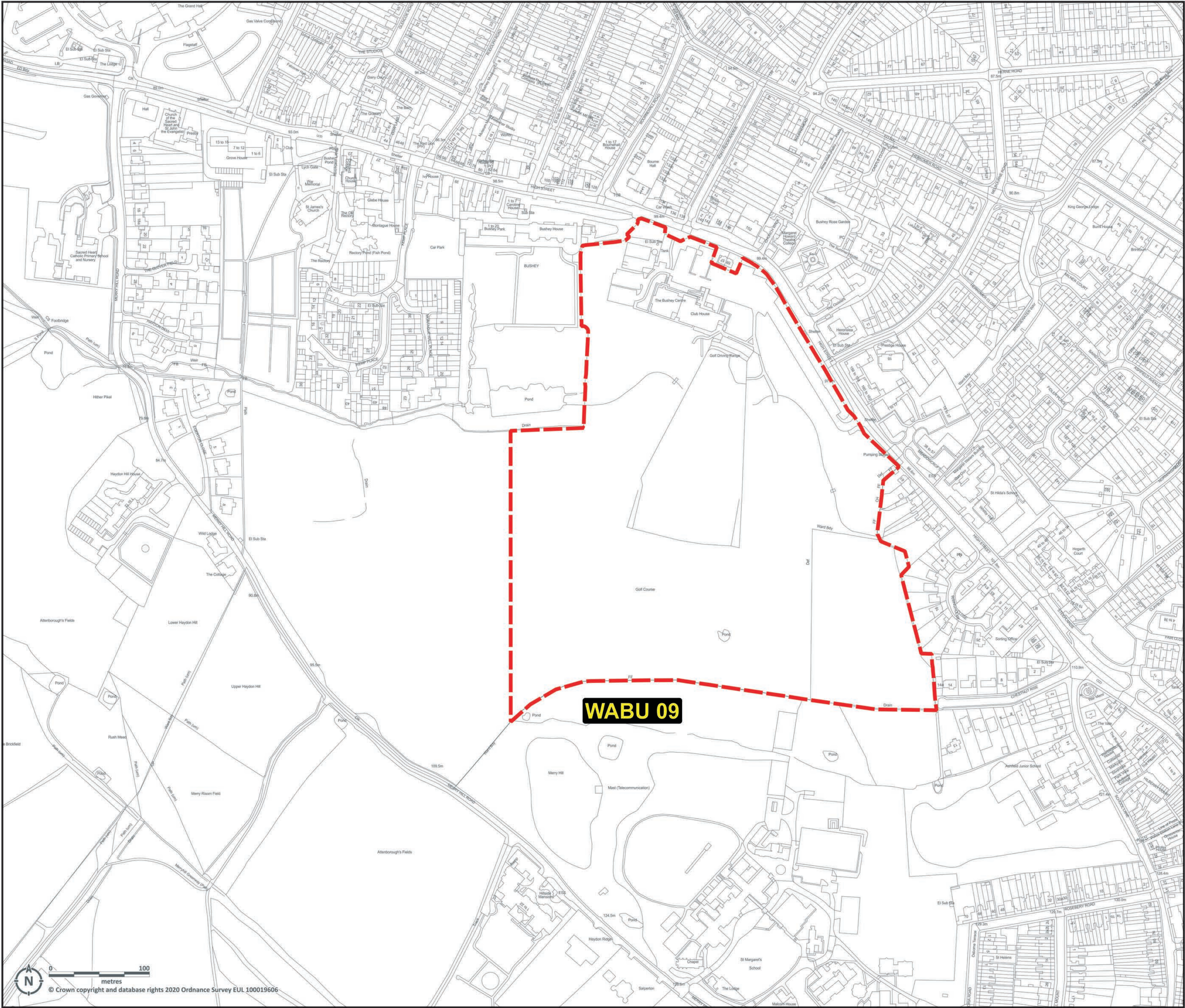
The site is located to the south of Bushey High Street (plan 5309/401/D). The existing use is golf course, driving range, restaurant and police offices. The golf course is vacant and not used. The site is in single ownership. The majority of existing buildings are close to the lowest part of the site with a 'dip' in the landscape, containing a watercourse, before the site quite significantly inclines to the south. Its use as a former golf course means that the land is highly landscaped and the whole site is covered by a Tree Preservation Order (TPO). The site is of optimal size for a 10fe school, is vacant and understood to be available.

The site was recommended for a transport appraisal. The conclusions of the transport appraisal were that in principle, it would appear that the road network and potential for sustainable access to the site would be suitable for provision of a 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment. There appears to be potential for pedestrian and cycle improvements in the immediate vicinity of the site along the A411 High Street. However, the available width to the northwest of the site may restrict the extent of potential improvements. Bus accessibility to the site is good, with bus stops on the A411 providing good access to routes 142 and 258 which serve Watford Junction Station to Brent Cross Shopping Centre, and Watford Junction Station to Harrow Bus Station, respectively.

A development principles plan (5309/462) has been prepared and is attached at Appendix 3. This plan should the disposition of the building zone, playing fields and the optimal point of vehicular access for the site (based on transport appraisal conclusions. The impact of a building zone on the environment of established scattered parkland trees from the High Street would be significantly detrimental. Because of the significant variations in topography which have been created for the golf course use there would be a significant amount of regrading to this site to create flat plateaus for building zones, car park and playing fields to create an accessible site.

The site, it is concluded, may not be a preferred location for a 10fe secondary school if there are

other more sequentially preferable sites with less environmental impact on the landscape (i.e., that do not require the significant re-grading of land and the removal of trees covered by a Tree Preservation Order).



SITE BOUNDARY
14.26ha

REVISION A:
Amendment to site boundary
HNA/22-07-2020

SOUTH WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH

Site identification: WABU09

PROJECT NO	DRAWING NO	REV
5309	460	A
DRAWN	DATE	SCALE
HNA	JUNE 2020	1:2500 @A2

T: +44 (0) 1438 316 331
planners@vincent-gorbing.co.uk
vincent-gorbing.co.uk
Vincent and Gorbing Limited, Sterling Court
Norton Road, Stevenage, Hertfordshire SG1 2JY
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WABU 09

REVISION A:
Amendment to site boundary
HNA/22-07-2020

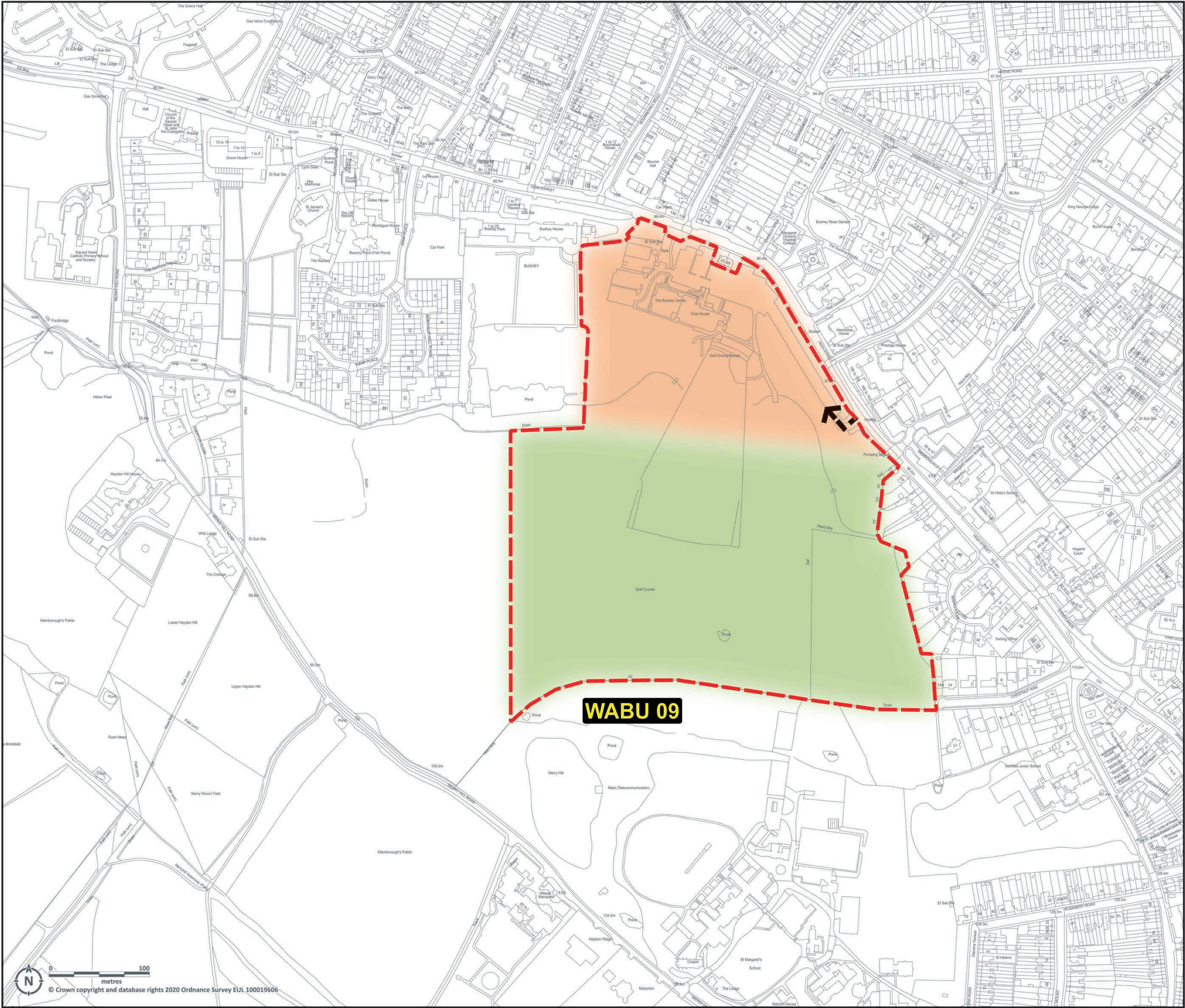
**SOUTH WEST HERTFORDSHIRE
SECONDARY SCHOOL
SITE SEARCH**

Site identification: WABU09

PROJECT NO	DRAWING NO	REV
5309	461	A
DRAWN	DATE	SCALE
HNA	JUNE 2020	1:2500 @A2

T: +44 (0) 1438 316 331
planners@vincent-gorbing.co.uk
vincent-gorbing.co.uk
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- SITE BOUNDARY
14.26ha
- BUILDING ZONE
4.45ha
- PLAYING FIELD ZONE
9.81ha
- SITE ACCESS

SOUTH WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH

Development principles: WABU09

PROJECT NO	DRAWING NO	REV
5309	462	
DRAWN	DATE	SCALE
HNA	SEPT 2020	1:2500 @A2

T: +44 (0) 1438 316 331
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vincent-gorbing.co.uk
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Norton Road, Stevenage, Hertfordshire SG1 2JY
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South West Hertfordshire Secondary School Site Search

High Level Transport Appraisal for Site 09 Watford/Bushey

Land to the south of A411 and east of Merry Hill Road

This High-Level Transport Appraisal (HLTA) is to consider the suitability of access for a new 10 Form of Entry (10FE) secondary school on land to the south of A411 and east of Merry Hill Road, Watford/Bushey.

1. Site Background

1.1 Location

The site currently forms part of the Bushey Country Club, situated on the east side of Bushey. The site comprises several buildings with associated access and parking in the northernmost part of the site and a golf course and driving range within the remainder of the site. Existing premises on the site include Bushey Country Club, and The Bushey (Community) Centre.

Access to the site is taken from the A411 High Street.

The site's northern boundary is defined by Bushey House Beaumont Care Home, a couple of dwellings and the A411 High Street. The A411 continues to define the site's eastern boundary with residential properties on the High Street and Risingholme Close and Chestnut Rise adjacent to the south eastern corner. The southern boundary runs adjacent to an area of woodland, which separates the site from St. Margaret's School. To the west of the site is the remaining part of the Bushey Country Club, which is currently in use as part of the golf course.

The site is adjacent to residential areas to the north and east. To the west, beyond the Bushey Country Club golf course is Merry Hill Wood and Attenborough Fields.

A watercourse runs from south east to north west through the site.

1.2 Local Road Network

The A411 High Street runs from north west to south east along the south side of Bushey. At its north western end, the A411 continues to central Watford, while at its south eastern end the A411 provides a link to the A41. In the vicinity of the site, the A411 High Street is approximately 9m wide¹ with central hatching, reducing to approximately 6.75m wide to the north, at Koh-I-Noor Avenue. The High Street is subject to a 30mph speed limit with street lighting. There are generally parking restrictions along the High Street although there are several laybys which accommodate short-term parking.

Merry Hill Road forms a loop road off the southern side of the A411. The road connects to the A411 London Road at its north western end and A411 Sparrows Herne at its south eastern end. Merry Hill

¹ All dimensions are to be confirmed by survey

Road takes the form of a major access road as it runs through the residential areas, with footways on both sides of the road. However, as the road runs adjacent to Merry Hill Wood, it becomes more rural in nature, with no footways on either side, although the road is lit along its entire length. Merry Hill Road is subject to a 30mph speed limit, although there is an advisory 15mph speed limit where the road narrows approximately 270m from the A411 London Road.

There are several residential roads which run north from the A411 High Street to connect to Herkomer Road. Most of these roads are one-way apart from Falconer Road and Melbourne Road both of which permit two-way flows. Herkomer Road acts as a Local Distributor through the north of Bushey.

Risingholme Close and Chestnut Rise are residential cul-de-sacs which connect off the western side of the A411 High Street, although Chestnut Rise has an unusual junction arrangement with School Lane, which joins the A411 High Street at the same location.

1.3 Existing Access

The only existing vehicular access to the site is from the A411 High Street between Melbourne Road and Meadowcroft. The existing junction incorporates a short right turn lane.

2. Walking Accessibility

2.1 Local Pedestrian Provision

The A411 High Street has footways on both sides linking to the adjacent residential roads which, generally, have footways on both sides of the road. The footways along the A411 vary in width and occasionally become segregated from the road by grass verges. Pedestrian crossing provision across junctions is good along the A411 High Street, with raised tables and contrast surfacing across each bellmouth between Falconer Road and School Lane (excluding these junctions).

There is a signal controlled pedestrian crossing located approximately 20m north of the existing vehicular access. The next nearest pedestrian crossing point to the south is an uncontrolled crossing with refuge-island, located approximately 120m from the existing vehicular access. The next pedestrian crossing to the north is also uncontrolled, located approximately 130m from the northern corner of the site, on the eastern side of Park Road.

Public Right of Way (PROW) Footpath 26 is located approximately 40m from the eastern site boundary. This footpath runs north from the A411 High Street to Herkomer Road.

PROW Footpath 19 is located approximately 250m to the west of the site and runs south from the A411 High Street towards Merry Hill Road, via Footpath 18. This links to a network of other public footpaths leading west through Attenborough Fields to the eastern edge of Watford.

2.2 Existing Pedestrian Access

There is a pedestrian access from the A411 High Street located at the northern corner of the site opposite Koh-I-Noor Avenue.

Pedestrian access is also available adjacent to the existing vehicular access.

2.3 Proposed Improvements

Pedestrian access should be provided from the A411 High Street. The existing pedestrian access points appear to be in a suitable location.

Pupils travelling from the north would travel along the A411 to access the existing northern pedestrian entrance. There is currently no formal pedestrian crossing in the vicinity of this access. Therefore, new crossing facilities will be required to cater for pedestrian movements and pupils utilising the nearby bus stops.

Pupils travelling from the east of the site would travel along the A411 to access the site via the existing vehicular and pedestrian access. A signal controlled crossing exists approximately 20m north of this access, which is considered suitable for pupil movements. However, to the south, the nearest pedestrian crossing is a non-signalised crossing located approximately 120m south of the existing access. Depending on the assessment of the likely catchment and pedestrian desire lines, it may be necessary to upgrade the pedestrian crossing facilities to cater for the volume of pupils being generated by the school.

It would appear that a pedestrian access would technically be feasible from Chestnut Rise, but this would be subject to a safety review and potential improvements at the junction between Chestnut Rise, School Lane and the A411 High Street. In addition, a pedestrian access in this location would potentially provide an attractive drop-off location for parents. However, the cul-de-sac nature of Chestnut Drive, and the relatively small turning head, may prove to be unsuitable for school related traffic. It is recommended that this is reviewed further as part of the Transport Assessment.

Due to the nature of the A411 High Street, an assessment on the traffic flows on this road would need to be undertaken to ascertain the safety and suitability of pedestrian movements along and across the road.

An assessment of the likely catchment of the school would need to be carried out as part of the Transport Assessment to determine pedestrian desire lines and where any additional improvements are required to the local footway network in relation to the impact of the proposed school.

3. Cycling Accessibility

3.1 Local Cycle Provision

There are no existing cycle routes in the immediate vicinity of the site.

There is a segregated foot/cycleway on the north side of the A411, located approximately 400m to the north west of the site.

There are also several cycle friendly routes through the nature reserves to the south west of the site (Merry Hill Wood and Attenborough Fields) including Public Bridleway 65, which runs towards the A4008 Oxhey Lane.

3.2 Existing Cyclist Access

Cycle access can currently be taken from the A411 High Street via the existing vehicular access.

3.3 Proposed Improvements

Cycle access should be provided to the A411 High Street.

Improved cycle access should be provided along the A411 to maximise connectivity from all sides of the site. It would appear that there may be scope to provide an off-road foot/cycleway along both directions of the A411, although the available width on the A411 to the north west of the site may be limited. Hertfordshire County Council (HCC) Roads in Hertfordshire Design Guidance states that the preferred priority provision for cyclists would be to cater for them on the road network, with dedicated cycle lanes being considered in the second instance. Therefore, traffic calming measures along the A411 High Street in the vicinity of the school site may be sufficient to reduce vehicle speeds and create an attractive on-road route for cyclists.

4. Bus Accessibility

4.1 Local Bus Provision

There are eight existing bus stops on the A411 which are within close proximity to the site's boundaries.

The stops serve routes 142 and 258 which provide access between Watford Junction Station to Brent Cross Shopping Centre, and Harrow Bus Station.

4.2 Existing Connectivity

In terms of connectivity to the wider area, the above routes each provide multiple services to the site between 7:30am and 9:00am which would suit school travel, with similar frequencies during the afternoon to cater for travel home from school

4.3 Proposed Improvements

A bus access strategy for the site would depend on likely catchment area and whether pupils from further afield would use scheduled bus services or school specific services. The latter would be more likely to deliver pupils directly to the school, the former would use existing stops.

Three secondary schools are already located near to the site (The Bushey Academy, Falconer School and St. Margaret's School) so large numbers of pupils may already use local bus services, so capacity for additional pupils would need to be established.

Improvements to footway provision between the site and existing bus stops would be necessary as part of any proposals to locate a school on this site.

Direct pedestrian access from the school site onto the A411 would provide accessibility to bus stops. Such accesses currently exist. However, consideration of the location of the pedestrian accesses in relation to the bus stops and the associated pedestrian desire lines will need to be further assessed.

It is also proposed that improvements to the bus stops themselves would be provided to ensure that bus stops in the vicinity of the site have a shelter, flag, appropriate kerb types and information boards.

5. Rail Accessibility

5.1 Local Rail Provision

The nearest railway station is Bushey Station, located approximately 1.5km north west of the site, accessed on foot, bicycle or car via the A411.

5.2 Existing Connectivity

Bushey Station is served by London Northwestern Railway trains, on the London Euston to Tring line, and by London Overground services on the Watford DC Line. Travel further afield would require a change at Watford Junction, from where trains can continue north to the Midlands or south to London.

5.3 Proposed Improvements

If rail travel is expected to form a significant modal share of pupil travel to and from school, improvements to the pedestrian and cycle accessibility between the station and the school site will need to be considered.

6. Vehicular Accessibility

6.1 Existing Highway Conditions

Due to the Covid-19 pandemic, traffic conditions at the time of writing this High Level Transport Appraisal do not reflect the former 'typical' traffic conditions. Therefore, it has not been possible to review existing highway conditions in terms of congestion in the vicinity of the site.

'Typical traffic' information from Google Maps appears to show typical traffic conditions over recent periods and is therefore not a reliable source of information for identifying likely congestion hotspots due to reductions in traffic during the recent lockdown period. This has been assumed based upon the fact that several known congestion hotspots in the area are showing up as having no congestion during the AM and PM peak periods on the current 'typical traffic' mapping.

However, desktop studies suggest that the A411 experiences congestion at peak times, particularly in the vicinity of Bushey Station and on approach to the M1. This would need to be fully considered as part of a Transport Assessment, along with any junctions identified by the Highway Authority as requiring assessment to support a proposed Secondary School.

The only existing access into the site is from the A411 High Street. This is an existing well-established access. However, the development of the school site will alter the type of users, have a different peak period and will need to be assessed accordingly.

7. Proposed Vehicular Access

7.1 Proposed Vehicular Access

The existing vehicular access to the site is considered to be the most suitable location for vehicular access to the school site. However, the impact of school traffic on traffic flows and safety along the A411 would need to be carefully considered.

The location of the existing access is clear of any trees or hedgerow, with good visibility in both directions along the A411. However, the visibility requirements will be dependent upon speeds along the A411.

School access arrangements would need to be determined by analysis of typical traffic conditions and the impact of school traffic on the flow of vehicles along the A411 and any congested areas, which would be undertaken as part of the Transport Assessment.

7.2 Proposed Improvements

The A411 High Street is currently subject to a 30mph limit adjacent to the site. Due to the nature of the A411 in the vicinity of the site and the existing volumes of traffic, consideration would need to be given to reducing the speed limit to 20mph along the school site frontage to maximise safety adjacent to the school.

A significant increase in flows along the A411 would not be ideal, and it may be necessary to consider localised improvements along this route to minimise the risk of accidents.

It may be necessary to allow parent drop off in the site to prevent parking along the A411, which would cause traffic flow issues and safety concerns.

A full Transport Assessment would be required to determine the predicted impact of traffic in comparison to typical flows in the area.

8. Vehicular Trip Generation

8.1 Potential Vehicle Generation and Impact

Full analysis of potential vehicle trip generation and impact would be considered as part of a full Transport Assessment.

Initial assumptions for secondary school traffic would be that around 20% of pupils travel to/from school by car during the AM and PM peak periods. Most staff are likely to travel to school by car, although arrival times can start from 7am (or earlier), with departure times also spread across a wide period minimising the impact on peak periods.

However, car travel would be considered in conjunction with the likely catchment area of the school and resulting travel distances, proposed school facilities such as before school and after school clubs, potential for improved bus services and implementation of sustainable travel routes.

On-site parking for parents, as well as staff, may be required, which would generate a significant number of movements into and out of the site, impacting upon traffic flows on the A411.

8.2 Proposed Mitigation

A School Travel Plan will need to be prepared for the school to promote walking, cycling and public transport for travel rather than car use.

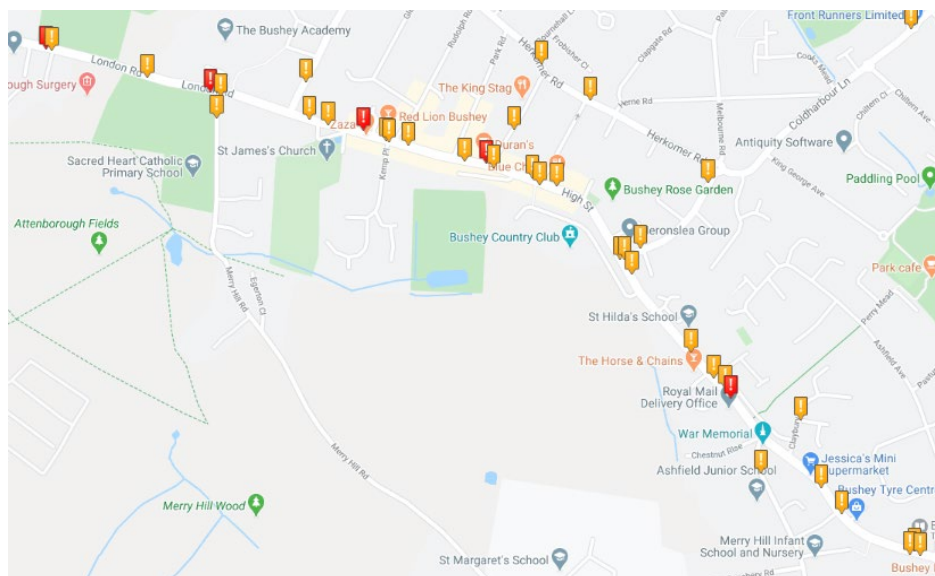
A public car park on Kemp Place is located approximately 180m along the A411. This could be used as a potential Park and Stride location. However, an assessment of vehicle and pedestrian desire lines will need to be undertaken as part of the Transport Assessment which will identify any potential Park and Stride facilities which the school could utilise.

9. Highway Safety

9.1 Existing Accident Data

Data from crashmap.co.uk for the last 5 years has been obtained which identifies personal injury accidents received from the Department of Transport. The data identifies four 'serious' accidents in the vicinity of the site in the last 5 years (all of which are located on the A411). All of these incidents involved a vehicle hitting either a pedestrian or cyclist.

There are several 'slight' category accidents recorded along the A411 and some on the adjacent residential roads. The most frequent accidents occur at the junctions between the roads to north of the A411.



Source: www.crashmap.co.uk

9.2 Proposed Improvements

The accident data confirms the above recommendations to improve pedestrian and cycle provision in the vicinity of the site, with suitable crossing facilities.

The additional cyclists, pedestrians, and traffic due to the school development could increase the likelihood of accidents occurring. Therefore, mitigation measures will need to be considered, and improvements implemented as necessary.

10. Conclusions

In principle, it would appear that the road network and potential for sustainable access to the site would be suitable for provision of a 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment.

There appears to be potential for pedestrian and cycle improvements in the immediate vicinity of the site along the A411 High Street. However, the available width to the north west of the site may restrict the extent of potential improvements.

Bus accessibility to the site is good, with bus stops on the A411 providing good access to routes 142 and 258 which serve Watford Junction Station to Brent Cross Shopping Centre, and Watford Junction Station to Harrow Bus Station, respectively.

Due to the Covid-19 pandemic, traffic conditions at the time of writing this High-Level Assessment do not reflect former 'typical' traffic conditions. However, a desktop review of available traffic information has been undertaken which indicates that the A411 experiences congestion at peak times.

Accident data for the area within the vicinity of the site identified that there may be potential issues with pedestrian and cyclist safety. These issues will need to be assessed in more detail and suitable mitigation measures provided as considered necessary to ensure pupils have a suitably safe route to and from school.

SOUTH -WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL SCHOOL SITE

SITE DETAILS

Site Reference and address	Bushey Site: WABU10 Land at Harts Farm, Bushey Site identification plan: [5309/470] Aerial photograph: [5309/471] Development principles plan: [5309/472]	
Site area	18.00ha	
Existing use/occupiers	Agricultural	
Land ownership	REDROW HOMES LIMITED (Co. Regn. No. 01990710) of Redrow House, St. Davids Park, Ewloe, Deeside CH5 3RX.	
Site availability	HELAA site HEL201	
Brownfield Land Register	No.	
Planning history	TP/79/0845 - OUTLINE APPLICATION. USE OF THE LAND FOR THE GROWING_ STORAGE AND ANCILLARY SALE OF HORTIOULTURAL PRODUCE GARDEN FURNITURE AND EQUIPMENT - Refused TP/88/0916 - JEWISH SCHOOL COMPLEX (OUTLINE) APPLICATION - Refused	
Buildings	None.	
Adjoining uses	North:	The M1 is situated to the north of the site.
	East:	To the east of the site is agricultural land.
	South:	To the south are residential dwellings.
	West:	To the west is agricultural land, farm buildings and residential dwellings.
Topography	The northern/western part of the site gradually slopes downwards to the north away from Little Bushey Lane. Towards the east/south of the site the land slopes upwards from the centre of the site to the south and downwards to the north.	
Water courses	Google Maps shows that there is a small watercourse close to the north east boundary of the site.	
Vegetation	There is a scattered hedgerow running along the frontage with Little Bushey Lane and scattered trees/hedgerow along the boundary of the adjacent farm. Along the northern/eastern boundary there is a denser tree belt/hedgerow. There is a dense tree belt between the northern and	

	southern fields. There are trees screening the site from properties on Wayside Avenue and along the south-eastern boundary of the site.
ACCESSIBILITY	
Vehicular access	The M1 motorway runs along the northern/eastern boundary of the site. Little Bushey Lane, an unclassified u road bounds the site to the west. The road appears to be wide enough for an access to the site.
Cycle access	None.
Pedestrian access	There is a footpath along the western side of Little Bushey Lane. A pedestrian access to the site abuts Little Bushey Lane. Bushey footpath 33 runs along the western boundary of the site and Bushey footpath 40 runs diagonally across the site to the east.
Public transport	Chiltern Close bus stop is a 0.64km walk from the site (7 minutes). This provides access to routes 306 (Watford – Borehamwood) and 823 (Garston-Borehamwood).
High level transport appraisal	<p>A high-level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that, in principle, the road network and potential for sustainable access to the site would be suitable for provision of a 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment.</p> <p>The existing pedestrian links to the site are good, although improvements to pedestrian crossing provision in the vicinity of the site will be required.</p> <p>PROW Footpaths 33 and 40 pass within the site boundary and will need to be taken into consideration with regard to public access along these routes and how it will be managed.</p> <p>There appears to be limited scope to provide cycle improvements in the immediate vicinity of the site. However, measures to reduce vehicle speeds will need to be reviewed in order to provide a safe and suitable on-road cycle route for pupils to utilise.</p> <p>Bus accessibility to the site is reasonable, with bus stops on Little Bushey Lane and Chiltern Avenue providing access to route 306 which serves Watford and Borehamwood. Improved accessibility between the site and the local bus stops should be considered as part of proposals.</p> <p>It may be necessary to allow parent drop off in the site to prevent parking along Little Bushey Lane, which would cause traffic flow issues and safety concerns.</p> <p>Due to the Covid-19 pandemic, traffic conditions at the time of writing this High-Level Assessment do not reflect former 'typical' traffic conditions. However, a desktop review of available traffic information has been undertaken which indicates that the junction between Little Bushey Lane and Elstree Road experiences congestion at peak times.</p>
ENVIRONMENTAL IMPACT	
Landscape and visual impact	The site is relatively well enclosed due to the surrounding vegetation and vegetation present in surrounding areas.
Impact on residential	Depending on the siting of the proposed school there could be impacts

amenities:	to the outlook and provision of daylight/sunlight to dwellings fronting Little Bushey Lane, The Squirrels and Wayside Avenue. There could also be noise and light overspill to these dwellings.
Ecology:	The on-site ecology is likely to be limited to the trees and hedgerows around the perimeter of the field boundaries. These are likely to provide habitats for bats and birds.
Noise sources	M1 motorway to the north/east and Little Bushey Lane to the west.
Flood risk	The eastern part of the site is situated within Flood Zone 2 – Medium Risk.
Surface water flooding	Much of the site is at risk of surface water flooding (low-high risk). There is a large band of high risk to the east of the site within the area at risk of fluvial flooding.
Groundwater source protection area	None.
Air quality	M1 motorway adjacent to the site.
Minerals	No.
Agricultural land quality	3a/3b
Rights of way	Bushey footpath 33 runs along the western boundary of the site and Bushey footpath 40 runs diagonally across the site to the east.

EXISTING PLANNING AND DESIGNATION CONSTRAINTS

Existing and emerging local plan site specific designations	Green Belt HELAA site HEL201
Heritage assets: archaeology	None.
Designated heritage assets	None.
Designated rural areas	None.
International, National and locally designated sites of importance for biodiversity and habitat sites	None.

SITE EVALUATION

Positive site attributes:

1. The site is of optimal / sufficient size for 10fe.
2. The site is in single ownership.
3. The site is available.

4. Most of the site has relatively gentle level changes and re-grading would be limited to marginal areas.
5. Vehicular access could be likely be achieved from Little Bushey Lane with suitable mitigation/improvements.
6. Pedestrian/cycle access could likely be achieved from Little Bushey Lane with suitable mitigation/improvements.
7. Site development would not be exposed to long distance views in the wider landscape.
8. The site lies adjacent to the urban area of Bushey.
9. There would be no impacts on preserved trees.
10. There would be minor ecological impact [subject to further investigations].
11. The site lies outside an AQMA.
12. The site does not lie in a Minerals Consultation Area.
13. The site is not in an Area of Archaeological Importance.
14. There would be no impacts on designated heritage assets.
15. The site is not in a designated rural area.
16. The site does not have any international, national or local wildlife, habitat or biodiversity designations.
17. The site does not have any local plan allocation.
18. The site has a single landowner.

Negative site attributes:

1. The site does not lie within 400m walking distance of bus stops and bus routes.
2. The site has relatively large areas of vegetation that would require removal to accommodate a secondary school.
3. The site is at risk of flooding [subject to further investigations].
4. The site is located near noise sources.
5. The site lies in the Green Belt.
6. The site does have an HELAA allocation [HEL201].
7. The site has moderate-good grade agricultural land classification [if relevant].
8. The site is traversed by rights of way.
9. The site lies close to an existing secondary school.
10. There are electricity pylons and overhead power lines running through part of the site.

SITE LAYOUT PRINCIPLES

A BB103 compliant 6fe/8fe/10fe secondary school site [could not] be accommodated on this site:

1. Development principles plan 5309/472
2. Total site area: [18ha]
3. Build zone: [4.41ha]
4. Building footprint: [14,014sqm]

5. Vehicular access/egress: Little Bushey Lane

6. Pedestrian access: Little Bushey Lane

The total site area has been delineated using physical and natural boundaries. It would be possible to reduce that area to be in accordance with the site size areas in Table 1 of the report subject to further technical and environmental assessments. The site could also be part of a wider residential development subject to technical and environmental assessments.

CONCLUSION

The site is located to the east of Little Bushey Lane (plan 5309/401/D). The existing use is agricultural and is in single ownership. The northern/western part of the site gradually slopes downwards to the north away from Little Bushey Lane. Towards the east/south of the site the land slopes upwards from the centre of the site to the south and downwards to the north. The M1 lies adjacent to the site to the east of the site giving rise to noise and air quality concerns which would require further investigation. Part of the site lies in the flood plain which may reduce the developable area. The site is of optimal size for a 10fe school.

The site was recommended for a transport appraisal. The conclusions of the transport appraisal were that in principle the road network and potential for sustainable access to the site would be suitable for provision of a 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment. The existing pedestrian links to the site are good, although improvements to pedestrian crossing provision in the vicinity of the site will be required. PROW Footpaths 33 and 40 pass within the site boundary and will need to be taken into consideration with regard to public access along these routes and how it will be managed. There appears to be limited scope to provide cycle improvements in the immediate vicinity of the site. However, measures to reduce vehicle speeds will need to be reviewed in order to provide a safe and suitable on-road cycle route for pupils to utilise.

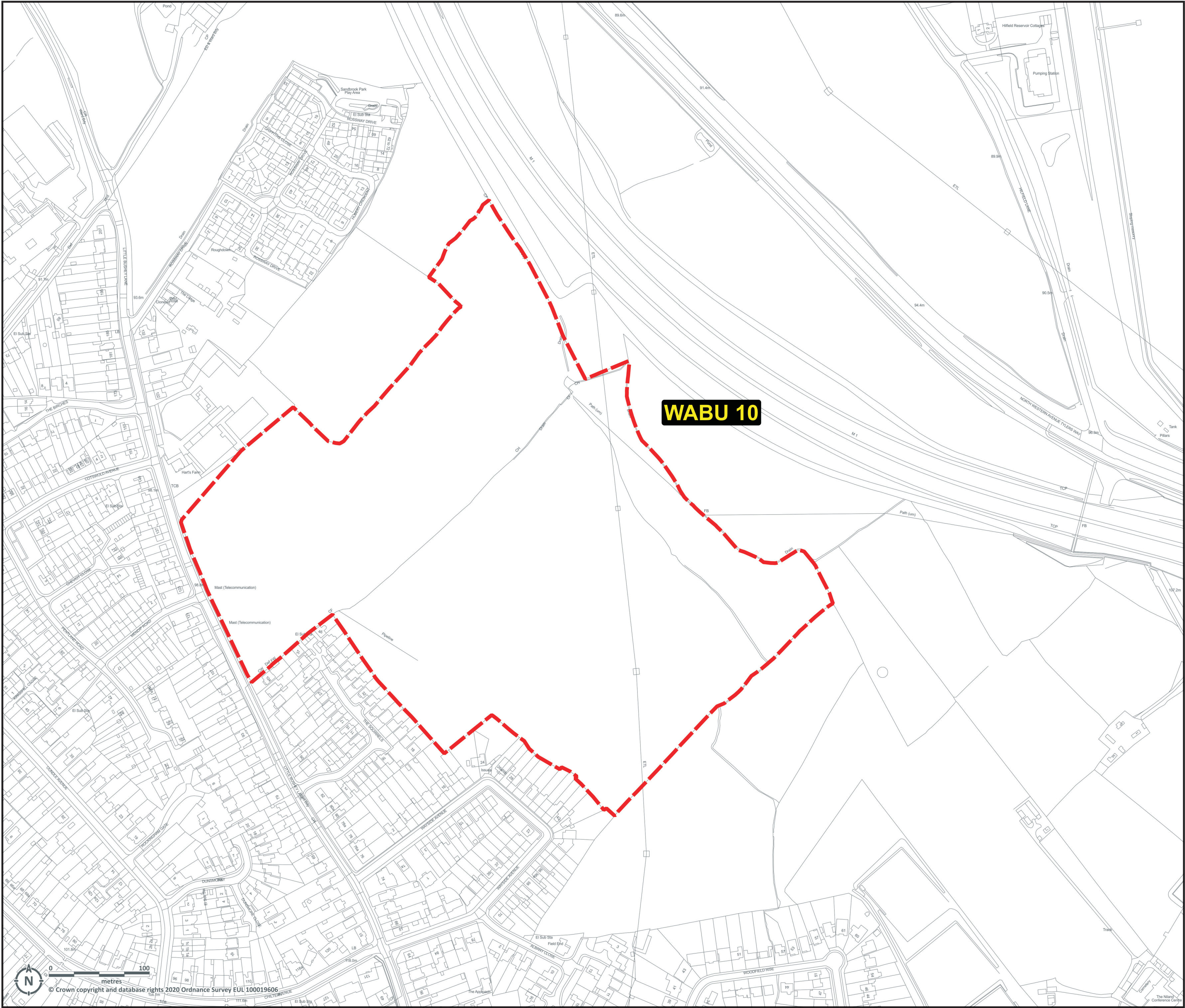
Bus accessibility to the site is reasonable, with bus stops on Little Bushey Lane and Chiltern Avenue providing access to route 306 which serves Watford and Borehamwood. Improved accessibility between the site and the local bus stops should be considered as part of proposals. It may be necessary to allow parent drop off in the site to prevent parking along Little Bushey Lane, which would cause traffic flow issues and safety concerns.

A development principles plan (5309/472) has been prepared and is attached at Appendix 3. This plan should the disposition of the building zone, playing fields and the optimal point of vehicular access for the site (based on transport appraisal conclusions). The part of the site on the eastern boundary that lies within Flood zone 2 is excluded from the developable area. With this exclusion the total developable area is 16.38ha which is still well above the maximum area (13.2ha) required for a 10fe secondary school. The site area could be reduced in accordance with the site size requirements in Table 1 of the report as part of a wider mixed use development.

The site it is concluded could be a preferred location for a 10fe secondary school, but further work would be required in respect of noise, air quality and the potential for significant footpath diversions. The developable area may be reduced further if research on flood and drainage results in a larger area of flooding. If there are other more sequentially preferable sites without these constraints, then this site would not be taken forward for further assessment.

The following technical studies are recommended:

- Post Covid-19 traffic survey
- Landscape and Visual Assessment
- Services Assessment
- Noise Impact Assessment
- Air Quality Assessment
- High Level Flood Risk / Drainage Assessment



SITE BOUNDARY
18.00ha

SOUTH WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH

Site identification: WABU10

PROJECT NO	DRAWING NO	REV
5309	470	
DRAWN	DATE	SCALE
HNA	JUNE 2020	1:2500 @A2

T: +44 (0) 1438 316 331
planners@vincent-gorbing.co.uk
vincent-gorbing.co.uk
Vincent and Gorbing Limited, Sterling Court
Norton Road, Stevenage, Hertfordshire SG1 2JY
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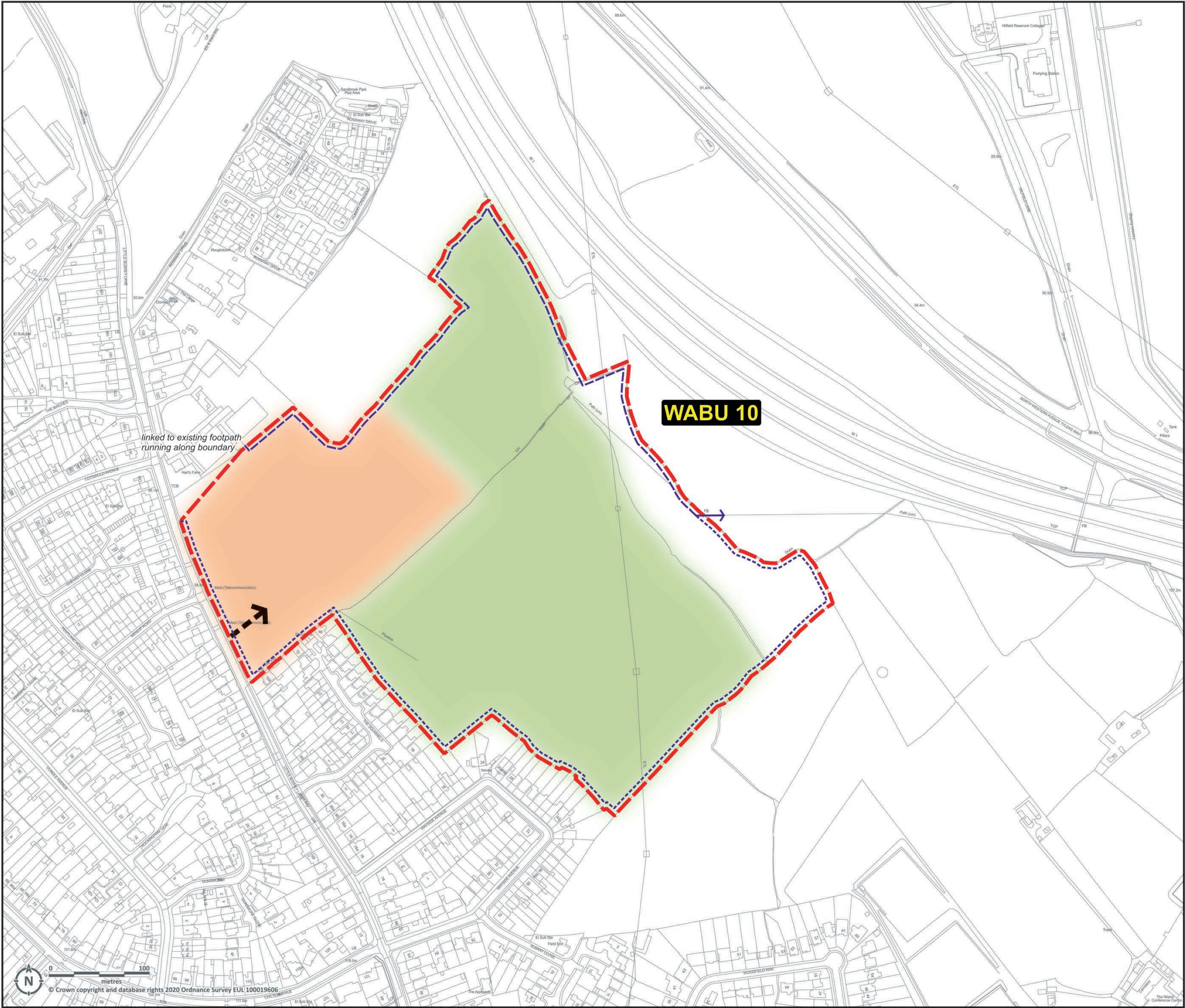
WABU 10

**SOUTH WEST HERTFORDSHIRE
SECONDARY SCHOOL
SITE SEARCH**

Site identification: WABU10

PROJECT NO	DRAWING NO	REV
5309	471	
DRAWN	DATE	SCALE
HNA	JUNE 2020	1:2500 @A2





- SITE BOUNDARY
18.00ha
- BUILDING ZONE
4.41ha
- PLAYING FIELD ZONE
11.97ha
- ➔ SITE ACCESS
- DIVERTED FOOTPATH: OPTION 1
- DIVERTED FOOTPATH: OPTION 2

SOUTH WEST HERTFORDSHIRE SECONDARY SCHOOL SITE SEARCH

Development principles: WABU10

PROJECT NO	DRAWING NO	REV
5309	472	
DRAWN	DATE	SCALE
HNA	SEPT 2020	1:2500 @A2



South West Hertfordshire Secondary School Site Search

High Level Transport Appraisal for Site 10 Watford/Bushey

Land to the east of Little Bushey Lane and west of arable farming land that follows the M1

This High-Level Transport Appraisal (HLTA) is to consider the suitability of access for a new 10 Form of Entry (10FE) secondary school on land to the east of Little Bushey Lane and west of arable farming land that follows the M1, Watford/Bushey.

1. Site Background

1.1 Location

The site currently comprises open arable farmland on the north side of Bushey Heath, on the north eastern side of Little Bushey Lane.

Little Bushey Lane defines the western boundary of the site, while arable land running parallel to the M1 defines the north eastern boundary of the site. Arable land abuts the site to the south east and north, with Harts Farm Stables located adjacent to the north west of the site. To the south west, residential housing fronting The Squirrels and Wayside Avenue define the site boundary.

1.2 Local Road Network

Little Bushey Lane runs north westwards from the A411 Elstree Road and The Rutts in Bushey Heath to the A462 Aldenham Road and Bushey Mill Lane. The B462 links to the A41 to the north, which links to Junction 5 of the M1.

Little Bushey Lane varies in width between 6.2m and 7m wide¹ in the vicinity of the site, widening to 7.1m between Coldharbour Lane and Sandy Lane where lanes are segregated by central hatching. Little Bushey Lane is subject to a 30mph speed limit in the vicinity of the site. There are streetlights running along its entire length and speed humps along the section between Coldharbour Lane and Prospect Close. Vehicles over 7.5tonnes are prohibited along Little Bushey Lane, except for access.

There are several residential roads in the vicinity of the site which connect to Little Bushey Lane, including The Birches, Cotswold Avenue, Mendip Road, The Squirrels, Wayside Avenue and Chiltern Avenue. All of these roads are subject to a 30mph speed limit, footways on both sides and are lit.

The A411 Elstree Road connects to the A41, to the east, and the A411 Sparrows Herne, to the west. The road is approximately 8m wide, lies within a 30mph speed limit and is lit.

1.3 Existing Access

There is an existing agricultural access to the site from Little Bushey Lane at the south western corner of the site. The access is via a dropped kerb.

¹ All dimensions are to be confirmed by survey

Additional access to the site is currently taken via Harts Farm Stables.

2. Walking Accessibility

2.1 Local Pedestrian Provision

There are footways on both sides of Little Bushey Lane in the vicinity of the site and along The Squirrels and Wayside Avenue for their entire length. Generally, all residential streets in the area have footways on both sides of the road.

There are limited formal pedestrian crossings in the vicinity of the site, with dropped kerbs being provided across junctions. There does not appear to be any pedestrian crossing facilities between the east and west side of Little Bushey Lane.

The nearest controlled pedestrian crossing is at the signalised junction with Elstree Road, which incorporated pedestrian phases on all arms with associated pedestrian refuge islands. The formal crossing at the junction between Little Bushey Lane and the B462 incorporates pedestrian refuge islands but without the formal pedestrian phases integrated within the lights.

Public Right Of Way (PROW) Footpath 40 crosses the site from west to east connecting Little Bushey Lane to PROW Bridleway 51 and 40, which crosses over the M1.

PROW Footpath 33 connects from Little Bushey Lane at the same location as PROW Footpath 40. From here, Footpath 33 runs north east to link to the A41, via PROW Footpath 35.

PROW Footpath 34 runs through the residential area to the north west, between Coldharbour Lane and Little Bushey Lane.

PROW Footpath 32 passes through the residential area to the west of the site connecting Mendip Road and King George Recreation Park, via PROW Footpath 31 and 30.

2.2 Existing Pedestrian Access

The public footpaths provide access across the site from Little Bushey Lane to the north east and east. The routes are unsurfaced and are accessed via a stile at their connection with Little Bushey Lane.

2.3 Proposed Improvements

The nearest residential area to the site is within Bushey Heath to the west and the most direct pedestrian route would be via Little Bushey Lane and the residential roads linking to it. Along Little Bushey Lane and the main linking roads (i.e. Cotswold Avenue and Chiltern Avenue), pedestrian crossings at junctions will need to be established including dropped kerbs, tactile paving, and possible parking restrictions where necessary.

PROW Footpaths from Mendip Road to King George Recreation Park may also be popular as this provides a segregated pedestrian link to the site. Therefore, improvements to the pedestrian

provision should be considered, particularly where crossing Oundle Avenue and Pentland Road. Lighting along these routes will need to be reviewed.

Pupils travelling from the south would walk via Little Bushey Lane. Pedestrian connectivity between the residential areas to the south is reasonably good as pedestrian phasing already exists at the signal-controlled junction between Little Bushey Lane and Elstree Road. However, pedestrian crossings at junctions will need to be established including dropped kerbs, tactile paving, and possible parking restrictions where necessary.

The desire line for pupils living to the north west of the site would be via Coldharbour Lane and PROW Footpath 34. Access via PROW Footpath 34 would need to consider the pedestrian desire line to the school access, with associated pedestrian provision from The Birches and across Little Bushey Lane as necessary. Lighting along this route will also need to be reviewed.

PROW Footway 33 and 40 cross the site. A publicly accessible route through a school site is unlikely to be acceptable. Therefore, it is likely that these routes will need to be diverted or access managed via a physical boundary (i.e. fence and gates).

An assessment of the likely catchment of the school would need to be carried out as part of the Transport Assessment to determine pedestrian desire lines and where any additional improvements are required to the local footway network in relation to the impact of the proposed school.

3. Cycling Accessibility

3.1 Local Cycle Provision

There are no existing cycle routes in the vicinity of the site that would provide links from residential areas to the site.

PROW Bridleway 51 and 40 are located approximately 250m to the east of the site and provide a link over the M1, connecting Hillfield Lane South to a formal foot/cycleway alongside the A41 North Western Avenue. There is no residential development within cycling distance of the site in this direction.

3.2 Existing Cyclist Access

There are no existing cycle accesses into the site.

3.3 Proposed Improvements

Ideally, a foot/cycleway would be provided along Little Bushey Lane between Coldharbour Lane and Elstree Road, to provide a cycle link from both directions. However, there is no continuation of cycle routes beyond which would serve the school site. In addition, there appears to be limited width available for the provision of a foot/cycleway without a reduction in the width of the carriageway.

The routes of PROW Footpath 34 and 32, from Coldharbour Lane to Little Bushey Lane and King George Recreation Park to Little Bushey Lane, respectively, appear narrow as they pass between

properties along their paths. Therefore, these routes will not be suitable for cycle access to the school site.

Hertfordshire County Council (HCC) Roads in Hertfordshire Design Guidance states that the preferred priority provision for cyclists would be to cater for them on the road network, with dedicated cycle lanes being considered in the second instance. Therefore, consideration of traffic cyclist safety along Little Bushey Lane and other residential roads in the vicinity of the school site may be sufficient to create an attractive on-road route for cyclists.

4. Bus Accessibility

4.1 Local Bus Provision

The nearest bus stops to the site are on Little Bushey Lane, located approximately 260m to the south of the site, on either side of Prospect Close. The stops serve route 306 providing access between Watford and Borehamwood. The 306 route continues onto Chiltern Avenue where there are additional bus stops.

4.2 Existing Connectivity

In terms of connectivity to the wider area, the above route provides at least two services to the site between 7:30am and 9:00am which would suit school travel, with similar frequencies during the afternoon to cater for travel home from school. It also provides weekend timetables.

4.3 Proposed Improvements

A bus access strategy for the site would depend on likely catchment area and whether pupils from further afield would use scheduled bus services or school specific services. The latter would be more likely to deliver pupils directly to the school, the former would use existing stops. Two secondary schools are already located near to the site so large numbers of pupils may already use local bus services, so capacity for additional pupils would need to be established.

Improvements to footway provision between the site and existing bus stops would be necessary as part of any proposals to locate a school on this site.

Direct pedestrian access from the school site onto Little Bushey Lane which continues into the surrounding residential areas would provide accessibility to bus stops in both locations.

It is also proposed that improvements to the bus stops themselves would be provided to ensure that bus stops in the vicinity of the site have a shelter, flag, appropriate kerb types and information boards.

During detailed planning phase of a proposed new school, investigations would need to be carried out with HCC Passenger Transport Unit to determine whether there might be scope to re-route existing bus services or provide new public bus services along Little Bushey Lane in the vicinity of the school.

5. Rail Accessibility

5.1 Local Rail Provision

The nearest railway station is Bushey Station, located approximately 2.65km from the western corner of the site, which is accessed via Coldharbour Lane and the A411.

5.2 Existing Connectivity

Bushey Station is served by London Northwestern Railway on the London Euston to Tring line and by London Overground services on the Watford DC Line. Travel further afield would require a change at Watford Junction, from where trains can continue north to the Midlands or south to London.

5.3 Proposed Improvements

If rail travel is expected to form a significant modal share of pupil travel to and from school, improvements to the pedestrian and cycle accessibility between the station and the school site will need to be considered.

6. Vehicular Accessibility

6.1 Existing Highway Conditions

Due to the Covid-19 pandemic, traffic conditions at the time of writing this High-Level Transport Appraisal do not reflect the former 'typical' traffic conditions. Therefore, it has not been possible to review existing highway conditions in terms of congestion in the vicinity of the site.

'Typical traffic' information from Google Maps appears to show typical traffic conditions over recent periods and is therefore not a reliable source of information for identifying likely congestion hotspots due to reductions in traffic during the recent lockdown period. This has been assumed based upon the fact that several known congestion hotspots in the area are showing up as having no congestion during the AM and PM peak periods on the current 'typical traffic' mapping.

However, desktop studies suggest that the junction between Little Bushey Lane and Elstree Road experiences congestion at peak times. As do the junction between Little Bushey Lane, the B462 Aldenham Road and Bushey Mill Lane and the signalised crossroad junction between Sandy Lane and the A41.

This would need to be fully considered as part of a Transport Assessment, along with any other junctions identified by the Highway Authority as requiring assessment to support a proposed Secondary School.

7. Proposed Vehicular Access

7.1 Proposed Vehicular Access

Little Bushey Lane is the only viable vehicular access point to the site. However, the impact of school traffic on traffic flows and safety along the road would need to be carefully considered and a suitable junction arrangement should be provided.

The location of the potential access is clear of any trees or significant hedgerow, with good visibility in both directions along Little Bushey Lane.

School access arrangements would need to be determined by analysis of typical traffic conditions and the impact of school traffic on the flow of vehicles along Little Bushey Lane and any congested areas, which would be undertaken as part of the Transport Assessment.

7.2 Proposed Improvements

Little Bushey Lane is subject to a 30mph speed limit adjacent to the site. Consideration would need to be given to reducing the speed limit to 20mph in the vicinity of the vehicular and pedestrian accesses to maximise safety adjacent to the school.

There is likely to be increased traffic demand along the Little Bushey Lane, Coldharbour Lane, Chiltern Avenue, and the A411 Elstree Road, which all appear to have a level of congestion. Therefore, subject to a detailed assessment of the school traffic impact, it may be necessary to consider localised improvements along these roads to minimise the risk of accidents.

It may be necessary to allow parent drop off in the site to prevent parking along Little Bushey Lane, which would cause traffic flow issues and safety concerns.

A full Transport Assessment would be required to determine the predicted impact of traffic in comparison to typical flows in the area.

8. Vehicular Trip Generation

8.1 Potential Vehicle Generation and Impact

Full analysis of potential vehicle trip generation and impact would be considered as part of a full Transport Assessment.

Initial assumptions for secondary school traffic would be that around 20% of pupils travel to/from school by car during the AM and PM peak periods. Most staff are likely to travel to school by car, although arrival times can start from 7am (or earlier), with departure times also spread across a wide period minimising the impact on peak periods.

However, car travel would be considered in conjunction with the likely catchment area of the school and resulting travel distances, proposed school facilities such as before school and after school clubs, potential for improved bus services and implementation of sustainable travel routes.

On-site parking for parents, as well as staff, may be required, which would generate a significant number of movements into and out of the site, impacting upon traffic flows on Little Bushey Lane.

8.2 Proposed Mitigation

A School Travel Plan will need to be prepared for the school to promote walking, cycling and public transport for travel rather than car use.

King George Recreational Park is located approximately 480m to the south west of the site and has a car park on its north west side, which could be used as a potential Park and Stride location. However, an assessment of vehicle and pedestrian desire lines will need to be undertaken as part of the Transport Assessment which will identify any potential Park and Stride facilities which the school could utilise.

9. Highway Safety

9.1 Existing Accident Data

Data from crashmap.co.uk for the last 5 years has been obtained which identifies personal injury accidents received from the Department of Transport. Excluding incidents on the M1, the data identifies one 'serious' incident in the vicinity of the site in the last 5 years. The 'serious' incident occurred on Little Bushey Lane, immediately south of the junction with The Squirrels. The incident involved a pedestrian being struck by a vehicle while parking.

There are some 'slight' category accidents recorded along Little Bushey Lane and in the vicinity of the junction with Elstree Road.



Source: www.crashmap.co.uk

9.2 Proposed Improvements

An influx of cyclists, pedestrians, and traffic due to the school development may cause additional pressures and increased accidents. Therefore, mitigation measures will need to be considered.

Although the accident data does not give any rise for concern, it is recommended that safety at the Elstree Road junction with Little Bushey Lane is reviewed, considering any increased traffic movements.

10. Conclusions

In principle, the road network and potential for sustainable access to the site would be suitable for provision of a 10FE secondary school, subject to a full review of transport impact and safety as part of a full Transport Assessment.

The existing pedestrian links to the site are good, although improvements to pedestrian crossing provision in the vicinity of the site will be required.

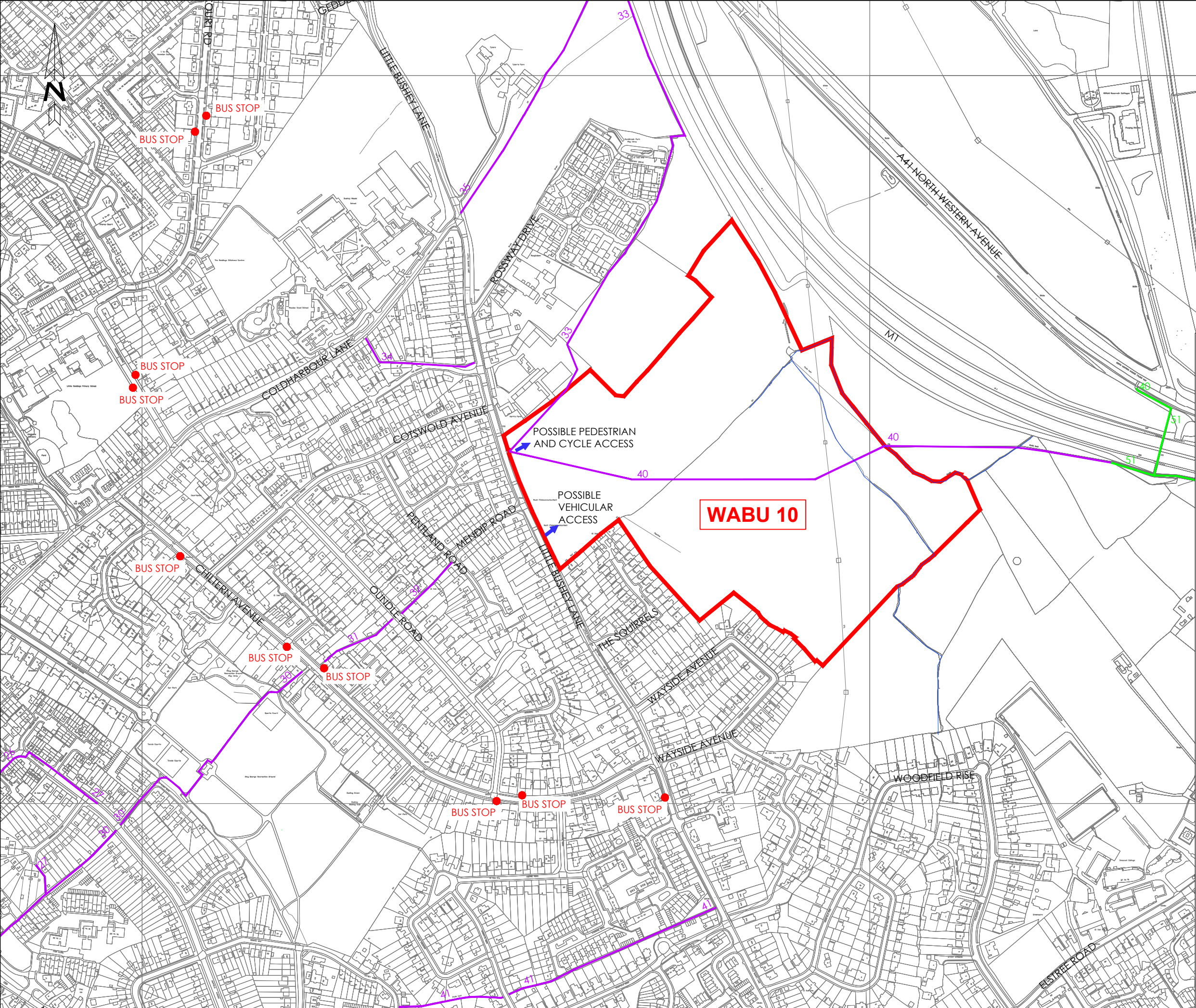
PROW Footpaths 33 and 40 pass within the site boundary and will need to be taken into consideration with regard to public access along these routes and how it will be managed.

There appears to be limited scope to provide cycle improvements in the immediate vicinity of the site. However, measures to reduce vehicle speeds will need to be reviewed in order to provide a safe and suitable on-road cycle route for pupils to utilise.

Bus accessibility to the site is reasonable, with bus stops on Little Bushey Lane and Chiltern Avenue providing access to route 306 which serves Watford and Borehamwood. Improved accessibility between the site and the local bus stops should be considered as part of proposals.

It may be necessary to allow parent drop off in the site to prevent parking along Little Bushey Lane, which would cause traffic flow issues and safety concerns.

Due to the Covid-19 pandemic, traffic conditions at the time of writing this High-Level Assessment do not reflect former 'typical' traffic conditions. However, a desktop review of available traffic information has been undertaken which indicates that the junction between Little Bushey Lane and Elstree Road experiences congestion at peak times.



KEY

SITE BOUNDARY

FOOTPATH

BRIDLEWAY

WATERCOURSE

POTENTIAL ACCESS LOCATION

Rev	Description	Date	Drawn	Checked	Apvd.
Project					
SOUTH WEST HERTS SECONDARY SCHOOL					
Drawing Description					
WATFORD BUSHEY SITE 10					
Drawing Number	Scale	Date	Drawn	Checked	Approved
ST-2995-11	1:5000@A3	17.08.20	GT	SJB	NJM
Client	Architect				

APPENDIX 5

South West Hertfordshire Secondary School Site Search

High Level Transport Appraisal – Watford & Bushey Site Rankings

The table below shows the ranking of the sites according to the level of compliance with highway policy. These rankings of sites are based on a safe and suitable access, sustainable transport modes, and likely mitigation works required.

Ranking	Site	Safe and suitable vehicular access	Location and Sustainable transport modes	Anticipated Mitigation Works	Comments
1	10: Land to the east of Little Bushey Lane and west of arable farming land that follows the M1				Good vehicular, pedestrian and cycle access to the site. Limited scope to provide off-road cycle route and only one bus service. Edge of town.
2	04: Land to the south of Park Avenue and west of Lincoln Field				Potential issues with access; third party land, watercourse or PROW. Good pedestrian, cycle and bus accessibility. High traffic volume area.
3	09: Land to the south of A411 and east of Merry Hill Road				Good pedestrian and bus accessibility. High traffic volumes. Congested High Street.
4	02: Land to the west of Little Bushey Lane and north of Farm Way				Potential limited insufficient pedestrian/cycle access. Edge of town. Potential issues with impact on road network.

The above rankings are based on an initial desk based appraisal and are subject to further surveys and the detailed analysis of a Transport Assessment.

Vincent and Goring
Sterling Court, Norton Road
Stevenage, Hertfordshire SG1 2JY

T: +44 (0) 1438 316 331
vincent-goring.co.uk

Ruth Gray, Associate Director
ruth.gray@vincent-goring.co.uk

