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1.0 INTRODUCTION

1.1 In early 2010 Vincent and Gorbing were appointed by Hertfordshire County Council to undertake town planning appraisals of existing secondary school sites in south–west Hertfordshire to determine whether additional capacity could be provided at those schools to assist in meeting the forecast rising demand for school places in the area. In parallel Vincent and Gorbing undertook a site search exercise for new secondary school site(s).

1.2 In July 2010 that work was completed and a report was submitted to Three Rivers District Council concluding that there was limited potential for expanding existing secondary school sites (a potential 7.8fe additional capacity could be delivered). It was concluded by the County Council that a new secondary school site would be required in S-W Hertfordshire. A total of 30 potential school sites were considered (within and on the edges of all the main urban areas in S-W Hertfordshire). In conclusion Vincent and Gorbing identified three sites that could offer the potential for further investigation:

- Land to the east of A405/north of A412 Mill End Rickmansworth
- Land to the north of Little Green Lane, Croxley Green
- Land to the north east of Baldwins Lane, Croxley Green

1.3 The report was completed and submitted to the District Council. In December 2010 Three Rivers District Council issued a Site Allocations DPD consultation document including potential future secondary school sites. This document identified two further sites that had been previously considered and rejected in the initial site search of 30 sites. These sites were:

- Froghall Farm and adjoining lands, Maple Cross
• Former Durrants School playing field and land to the north of Little Green Lane, Croxley Green

1.4 In January 2011 the County Council formally submitted the July 2010 reports to the Council as part of the Site Allocations DPD Consultation process.

1.5 In a further report submitted by Vincent and Gorbing to the Site Allocations DPD Consultation process in January 2011, as a consequence of the July 2010 reports and subsequent advice from the Highway Authority, the County Council recommended that the following sites could be identified:

• Land east of A405/north of A412 Mill End Rickmansworth (site A) – the preferred site
• Froghall Farm and adjoining lands, Maple Cross (site B) – the contingency site
• Land to the north of Little Green Lane, Croxley Green (Site C) - the contingency site
• Land to the north-east of Baldwins Lane, Croxley Green (Site D) – the preferred site

1.6 The Vincent and Gorbing report (January 2011) concluded that until such time as further technical investigations were undertaken it would not be possible to refine preferences any further.

1.7 Following consideration of the Vincent and Gorbing report the District Council requested that further technical investigations be undertaken on the four sites. This report sets out the outcomes of a number of technical investigations which were commissioned by Vincent and Gorbing to assess further the suitability and deliverability of sites for potential allocation in the Three Rivers Site Allocation DPD. The technical investigations undertaken were:
- Archaeological Assessment (desk-top)
- Ecological Assessment (phase 1 walkover)
- Flood Risk Assessment
- Highways and Access Feasibility Study
- Landscape and Visual Assessment
- Ground Conditions Assessment (desk-top)
- Noise Assessment
- Air Quality Assessment
- Agricultural Viability Assessment (sites A, B and C only)

1.8 Land ownership investigations have been also been completed by Lambert Smith Hampton. This report sets out the conclusions of each of the technical investigations above for Land to the north of Little Green Lane (site C). It also refers back, when necessary, to earlier feasibility work undertaken and contained in previous submissions to Three Rivers District Council.

1.9 Section two contains the site assessment. Section three contains the summary and conclusions.
2.0 SITE ASSESSMENT

SITE LOCATION

2.1 The site is located on the northern edge of Croxley Green (plan 4806/200/B).

LAND OWNERSHIP

2.2 The site is 17.48ha. The land is currently in 2 separate landownerships; the majority of the land is owned by a Trust and a smaller parcel on the western site boundary is owned by the County Council.

PLANNING SITE HISTORY

2.3 A preliminary planning history search has been conducted using the Three Rivers District Council web site and through a formal inquiry to the County Council (as Planning Authority responsible for minerals and waste planning).

2.4 The search has concluded that there is one planning application relating to the site:

- 09/01534/PDNT: erection of 15m high free standing telecommunications pole, 3 sector antennae and 1 dish antenna and equipment cabin

PLANNING POLICY

2.5 In the Adopted Three Rivers Local Plan 1996-2011 (saved policies) the site is currently located in the Green Belt and Chilterns Landscape Area.

SITE DEFINITION

2.6 The site is adjoined by:

- Agricultural land to the north
• Agricultural land to the east
• Residential development and Little Green JMI school to the south
• Agricultural land to the west

BUILDINGS AND USES

2.7 The site is in agricultural use and is leased to a farmer under an agricultural tenancy. The land is in arable use farmed exclusively for the growing of cereals and grass on rotation.

Site History

2.8 Historical maps show that the site has been in undeveloped agricultural land since the first historical ordnance survey map of 1868.

SITE LEVELS

2.1 The site slopes from west to the east with a steeper slope down into a local valley along its eastern side. There is also a slight fall from south to the north. Levels within the site vary from a high point of 85m AOD in the south west corner falling to around 60m AOD in the south eastern corner.

2.2 LiDAR (Light Detection and Ranging) data was obtained by AECOM to assist with the preparation of the flood risk assessment. The LiDAR data has been utilised to produce a Topography Plan (4806/204).

HIGHWAYS AND ACCESS

Background

2.3 Stomor Ltd were appointed by the County Council in early 2010 to undertake preliminary highways and access appraisals of a number of the sites identified by Vincent and Gorbing as potentially suitable in the July 2010 report. This work was undertaken in parallel with the town planning appraisals.
2.4 The preliminary highway appraisal (June 2010) considered five potential site access options. The potential site access options considered at that stage are shown on Plan 4806/113. The following conclusions were reached during that appraisal:

- **Point 1:** The route from Baldwins Lane to the site via Lincoln Way would involve a large number of turns, with interaction between pedestrians at each of the junctions. This would not be a suitable route for coaches and buses.

- **Point 2:** The route from Baldwins Lane to the site via Norwich Way would involve a large number of turns, with interaction between pedestrians at each of the junctions. This would not be a suitable route for coaches and buses.

- **Point 3:** There is limited visibility on the bend where Durrants Drive meets Dover Way.

- **Point 4:** The route from Baldwins Lane to the site via Canterbury Way would involve a large number of turns, with interaction between pedestrians at each of the junctions. This would not be a suitable route for coaches and buses.

- **Point 5:** Links Way is wide enough to accommodate traffic flows, including buses. This also provides a direct route to the site which would be suitable for school traffic flows; a circulation facility will have to be provided on site.

2.5 By January 2011 the Highway Authority confirmed that access from Links Way would be the best option rather than to try and force a circulation route from Durrants Drive to Links Way. This was set out in the January 2011 representations to the Site Allocations DPD.
2.6 Stomor Ltd have now undertaken a more in depth feasibility in respect of highways and access arrangements (August 2011 Report). The feasibility study has examined:

- Likely future pupil distribution (looking at Sites A and B collectively and sites C and D collectively)
- Likely future car journeys and trip generation
- Current and future traffic movements along the strategic highway network adjoining the site
- Preparation of preliminary means of access plans (for feasibility purposes only)
- Analysis of junctions affected by the development

2.7 The analysis is not a full transport assessment which would be needed for a planning application.

**Pupil distribution**

2.8 Utilising GP birth data and establishing a methodology with Hertfordshire County Council’s Children Schools and Families Department, the report identifies the likely number of pupils travelling to sites C or D from surrounding areas. The surrounding areas are broken down into distances from the school site: 0-1km, 1-2km, 2-5km and more than 5km.

**Car trip generation**

2.9 A car trip generation model was then developed (based on current modal splits at Rickmansworth School, car sharing rates, and drop offs occurring outside peak hours). The overall percentage of pupils that would arrive by car at site C is assessed to be in the region of 26%. The number of cars expected to arrive at site C is lower than at sites A or B but slightly higher than Site D.
2.10  The pupil distribution data is then used to generate site specific pupil distributions and car trip generation based on the 26% modal split and an average car share rate of 1.5 pupils per car. It also assumes that 85% of the movements would be into the site between 8:00am and 9:00am in the morning.

**Overall traffic generation**

2.11  Based on the pupil generation and car trip generation the report concludes that a total of 223 traffic movements in the AM peak (8:00-9:00am) would be arriving at Site C.

2.12  Having calculated the overall number of cars arriving at Site C, the report then assigns these cars to major and local roads in the local highway network. In conjunction traffic counts were undertaken to assess the existing traffic flows at key junctions. The assessment also then adds in a likely staff traffic generation of 134 cars (about 70% of which would arrive during the peak period). The assessment also then adds in 5 bus movements into each site.

**Means of access**

2.13  Taking forward the conclusions from the preliminary highways appraisal, two means of access plan have been prepared to show how the site access can be achieved in more detail.

2.14  For option 1 the means of access plan in the Stomor Report shows a 7.3m wide access from Links Way with a diversion of Little Green Lane in order to avoid a crossroads between Links Way and Little Green Lane. Given the site levels there will be a requirement to cut significantly (2.5m depth) into the landscape as the internal site access turns west towards the car park and area for school buildings which would be located where the site is flatter in gradient compared with the eastern section of the site which falls at a gradient of around 1 in 13 towards the eastern boundary.
2.15 For option 2 the means of access plan in the Stomor Report shows an extension from Durrants Drive into the site as the means of entry with egress via Links Way. This would result in Little Green Lane being diverted in two locations to avoid crossroads, but would help to distribute traffic to a greater degree around the site than a single point of access from Links Way. A single access off Durrants Drive would avoid major earthworks in order to gain vehicular access to the site but the preliminary highways appraisal identified visibility issues where Durrants Drive joins Dover Way.

2.16 Traffic calming and parking restrictions may need to be considered on Links Way and Durrants Drive if used in order to minimise speeds and to maximise visibility for turning traffic and to maximise safety.

**Junction analysis**

2.17 An ARCADY and PICADY analysis was then carried out to predict future growth flows in the highway (excluding the predicted traffic flows from the school development). The overall assignment of predicted traffic flows arising from the development was then added to the ARCADY and PICADY predicted growth traffic flows.

**Trip Generation**

2.18 For access option 1 based on the predicted traffic flows, the junction analysis, and the proposed means of access from Links Way, the report concludes that there would be a traffic queue of approximately 22 vehicles queuing on Links Way to exit onto Baldwins Lane. A queue of 5 vehicles on the right hand turn into Links Way from Baldwins Lane which would extend beyond the existing right hand turn lane which would block flows in Baldwins Lane and right run movements into and out of Winton Drive. Analysis of the roundabout south-east of Links Way (fed by Baldwins Lane) indicates that a queue of 3 vehicles would occur on the Rickmansworth Road approach and 1 vehicle queue on the Baldwins Lane approach which would be considered to be manageable.
2.19 For access option 2 based on the predicted traffic flows, the junction analysis, and the proposed means of access from Links Way and Durrants Drive, the report concludes that queuing in Links Way would be reduced to 9 vehicles. It would be expected that there may be some impact on the junction of Durrants Drive/Baldwins Lane but this has not been analysed at this stage.

**AGRICULTURAL VIABILITY ASSESSMENT**

2.20 PJSA Ltd was instructed to assess the agricultural viability of site C. Their report considers some of the individual circumstances of the farming practices, regimes and tenure but is principally concerned with the productivity of each parcel of land, as a parcel of land in its own right.

2.21 PJSA Ltd have examined the present day status of viability for the farms that may be affected by the proposal and an assessment made as to how the potential removal of the site area may affect the larger holding within which it is located. The farmer was also approached to give information about farming practices in order to assist with the assessment. Inspections were made of the site.

2.22 In order to assess the effect of loss to agriculture and the holding, the criteria set out below in Table One have been used by PJSA Ltd.

<table>
<thead>
<tr>
<th>Significance</th>
<th>Criteria</th>
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<tbody>
<tr>
<td>1 Large adverse</td>
<td>The proposed scheme would directly lead to a significant loss in viability of the holding and/or enterprise.</td>
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<tr>
<td>2 Moderate Adverse</td>
<td>The proposed scheme would directly lead to a moderate loss in viability of the holding and/or enterprise.</td>
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<tr>
<td></td>
<td>Adverse Description</td>
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<tr>
<td>3</td>
<td>Slight Adverse</td>
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<td>4</td>
<td>Neutral</td>
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<tr>
<td>5</td>
<td>Beneficial</td>
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2.23 The landowner currently lets the land to a local farmer for cereal crop and grass on rotation.

2.24 The Agricultural Land Classification (ALC) is Grade 2.

2.25 The impact of removing the site from the agricultural holding has been assessed primarily on the long-term effect arising from the loss of land from the holding. The impact on farm holdings can have the effect of rendering the farming business incapable of fulfilling its present functions which is the principal criterion for assessing the significance of the effect.

2.26 The total site area (17.48ha) which would be lost from the overall holding (141.64ha) represents 17.48%. The land lost is 12.34% of the total landholding. The loss of this site will affect the existing farm enterprise to the extent of losing approximately 10% of the cereal production of the farm. The arable enterprise being the sole enterprise, would be reduced by 10% - the same as for the holding as a whole. The loss will reduce the income of the arable enterprise with on immediate reduction in fixed costs.

2.27 The removal of the site from the holding will have a detrimental effect on the farm but the PJSA report assesses that this would not undermine the
farm to the extent of putting the existing enterprises in any imminent danger of collapse due to lack of cash flow or turnover.

2.28 The PJSA Ltd report concludes that there would be a slight adverse impact on the financial or functional viability of the holding.

LANDSCAPE AND VISUAL IMPACT

2.29 A Landscape and Visual Assessment has been undertaken by Jon Etchells Consulting Ltd (July 2011) in accordance with “Guidelines for Landscape and Visual Impact Assessment” jointly produced by the Institute of Environmental Management and Assessment and the Landscape Institute.

2.30 The site visit for the assessment was undertaken in June and July 2011 when trees were in full leaf so a judgement has been made about the worst case scenario in winter months.

Vegetation

2.31 There are no trees on the site itself although there are trees along the:

- eastern boundary (adjacent to a small woodland block which is a designated Local Wildlife site)
- southern boundary (adjacent to the Little Green School which lies directly to the south)
- western boundary (adjacent to the woodland of Long Newland’s Spring which is a designated Local Wildlife site)

2.32 A tree survey has not yet been undertaken.

2.33 The trees adjacent to the woodland of Long Newland’s Spring are covered by a TPO.
Landscape Character

2.34 The site lies within the Thames Valley National Landscape Character Area and within the County the site is designated as The Chilterns in the HCC Landscape Strategy (2001). The South Hertfordshire Landscape Character Assessment designates the area as the Sarratt Plateau describing the landscape condition as *moderate with a moderate degree of robustness.*

Landscape quality

2.35 The Jon Etchells Report assesses the site as being of *medium to high quality,* the site is undulating, partially wooded and attractive, and the adjacent urban edge is visible but not unduly intrusive. The area to the north of the site is more remote and of high quality. The site and area of the site to the north is enhanced by its use for informal recreation (rights of way and woodland access) to enable enjoyment of the countryside. For an area so close to the urban edge, it is also very attractive and tranquil.

Landscape Sensitivity

2.36 Landscape Sensitivity is judged according to the type of development proposed. The Jon Etchells report assumes that the development would consist of low rise development (two storeys) with some larger elements up to 10m in height (sports hall). The sensitivity of the site to development is assessed as *medium to high* as the school buildings would be discordant within this attractive rolling landscape and school buildings would be discordant with the relatively tranquil, remote character of the area.

Visibility of the site

2.37 Visibility of the site is reasonably well screened by woodland blocks to the north, west and east and by the urban edge of Croxley Green to the south. The main views into the site are from the residential area south of Little Green Lane, from the lane itself and from the public footpath to the north.
Landscape Constraints

2.38 The Jon Etchells Report identifies the principal landscape constraints as follows:

- The site is in the Green Belt
- Overlooked by properties to the south at relatively close range and the views from these properties are at the moment rural and attractive
- Adjacent to designated Wildlife sites in the woodlands to the west and north-east of the site
- Floodlighting (which would need to be located on the southern part of the site close to Little Green lane)
- Site security (1.8-2.0m high fence) will be required
- Site topography may lead to a requirement for shallow terraces in order to achieve the relatively flat areas required for playing fields

Landscape opportunities

2.39 Any development of the site for a new school should seek to create attractive, well designed buildings which would be a positive feature of the local environment and should also incorporate substantial areas of new planting and open space. These could include a green corridor along the northern and eastern boundaries and a natural open space with community woodland on the steeper slopes in the eastern part of the site.

Landscape and Visual effects

2.40 The Jon Etchells report concludes that development of the site would result in some moderate adverse landscape effects, while the built development would be limited to part of the site only and would comprise buildings of an attractive and appropriate design, it would still be out of character with the
attractive rural landscape to the north and would lead to some loss of tranquillity. Even the playing fields would be out of character as they would be flat and artificial in appearance and would themselves contain some locally intrusive elements such as goals and perimeter fencing. Any adverse effects will be expected to decrease progressively over time as extensive planting which would be carried out as part of the scheme begins to mature.

2.41 The development of the site would have some beneficial effects; the landscape proposals in particular the community woodland and the green corridor along the north and east sides of the site would create a valuable local amenity and would assist with the development of local Green Infrastructure.

2.42 There would be high adverse visual effects for 7 properties fronting onto the lane and slight to moderate adverse visual effects for a further 7 properties with side elevations fronting the site. There would also be some adverse visual effects for people passing along Little Green Lane or using the public footpath to the north. There would be significant adverse night time effects on the local landscape as the area to the north of the site contains very few light sources and the proposed development would extend lighting into an area which at the moment is predominantly dark.

ECOLOGY

2.43 An Ecological Assessment has been carried out by The Landscape Partnership (TLP) (August 2011).

2.44 The assessment identifies:

- No sites of international importance within the search area
- Whippendell Wood SSSI lies approximately 500m north of the site boundary (ancient woodland site which retains large areas of semi-natural vegetation)
• The site lies adjacent to Dell Wood, Round Newlands and Long Newlands Springs (a complex of ancient semi-natural woodlands situated to the north and west of the site) which is a designated County Wildlife Site running along the western site boundary; and Wood E of Dell Wood which is an ancient semi-natural broadleaved woodland lying on the north eastern boundary of the site

• The site lies adjacent to Green Lane wood (an ancient woodland) on the eastern site boundary

• The woodland and semi-improved grassland habitats are likely to be used for foraging and or shelter by birds, bats, invertebrates, small mammals, and potentially badger and reptiles

• The overall site habitat offers the potential for badgers foraging in woodlands and hedgerows on a sloping site

• Slow worm could be present in the hedge trees and adjacent scrubland habitat

• Brown hares and hedgehogs may also be present on the site and its boundaries

• The need to protect any breeding birds

2.45 Overall the site is provisionally assessed as being of lower value at the County scale due to the presence of native hedgerow habitat and the site (being in agricultural use) provides little ecological interest other than vegetation on the site boundaries. The report sets out a number of mitigation measures should the site be taken forward for development including the retention of hedge and scrub habitats, clearance of any vegetation to have regard to hedgehogs and birds; site lighting should be directed downwards and away from boundary features; native planting and
berry bearing landscaping should be introduced; bat boxes on buildings; native vegetation buffer strips along linear hedgerow features; and the creation of log piles in hedge and scrub bases.

2.46 The report recommends that the following surveys be undertaken:

- Badger (any time – optimal months Feb-March)
- Bat activity (March- October – optimal months April-September)
- Bat Tree Roost survey (any time)
- Bat Emergence surveys (if required May-August)
- Breeding Bird Survey (April – June)
- Reptile Survey (7 visits) (April-June and August- September).

2.47 These surveys would need to be undertaken in advance of any planning application.

**ARCHAEOLOGY**

2.48 A desk based archaeological assessment has been undertaken by CgMs Ltd.

2.49 The site has low archaeological potential for remains of all archaeological periods.

**GROUND CONDITIONS**

2.50 AECOM were commissioned to undertake a geo-environmental assessment of the site to identify any potential constraints posed by these conditions on the proposed schools development, including contamination, geotechnical issues and the presence of mineral deposits.
2.51 A walkover survey of the site was undertaken together with a desk top study which together comprises a phase 1 geo-environmental assessment report.

**Geology**

2.52 The geology of the site consists of glacial sand and gravel overlying the White Chalk Sub-Group which would be suitable for founding stratum.

2.53 The site is located in a Minerals Consultation Area. The Minerals Assessment report for the area shows that the proposed site area and surrounding land has been designated as a potentially workable mineral resource comprising discontinuous mineral (sand and gravel) beneath overburden with respective thickness of 2.4m and 2.2m.

**Hydrogeology and Hydrology**

2.54 The nearest surface water feature recorded is an unnamed water course approximately 250m to the south of the centre of the site, no details are available regarding the watercourse. The Grand Union Canal is 1Km to the east of the site.

2.55 There are no recorded discharge consents reported within 1000m of the site.

2.56 The majority of the site lies within Groundwater Source Protection Zone 3 with a small part of the western part of the site being situated within zone 2.

**Contamination**

2.57 Since the site is in agricultural use the only potential source of contamination is from the accumulation of pesticides as a result of years of arable farming.
FLOOD RISK

2.58 A flood risk assessment has been undertaken by AECOM. The site lies within Flood Zone 1.

2.59 The probability of flooding is low. Potential sources of flooding are from any new on site drainage system or from groundwater although this is unlikely.

2.60 A number of recommendations are made in the report as to the design and standards required should further design work be undertaken in respect of the site.

NOISE

2.61 A noise assessment has been undertaken by JMP consultants Ltd. Noise monitoring was undertaken in three locations around the site boundaries during typical school hours (including a peak traffic period). At each point noise was measured for period of 15 minutes.

2.62 The measured noise levels in the five locations fell in a range between 47.4 – 48.3dBA which is under the 50dBA both the ideal and upper noise limits set out in BB93 (Acoustic Design of Schools – A Design Guide).

AIR QUALITY

2.63 A desk top air quality assessment has been undertaken by JMP Consultants Ltd. The scope of the study was agreed with Three Rivers District Council’s Environmental Health Officer. It was agreed that a full technical air quality assessment was not required at this stage.

2.64 It was agreed that JMP should undertake a desk-based assessment of available air quality monitoring data to establish the prevailing air quality situation around site C and at sensitive receptors that may be affected by
development. The key pollutants considered were nitrogen dioxide (NO₂) and particulate matter (PM₁₀), both pollutants associated with traffic.

2.65 The nearest Air Quality Management Area where regular monitoring of air quality takes place is at Chandlers Cross (approximately 2Km from the site). In the absence of NO₂ and PM₁₀ monitoring data for the site itself, the report concludes that since the site is not located close to heavily trafficked road networks levels at the site will not exceed NAQS objectives.

2.66 It is recommended that should the site be taken forward no further air quality assessment will be required.
3.0 SUMMARY AND CONCLUSIONS

SUMMARY

3.1 The site is located on the northern edge of Croxley Green.

3.2 The land is held in two parcels, the majority is owned by a Trust and a smaller parcel on the western boundary is owned by the County Council.

3.3 A number of technical investigations have been completed which can be summarised as follows:

- The site slopes slightly from west to the east with a steeper slope down into a local valley along its eastern side. Levels within the site vary from a high point of 85m AOD in the south west corner falling to around 60m AOD in the south eastern corner (a difference of 25m).

- Vehicular access can be achieved from Links Way with a diversion off Little Green Lane or through a circular arrangement via Durrants Drive and Links Way; the former option would require extensive earthworks and the latter option was not previously favoured by the Highway Authority because of poor visibility at the Durrants Drive/Dover Way junction; both options are likely to require significant traffic calming and parking restrictions along Durrants Drive and Links Way

- Based on the pupil generation and car trip generation the report concludes that a total of 223 traffic movements in the AM peak (8:00-9:00am), 134 staff movements and 5 buses which can be managed through the proposed access arrangements although flows are more likely to be reduced on Links Way or Durrants Drive if access option 2 is progressed
- The removal of the site from the wider agricultural holding of which it is part would result in a slight adverse impact on the financial or functional viability of the holding.

- The landscape of site C is assessed as being of medium to high quality; the site is undulating, partially wooded and attractive, and the adjacent urban edge is visible but not unduly intrusive; the area to the north of the site is more remote and of high quality; the site and area of the site to the north is enhanced by its use for informal recreation (rights of way and woodland access) to enable enjoyment of the countryside; and for an area so close to the urban edge, it is also very attractive and tranquil.

- The ecology of site C is assessed as being of lower value at the County scale due to the presence of native hedgerow habitat and the site (being in agricultural use) provides little ecological interest other than vegetation on the site boundaries.

- A desk based archaeological assessment has concluded that the site has low archaeological potential for remains of all archaeological periods.

- The geology of the site consists of glacial sand and gravel overlying the White Chalk Sub-Group which would be a suitable founding stratum.

- The site is located in a Minerals Consultation Area and the Minerals Assessment report for the area shows that the proposed site area and surrounding land has been designated as a potentially workable mineral resource comprising discontinuous mineral (sand and gravel) beneath overburden with respective thickness of 2.4m and 2.2m.
- There are no sources of land contamination on the site
- The site lies within Flood Zone A and is not at risk from flooding
- Noise levels are under the 50dBA recommended levels for outdoor teaching and so no noise attenuation will be required
- The site is away from heavily trafficked areas and other sources of pollution so no further air quality assessments or mitigation will be required.

CONCLUSIONS

3.4 The technical investigations carried out on Site C have revealed a number of constraints that would have significantly adverse environmental impacts if development proceeded and some constraints that would lead to abnormal development costs. These constraints are:

- Access from Links Way (option 1) would require significant earthworks within the site to provide an access to the car park and building areas at a flatter level; the access comes through an established residential area and there would be a requirement for traffic calming and parking restrictions

- Access from Links Way/Durrants Drive (option 2) would result in visibility issues at the junction of Dovers Way/Durrants Drive; would also necessitate a requirement for traffic calming and car parking restrictions; and both points of access would come through established residential areas

- The landscape has been assessed as being of medium to high quality and the sensitivity of the site to development is assessed as medium to high as the school buildings would be discordant within the attractive rolling landscape and school buildings would
be discordant with the relatively tranquil, remote character of the area; the proposed access from Links Way with the required earthworks would also lead to adverse landscape impacts.

3.5 For the above reasons it is considered that whilst the site might be deliverable, it is not suitable for the development of a 6-8FE secondary school.