

VINCENT+GORBING

Hemel Hempstead Secondary  
Schools

Existing Secondary Schools  
Assessment and Site Search  
for Potential Secondary  
School Sites Report

On behalf of Hertfordshire  
County Council, Dacorum  
Borough Council, St Albans  
City and District Council, and  
Hemel Garden Communities

November 2022

Prepared by  
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# HEMEL HEMPSTEAD SECONDARY SCHOOLS - EXISTING SECONDARY SCHOOLS ASSESSMENT AND SITE SEARCH FOR POTENTIAL NEW SECONDARY SCHOOL SITES

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- H25 Eastern School Site
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- HH03 Land south of Hemel Hempstead Road (previous site search potential site carried forward – HEM01)
- HH04 SW Westwick Row
- HH09 North of B487 Hemel Hempstead Road
- HH17 North Fennycroft Road
- HH18 Berkhamsted Road
- H25 Eastern School Site
- H26 Central School Site
- H27 Western School Site

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## 1.0 INTRODUCTION

- 1.1 Vincent and Gorbings have been commissioned by Hertfordshire County Council (HCC), Dacorum Borough Council (DBC), St Albans City and District Council (SADC) and Hemel Garden Communities (HGC) to undertake an assessment of the potential expansion capacity of existing Hemel Hempstead secondary schools alongside a site search for potential new 10FE secondary schools, in Hemel Hempstead. The commission is in response to the potential need for secondary school places arising from potential housing and demographic growth identified during the current preparation of the emerging Dacorum Borough Council and St Albans City and District local plans.
- 1.2 The commission comprises: an assessment of the potential expansion capacity of existing secondary schools, an assessment of potential secondary school sites within the urban area, and an assessment of potential secondary school sites outside the urban area in the Green Belt, including sites that have been identified by HGC as part of the emerging Hemel Garden Community Framework Plan.
- 1.3 Local planning authorities and county councils are under a duty to co-operate with each other and with other prescribed bodies on strategic matters that cross administrative boundaries (para 24 NPPF 2029). To ensure effective and ongoing joint working (para 25 NPPF 2019) meetings have been held with officers from HCC, DBC, SADC and representatives from HGC during the process of the commission.
- 1.4 Section two sets out the statutory role of HCC and their standards of required education provision for existing schools and potential new schools.
- 1.5 Section three presents the outcomes for the assessment of the existing Hemel Hempstead Secondary Schools.
- 1.6 Section four presents the methodology for identifying new secondary school sites and the outcomes for the assessment of potential sites in the urban and non-urban area of Hemel Hempstead.
- 1.7 Section five contains the summary and conclusions.

## 2.0 STATUTORY DUTIES AND STANDARDS OF PROVISION

### STATUTORY DUTIES

- 2.1 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
- 2.2 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.
- 2.3 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 including ongoing assessments of secondary school places that arise from the potential allocation of new residential development in emerging local plans. As local plans are prepared HCC examines potential growth scenarios and what the implications might be for existing schools, and the potential locations for new schools.
- 2.4 HCC is currently responding to potential growth scenarios in Hemel Hempstead because of the emerging Dacorum Borough and St Albans City and District Local Plans. To assist with this work HCC are seeking to identify opportunities for new 10fe secondary school sites that might meet the demand for new school places arising from housing growth. In so doing HCC examines the potential for existing school sites to expand and for new school sites to be identified in accordance with school standards.

### SITE AND BUILDING SIZES

- 2.5 School standards have recently changed (School Premises Regulations 2012) and provide a much less stringent approach to school standards. However, HCC has previously determined to use the site areas that refer to Building Bulletin 103 (BB103) for primary and secondary guidance (June 2014) as these are deemed a suitable standard for school premises.
- 2.6 To examine the potential expansion capacity of existing secondary schools BB103 is firstly applied to see whether existing school sites meet the requirement for the number of pupils being educated and secondly, taking account of planning and site constraints, whether the site could be expanded further and what the implications of that expansion might be in terms of BB103.
- 2.7 To identify potential new 10FE secondary school sites either within or outside the urban area a search for suitable sites is undertaken using the site size areas set out in Table 1 below.

Table 1: Site size areas for secondary schools: BB103 compliance			
6FE (ha)	8FE (ha)	10FE (ha)	Category/Comments
>8.36	>10.78	> <b>13.20</b>	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	<b>10.50 – 13.20</b>	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 detached playing field (dpf).
<6.66	<8.58	< <b>10.50</b>	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.

- 2.8 The site size requirements set out in Table 1 above indicate that for a **10FE** school there is a preference for a potential 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.
- 2.9 So, the preference for the Hemel Hempstead site search is to identify a **13.20ha >** site which would include a building zone of **5.36ha**. Should a suitable site of this size not be identified then a sub-optimal site of between **10.50ha-13.20ha** could be identified.
- 2.10 Ideally a new 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**. As in the case of expansion for existing secondary schools 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.
- 2.11 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).

<b>School size</b>	<b>No. of pupils</b>	<b>Gross area m<sup>2</sup></b>
6FE	1152	9,023
8FE	1535	11,557
<b>10FE</b>	<b>1920</b>	<b>14,014</b>

- 2.12 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.

## 3.0 EXISTING SECONDARY SCHOOLS ASSESSMENTS

### EXISTING SECONDARY SCHOOL SITE CAPACITY

3.1 There are six existing secondary schools in Hemel Hempstead:

- Adeyfield Academy
- The Astley Cooper School
- The Hemel Hempstead School
- John F Kennedy Roman Catholic (RC) School
- Laureate Academy
- Longdean School

3.2 This section of the report sets out the potential expansion capacity of each of the above secondary schools with reference to BB103 standards. In each case the assessment undertaken has involved: assembly of site plans, site visit and desk-based calculations of existing capacity and potential capacity. The detailed assessments are attached at Appendix 1.

3.3 Table 3 below sets out the current operating size and current site capacity for each of the existing secondary schools in Hemel Hempstead.

School	Total existing site area (ha) /building zone (ha) /playing fields zone (ha)	Current operating size	Current site capacity
The Adeyfield Academy	6.58ha/3.58ha/3.00ha	5FE <sup>1</sup>	5FE
The Astley Cooper School	9.10ha/2.36ha/6.74ha	6FE	7FE
The Hemel Hempstead School	7.34ha/3.96ha/3.38ha	7.2FE	5FE
John F Kennedy RC School	6.42ha <sup>2</sup> /2.29ha/3.80ha	6FE	4FE
Laureate Academy	9.43ha <sup>3</sup> /4.12ha/5.31ha	7FE	7FE
Longdean School	15.60ha/4.30ha/11.03ha	8FE	10FE

<sup>1</sup> Currently being expanded to 6FE

<sup>2</sup> 6.42ha includes caretaker's bungalow and woodland which reduces the operational site area

<sup>3</sup> Comprises main site (6.65ha), detached playing field (2.25ha), and 6th form centre (closed)(0.53ha)

- 3.4 Table 3 shows that two schools (The Hemel Hempstead School and John F Kennedy School) are currently operating on sites that are below the BB103 recommended site capacity areas, one school is about to be expanded above its current site capacity (Adeyfield Academy), one school (Laureate Academy) is operating at its site capacity, and two schools (The Astley Cooper School and Longdean School) are operating at below their site capacity.

## EXPANSION POTENTIAL

- 3.5 Notwithstanding the above, a capacity to expand assessment was undertaken on all the schools regardless of their existing operating and current site capacity to determine the possibility of expanding the site area and/or building zones to accommodate an increase in capacity.
- 3.6 A proforma template is attached at Appendix 1 which set out the information collated for each school site: site details and features, an assessment of site accessibility to sustainable modes of transport, likely potential environmental impacts of any expansion, existing planning constraints and designations that may affect expansion, school expansion potential, advantages and disadvantages of the site, site layout principles, a summary, and a conclusion.
- 3.7 The proforma template was completed for each existing school site. The summary and conclusion extracts below are from the completed proformas for each school which are also attached at Appendix 1.

### The Adeyfield Academy

- 3.8 The existing school site is above the minimum size recommended for the current number of pupils at the school but is slightly below the minimum size recommended for a 5FE school. It will be further below the minimum size recommended following the ongoing current expansion to 6FE. An all-weather playing pitch is under construction which will enable more efficient use of the playing fields as it counts as double the area compared to grass pitches, although the site will still be smaller than recommended for a 6FE school (assuming full and 45% staying on rate).
- 3.9 A detached playing field would be needed to enable the school to be expanded beyond 6FE. There is an existing recreation ground immediately adjoining the site which may be able to be used by the school (subject to discussions with Dacorum BC and shared use). This would help the school meet the minimum recommended area for a 6FE school, but the combined site would still be too small to enable the school to expand to 7FE (assuming full PAN numbers and a 45% 6th form staying on rate).
- 3.10 There are no other areas of open land within at least 400m which could possibly accommodate a detached playing field for the school.
- 3.11 The site is relatively free of planning and environmental constraints and designations, apart from:
- Open Land - the site is included in an area of Open Land where the primary planning purpose is to maintain the generally open character.
  - Surface water flood risk – a small part of the site is subject to surface water flood risk. However, there should be sufficient land within the site to mitigate any impact.
- 3.12 The relatively small school site and lack of available land for a potential detached playing field of sufficient size mean that the school does not have potential for expansion beyond its current expansion to 6FE.

### Summary and conclusion

- Current operating school size: 5FE (currently being expanded to 6FE)
- Current site capacity: 5FE (slightly below recommended minimum size)
- Potential additional capacity (existing site): None (above existing expansion to 6FE)

### Total potential for expansion: None

- 3.13 This site is not recommended for further consideration or comparative assessment with other secondary school sites, for potential expansion beyond the current 1FE expansion from 5FE to 6FE. This is mainly due to the relatively small size of the site and the limited scope for expansion, in particular the need for a detached playing field. Although there is a recreation ground adjoining the site which may provide an opportunity for a shared use playing field the combined site would be too small to accommodate an expansion beyond 6FE.

### The Astley Cooper School

- 3.14 The school site should be of sufficient size to be able to accommodate an expansion from 6FE to 7FE. If the adjoining HCC land, currently reserved for a new primary school, were not required for the primary school, and were to be added to the school site, the combined site should be of sufficient size to be able to accommodate a further expansion from 7FE to 9FE (subject to further investigations).
- 3.15 The site is relatively free of planning and environmental constraints and designations, apart from:
- Open Land - the site is included in an area of Open Land separating the Grovehill and Woodhall Farm neighbourhoods, where the primary planning purpose is to maintain the generally open character.
  - Common Land – the existing vehicular accesses cross an area of registered common land which would affect the scope and procedures for making any alterations to the access.
  - Surface water flood risk – a small part of the site is subject to surface water flood risk. However, there should be sufficient land within the site to mitigate any impact.
  - Ancient woodland – a small part of the site is identified as an ancient woodland, although this can be relatively easily avoided.
  - Trees - there are several trees and tree belts on the site. However, there is scope for expansion without needing to remove these (subject to a sensitive design and layout)
- 3.16 There would appear to be scope for expanding the school by at least 1FE within the existing building zone by utilising areas which have been identified by the school for further expansion, and/or by replacing existing single and two storey early 1960's buildings with newer buildings with additional storeys which would make more efficient use of the site, although this could have implications for the Open Land designation. There is also potential scope for one or two adjustments to the building zone to accommodate school expansion without impacting significantly on the area of playing fields (subject to implications for Open Land designation).



### Summary and conclusion

- Current operating school size: 6FE
- Current site capacity: 7FE
- Potential additional capacity: 3FE
- Existing site: 1FE
- Land to north: 2FE (assuming not required for new primary school)

### Total potential for expansion: +3FE

3.17 This site is recommended for further consideration. The following site investigations are recommended:

- Topographical survey
- Detailed transportation / access study, including identifying opportunities to enhance links to existing cycleways along Redbourn Road and the Nicky Line, and any alterations to existing accesses.
- Ecological assessment
- Heritage / archaeological assessment
- Tree survey
- Flood risk assessment
- Services / utilities assessment
- Common Land – investigate implications for school expansion, in particular alterations or improvements to vehicular access

3.18 Following the completion of these site investigations, and depending on their conclusions, the following are recommended:

- Preliminary appraisal of existing buildings – to establish which buildings should be retained and which could possibly be replaced (depending on age / condition / size / height / number of storeys)
- Feasibility layout plan - looking in more detail at the scope for accommodating a school expansion, in particular new / replacement school buildings and other uses such as car parking. (At this stage it should not be necessary to commission architectural drawings).
- Discussions with Dacorum BC regarding implications of school expansion on Open Land designation

## The Hemel Hempstead School

- 3.19 The existing school site is already below the minimum size recommended for the size of the existing school (i.e., 7.2FE), or for the number of pupils. It is also below the minimum size recommended for a smaller 6FE school. The school site is below the minimum size to be able accommodate an expansion, unless a detached playing field can be provided to meet the minimum size site needed.
- 3.20 There is only one area of open land within 400m crow fly distance of the site, which could possibly provide an opportunity for a detached playing field. This is a cricket pitch used by Boxmoor Cricket Club, on part of Boxmoor Common / Blackbirds Moor, which is a sensitive location – being a registered common, open access land, and open space, and which is relatively well treed and crossed by a number of paths. It is within 400m walk of the school entrance, although a rear entrance to the school could provide a shorter route. However, the cricket ground is only likely to be able to be used for cricket and it would need to be the subject of discussions with Box Moor Trust and the cricket club and would need their agreement, which may not be possible. It is also relatively small and would not be of sufficient size to enable the school to expand.
- 3.21 The site is relatively free of planning and environmental constraints and designations, apart from:
- Open Land - the site is included in an area of Open Land where the primary planning purpose is to maintain the generally open character.
  - Heritage assets - although there are no designated heritage assets on the site a number of listed buildings adjoin the site and the older Grammar School building could possibly be considered to be an undesignated heritage asset and is likely to need to be retained.
  - Surface water flood risk – a small part of the site is subject to surface water flood risk. However, there should be sufficient land within the site to mitigate any impact.
  - Mature trees and changes in level

### Summary and conclusion

- 3.22 The relatively small school site means that the school does not have scope for expansion.
- Current operating school size: 7.2FE
  - Current site capacity: 5FE
  - Potential additional capacity (existing site): None.

### Total potential for expansion: None

- 3.23 The site is not recommended for further expansion or comparative assessment with other secondary school sites, for potential expansion. This is mainly due to the small size of the school site and the limited scope for expansion, in particular the need for a detached playing field and the limited opportunities for providing one and uncertainty whether this could be provided, which would be sub-optimal.

## John F Kennedy RC School

- 3.24 The existing school site is already below the minimum size recommended for the size of the existing school (i.e., 6FE), and even for a smaller 5FE school, for the number of pupils. The school site is below the minimum size to be able accommodate an expansion, unless a detached playing field can be provided to meet the minimum size site recommended.
- 3.25 There are a number of areas open land, including open space, within 400m crow fly distance of the site. However, they are all more than 400m walking distance of the school site, to their closest points, and so are peripheral locations relative to the site and so have been discounted.
- 3.26 The site is relatively free of planning and environmental constraints and designations, apart from:
- Open Land - the site is included in an area of Open Land where the primary planning purpose is to maintain the generally open character.
  - Surface water flood risk – a small part of the site is subject to surface water flood risk. However, there should be sufficient land within the site to mitigate any impact.
  - Small woodland / spinney with dell hole on site.

### Summary and conclusion

- 3.27 The relatively small school site means that the school does not have scope for expansion unless a detached playing field can be provided.
- Current operating school size: 6FE
  - Current site capacity: 4FE
  - Potential additional capacity (existing site): None.

### Total potential for expansion: None

- 3.28 The site is not recommended for further consideration, or comparative assessment with other secondary school sites, for potential expansion. This is due to the small size of the school site and the limited scope for expansion and the peripheral location of the nearest open space which could possibly be used as a detached playing field.

## Laureate Academy

- 3.29 The existing school site (3 separate parts) is not of sufficient size to be able to accommodate an expansion from 7FE to 8FE.
- 3.30 If the adjoining open space were to be used for additional playing fields, shared with other users, the school may have potential for expansion to up to 9FE (subject to discussions with Dacorum BC and further investigations). However, this would result in a fragmented school site with four parts.
- 3.31 The school sites are relatively free of planning and environmental constraints and designations, apart from:
- Open Land - the main site is included in an area of Open Land where the primary planning purpose is to maintain the generally open character.

- Surface water flood risk – a small part of the main site is subject to surface water flood risk. However, there should be sufficient land within the site to mitigate any impact.
  - Trees - there are several trees on the perimeter of the site. However, there is scope for expansion without needing to remove these (subject to a sensitive design and layout)
- 3.32 There would appear to be scope for expanding the school by 1 to 2FE, possibly within the existing building zone, by using underutilised area and/or replacing several single storey 1950's buildings with two or three storey buildings which make more efficient use of the land, although this could have implications for the Open Land designation. However, if this expansion cannot be accommodated within the building zone there is scope for extending the building zone to accommodate school expansion without impacting on the area of useable playing fields (subject to implications for Open Land designation).

### Summary and conclusion

- Current operating school size: 7FE
- Current site capacity: 7FE
- Potential additional capacity:
- Existing site: None
- Existing plus adjoining open space: 2FE (subject to discussions and investigations)

### Total potential for expansion: +2FE

- 3.33 Depending on HCC and the school's view on the practicalities of a split school site with three parts, plus a shared use detached playing field, the following are recommended, prior to undertaking any specialist technical investigations:
- Undertake a high-level evaluation of the extent of land at Spring Fields Open Space that could potentially accommodate additional playing fields.
  - Discussions with Dacorum BC about the possible shared use of the open space.
- 3.34 Depending on the outcome of these discussions and considerations the following site investigations are recommended (for the main part of the school site and, depending on the nature of the studies, possibly other parts of the site and the adjoining open space):
- Topographical survey
  - Detailed transportation / access study
  - Ecological assessment
  - Heritage / archaeological assessment
  - Tree survey
  - Flood risk assessment
  - Services / utilities assessment
- 3.35 Following the completion of these site investigations, and depending on their conclusions, the following are recommended:

- Preliminary appraisal of existing buildings – to establish which buildings should be retained and which could possibly be replaced (depending on age / condition / size / height / number of storeys)
- Prepare a feasibility layout plan - looking in more detail at the scope for accommodating a school expansion, in particular new / replacement school buildings and other uses such as car parking
- Discussions with Dacorum BC regarding implications of school expansion on Open Land designation

### Longdean School

- 3.36 The school site should be of sufficient size to be able to accommodate an expansion from 8FE to 10FE. (Subject to further investigations).
- 3.37 The site is relatively free of planning and environmental constraints and designations, apart from:
- Open Land - the site is included in an area of Open Land where the primary planning purpose is to maintain the generally open character.
  - Surface water flood risk – a small part of the site is subject to surface water flood risk. However, there should be sufficient land within the site to mitigate any impact.
  - Trees - there are a number of trees and tree belts on the site. However, there is scope for expansion without needing to remove these (subject to a sensitive design and layout)
- 3.38 There would appear to be scope for expanding the school by at least 2FE, possibly within the existing building zone, although this could have implications for the Open Land designation. However, if this cannot be accommodated within the building zone there is scope for extending the building zone to accommodate school expansion without impacting on the area of useable playing fields (subject to implications for Open Land designation).

### Summary and conclusion

- Current operating school size: 8FE
- Current site capacity: 10FE
- Potential additional capacity: 2FE

### Total potential for expansion FE: +2FE

- 3.39 This site is recommended for further consideration. The following site investigations are recommended:
- Topographical survey
  - Detailed transportation / access study
  - Ecological assessment
  - Heritage / archaeological assessment
  - Tree survey

- Flood risk assessment
- Services / utilities assessment

3.40 Following the completion of these site investigations, and depending on their conclusions, the following are recommended:

- Assess the area of useable playing fields within the school site taking account of existing trees and vegetation / significant slopes / any other areas of sensitivity identified by the specialist site investigations.
- Prepare a feasibility layout plan - looking in more detail at the scope for accommodating a school expansion, in particular new school buildings and other uses such as car parking
- Discussions with Dacorum BC regarding implications of school expansion on Open Land designation

## SUMMARY

3.41 The following is a summary of the existing and potential expansion capacity of the existing secondary schools as set out in this section of the report:

### The Adeyfield Academy

- Existing size of school (FE) 5FE (currently expanding to 6FE)
- Existing school site capacity (FE) 5FE
- Potential additional FE on existing site None
- Potential additional PF utilising adjoining land None (would make up for shortfall for 6FE)
- Total potential additional FE (and size) None (6FE)
- Comments – open space immediately adjoins the site which may have potential for shared use (subject to investigations and discussions with DBC) but it would not enable the school to expand beyond the current proposed 6FE. No other open land available within 400m walking distance of school site which could be used for detached playing fields
- **Overall conclusion – no scope for further expansion beyond the current 1FE expansion.**

### The Astley Cooper School

- Existing size of school (FE) 6FE
- Existing school site capacity (FE) 7FE
- Potential additional FE on existing site +1FE
- Potential additional PF utilising adjoining land +2FE

- Total potential additional FE (and size) +3FE (9FE)
- Comments – open land owned by HCC (known to be a reserve primary school site) immediately adjoining the school site which, if added to the school site, could enable the school to expand to 9FE. There is also open space to the south which may potential provide an opportunity for shared use (subject to investigations and discussions with DBC).
- **Overall conclusion – good potential for expansion by 1FE on existing site plus a further 2 FE utilising adjoining HCC reserve primary school site if available.**

### The Hemel Hempstead School

- Existing size of school (FE) 7.2FE
- Existing school site capacity (FE) 5FE
- Potential additional FE on existing site None
- Potential additional PF utilising adjoining land None (would make up for existing shortfall)
- Total potential additional FE (and size) None (7.2FE)
- Comments – open space (cricket pitch) to south of school site which may have potential for shared use for cricket (subject to investigations and discussions with Boxmoor Trust / cricket club / DBC) but it would not enable the school to expand beyond the current size.
- **Overall conclusion – no scope for expansion**

### John F Kennedy RC School

- Existing size of school (FE) 6FE
- Existing school site capacity (FE) 4FE
- Potential additional FE on existing site None
- Potential additional PF utilising adjoining land None
- Total potential additional FE (and size) None (6FE)
- Comments – no open land available within 400m walking distance of school site which could be used for detached playing fields
- **Overall conclusion – no scope for expansion**

### Laureate Academy

- Existing size of school (FE) 7FE
- Existing school site capacity (FE) 7FE

- Potential additional FE on existing site                      None
- Potential additional PF utilising adjoining land            +2FE
- Total potential additional FE (and size)            +2FE (9FE)
- Comments – school site only sufficient size for existing size of school. Detached playing field required for expansion. Open space adjoining site which offers potential for shared use playing fields although it would result in the school having 4 sites (3 existing plus shared use playing field) which may be difficult to manage.
- **Overall conclusion – no scope for expansion on existing site but potential for 2FE expansion if adjoining open space for shared use as a playing field can be agreed, although it would result in 4 separate sites at the school, which may be difficult to manage and is not ideal.**

### Longdean School

- Existing size of school (FE)    8FE
- Existing school site capacity (FE)                                      10FE
- Potential additional FE on existing site                                +2FE
- Potential additional PF utilising adjoining land            Not necessary
- Total potential additional FE (and size)            +2FE (10FE)
- Comments – large school site of sufficient size to accommodate 10FE school
- **Overall conclusion – good potential for expansion by 2FE on existing site (additional land not required)**

### CONCLUSION

- 3.42 The schools with the most potential for expansion are Longdean School (+2FE) on its existing site, The Astley Cooper School (+1FE on its existing site and +2FE if the HCC reserve Primary school is allocated for expansion).
- 3.43 The school with moderate potential for expansion is Laureate (+2FE) with a detached shared use playing field (DBC ownership).
- 3.44 The schools with no potential for expansion are Adeyfield Academy, The Hemel Hempstead School and John F Kennedy School.
- 3.45 Depending on the success of further investigations it may be possible to accommodate a further **5FE** of growth within the existing secondary schools which could increase to **7FE** if the adjoining HCC reserve primary school site at Astley Cooper School was reallocated for secondary use. If this is not possible then the **overall expansion potential of existing secondary schools in Hemel Hempstead remains at 5FE.**



## 4.0 POTENTIAL NEW SECONDARY SCHOOL SITES METHODOLOGY

### METHODOLOGY

#### Study area mapping

- 4.1 The site search begins with the identification of the study area which is mapped onto an Ordnance Survey base. 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.
- 4.2 The local planning authority supply information on any sites they may be considering for release from the Green Belt as part of any local plan review.

#### Urban area site search

- 4.3 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.
- 4.4 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.
- 4.5 Once this mapping is completed each of the sites identified is measured to determine whether it could accommodate a **10FE** secondary school, in particular it falls within the site size range, in this case **10.50-13.20ha** or whether there are smaller sites of **5.36ha** (which could accommodate a building zone) 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.
- 4.6 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

- 4.7 The non-urban site search begins with a mapping of all the potential planning and environmental constraints around the settlement boundaries.
- 4.8 These constraints fall into two categories: category 1 constraints that preclude development and category 2 constraints that may hinder development.

- 4.9 Category 1 constraints comprise: woodland areas, conservation areas, parks/gardens, scheduled ancient monuments<sup>3</sup>, active golf courses (unless identified as potential future housing sites), landscape designations, landscape conservation areas, areas of outstanding natural beauty (AONB)<sup>4</sup>, sites of special scientific interest (SSSI), nature reserves, wildlife sites, environmental agency designated flood zones 2 and 3. Sites in these locations are not considered suitable for development. [Note: Green Belt land is identified on the plan but does not exclude areas from being considered suitable for development for the purposes of this study].
- 4.10 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.
- 4.11 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 development.
- 4.12 Sites within areas identified by local planning authorities as potential areas of housing 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 also accommodate secondary school sites if the site-specific criteria above could be met.
- 4.13 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. Sites are identified where they: adjoin the urban area or settlement boundary, and adjoin a road (A road, B road and minor road).
- 4.14 These basic requirements are needed to ensure the site is sustainable within walking distance of the existing population and/or any proposed expansion 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 parcels.
- 4.15 Hemel Garden Communities have also identified a number of secondary school sites as part of the Hemel Garden Communities Framework Plan. These sites are mapped onto the plan too and are evaluated alongside the other sites in this process.

### Site analysis

- 4.16 Once the mapping of potential urban and non-urban sites is completed a schedule is prepared and sites are reviewed and rejected if they meet any of the following reasons:

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<sup>3</sup> At the meeting held on 11 June 2020 with Dacorum Borough Council it was agreed with the LPA that Scheduled Ancient Monuments (SAM) should also be identified as a Category 1 constraint which would preclude development.

<sup>4</sup> At the meeting held on 11 June 2020 with Dacorum Borough Council it was agreed with the LPA that Areas of Outstanding Natural Beauty (AONB) should also be identified as a Category 1 constraint which would preclude development.

- Urban area sites that fall below the required area of **10.50-13.20ha** or **5.36ha** (building zone) with a detached playing field of **7.84ha** (within a 400m walking distance)
  - Non-urban area sites that fall below **10.50ha**
  - They are not occupied/not vacant (vacancy is defined by use class) at the time of this report preparation with no certainty of becoming available
  - They are irregular in shape and would not be suitable for the development of a 10FE secondary school
  - They have, or are about to obtain, planning consent for an alternative use.
- 4.17 A Stage 2 selection process for each of the sites is undertaken using a desk top assessment of site and planning constraints (RAG for planning, site and environmental constraints). Any sites that score red are set aside and only reconsidered if other sites prove to be unsuitable after further investigation. This RAG analysis produces a list of sites in the urban and non-urban area for more detailed planning appraisal.
- 4.18 The detailed 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 3.
- 4.19 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.
- 4.20 Following the completion of the initial site visit and planning appraisal those sites that are not rejected are proposed for a high-level highway appraisal. The high-level highways appraisal which examines site compliance to LTP4 policies, means of access appraisal (to confirm the initial planning appraisal), and an assessment of the local highway network. This highways appraisal is undertaken by Civil Engineering Consultants Stomor Ltd.
- Note: In order to minimise the overall timescale for completing the study high level transport appraisals were undertaken for all short listed sites at the same time as the town planning appraisals, rather than following completion of the planning appraisals.*
- 4.21 Sites may then be rejected following highway appraisal if there is no suitable and safe means of access or if sustainable transport modes cannot be achieved.

## Final assessment

- 4.22 The final list of potential sites is then ranked according to their transport appraisal performance and recommendations are made as to which sites would be suitable for secondary school use.

## 5.0 POTENTIAL NEW HEMEL HEMPSTEAD SECONDARY SCHOOL SITES

- 5.1 This section of the report presents the outcomes for the Hemel Hempstead 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

- 5.2 Plan 5378/002 (attached at Appendix 2) sets out the mapping of sites in the urban area. A spreadsheet is also attached at Appendix 2 which comprises the schedule of sites mapped on Plan 5378/002 and includes sites owned by Hertfordshire CC, playing fields, education playing fields, allotments, open land, and employment sites. (Note: It also includes non-urban sites referred to below).
- 5.3 In the urban area **9 sites** (highlighted green in the spreadsheet) were identified for stage 2 selection being open in use, of the right size and not confirmed for alternative use through an existing or impending planning consent, as follows:

#### 4 playing field sites:

- PF01 Redbourn Road Playing Fields
- PF03 Pennine Way Stadium
- PF04 Spring Fields Playing Fields
- PF08 Boxmoor Cricket Club

#### 5 open land sites:

- OL05 Spring Fields (North)
- OL08 Spring Fields (South)
- OL10 Shrub Hill Common
- OL17 Keens Field
- OL25 Hardings Moor (East)

- 5.4 These sites were taken forward for Stage 2 selection.

### NON-URBAN AREA SITE SEARCH

- 5.5 Plan 5309/003 (attached at Appendix 2) sets out the mapping of planning and environmental constraints outside the urban area adjoining the settlement boundaries of Hemel Hempstead, following the mapping of environmental constraints and avoiding land with Category 1 constraints. The spreadsheet attached at Appendix 2 comprises the schedule of sites mapped onto plan 5378/003. (Note: It also includes the urban sites referred to above).
- 5.6 In the non-urban area, **17 sites** (highlighted green in the spreadsheet) were identified for Stage 2 selection being of the right size, adjoining the urban area or being part of the emerging Hemel Garden Communities Framework Plan and not constrained by Category 1 constraints, as follows:
- HH04 Land southwest of Westwick Row

- HH05 Land northwest of Westwick Farm
- HH06 Land at Westwick Row/Green Lane
- HH07 Land east of Green Lane
- HH08 Land east of Cherry Tree Lane
- HH09 Land north of Hemel Hempstead Road (B487)
- HH10 Land east of Holtsmere End Lane
- HH11 Land west of Holtsmere End Lane
- HH12 Land east of Cupid Green Lane
- HH13 Land west of Cupid Green Lane
- HH14 Grovehill Playing Fields
- HH16 Halsey Field
- HH17 Land north of Fennycroft Road
- HH18 Land off Berkhamsted Road
- HH25 Eastern School Site (Hemel Garden Communities Framework Plan potential site)
- HH26 Central School Site (Hemel Garden Communities Framework Plan potential site)
- HH27 Western School Site (Hemel Garden Communities Framework Plan potential site)

5.7 Site HH03 Land south of Hemel Hempstead Road has already been identified by V+G in a previous secondary school site search of South Hemel Hempstead for HCC (September 2020) as being a suitable site for a secondary school (previous site ref: HEM01). The detailed planning assessment for this site (from the previous study) is included in Appendix 3. As such **18 sites** in total are considered for more detailed planning assessment.

5.8 A total of **5 sites** were rejected in the HCC September 2020 site search, following detailed planning assessment, as not being suitable for a secondary school. For completeness these sites are included in the mapping and listed as rejected in the spreadsheet, as follows:

- HH01 Land north and south of Bunkers Lane (split site)
- HH02 Land west of Bedmond road (split site)
- HH22 Land east of A41
- HH23 Land south of Sherwater Road
- HH24 Land northeast of Barns Lane

5.9 The detailed planning assessments for these sites can be found in the South Hemel Hempstead report (September 2020)

## SITE ANALYSIS

- 5.10 In total **27 sites** (9 in the urban area and 18 in the non-urban area) were identified for stage 2 preliminary assessment using Red / Amber / Green (RAG) analysis. See RAG spreadsheet at Appendix 2.

### Sites Rejected

- 5.11 Following the assessment **19 sites** had red status constraints and were not taken forward for further detailed appraisal and comprised the following:

- PF01 Redbourn Road Playing Field (urban area)
- PF03 Pennine Way Stadium (urban area)
- PF04 Spring Fields Playing Field (urban area)
- PF08 Boxmoor Cricket Club (urban area)
- OL05 Spring Fields (North) (urban area)
- OL08 Spring Fields (South) (urban area)
- OL10 Shrub Hill Common (urban area)
- OL17 Keens Field (urban area)
- OL25 Hardings Moor (East) (urban area)
- HH05 NW Westwick Farm (non-urban area)
- HH06 Westwick RW/Green Lane (non-urban area)
- HH07 East of Green Lane (non-urban area)
- HH08 East of Cherry Tree Lane (non-urban area)
- HH10 East of Holtsmere Lane (non-urban area)
- HH11 West of Holtsmere lane (non-urban area)
- HH12 East of Cupid Green Lane (non-urban area)
- HH13 West of Cupid Green Lane (non-urban area)
- HH14 Grovehill Playing Field (non-urban area)
- HH16 Halsey Field (non-urban area)

### Sites for detailed planning assessment

- 5.12 Of the three Hemel Garden Communities Framework Plan sites, **2 sites** were flagged with red constraints:

- HH25 Eastern School site (non-urban area)
- HH27 Western School site (non-urban area)

- 5.13 However, because these 2 sites are in the emerging plan it was agreed they would be fully assessed and taken forward to the next stage of detailed planning assessment.

5.14 A further **5 sites** did not flag any red constraints:

- HH04 SW Westwick Row (non-urban area)
- HH09 North of B487 (non-urban area)
- HH17 North Fennycroft Road (non-urban area)
- HH18 Berkhamsted Road (non-urban area)
- HH26 Central School Site (non-urban area) - Hemel Garden Communities Framework Plan

5.15 These sites are all in the non-urban area, and all in the Green Belt.

### Detailed planning assessments

5.16 Town planning appraisals of all **7 sites** were undertaken using a standard proforma template, as described earlier in the outline of the methodology (copy attached at Appendix 3). Completed appraisals are also attached at Appendix 3. Conclusions of the planning appraisals are summarised below beginning with the conclusions for site HH03 Land south of Hemel Hempstead Road which has been carried forward from the previous 2020 study and is also attached at Appendix 3.

5.17 The conclusions include those of high level transport appraisals which were undertaken for all 7 sites at the same time as the town planning appraisals (apart from site HH03) in order to minimise the overall timescale for completing the study. Development principles drawings were also prepared for all the sites.

#### **HH03 Land south of Hemel Hempstead Road (previous study conclusions site ref: HEM01)**

5.18 The site is located south of Hemel Hempstead Road and north of Bedmond Road, Hemel Hempstead (plan 5309/201). The existing use is arable farmland, and it is in single ownership. The site is relatively level with some level changes. The site is the optimal size for a 10FE secondary school.

5.19 The site was recommended for a highway appraisal. The conclusions of the highway 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 some limitations to potential cycle improvements in the immediate vicinity of the site particularly along Leverstock Green Way, which may give rise to safety concerns in this location. It would be necessary to allow parent drop off in the site to prevent parking along the A4147 or Bedmond Road, which would cause traffic flow issues and safety concerns.

5.20 A development principles plan (5309/212) has been prepared and is attached to the completed appraisal at Appendix 3. This plan shows the disposition of a building zone, playing fields and the optimal point of vehicular access for site (based on the highway appraisal conclusions).

5.21 This site, it is concluded would be suitable for a 10FE secondary school subject to further investigations set out in the planning appraisal.

**HH04 SW of Westwick Row**

- 5.22 The site is located immediately to the south east of the built up area of Hemel Hempstead between Hemel Hempstead Road (near Leverstock Green) to the south and Westwick Row to the north (plan 5378/160). It comprises a number of fields. The existing use is agriculture, mainly horse grazing. The site is gently undulating with a slight valley passing through the centre of the site.
- 5.23 The site is of optimal minimum preferred size for a 10FE secondary school, with scope for expansion, if needed. It appears to be in single ownership and available (as being promoted for development).
- 5.24 It is located in the Green Belt and has the potential for access onto an A road, and is the only site with an A road access (apart from HH03 / HEML01).
- 5.25 The transport appraisal considers that the road network and the potential for sustainable access to the site suggest that the site is suitable for provision of a 10FE secondary school. It has good bus and pedestrian access but potentially difficult cycle access due to high traffic volumes and limited scope for an off-road cycle route. A new vehicular access would be required off an A-road. The appraisal ranks it 3rd (out of four - excluding sites H25 to H27) according to the level of compliance with highways policy, provision of a safe and suitable access, sustainable transport modes, and likely mitigation works required.
- 5.26 There are relatively few planning / environmental constraints and designations, apart from:
- Green Belt
  - Grade 2 agricultural land
  - Listed building adjoins site with others nearby
  - Some noise and possible air quality issues from the M1 motorway
  - Some surface water flooding
- 5.27 The site is relatively well contained, which reduces landscape and visual impact, but could affect the amenities of adjacent residents. Topography, water features and vegetation are unlikely to preclude the development of a school on the site (subject to suitable design and layout).
- 5.28 However, the site is located immediately adjacent to another proposed secondary school site identified in the SW Herts Secondary School Study (2020), which has been carried forward to this study (Site HEM01/HH03). Consideration will need to be given as to whether two new schools should be located next to each other. Also, a school located on this site would conflict with the proposals illustrated in the HGC Framework Plan, which shows the site as a site access and residential development.
- 5.29 A development principles plan (5378/162) has been prepared and is attached to the completed appraisal at Appendix 3. This plan shows the disposition of a building zone, adjoining the existing built up area to the west; playing fields to the east; and the optimal point of vehicular access for site, to Hemel Hempstead Road to the south (based on the highway appraisal conclusions).
- 5.30 **Overall conclusion: This site is recommended for further consideration / comparative assessment with other sites, depending on consideration of:**



- **The proximity to the proposed school site to the south of Hemel Hempstead Road (ie Site HH03 / HEM01), and**
- **The implications of the proposal for Hemel Garden Community Framework Plan.**

**Subject to further investigations set out in the planning appraisal (including high level transport appraisal).**

#### **HH09 North of B487 Hemel Hempstead Road**

- 5.31 The site is located immediately to north east of the built up area of Hemel Hempstead to the north of the B487 Hemel Hempstead Road and to the east of Holtsmere End Lane (plan 5378/170). It comprises a single large arable field. The site is an undulating site with a shallow dry valley running diagonally through the centre of the site.
- 5.32 The site is a large site, which is significantly more than the preferred minimum optimal size for a 10FE secondary school, with scope for expansion, if needed. However, a significant part of the site is subject surface water flooding and the site is crossed by a number of OH power lines. Much of the site slopes and so may need to be terraced. The site may therefore need to be much larger than would otherwise be the case.
- 5.33 It appears to be in single ownership and available (as being promoted for development).
- 5.34 It is located in the Green Belt and has the potential for access onto a B road.
- 5.35 The transport appraisal considers that the road network and the potential for sustainable access to the site suggest that the site is suitable for provision of a 10FE secondary school. It has good bus access and potential for improved foot / cycle access subject to new foot/cycleway infrastructure along the northern side of the B487 to connect with existing infrastructure. It is near to a strategic cycle route. The appraisal ranks it 2nd (out of four - excluding sites H25 to H27) according to the level of compliance with highways policy, provision of a safe and suitable access, sustainable transport modes, and likely mitigation works required.
- 5.36 There are relatively few planning / environmental constraints and designations, apart from:
- Green Belt
  - Large part of site subject to surface water flooding
  - The site is a relatively open and exposed site when viewed from nearby, which would give rise to significant landscape and visual impact.
- 5.37 Topography, water features and vegetation are unlikely to preclude the development of a school on the site (subject to suitable design and layout) although the site is not as flat as other sites and may require more significant earth works / terracing. The site is crossed by a 400kv OH power line with pylons and two lower voltage power lines, which may need to be avoided (or diverted).
- 5.38 The site constraints (surface water flooding, topography, OH power lines, and landscape and visual impact) are possibly not fundamental to the use for a school and could possibly be addressed through detailed design and layout, although a much larger site than usual would be likely to be required, as is this site.

- 5.39 However, a school located on this site would conflict with the current proposals illustrated in the HGC Framework Plan, which shows the site as a site access, residential development and open space.
- 5.40 A development principles plan (5378/172) has been prepared and is attached to the completed appraisal at Appendix 3. This plan shows the disposition of a building zone, adjoining the existing built up area to the west; playing fields to the east; and the optimal point of vehicular access for site, to Hemel Hempstead Road to the south (based on the highway appraisal conclusions).
- 5.41 **Overall conclusion: This site is recommended for further consideration / comparative assessment with other sites, depending on consideration of:**
- **The implications of the proposal for Hemel Garden Community Framework Plan.**
- Subject to further investigations set out in the planning appraisal (including high level transport appraisal).**

#### **HH17 North Fennycroft Road**

- 5.42 The site is located immediately to the north of the built up area of Hemel Hempstead to the north of Fennycroft Road / Polehanger Lane. It comprises a single large arable field. The site is a relatively flat site with a gentle slope down to the north.
- 5.43 The site is of sub-optimal size for a 10FE secondary school, but has scope for expansion, either to the west or to the east, including land owned by HCC (former school playing fields), which could make the site optimal size. It appears to be in single ownership and available (as being promoted for development).
- 5.44 Access is not as good as other sites (in particular adjoining site HH18).
- 5.45 The transport appraisal considers that vehicular access along Polehanger Lane would appear to be suitable, however there may be issues relating to increased traffic flows, on-street parking, and the need to remove trees and vegetation. It has a good pedestrian network and there is a direct cycle route to the south and potential for on-road cycling. However, bus accessibility will be a problem requiring significant mitigation, due to narrow road width and on street parking. The appraisal ranks it 4th (out of four – excluding sites H25 to H27) according to the level of compliance with highway policy, based on a safe and suitable access, sustainable transport modes, and likely mitigation works required.
- 5.46 There are relatively few planning / environmental constraints and designations, apart from:
- Green Belt
  - Access could affect TPO trees adjoining site
  - Site immediately adjoins ancient / semi-natural woodland
  - Some surface water flooding
- 5.47 The site would be exposed to long distance views from a number of directions and is overlooked by residential properties immediately to the south. A school may affect their residential amenities, depending on the detailed design and layout.
- 5.48 Topography, water features and vegetation are unlikely to preclude the development of a school on the site (subject to suitable design and layout).

- 5.49 Despite these constraints the site is a reasonably good site for a new school, putting aside highways and transportation issues, although it is not as good as the immediately adjoining site - HH18 (see separate assessment).
- 5.50 A development principles plan (5378/182) has been prepared and is attached to the completed appraisal at Appendix 3. This plan shows the disposition of a building zone, adjoining the existing built up area to the west; playing fields to the east; and the optimal point of vehicular access for site, to Polehanger Lane to the south (based on the highway appraisal conclusions).
- 5.51 **Overall conclusion: This site is not recommended for further consideration / comparative assessment as the immediately adjoining site HH18 is preferable (from transportation and planning / environmental points of view).**

### **HH18 Berkhamsted Road**

- 5.52 The site is located immediately to the north of the built up area of Hemel Hempstead to the east of Berkhamsted Road, and north of Polehanger Lane. It comprises a single large arable field. The site is a relatively flat site with a gentle slope down from north to south.
- 5.53 The site is of sub-optimal size for a 10FE secondary school, but has scope for expansion to the east, onto Site HH17, which could make the site optimal size (but would be separated / crossed by a public footpath). It appears to be in single ownership and available (as being promoted for development).
- 5.54 The transport appraisal considers that the road network and the potential for sustainable access to the site suggest that the site is suitable for provision of a 10FE secondary school. It has reasonably good bus accessibility via Berkhamsted Road. It has a good pedestrian network with potential for pedestrian access to the west and the south to spread movements. There is an existing cycle route to the southeast and potential for improved cycle facilities. The appraisal ranks it 1st (out of four - excluding sites H25 to H27) according to the level of compliance with highway policy, provision of a safe and suitable access, sustainable transport modes, and likely mitigation works required.
- 5.55 There are relatively few planning / environmental constraints and designations, apart from:
- Green Belt
  - Mature trees on southern site boundary adjoining Polehanger Lane and within southern part of site.
  - Listed building adjoins site to north
  - Some surface water flooding
- 5.56 The site is a reasonably well contained site, which reduces landscape and visual impact. It has better separation to existing adjoining residents than the adjoining site HH17, which would help to reduce the impact on their amenities compared to HH17.
- 5.57 Topography, water features and vegetation are unlikely to preclude the development of a school on the site (subject to suitable design and layout).
- 5.58 The site is a reasonably good site for a new school, and is better than the immediately adjoining site - HH17 (see separate assessment).

- 5.59 A development principles plan (5378/192) has been prepared and is attached to the completed appraisal at Appendix 3. This plan shows the disposition of a building zone, located on the western part of the site near Berkhamsted Road; playing fields to the east; and the optimal point of vehicular access for site, to Berkhamsted Road to the west (based on the highway appraisal conclusions).
- 5.60 **Overall conclusion: This site is recommended for further consideration / comparative assessment with other sites subject to further investigations set out in the planning appraisal (including high level transport appraisal).**

### HH25 Eastern School Site

- 5.61 The site is located to the north of Punch Bowl Lane to the east of Hemel Hempstead immediately adjacent to the M1 motorway. It is detached from the existing built up area of Hemel Hempstead and is within St Albans City and District. It comprises a large triangular arable field and is flat / gently undulating.
- 5.62 The site is identified as a proposed secondary school site in Hemel Garden Community Framework Plan and so assume that it is available for this use. It is in single ownership.
- 5.63 The site is of optimal size for a 10FE secondary school, with potential for expansion of the site, if necessary. However, it is an awkward triangular shape which may make laying out a school site, in particular playing fields, more difficult than a more regular rectangular or square site, which may mean a larger site is required.
- 5.64 Existing roads are inadequate to serve a new school, which would require new road infrastructure, including a road link to a proposed distributor road.
- 5.65 The transport appraisal has assumed that the Hemel Garden Community Framework Plan school sites would only be deliverable if the masterplan sites go ahead and the necessary infrastructure to serve the schools would be incorporated into the masterplan. Bus, cycle and pedestrian access would be subject to master planning with the potential for a well-designed network surrounding the school site. The site is near to a strategic cycle route.
- 5.66 There are relatively few planning / environmental constraints and designations, apart from:
- Green Belt
  - Grade 2 agricultural land
  - Some surface water flooding
- 5.67 The site is a reasonably well contained site, which reduces landscape and visual impact.
- 5.68 Topography, water features and vegetation are unlikely to preclude the development of a school on the site (subject to suitable design and layout).
- 5.69 However, the site is immediately adjacent to the M1 motorway and so is affected by noise and possible air quality issues associated with the road.
- 5.70 The site is a reasonably good site but is dependent on new transport infrastructure and is immediately adjacent to M1 so is possibly affected by noise and poor air quality issues. It is also an awkward triangular shape for a school site.

- 5.71 A development principles plan (5378/202) has been prepared and is attached to the completed appraisal at Appendix 3. This plan shows the disposition of a building zone, located on the southern part of the site near (but not accessed from) Punch Bowl Lane; playing fields to the north; and a suggested point of vehicular access for the site, which would require a link road to connect the site to the nearest road proposed in the Framework Plan.
- 5.72 **Overall conclusion: This site is recommended for further consideration / comparative assessment with other sites, depending on consideration of:**

- **Possible noise and air quality issues related to the close proximity to the M1 motorway.**
- **Whether a triangular shaped site is suitable for a new secondary school**

**Subject to further investigations set out in the planning appraisal (including high level transport appraisal).**

### **HH26 Central School Site**

- 5.73 The site is located to the north of Hemel Hempstead to the west of the nearest road - Holtsmere End Lane. It is detached from the existing built up area of Hemel Hempstead and comprises a large arable field and is flat / gently sloping.
- 5.74 The site is identified as a proposed secondary school site in Hemel Garden Community Framework Plan and so assume that it is available for this use. It appears to be in single ownership.
- 5.75 The site is of sub-optimal size for 10FE secondary school (after deduction of road corridor), with no scope for expansion of the site, unless the Framework Plan is revised. The site should therefore only be considered if no suitable sites of optimal size are available.
- 5.76 Existing roads are inadequate to serve a new school, which would require new road infrastructure.
- 5.77 The transport appraisal has assumed that the Hemel Garden Community Framework Plan school sites would only be deliverable if the masterplan sites go ahead and the necessary infrastructure to serve the schools would be incorporated into the masterplan. Bus, cycle and pedestrian access would be subject to master planning with the potential for a well-designed network surrounding the school site.
- 5.78 There are relatively few planning / environmental constraints and designations, apart from:
- Green Belt
  - Some surface water flooding
- 5.79 The site is a relatively well contained site, which reduces landscape and visual impact.
- 5.80 Topography, water features and vegetation are unlikely to preclude the development of a school on the site (subject to suitable design and layout).
- 5.81 The site is a reasonably good site but is of sub-optimal size and is dependent on new transport infrastructure. It should only be taken forward if no suitable sites of optimal size are available.

- 5.82 A development principles plan (5378/212) has been prepared and is attached to the completed appraisal at Appendix 3. This plan shows the disposition of a building zone, to the east; playing fields to the west; and the suggested location for a point of vehicular access to a new road which crosses the southern part of the site (reducing the size of the site).
- 5.83 **Overall conclusion: This site is not recommended for further consideration, unless there are no other suitable sites of optimal size available, or the Framework Plan can be revised to enlarge the site.**

#### **HH27 Western School Site**

- 5.84 The site is located to the north of Hemel Hempstead adjacent to Dodds Lane, which divides the site into two. It is detached from the existing built up area of Hemel Hempstead and comprises a parts of two large arable fields. The site is a relatively flat site on a hill top location.
- 5.85 The site is identified as a proposed secondary school site in Hemel Garden Community Framework Plan and so assume that it is available for this use. It appears to be in single ownership.
- 5.86 The site is split into two by Dodds Lane, and so is effectively a split site. The division between the two parts does not tie in with the usual proportions needed for a split site (ie building zone and playing field zone). The site is below the minimum size required for a 10FE secondary school on a split site, with no scope for expansion, unless the Framework Plan is revised.
- 5.87 The site is also an irregular shape which would make accommodating a new school and playing fields difficult.
- 5.88 Existing roads are inadequate to serve a new school, which would require new road infrastructure.
- 5.89 The transport appraisal has assumed that the Hemel Garden Community Framework Plan school sites would only be deliverable if the masterplan sites go ahead and the necessary infrastructure to serve the schools would be incorporated into the masterplan. Bus, cycle and pedestrian access would be subject to master planning with the potential for a well-designed network surrounding the school site.
- 5.90 There are relatively few planning / environmental constraints and designations, apart from:
- Green Belt
  - Some surface water flooding
- 5.91 However, the site is on an open exposed hill top location and is particularly prominent. A new school would be likely to have a significant landscape and visual impact. It may also be exposed to prevailing winds and so have a relatively poor microclimate (ie wind and temperature).
- 5.92 Topography, water features and vegetation are unlikely to preclude the development of a school on the site (subject to suitable design and layout).

- 5.93 The site is split and the size is below the minimum required for a new 10FE secondary school on a split site. It is also an awkward shape for a new school. It is in an open and exposed location and would have a significant landscape and visual impact, as well as possibly a poor microclimate. It is dependent on new transport infrastructure.
- 5.94 A development principles plan (5378/222) has been prepared and is attached to the completed appraisal at Appendix 3. This plan shows the disposition of a building zone, to the north of the northern parcel; playing fields to the south, and on the southern parcel; and a suggested point of vehicular access for the site, to a new road which runs to the north of the site.
- 5.95 **Overall conclusion: This site is not recommended for further considerations, unless the Framework Plan can be revised to enlarge the site and make the site a more regular square or rectangular shape.**

## Transport Appraisals

- 5.96 As mentioned above it was originally intended to complete planning appraisals before recommending high level transport appraisals. However, in order to minimise the overall timescale for completing the study transport appraisals were undertaken for all seven short listed sites in advance of completion of the planning appraisals (in addition to the one already completed for site HH03). The main conclusions of the transport appraisals are included in the planning appraisals and were summarised in the conclusions in the previous section.
- 5.97 Copies of the high level transport appraisals are attached at Appendix 4 and the fuller conclusions for each site are reproduced below:

### HH04 SW Westwick Row

- 5.98 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 suggest that this site is 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, consideration needs to be given to the access location – due to the presence of important trees, ditches, and ponds along the southern site boundary, it may be complex to locate a suitable position for the access. Additionally, the Highway Authority may object to a new access located on an A road.*

*There appears to be some limitations to potential cycle improvements in the immediate vicinity of the site, particularly along Leverstock Green Way, which may give rise to safety concerns in this location.*

*It would be necessary to allow parent drop off in the site to prevent parking along the A4147 or Bedmond Road, which would cause traffic flow issues and safety concerns.*

*A desktop review of available traffic information has been undertaken which indicates that the junction between Leverstock Green Way and Bedmond Road is congested during peak periods. The junction between the A4147, the A414 and Maylands Avenue is a congested junction on the key road network.*



**HH09 North of B487 Hemel Hempstead Road**

- 5.99 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 suggest that this site is 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, as a part of this, considerable upgrades would be required to allow safe and direct pedestrian and cycle access to the site, including the introduction of new footways and foot/cycleways, and the installation of a signalised pedestrian crossing.*

*The potential for increased traffic along Cherry Tree Lane would need to be considered based upon assessment of the predicted catchment of the school and potential desire lines. Upgrades to the lane may be necessary to accommodate an increase in vehicular traffic, however, this would affect the country lane nature of the road.*

*It would be necessary to allow parent drop off in the site to prevent parking along B487 Hemel Hempstead Road or other nearby roads such as Holtsmere End Lane and Cherry Tree Lane, which would cause traffic flow issues and safety concerns.*

*A desktop review of available traffic information has been undertaken which indicates that the junction between the B487 (Hemel Hempstead Road/Redbourn Road) is frequently congested, which may lead to congestion on Hemel Hempstead Road itself as a result.*

**HH17 North Fennycroft Road**

- 5.100 A high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that:

*Bus accessibility to the site is poor with the nearest existing bus stops over 500m from the site and no potential for new bus routes to serve the school site without widening along Polehanger Lane. Bus access along Fennycroft Road or Howard Drive would not be suitable due to the number of parked cars and road width.*

*Access to the site for pedestrians and cyclists is potentially very good, with a wide network of footways, a foot/cycle link from the south and potential for improvement to existing facilities.*

*Vehicular access along Polehanger Lane would appear to be suitable, subject to a full Transport Assessment, however an increase in flows along Fennycroft Road may cause issues due to the existing on-street parking. Howards Drive appears to have less parking than Fennycroft Road, but an increase in traffic may be problematic. One advantage of the various route options is that the impact would be spread over different roads rather than all traffic arriving via one single route.*

*Providing a vehicular access into the site will require removal of trees and vegetation on the site boundary.*

*It would be necessary to allow parent drop off in the site to prevent parking along Fennycroft Road, Polehanger Lane, Howard Drive and other roads in the vicinity of the site, which would cause traffic flow issues and safety concerns.*



*In principle, it would appear that the road network is a little too restricted to accommodate a 10FE secondary school, particularly due to bus accessibility. Significant mitigation works along Polehanger Lane may improve conditions sufficiently to facilitate bus movements, which would enable school development. However, the site is well located for pedestrian and cycle access and could therefore be considered favourable. Any proposals would be subject to a full review of transport impact and safety as part of a full Transport Assessment.*

#### **HH18 Berkhamsted Road**

- 5.101 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 suggest that this site is 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.*

*Access to the site for pedestrians and cyclists is potentially very good, with a wide network of footways, a foot/cycle link from the south and potential for improvement to existing facilities in the vicinity of the site .*

*Bus accessibility is reasonable with the nearest existing bus stops approximately 300m from the site and potential for new bus routes to serve the school site via Berkhamsted Road, subject to confirmation of road widths. Bus access along Polehanger Lane may be suitable, subject to further assessment. Bus access along Fennycroft Road or Howard Drive would not be suitable due to the number of parked cars.*

*The most suitable vehicular access location appears to be from Berkhamsted Road, subject to a full assessment of the increase of additional flows and turning movements associated with a school in this location. Vehicular access along Polehanger Lane would appear to be suitable, subject to a full Transport Assessment, however an increase in flows along Fennycroft Road may cause issues due to the existing on-street parking. Howards Drive appears to have less parking than Fennycroft Road, but an increase in traffic may be problematic. One advantage of the various route options is that the impact would be spread over different roads rather than all traffic arriving via one single route.*

*There may be scope to improve pedestrian and cycle accessibility to the site via a foot/cycle route along the western edge of Warners End Valley public open space.*

*It would be necessary to allow parent drop off in the site to prevent parking along Berkhamsted Road and in neighbouring residential areas, which would cause traffic flow issues and safety concerns.*

*A desktop review of available traffic information has been undertaken which indicates that the junctions between Boxted Road, Warmark Road and The Avenue, and Boxted Road and Galley Hill are frequently congested.*

#### **HH25 Eastern School Site**

- 5.102 A high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that:

*As the site will form part of the Hemel Garden Community Framework Plan, there is potential to design highway and transport infrastructure to accommodate a 10FE secondary school, providing adequate consideration is given to the specific access and travel requirements associated with a secondary school site within the masterplan development.*

*A desktop review of available traffic information has been undertaken which indicates that the junction between Cherry Tree Lane and Three Cherry Trees Lane is frequently congested, which will need to be considered as part of the Transport Assessment for the entire Framework Plan.*

#### **HH26 Central School Site**

- 5.103 A high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that:

*As the site will form part of the Hemel Garden Community Framework Plan there is potential to design highway and transport infrastructure to accommodate a 10FE secondary school, providing adequate consideration is given to the specific access and travel requirements associated with a secondary school site within the masterplan development.*

#### **HH27 Western School Site**

- 5.104 A high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that:

*As the site will form part of the Hemel Garden Community Framework Plan there is potential to design highway and transport infrastructure to accommodate a 10FE secondary school, providing adequate consideration is given to the specific access and travel requirements associated with a secondary school site within the masterplan development.*

#### **Ranking**

- 5.105 Following completion of the high level transport appraisals Stomor Civil Engineering Consultants ranked the sites according to their transport appraisal performance, in particular the level of compliance with highway policy, based on a safe and suitable access, sustainable transport modes, and likely mitigation works required. However, the Hemel Garden Community Framework Plan school sites are shown separately in the ranking as it is assumed that they would only be deliverable if the masterplan sites go ahead and the necessary infrastructure to serve the school would be incorporated into the masterplan. A copy of the site ranking based on the high level transport appraisals is attached at Appendix 4 and is as follows:

- 1<sup>st</sup> HH18 Berkhamsted Road
- 2<sup>nd</sup> HH09 North of B487
- 3<sup>rd</sup> HH04 SW Westwick Row
- 4<sup>th</sup> HH17 North Fennycroft Road

#### Hemel Garden Community Framework Plan school sites

- HH25 Eastern School site
- HH26 Central School site
- HH27 Western School site

## **Conclusions**

- 5.106 Based on the planning appraisals and the high level transport appraisals (including transport ranking) of the final short list of sites the following conclusions can be made.

- 5.107 All the short listed sites are non-urban sites located outside the urban area on land which is currently identified as Green Belt. All the sites appear to be in single ownership and are available (as they are in areas being promoted for development). Topography, water features and vegetation are unlikely to preclude the development of a school on any of the sites. None of the sites are affected by mineral reserves or archaeological designations although all the sites are affected by at least some surface water flooding, and other constraints and considerations which will need to be addressed.

### **RECOMMENDED FOR FURTHER CONSIDERATION**

#### **HH03 Land south of Hemel Hempstead Road (previous study site ref: HEM01)**

- 5.108 This site has already been identified by V+G in a previous secondary school site search of South Hemel Hempstead for HCC (September 2020) as being a suitable site for a secondary school (previous site ref: HEM01) and is carried forward for further consideration / comparative assessment.

#### **HH18 Berkhamsted Road**

- 5.109 This site is the best performing site from both planning and transportation points of view and is recommended for further consideration / comparative assessment with other sites, subject to a number of further investigations set out in the planning appraisal and in the high level transport appraisal. Although the site is less than the preferred minimum size for a 10FE secondary school it immediately adjoins open land, including Site HH17 and so could be enlarged to meet the preferred minimum size.
- 5.110 It has a good pedestrian network, potential for pedestrian access to the west and south of the site to spread movements, an existing cycle route to the southeast, and potential for improved cycle facilities. It has bus accessibility via Berkhamsted Road.

#### **HH09 North of B487**

- 5.111 This site is a reasonably well performing site, ranked second in terms of transportation, and is recommended for further consideration / comparative assessment with other sites, subject to a number of further investigations set out in the planning appraisal, in particular flooding, and set out in the high level transport appraisal.
- 5.112 It has good bus access and potential for improved foot/cycle access, subject to new foot/cycleway infrastructure along northern side of B487 to connect with existing infrastructure, and is near to a strategic cycle route
- 5.113 However, it has implications for the proposals in the Hemel Garden Community Framework Plan, in particular the access arrangements for the northern part of the development and the amount of residential development.

#### **HH04 SW Westwick Row**

- 5.114 This site is also a reasonably well performing site, ranked third in terms of transportation, and is recommended for further consideration / comparative assessment with other sites, subject to a number of further investigations set out in the planning appraisal and in the high level transport appraisal.
- 5.115 It has good bus access and pedestrian access, but potentially difficult cycle access due to high traffic volumes and limited scope for an off-road cycle route. New vehicular access is required off an A-road.

- 5.116 However, it is located on the immediately opposite side of Hemel Hempstead Road to Site HH03 (HEM01) so there is an issue about the proximity of possibly two new proposed schools. A proposed school would also have implications for the proposals in the Hemel Garden Community Framework Plan, in particular the access arrangements for the eastern part of the development and the amount of residential development.

#### **HH25 Eastern School site (subject to satisfactory noise and air quality)**

- 5.117 This site is also recommended for further consideration / comparative assessment with other sites, subject to a number of further investigations set out in the planning appraisal and in the high level transport appraisal.
- 5.118 The site is dependent on new road, bus, cycle and pedestrian access as it is currently only served by a narrow single track country lane, although it is near a strategic cycle route. It is assumed that it would be subject to masterplanning which would provide the potential for a well-designed network surrounding the school site.
- 5.119 However, the site lies immediately adjacent to the M1 and so is possibly affected by noise and air quality issues associated with the road, which would need to be considered and the subject to further investigations. It is also a triangular site which would make laying out a secondary school more difficult than for a square or rectangular site.

#### **NOT RECOMMENDED FOR FURTHER CONSIDERATION**

##### **HH17 North Fennycroft Road**

- 5.120 This site is not recommended for further consideration / comparative assessment as the immediately adjoining site HH18 is preferable (from transportation and planning / environmental points of view). It is ranked fourth in terms of transportation.
- 5.121 Although the site is less than the preferred minimum size for a 10FE secondary school it immediately adjoins open land, including Site HH18 to the west and Hertfordshire CC owned land to the east and so could be enlarged to meet the preferred minimum size.
- 5.122 It has a good pedestrian network, a direct cycle route to the south and has potential for on-road cycling. Bus accessibility will be a problem requiring significant mitigation. Parked cars may affect vehicle accessibility but various routes are available. Large trees around location of access (including trees covered by a Tree Preservation Order) will affect the potential for adequate mitigation.

##### **HH26 Central School Site**

- 5.123 This site is not recommended for further consideration as it is of sub-optimal size for a 10FE secondary school (after deduction of road corridor), with no scope for expansion. The site should therefore only be considered if no suitable sites of optimal size are available, or the Framework Plan can be revised to enlarge the site.
- 5.124 The site is dependent on new road, bus, cycle and pedestrian access as it is currently only served by a narrow single track country lane. It is assumed that it would be subject to masterplanning which would provide the potential for a well-designed network surrounding the school site.

##### **HH27 Western School site (non-urban area)**

- 5.125 This site is not recommended for further consideration as it is below the minimum required for a new 10FE secondary school on what is effectively a split site. It is also an awkward shape for a new school. It is in an open and exposed location and would have a significant landscape and visual impact, as well as possibly a poor microclimate.

- 5.126 The site is dependent on new road, bus, cycle and pedestrian access as it is currently only served by a narrow single track country lane. It is assumed that it would be subject to masterplanning which would provide the potential for a well-designed network surrounding the school site.
- 5.127 The site should therefore only be considered if the Framework Plan can be revised to enlarge the site, make it a more regular square or rectangular shape suitable for accommodating a secondary school, subject to a number of further investigations set out in the planning appraisal and in the high level transport appraisal.

## 6.0 SUMMARY AND CONCLUSION

- 6.1 HCC has several statutory duties in relation to the provision of additional secondary school places and is currently responding to potential growth scenarios in Hemel Hempstead because of the emerging local plans in Dacorum Borough and the City and District of St Albans. In order to secure new secondary schools to meet the growth needs of both districts Vincent and Gorbong were commissioned firstly to examine the potential of existing secondary schools in Hemel Hempstead to accommodate potential expansion and secondly to identify potential sites for secondary schools in and outside of the settlement area. Included in this commission is an evaluation of three potential secondary school sites within the Hemel Garden Communities Framework Plan.
- 6.2 In determining the potential for existing schools to expand and potential new schools, HCC is committed to the application of Building Bulletin 103 (BB103) which sets standard requirements for site sizes in accordance with the number of pupils in each school. For the purposes of this site search exercise HCC advised that a 10FE secondary school should be the cap for identifying potential expansion of existing secondary schools and should be applied in the search for potential new school sites.
- 6.3 There are six secondary schools in Hemel Hempstead:
- Adeyfield Academy
  - The Astley Cooper School
  - The Hemel Hempstead School
  - John F Kennedy RC School
  - Laureate Academy
  - Longdean School
- 6.4 This report concludes that the existing secondary schools with the most potential for expansion are:
- Longdean School: an additional 2FE could be accommodated on its existing site
  - The Astley Cooper School: an additional 1FE could be accommodated on its existing site and a further 2FE if the adjoining reserve primary school site in HCC ownership were added to the site area
  - Laureate Academy: an additional 2FE could be accommodated if detached playing fields in DBC ownership can be used
- 6.5 The remaining existing secondary schools are not suitable for expansion. The overall expansion potential of the existing secondary schools is 5FE (with a potential additional 2FE).
- 6.6 The search for potential sites within the urban area resulted in 9 sites being identified (4 playing field sites and 5 open land sites). These sites were taken forward for further analysis using a RAG system to evaluate site and environmental constraints. All the sites were found to be unsuitable for further analysis.

- 6.7 The search for potential sites outside the urban area resulted in 17 sites being identified. These sites were taken forward for further analysis using the RAG system to evaluate site and environmental constraints. Of these sites 7 were considered suitable for detailed planning appraisal. Of these 7 sites 2 sites (HH25 Eastern School site and HH27 Western School site) had red status but are still included in the evaluation as they are part of the emerging Hemel Garden Communities Framework Plan (V+G were asked to evaluate them fully). Another site HH03 Land south of Hemel Hempstead Road was previously identified in the South Hemel Hempstead Site Search (September 2020) and so is included in this report for completeness.
- 6.8 Detailed planning appraisals and high level transport appraisals were completed for the 7 sites identified (in addition to the earlier site carried forward from the 2020 study).
- 6.9 The following sites are confirmed as potential school sites subject, to further technical and environmental investigations (in addition to HH03):

Site carried forward from SW Herts Secondary School Site Study (2020)

- HH03 Land south of Hemel Hempstead Road (previous study site ref: HEML01)

Sites recommended for further consideration (all non-urban Green Belt sites)

- HH18 Berkhamsted Road - subject to enlarging site
  - HH09 North of B487 - subject to implications for Hemel Garden Community Framework Plan
  - HH04 SW Westwick Row – subject to proximity to HH03 /HEML01 and implications for Hemel Garden Community Framework Plan
  - HH25 Eastern School site – subject to noise and air quality and suitable shape site
- 6.10 The remaining sites are not recommended for further consideration (all non-urban Green Belt sites):
- HH17 North Fennycroft Road - as site HH18 preferable
  - HH26 Central School Site – as site sub-optimal size
  - HH27 Western School site – as site too small, and difficult shape

## APPENDIX 1



## APPENDIX 2

## APPENDIX 3

## APPENDIX 4

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## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: EXISTING SCHOOL SITES

### SITE DETAILS

<b>Site Reference and address</b>	[insert Settlement name]: Site [insert site ref A-Z] [Site address] Site identification plan: [5378/] Aerial photograph: [5378/] Development principles plan: [5378/]	
<b>Type/Category of school</b>	[insert type/category of school eg academy, mixed/single sex etc]	
<b>Existing site area</b>	Total: [insert] ha Building zone: [insert] ha Playing Fields zone: [insert] ha	
<b>Current size/capacity (FE)</b>	Current operating school size (FE / PAN):	[insert FE / PAN]
	Current site capacity:	[insert FE]
	Difference:	[insert FE]
	Pupil numbers:	[insert 11-16 / post 16]
<b>Land ownership</b>	[insert Land Registry details – all owners] [insert any known information about site ownership/availability]	
<b>Existing use / occupiers</b>	Education use [insert any known information about other uses / occupiers]	
<b>Buildings</b>	[insert comment on existing buildings on the site, including number of storeys]	
<b>Planning history</b>	[insert any previous planning applications on the site]	
<b>Current / committed proposals for expansion / development at school Planning history</b>	[insert any details – as advised by client / HCC]	
<b>Adjoining uses</b>	North:	[insert land uses]
	East:	[insert land uses]
	South:	[insert land uses]
	West:	[insert land uses]

<b>Topography</b>	[insert description of any changes in levels, falls and direction of]
<b>Water courses/features</b>	[Insert description] from aerial photographs, OS maps or public vantage points.
<b>Vegetation</b>	[insert description of principal tree groups, locations of tree groups, hedgerows]
<b>ACCESSIBILITY</b>	
<b>Vehicular access</b>	[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?)
<b>Cycle access</b>	[Insert description of any existing cycle routes along the site boundaries / adjoining site]
<b>Pedestrian access</b>	[Insert description of any existing footways routes along the site boundaries / adjoining site]
<b>Public transport</b>	[insert description of bus stop locations, distance from site and bus routes]
<b>High level transport appraisal (conclusions)</b>	A high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that [insert conclusions from high level transport appraisal] <b>TO CONSIDER/COMMISSION</b>
<b>ENVIRONMENTAL IMPACT</b>	
<b>Landscape and visual impact</b>	<p>[insert a description of whether the site is:</p> <ul style="list-style-type: none"> <li>- Exposed to long distance views to the [insert compass directions]</li> <li>- Partially exposed to long distance views to the [insert compass directions]</li> <li>- Enclosed from long distance views to the [insert compass directions]</li> </ul> <p>[insert a description of any landscape character designations]</p>
<b>Impact on residential amenities</b>	[insert any adjacent or nearby residential areas that may be affected by a school, noise, loss of privacy, overbearing mass]
<b>Ecology</b>	[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]
<b>Noise sources</b>	[Insert any nearby roads, railways, airfields or other noise generating sources]
<b>Air quality</b>	[Confirm whether the site is in an Air Quality Management Area or close to source of poor air quality such as major road]
<b>Flood risk</b>	[Insert flood zone]
<b>Surface water flooding</b>	[Insert surface water flooding information if available]

<b>Groundwater source protection area</b>	[Confirm whether the site is in a groundwater source protection zone]	
<b>Minerals</b>	[Confirm whether the site lies in a Minerals Consultation Area - Sand and Gravel Belt]	
<b>Agricultural land quality</b>	[Insert Agricultural land grade if relevant if not then N/A]	
<b>Rights of way</b>	[insert any public rights of way that run through the site, adjoin the site and their type e.g. footpath, bridleway]	
<b>EXISTING PLANNING CONSTRAINTS AND DESIGNATIONS</b>		
<b>Existing and emerging local plan site specific designations - affecting site</b>	[Insert existing planning designations from adopted local plan proposals map and emerging designations from any plan nearing adoption and insert any SHELLA designation]	
<b>Heritage assets (on site or adjoining site)</b>	Archaeology:	[insert details - designations on adopted Local Plan Proposals Map land uses and County Sites and Monuments Record Site (via Heritage Gateway) either on site or adjacent to site and note boundary adjacency]
	Listed buildings:	[insert details – as above]
	Conservation area:	[insert details – as above]
	Other:	[Registered Park or Garden, Registered Battlefield, or other. Insert details – as above]
<b>Wildlife designations (on site or adjoining site)</b>	International:	[Special Areas of Conservation, Special Protection Areas, RAMSAR sites – insert details either on site or adjacent to site and note boundary adjacency]
	National:	[Sites of Special Scientific Interest - insert details]
	County / local:	[Locally designated sites (including county wildlife sites, sites of nature conservation interest and wildlife corridors etc) - insert details]
<b>SCHOOL EXPANSION POTENTIAL</b>		
<b>Expansion potential to 6FE/8FE/10FE</b>	On existing site:	[insert comments about capacity of existing site to accommodate school expansion]
	Off site:	[insert comments about additional capacity required to expand school and opportunities for expansion of school site]
<b>Build zone</b>	[comments on existing area, area needed to expand, possible location for expansion and implications / impact on planning and environmental issues]	
<b>Playing fields</b>	[comments on existing area, area needed to expand, possible location	

	for expansion and implications / impact on planning and environmental issues]	
<b>Proposed access</b>	Pedestrian / cycle:	[Insert comments]
	Public transport:	[Insert comments]
	Vehicular:	[Insert comments]
	Preliminary highway and access appraisal (Stomor):	[Insert main conclusions]

## ADVANTAGES AND DISADVANTAGES

<b>Advantages</b>	[comments, including - existing school with educational use, proximity to existing playing fields, physical potential to expand build zone, road network, access, proximity to public transport etc – see appendix re: positive and negative site attributes (relating to new school sites), which may apply]
<b>Disadvantages</b>	[comments, including - implications for any planning and environmental constraints and designations, proximity to school planning area and area of need etc – see appendix re: positive and negative site attributes (relating to new school sites), which may apply]]

## 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 (existing and proposed): [ha]
3. Build zone (existing and potential expansion area): [ha]
4. Building footprint: [sqm]
5. Playing fields (existing and potential location for expansion area): [ha]
6. Vehicular access/egress (existing and proposed): [road]
7. Pedestrian access (existing and proposed): [road]

## SUMMARY

Comments on size of existing school site and its capacity to expand (on site and/or off site), implications of school expansion (build zone and playing fields), highways implications, physical potential for expansion, implications for planning and environmental constraints and designations, overall ability to expand.

Comments on school size:

- Current operating school size FE
- Current site capacity FE
- Potential additional capacity FE



- Total potential PF

## 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 (as appropriate) – potential investigations / studies]

- Detailed transportation / access study
- Ecological assessment
- Heritage / archaeological assessment
- Trees survey
- Flood risk assessment
- Landscape and visual impact assessment
- Noise and air quality assessment
- Services / utilities assessment
- Other

## APPENDIX

### POSITIVE AND NEGATIVE ATTRIBUTES - NEW SCHOOL SITES (some may apply to existing school sites (to review))

#### 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.

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: EXISTING SCHOOL SITES

### SITE DETAILS: THE ADEYFIELD ACADEMY

<b>Site Reference and address</b>	The Adeyfield Academy, Longlands, Hemel Hempstead, HP2 4DE Site location plan: 5378/100 Site identification plan: 5378/101 Aerial photograph: 5378/102 Development principles plan: 5378/103	
<b>Type/Category of school</b>	Secondary Mixed Academy	
<b>Existing site area</b>	Total: 6.58ha (including caretaker's house) Building zone: 3.58ha Playing Fields zone: 3.00ha	
<b>Current size/capacity (FE)</b>	Current operating school size:	Currently 5FE (being expanded to 6FE) <i>[Note: BB103 net capacity site assessment (Sept 2019): 5FE PAN (750/134)]</i>
	Current site capacity:	5FE (Note: site slightly less than recommended for 5FE school)
	Difference:	None
	Pupil numbers:	Published Admission Number = 150 (5FE) (180 (6FE) following expansion) <u>HCC Spring 2022 school census</u> Actual admissions (year 7) = 147 Number of children on roll = 642 6 <sup>th</sup> form (years 7 & 8) = 52 <i>Published Admission Number – maximum number of pupils the school is admitting.</i>
<b>Land ownership</b>	Hertfordshire CC ownership plans indicate that the school is not owned by the county council and so suspect that it is owned by the school. The adjoining Greenhills Day Service / Resource Centre / Education Support Centre is owned by Hertfordshire CC.	
<b>Existing use / occupiers</b>	Education use.	
<b>Buildings</b>	Part two storey, part single storey school buildings which appear to date	

	mostly from the 1950's.	
<b>Planning history</b>	<p>4/2417-05: New classroom block - Approved 06/02/2006 (LPA: HCC)</p> <p>4/02009/09/ADV: School signs - Approved 02 Mar 2010 (LPA: DBC)</p> <p>20/03599/FUL: Construction of two storey, 8 classroom, detached teaching block, with associated facilities and amenities - Approved 27 Jan 2021 (LPA: DBC).</p> <p>20/03721/FUL: Artificial 3rd Generation turf surfaced AGP with associated fencing. Artificial sports lighting system to illuminate the AGP; and hard standing path area - Approved 22 Mar 2021 (LPA: DBC)</p> <p>21/01733/DRC - Details required by conditions 2 (materials) , 3 (landscaping), 4 (charging points) and 7 (CMP) attached to planning permission 20/03599/FUL (Construction of a two storey, 8 classroom detached teaching block, with associated facilities and amenities) - Approved 08 Jun 2021 (LPA: DBC)</p> <p>21/02053/DRC - Details required by Condition 4 (Construction Management Plan) attached to planning permission 20/03721/FUL (Artificial 3rd Generation (3G) turf surfaced AGP with associated fencing. Artificial sports lighting and hard standing) - Approved 11 Jun 2021 (LPA: DBC)</p>	
<b>Current / committed proposals for expansion / development at school</b>	1FE expansion block (science) currently under construction, which will increase capacity from 5FE to 6FE. A floodlit all weather playing pitch is also under construction on the rear part of the site as part of this expansion.	
<b>Adjoining uses</b>	North:	Partly recreation ground (The Reith Fields) playing field / public open space with Adeyfield Neighbourhood Centre (The Queen's Square) beyond (to north west), and partly residential - 2 storey 1950's terraced houses (to north east)
	East:	Partly Greenhills Day Centre (possibly former primary school) to north east and partly Hemel Hempstead Town Football Club ground to south east
	South:	Residential – 2 storey 1950's terraced houses
	West:	Residential – 2 storey 1950's terraced houses
<b>Topography</b>	Relatively flat site sloping gently down from north east to south west.	
<b>Water courses/features</b>	None shown on OS maps or aerial photographs.	
<b>Vegetation</b>	Belt of mature trees alongside the northern boundary of site adjacent to a public footpath and adjacent to boundary with Greenhills Day Centre to north east. Scattered trees on external boundaries of site and to south of buildings within site.	

<b>ACCESSIBILITY</b>	
<b>Vehicular access</b>	Two existing vehicular accesses to Longlands to the west. Entry to south and exit to north.  Longlands is an unclassified suburban residential distributor road.
<b>Cycle access</b>	No dedicated facilities near school.
<b>Pedestrian access</b>	Pedestrian access from Longlands. No dedicated facilities other than roadside footways, and a public footpath adjoining school site.
<b>Public transport</b>	Bus stops located on Longlands in front of school. Served by bus routes 1 and 302. Other bus routes passing close to school are routes H10, PB1, PB2, ML1, 212.  Hemel Hempstead Railway Station is located approximately 3km from the school and is also served by routes 1, PB1, PB2 and ML1.
<b>High level transport appraisal (conclusions)</b>	To be advised
<b>ENVIRONMENTAL IMPACT</b>	
<b>Landscape and visual impact</b>	The school site is within the built up area of Hemel Hempstead. The existing buildings within the up area limit medium to long distance views of the school, which can be seen from surrounding roads in the immediate vicinity of the site, in particular Longlands.
<b>Impact on residential amenities</b>	The school site is separated from nearby dwellings by existing trees, open space, roads, and non-residential land uses. The most sensitive location is the south of the school site near Vauxhall Road where houses are located close to the boundary with the school.
<b>Ecology</b>	The belt of mature trees adjacent to the northern boundary with a footpath are most likely to be the most significant feature of ecological interest on the site.  Hedges and trees on the site boundary are also likely to have some interest.
<b>Noise sources</b>	There are unlikely to be any significant sources of noise affecting the school site, bearing in mind the suburban location without any major roads in the immediate vicinity of the site. The only significant source of noise is possibly the adjoining football ground (when matches are taking place).
<b>Air quality</b>	There are unlikely to be any significant sources of poor air quality affecting the school site, bearing in mind the suburban location without any major roads in the immediate vicinity of the site. There are no Air Quality Management Areas near the site.
<b>Flood risk</b>	The Government's flood risk maps indicate that the school is not located near any areas identified as at risk of fluvial flooding.

<b>Surface water flooding</b>	The Government's flood risk maps indicate that there are one or two small areas with the school site, next to the school buildings, which are at medium / high risk of surface water flooding.	
<b>Groundwater source protection area</b>	The MAGIC website indicates that the school is not located in a Groundwater Source Protection Zone.	
<b>Minerals</b>	Not applicable	
<b>Agricultural land quality</b>	Not applicable	
<b>Rights of way</b>	A public footpath immediately adjoins the northern boundary of the site.	
<b>EXISTING PLANNING CONSTRAINTS AND DESIGNATIONS</b>		
<b>Existing and emerging local plan site specific designations - affecting site</b>	<p>The adopted Local Plan Proposals Map indicates that the school site and land to the north and east is included in an area of Open Land within the settlement of Hemel Hempstead, to which polices 9 and 116 apply. Policy 9 has not been saved. Policy 116 seeks to protect open land from building and other inappropriate development. Ancillary buildings and works, additions, replacement and redevelopment of buildings and changes of use are required to satisfy a number of conditions.</p> <p>The Local Plan is in the process of being replaced by the new Dacorum Local Plan, although this is currently on hold pending the preparation of a mitigation strategy to protect the Chiltern Beechwoods SAC from both existing and future recreational pressures associated with residential development.</p> <p>The draft Site Allocations Map Book (2006 to 2031) does not identify any changes to the Proposals Map affecting the site.</p>	
<b>Heritage assets (on site or adjoining site)</b>	Archaeology:	No archaeological designations affecting site or immediate vicinity of site.
	Listed buildings:	None near site.
	Conservation area:	None near site.
	Other:	No Registered Parks and Gardens or Registered Battlefields near the site.
<b>Wildlife designations (on site or adjoining site)</b>	International:	None on or near the site, although the site is located in a number of SSSI Impact Risk Zones where planning applications are assessed for likely impacts on SSSIs / Special Areas of Conservation / Special Protection Areas / Ramsar sites.
	National:	None on or near the site, although the site is located in a number of SSSI Impact Risk Zones (see above).

	County / local:	There are no Local Nature Reserves, Ancient Woodlands, Sites of Interest for Nature Conservation, or County Wildlife sites on or near the school.
<b>SCHOOL EXPANSION POTENTIAL</b>		
<b>Expansion potential to 6FE/8FE/10FE</b>	On existing site:	<p>Although the existing school site is above the BB103 recommended minimum size for the existing number of actual pupils it is slightly below the minimum size recommended for a 5FE school, assuming full PAN numbers (5FE) and a 45% 6<sup>th</sup> form staying on rate, which is higher than the existing rate.</p> <p>The school site is below the minimum size recommended to be able accommodate an expansion (assuming full PAN numbers (6FE) and a 45% staying on rate). However, the school is currently in the process of being expanded by 1FE to 6FE. As part of this expansion a floodlit all-weather playing pitch is being constructed to enhance the area of soft outdoor PE space on the site. The all-weather pitch counts as double in terms of area of playing fields. However, the site would still be below the minimum size recommend for a 6FE school (assuming full PAN numbers (6FE) and a 45% staying on rate). We assume that the school is satisfied that, following expansion, adequate hard and soft outdoor PE areas are available to meet curricular requirements.</p>
	Off site:	<p>There is an existing recreation ground (The Reith Fields recreation ground) immediately adjoining the school site to the north which may provide scope for shared use of playing pitches, which may facilitate a school expansion (subject to discussions with Dacorum BC). It has an area of approximately 1.74ha. The detached playing field would enable the school to meet the minimum recommended size for a 6FE school but would be too small to enable the school to expand beyond 6FE to 7FE (assuming full PAN numbers and a 45% 6<sup>th</sup> form staying on rate).</p> <p>There are no other areas of open land within 400m of the school site which could accommodate a detached playing field.</p>
<b>Potential for complete rebuild and replacement</b>	There may be potential for the complete rebuilding and replacement of the existing school buildings, subject to feasibility work, and being acceptable in the Open Land designation (subject to discussions with	



	<p>Dacorum BC).</p> <p>A new building could be located on the existing playing fields, and new playing fields provided on the site of the existing buildings. This would enable a new, single, larger building (two storeys) to be accommodated, which would make more efficient use of the site, with a smaller footprint. This may enable the building zone to be reduced and the playing field zone to be increased.</p> <p>A relocated building could make use of the existing, or new, accesses, to Longlands.</p> <p>However, the relatively small size of the site may limit the scope for expansion beyond 6FE.</p>	
<b>Build zone</b>	<p>The school building zone has an area of 4.30ha.</p> <p>The building zone has recently been extended by the construction of an all-weather playing pitch. There is no scope for extending the zone without significantly reducing the remaining area of playing fields, which is already less than recommended.</p> <p>There is scope for the replacement of many of the existing buildings within the building zone, which are mostly single storey 1950's buildings, which are likely to be nearing the end of their useful life without major refurbishment. There may be potential for replacing these with new two or three storey buildings which would make more efficient use of the site.</p>	
<b>Playing fields</b>	<p>The playing field area has recently been reduced by the construction of an all-weather playing pitch. However, this makes more efficient use of the playing fields and increases the area of soft outdoor PE overall as it counts as double the area compared to grass pitches.</p>	
<b>Proposed access</b>	Pedestrian / cycle:	As existing, although there may be scope for upgrading adjoining public footpath to allow cycle use.
	Public transport:	There are a number of bus routes near the school site with bus stops next to the school.
	Vehicular:	Two existing vehicular accesses to Longlands, with an in out access arrangement. The current accesses should be adequate to serve an expansion of the school.
	Preliminary highway and access appraisal:	To be advised.
<b>ADVANTAGES AND DISADVANTAGES</b>		
<b>Advantages</b>	<ul style="list-style-type: none"> <li>• The site is an existing school site with educational use.</li> <li>• The school site is in single ownership, and the adjoining land to the north is likely to be owned by Dacorum BC.</li> </ul>	

	<ul style="list-style-type: none"> <li>• The site is available.</li> <li>• There is a recreation ground immediately to the north which may provide an opportunity for shared use, which may enable the school to expand (although they may have already been taken into account in the current expansion).</li> <li>• The site is relatively flat and significant re-grading would be unlikely to be needed.</li> <li>• Vehicular access is already available from Longlands and is unlikely to need significant improvement.</li> <li>• Pedestrian/cycle access is already available from Longlands and is unlikely to need significant improvement.</li> <li>• The site lies adjacent to existing bus stops and bus routes.</li> <li>• The site has no significant areas of vegetation that would require removal to accommodate an expansion of the school.</li> <li>• The site lies within the urban area of Hemel Hempstead (although it is part of a designated area of open land).</li> <li>• There would be limited ecological impact [subject to further investigations].</li> <li>• The site is not at significant risk of flooding [subject to further investigations].</li> <li>• The site is not located near any noise sources.</li> <li>• The site lies outside the Green Belt.</li> <li>• The site lies outside an AQMA.</li> <li>• The site does not lie in a Minerals Consultation Area.</li> <li>• The site is not in an Area of Archaeological Importance.</li> <li>• There would be no impacts on designated heritage assets.</li> <li>• The site is not in a designated rural area.</li> <li>• The site does not have any international, national or local wildlife, habitat or biodiversity designations (apart from a very small area of ancient woodland which just extends onto the site, which can easily be avoided).</li> <li>• The site is not traversed by any public rights of way.</li> </ul>
<p><b>Disadvantages</b></p>	<ul style="list-style-type: none"> <li>• The existing school site is already below the minimum recommended size for the size of the existing school (ie 5FE). The school is currently in the process of being expanded, which will mean that the school is further below the minimum recommend size site for the school, unless a detached playing field or shared use playing fields have been provided off site (which we are not aware of).</li> <li>• Apart from the adjoining recreation ground there are no other areas of open land within at least 800m of the school which could potentially accommodate a detached playing field.</li> </ul>

- If the school were to expand additional playing fields would be needed to meet the minimum size site needed.
- The adopted Local Plan includes the site in an area of Open Land where the primary planning purpose is to maintain the generally open character by protecting it from building and other inappropriate development.
- There no dedicated cycle routes in the immediate vicinity of the school.
- A small part of the site is at risk of surface water flooding.

## SITE LAYOUT PRINCIPLES

A BB103 compliant 7FE secondary school site could not be accommodated on this site.

1. Development principles plan 5309/103
2. Total site area (existing and proposed): 6.58ha
3. Build zone (existing): 3.58ha
4. Playing fields (existing and potential location for expansion area): 4.74ha (comprising: existing - 3.00ha / proposed (shared use) - 1.74ha)
5. Vehicular access/egress (existing and proposed): Longlands (no change)
6. Pedestrian access (existing and proposed): Longlands (no change)

## SUMMARY

The existing school site is above the minimum size recommended for the current number of pupils at the school but is slightly below the minimum size recommended for a 5FE school. It will be further below the minimum size recommended following the current expansion to 6FE. An all-weather playing pitch is under construction which will enable more efficient use of the playing fields as it counts as double the area compared to grass pitches, although the site will still be smaller than recommended for a 6FE school (assuming full and 45% staying on rate).

A detached playing field would be needed to enable the school to be expanded beyond 6FE. There is an existing recreation ground immediately adjoining the site which may be able to be used by the school (subject to discussions with Dacorum BC and shared use). This would help the school meet the minimum recommended area for a 6FE school but the combined site would still be too small to enable the school to expand to 7FE (assuming full PAN numbers and a 45% 6<sup>th</sup> form staying on rate).

There are no other areas of open land within at least 400m which could possibly accommodate a detached playing field for the school.

The site is relatively free of planning and environmental constraints and designations, apart from:

- Open Land - the site is included in an area of Open Land where the primary planning purpose is to maintain the generally open character.
- Surface water flood risk – a small part of the site is subject to surface water flood risk. However, there should be sufficient land within the site to mitigate any impact.

The relatively small school site and lack of available land for a potential detached playing field of sufficient size mean that the school does not have potential for expansion beyond its current expansion to 6FE.

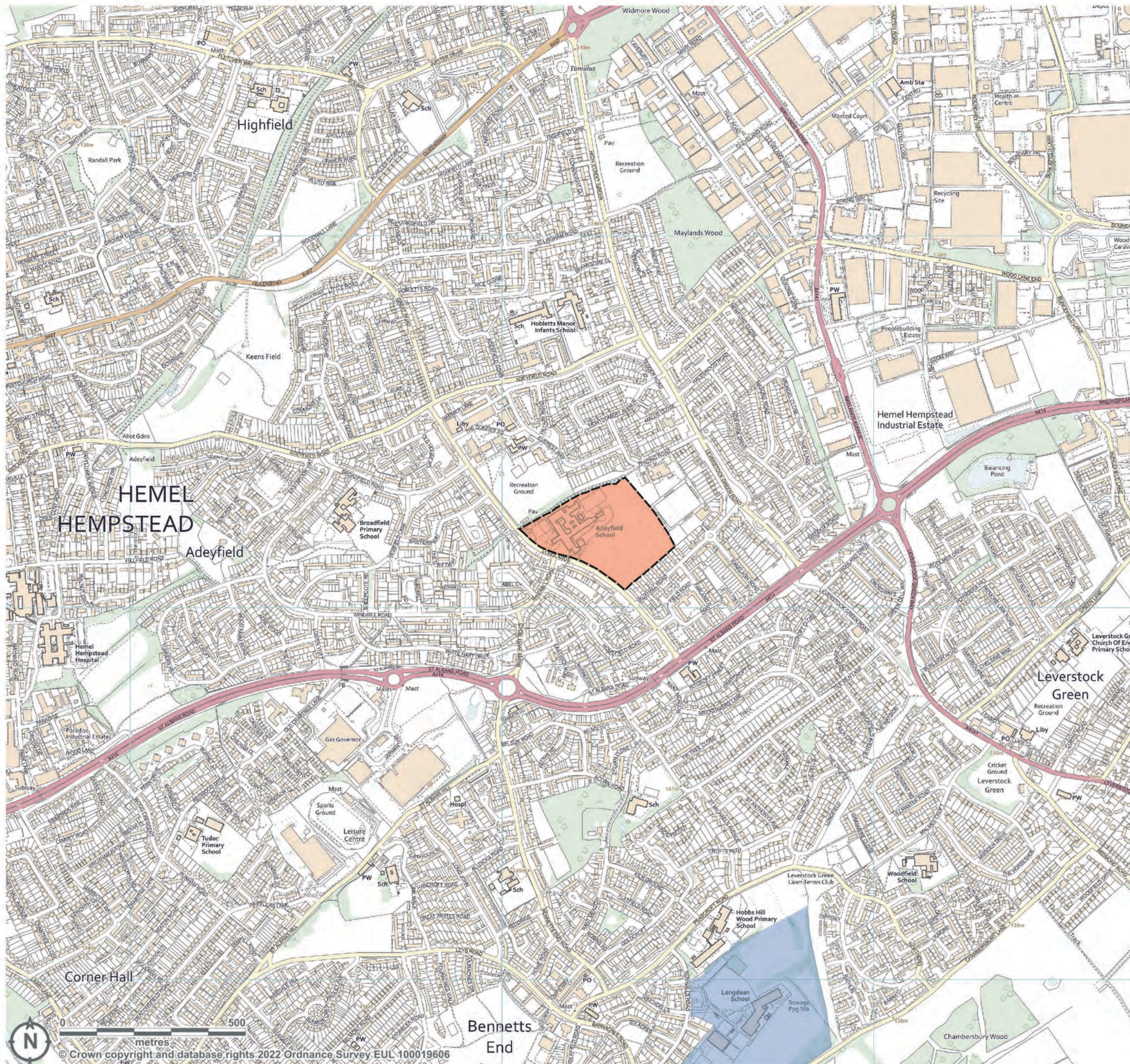
- Current operating school size: 5FE (currently being expanded to 6FE)
- Current site capacity: 5FE (slightly below recommended minimum size)
- Potential additional capacity (existing site): None (above existing expansion to 6FE)
- Total potential capacity: None



## CONCLUSION

This site is not recommended for further consideration or comparative assessment with other secondary school sites, for potential expansion beyond the current 1FE expansion from 5FE to 6FE. This is mainly due to the relatively small size of the site and the limited scope for expansion, in particular the need for a detached playing field. Although there is a recreation ground adjoining the site which may provide an opportunity for a shared use playing field the combined site would be too small to accommodate an expansion beyond 6FE.

RL/5378/4.8.22





 ADEYFIELD ACEDEMY  
 OTHER SECONDARY SCHOOLS

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

Adeyfield Academy:  
Location plan

PROJECT NO	DRAWING NO	REV
5378	100	
DRAWN	DATE	SCALE
HNA	MAY 2022	1:10000

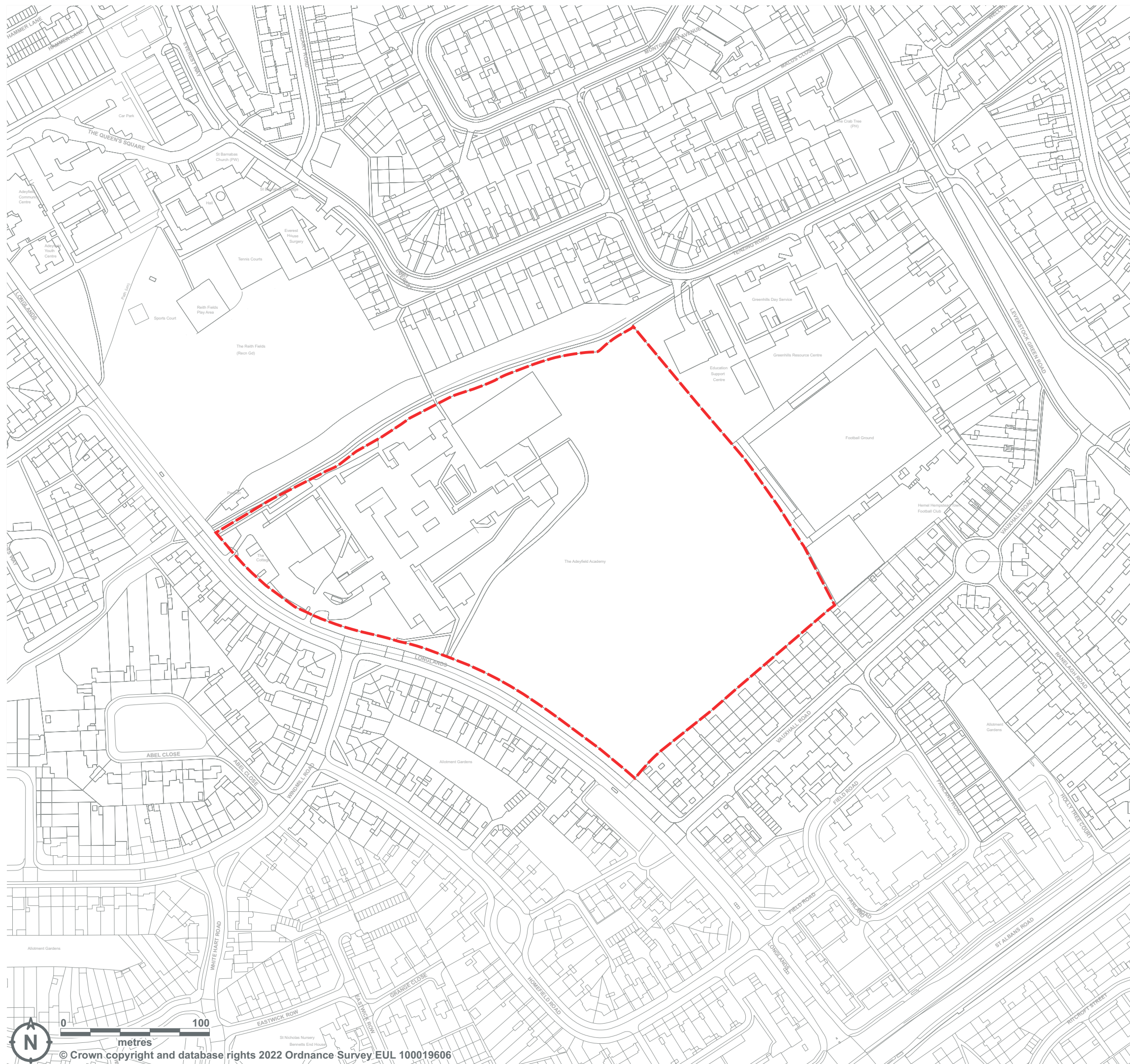
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**HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH**

Adeyfield Academy:  
Identification plan

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>101</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:2500</b>

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ADEYFIELD ACEDEMY

### HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

Adeyfield Academy:  
Aerial photograph

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>102</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:2500</b>



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- ADEYFIELD ACADEMY  
6.58ha
- BUILDING ZONE  
3.58ha
- PLAYING FIELD ZONE  
3.00ha
- POTENTIAL SHARED USE  
PLAYING FIELD
- ➔ EXISTING/PROPOSED ACCESS
- ➔ EXISTING/PROPOSED EXIT

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

Adeyfield Academy:  
Development principles

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>103</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	MAY 2022	1:2500

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## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: EXISTING SCHOOL SITES

### SITE DETAILS: THE ASTLEY COOPER SCHOOL

<b>Site Reference and address</b>	<p>The Astley Cooper School, St Agnells Lane, Hemel Hempstead, HP2 7HL</p> <p>Site location plan: 5378/110</p> <p>Site identification plan: 5378/111</p> <p>Aerial photograph: 5378/112</p> <p>Development principles plan: 5378/113</p>	
<b>Type/Category of school</b>	<p>Secondary Mixed Foundation</p>	
<b>Existing site area</b>	<p>Total: 9.1 ha (including caretaker's house)</p> <p>Building zone: 2.36ha</p> <p>Playing Fields zone: 6.74ha</p>	
<b>Current size/capacity (FE)</b>	Current operating school size:	6FE <i>[Note: BB103 net capacity site assessment (Sept 2019): 6FE PAN (900/161)]</i>
	Current site capacity:	7FE
	Difference:	+1FE
	Pupil numbers:	<p>Published Admission Number = 180</p> <p><u>HCC Spring 2022 school census</u></p> <p>Actual admissions (year 7) = 179</p> <p>Number of children on roll = 857</p> <p>6<sup>th</sup> form (years 7 &amp; 8) = 54</p> <p><i>Published Admission Number – maximum number of pupils the school is admitting.</i></p>
<b>Land ownership</b>	<p>We understand that the school owns the site.</p> <p>Hertfordshire CC ownership plans indicate that adjoining undeveloped land to the north is owned by Hertfordshire CC, as is Woodhall Wood to the south east, which we understand was formerly part of the school site. The adjoining recreation ground to the south may be owned by Dacorum BC.</p>	
<b>Existing use / occupiers</b>	<p>Education use.</p>	

<b>Buildings</b>	A number of buildings have recently been demolished and construction works are underway. Remaining buildings comprise a number of two storey and single storey school buildings which date from the early 1960's. There are a number of prefabricated buildings being used whilst construction works are taking place.
<b>Planning history</b>	<p>4/0469-85: Relocation of a double mobile unit - Approved 04/07/1985 (LPA: HCC)</p> <p>4/0142-85: Erection of new teaching block - Approved 19/04/1985 (LPA: HCC)</p> <p>4/0634-01: 2.1m high steel palisade fencing and new gates - Approved 14/06/2001 (LPA: HCC)</p> <p>4/2234-01: New Drama Studio Approved 08/03/2002 (LPA: HCC)</p> <p>4/01479/05/FUL: Erection of 15kw wind turbine on 15m tower - Approved 24 Oct 2005 (LPA: DBC)</p> <p>4/00549/06/FUL: Erection of 6kw turbine on 15m tower - Approved 25 Apr 2006 (LPA: DBC)</p> <p>4/01382/06/FUL: Erection of one building mounted wind turbine with 2m blade diameter - Approved 11 Aug 2006 (LPA: DBC)</p> <p>4/01268/06/DRC: Details of safety and maintenance required by condition 2 of planning permission 4/00549/06 (erection of 6kw turbine on a 15m tower) – Approved 23 Aug 2006 (LPA: DBC)</p> <p>21/01302/MFA: Demolition of existing blocks EFAA, EFAC, EFAG and EFAH, and redevelopment of the Astley Cooper School to provide one new teaching block and one new leisure centre block, with associated external and soft landscaping works – Approved 08 Sep 2021 (LPA: DBC)</p> <p>21/04166/DRC: Details required by condition 3 (External Materials) Attached to Planning Permission 21/01302/MFA – Approved 07 Dec 2021 (LPA: DBC)</p> <p>21/03969/DRC: Details required by condition 15 (contamination remediation) attached to planning permission 21/01302/MFA - Refused 08 Mar 2022 (LPA: DBC)</p> <p>21/04570/DRC: Details required by condition 19 (drainage design) attached to planning permission 21/01302/MFA - Approved 28 Mar 2022 (LPA: DBC)</p> <p>21/04165/DRC: Details required by condition 16 (tree protection) attached to planning permission 21/01302/MFA – Approved 27 Apr 2022 (LPA: DBC)</p>

<b>Current / committed proposals for expansion / development at school</b>	<p>Part of the school site is currently in the process of being redeveloped (as part of Priority School Building Programme) to provide new school buildings comprising a new main school teaching block, due for completion May 2023, and a new sports hall and swimming pool, due for completion in Easter 2023. School will remain a 6FE school.</p> <p>Two open areas have been identified for possible future expansion (unspecified amount). Also, the school advised that older single and two storey 1960's buildings may provide scope for further expansion by demolition and replacement with buildings with more storeys.</p>	
<b>Adjoining uses</b>	North:	Unused grassland (managed) which we understand is owned by HCC and is reserved for a new primary school. It is surrounded by mature hedgerows to the north west and east and by a chain link fence separating it from the school site to the south. Beyond this is Cupid Green Lane with mainly 1950's two storey housing, and a group of converted farm buildings beyond.
	East:	Tree lined green lane, used as bridleway, with an estate of two storey detached and terraced housing dating from the 1960's. To the south east is an area of woodland (Woodhall Wood), which was formerly part of the school site but we understand is now managed by Dacorum BC.
	South:	Cupid Green Playing Fields with car park, children's adventure playground, tennis courts, Active Dacorum Hub, with community rooms and café.
	West:	St Agnells Lane with wide grass verges and mature trees, with two and three storey terraced housing dating from the 1960's. Church and church hall to the south west.
<b>Topography</b>	Relatively flat site sloping down gently down from the west to the south east. The school site is slightly lower than St Agnalls Lane to the west.	
<b>Water courses/features</b>	None shown on OS maps or aerial photographs.	
<b>Vegetation</b>	<p>Belts of mature trees alongside St Agnalls Lane to the west, the bridleway to the east, and the southern boundary with Cupid Green Playing Fields. The northern boundary with the adjoining land is open. There are mature hedgerows and trees around the playing pitches on the southern part of the school site (former field boundaries) and mature trees immediately north of the school buildings and around the buildings.</p> <p>There is an area of mature woodland immediately to the south east of the school site.</p>	

<b>ACCESSIBILITY</b>	
<b>Vehicular access</b>	<p>Single vehicular access to St Agnells Lane to the west serving the school and car parking areas. There is a second access to the north which is currently used as a construction access.</p> <p>We recall from previous work undertaken on behalf of HCC that the roadside verges to St Agnells Lane may be registered common land / village green (possibly also access land), which may have implications for improving the existing access to the school site.</p> <p>St Agnells Lane is an unclassified suburban residential distributor road.</p>
<b>Cycle access</b>	<p>No dedicated facilities near school apart from a bridleway to the east of the school site.</p> <p>There is a cycleway alongside Redbourn Road to the south, with the Nicky Line cycleway which links Harpenden and Redbourn to Hemel Hempstead and forms part of the National Cycle Network (Route 57) further to the south.</p>
<b>Pedestrian access</b>	<p>Pedestrian access from St Agnells Lane. No dedicated facilities other than roadside footways, and a public footpath adjoining school site.</p>
<b>Public transport</b>	<p>Bus stops located on St Agnells Lane in front of school. Served by bus routes 3 and 4. Other bus routes close to the school are routes 2 and 46.</p> <p>Hemel Hempstead Railway Station is located approximately 4.5km from the school and is also served by routes 2, 3 and 4.</p>
<b>High level transport appraisal (conclusions)</b>	<p>To be advised</p>
<b>ENVIRONMENTAL IMPACT</b>	
<b>Landscape and visual impact</b>	<p>The school site is within the built up area of Hemel Hempstead. The existing site, including buildings, is well screened by existing trees and mature hedgerows which limit short and longer distance views of the school. New buildings could be accommodated with minimal landscape and visual impact.</p>
<b>Impact on residential amenities</b>	<p>The school site is separated from nearby dwellings by existing trees and mature hedges, including some woodland, open space / playing fields, roads, some with wide verges, and non-residential land uses. The most sensitive location is the boundary to the south west near the rear of properties in St Agnells Lane.</p>
<b>Ecology</b>	<p>The mature hedges and trees on the site boundaries and within the southern part of the site are likely to be the most significant features of ecological interest on the site. The southern eastern part of the site adjacent to the adjoining woodland is likely to be the most sensitive part of the site, due to the proximity to the ancient woodland.</p>

<b>Noise sources</b>	There are unlikely to be any significant sources of noise affecting the school site, bearing in mind the suburban location without any major roads in the immediate vicinity of the site.
<b>Air quality</b>	There are unlikely to be any significant sources of poor air quality affecting the school site, bearing in mind the suburban location without any major roads in the immediate vicinity of the site. There are no Air Quality Management Areas near the site.
<b>Flood risk</b>	The Government's flood risk maps indicate that the school is not located near any areas identified as at risk of fluvial flooding.
<b>Surface water flooding</b>	The Government's flood risk maps indicate that there is an area at high risk of surface water flooding next to the school buildings and an area at low risk of surface water flooding on the playing fields to the south. Cupid Green Playing Fields to the south of the school site is subject to more extensive surface water flooding.
<b>Groundwater source protection area</b>	The MAGIC website indicates that the eastern part of the school site is located in the Total Catchment Area of a Groundwater Source Protection Zone.
<b>Minerals</b>	Not applicable
<b>Agricultural land quality</b>	Not applicable
<b>Rights of way</b>	A public footpath runs along the southern boundary of the school site. A further public footpath passes through an area of woodland to the south eastern of the school site.  Immediately to the east of the school site is a former lane, which is a Public Bridleway.
<b>EXISTING PLANNING CONSTRAINTS AND DESIGNATIONS</b>	
<b>Existing and emerging local plan site specific designations - affecting site</b>	The adopted Local Plan Proposals Map indicates that the school site and land to the north and east is included in an area of Open Land within the settlement of Hemel Hempstead, to which policies 9 and 116 apply. Policy 9 has not been saved. Policy 116 seeks to protect open land from building and other inappropriate development. Ancillary buildings and works, additions, replacement and redevelopment of buildings and changes of use are required to satisfy a number of conditions. The primary planning purpose is to maintain the generally open character of the land.  Woodhall Wood to the east of the school is identified as subject to designation EN1 - proposed Local Nature Reserve. However, the site has been deleted from the Local Plan.  A small area to the south west of the school is identified as subject to designation C3 - social and community facilities – proposed new church and meeting rooms. However, the site has been deleted from the Local Plan.

	<p>The Local Plan is in the process of being replaced by the new Dacorum Local Plan, although this is currently on hold pending the preparation of a mitigation strategy to protect the Chiltern Beechwoods SAC from both existing and future recreational pressures associated with residential development.</p> <p>The draft Site Allocations Map Book (2006 to 2031) identifies the woodland to the east of the site as an Ancient woodland.</p>	
<b>Heritage assets (on site or adjoining site)</b>	Archaeology:	No archaeological designations affecting site or immediate vicinity of site.
	Listed buildings:	None on the site or immediately adjacent to the site. There is a listed building – St Agnell's farmhouse to the north of Cupid Green Lane to the north.
	Conservation area:	None near site.
	Other:	No Registered Parks and Gardens or Registered Battlefield near the site.
<b>Wildlife designations (on site or adjoining site)</b>	International:	None on or near the site, although the site is located in a number of SSSI Impact Risk Zones where planning applications are assessed for likely impacts on SSSIs / Special Areas of Conservation / Special Protection Areas / Ramsar sites.
	National:	None on or near the site, although the site is located in a number of SSSI Impact Risk Zones (see above).
	County / local:	<p>Woodhall Wood to the south east of the school site is identified as a County Wildlife Site and also as Ancient and Semi-Natural Woodland. The ancient woodland designation extends partly onto the school site. It was formerly identified as a proposed Local Nature Reserve but this designation has been deleted.</p> <p>There are no Local Nature Reserves or designated Sites of Importance for Nature Conservation on or near the school.</p>
<b>SCHOOL EXPANSION POTENTIAL</b>		
<b>Expansion potential to 6FE/8FE/10FE</b>	On existing site:	The existing school site should be of sufficient size to meet the BB103 minimum recommended size for a 7FE secondary school, which represents a 1FE expansion (assuming full PAN numbers and a 45% 6 <sup>th</sup> form staying on rate, which is higher than the current rate).

		It would be below the minimum size recommended for an 8FE school (assuming full PAN numbers and a 45% staying on rate).
	Off site:	If the immediately adjoining land to the north (owned by HCC), which is currently reserved for a new primary school, were to be added to the school site, the overall site should be of sufficient size to be able to accommodate a 9FE secondary school, which represents a further 2FE expansion over and above that of the existing site (assuming full PAN numbers and 45% staying on rate).
<b>Potential for complete rebuild and replacement</b>	<p>There may be potential for the complete rebuild and replacement of the existing school buildings, subject to feasibility work and being acceptable in the Open Land designation (subject to discussions with Dacorum BC).</p> <p>A new building could be located on the existing playing fields either to the north, or south, of the existing buildings. This would enable a new, single, taller building (two or three storeys) to be accommodated, which makes more efficient use of the site, with a smaller footprint. The existing buildings would then be demolished and the land changed to playing fields. This may enable the building zone to be reduced and the playing field zone to be increased. This may enable further expansion of the school to 10FE (subject to feasibility work).</p> <p>A relocated building could make use of the existing accesses to Agnells Lane.</p>	
<b>Build zone</b>	<p>The school building zone has an area of 2.36ha.</p> <p>Part of the site is in the process of being redeveloped with new school buildings, with room allowed for future expansion (unspecified amount). There is also scope for the replacement of a number of single storey early 1960's buildings within the building zone, which are nearing the end of their useful life without major refurbishment. There may be potential for replacing these with new two or three storey buildings which would make more efficient use of the site.</p> <p>The existing building zone should be able to accommodate an expansion to 7FE. Subject to detailed design and feasibility work it may also be able to accommodate an expansion to 9FE.</p> <p>If necessary there is scope for expanding the building zone to the south without impinging on the area of useable playing fields. This would increase the building zone by 0.23ha to give a total of 2.59ha.</p>	
<b>Playing fields</b>	If the school were to expand beyond 7FE there is potential for expanding onto immediately adjoining HCC land to the north (subject to the land not been needed for a new primary school).	
<b>Proposed access</b>	Pedestrian / cycle:	Existing accesses to St Agnells Lane. There may be scope for additional accesses to a footpath to the south and a bridleway to the east.

		It may be necessary to enhance cycle links to a cycleway running along Redbourn Road to the south and Nicky Line cycleway further to the south.
	Public transport:	There are a number of bus routes near the school which may need enhancement if the school were to expand.
	Vehicular:	The existing accesses may need to be improved if the school were to be expanded. However, the grass verges / greenswards alongside St Agnells Lane are registered common land / open access land and so may require separate consent under the Commons Act 2006. It may also be necessary to provide compensatory land for any land required for the access.
	Preliminary highway and access appraisal:	To be advised.

## ADVANTAGES AND DISADVANTAGES

<b>Advantages</b>	<ul style="list-style-type: none"> <li>• The site is an existing school site with educational use.</li> <li>• The school site is in single ownership, and the adjoining land to the north is owned by HCC (currently reserved for a new primary school so may not be available).</li> <li>• The existing site is of sufficient size for a 1FE expansion to 7FE.</li> <li>• There is also potential for expanding the school site using the adjoining HCC land, assuming it is not required for a new primary school, so that it would be of sufficient size for a 2FE expansion, potentially giving an overall size of 9FE.</li> <li>• The site is available.</li> <li>• The site is relatively flat / gently sloping and significant re-grading would be unlikely to be needed.</li> <li>• Vehicular access is already available from St Agnalls Lane.</li> <li>• Pedestrian/cycle access is already available from St Agnalls Lane to the west, and could be achieved from the bridleway to the east, Cupid Green Lane to the north (if adjoining HCC land added to the site), and/or a public footpath and open space to the south.</li> <li>• The site lies adjacent to a number of bus routes with bus stops close to the site.</li> <li>• The existing school buildings (and potential new buildings) are relatively well screened by existing trees and hedges and so would not impact significantly on views or the townscape / landscape.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Although there are trees on the perimeter of the site, to the north of the buildings and across the southern playing field, there is scope for expansion without needing to remove areas of vegetation (subject to a sensitive design and layout)</li> <li>• The site lies within the urban area of Hemel Hempstead (although it is part of the green gap / open land between the Grovehill and Woodhall Farm neighbourhoods).</li> <li>• There would be limited ecological impact [subject to further investigations].</li> <li>• The site is not at significant risk of flooding [subject to further investigations].</li> <li>• The site is not located near any noise sources.</li> <li>• The site lies outside the Green Belt.</li> <li>• The site lies outside an AQMA.</li> <li>• The site does not lie in a Minerals Consultation Area.</li> <li>• The site is not in an Area of Archaeological Importance.</li> <li>• There would be no impacts on designated heritage assets.</li> <li>• The site is not in a designated rural area.</li> <li>• The site does not have any international, national or local wildlife, habitat or biodiversity designations (apart from a very small area of ancient woodland which just extends onto the site, which can easily be avoided).</li> <li>• The site is not traversed by any public rights of way.</li> </ul>
<p><b>Disadvantages</b></p>	<ul style="list-style-type: none"> <li>• The adopted Local Plan includes the site in an area of Open Land where the primary planning purpose is to maintain the generally open character by protecting it from building and other inappropriate development.</li> <li>• Although there are existing vehicular accesses from St Agnalls Lane they cross registered common land / open access land. This may limit the scope for improvements, in particular widening the accesses and possibly forming an in-out access arrangement. A separate consent procedure is required under the Countryside and Rights of Way Act for works affecting the designated land. Any loss of common land may also need to be compensated by alternative provision nearby.</li> <li>• Land adjoining the bridleway to the east of the site and Cupid Green Lane to the north is also registered common land / open access land, which would have implications for any alterations.</li> <li>• Apart from the bridleway there are no dedicated cycle routes in the immediate vicinity of the school, although there are routes further away along Redbourn Road to the south and the Nicky Line further to the south.</li> </ul>

- There are existing trees on the perimeter of the site, to the north of the buildings and across the southern playing field.
- A small part of the site is at risk of surface water flooding.
- A small part of the site is identified as an ancient woodland.

## SITE LAYOUT PRINCIPLES

A BB103 compliant 7FE secondary school site could be accommodated on the existing site, or a 9FE secondary school site if adjoining HCC land (reserved for a primary school) were to be added to the school site.

1. Development principles plan 5309/113
2. Total site area (existing and proposed): 9.10ha (existing) / or 11.13ha (existing plus adjoining HCC land).
3. Build zone (existing and potential expansion area): 2.59ha
4. Playing fields (existing and potential location for expansion area): 8.54ha
5. Vehicular access/egress (existing and proposed): St Agnells Lane
6. Pedestrian / cycle access (existing and proposed): St Agnells Lane. Also, potential for access to bridleway to east and footpath to south.

## SUMMARY

The school site should be of sufficient size to be able to accommodate an expansion from 6FE to 7FE. If the adjoining HCC land, currently reserved for a new primary school, were not required for the primary school, and were to be added to the school site, the combined site should be of sufficient size to be able to accommodate a further expansion from 7FE to 9FE (subject to further investigations).

The site is relatively free of planning and environmental constraints and designations, apart from:

- Open Land - the site is included in an area of Open Land separating the Grovehill and Woodhall Farm neighbourhoods, where the primary planning purpose is to maintain the generally open character.
- Common Land – the existing vehicular accesses cross an area of registered common land which would affect the scope and procedures for making any alterations.
- Surface water flood risk – a small part of the site is subject to surface water flood risk. However, there should be sufficient land within the site to mitigate any impact.
- Ancient woodland – a small part of the site is identified as an ancient woodland, although this can be relatively easily avoided.
- Trees - there are a number of trees and tree belts on the site. However, there is scope for expansion without needing to remove these (subject to a sensitive design and layout)

There would appear to be scope for expanding the school by at least 1FE within the existing building zone by utilising areas which have been identified by the school for further expansion, and/or by replacing existing single and two storey early 1960's buildings with newer buildings with additional storeys which would make more efficient use of the site, although this could have implications for the Open Land designation. There is also potential scope for one or two adjustments to the building

zone to accommodate school expansion without impacting significantly on the area of playing fields (subject to implications for Open Land designation).

- Current operating school size: 6FE
- Current site capacity: 7FE
- Potential additional capacity:
  - Existing site: 1FE
  - Land to north: 2FE (assuming not required for new primary school)
- Total potential: +3FE

## CONCLUSION

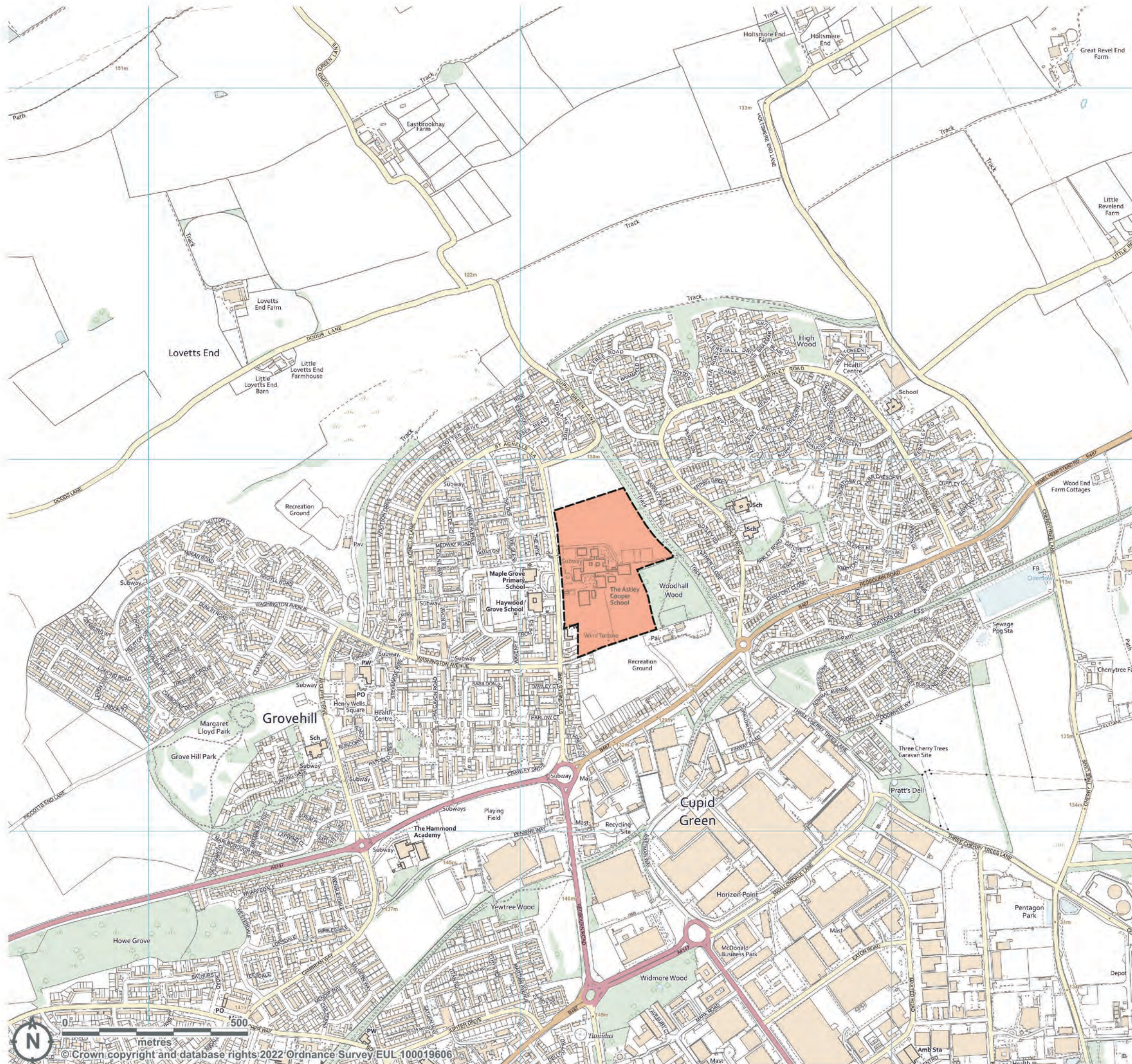
This site is recommended for further consideration. The following site investigations are recommended:

- Topographical survey
- Detailed transportation / access study, including identifying opportunities to enhance links to existing cycleways along Redbourn Road and the Nicky Line, and any alterations to existing accesses.
- Ecological assessment
- Heritage / archaeological assessment
- Tree survey
- Flood risk assessment
- Services / utilities assessment
- Common Land – investigate implications for school expansion, in particular alterations or improvements to vehicular access

Following the completion of these site investigations, and depending on their conclusions, the following are recommended:

- Preliminary appraisal of existing buildings – to establish which buildings should be retained and which could possibly be replaced (depending on age / condition / size / height / number of storeys)
- Feasibility layout plan - looking in more detail at the scope for accommodating a school expansion, in particular new / replacement school buildings and other uses such as car parking. (At this stage it should not be necessary to commission architectural drawings).
- Discussions with Dacorum BC regarding implications of school expansion on Open Land designation





### HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

The Astley Cooper School:  
Location plan

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>110</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:10000</b>

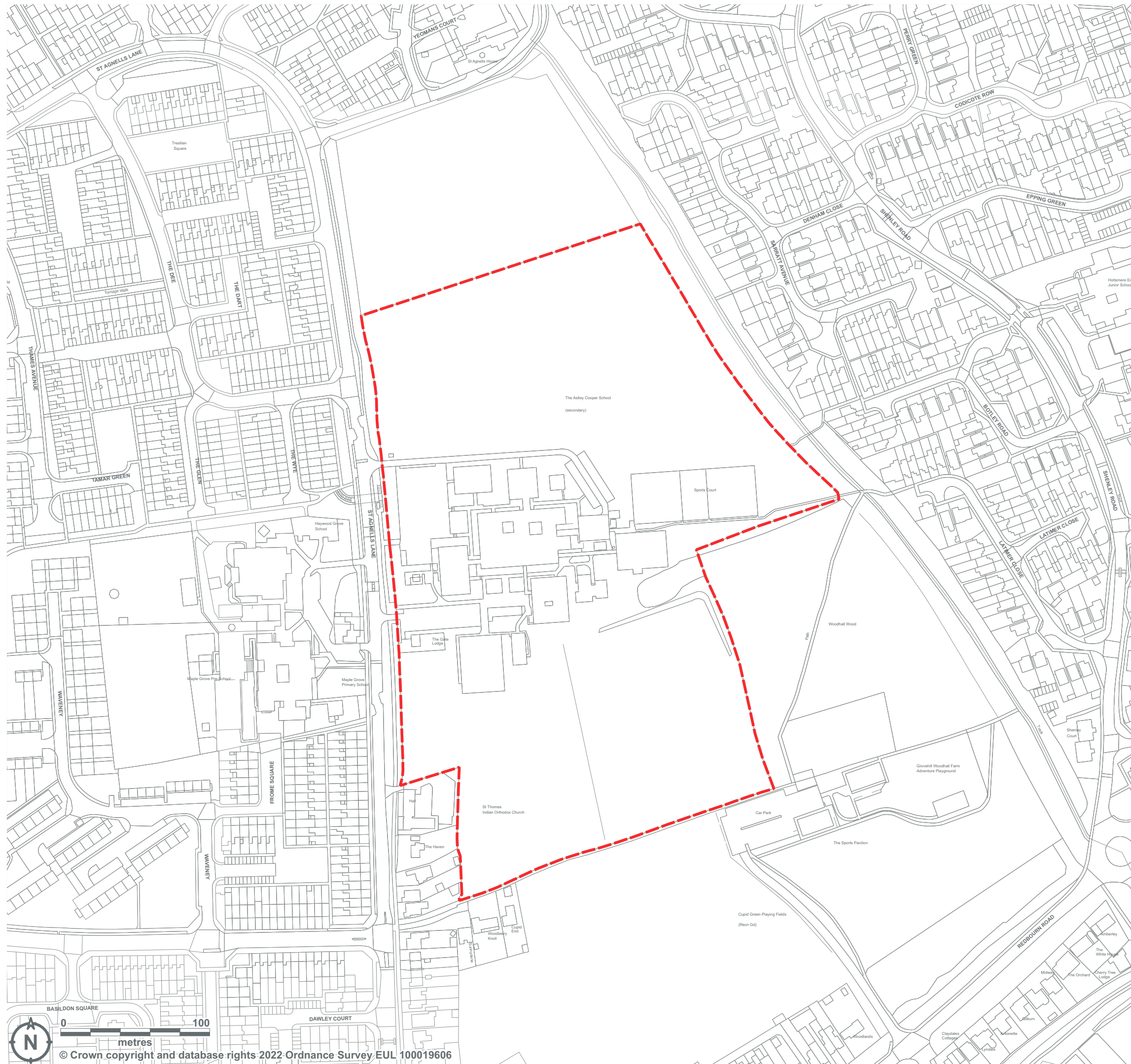
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**HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH**

The Astley Cooper School:  
Identification plan

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>111</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:2500</b>

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**HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH**

The Astley Cooper School:  
Aerial photograph

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>112</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:2500</b>

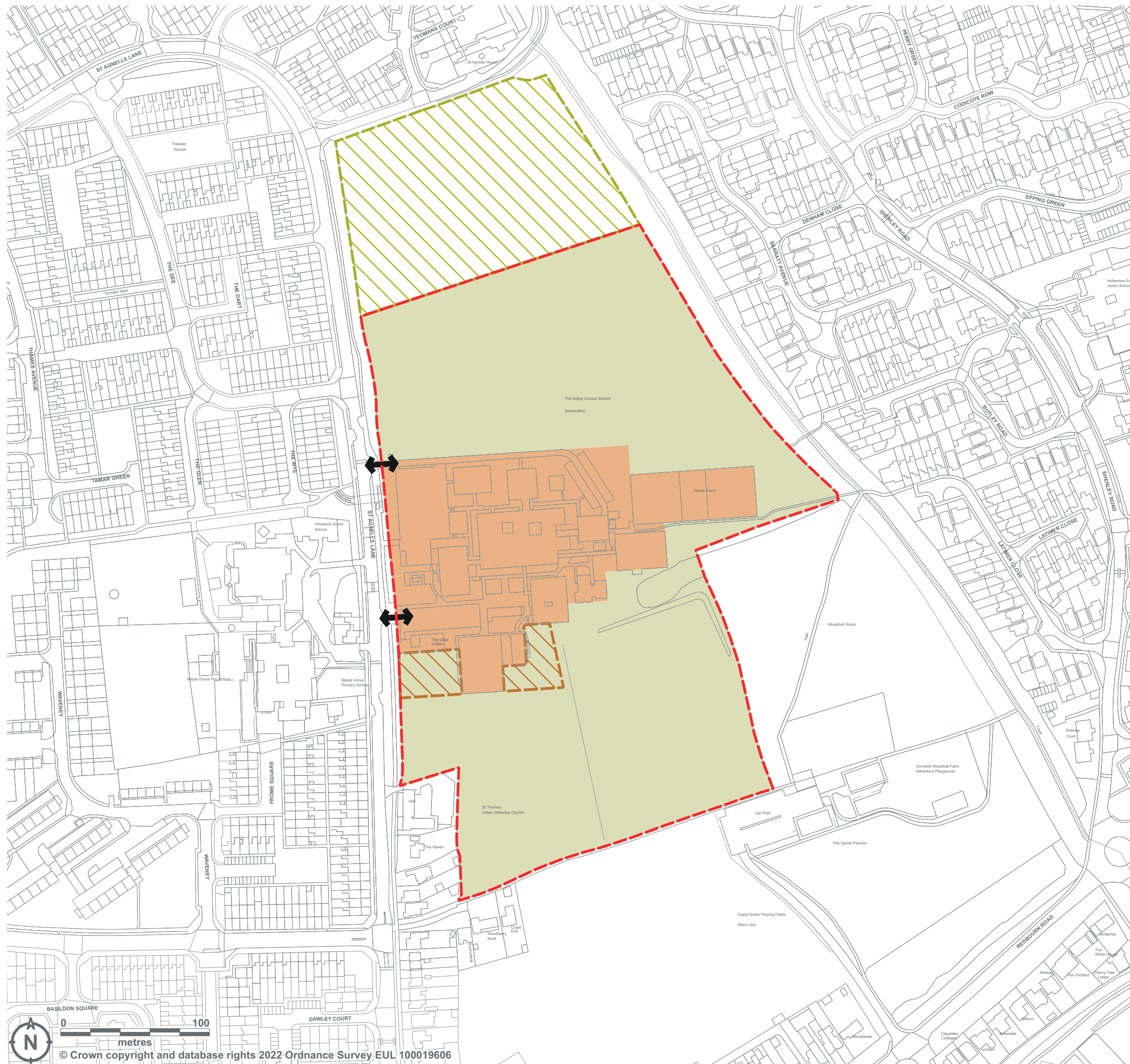
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- THE ASTLEY COOPER SCHOOL  
9.10ha
- BUILDING ZONE  
2.36ha
- BUILDING ZONE EXTENSION  
0.23ha
- PLAYING FIELD ZONE  
6.74ha
- POTENTIAL PLAYING FIELD  
ZONE EXTENSION 2.03ha
- ↔ EXISTING/PROPOSED  
ACCESS & EXIT

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

The Astley Cooper School:  
Development principles

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>113</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	MAY 2022	1:2500

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## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: EXISTING SCHOOL SITES

### SITE DETAILS: THE HEMEL HEMPSTEAD SCHOOL

<b>Site Reference and address</b>	<p>The Hemel Hempstead School, Heath Lane, Hemel Hempstead, HP1 1TX</p> <p>Site location plan: 5378/130</p> <p>Site identification plan: 5378/131</p> <p>Aerial photograph: 5378/132</p> <p>Development principles plan: 5378/133</p>	
<b>Type/Category of school</b>	Secondary Mixed Foundation	
<b>Existing site area</b>	<p>Total: 7.34ha</p> <p>Building zone: 3.96 ha</p> <p>Playing Fields zone: 3.38 ha</p>	
<b>Current size/capacity (FE)</b>	Current operating school size:	<p>7.2FE</p> <p><i>[Note: BB103 net capacity site assessment (Sept 2019): 7.23FE PAN (1085/236)]</i></p>
	Current site capacity:	5FE
	Difference:	-2.2FE
	Pupil numbers:	<p>Published Admission Number = 217</p> <p><u>HCC Spring 2022 school census</u></p> <p>Actual admissions (year 7) = 215</p> <p>Number of children on roll = 1259</p> <p>6<sup>th</sup> form (years 7 &amp; 8) = 252</p> <p><i>Published Admission Number – maximum number of pupils the school is admitting.</i></p>
<b>Land ownership</b>	<p>We understand that the site is owned by the school.</p> <p>Hertfordshire CC owns a former music centre to the south, which was formerly part of the school site and is now fenced off. It is currently vacant. Proposals are being progressed for its development.</p>	
<b>Existing use / occupiers</b>	Education use.	



<b>Buildings</b>	The school comprises a mixture of the original 1930's school building which is mostly two storeys, with two central courtyards. A number of 1950s / 60s single and two storey buildings and a number of more recent building which are mostly two storeys. These include North Block (2019), sports hall and South Block (approximately 3 years old) and a 1980's drama building. There is also a recent all weather pitch (2017).
<b>Planning history (since 2000)</b>	<p>4/0923-01: Science laboratory extension – Approved 15/08/2001 (LPA: HCC)</p> <p>4/1677-03: 2 storey classroom extension and extension of car park for additional car parking – Approved 31/08/2004 (LPA: HCC)</p> <p>PL\0033\08: New performance block and hard play area - Approved 25/04/2008 (LPA: HCC)</p> <p>4/00749/08/LDP: Solar panel array - Approved 02 Jun 2008 (LPA: DBC)</p> <p>PL\CCMIN0132\08: Temporary building for food technology facility. Single storey, flat roof modular system build unit – Approved 26/01/2009 (LPA: HCC)</p> <p>PL\CCMIN0175\09: External two storey brick cavity lift shaft with window walling to first floor, over rear doors - Approved 16/07/2009 (LPA: HCC)</p> <p>4/00419/09/FUL: 6kw wind turbine with 15 m tower - Application withdrawn 11 May 2009 (LPA: DBC)</p> <p>4/01656/10/FUL: Installation of pedestrian gate to Anchor Lane – Approved 24 Nov 2010 (LPA: DBC)</p> <p>4/00174/16/FUL: Creation of new external sports pitch with associated features including: 3G artificial grass pitch, construction of perimeter ball-stop fencing, installation of hard-standing areas, maintenance and emergency access, installation of artificial lighting - Approved 23 Dec 2016 (LPA: DBC)</p> <p>4/00683/17/DRC: Details required by condition 17 (storage facilities) of planning permission 4/00174/16/FUL - Approved 10 May 2017 (LPA: DBC)</p> <p>4/00689/17/DRC: Details required by condition 14 (written scheme of investigation) of planning permission 4/00174/16/FUL - Approved 17 May 2017 (LPA: DBC)</p> <p>4/00810/17/DRC: Details required by condition 10 (planting) attached to planning permission 4/00174/16/FUL - Approved 22 Jun 2017 (LPA: DBC)</p> <p>4/01053/17/DRC: Details of contamination required by conditions 11 and 12 of planning permission 4/00174/16/FUL - Approved 19 Jun 2017 (LPA: DBC)</p> <p>4/01802/17/DRC: Details required by condition 6 (alternative cricket pitch) and 9 (details of bunds) attached to planning permission</p>

	<p>4/00174/16/FUL – Approved 05 Mar 2019 (LPA: DBC)</p> <p>PL\0858\17: Proposed application for the demolition of existing science block, caretakers house, gym and girls changing rooms. Erection of a 2 storey music and science block, a new community sized sports hall and infill to dining courtyard to increase the school by 1FE – Approved 26/01/2018 (LPA: HCC)</p> <p>PL\0911\18: Non material amendment for the demolition of existing science block, caretaker's house, gym and girl's changing rooms. Erection of a two storey music and science block, a new community sized sports hall and infill dining courtyard to increase the school by 1FE - No decision available online (LPA: HCC)</p> <p>4/02178/19/ROC: Variation of condition 6 (alternative cricket pitch) attached to planning permission 4/00174/16/FUL - Approved 26 Nov 2019 (LPA: DBC)</p>	
<p><b>Current / committed proposals for expansion / development at school</b></p>	<p>We are advised that the school expanded from 6FE to 7FE from September 2019.</p> <p>We understand that there are current proposals with the Department for Education for the demolition and replacement of a number of older buildings (not original 1930's Grammar School building, the exterior of which is currently being refurbished). Feasibility work has been completed and the proposals are at the procurement stage. Proposals may not increase school capacity. No further details were available.</p> <p>We understand that there are also proposals for the replacement of the existing hard surfaced play area at the southern end of the site, which is used in conjunction with the adjoining Hemel Hempstead Sports Centre.</p>	
<p><b>Adjoining uses</b></p>	<p>North:</p>	<p>Anchor Lane adjoins the site to the north. Beyond this is an area of mainly two storey semi-detached 1930s houses.</p>
	<p>East:</p>	<p>Heath Lane adjoins the site to the east. Beyond this comprises, from north east to south west – South Hill Primary School which is a mostly a relatively new two storey building, a large Victorian house, 1930s semi-detached two storey houses, 1960s two storey terraced and semi-detached houses, and Hemel Hempstead leisure Centre with car parks.</p> <p>Beyond these is the town centre.</p>
	<p>South:</p>	<p>Group of older buildings, including former farm buildings, including a large barn, which were used as a music centre as part of the school, but no longer part of the school and are currently empty. Beyond these is St John's Road with a large area of open space beyond (Blackbirds Moor / Heath Park).</p>

	West:	Residential – mostly 2 storey 1960s terraced and detached houses, which back on to the school site, with relatively short gardens. Small close of 2 storey semi-detached 1950's houses to the south west, also backing on to school site.
<b>Topography</b>	The school occupies the southern end of a spur of higher land lying to the west of Hemel Hempstead town centre, with the land dropping away to the south, east and west. The land continues to rise to the north. Much of the site has been terraced to accommodate the buildings and sports pitches.	
<b>Water courses/features</b>	None shown on OS maps or aerial photographs.	
<b>Vegetation</b>	Belts of mature trees and shrubs or hedges alongside most of the site boundaries, notably adjacent to Heath Lane, with two rows of mature trees crossing the site in an east – west direction.	
<b>ACCESSIBILITY</b>		
<b>Vehicular access</b>	Two existing vehicular accesses. One from Heath Lane to the north east and one from Anchor Lane to the north west.	
<b>Cycle access</b>	No dedicated facilities near school.	
<b>Pedestrian access</b>	Pedestrian accesses from Heath Lane and Anchor Lane. No dedicated facilities other than roadside footways.	
<b>Public transport</b>	<p>Bus stops located on Beechfield Road and St John's Road near site. Served by bus routes 51, H10 and H11. The school is located relatively close to Hemel Hempstead Town Centre which is served by a large number of bus services either terminating at the Marlowes Bus Station or calling on route.</p> <p>The school is located within 1km distance of Hemel Hempstead Railway Station, which is also served by a large number of bus routes.</p>	
<b>High level transport appraisal (conclusions)</b>	To be advised	
<b>ENVIRONMENTAL IMPACT</b>		
<b>Landscape and visual impact</b>	The school site is within the built up area of Hemel Hempstead. The existing buildings are located on a hill top location but their visual impact is reduced by the existing mature trees and landscaping on the site boundaries. Provided this landscaping is retained the visual impact of any new buildings would be minimised.	
<b>Impact on residential amenities</b>	The school site is separated from nearby dwellings by existing trees, and roads to the north, south and east. The most sensitive location is the west where houses back on to the school site.	
<b>Ecology</b>	The mature trees adjacent to the site boundaries are the most significant feature of ecological interest on the site.	

<b>Noise sources</b>	There are unlikely to be any significant sources of noise affecting the school site, bearing in mind the location without any major roads in the immediate vicinity of the site.	
<b>Air quality</b>	There are unlikely to be any significant sources of poor air quality affecting the school site, bearing in mind the location without any major roads in the immediate vicinity of the site. There are no Air Quality Management Areas near the site.	
<b>Flood risk</b>	The Government's flood risk maps indicate that the school is not located near any areas identified as at risk of fluvial flooding.	
<b>Surface water flooding</b>	The Government's flood risk maps indicate that there are one or two small isolated areas next to the buildings at low risk of surface water.	
<b>Groundwater source protection area</b>	The MAGIC website indicates that the school is not located in a Groundwater Source Protection Zone.	
<b>Minerals</b>	Not applicable	
<b>Agricultural land quality</b>	Not applicable	
<b>Rights of way</b>	There are no public rights of way on the site or adjoining the site.	
<b>EXISTING PLANNING CONSTRAINTS AND DESIGNATIONS</b>		
<b>Existing and emerging local plan site specific designations - affecting site</b>	<p>The adopted Local Plan Proposals Map indicates that the school site and land to the north and east is included in an area of Open Land within the settlement of Hemel Hempstead, to which policies 9 and 116 apply. Policy 9 has not been saved. Policy 116 seeks to protect open land from building and other inappropriate development. Ancillary buildings and works, additions, replacement and redevelopment of buildings and changes of use are required to satisfy a number of conditions.</p> <p>The Local Plan is in the process of being replaced by the new Dacorum Local Plan, although this is currently on hold pending the preparation of a mitigation strategy to protect the Chiltern Beechwoods SAC from both existing and future recreational pressures associated with residential development.</p> <p>The draft Site Allocations Map Book (2006 to 2031) does not identify any changes to the Proposals Map affecting the site</p>	
<b>Heritage assets (on site or adjoining site)</b>	Archaeology:	No archaeological designations affecting site or immediate vicinity of site. There is a County Sites and Monuments Recorded site on the school site. It relates to excavations ahead of construction of an artificial sports pitch, which did not find any archaeological remains.
	Listed buildings:	There are no listed buildings on the site but there are 3 listed buildings immediately adjacent to the southern boundary of the site – Heath

		<p>Farmhouse, Heath Barn and Heath Barn Cottage. The southern part of the school site forms part of the setting of these buildings.</p> <p>The original 1930's grammar school building is a particularly attractive and imposing building which could be considered to be a heritage asset, although it is not a statutory listed building, or a locally listed building. It is likely that the local planning authority would seek to retain the building and respect its setting, particularly the area to the front of the main, south facing, elevation.</p>
	Conservation area:	None near site.
	Other:	No Registered Parks and Gardens or Registered Battlefield near the site.
<b>Wildlife designations (on site or adjoining site)</b>	International:	None on or near the site, although the site is located in a number of SSSI Impact Risk Zones where planning applications are assessed for likely impacts on SSSIs / Special Areas of Conservation / Special Protection Areas / Ramsar sites.
	National:	None on or near the site, although the site is located in a number of SSSI Impact Risk Zones (see above).
	County / local:	There are no Local Nature Reserves, Ancient Woodlands, Sites of Interest for Nature Conservation, or County Wildlife sites on or near the school.
<b>SCHOOL EXPANSION POTENTIAL</b>		
<b>Expansion potential to 6FE/8FE/10FE</b>	On existing site:	<p>The existing school site is significantly below the BB103 recommended minimum sizes for the number of pupils currently at the school and for a 7.2FE school, assuming full PAN numbers (7.2FE) and a 55% 6th form staying on rate, which is slightly lower than the existing rate (58.8%). Based on the size of site it below the minimum size recommended for a 6FE school.</p> <p>The school site is therefore below the minimum size recommended to be able accommodate an expansion.</p>
	Off site:	<p>There is one area of open land within 400m of the school site:</p> <p>Boxmoor Common / Blackbirds Moor, part of which is used as a cricket pitch (Boxmoor Cricket</p>

		<p>Club), a short distance to the south of the school site. It is located approximately 400m walking distance from the school entrance, although a rear entrance to the school could provide a shorter route.</p> <p>This may potentially provide an opportunity for shared use of the cricket pitch to facilitate an expansion of the school (subject to discussions with Box Moor Trust and the cricket club).</p> <p>However, if the school were to expand to say 8FE an area of detached playing fields of approximately 3ha would be needed to make the overall school site of sufficient size to meet BB103's recommended minimum site area for an 8FE school. This area would be significantly larger than the area of the cricket pitch, which is quite small (approximately 1.41ha). Boxmoor Common / Blackbirds Moor is a registered common, open access land, which is protected for public use. It is well treed and managed in an environmentally sensitive way. We are not sure that a school use would be compatible with these and so consider that this would not be a suitable location for a detached playing field (other than possible use of the cricket pitch for cricket – subject to discussions).</p> <p>There are no other areas of open land within 400m of the school site.</p> <p>There is therefore no potential for expansion with an off-site playing field.</p>
<p><b>Potential for complete rebuild and replacement</b></p>		<p>It would be difficult to accommodate a complete rebuild and replacement of the existing school buildings on the site, other than on the site of the existing buildings and recently constructed all weather pitch, bearing in mind the relatively small size of the site, changes in level, existing trees, and the likely need to retain the old imposing former Grammar School building which may be considered to be a heritage asset. This would make the provision of replacement playing pitches on the site of the existing buildings difficult.</p> <p>The relatively small size of the site and the lack of potential for a detached playing field means that a complete rebuild and replacement would be unlikely to increase the capacity of the school.</p>
<p><b>Build zone</b></p>		<p>The school building zone has an area of 3.96ha (including detached hard play area and car park at the south eastern corner of site).</p> <p>There is little potential for expanding the building zone without reducing the already relatively small area of playing fields.</p> <p>There is scope for the replacement of a number of single storey 1950's buildings within the building zone, which are nearing the end of their useful life without major refurbishment. There may be potential for</p>

	replacing these with new two or three storey buildings which would make more efficient use of the site (subject to Open Land designation). Note: The current proposals for the school may involve this but we have no details.	
<b>Playing fields</b>	The existing area of playing fields is already limited with no scope for increasing the area on site. The school already has a relatively recent all-weather pitch.	
<b>Proposed access</b>	Pedestrian / cycle:	There are existing pedestrian accesses to Heath Lane and Anchor Lane. There are no dedicated cycleways or routes near the site. There is little potential for improving pedestrian or cycle access.
	Public transport:	There are a number of bus routes and bus stops on Beechfield Road and St John's Road near the school. It may be necessary for these to be enhanced if the school were to expand.
	Vehicular:	There are existing vehicular accesses to Heath Lane and Anchor Lane. It would be difficult to improve these without resulting in the loss of a number of trees, which would damage the appearance of the area. However, the current accesses should be adequate to serve an expansion of the school.
	Preliminary highway and access appraisal:	To be advised.

## ADVANTAGES AND DISADVANTAGES

<b>Advantages</b>	<ul style="list-style-type: none"> <li>• The site is an existing school site with educational use.</li> <li>• The school site is in single ownership, which we understand is the school.</li> <li>• The site is available.</li> <li>• Vehicular access is already available from Heath Lane and Anchor Lane and is unlikely to need significant improvement.</li> <li>• Pedestrian/cycle access is already available from Heath Lane and Anchor Lane and is unlikely to need significant improvement.</li> <li>• The site lies within approximately 100m of existing bus routes, with a number of bus stops near the site.</li> <li>• The site lies within the urban area of Hemel Hempstead (although it is part of a designated area of open land).</li> <li>• There would be limited ecological impact [subject to avoiding and retaining existing trees, a sensitive design and layout, and further investigations].</li> </ul>
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	<ul style="list-style-type: none"> <li>• The site is not at significant risk of flooding [subject to further investigations].</li> <li>• The site is not located near any significant noise sources.</li> <li>• The site lies outside the Green Belt.</li> <li>• The site lies outside an AQMA.</li> <li>• The site does not lie in a Minerals Consultation Area.</li> <li>• The site is not in an Area of Archaeological Importance.</li> <li>• The site is not in a designated rural area.</li> <li>• The site does not have any international, national or local wildlife, habitat or biodiversity designations.</li> <li>• The site is not traversed by any public rights of way.</li> </ul>
<b>Disadvantages</b>	<ul style="list-style-type: none"> <li>• The existing school site is already below the minimum size recommended for the size of the existing school (ie 7.2FE), or for the number of pupils. The school site is below the minimum size to be able accommodate an expansion, unless a detached playing field can be provided to meet the minimum size site needed.</li> <li>• The only possibility for a detached playing field is for a possible shared use of a cricket ground (subject to discussions and agreement with Box Moor Trust and cricket club), which would only be able to be used for cricket and would not be large enough to meet the recommended site area for any expansion.</li> <li>• Although there are no designated heritage assets on the site there are a number of listed buildings immediately adjoining the site. Also, the older Grammar School building is a particularly attractive building which could be considered to be an undesignated heritage asset and is likely to need to be retained.</li> <li>• There are a number of mature trees on the boundaries of the site and within the site, which are likely to need to be retained as they make an importance contribution to the character of the area.</li> <li>• There are a number of significant changes in level within the site, which may require regrading.</li> <li>• The adopted Local Plan includes the site in an area of Open Land where the primary planning purpose is to maintain the generally open character by protecting it from building and other inappropriate development.</li> <li>• There no dedicated cycle routes in the immediate vicinity of the school.</li> <li>• A small part of the site is at risk of surface water flooding.</li> </ul>

## SITE LAYOUT PRINCIPLES

A BB103 compliant 8FE secondary school site could not be accommodated on this site:

1. Development principles plan 5309/133



2. Total site area (existing and proposed): 8.75ha (7.34ha, plus cricket pitch 1.41ha)
3. Build zone (existing and potential expansion area): 3.96ha
4. Playing fields (existing and potential location for expansion area): 4.79ha (3.38ha, plus cricket pitch 1.41ha)
5. Vehicular access/egress (existing and proposed): Heath Lane and Anchor Lane
6. Pedestrian access (existing and proposed): Heath Lane and Anchor Lane

## SUMMARY

The existing school site is already below the minimum size recommended for the size of the existing school (ie 7.2FE), or for the number of pupils. It is also below the minimum size recommended for a smaller 6FE school. The school site is below the minimum size to be able accommodate an expansion, unless a detached playing field can be provided to meet the minimum size site needed.

There is only one area of open land within 400m crowfly distance of the site, which could possibly provide an opportunity for a detached playing field. This is a cricket pitch used by Boxmoor Cricket Club, on part of Boxmoor Common / Blackbirds Moor, which is a sensitive location – being a registered common, open access land, and open space, and which is relatively well treed and crossed by a number of paths. It is within 400m walk of the school entrance, although a rear entrance to the school could provide a shorter route. However, the cricket ground is only likely to be able to be used for cricket and it would need to be the subject of discussions with Box Moor Trust and the cricket club and would need their agreement, which may not be possible. It is also relatively small and would not be of sufficient size to enable the school to expand.

The site is relatively free of planning and environmental constraints and designations, apart from:

- Open Land - the site is included in an area of Open Land where the primary planning purpose is to maintain the generally open character.
- Heritage assets - although there are no designated heritage assets on the site a number of listed buildings adjoin the site and the older Grammar School building could be considered to be an undesignated heritage asset and is likely to need to be retained.
- Surface water flood risk – a small part of the site is subject to surface water flood risk. However, there should be sufficient land within the site to mitigate any impact.
- Mature trees and changes in level

The relatively small school site means that the school does not have scope for expansion.

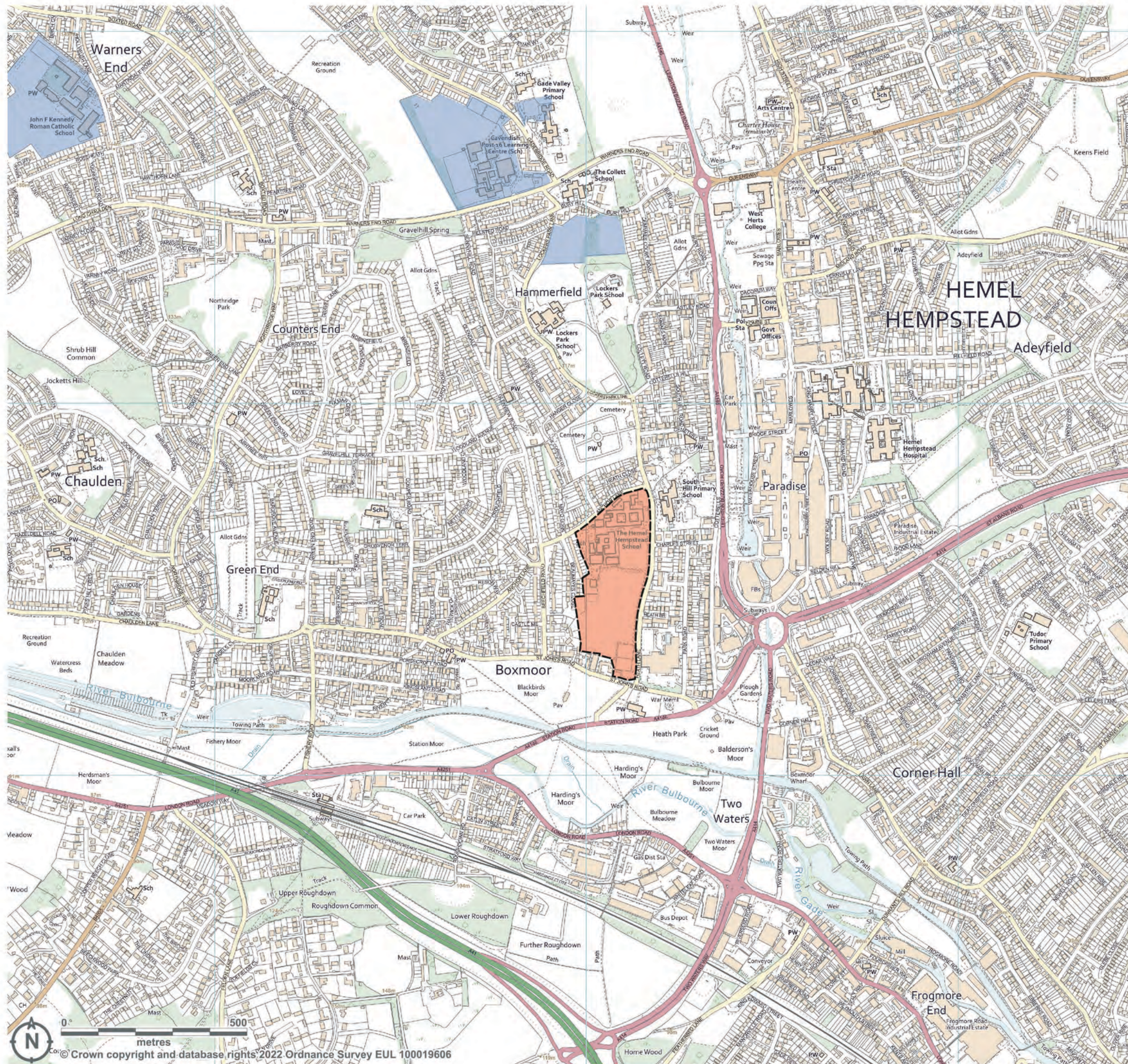
- Current operating school size: 7.2FE
- Current site capacity: 5FE
- Potential additional capacity (existing site): None.
- Total potential: None



## CONCLUSION

This site is not recommended for further consideration, or comparative assessment with other secondary school sites, for potential expansion. This is mainly due to the small size of the school site and the limited scope for expansion, in particular the need for a detached playing field and the limited opportunities for providing one and uncertainty whether this could be provided, which would be sub-optimal.

RL/5378/20.10.22





 THE HEMEL HEMPSTEAD SCHOOL  
 OTHER SECONDARY SCHOOLS

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

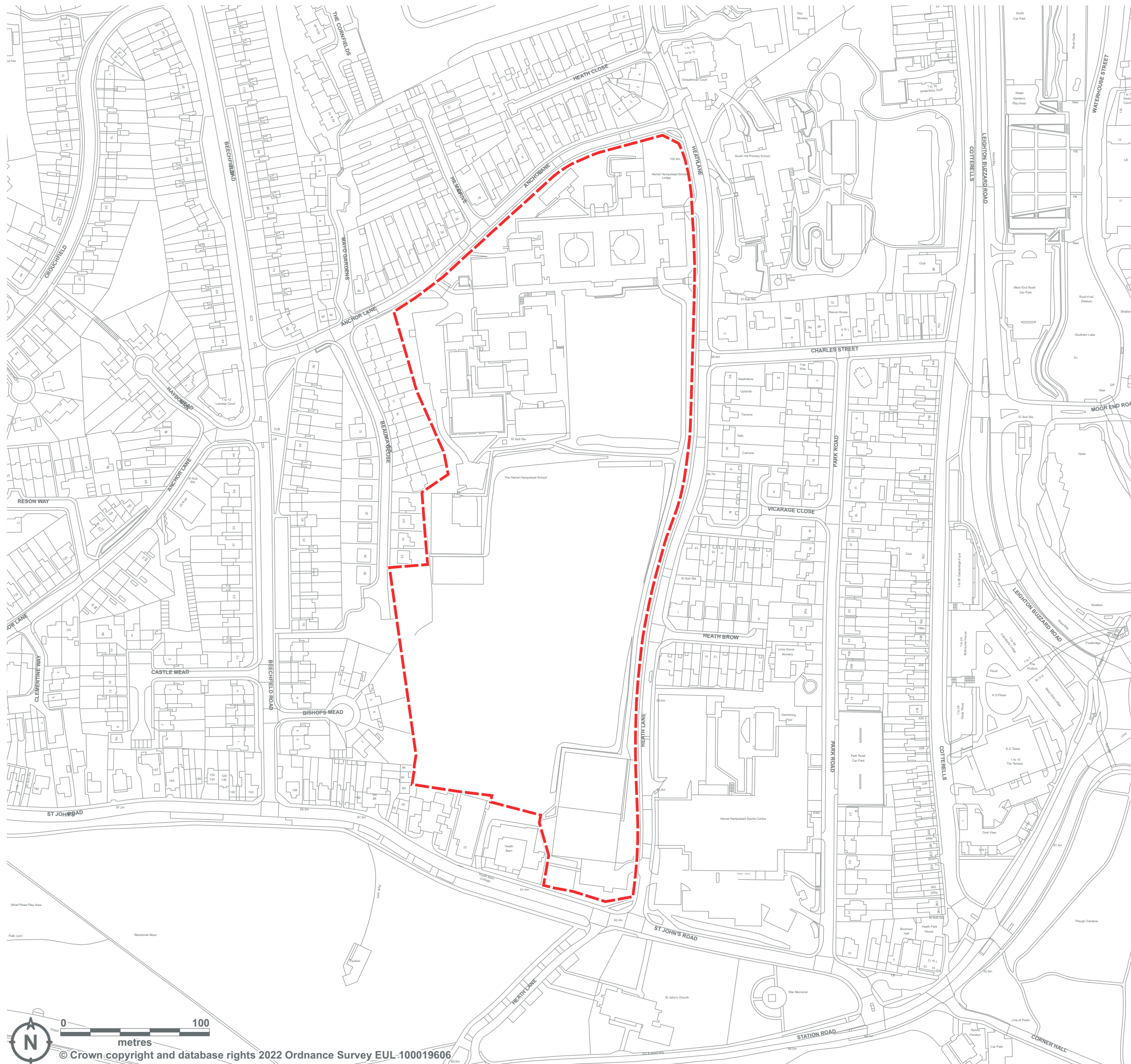
The Hemel Hempstead School:  
Location plan

PROJECT NO	DRAWING NO	REV
5378	120	
DRAWN	DATE	SCALE
HNA	MAY 2022	1:10000

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## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

The Hemel Hempstead School:  
Identification plan

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>121</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:2500</b>

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### HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

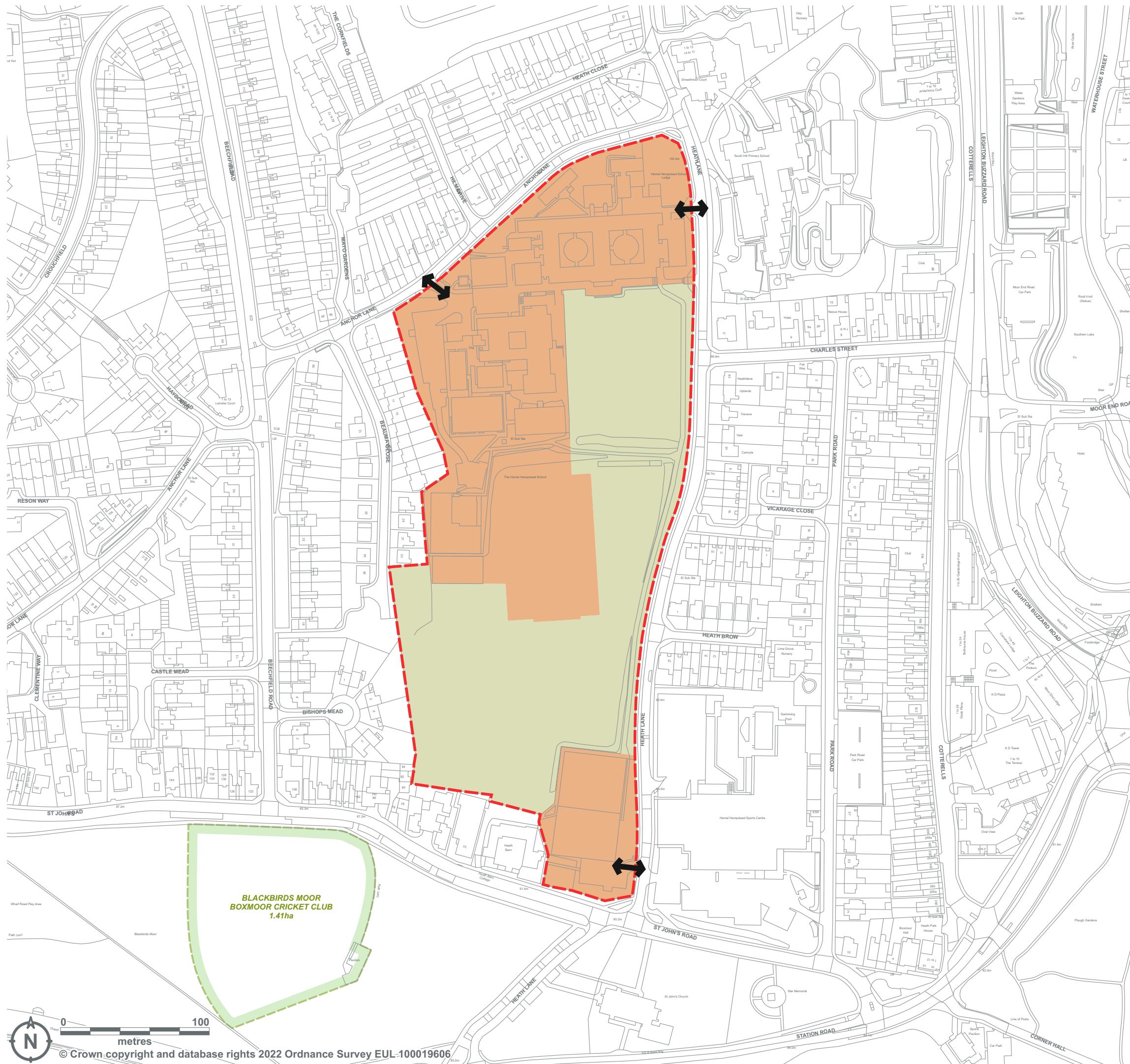
The Hemel Hempstead School:  
Aerial photograph

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>122</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:2500</b>

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- THE HEMEL HEMPSTEAD SCHOOL 7.34ha
- BUILDING ZONE 3.96ha
- PLAYING FIELD ZONE 3.38ha
- POTENTIAL SHARED USE PLAYING FIELD
- EXISTING/PROPOSED ACCESS & EXIT

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

The Hemel Hempstead School:  
Development principles

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>123</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:2500</b>

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<b>HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: EXISTING SCHOOL SITES</b>	
<b>SITE DETAILS: JOHN F KENNEDY CATHOLIC SCHOOL</b>	
<b>Site Reference and address</b>	John F Kennedy Catholic School, Hollybush Lane, Hemel Hempstead, HP1 2PH Site location plan: 5378/130 Site identification plan: 5378/131 Aerial photograph: 5378/132 Development principles plan: 5378/133
<b>Type/Category of school</b>	Secondary Mixed Voluntary Aided (Roman Catholic)
<b>Existing site area</b>	Total: 6.42ha (including caretaker's bungalow and woodland) Building zone: 2.29haha Playing Fields zone: 3.80ha [Woodland: 0.33ha]
<b>Current size/capacity (FE)</b>	Current operating school size: 6FE <i>[Note: BB103 net capacity site assessment (Sept 2019): 6FE PAN (900/194)]</i>
	Current site capacity: 4FE
	Difference: -2FE
	Pupil numbers: Published Admission Number = 180 <u>HCC Spring 2022 school census</u> Actual admissions (year 7) = 179 Number of children on roll = 1090 6 <sup>th</sup> form (years 7 & 8) = 193 <i>Published Admission Number – maximum number of pupils the school is admitting.</i>
<b>Land ownership</b>	Hertfordshire CC ownership plans indicate that the county council owns the playing field area of the school site, plus what appears to be a narrow access to Roseheath to the south (not apparent on site) but that the buildings are outside its ownership. We believe that the building area is owned by the Diocese of Westminster.
<b>Existing use / occupiers</b>	Education use, with chapel used as a church.
<b>Buildings</b>	Group of single, two and three storey school buildings which mostly date from the 1950's, with a number of more recent additions, including a

	<p>new (2009) two storey block to the north, a 1980's two storey block to the rear centre, and a 1990's two storey building with a church/chapel. 1960's caretakers bungalow on the road frontage.</p>
<b>Planning history</b>	<p>4/0790-91: Double mobile classroom unit - Approved 02/08/1991 (LPA: HCC)</p> <p>4/0044-95: Retention of double mobile - Withdrawn 14/03/1995 (LPA: HCC)</p> <p>4/00404/99/FUL: Demolition of existing 4 classroom block and provision of new 2 storey classroom block with adjoining single storey chapel (revised scheme) - Approved 27 May 1999 (LPA: DBC)</p> <p>4/00684/99/FUL: Demolish classroom block &amp; replace with new library - Approved 28 May 1999 (LPA: DBC)</p> <p>4/00641/01/FUL: Link building between existing library and classroom block - Approved 05 Jun 2001 (LPA: DBC)</p> <p>4/00832/02/FUL: Formation of car park - Approved 01 Jul 2002 (LPA: DBC)</p> <p>4/01954/03/FUL: Extension to provide new student services block - Approved 21 Oct 2003 (LPA: DBC)</p> <p>4/02658/03/FUL: Horticultural poly-tunnel - Approved 02 Feb 2004 (LPA: DBC)</p> <p>4/01476/05/FUL: Horticultural storage shed and greenhouse - Approved 08 Sep 2005 (LPA: DBC)</p> <p>4/02651/06/MFA: New build sports hall and teaching facility and relocation of existing courts/playground and new external play court – Approved 20 Feb 2007 (LPA: DBC)</p> <p>4/00913/07/DRC: Details of surface and foul water drainage system as required by condition 6 of planning permission 4/02651/06 (new build sports hall and teaching facility and relocation of existing courts/playground and new external play court) - Approved 12 Nov 2007 (LPA: DBC)</p> <p>4/01109/07/DRC: Details of materials, hard and soft landscape works, hard surfacing materials, means of enclosure, proposed finished levels or contours, car parking layouts etc - Approved 23 Nov 2007 (LPA: DBC)</p> <p>4/01184/07/DRC: Details of trees to be retained and measures for their protection required by condition 3 of planning permission 4/02651/06 (new build sports hall and teaching facility and relocation of existing courts/playground and new external play court) - Approved 08 Aug 2007 (LPA: DBC)</p> <p>4/01724/09/FUL: Single storey side extension with three rooflights to St Marks Church - Approved 23 Dec 2009 (LPA: DBC)</p> <p>4/02111/12/VOT: Single storey side extension with three rooflights to St Marks Church - variation of time limit to planning permission 4/01724/09/FUL – Approved 14 Jan 2013 (LPA: DBC)</p>
<b>Current / committed proposals for expansion / development at school</b>	<p>We understand that there are currently no proposals for new buildings / expansion but that the school is amenable to replacing older buildings which are nearing the end of their useful life, and/or expansion.</p>



<b>Adjoining uses</b>	<b>North:</b>	North west – two small estates of two storey detached houses dating from the 1980's / 90's. Possibly built on part of the original school site.  North east – former lane, with hedges and mature trees, now used as a footpath, with an estate of mainly two storey terraced 1950's / 60's houses beyond.
	<b>East:</b>	Hollybush Lane to the east with estate of mainly two storey 1950's terraced houses with some maisonettes.
	<b>South:</b>	Estate of mainly two storey 1950's terraced and semi-detached houses.
	<b>West:</b>	Linear open space with trees and public footpath running along the school boundary (possibly originally part of school site) with a close of mainly 2 storey semi-detached 1950's houses to the south west and a close of 1980's / 90's terraced houses to the north of this.
<b>Topography</b>	The site slopes down from north east to south west, with a number of terraces, with a main upper playing field and a lower playing field. There is a significant change in level (approximately 5m) between the upper and lower playing fields. The buildings are located on the higher, eastern, part of the site, and the lower playing field on the south western part of the site. The land continues to rise gently to the north east beyond the site. There is a significant difference in level between the north western corner of the upper part of the site and adjoining houses to the west, which are approximately 5m lower. There is a shallow dell hole / depressing within the small block of woodland within the building area.	
<b>Water courses/features</b>	None shown on OS maps or aerial photographs. There is an overgrown pond at the north western corner of the site, which we understand was constructed as a wildlife area.	
<b>Vegetation</b>	Belts of mature trees around the perimeter of the school site, and on the steep slope between the upper and lower playing fields. There is a small block of woodland known as the "Spinney" within the group of school buildings. There are a number of trees scattered around the buildings.	
<b>ACCESSIBILITY</b>		
<b>Vehicular access</b>	Three existing vehicular accesses to Hollybush Lane. The main in and out entrances / exits to the south / centre of the frontage to Hollybush Lane and a third entrance at the northern end of the frontage, possibly serving the church use, which has a separate sign. Hollybush Lane is an unclassified suburban residential distributor road.	
<b>Cycle access</b>	No dedicated facilities near school.	
<b>Pedestrian access</b>	Pedestrian access from Hollybush Lane. No dedicated facilities other	

	than roadside footways, and a public footpath (former lane) adjoining the school site.
<b>Public transport</b>	<p>Bus stops located on Boxted Road near school. Served by bus routes 3,4, ML1 and 532.</p> <p>The school is located approximately 2km from Hemel Hempstead Station, which is also served by bus routes 3,4 and ML1.</p>
<b>High level transport appraisal (conclusions)</b>	To be advised
<b>ENVIRONMENTAL IMPACT</b>	
<b>Landscape and visual impact</b>	The school site is within the built up area of Hemel Hempstead. The existing buildings can be clearly seen from Hollybush Lane and can be seen in the distance from The Pastures to the west. However, existing buildings and trees limit views of the school site from most directions.
<b>Impact on residential amenities</b>	The school site is separated from nearby dwellings by existing trees, footpaths, road and / or open space to the north east, east and west. Residential properties are quite close to the school boundaries to the north and south, particularly to the north, which is likely to be the most sensitive location where new development could have the potential for the greatest impact on residential amenities.
<b>Ecology</b>	<p>The small woodland (the Spinney) within the site is likely to be the most significant feature of ecological interest on the site.</p> <p>The mature hedges and trees on the site boundaries and between the upper and lower playing fields are also likely to have ecological interest.</p>
<b>Noise sources</b>	There are unlikely to be any significant sources of noise affecting the school site, bearing in mind the suburban location without any major roads in the immediate vicinity of the site.
<b>Air quality</b>	There are unlikely to be any significant sources of poor air quality affecting the school site, bearing in mind the suburban location without any major roads in the immediate vicinity of the site. There are no Air Quality Management Areas near the site.
<b>Flood risk</b>	The Government's flood risk maps indicate that the school is not located near any areas identified as at risk of fluvial flooding.
<b>Surface water flooding</b>	The Government's flood risk maps indicate that there are one or two small areas next to the school buildings which are at risk of surface water flooding. The maps indicate that the lower playing field on the western part of the site is subject to low to medium risk of surface water flooding, as is land to the west of the site.
<b>Groundwater source protection area</b>	The MAGIC website indicates that the school is not located in a Groundwater Source Protection Zone.
<b>Minerals</b>	Not applicable
<b>Agricultural land quality</b>	Not applicable

<b>Rights of way</b>	There are no public rights of way on the school site. A former lane adjoins the north eastern boundary of the school site and appears to be well used a public footpath, although it is not indicated on OS maps or by signage. A further public footpath adjoins the western boundary of the site, and runs through a linear open space. A well-used informal path runs parallel to this path for part of its length. Relic fencing and OS maps suggest that it may cross land that was formerly part of the school site, but is now outside the school boundary.	
<b>EXISTING PLANNING CONSTRAINTS AND DESIGNATIONS</b>		
<b>Existing and emerging local plan site specific designations - affecting site</b>	<p>The adopted Local Plan Proposals Map indicates that the school site and land to the north and east is included in an area of Open Land within the settlement of Hemel Hempstead, to which policies 9 and 116 apply. Policy 9 has not been saved. Policy 116 seeks to protect open land from building and other inappropriate development. Ancillary buildings and works, additions, replacement and redevelopment of buildings and changes of use are required to satisfy a number of conditions.</p> <p>The Local Plan is in the process of being replaced by the new Dacorum Local Plan, although this is currently on hold pending the preparation of a mitigation strategy to protect the Chiltern Beechwoods SAC from both existing and future recreational pressures associated with residential development.</p> <p>The draft Site Allocations Map Book (2006 to 2031) does not identify any changes to the Proposals Map affecting the site.</p>	
<b>Heritage assets (on site or adjoining site)</b>	Archaeology:	No archaeological designations affecting site or immediate vicinity of site.
	Listed buildings:	None on or near site.
	Conservation area:	None near site.
	Other:	No Registered Parks and Gardens or Registered Battlefield near the site.
<b>Wildlife designations (on site or adjoining site)</b>	International:	None on or near the site, although the site is located in a number of SSSI Impact Risk Zones where planning applications are assessed for likely impacts on SSSIs / Special Areas of Conservation / Special Protection Areas / Ramsar sites.
	National:	None on or near the site, although the site is located in a number of SSSI Impact Risk Zones (see above).
	County / local:	There are no Local Nature Reserves, Ancient Woodlands, Sites of Interest for Nature Conservation, or County Wildlife sites on or near the school.
<b>SCHOOL EXPANSION POTENTIAL</b>		

<b>Expansion potential to 6FE/8FE/10FE</b>	<p>On existing site:</p>	<p>The existing school site is below the minimum size recommended by BB103 for the number of pupils currently at the school. It is also below the minimum size recommended for a 6FE school (or for a smaller 5FE school), assuming full PAN numbers and a 55% staying on rate, which is slightly higher than the current rate. The school site is therefore below the minimum size recommended to be able accommodate an expansion.</p>
	<p>Off site:</p>	<p>There are a number of areas of open land within 400m crow-fly distance of the school site entrance which may potentially be able to accommodate a detached playing field, as follows:</p> <ul style="list-style-type: none"> <li>• Spring Fields park / open space with playing fields approximately 350m to the east</li> <li>• Shrub Hill Common open space approximately 400m to the south</li> </ul> <p>The nearest of these from the school entrance is Spring Fields park. However, the perimeter is more than a 400m walking distance at its closest point from the school entrance. The nearest playing pitches would be further away. It has therefore been discounted as an opportunity for possible shared use playing fields.</p> <p>Shrub Hill Common is an area of informal open with no pitches, which is approximately 500m walking distance from the school entrance. It would be necessary to remove a number of trees and reroute paths if it were to be converted to a playing field, so is unlikely to be considered to be acceptable. It has also therefore been discounted as opportunity for a shared use playing field.</p>
<b>Potential for complete rebuild and replacement</b>	<p>It would be difficult to accommodate a complete rebuild and replacement of the existing school buildings on the site, other than on the site of the existing buildings, bearing in mind the relatively small size of the site and the site and layout characteristics, including changes in level, the woodland / dell within the building area, which would make provision of replacement playing pitches on the site of the existing buildings difficult.</p> <p>The relatively short frontage means that there is little scope for varying the existing access arrangements, which would mean that were a new replacement building to be constructed on the playing fields to the rear the access would need to cross relocated playing fields (on the site of the existing buildings), which would reduce the area available for playing fields.</p> <p>The relatively small size of the site means that a complete rebuild and replacement would be unlikely to increase the capacity of the school.</p>	

<b>Build zone</b>	<p>The school building zone has an area of 2.29ha.</p> <p>The only logical location for expanding the building zone, if it were to be extended, would be to the north. However, it would significantly reduce the area of playing fields available for use by the school, which is already below the minimum recommended for the size of school. However, this expansion could possibly be for an all-weather pitch, which would enhance the outdoor play areas at the school and would count as double the area in terms of the area of playing fields recommended by BB103.</p> <p>There is scope for the replacement of a number of single storey 1950's buildings within the building zone, which are nearing the end of their useful life without major refurbishment. There may be potential for replacing these with new two or three storey buildings which would make more efficient use of the site (subject to Open Land designation). There may also be scope for replacing the existing caretakers bungalow and adjoining areas with teaching accommodation.</p>	
<b>Playing fields</b>	<p>An all-weather playing pitch would make more efficient use of the playing fields and would increase the overall area of soft outdoor PE as it would count as double the area compared to grass pitches. However, although it may help make up the shortfall in terms of the current size of site, it would be unlikely to enable an expansion of the school.</p> <p><i>Note: an all-weather pitch would be located close to adjoining houses and it is suggested that were this to be progressed a study be undertaken to assess the impact of noise and any lighting on adjoining properties. It may possibly preclude community use in the evenings and at weekends.</i></p>	
<b>Proposed access</b>	Pedestrian / cycle:	There are existing pedestrian accesses to Hollybush Lane. There are no dedicated cycle routes near the site. A former lane (Pulley's Lane) to the north east and east of the site could possibly be enhanced to improve cycle and pedestrian access.
	Public transport:	There are a number of bus routes and bus stops on Boxted Road approximately 200 to 250m from the school. It may be necessary for these to be enhanced if the school were to expand.
	Vehicular:	Three existing vehicular accesses to Hollybush Lane. The main in and out accesses to the south / centre and a third entrance at the northern end of the frontage. The current accesses should be adequate to serve an expansion of the school.
	Preliminary highway and access appraisal:	To be advised.
<b>ADVANTAGES AND DISADVANTAGES</b>		
<b>Advantages</b>	<ul style="list-style-type: none"> <li>The site is an existing school site with educational use.</li> </ul>	

	<ul style="list-style-type: none"> <li>• The school site is in the ownership of HCC / Diocese of Westminster.</li> <li>• The site is available.</li> <li>• Vehicular access is already available from Hollybush Lane and is unlikely to need significant improvement.</li> <li>• Pedestrian/cycle access is already available from Hollybush Lane and is unlikely to need significant improvement.</li> <li>• The site lies within 200m / 250m of existing bus stops and bus routes.</li> <li>• The site lies within the urban area of Hemel Hempstead (although it is part of a designated area of open land).</li> <li>• There would be limited ecological impact [subject to avoiding the woodland and retaining trees, a sensitive design and layout, and further investigations].</li> <li>• The site is not at significant risk of flooding [subject to further investigations].</li> <li>• The site is not located near any noise sources.</li> <li>• The site lies outside the Green Belt.</li> <li>• The site lies outside an AQMA.</li> <li>• The site does not lie in a Minerals Consultation Area.</li> <li>• The site is not in an Area of Archaeological Importance.</li> <li>• There would be no impacts on designated heritage assets.</li> <li>• The site is not in a designated rural area.</li> <li>• The site does not have any international, national or local wildlife, habitat or biodiversity designations.</li> <li>• The site is not traversed by any public rights of way.</li> </ul>
<p><b>Disadvantages</b></p>	<ul style="list-style-type: none"> <li>• The existing school site is already below the minimum size recommended for the size of the existing school (ie 6FE), or for a smaller 5FE school, for the number of pupils. The school site is below the minimum size to be able accommodate an expansion, unless a detached playing field can be provided to meet the minimum size site needed. There are no areas of open land within 400m walking distance of the school site which could be used as playing fields.</li> <li>• The adopted Local Plan includes the site in an area of Open Land where the primary planning purpose is to maintain the generally open character by protecting it from building and other inappropriate development.</li> <li>• There no dedicated cycle routes in the immediate vicinity of the school.</li> <li>• A small part of the site is at risk of surface water flooding.</li> <li>• There is a small area of woodland containing a dell within the site which is likely to have ecological value and amenity value, There may also be ground condition issues associated with the dell.</li> </ul>

## SITE LAYOUT PRINCIPLES

A BB103 compliant 7FE secondary school site could not be accommodated on this site:

1. Development principles plan 5309/133
2. Total site area (existing): 6.42ha
3. Build zone (existing and potential expansion area): 2.76ha
4. Playing fields (existing less building expansion area): 3.33ha
5. Vehicular access/egress (existing and proposed): Hollybush Lane
6. Pedestrian access (existing and proposed): Hollybush Lane

## SUMMARY REVIEW

The existing school site is already below the minimum size recommended for the size of the existing school (ie 6FE), and even for a smaller 5FE school, for the number of pupils. The school site is below the minimum size to be able accommodate an expansion, unless a detached playing field can be provided to meet the minimum size site recommended.

There are a number of areas open land, including open space, within 400m crowfly distance of the site. However, they are all more than 400m walking distance of the school site, to their closest points, and so are peripheral locations relative to the site and so have been discounted.

The site is relatively free of planning and environmental constraints and designations, apart from:

- Open Land - the site is included in an area of Open Land where the primary planning purpose is to maintain the generally open character.
- Surface water flood risk – a small part of the site is subject to surface water flood risk. However, there should be sufficient land within the site to mitigate any impact.
- Small woodland / spinney with dell hole.

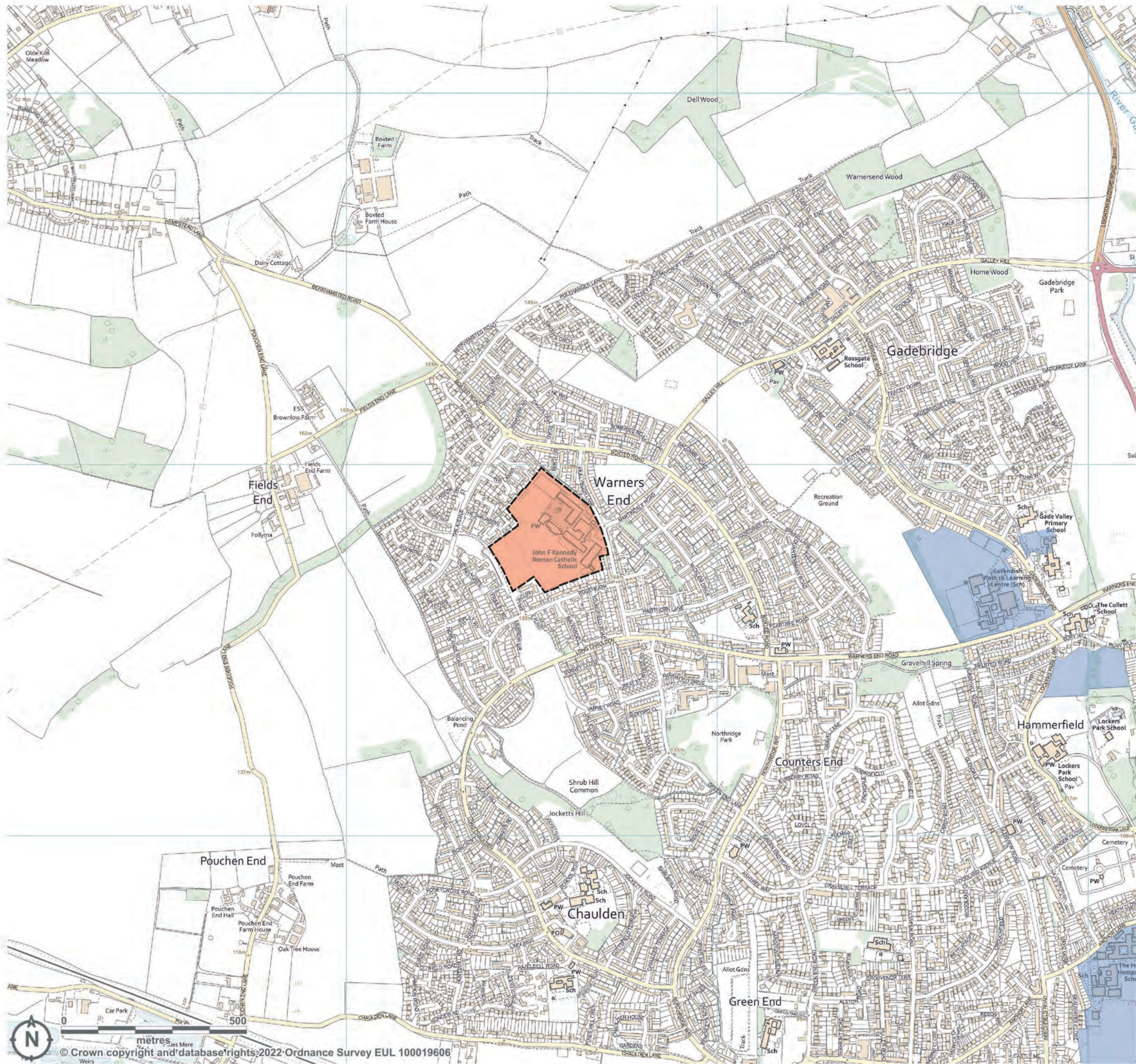
The relatively small school site means that the school does not have scope for expansion unless a detached playing field can be provided.



- Current operating school size: 6FE
- Current site capacity: 4FE
- Potential additional capacity (existing site): None.
- Total potential: None

## CONCLUSION

This site is not recommended for further consideration, or comparative assessment with other secondary school sites, for potential expansion. This is due to the small size of the school site and the limited scope for expansion, and the peripheral location of the nearest area of open space which could possibly be used as a detached playing field (shared use).





 JOHN F KENNEDY CATHOLIC SCHOOL  
 OTHER SECONDARY SCHOOLS

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

John F Kennedy Catholic School:  
Location plan

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>130</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:10000</b>

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**HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH**

John F Kennedy Catholic School:  
Aerial photograph

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>132</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:2500</b>

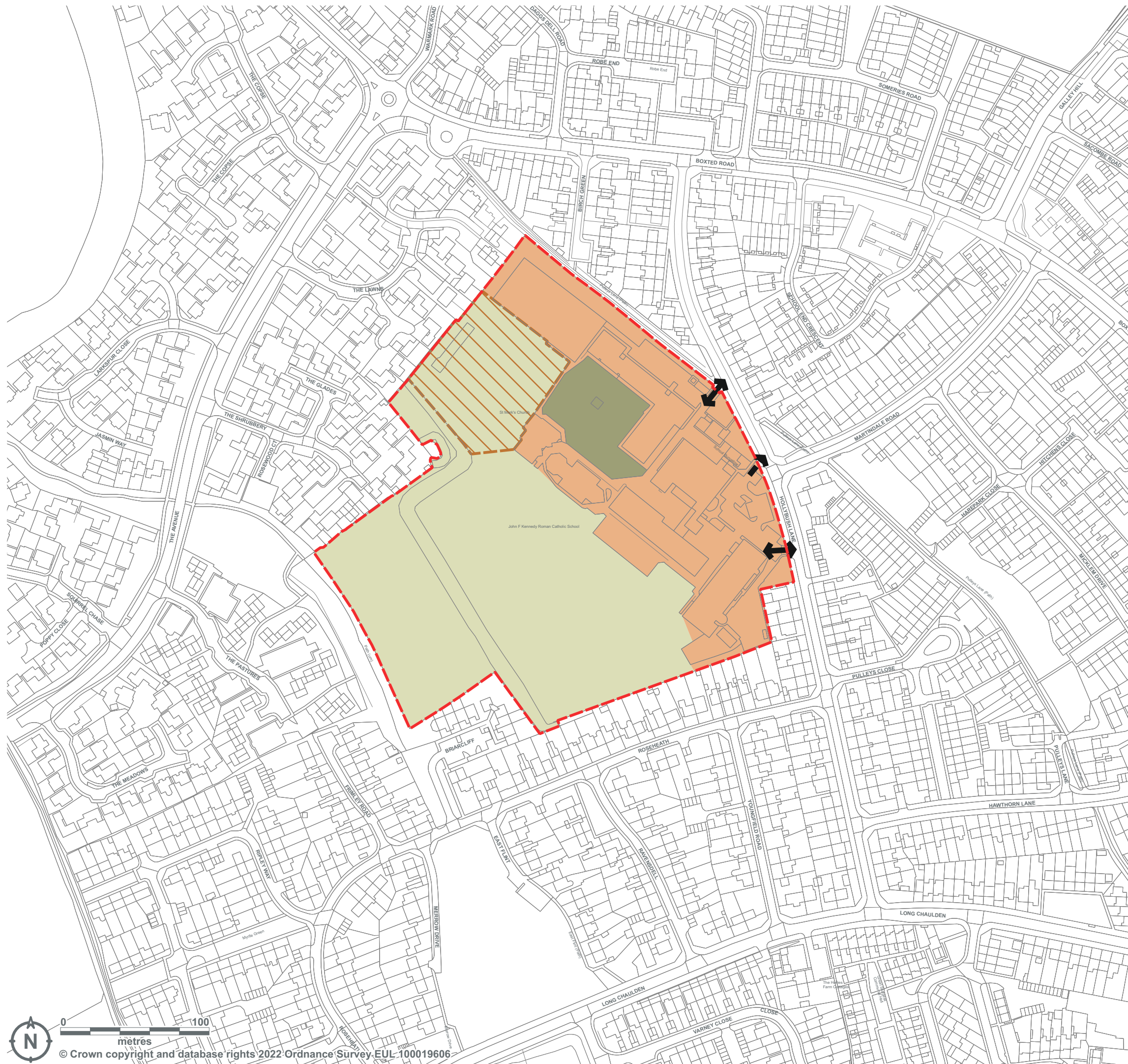
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- JOHN F KENNEDY CATHOLIC SCHOOL 6.42ha
- BUILDING ZONE 2.29ha
- BUILDING ZONE EXTENSION 0.47ha
- PLAYING FIELD ZONE 3.80ha
- WOODED AREA 0.33ha
- EXISTING/PROPOSED EXIT
- EXISTING/PROPOSED ACCESS & EXIT

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

John F Kennedy Catholic School:  
Development principles

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>133</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:2500</b>

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## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: EXISTING SCHOOL SITES

### SITE DETAILS: LAUREATE ACADEMY

<b>Site Reference and address</b>	Laureate Academy, Warners End Road, Hemel Hempstead, HP1 3DW Site location plan: 5378/140 Site identification plan: 5378/141 Aerial photograph: 5378/142 Development principles plan: 5378/143	
<b>Type/Category of school</b>	Secondary Mixed Academy	
<b>Existing site area</b>	Total: 9.43ha, comprising: <ul style="list-style-type: none"> <li>• Main school site 6.65ha (including caretaker's house)</li> <li>• Detached 6th form centre 0.53ha</li> <li>• Detached playing field 2.25ha</li> </ul> Building zone: 4.12 ha (including 6 <sup>th</sup> form site) Playing Fields zone: 5.31 ha (including 6 <sup>th</sup> form site and detached playing fields)	
<b>Current size/capacity (FE)</b>	Current operating school size:	7FE <i>[Note: BB103 net capacity site assessment (Sept 2019): 7FE PAN (1050/188)]</i>
	Current site capacity:	7FE
	Difference:	None
	Pupil numbers:	Published Admission Number = 210 <u>HCC Spring 2022 school census</u> Actual admissions (year 7) = 158 Number of children on roll = 756 6 <sup>th</sup> form (years 7 & 8) = 48 <i>Published Admission Number – maximum number of pupils the school is admitting.</i>
<b>Land ownership</b>	We understand that the school may own the main school site and the detached playing field. When visiting the site the school advised that the 6 <sup>th</sup> form centre (now closed) was originally part of the adjoining primary school and that they believe it is owned by Hertfordshire CC. However, it is not shown on HCC ownership plans which we have been	

	supplied with.
<b>Existing use / occupiers</b>	Education use.
<b>Buildings</b>	<p>Main site – mixture of single, two and three storey school buildings which mostly date from the 1950's, with a number of more recent buildings at the northern end of the site, including a sports hall and changing rooms (opened in 2009) and a new three storey classroom block opened earlier this year. Note: Two three storey 1950s blocks at the centre of the school buildings, are currently fenced off and are shortly to be demolished – being replaced by the new block. We understand that the site of the buildings is to be used for a MUGA.</p> <p>6<sup>th</sup> form centre – single storey 1950's building which appears to have formerly been part of adjoining primary school. It is currently empty. We understand that the 6<sup>th</sup> form centre has been relocated to the main school site and that the school no longer needs use of the building.</p> <p>Detached playing field – no buildings. Note: we understand that the playing fields have not been used for at least 7 years, but are maintained by the school.</p>
<b>Planning history</b>	<p>4/1538-85: Temporary tutorial block - Approved 06/03/1986 (LPA: HCC)</p> <p>4/1710-88: Alterations and extensions alterations and extensions - Approved 24/01/1989 (LPA: HCC)</p> <p>4/0945-89: Double mobile - Approved 01/08/1989 (LPA: HCC)</p> <p>4/0780-90: Additional mobile unit - Approved 20/07/1990 (LPA: HCC)</p> <p>4/00951/94/FUL: Artificial multi-use pitch and either floodlighting columns – Approved 20 Sept 1994 (LPA: HCC)</p> <p>4/00165/97/LCD: Store and canopy – Approved 06 Mar 1997 (LPA: HCC)</p> <p>4/01207/98/ROC: Extension of floodlit pitch use hours from 9 pm to 10pm (Mondays to Fridays), additional screening attached to two sides of the existing mesh fencing surrounding the pitch and soft landscaping pursuant to condition 9 of planning permission 4/0951/94FUL – Approved 16 Nov 1998 (LPA: DBC)</p> <p>4/0847-99: New Changing room block - Approved 24/09/1999 (LPA: HCC)</p> <p>4/00896/99/FUL: Use of floodlit pitch from 9pm to 10pm (Mondays to Fridays) installation of mesh fencing attached to existing fencing (alternative fencing scheme to planning permission 4/1207/98 ROC) and landscaping -Withdrawn 28 Jan 2000 (LPA: DBC)</p> <p>4/00659/00/ROC: Variation of condition 12 of planning permission 4/0951/94 (floodlighting etc) to enable the use of the floodlights for community use from 1st September to 31st May each year (subject to</p>



	<p>weather conditions) (artificial multi-use pitch and eight floodlights) - Approved 13 Jun 2000 (LPA: DBC)</p> <p>4/0990-00: Music block - Approved 13/09/2000 (LPA: HCC)</p> <p>4/1309-00: 8m high steel palisade fencing - Approved 10/11/2000 (LPA: HCC)</p> <p>4/0965-01: Security fencing (completion) - Approved 15/08/2001 (LPA: HCC)</p> <p>4/02122/01/OUT: Construction of steel framed indoor sports hall - Approved 25 Feb 2002 (LPA: DBC)</p> <p>4/01763/02/RES: Details of design and external appearance, means of access, landscaping, parking and levels required by conditions 1,4,5 &amp; 6 of outline planning permission 4/02122/01 (construction of steel-framed indoor sports hall) - Approved 04 Apr 2003 (LPA: DBC)</p> <p>4/1963-03: Changing room block including football coaching rooms - Approved 17/12/2003 (LPA: HCC)</p> <p>4/00269/09/FUL: New sports hall (amended scheme) and re-location of sports equipment store - Approved 25 Mar 2009 (LPA: DBC)</p> <p>20/02682/MFA: Demolition of existing teaching block EFAE, construction of multi-use games area and teaching building for F.1 (education) use, remodelling works to existing teaching block EFAB, landscaping and ancillary works (amended site area)) - Approved 24 Feb 2021 (LPA: DBC)</p> <p>21/01950/FUL: Construction of an electricity substation enclosure and associated ground works - Approved 07 Jul 2021 (LPA: DBC)</p> <p>21/01004/DRC: Details as required by condition 5 (artificial cricket wicket details) of planning permission 20/02682/MFA (Demolition of existing teaching block EFAE, construction of multi-use games area and teaching building for F.1 (education) use, remodelling works to existing teaching block EFAB, landscaping and ancillary works (amended site area)) - Approved 29 Mar 2021 (LPA: DBC)</p>
<p><b>Current / committed proposals for expansion / development at school</b></p>	<p>A new school building, which is mainly used as classrooms, was recently constructed and opened in February 2022. It is to the north of the school buildings on land which was previously part of the playing field. There are currently site huts on an area of tennis courts, and fencing around the building. It replaces accommodation previously provided in two 3 storey 1950's blocks, which are currently empty and shortly to be demolished.</p> <p>We understand that the school has submitted a bid under the Priority School Building Programme to completely rebuild the school and that assessors visited the site at Easter this year. They are awaiting the outcome of the process.</p>

<b>Adjoining uses (main site)</b>	North:	Residential - estate of mainly terraced two storey houses, with some two storey semi-detached houses, and a number of three storey flats, which date from the 1950's / 60's.
	East:	<p>Partly residential - terraced two storey houses, with some two storey semi-detached houses, backing on to the school site, which date from the 1950's / 60's.</p> <p>Partly Gadebridge Road, with Gade Valley Primary School beyond – mainly single storey primary school dating from the 1950's, at a lower level than the adjoining road / main site.</p> <p>To the north is the school's 6<sup>th</sup> form centre and to the north of that is St Cuthbert Mayne catholic Junior School.</p> <p>To the south, beyond Gade Valley Primary School and Warners End Road is The Collett School (Special Educational Needs).</p>
	South:	Warners End Road with residential beyond – 2 storey 1950's semi-detached houses
	West:	Belt of trees with Spring Fields Open Space beyond. The open space is a linear areas of parkland and open space with a flat valley bottom which may have been used as playing fields in the past, although they were not laid out at the time of visiting the site.
<b>Adjoining uses (6<sup>th</sup> form centre)</b>	North:	St Cuthbert Mayne Catholic Junior School.
	East:	Gade Valley Primary School playing field, with Gadebridge Park beyond.
	South:	Gade Valley Primary School.
	West:	Partly residential – mainly terraced two storey 1950's / 60's houses. Partly the main Laureate school site.
<b>Adjoining uses (detached playing field)</b>	North:	Partly residential – low density housing dating from a number of periods including a number of historic buildings and partly Bury Hill, an old tree lined lane. Beyond these is further low density housing and The Collett School (Special Educational Needs).
	East:	Residential – mainly 1920's and 30's semi-detached houses, backing on to site.
	South:	Playing fields and grounds, including tree belts

		and woodland, of Lockers Park Preparatory School.
	West:	Lockers Park Lane with residential beyond – mainly 1930's semi-detached houses (overlooking playing field).
<b>Topography</b>	<p>The main school site occupies a spur of higher ground running roughly north – south, rising to the north, with a minor valley to the west (occupied by Spring Fields) and the main Gade Valley to the east.</p> <p>The site slopes down gently to the east and south east and more steeply to the west.</p> <p>The 6<sup>th</sup> Form Centre and playing field sites are located on the valley side, sloping down gently from west to east.</p>	
<b>Water courses/features</b>	None shown on OS maps or aerial photographs.	
<b>Vegetation</b>	<p>Main site - belts of mature trees alongside the western and southern boundaries with a less sustainable belt of trees on the Gadebridge Road frontage, with one or two scattered trees within the site.</p> <p>6<sup>th</sup> Form Centre – mainly scattered trees.</p> <p>Detached playing field – mature hedgerows and trees / belts of trees to the north and south, and dividing the area north south between the two fields. Hedgerow fronting Lockers Park Lane.</p>	
<b>ACCESSIBILITY</b>		
<b>Vehicular access</b>	<p>The main site has a vehicular entrance from Warners End Road to the south and an exit to Gadebridge Road to the east. Both roads are unclassified residential distributor roads.</p> <p>The 6<sup>th</sup> form centre has an in-out access to Gadebridge Road.</p> <p>The detached playing field has an access to Bury Hill.</p>	
<b>Cycle access</b>	No dedicated facilities near school.	
<b>Pedestrian access</b>	Pedestrian access from the same vehicular accesses described above.	
<b>Public transport</b>	<p>Bus stops located on Gadebridge Road in front of main school. Served by bus routes 3, 4 and 532.</p> <p>Other bus routes near the school are routes 29,31 and 212.</p> <p>The school is located 2km from Hemel Hempstead station which is also served by routes 3 and 4.</p>	
<b>High level transport appraisal (conclusions)</b>	To be advised	
<b>ENVIRONMENTAL IMPACT</b>		

<b>Landscape and visual impact</b>	The school sites are all located within the built up area of Hemel Hempstead so not affect the wider landscape. Existing belts of trees and buildings around the main site and the 6 <sup>th</sup> form centre limit views of the sites from surrounding area. The detached playing field is more open to views from Lockers Park Lane.
<b>Impact on residential amenities</b>	<p>Most of the main school site is separated from nearby houses by existing roads, open space and trees. However, the site adjoin residential properties to the south east and north, where the houses back on to the school site. These would be the most sensitive locations where any development would have the greatest potential to affect residential amenities.</p> <p>The 6th form centre is separated from nearby houses by roads, trees and school grounds so would have little impact on residential amenities.</p> <p>The detached playing field adjoins residential properties to the north and east and is overlooked by residential properties to the west, which are at a higher level and overlook the playing fields. The properties to the north have short gardens, so this would be the most sensitive location where any development would have the greatest potential to affect residential amenities.</p>
<b>Ecology</b>	<p>The belt of mature trees on the western boundary of the main site, and the trees around and within the detached playing field are likely to be the most significant features of ecological interest on the site.</p> <p>Hedges and trees on other site boundaries are also likely to have some interest.</p>
<b>Noise sources</b>	There are unlikely to be any significant sources of noise affecting the school site, bearing in mind the suburban location without any major roads in the immediate vicinity of the site.
<b>Air quality</b>	There are unlikely to be any significant sources of poor air quality affecting the school site, bearing in mind the suburban location without any major roads in the immediate vicinity of the site. There are no Air Quality Management Areas near the site.
<b>Flood risk</b>	The Government's flood risk maps school indicate that the school is not located near any areas identified as at risk of fluvial flooding.
<b>Surface water flooding</b>	The Government's flood risk maps indicate that there are one or two small areas with the school site, next to the school buildings, which are at risk of surface water flooding. Land immediately to the west of the school site is within an extensive area at medium to high risk of surface water flooding.
<b>Groundwater source protection area</b>	<p>The MAGIC website indicates that the north eastern half of the main school site is located in the Outer Protection Zone of a Groundwater Source Protection Zone.</p> <p>The website indicates that the north eastern corner of the detached playing field is just located in the Inner Protection zone of a Groundwater Source Protection Zone.</p>

<b>Minerals</b>	Not applicable	
<b>Agricultural land quality</b>	Not applicable	
<b>Rights of way</b>	<p>There are no public rights of way crossing the main school site or the detached playing fields.</p> <p>There is a public footpath crossing open land to the west of the main school site.</p>	
<b>EXISTING PLANNING CONSTRAINTS AND DESIGNATIONS</b>		
<b>Existing and emerging local plan site specific designations - affecting site</b>	<p>The adopted Local Plan Proposals Map indicates that the school site and land to the north and east is included in an area of Open Land within the settlement of Hemel Hempstead, to which policies 9 and 116 apply. Policy 9 has not been saved. Policy 116 seeks to protect open land from building and other inappropriate development. Ancillary buildings and works, additions, replacement and redevelopment of buildings and changes of use are required to satisfy a number of conditions.</p> <p>The Local Plan is in the process of being replaced by the new Dacorum Local Plan, although this is currently on hold pending the preparation of a mitigation strategy to protect the Chiltern Beechwoods SAC from both existing and future recreational pressures associated with residential development.</p> <p>The draft Site Allocations Map Book (2006 to 2031) does not identify any changes to the Proposals Map affecting the site</p>	
<b>Heritage assets (on site or adjoining site)</b>	Archaeology:	<p>No archaeological designations affecting the main school site or its immediate vicinity.</p> <p>Hertfordshire HER sites adjacent to and near detached playing field (coincide with listed buildings). Also extensive Hertfordshire HER site immediately to south (Lockers Park - see below).</p>
	Listed buildings:	<p>None on or near main school site.</p> <p>Listed Building immediately adjacent to detached playing field and a further one a short distance to the north.</p>
	Conservation area:	None near site.
	Other:	<p>No Registered Parks and Gardens or Registered Battlefield on or near main school site.</p> <p>The detached playing field lies immediately to the north of Lockers Park historic park and garden of local importance. It may possibly have formed part of the park.</p>
<b>Wildlife designations (on</b>	International:	None on or near the site, although the site is located in a number of SSSI Impact Risk Zones



<b>site or adjoining site)</b>		where planning applications are assessed for likely impacts on SSSIs / Special Areas of Conservation / Special Protection Areas / Ramsar sites.
	National:	None on or near the site, although the site is located in a number of SSSI Impact Risk Zones (see above).
	County / local:	There are no Local Nature Reserves, Ancient Woodlands, Sites of Interest for Nature Conservation, or County Wildlife sites on or near the school.

### SCHOOL EXPANSION POTENTIAL

<b>Expansion potential to 6FE/8FE/10FE</b>	On existing site:	<p>The main school site is above the BB103 recommended minimum size for the current number of pupils at the school but is below the minimum size recommended for a 7FE school, assuming full PAN numbers (7FE) and a 45% 6th form staying on rate, which is higher than the existing rate. However, if the detached playing fields (currently unused) are included the combined site would match the minimum size recommended.</p> <p>The combined area of the main site, detached playing fields (currently unused), and 6th form centre (currently closed) added together would be below the minimum size recommended to accommodate an expansion to 8FE (assuming full PAN numbers (8FE) and a 45% staying on rate).</p> <p>The combined school site is therefore below the minimum size recommended to be able accommodate an expansion.</p>
	Off site:	<p>There is an existing park / open space immediately to the west of the main school site - Spring Fields Open Space – which has accommodated sports pitches in the past, although it was not laid out as pitches when the site was visited. This may possibly be able to accommodate shared use playing fields which would enable the school to expand. The area of pitches within the open space next to the site has an area of approximately 1.45ha (Note: there is scope for extending the area further to the north).</p> <p>This should enable the school to expand by 1FE, to 8FE, or possibly by 2FE, to 9FE if the area of shared use playing fields is enlarged by a further 0.22ha, which should be possible (assuming full</p>

		PAN numbers and a 45% 6th form staying on rate). This subject to feasibility work, the area of playing fields that are able to be used, and discussions with Dacorum BC. However, it would result in the school having four separate sites – the three existing school sites plus an area of shared use playing fields, so would be very fragmented and may be difficult to manage.
<b>Potential for complete rebuild and replacement</b>	<p>There may be potential for the complete rebuilding and replacement of the existing school buildings, subject to feasibility work, and being acceptable in the Open Land designation (subject to discussions with Dacorum BC).</p> <p>A new building could be located on the existing playing fields to the north of the existing buildings. This would enable a new, single, larger building (two or three storeys) to be accommodated, which would make more efficient use of the site, with a smaller footprint. The existing buildings would then be demolished and replaced by playing fields.</p> <p>This may enable the building zone to be reduced in extent and the playing field zone to be increased.</p> <p>A relocated building would be likely to need to make use of the existing access to Gadebridge Road to the north east, rather than the existing principle access to Warners End Road to the south.</p> <p>However, the replacement school building may not increase capacity unless it is able to make use of the adjoining open space for provision of detached playing field, which is not ideal.</p>	
<b>Build zone</b>	<p>The school building zone has an area of 4.12 ha (including 6<sup>th</sup> form site). Part of the site is in the process of being demolished following the construction of a new teaching block. There is scope for the replacement of a number of single storey 1950's buildings within the building zone, which are nearing the end of their useful life without major refurbishment. There may be potential for replacing these with new two or three storey buildings which would make more efficient use of the site. There may also scope for extending the building zone to the south west without impinging on the area of playing fields. This would add a further 0.3ha to the building zone, making the total 4.42ha (including 6<sup>th</sup> form site).</p> <p>The building zone, as expanded, may be able to accommodate an expansion to 8FE, or more, (subject to detailed design and feasibility work) and adequate playing fields.</p>	
<b>Playing fields</b>	<p>If the school were to expand beyond 7FE there may be potential for making use of adjoining open space as a shared use playing field (subject to discussions with Dacorum BC), although it would result in the school making use of four separate sites – the three existing parts of the school site and a separate area of shared use playing fields, so would be fragmented and may be difficult to manage.</p> <p>This would add 1.45ha to the school site and should enable the school to expand by 1FE to 8FE, although a slightly larger area should enable</p>	

	the school to expand by 2FE to 9FE.	
<b>Proposed access</b>	Pedestrian / cycle:	There are existing pedestrian accesses to Warners End Road and Gadebridge Road from the main site. There are no dedicated cycleways or routes near the site. There is little potential for improving pedestrian or cycle access.
	Public transport:	There are a number of bus routes and bus stops on Warners End Road adjoining the main site. It may be necessary for these to be enhanced if the school were to expand.
	Vehicular:	The main site has a vehicular entrance from Warners End Road to the south and an exit to Gadebridge Road to the east. These should be adequate to serve a development.
	Preliminary highway and access appraisal:	To be advised

## ADVANTAGES AND DISADVANTAGES

<b>Advantages</b>	<ul style="list-style-type: none"> <li>• The site is an existing school site with educational use.</li> <li>• The school site is in single ownership, and the adjoining land to the west of the main site is likely to be owned by Dacorum BC.</li> <li>• There may be potential for expanding the school to 8FE using the adjoining open space to provide a shared use playing field.</li> <li>• The site is available.</li> <li>• The site is relatively flat / gently sloping and significant re-grading would be unlikely to be needed.</li> <li>• Vehicular accesses are already available from Warners End Road and Gadebridge Road, which may be adequate to serve an expansion of the school.</li> <li>• Pedestrian/cycle access is already available from Warners End Road and Gadebridge Road.</li> <li>• The site lies adjacent to a number of bus routes with bus stops close to the site.</li> <li>• The existing school buildings (and potential new buildings) are relatively well screened by existing trees and hedges and so would not impact significantly on views or the townscape / landscape.</li> <li>• Although there are trees on the perimeter of the main site, and one or two within the site, there is scope for expansion without needing to remove areas of vegetation (subject to a sensitive design and layout)</li> <li>• The site lies within the urban area of Hemel Hempstead (although</li> </ul>
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	<p>it is part of a green gap / open land).</p> <ul style="list-style-type: none"> <li>• There would be limited ecological impact [subject to further investigations].</li> <li>• The site is not at significant risk of flooding [subject to further investigations].</li> <li>• The site is not located near any significant noise sources.</li> <li>• The site lies outside the Green Belt.</li> <li>• The site lies outside an AQMA.</li> <li>• The site does not lie in a Minerals Consultation Area.</li> <li>• The site is not in an Area of Archaeological Importance.</li> <li>• There would be no impacts on designated heritage assets.</li> <li>• The site is not in a designated rural area.</li> <li>• The site does not have any international, national or local wildlife, habitat or biodiversity designations (apart from a very small area of ancient woodland which just extends onto the site, which can easily be avoided).</li> <li>• The site is not traversed by any public rights of way.</li> </ul>
<p><b>Disadvantages</b></p>	<ul style="list-style-type: none"> <li>• The existing combined site (3 parts) is below the minimum size recommended for an expansion to 8FE school, assuming full PAN numbers (8FE) and a 45% 6th form staying on rate.</li> <li>• In order to provide a site with sufficient size to meet the minimum recommended size for an 8FE school it would be necessary to provide additional detached playing fields, which would be shared use, on the adjoining open space. This would result in a school on four separate sites, which would be fragmented and may be difficult to manage.</li> <li>• The adopted Local Plan includes the site in an area of Open Land where the primary planning purpose is to maintain the generally open character by protecting it from building and other inappropriate development.</li> <li>• There are no dedicated cycle routes in the immediate vicinity of the school.</li> <li>• A small part of the site is at risk of surface water flooding.</li> </ul>

## SITE LAYOUT PRINCIPLES

A BB103 compliant 8FE secondary school site could be accommodated on this site (assuming shared use of adjoining playing fields) :

1. Development principles plan 5309/143
2. Total site area (existing and proposed): Total site: 10.88ha (comprising 9.43ha existing plus 1.45ha shared use playing field).
3. Build zone (existing and potential expansion area): 4.42ha (comprising 4.12ha existing plus 0.3ha extension)

4. Playing fields (existing and potential shared use playing field): 6.76ha (comprising 5.31ha existing plus 1.45ha shared use playing field)
5. Vehicular access/egress (existing and proposed): Warners End Road (entrance) and Gadebridge Road (exit).
6. Pedestrian access (existing and proposed): Warners End Road and Gadebridge Road.

Note: A slightly enlarged shared use playing field (total 1.67ha) should enable a BB103 compliant 9FE secondary school site to be accommodated.

## SUMMARY

The existing school site (3 parts) is not of sufficient size to be able to accommodate an expansion from 7FE to 8FE.

If the adjoining open space were to be used for additional playing fields, shared with other users, the school may have potential for expansion to up to 9FE (subject to discussions with Dacorum BC and further investigations). However, this would result in a fragmented school site with four parts.

The school sites are relatively free of planning and environmental constraints and designations, apart from:

- Open Land - the main site is included in an area of Open Land where the primary planning purpose is to maintain the generally open character.
- Surface water flood risk – a small part of the main site is subject to surface water flood risk. However, there should be sufficient land within the site to mitigate any impact.
- Trees - there are a number of trees on the perimeter of the site. However, there is scope for expansion without needing to remove these (subject to a sensitive design and layout)

There would appear to be scope for expanding the school by 1 to 2FE, possibly within the existing building zone, by using underutilised area and/or replacing a number of single storey 1950's buildings with two or three storey buildings which make more efficient use of the land, although this could have implications for the Open Land designation. However, if this expansion cannot be accommodated within the building zone there is scope for extending the building zone to accommodate school expansion without impacting on the area of useable playing fields (subject to implications for Open Land designation).

- Current operating school size: 7FE
- Current site capacity: 7FE
- Potential additional capacity:
  - Existing site: None
  - Existing plus adjoining open space: 2FE (subject to discussions and investigations)
- Total potential: 9FE

## CONCLUSION

Depending on HCC and the school's view on the practicalities of a split school site with three parts, plus a shared use detached playing field, the following are recommended, prior to undertaking any specialist technical investigations:

- Undertake a high level evaluation of the extent of land at Spring Fields Open Space that could

potentially accommodate additional playing fields.

- Discussions with Dacorum BC about the possible shared use of the open space.

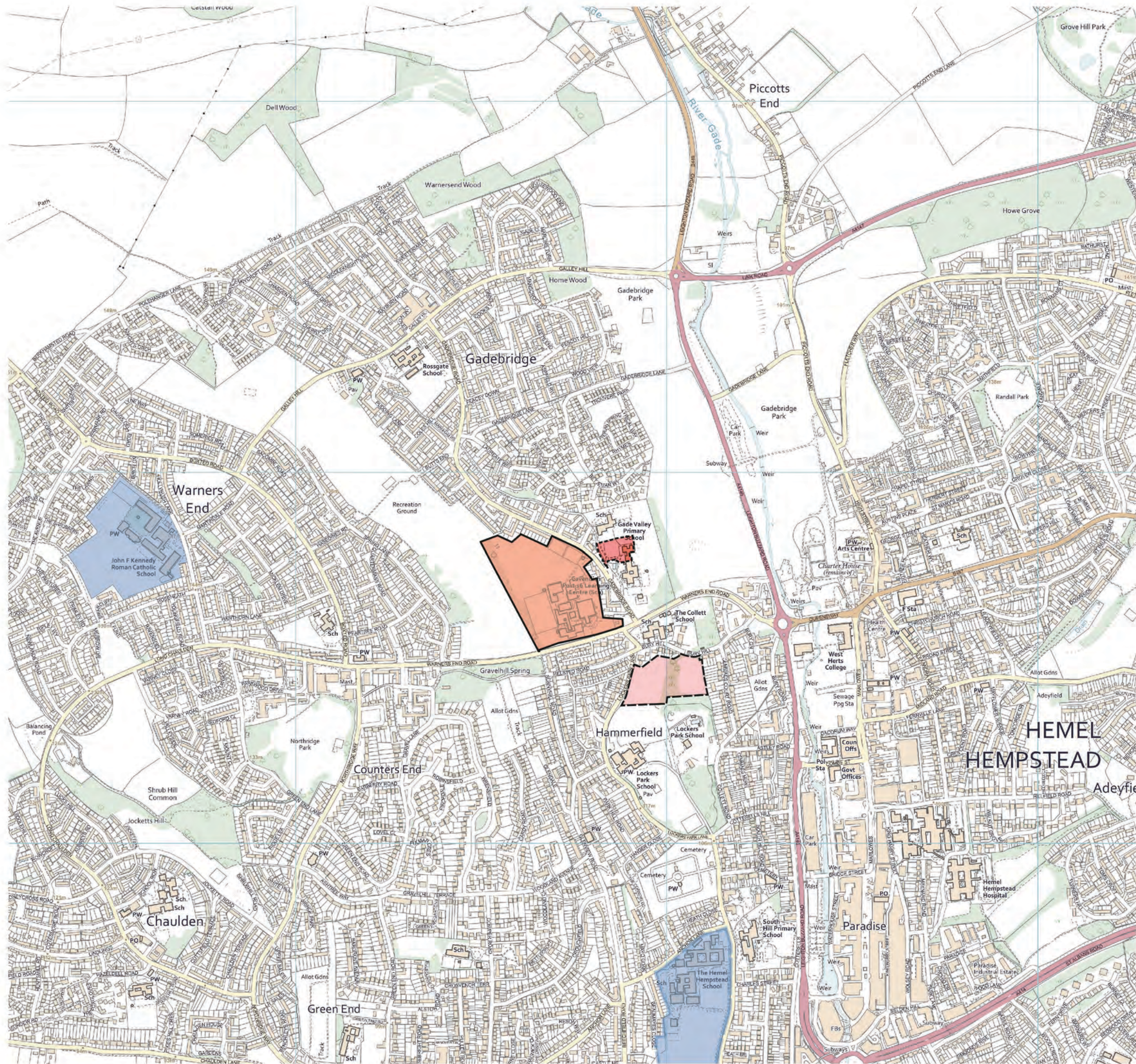
Depending on the outcome of these discussions and considerations the following site investigations are recommended (for the main part of the school site and, depending on the nature of the studies, possibly other parts of the site and the adjoining open space):

- Topographical survey
- Detailed transportation / access study
- Ecological assessment
- Heritage / archaeological assessment
- Tree survey
- Flood risk assessment
- Services / utilities assessment

Following the completion of these site investigations, and depending on their conclusions, the following are recommended:

- Preliminary appraisal of existing buildings – to establish which buildings should be retained and which could possibly be replaced (depending on age / condition / size / height / number of storeys)
- Prepare a feasibility layout plan - looking in more detail at the scope for accommodating a school expansion, in particular new / replacement school buildings and other uses such as car parking
- Discussions with Dacorum BC regarding implications of school expansion on Open Land designation





- LAUREATE ACADEMY: MAIN SITE
- LAUREATE ACADEMY: 6<sup>TH</sup> FORM SITE
- LAUREATE ACADEMY: DETACHED PLAYING FEILDS
- OTHER SECONDARY SCHOOLS

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

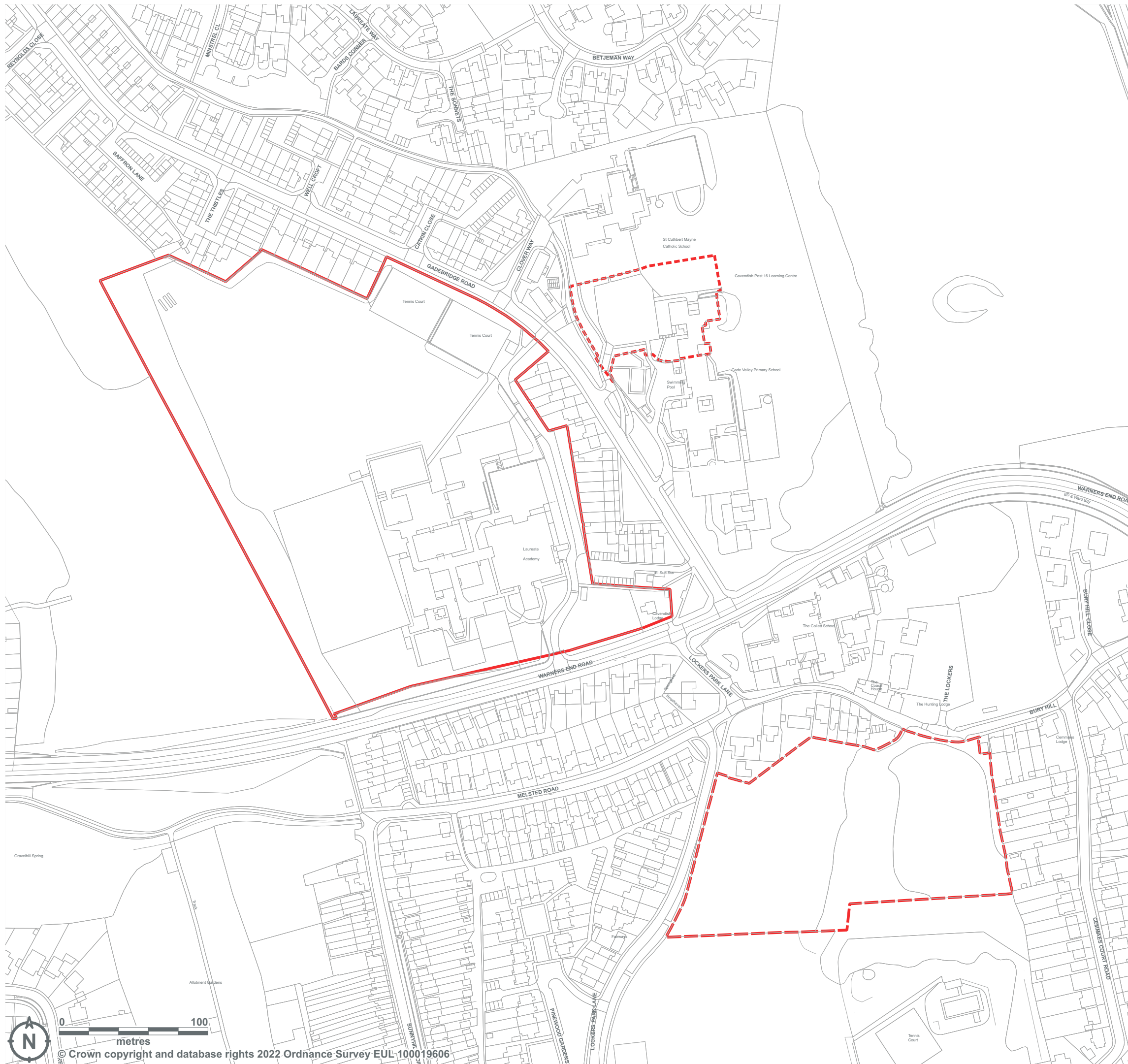
Laureate Academy:  
Location plan

PROJECT NO	DRAWING NO	REV
5378	140	
DRAWN	DATE	SCALE
HNA	MAY 2022	1:10000

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- LAUREATE ACADEMY:  
MAIN SITE 6.65ha
- LAUREATE ACADEMY:  
6<sup>TH</sup> FORM SITE 0.53ha
- LAUREATE ACADEMY:  
DETACHED PLAYING FIELDS  
2.25ha

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

Laureate Academy:  
Identification plan

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>141</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:2500</b>

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- LAUREATE ACADEMY:  
MAIN SITE
- LAUREATE ACADEMY:  
6<sup>TH</sup> FORM SITE
- LAUREATE ACADEMY:  
DETACHED PLAYING FEILDS

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

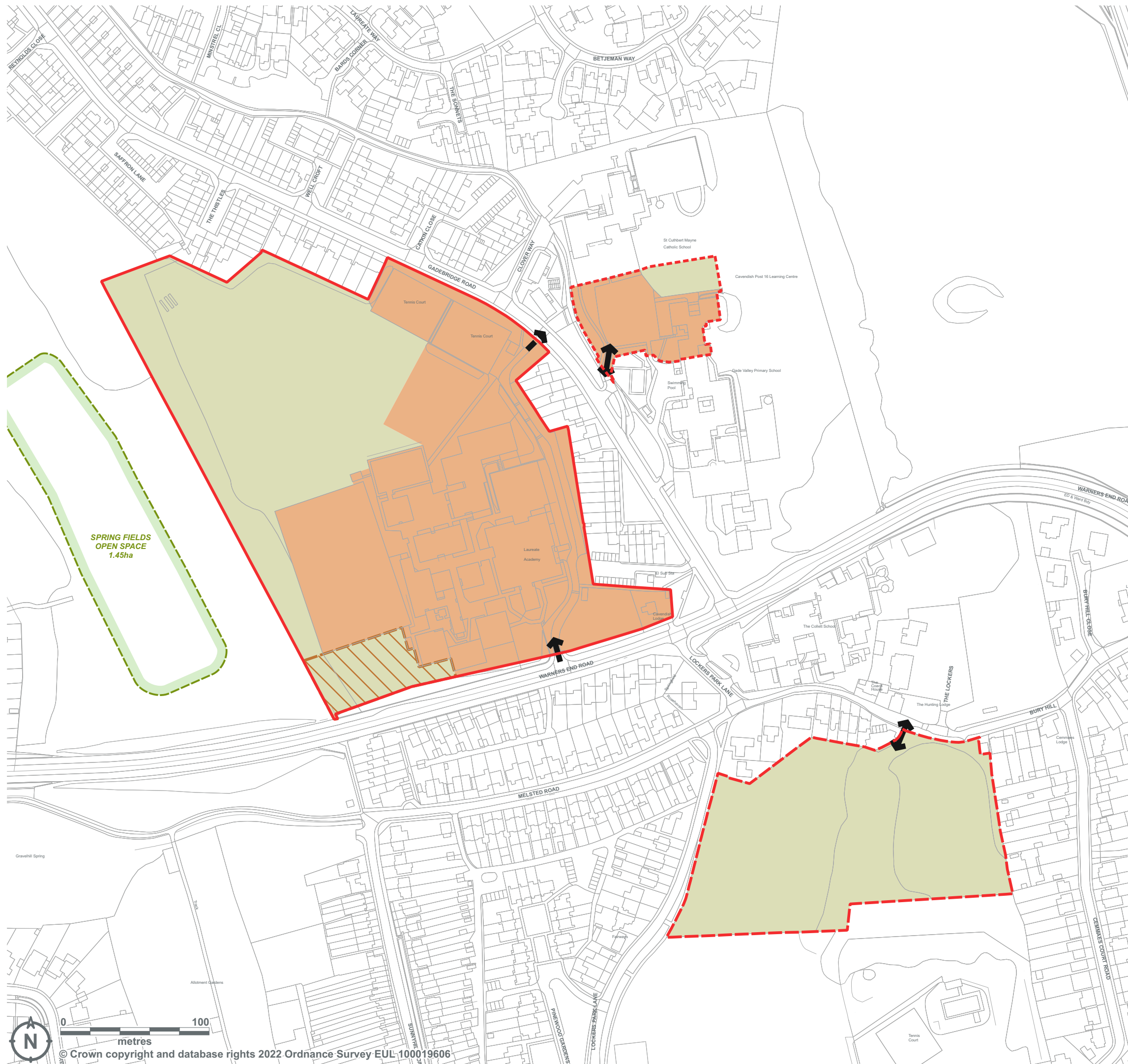
Laureate Academy:  
Aerial photograph

PROJECT NO	DRAWING NO	REV
5378	142	
DRAWN	DATE	SCALE
HNA	MAY 2022	1:2500

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- LAUREATE ACADEMY:  
MAIN SITE 6.65ha
- LAUREATE ACADEMY:  
6<sup>TH</sup> FORM SITE 0.53ha
- LAUREATE ACADEMY:  
DETACHED PLAYING FIELDS  
2.25ha
- LAUREATE ACADEMY TOTAL SITE AREA: 9.43ha**
- BUILDING ZONE  
4.12ha
- BUILDING ZONE EXTENSION  
0.30ha
- PLAYING FIELD ZONE  
5.31ha
- POTENTIAL SHARED USE  
PLAYING FIELD
- ➔ EXISTING/PROPOSED ACCESS
- ➠ EXISTING/PROPOSED EXIT
- ↔ EXISTING/PROPOSED  
ACCESS & EXIT

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

Laureate Academy:  
Development principles

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>143</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	MAY 2022	1:2500

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<b>HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: EXISTING SCHOOL SITES</b>	
<b>SITE DETAILS: LONGDEAN SCHOOL</b>	
<b>Site Reference and address</b>	Longdean School, Rumballs Road, Hemel Hempstead, HP3 8JB Site location plan: 5378/150 Site identification plan: 5378/151 Aerial photograph: 5378/152 Development principles plan: 5378/153
<b>Type/Category of school</b>	Secondary Mixed Academy
<b>Existing site area</b>	Total: 15.60ha (including 2 caretaker's houses) Building zone: 4.30ha Playing Fields zone: 11.03ha
<b>Current size/capacity (FE)</b>	Current operating school size: 8FE <i>[Note: BB103 net capacity site assessment (Sept 2019): 8FE PAN (1200/215)]</i>
	Current site capacity: 10FE
	Difference: +2FE
	Pupil numbers: Published Admission Number = 240 <u>HCC Spring 2022 school census</u> Actual admissions (year 7) = 240 Number of children on roll = 1375 6 <sup>th</sup> form (years 7 & 8) = 186 Actual admissions (2020-21) = 240 <i>Published Admission Number – maximum number of pupils the school is admitting.</i>
<b>Land ownership</b>	HCC ownership plans indicate that the site is owned by Hertfordshire CC, as is the adjoining Hobbs Hill Wood Primary School to the north.
<b>Existing use / occupiers</b>	Education use.
<b>Buildings</b>	The school comprises a new school building replacing an earlier school building. It was redeveloped as part of the Government's Priority School Building Programme and opened in late 2016. It comprises a single large three storey building with a large detached sports hall.

<p><b>Planning history (relating to replacement school)</b></p>	<p>4/01487/14/MFA - demolition of existing school buildings and construction of new three / four storey secondary school with hard and soft play areas, playing fields, car parking, provision of temporary construction access, landscaping and associated works – Approved 26 Nov 2014 (LPA: DBC)</p> <p>4/00075/15/NMA: Non material amendment to planning permission 4/01487/14/MFA - Demolition of existing school buildings and construction of new secondary school - Approved 02 Feb 2015 (LPA: DBC)</p> <p>21/02949/FUL: Construction of additional 6th form cafeteria block and relocation of pedestrian gate - Withdrawn 28 Sep 2021 (LPA: DBC)</p> <p>22/01457/FUL: Construction of additional 6th form cafeteria block, relocation of pedestrian gate and renovation/construction of Multi Use Game Area (MUGA) Pitch – Current application (to be determined) (LPA: DBC)</p>	
<p><b>Current / committed proposals for expansion / development at school</b></p>	<p>Longdean School was completely rebuilt as an 8FE school (reopened 2016)</p> <p>It is understood that the school is proposing a number of additions to the school, including a new special resources building (SEN) near the entrance to the building on part of a playing field (avoiding pitches), and a post 16 café on part of an area used as tennis courts. As part of the proposals for the café an existing all weather playing surface will be expanded and floodlighting improved.</p> <p>It is understood that an unsuccessful bid was made in 2019 for a 1FE expansion, with a new building to be located in an area between the sports hall and an area of tennis courts.</p>	
<p><b>Adjoining uses</b></p>	<p>North:</p>	<p>Primary school – Hobbs Hill Wood Primary School.</p>
	<p>East:</p>	<p>Tree belt, open space and community orchard with an estate of partly 2 storey terraced houses and partly 3 storey flats dating from the 1950s beyond. Extensive Bunkers Park Open Space beyond.</p>
	<p>South:</p>	<p>To the south east – partly tree belt with narrow lane (Chamberbury Lane), and partly more open, with mainly low density two storey housing of various periods from the 1950s beyond.</p> <p>To the south west – Chamberbury Primary School.</p>
	<p>West:</p>	<p>Residential – 2 storey 1950's terraced houses with some apartments</p>
<p><b>Topography</b></p>	<p>The western part of the site is relatively flat. The eastern part slopes down from west to east towards a minor valley adjacent to the eastern boundary of the site.</p>	



<b>Water courses/features</b>	No natural water features. Pond in sensory garden near main entrance to school buildings.
<b>Vegetation</b>	<p>Large areas of mature trees / woodland on the eastern parts of the school site, where the slopes are steeper, and between the playing pitches on the northern part of the site. Belts of trees on the boundaries with Hobbs Hill Primary School, the boundary with properties in Rumballs Lane, and adjacent to Chambersbury Lane.</p> <p>There are attractive areas of new landscaping near the main entrance to the site and the approach to the school buildings.</p>
<b>ACCESSIBILITY</b>	
<b>Vehicular access</b>	Two existing vehicular accesses. Main access from Rumballs Lane to the north near the main entrance to the building which provides access to a staff and visitors car park, and a dropping off area. A second from Hill Common to the south, which serves a second school car park.
<b>Cycle access</b>	No dedicated facilities near school.
<b>Pedestrian access</b>	Pedestrian accesses from Rumballs Lane and Hill Common. No dedicated facilities other than roadside footways.
<b>Public transport</b>	<p>Bus stops located on Barnacres Road near school. Served by bus routes 2 and H11.</p> <p>Other bus routes near the school are route 1.</p> <p>The school is located approximately 3km from Hemel Hempstead Station, which is also served by bus route 2. It is also 1.5km from Apsley Station, although it isn't served by buses passing near the school.</p>
<b>High level transport appraisal (conclusions)</b>	To be advised
<b>ENVIRONMENTAL IMPACT</b>	
<b>Landscape and visual impact</b>	The school site is within the built up area of Hemel Hempstead but is located close to the urban edge. The existing buildings are located in an elevated position on the site. However, considering the main school building is a large three storey the building, it is not particularly prominent due to the existing trees around the perimeter of the site which limit views and existing buildings. The school buildings can be seen, over a hedge, from the more open western end of Chambersbury Lane to the south.
<b>Impact on residential amenities</b>	<p>The school site is mostly separated from nearby dwellings by a combination of existing tree belts, roads, open space, and two existing primary schools.</p> <p>The most sensitive location is to the west where houses in Rumballs Road are located close to the boundary with the school.</p>

<b>Ecology</b>	<p>The areas of woodland and trees and an attenuation basin on the eastern parts of the site are likely to be the most significant area of ecological interest on the site.</p> <p>Hedges and trees on the site boundary are also likely to have some interest.</p>	
<b>Noise sources</b>	<p>There are unlikely to be any significant sources of noise affecting the school site, bearing in mind the suburban location without any major roads in the immediate vicinity of the site.</p>	
<b>Air quality</b>	<p>There are unlikely to be any significant sources of poor air quality affecting the school site, bearing in mind the suburban location without any major roads in the immediate vicinity of the site. There are no Air Quality Management Areas near the site.</p>	
<b>Flood risk</b>	<p>The Government's flood risk maps indicate that the school is not located near any areas identified as at risk of fluvial flooding.</p>	
<b>Surface water flooding</b>	<p>The Government's flood risk maps indicate that there are one or two small areas with the school site, next to the school buildings, which are at risk of surface water flooding.</p>	
<b>Groundwater source protection area</b>	<p>The MAGIC website indicates that the school is not located in a Groundwater Source Protection Zone.</p>	
<b>Minerals</b>	<p>Not applicable</p>	
<b>Agricultural land quality</b>	<p>Not applicable</p>	
<b>Rights of way</b>	<p>There are no public rights of way crossing the site or in the immediate vicinity of the site.</p>	
<b>EXISTING PLANNING CONSTRAINTS AND DESIGNATIONS</b>		
<b>Existing and emerging local plan site specific designations - affecting site</b>	<p>The adopted Local Plan Proposals Map indicates that the school site and land to the north and east is included in an area of Open Land within the settlement of Hemel Hempstead, to which policies 9 and 116 apply. Policy 9 has not been saved. Policy 116 seeks to protect open land from building and other inappropriate development. Ancillary buildings and works, additions, replacement and redevelopment of buildings and changes of use are required to satisfy a number of conditions.</p> <p>The Local Plan is in the process of being replaced by the new Dacorum Local Plan, although this is currently on hold pending the preparation of a mitigation strategy to protect the Chiltern Beechwoods SAC from both existing and future recreational pressures associated with residential development.</p> <p>The draft Site Allocations Map Book (2006 to 2031) does not identify any changes to the Proposals Map affecting the site</p>	
<b>Heritage assets (on site or adjoining site)</b>	Archaeology:	No archaeological designations affecting site or immediate vicinity of site.
	Listed buildings:	None near site.

	Conservation area:	None near site.
	Other:	No Registered Parks and Gardens or Registered Battlefield near the site.
<b>Wildlife designations (on site or adjoining site)</b>	International:	None on or near the site, although the site is located in a number of SSSI Impact Risk Zones where planning applications are assessed for likely impacts on SSSIs / Special Areas of Conservation / Special Protection Areas / Ramsar sites.
	National:	None on or near the site, although the site is located in a number of SSSI Impact Risk Zones (see above).
	County / local:	There are no Local Nature Reserves, Ancient Woodlands, Sites of Interest for Nature Conservation, or County Wildlife sites on or near the school.
<b>SCHOOL EXPANSION POTENTIAL</b>		
<b>Expansion potential to 6FE/8FE/10FE</b>	On existing site:	The existing school site should be of sufficient size to be able to accommodate a 10FE secondary school, which represents a 2FE expansion (assuming a 45% 6 <sup>th</sup> form staying on rate, which is slightly higher than the current rate (approx. 44.8% in 2019)).
	Off site:	The school is located close to the urban edge with open land (Bunkers Park Open Space) relatively near to the site which could possibly accommodate a detached playing field, although this would not be necessary for an expansion of the school.
<b>Potential for complete rebuild and replacement</b>	The school was completely rebuilt and opened in 2016 so it is unlikely to need to be rebuilt again in at least the short to medium term.	
<b>Build zone</b>	The school building zone has an area of 4.30ha. There is scope for expanding the building zone near the central part of the building zone without impinging on the area of useable playing fields. There is scope for additional buildings within the existing building zone, which may need to be extended to accommodate a relocated / new MUGA and/or all weather pitch. This could be accommodated with little impact on planning and environmental issues, apart from Open Land designation. This could increase the building zone by 0.47ha to give a total of 4.77ha.	
<b>Playing fields</b>	The existing area of playing fields should be sufficient for an expansion to 10FE, although there are extensive areas of trees and wildlife habitat within the site which should be retained, and so there may need to be an	



	assessment of the useable areas.	
<b>Proposed access</b>	Pedestrian / cycle:	Existing accesses to Rumballs Road and Hill Common.  A pedestrian and/or cycle access could potentially be provided to Chambersbury Lane to the south.  There are no cycle routes near the site to be able to provide connections to.
	Public transport:	There are a number of bus routes near the school which may need enhancement if the school were to expand.
	Vehicular:	The existing main vehicular access to Rumballs Road is of recent construction so should be adequate. It may be necessary to improve the existing secondary vehicular access to Hill Common to the west to serve additional car parking associated with an expansion of the school, as it would be more difficult to expand the area of car parking served by the main access (as it would impinge on a playing pitch and recently landscaped areas).
	<b>High level transport appraisal (conclusions)</b>	To be advised

## ADVANTAGES AND DISADVANTAGES

<b>Advantages</b>	<ul style="list-style-type: none"> <li>• The site is an existing school site with educational use.</li> <li>• The school site is in single ownership (owned by HCC).</li> <li>• The existing school site is large and should be of sufficient size for a 2FE expansion to 10FE.</li> <li>• The site is available.</li> <li>• Although the site slopes it has been terraced and the building area is flat so could be expanded without needing significant re-grading.</li> <li>• Vehicular accesses are already available from Rumballs Road and Hill Common.</li> <li>• Pedestrian/cycle access is already available from Rumballs Road and Hill Common to the north and west, and could relatively easily be achieved from Chambersbury Lane to the south. It could also be achieved from an open space / path to the east but it would be more difficult due to existing vegetation and changes in level.</li> <li>• The site lies adjacent to a number of bus routes with bus stops close to the site.</li> <li>• The existing main school building (and potential new buildings)</li> </ul>
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	<p>are away from nearby residential properties which minimises their impact on those properties.</p> <ul style="list-style-type: none"> <li>• The existing buildings and any new buildings are relatively well screened by existing trees and hedges and buildings to the north, east and west and so would not impact significantly on views or the townscape / landscape from these directions.</li> <li>• Although there are large areas of trees on the perimeter of the site, there is scope for expansion without needing to remove areas of vegetation (subject to a sensitive design and layout)</li> <li>• The site lies within the urban area of Hemel Hempstead (although it is designated Open Land.</li> <li>• There would be limited ecological impact [subject to further investigations].</li> <li>• The site is not at significant risk of flooding [subject to further investigations].</li> <li>• The site is not located near any noise sources.</li> <li>• The site lies outside the Green Belt.</li> <li>• The site lies outside an AQMA.</li> <li>• The site does not lie in a Minerals Consultation Area.</li> <li>• The site is not in an Area of Archaeological Importance.</li> <li>• There would be no impacts on designated heritage assets.</li> <li>• The site is not in a designated rural area.</li> <li>• The site does not have any international, national or local wildlife, habitat or biodiversity designations.</li> <li>• The site is not traversed by any public rights of way.</li> </ul>
<b>Disadvantages</b>	<ul style="list-style-type: none"> <li>• The adopted Local Plan includes the site in an area of Open Land where the primary planning purpose is to maintain the generally open character by protecting it from building and other inappropriate development.</li> <li>• The existing buildings are located in an elevated position on the site and can be clearly seen, over a hedge, from the more open western end of Chambersbury Lane to the south.</li> <li>• There are no dedicated cycle routes near the school.</li> <li>• There are existing trees on the perimeter of the site, particularly on the eastern parts of the site.</li> <li>• A small part of the site is at risk of surface water flooding.</li> </ul>

## SITE LAYOUT PRINCIPLES

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

1. Development principles plan 5309/153
2. Total site area (existing): 15.60ha
3. Build zone (existing and potential expansion area): 4.77ha (existing: 4.30ha / proposed:

0.47ha)

4. Playing fields (existing less building zone extension): 10.56ha.
5. Vehicular access/egress (existing and proposed): Rumballs Road and Hill Common
6. Pedestrian access (existing and proposed): Rumballs Road and Hill Common. Also, potential for access to Chambersbury Lane to south.

## SUMMARY

The school site should be of sufficient size to be able to accommodate an expansion from 8FE to 10FE. (Subject to further investigations).

The site is relatively free of planning and environmental constraints and designations, apart from:

- Open Land - the site is included in an area of Open Land where the primary planning purpose is to maintain the generally open character.
- Surface water flood risk – a small part of the site is subject to surface water flood risk. However, there should be sufficient land within the site to mitigate any impact.
- Trees - there are a number of trees and tree belts on the site. However, there is scope for expansion without needing to remove these (subject to a sensitive design and layout)

There would appear to be scope for expanding the school by at least 2FE, possibly within the existing building zone, although this could have implications for the Open Land designation. However, if this cannot be accommodated within the building zone there is scope for extending the building zone to accommodate school expansion without impacting on the area of useable playing fields (subject to implications for Open Land designation).

- Current operating school size: 8FE
- Current site capacity: 10FE
- Potential additional capacity FE: 2FE
- Total potential FE: 10FE

## CONCLUSION

This site is recommended for further consideration. The following site investigations are recommended:

- Topographical survey
- Detailed transportation / access study
- Ecological assessment
- Heritage / archaeological assessment
- Tree survey
- Flood risk assessment
- Services / utilities assessment

Following the completion of these site investigations, and depending on their conclusions, the following are recommended:

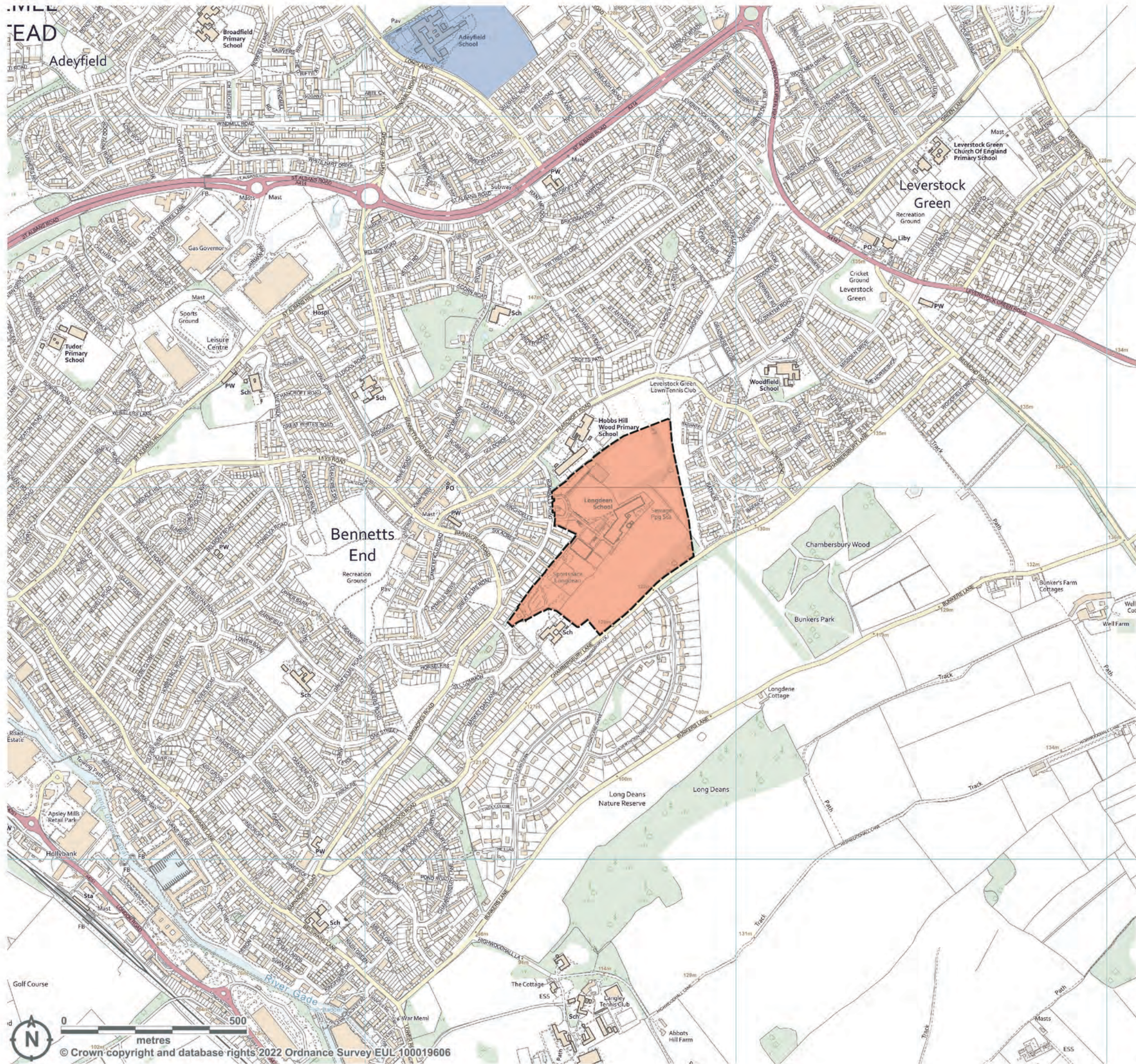
- Assess the area of useable playing fields within the school site taking account of existing trees and vegetation / significant slopes / any other areas of sensitivity identified by the specialist site investigations.





- Prepare a feasibility layout plan - looking in more detail at the scope for accommodating a school expansion, in particular new school buildings and other uses such as car parking
- Discussions with Dacorum BC regarding implications of school expansion on Open Land designation

RL/5378/4.8.22





 LONGDEAN SCHOOL  
 OTHER SECONDARY SCHOOLS

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

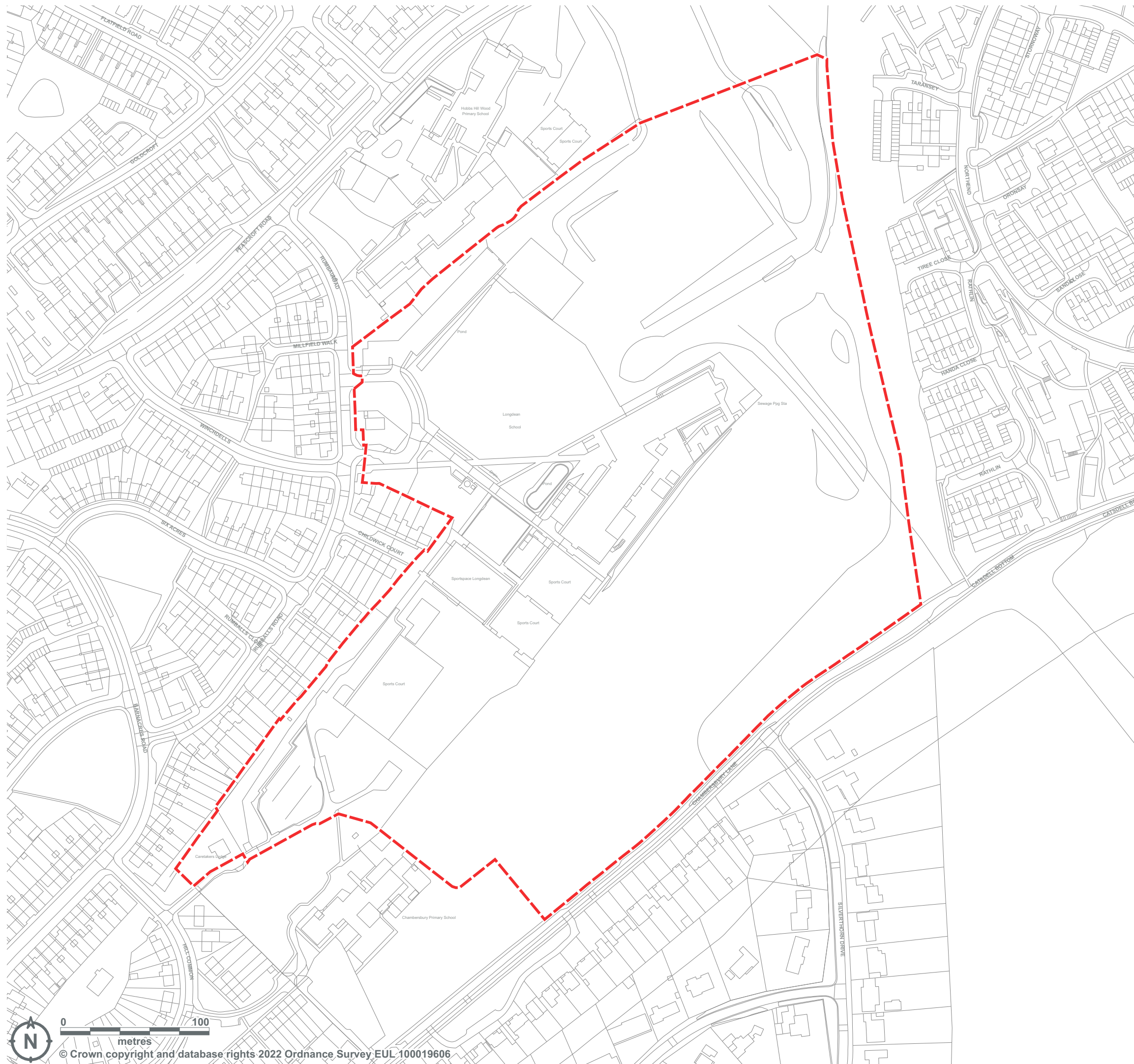
Longdean School:  
Location plan

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>150</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:10000</b>

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 **LONGDEAN SCHOOL**  
15.60ha

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

Longdean School:  
Identification plan

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>151</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:2500</b>

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LONGDEAN SCHOOL

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

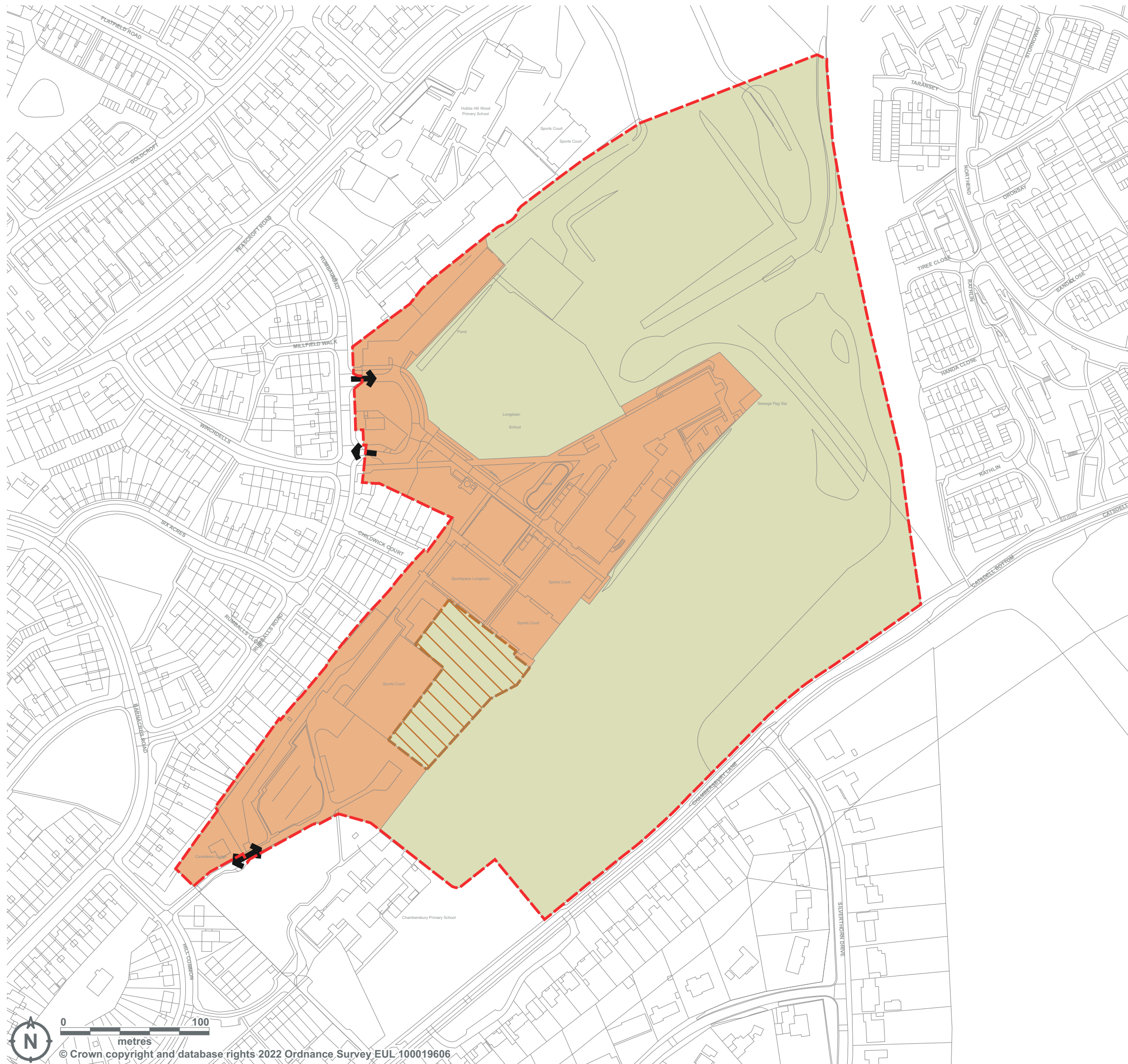
Longdean School:  
Aerial photograph

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>152</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>MAY 2022</b>	<b>1:2500</b>

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- LONGDEAN SCHOOL  
15.60ha
- BUILDING ZONE  
4.30ha
- BUILDING ZONE EXTENSION  
0.47ha
- PLAYING FIELD ZONE  
11.30ha
- ➔ EXISTING/PROPOSED ACCESS
- ➔ EXISTING/PROPOSED EXIT
- ↔ EXISTING/PROPOSED ACCESS & EXIT

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

Longdean School:  
Development principles

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>153</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	MAY 2022	1:2500

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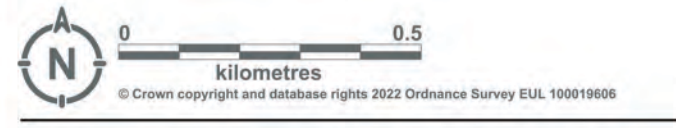
DACORUM BOROUGH

ST. ALBANS CITY & DISTRICT

DACORUM BOROUGH

THREE RIVERS DISTRICT

- INNER SEARCH AREA BOUNDARY/ GREEN BELT BOUNDARY
- OUTER SEARCH AREA BOUNDARY
- LOCAL AUTHORITY BOUNDARIES
- HCC 00 HCC FREEHOLD OWNERSHIP
- EXISTING SECONDARY SCHOOLS
- PLAYING FIELDS/PLAY SPACE
- 400m RADIUS FROM CENTRE OF PLAYING FIELDS/PLAY SPACE
- EPF 00 EDUCATIONAL PLAYING FIELDS
- OL 00 OPEN LAND
- 400m RADIUS FROM CENTRE OF OPEN LAND
- ALT 00 ALLOTMENTS
- EMP 00 EMPLOYMENT AREAS
- FLOOD ZONE 3
- FLOOD ZONE 2
- FOOTPATH
- BRIDLEWAY
- BYWAY
- RESTRICTED BYWAY
- EMPLOYMENT DEVELOPMENT SITE



**HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH**  
Urban area site search

PROJECT NO	DRAWING NO	REV
5378	002	
DRAWN	DATE	SCALE
HNA	AUGUST 2022	1:12500 @A0

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**HEMEL HEMPSTEAD SECONDARY SCHOOLS SITE SEARCH**

**URBAN AND NON URBAN AREA: LAND IN HCC OWNERSHIP**

Site ref.	Site details	Site area (ha)	Site status	Assessment	Notes
HCC 01	Brockwood Primary School	1.54	Active / too small	Reject	Existing secondary school - not available
HCC 02	Land north of The Astley Cooper School	1.96	Active / too small	Reject	Reserved for primary school /potential expansion of The Astley Cooper School
HCC 03	Holtsmere End Junior School	1.39	Active / too small	Reject	Existing primary school - not available
HCC 04	Holtsmere End Infants School	1.10	Active / too small	Reject	Existing primary school - not available
HCC 05	Dacorum Education Support Centre	0.66	Active / too small	Reject	Existing ESC use - not available
HCC 06	Land west of Dacorum ESC	0.81	Active / too small	Reject	Existing ESC use - not available
HCC 07	Maple Grove Primary School	1.03	Active / too small	Reject	Existing primary school - not available
HCC 08	Haywood Grove Primary School	1.44	Active / too small	Reject	Existing primary school - not available
HCC 09	Woodhall Wood	2.30	Too small (woodland)	Reject	Existing woodland (Wildlife site) - not available
HCC 10	Three Cherry Trees Caravan Park	1.55	Too small	Reject	
HCC 11	Hemel Hempstead Recycling Centre	0.22	Active / too small	Reject	Existing recycling centre - not available
HCC 12	Aycliffe Drive Primary School	1.29	Active / too small	Reject	Existing primary school - not available
HCC 13	The Hammond Academy	2.64	Active / too small	Reject	Existing primary school - not available
HCC 14	Bees Knees Day Nursery	0.15	Active / too small	Reject	Existing primary school - not available
HCC 15	Halsey Field (Parcel 1)	4.12		Assess	See Option site HH16
HCC 16	Halsey Field (Parcel 2)	2.17		Assess	See Option site HH16
HCC 17	Halsey Field (Parcel 3)	4.52		Assess	See Option site HH16
HCC 18	Highview Lodge	0.76	Too small	Reject	
HCC 19	Galley Hill Primary School	2.12	Active / too small	Reject	Existing primary school - not available
HCC 20	John F Kennedy RC School (Playing Fields)	4.18	Active / too small	Reject	Existing secondary school - not available
HCC 21	Micklem Primary School	1.46	Active / too small	Reject	Existing primary school - not available
HCC 22	St Cuthbert Mayne Catholic Primary School (Playing Fields)	0.69	Active / too small	Reject	Existing primary school - not available
HCC 23	Gade Valley Primary School	2.55	Active / too small	Reject	Existing primary school - not available
HCC 24	George Street Primary School	1.13	Active / too small	Reject	Existing primary school - not available
HCC 25	Hemel Hempstead Fire Station	0.41	Active / too small	Reject	Existing fire station - not available
HCC 26	Yewtree Primary School	0.03	Active / too small	Reject	Existing primary school - not available
HCC 27	Jupiter Community Free School	0.03	Active / too small	Reject	Existing primary school - not available
HCC 28	38 Widmore Drive	3.33	Too small	Reject	
HCC 29	30 Wood Lane End	0.27	Too small	Reject	
HCC 30	Hobletts Manor Infants School	0.04	Active / too small	Reject	Existing primary school - not available
HCC 31	Burymill Family Support Centre	3.06	Active / too small	Reject	Existing HCC use - not available
HCC 32	MIND Dacorum Wellbeing Centre	0.49	Active / too small	Reject	Existing HCC use - not available
HCC 33	Broadfield Academy	0.77	Active / too small	Reject	Existing primary school - not available
HCC 34	Greenhills Education Support Centre	0.03	Active / too small	Reject	Existing HCC use - not available
HCC 35	Greenhills Day & Resource Centre	1.35	Active / too small	Reject	Existing HCC use - not available
HCC 36	3 Masons Road	0.03	Too small	Reject	
HCC 37	Chaulden Lane	1.35	Too small	Reject	
HCC 38	Chaulden Junior and Infants Schools	2.54	Active / too small	Reject	Existing primary school - not available
HCC 39	Pixies Hill Primary School	1.17	Active / too small	Reject	Existing primary school - not available
HCC 40	Boxmore Primary School	1.76	Active / too small	Reject	Existing primary school - not available
HCC 41	Boxmore Pre-School	0.08	Active / too small	Reject	Existing primary school - not available
HCC 42	7 Haybourn Mead	0.04	Too small	Reject	
HCC 43	Heath Barn	0.26	Too small	Reject	
HCC 44	Heath Lane Nursery School	0.45	Too small	Reject	Existing primary school - not available
HCC 45	Young Discovers Pre-School	0.30	Too small	Reject	
HCC 46	South Hill Primary School	2.52	Active / too small	Reject	Existing primary school - not available
HCC 47	Tudor Primary School	2.65	Active / too small	Reject	Existing primary school - not available
HCC 48	2-6 Evergreen Walk	0.09	Too small	Reject	
HCC 49	3-4 Pinetree Gardens	0.07	Too small	Reject	
HCC 50	1-8 Saintwood Court	0.09	Too small	Reject	
HCC 51	Mountbatten Lodge	0.56	Too small	Reject	
HCC 52	Dacorum Day Centre	0.78	Active / too small	Reject	Existing HCC use - not available
HCC 53	The Reddings Primary School	1.30	Active / too small	Reject	Existing primary school - not available
HCC 54	101-103 Rant Meadow	0.06	Too small	Reject	
HCC 55	St Albert The Great Catholic Primary School (part)	0.02	Active / too small	Reject	Existing primary school - not available
HCC 56	St Albert The Great Catholic Primary School	1.40	Active / too small	Reject	Existing primary school - not available
HCC 57	Hobbs Hill Wood Primary School	4.17	Active / too small	Reject	Existing primary school - not available
HCC 58	Longdean School	15.70	Active	Reject	Existing secondary school - not available
HCC 59	Woodfield School	1.70	Active / too small	Reject	Existing primary school - not available
HCC 60	1 Tewin Road	0.03	Too small	Reject	
HCC 61	101 Datchworth Turn	0.04	Too small	Reject	
HCC 62	35 Micklefield Road	0.06	Too small	Reject	
HCC 63	Leverstock Green Guide Hut	0.06	Active / too small	Reject	
HCC 64	Leverstock Green CoE Primary School (Playing Fields)	2.33	Active / too small	Reject	Existing primary school - not available
HCC 65	The Corner House	0.02	Too small	Reject	
HCC 66	Roman Fields Pupil Referral Unit	2.29	Active / too small	Reject	Existing HCC use - not available
HCC 67	122-132 Lawn Lane	0.41	Too small	Reject	
HCC 68	3 Durrants Hill Road	0.19	Too small	Reject	
HCC 69	Belswains Primary School	2.27	Active / too small	Reject	Existing primary school - not available
HCC 70	33 High Ridge Road	0.06	Too small	Reject	
HCC 71	Two Waters Primary School	1.35	Active / too small	Reject	Existing primary school - not available
HCC 72	85 Chambersbury Lane	0.03	Too small	Reject	
HCC 73	Nash Mills Primary School (Playing Fields)	0.67	Active / too small	Reject	Existing primary school - not available
HCC 74	Nash Mills Primary School (Informal Play)	0.09	Active / too small	Reject	Existing primary school - not available
HCC 75	Kings Langley Secondary School	8.20	Active	Reject	Existing secondary school - not available

**3 HCC land parcels for stage 2 selection**

## HEMEL HEMPSTEAD SECONDARY SCHOOLS SITE SEARCH

### URBAN AREA PLAYING FIELDS

Site ref.	Site details	Site area (ha)	Site status	Assessment	Notes
PF 01	Redbourn Road Playing Fields	6.50		Assess	
PF 02	Pennine Way Playing Fields	3.28	Too small	Reject	
PF 03	Pennine Way Stadium	5.84		Assess	
PF 04	Spring Fields Playing Fields	7.20		Assess	
PF 05	High Street Green Playing Fields	3.22	Too small	Reject	
PF 06	The Raith Fields	3.11	Too small	Reject	
PF 07	Hemel Hempstead Town FC	1.61	Too small	Reject	
PF 08	Boxmoor Cricket Club	5.80		Assess	
PF 09	Hemel Hempstead Town Cricket Club	4.56	Too small	Reject	
PF 10	Durrants Hill Road Park	0.27	Too small	Reject	
PF 11	Jarman Park	3.31	Too small	Reject	
PF 12	Lime Walk	2.66	Too small	Reject	
PF 13	Belswains Playing Field/Coronation Fields	8.30		Reject	Previous study: no site within 400m
PF 14	Barnacres Road Play Space	0.54	Too small	Reject	
PF 15	Leverstock Green Tennis Club	0.46	Too small	Reject	
PF 16	Malmes Croft Playground	1.03	Too small	Reject	
PF 17	Leverstock Green Cricket Club	1.62	Too small	Reject	
PF 18	Leverstock Green Recreation Ground	2.07	Too small	Reject	
PF 19	Leverstock Green Football Club	1.83	Too small	Reject	

**4 playing field sites for stage 2 selection**

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

### URBAN AREA EDUCATIONAL PLAYING FIELDS

Site ref.	Site details	Site area (ha)	Site status	Assessment	Notes
EPF 01	The Astley Cooper School	7.17	Active	Reject	Existing secondary school - not available
EPF 02	Laureate Academy	3.79	Active / too small	Reject	Existing secondary school - not available
EPF 03	The Collett School	0.53	Active / too small	Reject	Existing primary school - not available
EPF 04	Lockers Park School (North)	1.43	Active / too small	Reject	Existing prep school - not available
EPF 05	Lockers Park School (South)	2.03	Active / too small	Reject	Existing prep school - not available
EPF 06	St Rose's Catholic Infants School	0.34	Active / too small	Reject	Existing primary school - not available
EPF 07	The Hemel Hempstead School	4.73	Active / too small	Reject	Existing secondary school - not available
EPF 08	Lime Walk Primary School	1.31	Active / too small	Reject	Existing primary school - not available
EPF 09	Adeyfield School	4.33	Active / too small	Reject	Existing secondary school - not available
EPF 10	St Albert The Great Catholic Primary School	0.55	Active / too small	Reject	Existing primary school - not available
EPF 11	Chambersbury Primary School (North)	0.48	Active / too small	Reject	Existing primary school - not available
EPF 12	Chambersbury Primary School (South)	0.70	Active / too small	Reject	Existing primary school - not available

**0 Education playing fields for Stage 2 selection**



## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

### URBAN AREA ALLOTMENTS

Site ref.	Site details	Site area (ha)	Site status	Assessment	Notes
ALT 01	Widmore Drive North Allotments	0.05	Too small	Reject	
ALT 02	Hobletts Road Allotments	0.12	Too small	Reject	
ALT 03	Chaulden Allotments	2.73	Too small	Reject	
ALT 04	Gravel Hill Allotments	1.56	Too small	Reject	
ALT 05	Bury Road Allotments	0.43	Too small	Reject	
ALT 06	Adeyfield Road Allotments	0.44	Too small	Reject	
ALT 07	Sheepcote Road Allotments	0.15	Too small	Reject	
ALT 08	Windmill Road Allotments	0.23	Too small	Reject	
ALT 09	Homefield Road Allotments	0.21	Too small	Reject	
ALT 10	Farland Road Allotments	0.16	Too small	Reject	
ALT 11	Brickmakers Lane Allotments	0.58	Too small	Reject	
ALT 12	Bennetts End Lane (North) Allotments	0.38	Too small	Reject	
ALT 13	Bennetts End Lane (South) Allotments	0.38	Too small	Reject	
ALT 14	Coronation Fields Allotments	0.17	Too small	Reject	
ALT 15	Chambersbury Lane Allotments	0.17	Too small	Reject	

**0 allotment sites for Stage 2 selection**

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

### URBAN AREA OPEN LAND

Site ref.	Site details	Site area (ha)	Site status	Assessment	Notes
OL 01	Chaucer Walk	1.27	Too small	Reject	
OL 02	Grove Hill Park	5.25	Too small	Reject	
OL 03	Saturn Way	2.22	Too small	Reject	
OL 04	Redbourn Road	0.42	Too small	Reject	
<b>OL 05</b>	<b>Spring Fields (North)</b>	<b>7.94</b>		<b>Assess</b>	
OL 06	Trouvere Park	0.49	Too small	Reject	
OL 07	The Avenue	0.40	Too small	Reject	
<b>OL 08</b>	<b>Spring Fields (South)</b>	<b>8.79</b>		<b>Assess</b>	
OL 09	Roseheath	1.02	Too small	Reject	
<b>OL 10</b>	<b>Shrub Hill Common</b>	<b>6.25</b>		<b>Assess</b>	
OL 11	Northridge Park	4.11	Too small	Reject	
OL 12	Jocketts Park	2.99	Too small	Reject	
OL 13	Chaulden Lane	0.38	Too small	Reject	
OL 14	Randall Park	1.79	Too small	Reject	
OL 15	Planets Park	2.44	Too small	Reject	
OL 16	Woodhall Lane	0.69	Too small	Reject	
<b>OL 17</b>	<b>Keens Field</b>	<b>9.67</b>		<b>Assess</b>	
OL 18	Adeyfield	3.72	Too small	Reject	
OL 19	Turners Hill (North)	2.50	Too small	Reject	
OL 20	Turners Hill (South)	2.29	Too small	Reject	
OL 21	Fishery Moor	3.07	Too small	Reject	
OL 22	Station Moor (West)	3.86	Too small	Reject	
OL 23	Station Moor (East)	1.93	Too small	Reject	
OL 24	Hardings Moor (West)	0.99	Too small	Reject	
<b>OL 25</b>	<b>Hardings Moor (East)</b>	<b>7.62</b>		<b>Assess</b>	
OL 26	Bulbourne/Two Waters Meadows	3.05	Too small	Reject	
OL 27	Sheerwater Road	0.25	Too small	Reject	
OL 28	W Valley Road	0.08	Too small	Reject	
OL 29	Aspen Park Playground	1.02	Too small	Reject	
OL 30	Barnacres Road	1.25	Too small	Reject	
OL 31	Chambersbury Lane	0.55	Too small	Reject	
OL 32	HighClere Drive	0.68	Too small	Reject	
OL 33	Northend/Chambersbury Lane	1.65	Too small	Reject	
OL 34	Northend/Leverstock Green Road	1.95	Too small	Reject	
OL 35	Marchmont Pond	3.86	Too small	Reject	
OL 36	Green Lane	0.14	Too small	Reject	
OL 37	Land north of Leverstock Green FC	0.57	Too small	Reject	
OL 38	Six Acres	0.41	Too small	Reject	
OL 39	Great Elms Road	0.44	Too small	Reject	

**5 open land sites for Stage 2 selection**



## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

### EMPLOYMENT AREAS

Site ref.	Site details	Site area (ha)	Site status	Assessment	Notes
EMP 01	Pennine Way	3.28	Too small	Reject	
EMP 02	Hemel Hempstead Industrial Estate	202.92		Assess	See EMP11 and EMP12 below
EMP 03	Breakspear Park	7.99	Active	Reject	Previous Study
EMP 04	Paradise Industrial Estate	4.10	Too small	Reject	
EMP 05	Corner Hall	3.94	Too small	Reject	
EMP 06	Whiteleaf Road	3.50	Too small	Reject	
EMP 07	Riversend Road	2.53	Too small	Reject	
EMP 08	Frogmore Road	4.25	Too small	Reject	
EMP 09	Apsley Industrial Estate	0.67	Too small	Reject	
EMP 10	London Road	8.09	Active	Reject	Previous Study
EMP11	North of Cherry Tree Lane (Spencer's Park Phase 2)	24.43		Reject	Planning permission granted for mixed use development
EMP12	Land at Green Lane	6.89		Reject	Current planning application for commercial development

**0 sites for stage 2 selection**

**HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH**

**POTENTIAL NEW SECONDARY SCHOOL SITES**

Site ref.	Site details	Site area (ha)	Site status	Assessment	Notes
HH01	Land north and south Bunkers Lane (split site)	18.46		Reject	HEML03 -previous study reject
HH02	Land west of Bedmond Road (split site)	12.50		Reject	HEML02 - previous study reject
HH03	Land south of Hemel Hempsted Road	14.17		Accept	HEML01 -previous study - potential school site
HH04	Land south west of Westwick Row SITE ENLARGED	13.38		Assess	Adjoining urban area
HH05	Land north west of Westwick Farm	11.13		Assess	Adjoining urban area
HH06	Land at Westwick Row/Green Lane	29.48		Assess	Adjoining urban area
HH07	Land east of Green Lane	32.86		Assess	Adjoining urban area
HH08	Land east of Cherry Tree Lane	12.12		Assess	Adjoining urban area
HH09	Land north of Hemel Hempstead Road (B487)	31.42		Assess	Adjoining urban area
HH10	Land east of Holtsmere End Lane	21.90		Assess	Adjoining urban area
HH11	Land west of Holtsmere End Lane	12.57		Assess	Adjoining urban area
HH12	Land east of Cupid Green Lane SITE ENLARGED	11.36		Assess	Adjoining urban area
HH13	Land west of Cupid Green Lane	19.86		Assess	Adjoining urban area
HH14	Grovehill Playing Fields	23.10		Assess	Adjoining urban area
HH15	Land north of Link Road	12.36		Reject	Current planning application subject to draft S106 agreement
HH16	Halsey Field	12.21		Assess	Adjoining urban area
HH17	Land north of Fennycroft Road	12.17		Assess	Adjoining urban area
HH18	Land off Berkhamsted Road	12.10		Assess	Adjoining urban area
HH19	Land off Long Chaulden	20.45		Reject	Planning permission granted for residential use
HH20	Land north of Chaulden Lane	11.32		Reject	Planning permission granted for residential use
HH21	Chaulden Field/Hemel Hempstead (Camelot) Rugby Club	9.39	Too small	Reject	Below 10.50ha
HH22	Land east of A41	13.20		Reject	HEML06- previous study - reject
HH23	Land south of Sherwater Road	11.42		Reject	HEML05 - previous study - reject
HH24	Land north east of Barns Lane	13.10		Reject	HEML04 - previous study - reject
HH25	Eastern School site			Assess	Hemel Garden Communities FP
HH26	Central School site			Assess	Hemel Garden Communities FP
HH27	Western School site			Assess	Hemel Garden Communities FP

**18 Option Sites for Stage 2 selection**



APPENDIX 2

HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: STAGE 2: SITE SELECTION SHORTLIST FOR DETAILED APPRAISAL

Site ref	Site name	Brownfield / Green field / Green Belt	Topography	Water course/Surface Water Flooding	Vegetation	Access: vehicular	Access: ped/cycle	Landscape	Existing community uses	Designated Heritage assets	Noise	Air Quality	Site ranking (score)	Shortlist for detailed appraisal
<b>Urban sites</b>														
PF01	Redbourn Road P/F	GF						NA (not GB)						NO
PF03	Pennine Way Stadium	GF						NA (not GB)						NO
PF04	Spring Fields P/F	GF						NA (not GB)						NO
PF08	Boxmoor Cricket Club	GF						NA (not GB)	*					NO
OL05	Spring Fields (North)	GF						NA (not GB)						NO
OL08	Spring Fields (South)	GF						NA (not GB)						NO
OL10	Shrub Hill Common	GF						NA (not GB)						NO
OL17	Keens Field	GF						NA (not GB)						NO
OL25	Hardings Moor (East)	GF						NA (not GB)	*					NO
<b>Green Belt sites</b>														
HH04	SW Westwick Row	GB											6	YES
HH05	NW Westwick Fm	GB												NO
HH06	Westwick RW/Green Ln	GB												NO
HH07	East of Green Ln	GB												NO
HH08	East of Cherry Tree Ln	GB												NO
HH09	North of B487	GB												YES
HH10	East of Holtsmere Ln	GB												NO
HH11	West of Holtsmere Ln	GB												NO
HH12	East of Cupid Green	GB												NO
HH13	West of Cupid Gn Ln	GB												NO
HH14	Grovehill P/F	GB												NO
HH16	Halsey Field	GB												NO
HH17	North Fennycroft Rd	GB											3	YES
HH18	Berkhamsted Rd	GB											3	YES
<b>HH25</b>	<b>Eastern School Site</b>	<b>GB</b>											5	YES
<b>HH26</b>	<b>Central School Site</b>	<b>GB</b>											2	YES
<b>HH27</b>	<b>Western School Site</b>	<b>GB</b>											4	YES

Notes:

Sites with red constraints are not taken forward to the next stage. Hence there is no site ranking score for those sites. Those sites can only be revisited if all other sites prove to be unsuitable following detailed appraisal.

Sites (HH 25,26,27) in bold are proposed sites within the emerging Hemel Garden Community Framework Plan. Sites HH25 and HH27 would ordinarily have been rejected at this stage. However detailed appraisals are proposed since they are proposed sites within that emerging plan.

Appraisal – assumptions used for RAG categories

Topography:

- Site is flat = green
- Site has some undulations/inclines requiring limited re-grading = amber
- Site is steeply sloping = red

**Water courses / Flood Risk:**

- There are no known water courses/surface water flooding on the site = green
- There is a watercourse or surface water flooding on part of the site which could reduce the developable area = amber
- There is a watercourse bisecting the site or high risk of flooding which would preclude development = red

**Vegetation:**

- The site has no significant vegetation (trees or hedges) or vegetation is largely confined to the site boundaries = green
- The site has some vegetation (trees or hedges) which would need to be removed or incorporated into the site development = amber
- The site has significant vegetation (trees or hedges) on the site which would need to be removed and the extent of the vegetation loss is likely to be unacceptable = red

**Access (vehicular):**

- The site has an existing access or there is the potential for an access to be created (subject to a highways appraisal) onto a major road (ie A or B road) (not a country lane): green
- The site has access to a minor road or there may be a potential for an access to be created (subject to a highways appraisal) onto a minor road and/or that access route may also have other restrictions which could include on street car parking or width restrictions (subject to a highways appraisal): amber
- The site has access onto a country lane only or there is potential for an access to be created onto a country lane only: red

*Note: Excludes sites detached from urban area where new road infrastructure is proposed = NA. If based on existing road infrastructure would be red (as only served by narrow country lanes). Other sites based on existing road infrastructure.*

**Access (pedestrian/cycle):**

- The site has footpaths and/or cycle ways running along the site boundary connecting into the wider urban area (subject to highways appraisal): green
- The site has potential for connections into existing footpaths and/or cycleways connecting into the wider urban area (subject to highways appraisal): amber
- The site has no access to existing footpaths adjoining the site within a reasonable distance and/or there is no likelihood of a footpath/cycle link being established: red
- The site is crossed by rights of way which would reduce the developable area and/or require diversion: red

**Landscape impact:**

- The site is well enclosed and not visible to the wider landscape of the Green Belt = green
- The site is partially enclosed but exposed to the wider landscape of the Green Belt = amber
- The site has little or no enclosure at all and is exposed to the wider landscape of the Green Belt = red

**Existing community uses:**

- The site has no built/un-built recreation or community uses which would be lost or need to be replaced = green
- The site has some built/un-built recreation or community uses which would be lost or need to be replaced = amber
- The site is completely occupied by built/un-built recreation or community uses which would be lost or need to be replaced = red
- The site includes or is completely registered common land = red\*

*Existing uses comprise sports facilities, playing fields in use (education or community), parks and public open space, community halls or centres*

**Designated Heritage assets:**

- The site has no known designated heritage assets on the site = green
- The site has some designated heritage assets (archaeology or the potential for archaeological remains) on the site or other designated heritage assets (listed buildings conservation areas) nearby = amber
- The site has some designated heritage assets (listed buildings/conservation area) which would preclude redevelopment of the site = red



**Noise:**

- The site contains no noise sources or noise sources nearby = green
- The site contains low or intermittent noise sources nearby which could impact the design of the development and would need further investigation = amber
- The site lies adjacent to a significant noise source which could render the development unacceptable = red

**Air Quality:**

- There are no nearby sources of poor air quality = green
- The site is near a busy road or another potential source of poor air quality which could impact the design of the development and would need further investigation = amber
- The site is adjacent to a significant source of poor air quality (e.g. an industrial use) which would preclude school development on the site = red

**5378/RG/RL/updated 21.10.22**

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL NEW SCHOOL SITE

### SITE DETAILS

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

### ACCESSIBILITY

<b>Vehicular access</b>	[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?)
-------------------------	--



<b>Cycle access</b>	[Insert description of any existing cycle routes along the site boundaries / adjoining site]
<b>Pedestrian access</b>	[Insert description of any existing footways routes along the site boundaries / adjoining site]
<b>Public transport</b>	[insert description of bus stop locations, distance from site and bus routes]
<b>High level transport appraisal</b>	A high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that [insert conclusions from high level transport appraisal]
<b>ENVIRONMENTAL IMPACT</b>	
<b>Landscape and visual impact</b>	<p>[insert a description of whether the site is:</p> <ul style="list-style-type: none"> <li>- Exposed to long distance views to the [insert compass directions]</li> <li>- Partially exposed to long distance views to the [insert compass directions]</li> <li>- Enclosed from long distance views to the [insert compass directions]</li> </ul> <p>[insert a description of any landscape character designations]</p>
<b>Impact on residential amenities:</b>	[insert any adjacent or nearby residential areas that may be affected by a school, noise, loss of privacy, overbearing mass]
<b>Ecology:</b>	[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]
<b>Noise sources</b>	[Insert any nearby roads, railways, airfields or other noise generating sources]
<b>Flood risk</b>	[Insert flood zone]
<b>Surface water flooding</b>	[Insert surface water flooding information if available]
<b>Groundwater source protection area</b>	[Confirm whether the site is in a groundwater source protection zone]
<b>Air quality</b>	[Confirm whether the site is in an Air Quality Management Area or close to source of poor air quality such as major road]
<b>Minerals</b>	[Confirm whether the site lies in a Minerals Consultation Area - Sand and Gravel Belt]
<b>Agricultural land quality</b>	[Insert Agricultural land grade if relevant if not then N/A]
<b>Rights of way</b>	[insert any public rights of way that run through the site, adjoin the site and their type e.g. footpath, bridleway]
<b>EXISTING PLANNING AND DESIGNATION CONSTRAINTS</b>	
<b>Existing and emerging local plan site specific</b>	[Insert planning designations from adopted local plan proposals map and any plan nearing adoption and insert any SHELLA designation]

<b>designations</b>	
<b>Heritage assets: archaeology</b>	[Insert any archaeological designations on the adopted Local Plan Proposals Map]
<b>Designated heritage assets</b>	[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
<b>Designated rural areas</b>	[insert a description of National Park, Areas of Outstanding Natural Beauty]
<b>International, National and locally designated sites of importance for biodiversity and habitat sites</b>	[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]



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

### SITE DETAILS

<b>Site Reference and address</b>	<p>Hemel Hempstead: Site HEML01</p> <p>Land south of Hemel Hempstead Road and north of Bedmond Road, Hemel Hempstead</p> <p>Site identification plan: 5309/210</p> <p>Aerial photograph: 5309/211</p> <p>Development principles plan: 5309/212</p>	
<b>Site area</b>	14.25 ha	
<b>Existing use/occupiers</b>	Arable farmland	
<b>Land ownership</b>	The Queen's Most Excellent Majesty In Right Of Her Crown care of The Crown Estate Commissioners, 1 St James's Market, London SW1Y 4AH	
<b>Site availability</b>	Submitted for St Albans 2018 SHLAA as part of larger strategic site.	
<b>Brownfield Land Register</b>	No	
<b>Planning history</b>	<p>None.</p> <p>Close proximity to 'Land East of Hemel' site allocated by St Albans Local Plan.</p>	
<b>Buildings</b>	None	
<b>Adjoining uses</b>	North:	Bounded by the A4147, beyond which is agricultural land and residential dwellings to the north west.
	East:	The arable site naturally extends to Blackwater Lane beyond which is further agricultural land. Westwick House also sits adjacent to the site. Signage to the front of the estate states that it is a public place of religious worship.
	South:	Bounding the site to the south is Bedmond Road. Beyond this is agricultural land scattered with farm buildings and rural cottages.
	West:	Across Bedmond Road is HEML02, the southern half has planning permission for a cemetery and crematorium. This permission has been partially implemented.
<b>Topography</b>	The site is relatively level, it dips very slightly to the middle and rises again to the east and west.	
<b>Water courses</b>	None evident.	
<b>Vegetation</b>	Scattered hedgerow and trees to the northern boundary.	

	<p>Strong tree belt around Westwick House.</p> <p>Hedgerow along boundary of Blackwater Lane.</p> <p>Strong tree belt along Bedmond Road.</p>
<b>Existing secondary schools</b>	Longdean School – 2.5km or 6 min drive (0.96km as the crow flies)
<b>ACCESSIBILITY</b>	
<b>Vehicular access</b>	Field access point from the A4147 (Hemel Hempstead Road). The road is a relatively wide principle A road with a 40mph speed limit. There is no existing access from Bedmond Road (Unclassified C road – 40mph).
<b>Cycle access</b>	None.
<b>Pedestrian access</b>	Narrow footpath on northern side of Bedmond Road.
<b>Public transport</b>	There are numerous bus stops surrounding the site. About 25m to the north of the site is the Greenacres bus stop with routes 300 and 302, linking to St Albans, Hatfield, Welwyn Garden City, Knebworth and Stevenage. Just over 100m to the north west of the site is the Chambersbury Lane bus stop with route 320. This provides connections to Hemel Hempstead, Adeyfield, Leverstock Green, Abbots Langley, Garston, Watford, Croxley Green, Rickmansworth and Berry Lane Estate. There are further bus stops adjacent to Westwick House and to the south of the site which link to the same routes.
<b>High level highway assessment</b>	<p>A preliminary highway and access 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 some limitations to potential cycle improvements in the immediate vicinity of the site. Particularly along Leverstock Green Way, which may give rise to safety concerns in this location. It would be necessary to allow parent drop off in the site to prevent parking along the A4147 or Bedmond Road, 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 condition. However, a desktop review of available traffic information has been undertaken which indicates that Chambersbury Lane and Buskers Lane can become busy at certain periods during the week. In addition, the junction between Leverstock Green Road and Bedmond Road is indicated to be busy throughout the working weekday.</p>
<b>ENVIRONMENTAL IMPACT</b>	
<b>Landscape and visual impact</b>	<p>The site is mostly enclosed from long distance views due to the surrounding vegetation. Partial views of the site are possible from the north where vegetation is more sporadic along the boundary.</p> <p>Situated within a Landscape Development Area (St Albans).</p>



<b>Impact on residential amenities:</b>	Potential noise/lighting overspill to dwellings on Bartel Close and Bedmond Road.
<b>Ecology:</b>	Trees and hedgerow to perimeter of the site. Agricultural land has ecological value to certain bird species.
<b>Noise sources</b>	Some noise from roads bounding each side of the site. Noise levels on site were not significantly obtrusive.
<b>Flood risk</b>	Flood zone 1 – very low risk
<b>Surface water flooding</b>	Predominantly very low risk with some sporadic low-high risk scattered around the site.
<b>Groundwater source protection area</b>	Zone 3 – total catchment
<b>Air quality</b>	No AQMA.
<b>Minerals</b>	Not in Mineral Consultation Area as it is within 'barren area' identified on HCC Map 2.
<b>Agricultural land quality</b>	Grade 3a/3b
<b>Rights of way</b>	None.
<b>EXISTING PLANNING AND DESIGNATION CONSTRAINTS</b>	
<b>Existing and emerging local plan site specific designations</b>	Green Belt in adopted and emerging local plan. Site 400/400C in SHLA. Does not appear to have been taken forward to draft local plan.
<b>Heritage assets: archaeology</b>	None.
<b>Designated heritage assets</b>	None.
<b>Designated rural areas</b>	Landscape Development Area – Policy 105.
<b>International, National and locally designated sites of importance for biodiversity and habitat sites</b>	None.
<b>SITE EVALUATION</b>	
<b>Positive site attributes:</b> <ol style="list-style-type: none"> <li>1. The site is of optimal size for 10fe.</li> <li>2. The site is in single ownership.</li> <li>3. The site is available.</li> <li>4. The site is predominantly flat and re-grading would be minimal.</li> <li>5. Vehicular access could be achieved from Hemel Hempstead road with suitable</li> </ol>	

mitigation/improvements.

6. Pedestrian/cycle access could be achieved from – Hemel Hempstead road with suitable mitigation/improvements.
7. The site is less than 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 has very few areas of vegetation that would require removal to accommodate a secondary school.
10. The site lies adjacent to the urban area of Hemel Hempstead.
11. There would appear to be no impacts on archaeology [subject to further investigations].
12. There would be no impacts on preserved trees.
13. There would be minor ecological impact [subject to further investigations].
14. The site is not at risk of fluvial flooding and only a small proportion is at risk of surface water flooding [subject to further investigations].
15. The site lies outside an AQMA.
16. The site does not lie in a Minerals Consultation Area.
17. The site is not in an Area of Archaeological Importance.
18. There would be no impacts on designated heritage assets.
19. The site is in a landscape development area.
20. The site does not have any international, national or local wildlife, habitat or biodiversity designations.
21. The site does not have any local plan allocation.
22. The site is not an identified SHELAA site.
23. The site is not traversed by rights of way.
24. The site has a single landowner.
25. The site is close to the area of greatest need / demand for a new school.

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

1. The site is located near noise sources.
2. The site lies in the Green Belt.
3. The site has moderate-good grade agricultural land classification.
4. The site is not in the ownership of HCC.

**SITE LAYOUT PRINCIPLES**

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

1. Development principles plan 5309/212
2. Total site area: 14.25 ha
3. Build zone: 4.36 ha
4. Building footprint: 14,014 sqm
5. Playing field zone: 9.75 ha
6. Vehicular access/egress: Hemel Hempstead Road or Bedmond Road



7. Pedestrian access: Hemel Hempstead Road or Bedmond Road

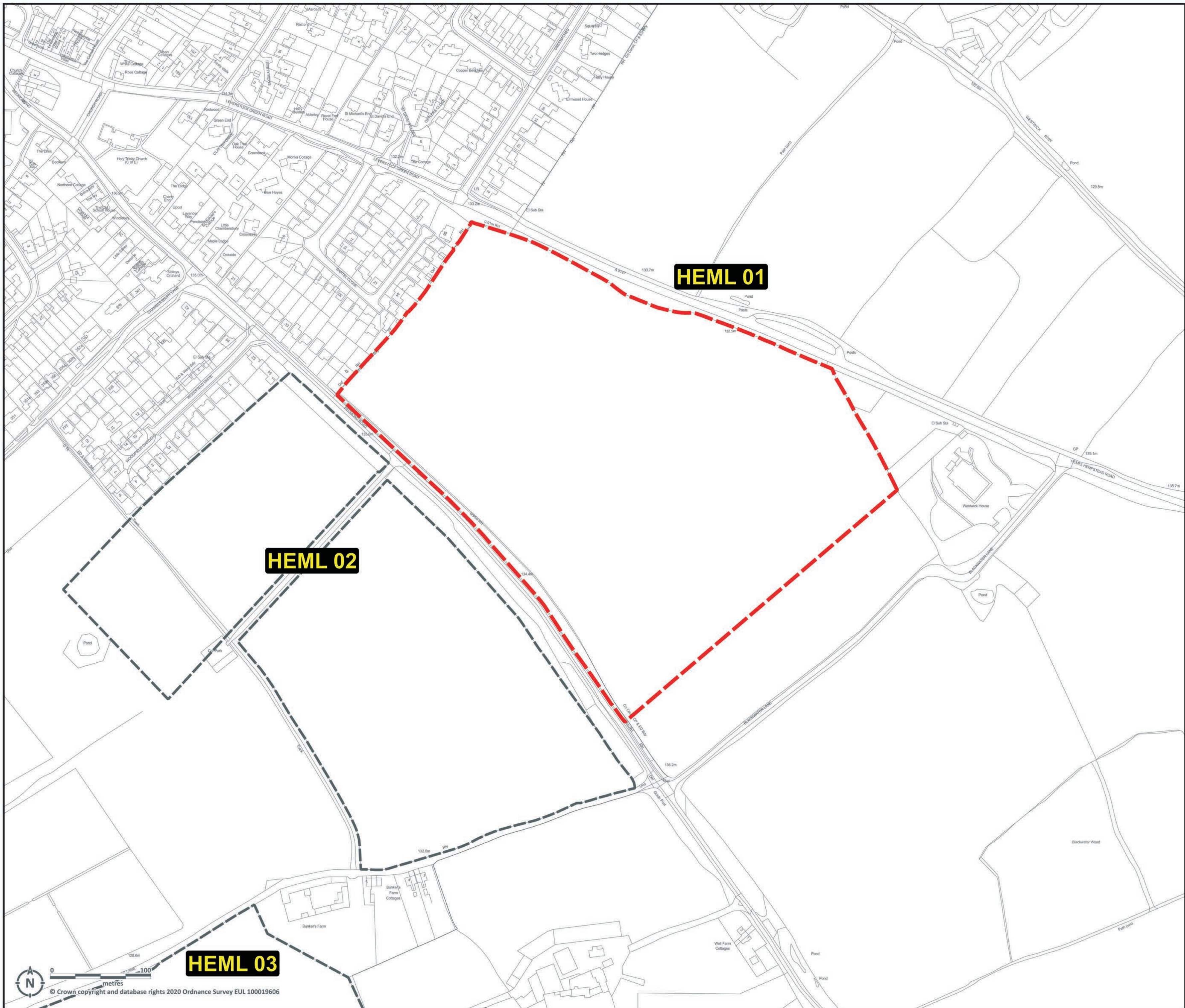
**CONCLUSION**

The site is the optimal size for a 10fe secondary school. It is situated adjacent to the urban area of Hemel Hempstead and the adjacent highway infrastructure is considered suitable to provide access with associated improvements. The site is in single ownership and the land is relatively level. Whilst the site is located within the Green Belt, there are no other significant planning constraints and the site was recommended for a high-level highway appraisal. The conclusions of the highway appraisal confirm that access to the site could be achieved and the site is well located for access to sustainable modes of transport. The site can be taken forward for comparative assessment with other sites.

Further site investigations are recommended comprising:

- Traffic condition survey (post Covid-19 levels)
- Noise Impact Assessment
- Services Assessment
- Landscape and Visual Assessment





SITE BOUNDARY  
 14.25ha  
OTHER POTENTIAL SITES

**HEML 01**

**HEML 02**

**HEML 03**

**SOUTH WEST HERTFORDSHIRE  
SECONDARY SCHOOL  
SITE SEARCH**

Site identification: HEML01

PROJECT NO <b>5309</b>	DRAWING NO <b>210</b>	REV
DRAWN <b>HNA</b>	DATE <b>JUNE 2020</b>	SCALE <b>1:2500 @A2</b>

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**HEML 01**

**HEML 02**

**HEML 03**



**SOUTH WEST HERTFORDSHIRE  
SECONDARY SCHOOL  
SITE SEARCH**

Aerial photograph: HEML01

PROJECT NO	DRAWING NO	REV
5309	211	
DRAWN	DATE	SCALE
HNA	JUNE 2020	1:2500

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## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL NEW SCHOOL SITE

### SITE DETAILS

<b>Site Reference and address</b>	<p>Hemel Hempstead: Site HH04</p> <p>Land north of Hemel Hempstead Road (Leverstock Green) and south of Westwick Row, Hemel Hempstead.</p> <p>Site identification plan: 5378/160</p> <p>Aerial photograph: 5378/161</p> <p>Development principles plan: 5378/162</p>	
<b>Site area</b>	13.44 ha	
<b>Existing use/occupiers</b>	Agriculture / grazing (horses)	
<b>Land ownership</b>	The Crown Estate	
<b>Site availability</b>	<p>The site forms part of the wider Hemel Garden Community Framework Plan being promoted for development and so assume that it is available for development.</p> <p><i>Note: The plan indicates that an access road serving the eastern development area would cross the site, with a junction onto Hemel Hempstead Road. This appears to be a secondary access with another access road further to the east. Residential development is proposed on much of the site. A school would conflict with the proposals shown on the plan.</i></p>	
<b>Brownfield Land Register</b>	NA	
<b>Planning history</b>	St Albans City & DC's online Planning Applications Search Map does not identify any planning applications affecting the site.	
<b>Buildings</b>	No buildings on site	
<b>Adjoining uses</b>	North:	Farm buildings and scattered low density housing forming part of the hamlet of Westwick Row, beyond which is open arable farmland, with the M1 motorway beyond that.
	East:	Agricultural land / horse grazing
	South:	Agriculture (arable)
	West:	Built up area of Hemel Hempstead (Leverstock Green) comprising mainly two storey detached houses and gardens.
<b>Topography</b>	Gently undulating site with slight north south valley passing through the centre of the site. Overall the site slopes down gently from south to north by approximately 5 to 10m.	

<b>Water courses</b>	None apparent
<b>Vegetation</b>	<p>Mature hedgerows and trees comprising field boundaries crossing the site generally in a SW to NE direction and adjacent to the boundaries of the site. Belt of mature trees adjacent to Hemel Hempstead Road to the south.</p> <p>Small woodland immediately adjoining site to north east.</p>
<b>ACCESSIBILITY</b>	
<b>Vehicular access</b>	<p>The site immediately adjoins Hemel Hempstead Road to the south and Westwick Row (road) to the north.</p> <p>Hemel Hempstead Road is an A road (A4147) and is the main road linking Hemel Hempstead and St Albans. It is a single carriageway with no footways and a 40mph speed limit. It has a rural character. There is a former layby on the central part of the road frontage which may be a remnant of a straightened section of road.</p> <p>Westwick Row is an unclassified narrow single track country lane with no footways. There are a number of field access gates onto the lane.</p> <p><i>Note: The Hemel Garden Community Framework Plan proposes a new road crossing the site, with an access onto Hemel Hempstead Road.</i></p>
<b>Cycle access</b>	There are no existing cycleways or cycle routes near the site.
<b>Pedestrian access</b>	There are no footways on the roads immediately adjoining the site, although one on the northern side of Hemel Hempstead Road stops at the south western corner of the site next to the built up area.
<b>Public transport</b>	Hemel Hempstead Road is served by one bus routes 300 and 302 with bus stops immediately to the west of the site in the adjoining built up area.
<b>High level transport appraisal</b>	<p>A high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that:</p> <p><i>In principle, it would appear that the road network and potential for sustainable access to the site would suggest that this site is 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.</i></p> <p><i>However, consideration needs to be given to the access location – due to the presence of important trees, ditches, and ponds along the southern site boundary, it may be complex to locate a suitable position for the access. Additionally, the Highway Authority may object to a new access located on an A road.</i></p> <p><i>There appears to be some limitations to potential cycle improvements in the immediate vicinity of the site, particularly along Leverstock Green Way, which may give rise to safety concerns in this location.</i></p> <p><i>It would be necessary to allow parent drop off in the site to prevent parking along the A4147 or Bedmond Road, which would cause traffic flow issues and safety concerns.</i></p> <p><i>A desktop review of available traffic information has been undertaken</i></p>



	<p><i>which indicates that the junction between Leverstock Green Way and Bedmond Road is congested during peak periods. The junction between the A4147, the A414 and Maylands Avenue is a congested junction on the key road network.</i></p> <p>Stomor rank the site 3<sup>rd</sup> (out of four) in terms of ranking of the sites according to the level of compliance with highway policy, based on a safe and suitable access, sustainable transport modes, and likely mitigation works required. The following comments are made:</p> <p><i>Good bus access and pedestrian access. Potentially difficult cycle access due to high traffic volumes and limited scope for off-road cycle route. New vehicular access required off A-road.</i></p>
<b>ENVIRONMENTAL IMPACT</b>	
<b>Landscape and visual impact</b>	<p>The site is mostly screened from long / medium distance views by existing mature hedges and trees alongside Hemel Hempstead Road to the south west and Westwick Row to the north east, and by the built up area of Hemel Hempstead to the north west. There are one or two gaps in the vegetation alongside the adjoining roads which allow short distance views of the site.</p> <p>A new school would be unlikely to have a significant landscape or visual impact (apart from the creation of an access), depending on the location of the buildings and assuming the hedges and trees are retained.</p> <p>The site is located in a Landscape Development Area (St Albans), although the policy no longer applies.</p>
<b>Impact on residential amenities</b>	<p>The site immediately adjoins the rear gardens of houses within the built up area of Hemel Hempstead to the west and low density scattered houses and farms within Westwick Row to the north. Proposals for a school on the site may possibly affect the residential amenities (noise, privacy, outlook etc) of these properties depending on the detailed design and layout. However, secondary schools are often located immediately adjacent to residential properties so this would not be abnormal.</p>
<b>Ecology</b>	<p>Mature hedgerows and trees on perimeter of site and crossing site.</p> <p>Grazing land may have higher ecological value (plants and insects) than arable land.</p> <p>Small woodland immediately adjoining site may have ecological value, although not identified as an ancient woodland (may be as it is small).</p> <p>No water features.</p>
<b>Noise sources</b>	<p>The M1 motorway approximately 0.5km to north east is a source of traffic noise which can be heard from the site. The adjoining A4147 is also a busy road and a source of some noise.</p>
<b>Flood risk</b>	<p>Flood Zone 1 – low probability of flooding</p>
<b>Surface water flooding</b>	<p>A narrow strip of land passing through the middle part of the site is at medium (1 in 100yr) risk of flooding from surface water. This may affect the layout of a school site, in particular the location of any buildings and</p>

	hard surfaced areas and any terracing for playing fields.
<b>Groundwater source protection area</b>	Groundwater Source Protection Zone 3 – Total Catchment. Groundwater vulnerability maps indicate that the site is in an area of high groundwater vulnerability and is an area with a soluble rock risk.
<b>Air quality</b>	The site is not in an Air Quality Management Area. It is approximately 0.5km from the M1 motorway which is source of poor air quality.
<b>Minerals</b>	HCC SPG: Mineral Consultation Areas in Hertfordshire, Map 2 - Sand and Gravel Belt includes the site in the Sand and Gravel Belt but in a 'Barren Area'.
<b>Agricultural land quality</b>	Grade 2 (Very Good Quality Agricultural Land)
<b>Rights of way</b>	No public rights of way crossing the site or adjoining the site (other than adjoining roads).

### EXISTING PLANNING AND DESIGNATION CONSTRAINTS

<b>Existing and emerging local plan site specific designations</b>	<i>Note: Site located in St Albans City &amp; District</i> Adopted Local Plan Proposals Map – Green Belt, and Landscape Development Area (no longer applied). The site is included in a larger area which is identified as a potential housing site for consideration in the St Albans Housing and Economic Land Availability Assessment 2021. The site assessment for the larger site concludes that the 'site is considered be potentially suitable, available and achievable subject to further assessment as part of the site selection process'
<b>Heritage assets: archaeology</b>	None on or near site
<b>Designated heritage assets</b>	World Heritage Site, scheduled monument, conservation area, Registered Park or Garden, Registered Battlefield – none on or near site. Listed buildings – none on site. There are several Grade 2 listed buildings on Westwick Row adjoining the site to the north, including one Grade II* listed building immediately adjoining the site.
<b>Designated rural areas</b>	Approximately 5.5km from nearest boundary of Chilterns AONB.
<b>International, National and locally designated sites of importance for biodiversity and habitat sites</b>	International / National designations – none on or near site. SSSI Impact Risk Zones affect the site and most of the surrounding area. Local designations – none on or near site. No Tree Preservation Orders affect trees on the site.

### SITE EVALUATION

#### Positive site attributes:

1. The site is of optimal minimum preferred size for a 10fe secondary school.



2. The site is in single ownership.
3. The site is available (*Note: However, a school would conflict with the proposals illustrated on the Hemel Garden Community Framework Plan, which proposes a site access, access road and residential development on the site*).
4. The site is gently undulating and re-grading would be minimal.
5. Vehicular access could be achieved from Hemel Hempstead Road with suitable mitigation/improvements (including reducing speed limit to 30mph).
6. Pedestrian access could be achieved from Hemel Hempstead Road with suitable mitigation/improvements.
7. The site lies immediately adjacent to two existing bus route with bus stops on Hempstead Road.
8. Site development would not be exposed to long distance views in the wider landscape [subject to design and layout and further investigations].
9. The site has relatively small areas of vegetation (hedgerows with trees) that may require removal to accommodate a secondary school.
10. The site lies immediately adjacent to the urban area of Hemel Hempstead.
11. There would be no impacts on preserved trees.
12. There would be minor ecological impact [subject to further investigations].
13. There is a low probability of the site flooding [subject to further investigations].
14. The site lies outside an AQMA.
15. The site does not lie in a Minerals Consultation Area.
16. The site is not in an Area of Archaeological Importance.
17. There would be no direct impacts on designated heritage assets. (*Note: site adjoins a listed building and is close to a number of other listed buildings so could affect their settings*)
18. The site does not have any international, national or local wildlife, habitat or biodiversity designations.
19. The site is does not have any local plan allocation (other than Green Belt).
20. The site is not traversed by public rights of way.

**Negative site attributes:**

1. A school would conflict with the proposals illustrated on the Hemel Garden Community Framework Plan, which proposes a site access, access road and residential development on the site.
2. An on-road or an off-road cycle facility / lane could not be provided on Hemel Hempstead Road.
3. Vehicular access could not be achieved from Westwick Row due to the narrow width of the road and lack of footways.
4. Pedestrian/cycle access could not be achieved from Westwick Row due to the narrow width of the road.
5. Part of the site is at risk of surface water flooding, which may affect the layout [subject to further investigations].
6. The site is located relatively near to the M1 motorway, which is a noise source which can be heard on the site (although it is not too significant), and is also a potential source of poor air

quality.

7. The site lies in the Green Belt.
8. A school may affect the setting of adjoining designated heritage assets (listed buildings) [subject to design and layout and further investigations].
9. A school may affect a small woodland adjoining the site, which may have some ecological value (not identified as an ancient woodland or TPO).
10. The site is identified as part of a larger potential housing site (subject to further assessment) in the St Albans HELAA.
11. The site has high grade agricultural land classification (Grade 2 – very good quality agricultural land).

*Note: the site immediately adjoins a potential secondary school site identified by the South West Herts secondary school study 2020, which was undertaken on behalf of HCC, and has been carried forward to this study as Site HH03. That site is located on the opposite side of Hemel Hempstead Road to the site and is identified as a secondary school site by the Hemel Garden Community Framework Plan. If this site (HH04) were to be taken forward consideration would need to be given to whether two new secondary schools should be located immediately adjacent to each other.*

## SITE LAYOUT PRINCIPLES

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

1. Development principles plan 5378/162
2. Total site area: 13.44ha
3. Build zone: 5.36ha
4. Playing field zone: 8.08ha
5. Vehicular access/egress: Hemel Hempstead Road
6. Pedestrian access: Hemel Hempstead Road

## CONCLUSION

The site is of optimal minimum size for a 10FE secondary school, with scope for expansion, if needed. It appears to be in single ownership and available (as being promoted for development).

It is located in the Green Belt and has the potential for access onto an A road, and is the only site with an A road access (apart from HH03 / HEML01).

The transport appraisal considers that the road network and the potential for sustainable access to the site would suggest that the site is suitable for provision of an 10FE secondary school. It has good bus and pedestrian access but potentially difficult cycle access due to high traffic volumes and limited scope for an off-road cycle route. A new vehicular access would be required off an A-road. The appraisal ranks it 3rd (out of four – excluding sites H25 to H27) according to the level of compliance with highways policy, provision of a safe and suitable access, sustainable transport modes, and likely mitigation works required.

There are relatively few planning / environmental constraints and designations, apart from:

- Green Belt
- Grade 2 agricultural land



- Listed building adjoins site with others nearby
- Some noise and possible air quality issues from the M1 motorway
- Some surface water flooding

The site is relatively well contained, which reduces landscape and visual impact, but could affect the amenities of adjacent residents. Topography, water features and vegetation are unlikely to preclude the development of a school on the site (subject to suitable design and layout).

However, the site is located immediately adjacent to another proposed secondary school site identified in the SW Herts Secondary School Study (2020), which has been carried forward to this study (Site HEM01/HH03). Consideration will need to be given as to whether two new schools should be located next to each other. Also, a school located on this site would conflict with the proposals illustrated in the HGC Framework Plan, which shows the site as a site access and residential development.

**This site is recommended for further consideration / comparative assessment with other sites, depending on consideration of:**

- **The proximity to the proposed school site on opposite side of Hemel Hempstead Road (ie Site HH03 / HEM01), and**
- **The implications of the proposal for Hemel Garden Community Framework Plan.**

Assuming the site is taken forward for further consideration / comparative assessment the following site investigations are recommended:

- Topographical survey
- Detailed transportation / access study (considering issues identified in the high level transport assessment)Stomor
- Ecological assessment
- Heritage / archaeological assessment
- Tree survey
- Landscape and visual impact assessment
- Flood risk assessment
- Services / utilities assessment
- Noise assessment
- Air quality assessment

Following the completion of these site investigations, and depending on their conclusions, the following is recommended:

- Feasibility layout plan – prepare a preliminary feasibility layout plan looking at how the site could accommodate a new 10FE secondary school, in particular new school buildings, access parking, and playing fields, taking account of existing site features and any constraints identified by the technical investigations. (At this stage it should not be necessary to commission architectural drawings).







 SITE BOUNDARY  
13.44ha

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

Site HH04:  
Aerial photograph

PROJECT NO	DRAWING NO	REV
5378	161	
DRAWN	DATE	SCALE
HNA	SEPTEMBER 2022	1:2500 @A3

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## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL NEW SCHOOL SITE

### SITE DETAILS

<b>Site Reference and address</b>	<p>Hemel Hempstead: Site HH09</p> <p>Land north of Hemel Hempstead Road (Redbourn) and east of Holtsmere End Lane, Hemel Hempstead.</p> <p>Site identification plan: 5378/170</p> <p>Aerial photograph: 5378/171</p> <p>Development principles plan: 5378/172</p>	
<b>Site area</b>	31.86 ha	
<b>Existing use/occupiers</b>	Agriculture (arable farmland)	
<b>Land ownership</b>	Pigeon Investment Management Limited (TBC)	
<b>Site availability</b>	<p>The site forms part of the wider Hemel Garden Community Framework Plan being promoted for development and so assume that it is available for development.</p> <p><i>Note: The plan indicates that the main access road serving the northern development areas would cross the site, and that the main junction onto Hemel Hempstead Road would be on the site. Residential development is proposed on much of the site.</i></p>	
<b>Brownfield Land Register</b>	NA	
<b>Planning history</b>	<p>St Albans City &amp; DC's online Planning Applications Search Map indicates that an EIA screening opinion was issued in September 2013 advising that an Environmental Statement would not be required for a solar park.</p>	
<b>Buildings</b>	<p>No buildings on site.</p> <p><i>Note: Site is crossed by two parallel low voltage overhead power lines on wooden poles which cross the western part of the site, and by a 400kV overhead power line with pylons, which run in a north – south direction on the eastern part of the site.</i></p>	
<b>Adjoining uses</b>	North:	Bounded by a narrow country lane - Little Revel End - to the north, with open arable farmland beyond.
	East:	To the east is an area comprising what appears to be a former farm complex used a gypsy / traveller site, kennels and cattery, outdoor storage and paddocks.
	South:	Bounded by Hemel Hempstead Road (B487) to south, with arable farmland and scattered farmsteads beyond. The Nicky Line (former railway line) cycleway / footpath path runs

		parallel to the road, approximately 150 to 200m to the south of the road.
	West:	Bounded by a narrow country lane - Holtsmere End Lane- to the west with a substantial belt of trees and open space, with residential development beyond - mainly comprising three storey 1960's blocks of flats.
<b>Topography</b>	<p>Undulating site with shallow dry valley running diagonally through the centre of the site in a west to east direction and then running north east along Hemel Hempstead Road. Spur of higher ground to north and higher ground to south west. The site varies approximately 10 to 15m across the site.</p> <p>Some terracing may be needed to accommodate playing pitches and provide a level area for buildings / hard play areas.</p>	
<b>Water courses</b>	None apparent on site or near site.	
<b>Vegetation</b>	Mature hedges and trees on perimeter of site (mostly alongside roads and lanes), crossing centre of site, and parallel to northern boundary of site. These form strong features to the north and west. The southern boundary adjoining Hemel Hempstead Road is more open, mostly with lower trimmed hedge.	
<b>ACCESSIBILITY</b>		
<b>Vehicular access</b>	<p>The site immediately adjoins Hemel Hempstead Road to the south, Little Revel Lane to the north, and Holtsmere End Lane to the west.</p> <p>Hemel Hempstead Road is a B road (B487) and is the main road linking Hemel Hempstead and Redbourn / Harpenden. It is a single carriageway with no footways and an unrestricted speed limit next to the site. It has a rural character. There is a field access gate next to the junction of Hemel Hempstead Road and Holtsmere End Lane.</p> <p>Little Revel Lane and Holtsmere End Lane are unclassified narrow single track country lanes with no footways. There is a field access gate to Little Revel Lane near the HV overhead power line.</p> <p><i>Note: The Hemel Garden Community Framework Plan proposes a new main access road on the site, with a junction onto Hemel Hempstead Road. It would serve the northern development areas.</i></p>	
<b>Cycle access</b>	<p>There are no cycleways or cycle routes next to the site.</p> <p>The Nicky Line cycleway / footpath runs along a former railway line between Hemel Hempstead and Harpenden lies approximately 200m south of the site.</p>	
<b>Pedestrian access</b>	Other than a short section of footway on the northern side of Hemel Hempstead Road near the junction with Holtsmere End Lane there are no footways or footpaths near the site.	
<b>Public transport</b>	Hemel Hempstead Road is served by 1 bus route (Route 46) with what appears to be a bus layby, but with no sign, immediately in front of the site (east bound) and a temporary bus stop at the junction of Hemel	



	<p>Hempstead Road / Holtsmere End Lane. There is a bus stop and lay by (westbound) approximately 50 west of the site.</p> <p>Another bus route (Route 2) serves the adjoining built up area approximately 250m to the west.</p>
<p><b>High level transport appraisal</b></p>	<p>A high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that:</p> <p><i>In principle, it would appear that the road network and potential for sustainable access to the site would suggest that this site is 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.</i></p> <p><i>However, as a part of this, considerable upgrades would be required to allow safe and direct pedestrian and cycle access to the site, including the introduction of new footways and foot/cycleways, and the installation of a signalised pedestrian crossing.</i></p> <p><i>The potential for increased traffic along Cherry Tree Lane would need to be considered based upon assessment of the predicted catchment of the school and potential desire lines. Upgrades to the lane may be necessary to accommodate an increase in vehicular traffic, however, this would affect the country lane nature of the road.</i></p> <p><i>It would be necessary to allow parent drop off in the site to prevent parking along B487 Hemel Hempstead Road or other nearby roads such as Holtsmere End Lane and Cherry Tree Lane, which would cause traffic flow issues and safety concerns.</i></p> <p><i>A desktop review of available traffic information has been undertaken which indicates that the junction between the B487 (Hemel Hempstead Road/Redbourn Road) is frequently congested, which may lead to congestion on Hemel Hempstead Road itself as a result.</i></p> <p>Stomor rank the site 2nd (out of four) in terms of ranking of the sites according to the level of compliance with highway policy, based on a safe and suitable access, sustainable transport modes, and likely mitigation works required. The following comments are made:</p> <p><i>Good bus access and potential for improved foot/cycle access subject to new foot/cycleway infrastructure along northern side of B487 to connect with existing infrastructure. Near to strategic cycle route.</i></p>
<p><b>ENVIRONMENTAL IMPACT</b></p>	
<p><b>Landscape and visual impact</b></p>	<p>The site is screened from long / medium distance views to the west by existing trees and buildings. The eastern part of the site is screened from long / medium distance views to the north by the topography of the site and surrounding land and by existing hedges and trees on the northern site boundary and a parallel hedgerow within the site. The western part is more open to views from the north as the hedge and topography are lower. There are a number of short distance views of the site through gaps in the roadside hedges.</p> <p>It is partly screened from long / medium distance views to the east by existing trees and hedges and by buildings / fences / vehicles / storage uses at Little Revel Hall north of Hemel Hempstead Road, and by plantations / tree belts south of Hemel Hempstead Road, although there</p>

	<p>will be long distance views from a number of distant viewpoints.</p> <p>Views are more open from Hemel Hempstead Road to the south, where there are open views of the site. Long / medium distance views to the south are mostly screened by trees and shrubs etc along side the Nicky Line cycleway.</p> <p>A new school could have a significant landscape and visual impact, depending on the location of the buildings.</p> <p>The site is located in a Landscape Development Area (St Albans), although the policy no longer applies.</p>
<b>Impact on residential amenities:</b>	<p>The site adjoins the built up area of Hemel Hempstead to the west. It is separated from existing residential properties by an existing lane and a by an area of open land and trees, which would help to minimise any impact on the residential amenities of those properties.</p> <p>The school may possibly affect the residential amenities of new residential properties which may be built as part of the expansion of Hemel Hempstead, depending on detailed design and layout of a school and the houses.</p>
<b>Ecology:</b>	<p>Mature hedges and trees on perimeter of site and within the site are likely to have the greatest ecological value, although agricultural land has ecological value to certain bird species.</p>
<b>Noise sources</b>	<p>The M1 motorway approximately 0.6km to east is a source of traffic noise. The adjoining A487 Hempstead Road is also a busy road and source of some noise.</p>
<b>Flood risk</b>	<p>Flood Zone 1 – low probability of flooding</p>
<b>Surface water flooding</b>	<p>A wide strip of land passing diagonally through the middle of the site is at high risk (1 in 30yr) of flooding from surface water. Two other areas to the west and to the east are at medium (1 in 100yr) risk of flooding. This could have significant implications for the size and layout of a school site, in particular the location of any buildings and hard surfaced areas and any terracing which may be required for playing fields.</p>
<b>Groundwater source protection area</b>	<p>Groundwater Source Protection Zone 3 – Total Catchment.</p> <p>Groundwater vulnerability maps indicate that the site is in an area of high – medium groundwater vulnerability and is an area with a soluble rock risk.</p>
<b>Air quality</b>	<p>The site is not in an Air Quality Management Area. It is approximately 0.6km from the M1 motorway which is source of poor air quality.</p>
<b>Minerals</b>	<p>HCC SPG: Mineral Consultation Areas in Hertfordshire, Map 2 - Sand and Gravel Belt indicates that the site is outside the Sand and Gravel Belt.</p>
<b>Agricultural land quality</b>	<p>Grade 3 (Good / Moderate Quality Agricultural Land)</p>
<b>Rights of way</b>	<p>No public rights of way crossing the site or adjoining the site (other than adjoining roads).</p>



**EXISTING PLANNING AND DESIGNATION CONSTRAINTS**

<b>Existing and emerging local plan site specific designations</b>	<p><i>Note: Site located in St Albans City &amp; District</i></p> <p>Adopted Local Plan Proposals Map – Green Belt, and Landscape Development Area (no longer applied).</p> <p>The site is identified as two overlapping potential housing sites for consideration in the St Albans Housing and Economic Land Availability Assessment 2021. The site assessments conclude that the ‘site is considered be potentially suitable, available and achievable subject to further assessment as part of the site selection process’</p>
<b>Heritage assets: archaeology</b>	None on or near site
<b>Designated heritage assets</b>	<p>World Heritage Site, scheduled monument, conservation area, Registered Park or Garden – none on or near site.</p> <p>Listed buildings – none on site. There is one Grade II listed building at Wood End Farm Cottages to the south of the site not far from site.</p> <p>Registered Battlefield - none on or near site. Gorhambury Registered Park or Garden approximately 1.5km to east of site.</p>
<b>Designated rural areas</b>	Approximately 1.7km to south of nearest boundary of Chilterns AONB.
<b>International, National and locally designated sites of importance for biodiversity and habitat sites</b>	<p>International / National designations – none on or near site. SSSI Impact Risk Zones affect the site and the surrounding area.</p> <p>Local designations – none on or near site.</p> <p>No Tree Preservation Orders affect trees on the site.</p>

**SITE EVALUATION****Positive site attributes:**

1. The site is significantly larger than the optimal minimum preferred size for a 10fe secondary school.
2. The site appears to be in single ownership.
3. The site is available (*Note: However, a school would conflict with the proposals illustrated on the Hemel Garden Community Framework Plan, which proposes a site access, access road, open space and residential development on the site*).
4. Vehicular access could be achieved from Hemel Hempstead Road with suitable mitigation/improvements.
5. Pedestrian/cycle access could be achieved from Hemel Hempstead Road with suitable mitigation/improvements.
6. The site lies adjacent to an existing bus route with bus stops adjacent to site (east bound) and 50m west of site (west bound).
7. Site development would not be exposed to long distance views in the wider landscape from the west, east and south [subject to design and layout and further investigations].
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 Hemel Hempstead.
10. There would be no impacts on preserved trees.
11. There would be minor ecological impact [subject to further investigations].
12. Most of the site has a low probability of the flooding (Note: However, a significant part is subject to surface water flooding, which would affect a layout) [subject to further investigations].
13. The site lies outside an AQMA.
14. The site does not lie in a Minerals Consultation Area.
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 (part from Green Belt).
20. The site is good / moderate grade agricultural land classification (Grade 3), rather than excellent or very good (Grades 1 and 2).
21. The site is not traversed by rights of way.

**Negative site attributes:**

1. A school would conflict with the proposals illustrated on the Hemel Garden Community Framework Plan, which proposes a site access, access road, open space and residential development on the site.
2. The site is sloping and re-grading would be required.
3. Site development may be exposed to long / medium distance views in the wider landscape from the north. The site would be particularly exposed to open views from Hemel Hempstead Road to the south, which could be significant. [Subject to design and layout and further investigations].
4. Part of the site is at risk of surface water flooding, which would affect the layout [subject to further investigations].
5. The site is located relatively near to the M1 motorway, and next to Hemel Hempstead Road, which are noise sources and potential sources of poor air quality. Noise can be heard on the site (although not too significant).
6. The site lies in the Green Belt.
7. The site is identified as part of a larger potential housing site (subject to further assessment) in the St Albans HELAA.
8. The site may contain Grade 3a agricultural land which, alongside Grades 1 and 2, is defined as best and most versatile agricultural land [subject to further investigations].
9. The site is crossed by two parallel low voltage overhead power lines and by a 400kV overhead power line with pylons.



## SITE LAYOUT PRINCIPLES

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

1. Development principles plan 5378/172
2. Total site area: 31.86 ha
3. Build zone: 5.37ha
4. Playing field zone: 26.49ha
5. Vehicular access/egress: Hemel Hempstead Road
6. Pedestrian access: Hemel Hempstead Road

*[Note: Site is significantly larger than needed for a 10FE secondary school. Site could possibly be reduced in size – however a significant part of the site is subject to surface water flooding and the site is crossed by two low voltage OH power lines and by a 400kV OH power line so site would need to be larger than usually required to avoid these constraints]*

## CONCLUSION

The site is a large site, which is significantly more than the minimum optimal size for a 10FE secondary school, with scope for expansion, if needed. However, a significant part of the site is subject surface water flooding and the site is crossed by a number of OH power lines. Much of the site slopes and so may need to be terraced. The site may therefore need to be much larger than would otherwise be the case.

It appears to be in single ownership and available (as being promoted for development).

It is located in the Green Belt and has the potential for access onto a B road.

The transport appraisal considers that the road network and the potential for sustainable access to the site would suggest that the site is suitable for provision of an 10FE secondary school. It has good bus access and potential for improved foot / cycle access subject to new foot/cycleway infrastructure along the northern side of the B487 to connect with existing infrastructure. It is near to a strategic cycle route. The appraisal ranks it 2nd (out of four – excluding sites H25 to H27) according to the level of compliance with highways policy, provision of safe and suitable access, sustainable transport modes, and likely mitigation works required.

There are relatively few planning / environmental constraints and designations, apart from:

- Green Belt
- Large part of site subject to surface water flooding
- The site is a relatively open and exposed site when viewed from nearby, which would give rise to significant landscape and visual impact.

Topography, water features and vegetation are unlikely to preclude the development of a school on the site (subject to suitable design and layout) although the site is not as flat as other sites and may require more significant earth works / terracing. The site is crossed by a 400kv OH power line with pylons and two lower voltage power lines, which may need to be avoided (or diverted).

The site constraints (surface water flooding, topography, OH power lines, and landscape and visual impact) are possibly not fundamental to the use for a school and could possibly be addressed through detailed design and layout, although a much larger site than usual would be likely to be required, as is this site.

However, a school located on this site would conflict with the current proposals illustrated in the HGC Framework Plan, which shows the site as a site access, residential development and open space.

**This site is recommended for further consideration / comparative assessment with other sites, depending on consideration of:**

- **The implications of the proposal for Hemel Garden Community Framework Plan.**


Assuming the site is taken forward for further consideration / comparative assessment the following site investigations are recommended:

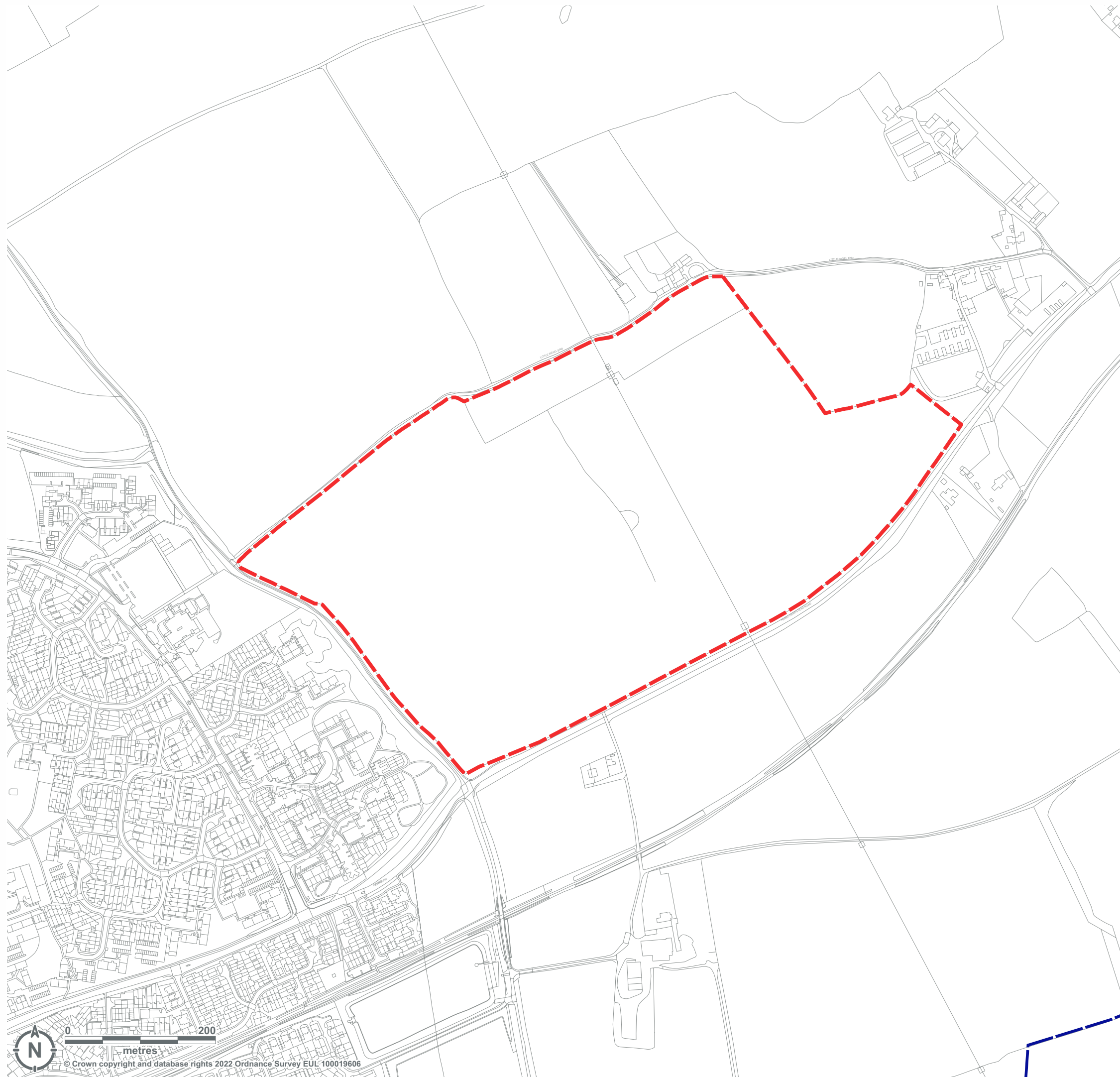
- Topographical survey
- Detailed transportation / access study (considering issues identified in the high level transport assessment)
- Ecological assessment
- Heritage / archaeological assessment
- Tree survey
- Landscape and visual impact assessment
- Flood risk assessment
- Services / utilities assessment

Following the completion of these site investigations, and depending on their conclusions, the following is recommended:

- Feasibility layout plan – prepare a preliminary feasibility layout plan looking at how the site could accommodate a new 10FE secondary school, in particular new school buildings, access parking, and playing fields, taking account of existing site features and any constraints identified by the technical investigations. (At this stage it should not be necessary to commission architectural drawings).



 **SITE BOUNDARY**  
31.86ha



## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

Site HH09:  
Identification plan

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>170</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	SEPTEMBER 2022	<b>1:5000 @A3</b>

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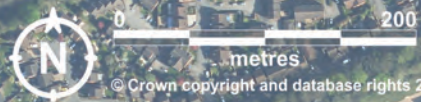
**SITE BOUNDARY**  
31.86ha

**HEMEL HEMPSTEAD SECONDARY  
SCHOOL SITE SEARCH**

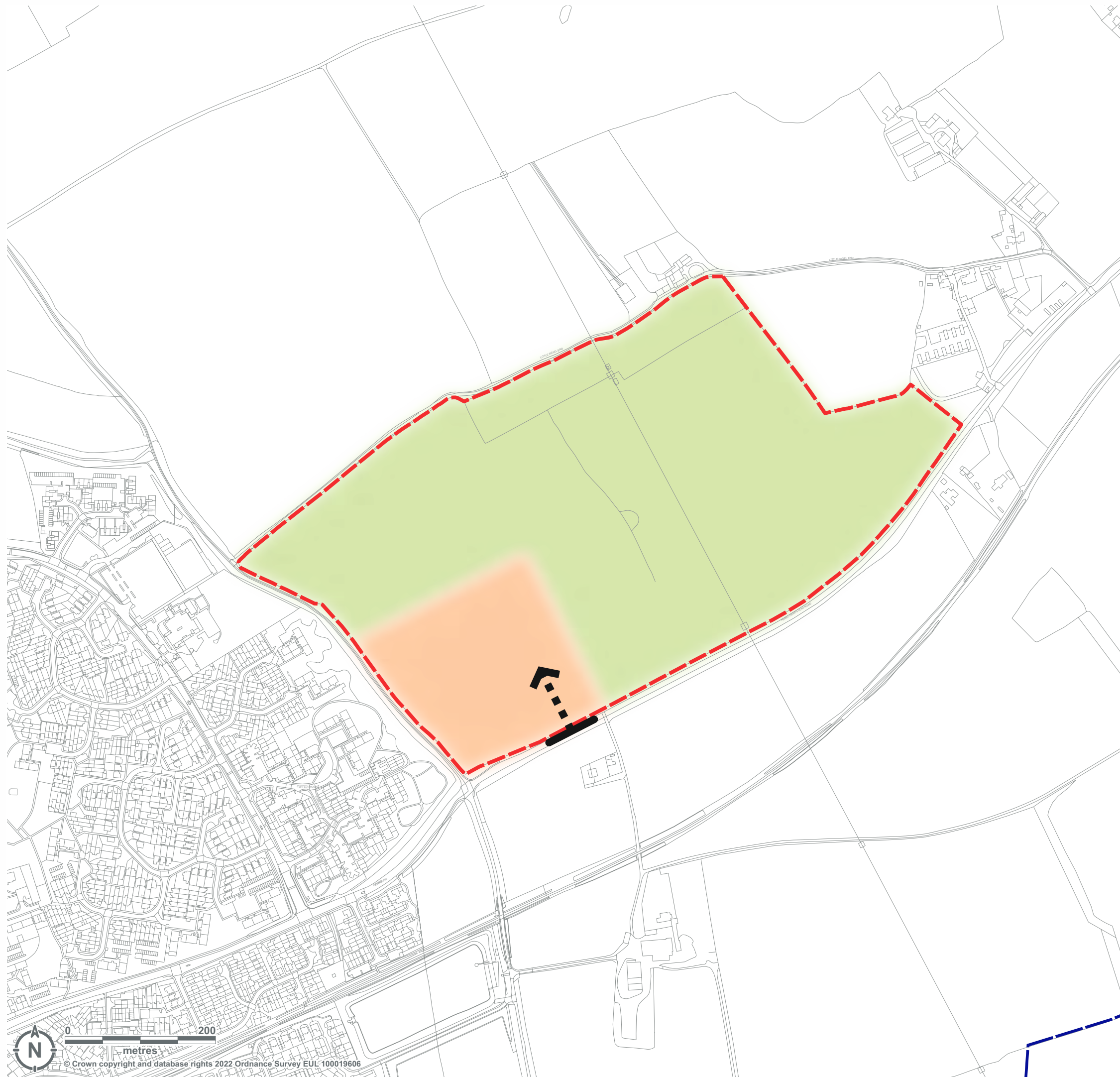
Site HH09:  
Aerial photograph

PROJECT NO <b>5378</b>	DRAWING NO <b>171</b>	REV
DRAWN <b>HNA</b>	DATE <b>SEPTEMBER 2022</b>	SCALE <b>1:5000 @A3</b>

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- SITE BOUNDARY  
31.86ha
- BUILDING ZONE  
5.37ha
- PLAYING FIELD ZONE  
26.49ha
- ➔ SITE ACCESS

**HEMEL HEMPSTEAD SECONDARY  
SCHOOL SITE SEARCH**

Site HH09:  
Development principles

PROJECT NO <b>5378</b>	DRAWING NO <b>172</b>	REV
DRAWN <b>HNA</b>	DATE <b>SEPTEMBER 2022</b>	SCALE <b>1:5000 @A3</b>

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## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL NEW SCHOOL SITE

### SITE DETAILS

<b>Site Reference and address</b>	<p>Hemel Hempstead: Site HH17</p> <p>Land North of Fennycroft Road / Polehanger Lane, Gadebridge, Hemel Hempstead</p> <p>Site identification plan: 5378/180</p> <p>Aerial photograph: 5378/181</p> <p>Development principles plan: 5378/182</p>	
<b>Site area</b>	12.21 ha	
<b>Existing use/occupiers</b>	Agriculture (arable farmland) with an area of grassland / set aside at the north eastern corner of the field.	
<b>Land ownership</b>	Not known. [Note: HCC owns land immediately to the east, which was formerly used as secondary school playing fields associated with a school which closed]	
<b>Site availability</b>	The site is included in an extensive area identified as a 'Promoted Rural Site' in Dacorum BC's Register of Sites (August 2021) and so assume that it is available for development.	
<b>Brownfield Land Register</b>	NA	
<b>Planning history</b>	Dacorum BC's online Planning Application Search Map does not identify any planning applications affecting the site.	
<b>Buildings</b>	<p>No buildings on site.</p> <p><i>Note: There appears to be a low voltage overhead power lines on double wooden poles running along the north western boundary of the site.</i></p>	
<b>Adjoining uses</b>	North:	Woodland belt to north and north east with open arable farmland beyond.
	East:	Woodland belt (Ancient and Semi-Natural Woodland) to north east with unused grassland beyond. This grassland was formerly a school playing field and has been terraced. Beyond this, on a lower level terrace, is an area which was also formerly a school playing field but now overgrown with scrub. These are owned by HCC. Beyond these and to the north are other belts of trees and arable farmland.
	South:	Mostly public footpath with residential development beyond, mostly comprising two storey terraced houses backing on to the site, with an open boundary with views across the site.



		To the south west is an area of trees and grass verge with a turning head.
	West:	Hedgerow with arable farmland beyond (Site HH18).
<b>Topography</b>	Relatively flat site gently sloping down from south to north. Falling approximately 10 to 15m across site. The southern boundary runs along a very slight spur of higher ground.	
<b>Water courses</b>	None apparent on site or near site.	
<b>Vegetation</b>	The site comprises a large arable field, with significant vegetation limited to the site boundaries. Mature hedgerow and trees on the south western boundary of the site. Mature woodland belts immediately adjoining the site to the north and north east. The north western boundary is open.	
<b>ACCESSIBILITY</b>		
<b>Vehicular access</b>	The site has a narrow frontage with a field access gate to Polehanger Lane / Fennycroft Road to the south, with what appears to be a possibly former bus or coach turning area immediately to the east.  Polehanger Lane / Fennycroft Road is an unclassified suburban residential road with a footway on its southern side opposite the site.	
<b>Cycle access</b>	An existing footway / cycleway links Fennycroft Road to Galley Hill to the south.	
<b>Pedestrian access</b>	A public footpath runs along the southern boundary of the site and there are footways alongside roads in the adjoining urban area. An existing footway / cycleway links Fennycroft Road to Galley Hill to the south.	
<b>Public transport</b>	There are no existing bus routes or stops near the site. The nearest are on Galley Hill approximately 500m to the south (routes 3 and 4). Further bus stops are on Berkhamsted Road approximately 600m to the west.	
<b>High level transport appraisal</b>	<p>A high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that:</p> <p><i>Bus accessibility to the site is poor with the nearest existing bus stops over 500m from the site and no potential for new bus routes to serve the school site without widening along Polehanger Lane. Bus access along Fennycroft Road or Howard Drive would not be suitable due to the number of parked cars and road width.</i></p> <p><i>Access to the site for pedestrians and cyclists is potentially very good, with a wide network of footways, a foot/cycle link from the south and potential for improvement to existing facilities.</i></p> <p><i>Vehicular access along Polehanger Lane would appear to be suitable, subject to a full Transport Assessment, however an increase in flows along Fennycroft Road may cause issues due to the existing on-street parking. Howards Drive appears to have less parking than Fennycroft Road, but an increase in traffic may be problematic. One advantage of the various route options is that the impact would be spread over</i></p>	

*different roads rather than all traffic arriving via one single route.*

*Providing a vehicular access into the site will require removal of trees and vegetation on the site boundary.*

*It would be necessary to allow parent drop off in the site to prevent parking along Fennycroft Road, Polehanger Lane, Howard Drive and other roads in the vicinity of the site, which would cause traffic flow issues and safety concerns.*

*In principle, it would appear that the road network is a little too restricted to accommodate a 10FE secondary school, particularly due to bus accessibility. Significant mitigation works along Polehanger Lane may improve conditions sufficiently to facilitate bus movements, which would enable school development. However, the site is well located for pedestrian and cycle access and could therefore be considered favourable. Any proposals would be subject to a full review of transport impact and safety as part of a full Transport Assessment.*

Stomor rank the site 4th (out of four) in terms of ranking of the sites according to the level of compliance with highway policy, based on a safe and suitable access, sustainable transport modes, and likely mitigation works required. The following comments are made:

*Good pedestrian network. Direct cycle route to the south and potential for on-road cycling. Bus accessibility will be a problem requiring significant mitigation. Parked cars may affect vehicle accessibility but various routes are available. Large trees around location of access will affect potential for adequate mitigation.*

## ENVIRONMENTAL IMPACT

### Landscape and visual impact

The site is screened from views to the north east and north (part) by an adjoining woodland, and from long / medium distance views to the south by the existing built up area of Hemel Hempstead.

Views from the south west are partially screened and softened by existing trees and hedges.

The site is open to long distance views from the north, where the boundary is open boundary, and through a gap between woodland and the built up area to the east, and open to medium distance views to the north west, although these are softened by existing trees.

The site is open to close views from a public footpath immediately to the south of the site, and from one or two gaps in a hedge from a public footpath on the opposite side of a hedge on the western boundary of the site.

A new school could have a significant landscape and visual impact, depending on the location of the buildings and viewpoint.

The site is located approximately 1.7km from the nearest part of the Chilterns AONB. It is unlikely to be seen from within the AONB.

### Impact on residential amenities:

The site immediately adjoins the built up area of Hemel Hempstead to the south. It is separated from existing residential properties by a footpath to the south east and by a road and trees to the south west.

Proposals for a school on the site may possibly affect the residential



	<p>amenities (noise, privacy, outlook etc) of these properties to the east depending on the detailed design and layout. However, secondary schools are often located immediately adjacent to residential properties so this would not be abnormal. The school would be likely to have less impact on properties to the west due to the existing road and trees.</p> <p>The school may possibly affect the residential amenities of new residential properties which may be built as part of the expansion of Hemel Hempstead, depending on detailed design and layout of a school and the houses.</p>
<b>Ecology:</b>	<p>Mature hedges, trees and woodland on perimeter of site and immediately adjoining the site are likely to have the greatest ecological value, although agricultural land has ecological value to certain bird species.</p> <p>Woodland to east (Dell Wood) is Ancient / Semi-Natural Woodland.</p>
<b>Noise sources</b>	No significant sources of noise nearby other than a brewery and a number of other commercial activities at Boxted Farm to the west.
<b>Flood risk</b>	Flood Zone 1 – low probability of flooding
<b>Surface water flooding</b>	A small area of land at the northern edge of the site is at low (1 in 1000yr) risk of flooding from surface water. This is unlikely to significantly affect the layout of a school site.
<b>Groundwater source protection area</b>	<p>Groundwater Source Protection Zone 2 – Outer Protection.</p> <p>Groundwater vulnerability maps indicate that the site is in an area of medium groundwater vulnerability and is an area with a soluble rock risk.</p>
<b>Air quality</b>	The site is not in an Air Quality Management Area. No significant sources of poor air quality other than possibly a brewery and a number of other commercial activities at Boxted Farm to the west.
<b>Minerals</b>	HCC SPG: Mineral Consultation Areas in Hertfordshire, Map 2 - Sand and Gravel Belt indicates that the site is outside the Sand and Gravel Belt.
<b>Agricultural land quality</b>	Grade 3 (Good / Moderate Quality Agricultural Land)
<b>Rights of way</b>	Public footpaths run alongside the south eastern boundary of the site, adjacent to the built up area, and adjoining the south western boundary of the site .
<b>EXISTING PLANNING AND DESIGNATION CONSTRAINTS</b>	
<b>Existing and emerging local plan site specific designations</b>	<p>Adopted Local Plan Proposals Map – Green Belt</p> <p>Local Plan Emerging Strategy for Growth 2020-2038 Draft Proposals Map – Green Belt</p> <p>The site is included in an extensive area identified as a ‘Promoted Rural Site’ in Dacorum BC’s Register of Sites (August 2021).</p>

	Dacorum BC's Site Assessment Study (January 2020): Figure 2: Location of all sites considered to be potentially suitable for residential allocation includes the site in an extensive area identified as More Suitable Land / Sites with Major Constraints.
<b>Heritage assets: archaeology</b>	None on or near site
<b>Designated heritage assets</b>	World Heritage Site, scheduled monument, conservation area, Registered Park or Garden, Registered Battlefield – none on or near site.  Listed buildings – none on site. One Grade II LB at Boxted Farm House to north of site
<b>Designated rural areas</b>	Approximately 0.9km to south of nearest boundary of Chilterns Area of Outstanding Natural Beauty.
<b>International, National and locally designated sites of importance for biodiversity and habitat sites</b>	International / National designations – none on or near site. The Chiltern Beechwoods SSSI / SAC is approximately 3km to the north west. SSSI Impact Risk Zones related to a number of SSSIs affect the site and the surrounding area.  Local designations – none on the site. There is a wildlife site approximately 300m to the east.  No Tree Preservation Orders (TPO) affect trees on the site. A TPO covers trees on the opposite side of Polehanger Lane which could be affected by highway works.

## SITE EVALUATION

### Positive site attributes:

1. The site is of sufficient size for a 10fe secondary school, exceeding the minimum size needed (assuming there are no sites over the preferred minimum size) but would be less than the preferred minimum size and so would be sub-optimal. However, there is scope for expansion of the site, if necessary, onto land to the east (owned by HCC), or to the west (site HH18).
2. The site appears to be in single ownership, as it is a single large field.
3. The site appears to be available as it is part of an area that has been promoted for development.
4. The site is flat/gently sloping and re-grading would be minimal/limited.
5. Vehicular access could be achieved from Polehanger Lane with suitable mitigation/improvements.
6. Pedestrian/cycle access could be achieved from Polehanger Lane with suitable mitigation/improvements.
7. The site has relatively little vegetation that would require removal to accommodate a secondary school (except for the access).
8. The site lies adjacent to the urban area of Hemel Hempstead.
9. There would be no impacts on preserved trees (except possibly for access).
10. There would be minor ecological impact [subject to further investigations].
11. There is a low probability of flooding on the site. Most of the site is at low risk of surface water



flooding [subject to further investigations].

12. The site is not located near any noise sources.
13. The site lies outside an AQMA.
14. The site does not lie in a Minerals Consultation Area.
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 (other than Green Belt).
20. The site is good / moderate grade agricultural land classification (Grade 3), rather than excellent or very good (Grades 1 and 2).
21. The site is not traversed by rights of way, although a footpath runs along the southern boundary of the site.

### **Negative site attributes:**

1. The site is below the preferred minimum size needed for a 10fe secondary school and so would be sub-optimal. However, there is scope for expansion of the site, if necessary, onto adjoining land to the east (owned by HCC), or to the west (site HH18).
2. The site has relatively poor bus accessibility, being at least 500m walking distance of existing bus stops.
3. Site development would be exposed to long distance views in the wider landscape when viewed from the north east and east [subject to detailed design and further investigations].
4. The site immediately adjoins Ancient and Semi-Natural Woodland, which has ecological interest.
5. The site has mature trees and hedges on the frontage to Polehanger Lane, which may need to be removed to create an access to serve a secondary school.
6. The creation of a satisfactory access may impact on preserved trees on the opposite side of Polehanger Lane / Fennycroft Road.
7. A small part of the site is at low risk of surface water flooding [subject to further investigations].
8. The site lies in the Green Belt.
9. The site is identified as part of a larger potential housing site in Dacorum BC's Register of Sites.
10. The site may contain Grade 3a agricultural land which, alongside Grades 1 and 2, is defined as best and most versatile agricultural land [subject to further investigations].
11. The site is immediately adjoined by a public right of way.
12. The site is overlooked by residential properties immediately to the south and the school may affect their residential amenities depending on the detailed design and layout.

### **SITE LAYOUT PRINCIPLES**

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

1. Development principles plan 5378/182

2. Total site area: 12.21ha #
3. Build zone: 5.37ha
4. Playing field zone: 6.84ha
5. Vehicular access/egress: Fennycroft Road
6. Pedestrian access: Fennycroft Road

*# Note: This area is less than the preferred minimum for a 10fe secondary school but is more than the minimum needed for a 10fe secondary school (assuming there are no sites above the preferred minimum size available). However, the site could be enlarged to include land to the east, which is owned by HCC (part of Site HH16 – not shortlisted), or land to the west (part of Site HH18).*

## CONCLUSION

The site is of sub-optimal size for a 10FE secondary school, but has scope for expansion, either to the west or to the east, including land owned by HCC (former school playing fields), which could make the site optimal size. It appears to be in single ownership and available (as being promoted for development).

Access is not as good as other sites (in particular adjoining site HH18).

The transport appraisal considers that vehicular access along Polehanger Lane would appear to be suitable, however there may be issues relating to increased traffic flows, on-street parking, and the need to remove trees and vegetation. It has a good pedestrian network and there is a direct cycle route to the south and potential for on-road cycling. However, bus accessibility will be a problem requiring significant mitigation, due to narrow road width and on street parking. The appraisal ranks it 4th (out of four – excluding sites H25 to H27) according to the level of compliance with highway policy, based on a safe and suitable access, sustainable transport modes, and likely mitigation works required.

There are relatively few planning / environmental constraints and designations, apart from:

- Green Belt
- Access could affect TPO trees adjoining site
- Site immediately adjoins ancient / semi-natural woodland
- Some surface water flooding

The site would be exposed to long distance views from a number of directions and is overlooked by residential properties immediately to the south. A school may affect their residential amenities, depending on the detailed design and layout.

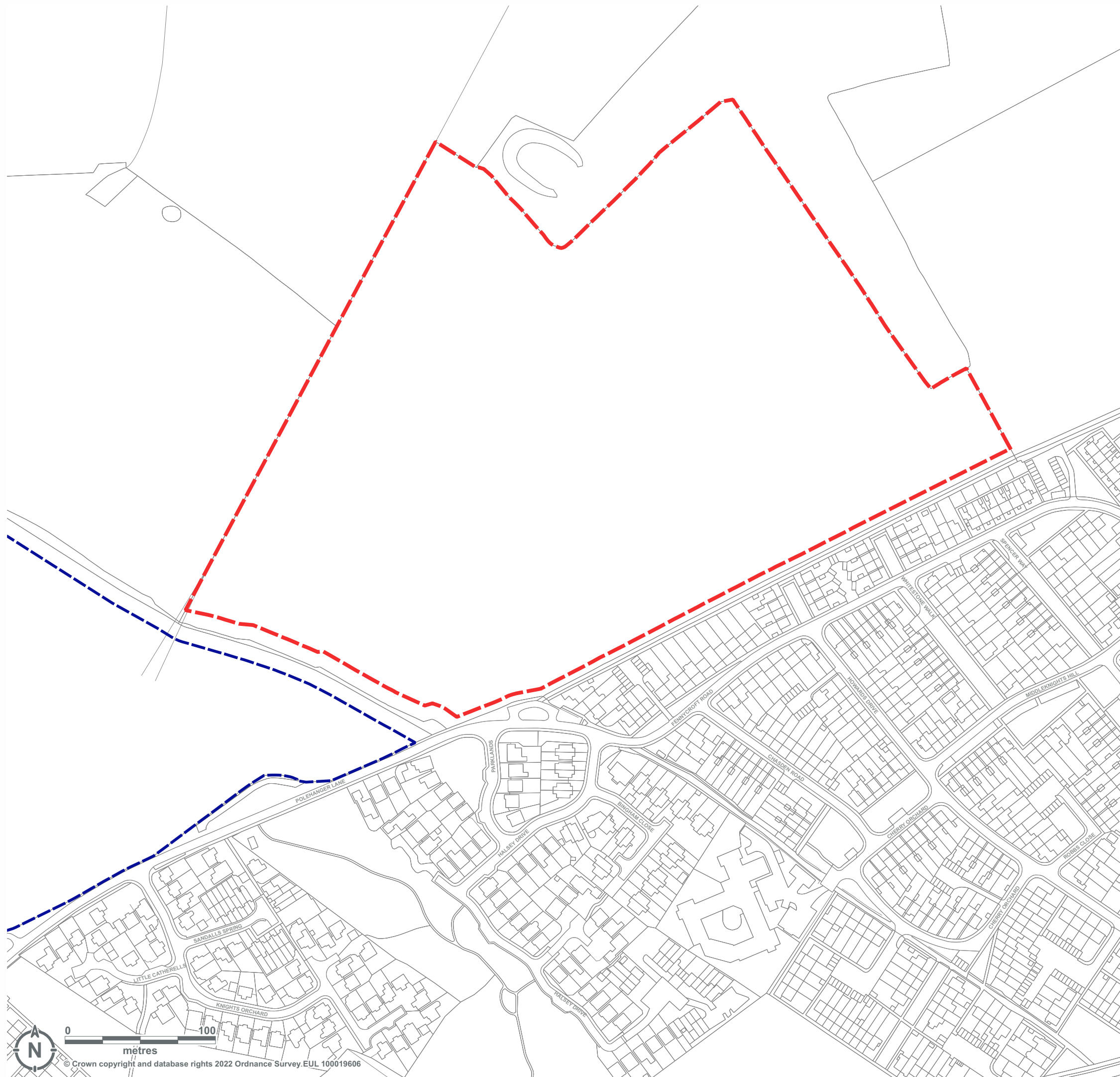
Topography, water features and vegetation are unlikely to preclude the development of a school on the site (subject to suitable design and layout).



Despite these constraints the site is a reasonably good site for a new school, putting aside highways and transportation issues, although it is not as good as the immediately adjoining site - HH18 (see separate assessment).

**This site is not recommended for further consideration / comparative assessment with other sites, as the immediately adjoining site HH18 is preferable (from transportation and planning and environmental points of view) .**



RL/5378/31.10.22



 **SITE BOUNDARY**  
 12.21ha  
 **HH18 SITE BOUNDARY**

**HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH**

Site HH17:  
Identification plan

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>180</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>SEPTEMBER 2022</b>	<b>1:2500 @A3</b>



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 0 100 metres  
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 **SITE BOUNDARY**  
 12.21ha  
 **HH18 SITE BOUNDARY**

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

Site HH17:  
Aerial photograph

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>181</b>	
DRAWN	DATE	SCALE
HNA	SEPTEMBER 2022	1:2500 @A3

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## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL NEW SCHOOL SITE

### SITE DETAILS

<b>Site Reference and address</b>	<p>Hemel Hempstead: Site HH18</p> <p>Land East of Berkhamsted Road, and North of Polehanger Lane, Gadebridge, Hemel Hempstead</p> <p>Site identification plan: 5378/190</p> <p>Aerial photograph: 5378/191</p> <p>Development principles plan: 5378/192</p>	
<b>Site area</b>	12.06 ha	
<b>Existing use/occupiers</b>	Agriculture (arable farmland)	
<b>Land ownership</b>	Not known.	
<b>Site availability</b>	The site is included in an extensive area identified as a 'Promoted Rural Site' in Dacorum BC's Register of Sites (August 2021) and so assume that it is available for development.	
<b>Brownfield Land Register</b>	NA	
<b>Planning history</b>	Dacorum BC's online Planning Application Search Map does not identify any planning applications affecting the site.	
<b>Buildings</b>	<p>No buildings on site</p> <p><i>Note: Southern part of the site is crossed partly by what appear to be two parallel low voltage overhead power lines on wooden poles on the eastern part of the site and by a single low voltage overhead power line crossing the central and western parts of the site, all running in an easter – west direction.</i></p>	
<b>Adjoining uses</b>	North:	Hedgerow with mostly arable farmland beyond. Immediately to the north west is Boxted Farm which comprises a farmhouse with gardens nearest to site and a commercial area, including brewery, to the north.
	East:	Hedgerow with arable farmland beyond (Site HH17).
	South:	Adjoins a closed section of Berkhamsted Road, and a road (Polehanger Lane) to the south, with mature trees and hedges adjoining the site. Beyond these is a residential area mainly comprising two storey houses, with a number of large areas of open space.

	West:	Adjoins Berkhamsted Road to the south west, with mainly arable farmland beyond. There is a grass field beyond a hedgerow to the north west.
<b>Topography</b>	Relatively flat site, comprising a very shallow valley / bowl, falling gently from north and west to south. The northern boundary runs along a very slight spur of higher land. The site falls approximately 10 to 15m from north to south.	
<b>Water courses</b>	None apparent on site or near site.	
<b>Vegetation</b>	<p>The site comprises a large arable field, with significant vegetation limited to the site boundaries, apart from a number of mature trees within the field near the south eastern corner of the site.</p> <p>Dense screen of mature trees and shrubs on the southern boundary of the site adjoining Berkhamsted Road / Polehanger Lane, which mark the edge of the built up area. Row of mature trees and hedge on the north western boundary of the site near Boxted Farm. Mature hedge and trees on the north eastern boundary adjoining Site HH17. Low hedge on the northern boundary near Boxted Farm. South western boundary adjoining Berkhamsted Road mostly open with no hedge or trees.</p>	
<b>ACCESSIBILITY</b>		
<b>Vehicular access</b>	<p>Berkhamsted Road adjoins the site to the west. A closed section of Berkhamsted Road, and Polehanger Lane adjoin the site to the south.</p> <p>Berkhamsted Road is a single carriageway unclassified road linking Hemel Hempstead with Potten End and Berkhamsted. It has a footway on its eastern side adjoining the site and has a rural character. Most of the road has an unrestricted speed limit although near to the built up area it changes to 30mph. There is a field access gate near the built up area.</p> <p>Berkhamsted Road / Polehanger Lane (west) south of the site is a short section of road which has been closed to through traffic and is open to pedestrians and cyclists. It is a narrow single track country lane.</p> <p>Polehanger Lane (east) is an unclassified single carriageway road which has a rural lane character on its northern side and a suburban character on its southern side. There is a footway on its southern side.</p>	
<b>Cycle access</b>	There are no cycleways or cycle routes near the site	
<b>Pedestrian access</b>	<p>A footway runs along the eastern side of Berkhamsted Road immediately adjacent to the western boundary of the site. A closed section of Berkhamsted Road immediately south west of the site is effectively used as footway / cycle path, although there aren't any signs. A footpath adjoins the eastern boundary of the site. Thee area footways alongside roads in the immediately adjoining urban area.</p>	
<b>Public transport</b>	There is an existing bus route on Berkhamsted Road immediately to the west of the site west (route 532) with the nearest bus stop on Boxted Road approximately 300m south of the site, which also served routes 3 /	



	4 and ML1.
<b>High level transport appraisal</b>	<p>A high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that:</p> <p><i>In principle, it would appear that the road network and potential for sustainable access to the site would suggest that this site is 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.</i></p> <p><i>Access to the site for pedestrians and cyclists is potentially very good, with a wide network of footways, a foot/cycle link from the south and potential for improvement to existing facilities in the vicinity of the site .</i></p> <p><i>Bus accessibility is reasonable with the nearest existing bus stops approximately 300m from the site and potential for new bus routes to serve the school site via Berkhamsted Road, subject to confirmation of road widths. Bus access along Polehanger Lane may be suitable, subject to further assessment. Bus access along Fennycroft Road or Howard Drive would not be suitable due to the number of parked cars.</i></p> <p><i>The most suitable vehicular access location appears to be from Berkhamsted Road, subject to a full assessment of the increase of additional flows and turning movements associated with a school in this location. Vehicular access along Polehanger Lane would appear to be suitable, subject to a full Transport Assessment, however an increase in flows along Fennycroft Road may cause issues due to the existing on-street parking. Howards Drive appears to have less parking than Fennycroft Road, but an increase in traffic may be problematic. One advantage of the various route options is that the impact would be spread over different roads rather than all traffic arriving via one single route.</i></p> <p><i>There may be scope to improve pedestrian and cycle accessibility to the site via a foot/cycle route along the western edge of Warners End Valley public open space.</i></p> <p><i>It would be necessary to allow parent drop off in the site to prevent parking along Berkhamsted Road and in neighbouring residential areas, which would cause traffic flow issues and safety concerns.</i></p> <p><i>A desktop review of available traffic information has been undertaken which indicates that the junctions between Boxted Road, Warmark Road and The Avenue, and Boxted Road and Galley Hill are frequently congested.</i></p> <p>Stomor rank the site 1<sup>st</sup> (out of four) in terms of ranking of the sites according to the level of compliance with highway policy, based on a safe and suitable access, sustainable transport modes, and likely mitigation works required. The following comments are made:</p> <p><i>Good pedestrian network. Potential for pedestrian access to west and south of site to spread movements. Existing cycle route to the southeast and potential for improved cycle facilities. Bus accessibility via Berkhamsted Road.</i></p>
<b>ENVIRONMENTAL IMPACT</b>	
<b>Landscape and visual</b>	The site is screened from long / medium distance views to the south by

<b>impact</b>	<p>a belt of existing trees and shrubs on the site boundary and by the existing built up area of Hemel Hempstead, although there are one or two short distance glimpses of the site through vegetation.</p> <p>Long distance views from the north, east and west are partly screened and softened by existing trees and hedges and by buildings at Boxted Farm. The western and northern (part) boundaries are more open. There are medium and short distance views from the west and the north, with public footpaths immediately to the north, and east of the site and an open boundary to Berkhamsted Road, with footway, to the west.</p> <p>A new school could have a significant landscape and visual impact, depending on the location of the buildings and viewpoint.</p> <p>The site is located approximately 1.6km from the nearest part of the Chilterns AONB. It is unlikely to be seen from within the AONB (subject to detailed assessment).</p>
<b>Impact on residential amenities:</b>	<p>The site adjoins the built up area of Hemel Hempstead to the south. It is separated from existing residential properties by a road / lane (including a closed section of road), and by trees and open space adjoining the road / lane. These would help to reduce the potential impact of a school on the residential amenities (noise, privacy, outlook etc) of these properties, depending on the detailed design and layout.</p> <p>The school may possibly affect the residential amenities of new residential properties which may be built as part of the expansion of Hemel Hempstead, depending on detailed design and layout of a school and the houses.</p>
<b>Ecology:</b>	<p>Mature trees and hedges on the site boundaries, and mature trees within the site near the south eastern corner of the site, are likely to have the greatest ecological value, particularly the trees and shrubs on the southern boundary, although agricultural land has ecological value to certain bird species.</p>
<b>Noise sources</b>	<p>No significant sources of noise nearby other than a brewery and a number of other commercial activities at Boxted Farm immediately to the north.</p>
<b>Flood risk</b>	<p>Flood Zone 1 – low probability of flooding</p>
<b>Surface water flooding</b>	<p>Small areas of land on the southern part of the site are of low to medium (1 in 1000yr to 1 in 100yr) risk of flooding from surface water. This may affect the layout of a school site, in particular the location of any buildings and hard surfaced areas.</p>
<b>Groundwater source protection area</b>	<p>Groundwater Source Protection Zone 3 – Total Catchment.</p> <p>Groundwater vulnerability maps indicate that the site is in an area of medium groundwater vulnerability and is an area with a soluble rock risk.</p>
<b>Air quality</b>	<p>The site is not in an Air Quality Management Area. No significant sources of poor air quality other than traffic on the adjoining Berkhamsted Road and a brewery and a number of other commercial</p>



	activities at Boxted Farm immediately to the north.
<b>Minerals</b>	HCC SPG: Mineral Consultation Areas in Hertfordshire, Map 2 - Sand and Gravel Belt indicates that the site is outside the Sand and Gravel Belt.
<b>Agricultural land quality</b>	Grade 3 (Good / Moderate Quality Agricultural Land)
<b>Rights of way</b>	A public footpath runs alongside the north eastern and north western boundaries of the site.
<b>EXISTING PLANNING AND DESIGNATION CONSTRAINTS</b>	
<b>Existing and emerging local plan site specific designations</b>	<p>Adopted Local Plan Proposals Map – Green Belt</p> <p>Local Plan Emerging Strategy for Growth 2020-2038 Draft Proposals Map – Green Belt</p> <p>The site is included in an extensive area identified as a ‘Promoted Rural Site’ in Dacorum BC’s Register of Sites (August 2021).</p> <p>Dacorum BC’s Site Assessment Study (January 2020): Figure 2: Location of all sites considered to be potentially suitable for residential allocation includes the site in an extensive area identified as More Suitable Land / Sites with Major Constraints.</p>
<b>Heritage assets: archaeology</b>	None on or near site
<b>Designated heritage assets</b>	<p>World Heritage Site, scheduled monument, conservation area, Registered Park or Garden, Registered Battlefield – none on or near site.</p> <p>Listed buildings – none on site. One Grade II LB at Boxted Farm House to north of site</p>
<b>Designated rural areas</b>	Approximately 1km south of nearest boundary of Chilterns Area of Outstanding Natural Beauty.
<b>International, National and locally designated sites of importance for biodiversity and habitat sites</b>	<p>International / National designations – none on or near site. The Chiltern Beechwoods SSSI / SAC is approximately 3km to the north west. SSSI Impact Risk Zones related to a number of SSSIs affect the site and the surrounding area.</p> <p>Local designations – none on or near the site.</p> <p>Dacorum BC’s online Tree Preservation Order map indicates a TPO covering a number of trees on the frontage to Berkhamsted Road to the west. However, apart from one relatively young tree, there are no trees on this frontage.</p> <p>A TPO covers trees on the opposite side of Polehanger Lane which could be affected by highway works.</p>
<b>SITE EVALUATION</b>	
<b>Positive site attributes:</b>	
1. The site is of sufficient size for a 10fe secondary school, exceeding the minimum size needed	

(assuming there are no sites over the preferred minimum size) but would be less than the preferred minimum size and so would be sub-optimal. However, there is scope for expansion of the site, if necessary, onto land to the east (site HH17).

2. The site appears to be in single ownership, as it comprises a single large field.
3. The site appears to be available as it is part of an area that has been promoted for development.
4. The site is flat/gently sloping and re-grading would be minimal/limited.
5. Vehicular access could be achieved from Berkhamsted Road to the west or Polehanger Lane to the south, with suitable mitigation/improvements (Berkhamsted Road preferable).
6. Pedestrian/cycle access could be achieved from Berkhamsted Road to the west or Berkhamsted Road / Polehanger Lane to the south with suitable mitigation/improvements.
7. The site lies immediately adjacent to an existing bus route with the nearest bus stop within 300m walking distance of the site.
8. When viewed from the north, east, and the west, long distance views of the site in the wider landscape are partly screened and softened by existing trees and hedges [subject to detailed design and further investigations].
9. The site has relatively little vegetation that would require removal to accommodate a secondary school (unless an access were to be created to the south to Berkhamsted Road / Polehanger Lane).
10. The site lies adjacent to the urban area of Hemel Hempstead.
11. There would be no impacts on preserved trees.
12. There would be minor ecological impact [subject to further investigations].
13. There is a low probability of flooding on the site. Most of the site is at low risk of surface water flooding [subject to further investigations].
14. The site is not located near any noise sources.
15. The site lies outside an AQMA.
16. The site does not lie in a Minerals Consultation Area.
17. The site is not in an Area of Archaeological Importance.
18. There would be no impacts on designated heritage assets.
19. The site is not in a designated rural area.
20. The site does not have any international, national or local wildlife, habitat or biodiversity designations.
21. The site does not have any local plan allocation (apart from Green Belt)
22. The site is good / moderate grade agricultural land classification (Grade 3), rather than excellent or very good (Grades 1 and 2).
23. The site is not traversed by rights of way, although a footpath runs along the north eastern and north western boundaries of the site.
24. Although the site adjoins the urban area it is separated from the nearest houses by a lane (Berkhamsted Road / Polehanger Lane) and by a belt of trees, which will help to minimise the impact on residential amenities.



**Negative site attributes:**

1. The site is below the preferred minimum size needed for a 10fe secondary school and so would be sub-optimal. However, there is scope for expansion of the site, if necessary, onto adjoining land to the east (HH17).
2. There are medium distance views of the site from the north and west and short distance views from a public footpath immediately to the north and east of the site.
3. The site has mature trees and hedges on the southern boundary adjoining Berkhamsted Road / Polehanger Lane, which may need to be removed if an access were to be created on that frontage. There are a number of mature trees within the site which could affect the layout.
4. A small part of the site is at low risk of surface water flooding, which may affect the design and layout of a school [subject to further investigations].
5. The site lies in the Green Belt.
6. The site is identified as part of a larger potential housing site in Dacorum BC's Register of Sites.
7. The site may contain Grade 3a agricultural land which, alongside Grades 1 and 2, is defined as best and most versatile agricultural land [subject to further investigations].
8. The site is immediately adjoined by a public right of way.

**SITE LAYOUT PRINCIPLES**

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

1. Development principles plan 5378/192
2. Total site area: 12.06ha #
3. Build zone: 5.36ha
4. Playing field zone: 6.70ha
5. Vehicular access/egress: Berkhamsted Road (possible emergency vehicular access / pedestrian access, if required, to Polehanger Lane
6. Pedestrian access: Berkhamsted Road, and Polehanger Lane (if required)

*# Note: This area is less than the preferred minimum for a 10fe secondary school but is more than the minimum needed for a 10fe secondary school (assuming there are no sites of over the preferred minimum). If necessary the site could be enlarged to include land to the east (part of Site HH17).*

**CONCLUSION**

The site is of sub-optimal size for a 10FE secondary school, but has scope for expansion to the east, onto Site HH17, which could make the site optimal size (but would be separated / crossed by a public footpath). It appears to be in single ownership and available (as being promoted for development).

The transport appraisal considers that the road network and the potential for sustainable access to the site would suggest that the site is suitable for provision of an 10FE secondary school. It has reasonably good bus accessibility via Berkhamsted Road. It has a good pedestrian network with potential for pedestrian access to the west and the south to spread movements. There is an existing cycle route to the southeast and potential for improved cycle facilities. The appraisal ranks it 1st (out of four – excluding sites H25 to H27) according to the level of compliance with highway policy, provision of a safe and suitable access, sustainable transport modes, and likely mitigation works

required.

There are relatively few planning / environmental constraints and designations, apart from:

- Green Belt
- Mature trees on southern site boundary adjoining Polehanger Lane and within southern part of site.
- Listed building adjoins site to north
- Some surface water flooding

The site is a reasonably well contained site, which reduces landscape and visual impact. It has better separation to existing adjoining residents than the adjoining site HH17, which would help to reduce the impact on their amenities compared to HH17

Topography, water features and vegetation are unlikely to preclude the development of a school on the site (subject to suitable design and layout).

The site is a reasonably good site for a new school, and is better than the immediately adjoining site - HH17 (see separate assessment).

**This site is recommended for further consideration / comparative assessment with other sites.**

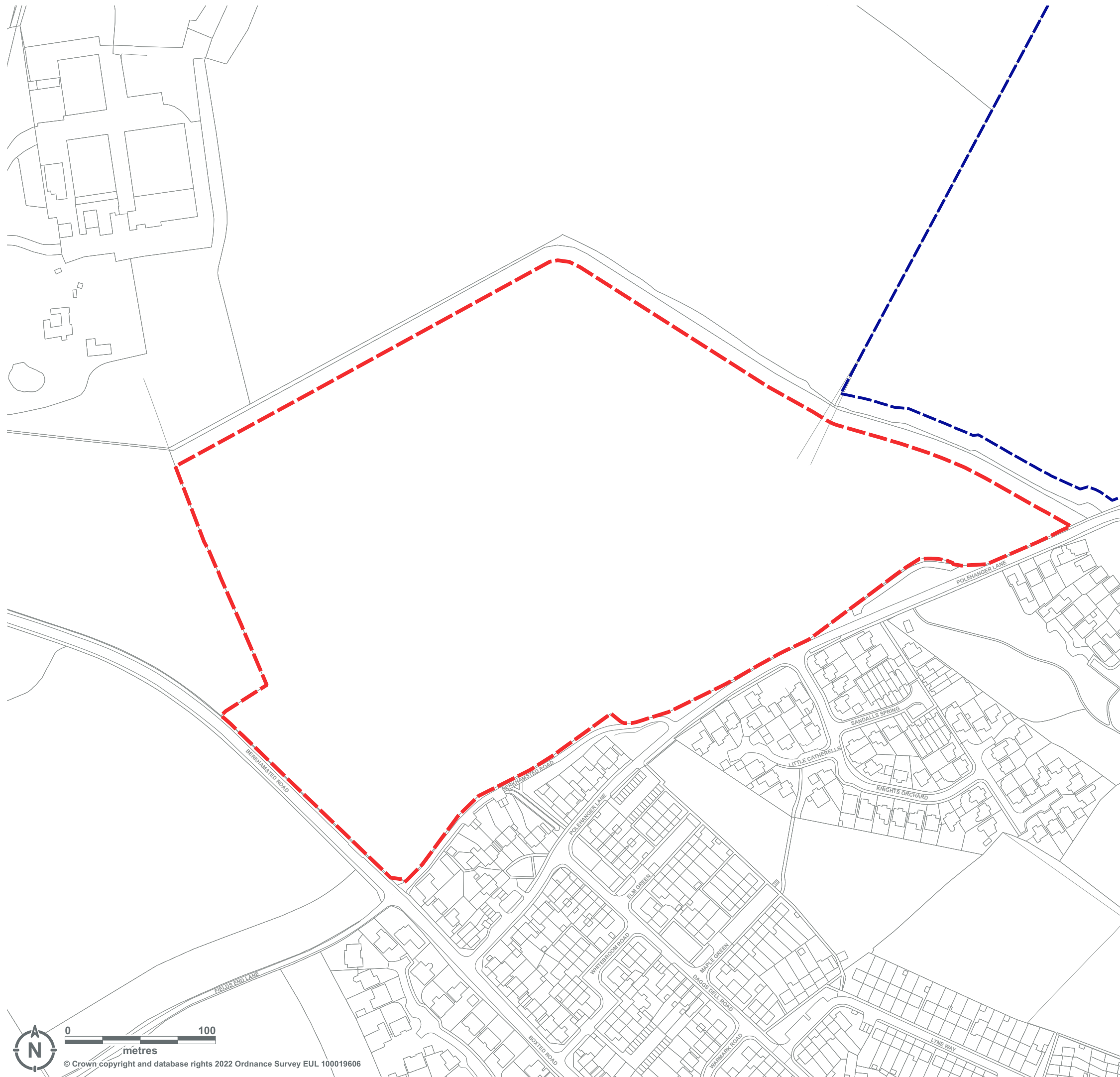
The following site investigations are recommended:

- Topographical survey
- Detailed transportation / access study (considering issues identified in the high level transport assessment)Stomor
- Ecological assessment
- Heritage / archaeological assessment
- Tree survey
- Landscape and visual impact assessment
- Flood risk assessment
- Services / utilities assessment, including particular the implications of the HV OH power line which crosses the site

Following the completion of these site investigations, and depending on their conclusions, the following is recommended:

- Feasibility layout plan – prepare a preliminary feasibility layout plan looking at how the site could accommodate a new 10FE secondary school, in particular new school buildings, access parking, and playing fields, taking account of existing site features and any constraints identified by the technical investigations. (At this stage it should not be necessary to commission architectural drawings).





- SITE BOUNDARY  
12.06ha
- HH17 SITE BOUNDARY

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

Site HH18:  
Identification plan

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>190</b>	
DRAWN	DATE	SCALE
HNA	SEPTEMBER 2022	1:2500 @A3

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**SITE BOUNDARY**  
12.06ha



**HH17 SITE BOUNDARY**

**HEMEL HEMPSTEAD SECONDARY  
SCHOOL SITE SEARCH**

Site HH18:  
Identification plan

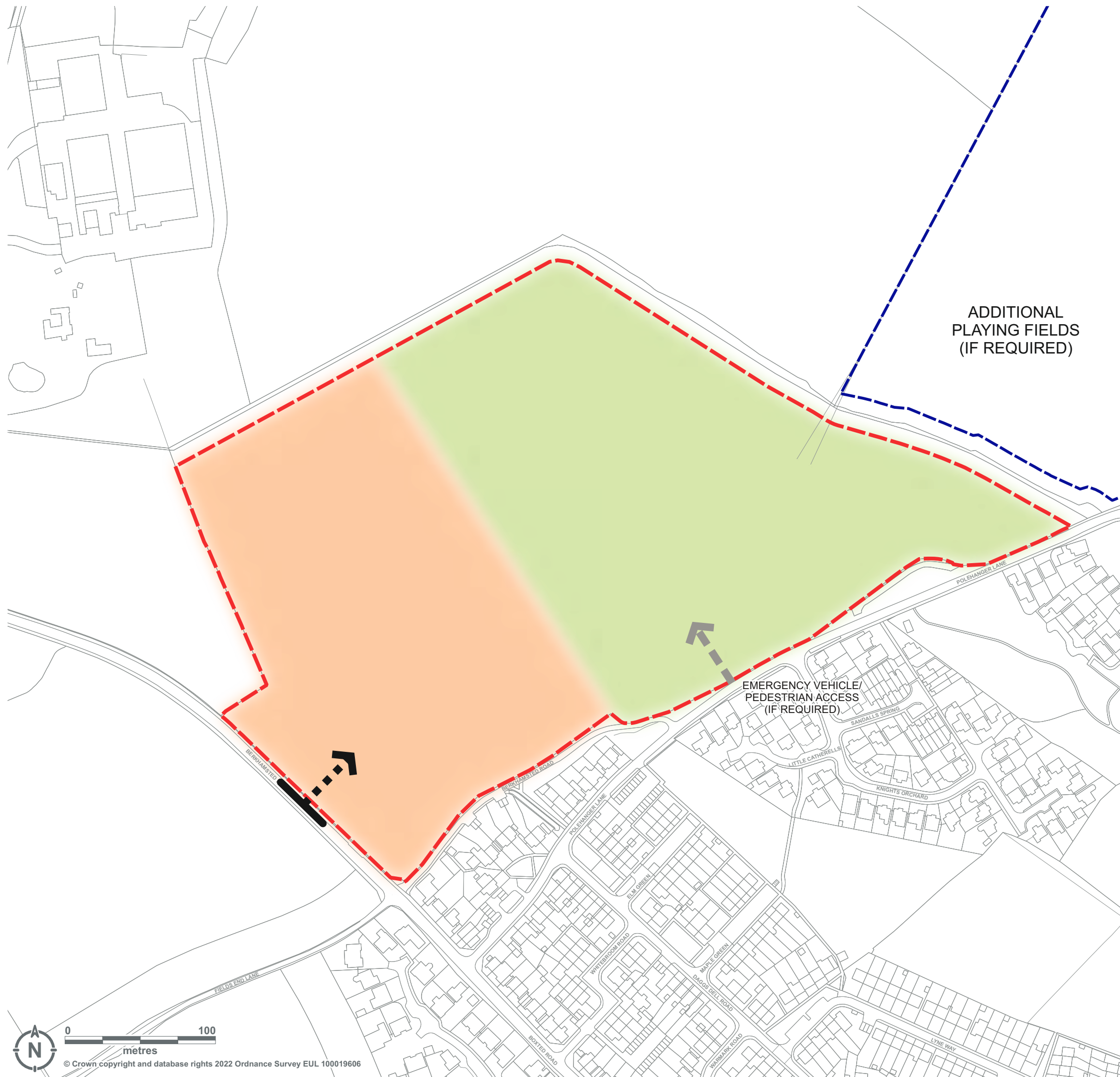
PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>191</b>	
DRAWN	DATE	SCALE
HNA	SEPTEMBER 2022	1:2500 @A3

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- SITE BOUNDARY  
12.06ha
- HH17 SITE BOUNDARY
- BUILDING ZONE  
5.36ha
- PLAYING FIELD ZONE  
6.70ha
- ➔ SITE ACCESS

ADDITIONAL  
PLAYING FIELDS  
(IF REQUIRED)

EMERGENCY VEHICLE/  
PEDESTRIAN ACCESS  
(IF REQUIRED)

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

Site HH18:  
Development principles

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>192</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	OCTOBER 2022	1:2500 @A3

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## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL NEW SCHOOL SITE

### SITE DETAILS

<b>Site Reference and address</b>	<p>Hemel Hempstead: Site HH25</p> <p>[Hemel Hempstead Community Framework Plan - Eastern secondary school site (SS3)]</p> <p>Land North of Punch Bowl Lane, Hemel Hempstead</p> <p>Site identification plan: 5378/200</p> <p>Aerial photograph: 5378/201</p> <p>Development principles plan: 5378/202</p>	
<b>Site area</b>	14.20 ha (based on area identified by Hemel Garden Community Framework Plan)	
<b>Existing use/occupiers</b>	Agriculture (arable farmland)	
<b>Land ownership</b>	The Crown Estate	
<b>Site availability</b>	The site forms part of the wider Hemel Garden Community Framework Plan being promoted for development and is identified as a site for a new secondary school, so assume that the site is available for this use.	
<b>Brownfield Land Register</b>	NA	
<b>Planning history</b>	St Albans City & DC's online Planning Applications Search Map does not identify any planning applications affecting the site.	
<b>Buildings</b>	<p>None.</p> <p><i>Note: A high voltage overhead power line adjoins the western boundary of the site and may have been used to define the western boundary.</i></p>	
<b>Adjoining uses</b>	North:	Agricultural land (arable)
	East:	M1 Motorway (including roadside planting). Agricultural land (arable) beyond.
	South:	Lane (Punch Bowl Lane), with agricultural land (arable) beyond.
	West:	Agricultural land (arable)
<b>Topography</b>	Flat / gently undulating site. Gentle slope down to the north west. Levels fall approximately 5 to 10m across the site.	
<b>Water courses</b>	None apparent on site or near site.	
<b>Vegetation</b>	Mature hedgerow and trees on northern boundary of site. Single large	



	<p>mature tree on western boundary of site, which apart from this is open and unenclosed.</p> <p>Roadside plantation adjacent to the M1 to east and Punch Bowl Lane frontage to south (may have been planted as part of the M1 construction and/or widening).</p>
<b>ACCESSIBILITY</b>	
<b>Vehicular access</b>	<p>The site does not currently have a vehicular access, although it is close to Punch Bowl Lane, which is a narrow unclassified single track country lane. It appears to be set back slightly from the lane so may not have a direct frontage onto the lane.</p> <p><i>Note: The Hemel Garden Community Framework Plan proposes a new main access road serving the eastern development areas, approximately 200m to the east of the site. It doesn't show how the school would be accessed from this road.</i></p>
<b>Cycle access</b>	<p>There are no existing cycleways or cycle routes near the site. The nearest is the Nicky Line footway / cycleway approximately 500m north of the site, which runs between Hemel Hempstead and Redbourn.</p>
<b>Pedestrian access</b>	<p>There are no existing footways or footpaths near the site.</p>
<b>Public transport</b>	<p>There are no existing bus routes or bus stops near the site. The nearest bus stop (route ML1) is approximately 1.2km to the west.</p>
<b>High level transport appraisal</b>	<p>A high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that:</p> <p><i>As the site will form part of the Hemel Garden Community Framework Plan, there is potential to design highway and transport infrastructure to accommodate a 10FE secondary school, providing adequate consideration is given to the specific access and travel requirements associated with a secondary school site within the masterplan development.</i></p> <p><i>A desktop review of available traffic information has been undertaken which indicates that the junction between Cherry Tree Lane and Three Cherry Trees Lane is frequently congested, which will need to be considered as part of the Transport Assessment for the entire Framework Plan.</i></p> <p>Stomor show the Hemel Garden Community Framework Plan school sites separately in the ranking as it is assumed that they would only be deliverable if the masterplan sites go ahead and the necessary infrastructure to serve the school would be incorporated into the masterplan. The following comments are made:</p> <p><i>Bus, cycle and pedestrian access subject to masterplanning with potential for well designed network surrounding school site. Near to strategic cycle route.</i></p>
<b>ENVIRONMENTAL IMPACT</b>	
<b>Landscape and visual</b>	<p>Existing trees and hedges, including a plantation adjacent to the M1, and trees and hedges adjoining surrounding lanes, limit views of the</p>

<b>impact</b>	<p>site.</p> <p>A new school would be unlikely to have a significant landscape or visual impact (apart from the creation of an access).</p> <p>The site is located in a Landscape Development Area (St Albans), although the policy no longer applies.</p>
<b>Impact on residential amenities:</b>	<p>No existing residential properties near site.</p> <p>The school may possibly affect the residential amenities of new residential properties which may be built as part of the expansion of Hemel Hempstead, depending on detailed design and layout of a school and the houses.</p>
<b>Ecology:</b>	<p>The existing hedgerow and trees on the northern site boundary and the single large mature tree on the western boundary are likely to have the greatest ecological value, although agricultural land has ecological value to certain bird species.</p>
<b>Noise sources</b>	<p>The site immediately adjoins the M1 Motorway and is subject to significant noise from the motorway.</p>
<b>Flood risk</b>	<p>Flood Zone 1 – low probability of flooding</p>
<b>Surface water flooding</b>	<p>A small area of land near Punch Bowl Lane near the road frontage is at low (1 in 1000yr) risk of flooding from surface water. This is unlikely to affect a layout of the site.</p>
<b>Groundwater source protection area</b>	<p>Groundwater Source Protection Zone 3 – Total Catchment.</p> <p>Groundwater vulnerability maps indicate that the site is in an area of medium groundwater vulnerability and is an area with a soluble rock risk.</p>
<b>Air quality</b>	<p>The site is not near any Air Quality Management Areas.</p> <p>The site immediately adjoins the M1 Motorway which is likely to be a source of poor air quality.</p>
<b>Minerals</b>	<p>HCC SPG: Mineral Consultation Areas in Hertfordshire, Map 2 - Sand and Gravel Belt indicates that the site is outside the Sand and Gravel Belt.</p>
<b>Agricultural land quality</b>	<p>Grade 2 (Very Good Quality Agricultural Land)</p>
<b>Rights of way</b>	<p>There are no public rights of way (eg footpaths or bridleways) crossing the site or in the vicinity of the site.</p>
<b>EXISTING PLANNING AND DESIGNATION CONSTRAINTS</b>	
<b>Existing and emerging local plan site specific designations</b>	<p><i>Note: Site located in St Albans City &amp; District</i></p> <p>Adopted Local Plan Proposals Map – Green Belt, and Landscape Development Area (no longer applied). Also Policy No. 28: M1 widening – safeguarding area (M1 has recently been widened).</p> <p>The site is included in an extensive area between Hemel Hempstead and the M1 identified as a potential housing site for consideration in the</p>



	St Albans Housing and Economic Land Availability Assessment 2021. The site assessments conclude that the 'site is considered be potentially suitable, available and achievable subject to further assessment as part of the site selection process'
<b>Heritage assets: archaeology</b>	None on or near site
<b>Designated heritage assets</b>	World Heritage Site, scheduled monument, listed buildings, conservation area, Registered Battlefield – none on or near site. Registered Park or Garden – none on or near site. Gorhambury Registered Park or Garden approximately 1.5km to south east of site.
<b>Designated rural areas</b>	Approximately 2.8km to south east of nearest boundary of Chilterns AONB.
<b>International, National and locally designated sites of importance for biodiversity and habitat sites</b>	International / National designations – none on or near site. SSSI Impact Risk Zones related to a number of SSSIs affect the site and the surrounding area. Local designations – none on or near site. No Tree Preservation Orders affect trees on the site.

## SITE EVALUATION

### Positive site attributes:

1. The site is above the preferred minimum size needed for a 10FE secondary school, which is optimal.
2. The site is in single ownership.
3. The site is identified as a site for a new secondary school in the Hemel Garden Community Framework Plan and so assume that it is available for this use.
4. As the school is proposed as part of the wider Hemel Garden Community Framework Plan there is potential to design highway and transport infrastructure to accommodate a 10FE secondary school (providing adequate consideration is given to the specific access and travel requirements associated with a secondary school site within the masterplan development).
5. The site is flat/gently sloping and re-grading would be minimal/limited.
6. Site development would be unlikely to be exposed to long distance views in the wider landscape.
7. The site has no significant areas of vegetation that would require removal to accommodate a secondary school.
8. There would be no impacts on preserved trees.
9. There would be minor ecological impact [subject to further investigations].
10. There is a low probability of flooding on the site. Most of the site is at low risk of surface water flooding [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 (apart from Green Belt).
18. The site is not traversed by rights of way.

### Negative site attributes:

1. Although the site is above the preferred minimum size needed for a 10fe secondary school, and so is optimal, it is an awkward triangular shape which may make laying out an efficient school site with buildings, hard play, hard surfaced areas, and playing pitches etc difficult.
2. Existing vehicular access, pedestrian access and cycle access, and public transport are poor and are entirely dependent on new highway and transportation infrastructure.
3. The site does not lie within 400m walking distance of existing bus stops and bus routes.
4. The site does not lie adjacent to the existing urban area of Hemel Hempstead.
5. A small part of the site is at low risk of surface water flooding, which may affect the design and layout of a school [subject to further investigations].
6. The site is located immediately adjacent to the M1 Motorway which is a significant noise source and a potential source of poor air quality [subject to further investigations].
7. The site lies in the Green Belt.
8. The site is an identified HELAA site.
9. The site has high grade agricultural land classification (Grade 2 – very good quality agricultural land).

### SITE LAYOUT PRINCIPLES

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

1. Development principles plan 5378/202
2. Total site area: 14.20ha #
3. Build zone: 5.42ha
4. Playing field zone: 8.78ha
5. Vehicular access/egress: New road infrastructure – to be determined
6. Pedestrian access: New pedestrian infrastructure – to be determined

# Note: Exceeds the preferred minimum site area for a 10FE secondary school

### CONCLUSION

The site is identified as a proposed secondary school site in Hemel Garden Community Framework Plan and so assume that it is available for this use. It is in single ownership.

The site is of optimal size for 10FE secondary school, with potential for expansion of the site, if necessary. However, it is an awkward triangular shape which may make laying out a school site, in particular playing fields, more difficult than a more regular rectangular or square site, which may mean a larger site is required.



Existing roads are inadequate to serve a new school, which would require new road infrastructure, including a road link to a proposed distributor road.

The transport appraisal has assumed that the Hemel Garden Community Framework Plan school sites would only be deliverable if the masterplan sites go ahead and the necessary infrastructure to serve the schools would be incorporated into the masterplan. Bus, cycle and pedestrian access would be subject to master planning with the potential for a well-designed network surrounding the school site. The site is near to a strategic cycle route.

There are relatively few planning / environmental constraints and designations, apart from:

- Green Belt
- Grade 2 agricultural land
- Some surface water flooding

The site is a reasonably well contained site, which reduces landscape and visual impact.

Topography, water features and vegetation are unlikely to preclude the development of a school on the site (subject to suitable design and layout).

However, the site is immediately adjacent to the M1 motorway and so is affected by noise and possible air quality issues associated with the road.

The site is a reasonably good site but is dependent on new transport infrastructure and is immediately adjacent to M1 so is possibly affected by noise and poor air quality issues. It is also an awkward triangular shape for a school site.

**This site is recommended for further consideration / comparative assessment with other sites depending on consideration of:**

- **Possible noise and air quality issues related to the close proximity to the M1 motorway.**
- **Whether a triangular shaped site is suitable for a new secondary school**

Assuming the site is taken forward the following site investigations are recommended:

- Topographical survey
- Detailed transportation / access study (considering issues identified in the high level transport assessment)Stomor
- Ecological assessment
- Heritage / archaeological assessment
- Tree survey
- Landscape and visual impact assessment
- Flood risk assessment
- Services / utilities assessment, including particular the implications of the HV OH power line which crosses the site
- Noise assessment
- Air quality assessment

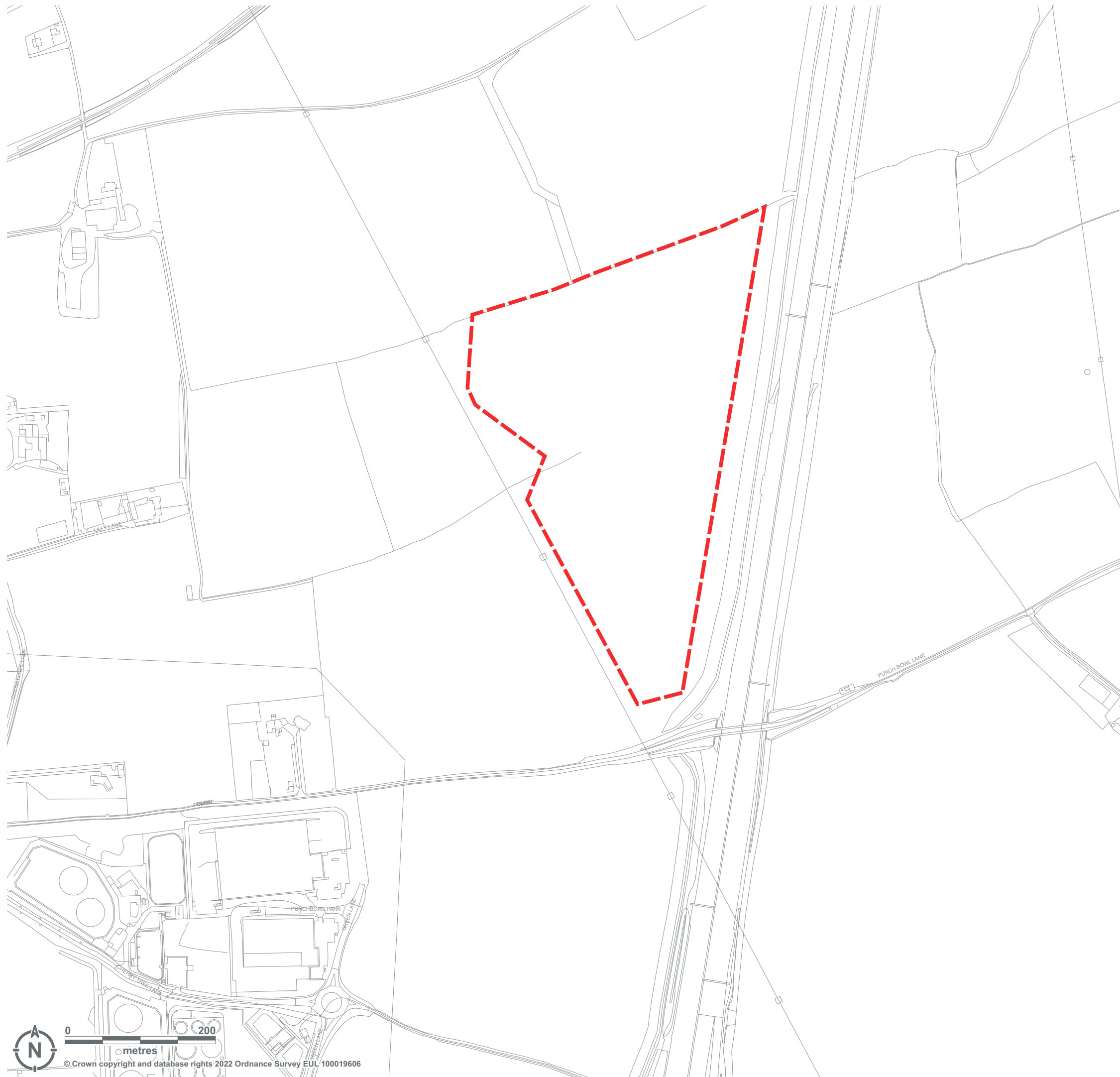
*Note: the promoters of the development may already have undertaken site investigations, which may avoid the need for some investigations.*

Following the completion of these site investigations, and depending on their conclusions, the following is recommended:

- Feasibility layout plan – prepare a preliminary feasibility layout plan looking at how the site could accommodate a new 10FE secondary school, in particular new school buildings, access parking, and playing fields, taking account of existing site features and any constraints identified by the technical investigations. (At this stage it should not be necessary to commission architectural drawings).

RL/5378/31.10.22





**SITE BOUNDARY**  
14.20ha

**HEMEL HEMPSTEAD SECONDARY  
SCHOOL SITE SEARCH**

Site HH25:  
Identification plan

PROJECT NO <b>5378</b>	DRAWING NO <b>200</b>	REV
DRAWN <b>HNA</b>	DATE <b>SEPTEMBER 2022</b>	SCALE <b>1:5000 @A3</b>

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**SITE BOUNDARY**  
14.20ha

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

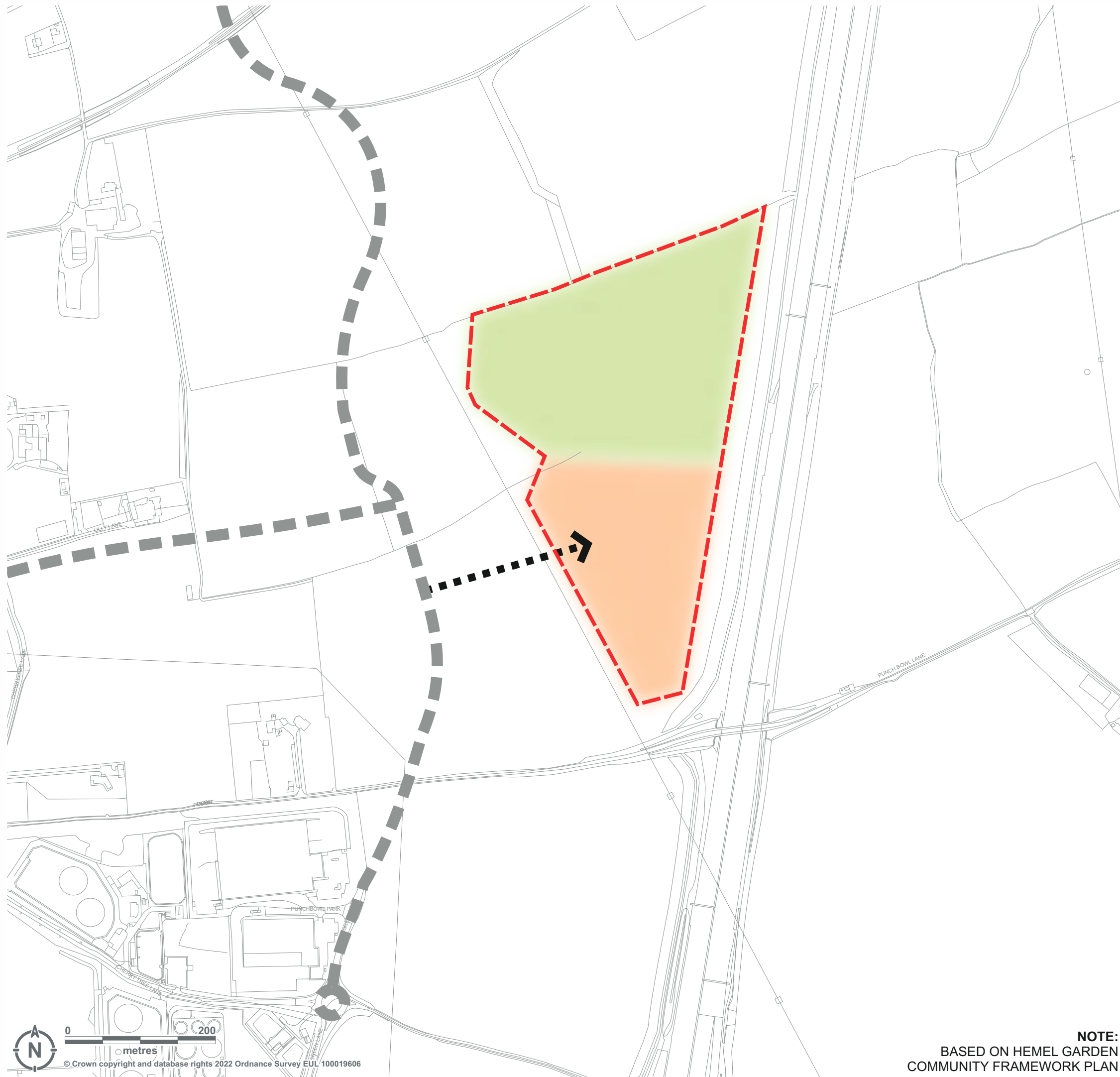
Site HH25:  
Aerial photograph

PROJECT NO	DRAWING NO	REV
5378	201	
DRAWN	DATE	SCALE
HNA	SEPTEMBER 2022	1:5000 @A3

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- SITE BOUNDARY**  
14.20ha
- BUILDING ZONE**  
5.42ha
- PLAYING FIELD ZONE**  
8.78ha
- PROPOSED ROAD NETWORK**  
(HEMEL GARDEN COMMUNITY FRAMEWORK PLAN)
- SITE ACCESS**

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

Site HH25:  
Development principles

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>202</b>	
DRAWN	DATE	SCALE
HNA	OCTOBER 2022	1:5000 @A3

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**NOTE:**  
 BASED ON HEMEL GARDEN  
 COMMUNITY FRAMEWORK PLAN

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL NEW SCHOOL SITE

### SITE DETAILS

<b>Site Reference and address</b>	<p>Hemel Hempstead: Site HH26</p> <p>[Hemel Hempstead Community Framework Plan – Central secondary school site (SS2)]</p> <p>Land West of Holtsmere End Lane, Holtsmere End, Hemel Hempstead</p> <p>Site identification plan: 5378/210</p> <p>Aerial photograph: 5378/211</p> <p>Development principles plan: 5378/212</p>	
<b>Site area</b>	13.34 ha (based on area identified by Hemel Garden Community Framework Plan)	
<b>Existing use/occupiers</b>	Agriculture (arable farmland)	
<b>Land ownership</b>	Not known	
<b>Site availability</b>	The site forms part of the wider Hemel Garden Community Framework Plan being promoted for development and is identified as a site for a new secondary school, so assume that the site is available for this use.	
<b>Brownfield Land Register</b>	NA	
<b>Planning history</b>	Dacorum BC's online Planning Application Search Map does not identify any planning applications affecting the site.	
<b>Buildings</b>	No buildings on site	
<b>Adjoining uses</b>	North:	Hedgerow to the north of the site with arable farmland beyond.
	East:	Hedgerow with arable farmland beyond. Approximately 300m to the north east is the small hamlet / group of buildings of Holtsmere End.
	South:	Hedgerow with arable farmland beyond. Further to the south is a belt of trees / woodland with the built up area of Hemel Hempstead with residential development approximately 300m to the south of the site.
	West:	Open boundary to arable farmland beyond.
<b>Topography</b>	Relatively flat / gently sloping site. Site generally rises slightly from south to north, but with a slight slope down to a shallow valley to the west. The site varies approximately 5 to 10m across the site.	



<b>Water courses</b>	None apparent on site or near site.
<b>Vegetation</b>	Most of the site comprises open arable farmland with an open boundary to the west. Vegetation is limited to a hedgerow with a number of mature trees on the southern boundary, a hedgerow with young trees on the eastern boundary (possibly recently planted) and a gappy hedgerow with mature trees approximately 10 to 20m north of the site, running parallel to the boundary.
<b>ACCESSIBILITY</b>	
<b>Vehicular access</b>	The site is detached from existing roads. The nearest existing road is Holtsmere End Lane to the east, which is a narrow single track unclassified country lane.  <i>Note: The Hemel Garden Community Framework Plan proposes a new road on the southern part of the site, which would be the main distributor road serving the wider development area. It is assumed this will serve the site.</i>
<b>Cycle access</b>	There are no cycleways or cycle routes near the site
<b>Pedestrian access</b>	There are no existing footways near the site. A public footpath runs between the site and the built up area of Hemel Hempstead.
<b>Public transport</b>	There are no existing bus routes near the site. The nearest are on Shenley Road approximately 550m to the south of the site (route 2).
<b>High level transport appraisal</b>	A high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that:  <i>As the site will form part of the Hemel Garden Community Framework Plan there is potential to design highway and transport infrastructure to accommodate a 10FE secondary school, providing adequate consideration is given to the specific access and travel requirements associated with a secondary school site within the masterplan development.</i>  Stomor show the Hemel Garden Community Framework Plan school sites separately in the ranking as it is assumed that they would only be deliverable if the masterplan sites go ahead and the necessary infrastructure to serve the school would be incorporated into the masterplan. The following comments are made:  <i>Bus, cycle and pedestrian access subject to masterplanning with potential for well designed network surrounding school site.</i>
<b>ENVIRONMENTAL IMPACT</b>	
<b>Landscape and visual impact</b>	Long and medium distance views of the site are limited by the undulating topography of the surrounding landscape, and by existing trees, hedges and woodland.  Short to medium distance views are likely to be possible from a public footpath to the south east of the site, from Holtsmere End Lane to the east, and possibly from Cupid Green Lane to the west, where the

	<p>western boundary of the site is open with no existing screening.</p> <p>A new school would be unlikely to have a significant impact on the wider landscape or more than a local visual impact.</p> <p>The site is approximately 1.2km south of the Chilterns AONB, at the nearest point, and may possibly just be visible from one or two limited locations within the AONB (subject to detailed assessment).</p>
<b>Impact on residential amenities:</b>	<p>No existing residential properties close to site although there are more distant ones at Holtsmere End hamlet approximately 300m to the north east.</p> <p>The school may possibly affect the residential amenities of new residential properties which may be built as part of the expansion of Hemel Hempstead, depending on detailed design and layout of a school and the houses.</p>
<b>Ecology:</b>	<p>The hedges and mature trees on some of the site boundaries, and immediately adjacent to the site, are likely to have the greatest ecological value, although agricultural land has ecological value to certain bird species.</p>
<b>Noise sources</b>	<p>No significant noise generating sources.</p>
<b>Flood risk</b>	<p>Flood Zone 1 – low probability of flooding</p>
<b>Surface water flooding</b>	<p>A small area of land within the site is at low (1 in 1000yr) risk of flooding from surface water. This is unlikely to affect a layout of a school site. (Note: The western boundary of the site appears to correspond to the outer edge of an area at medium to low (1 in 100yr to 1 in 1000yr) risk of surface water flooding).</p>
<b>Groundwater source protection area</b>	<p>Groundwater Source Protection Zone 3 – Total Catchment.</p> <p>Groundwater vulnerability maps indicate that the site is in an area of medium groundwater vulnerability and is an area with a soluble rock risk.</p>
<b>Air quality</b>	<p>The site is not in an Air Quality Management Area. No significant sources of poor air quality.</p>
<b>Minerals</b>	<p>HCC SPG: Mineral Consultation Areas in Hertfordshire, Map 2 - Sand and Gravel Belt indicates that the site is outside the Sand and Gravel Belt.</p>
<b>Agricultural land quality</b>	<p>Grade 3 (Good / Moderate Quality Agricultural Land)</p>
<b>Rights of way</b>	<p>A public footpath runs alongside the south eastern corner of the site and continues to the east and to the south west of the site. There is a public bridleway approximately 250m to the north of the site.</p>
<b>EXISTING PLANNING AND DESIGNATION CONSTRAINTS</b>	
<b>Existing and emerging local plan site specific</b>	<p>Adopted Local Plan Proposals Map – Green Belt</p> <p>Local Plan Emerging Strategy for Growth (2020-2038) Draft Proposals</p>



<b>designations</b>	<p>Map – North Hemel Hempstead Phase 2 – Safeguarded Land</p> <p>The site is included in an extensive area identified as a 'Promoted Rural Site' in Dacorum BC's Register of Sites (August 2021).</p> <p>Dacorum BC's Site Assessment Study (January 2020): Figure 2: Location of all sites considered to be potentially suitable for residential allocation includes the site in an extensive area identified as More Suitable Land / Sites with Major Constraints.</p>
<b>Heritage assets: archaeology</b>	None on or near site
<b>Designated heritage assets</b>	<p>World Heritage Site, scheduled monument, conservation area, Registered Park or Garden, Registered Battlefield – none on or near site.</p> <p>Listed buildings – none on site. Two Grade II listed buildings at Holtsmere End to the east of the site not far from site.</p>
<b>Designated rural areas</b>	Approximately 0.7km south of nearest boundary of Chilterns Area of Outstanding Natural Beauty.
<b>International, National and locally designated sites of importance for biodiversity and habitat sites</b>	<p>International / National designations – none on or near site. SSSI Impact Risk Zones related to a number of SSSIs affect the site and the surrounding area.</p> <p>Local designations – none on or near site.</p> <p>No Tree Preservation Orders affect trees on the site.</p>

## SITE EVALUATION

### Positive site attributes:

1. The site is of sufficient size for a 10fe secondary school (assuming there are no sites over the preferred minimum size) but would be sub-optimal, as it is less than the preferred minimum size .  
*[Note: the gross site area is above the preferred minimum size needed for a 10fe secondary school but after deduction of a road corridor the net site area is less than the preferred minimum size].*
2. The site appears to be in single ownership, as it is a single field.
3. The site is identified as a site for a new secondary school in the Hemel Garden Community Framework Plan and so assume that it is available for this use.
4. As the school is proposed as part of the wider Hemel Garden Community Framework Plan there is potential to design highway and transport infrastructure to accommodate a 10FE secondary school (providing adequate consideration is given to the specific access and travel requirements associated with a secondary school site within the masterplan development).
5. The site is flat/gently sloping and re-grading would be minimal/limited.
6. Site development would not be exposed to long distance views in the wider landscape [subject to further investigations].
7. The site has no significant areas of vegetation that would require removal to accommodate a secondary school.

8. There would be no impacts on preserved trees.
9. There would be minor ecological impact [subject to further investigations].
10. There is a low probability of flooding on the site. Most of the site is at low risk of surface water flooding [subject to further investigations].
11. The site is not located near any noise sources.
12. The site lies outside an AQMA.
13. The site does not lie in a Minerals Consultation Area.
14. The site is not in an Area of Archaeological Importance.
15. There would be no impacts on designated heritage assets.
16. The site is not in a designated rural area.
17. The site does not have any international, national or local wildlife, habitat or biodiversity designations.
18. The site does not have any local plan allocation (apart from Green Belt).
19. The site is good / moderate grade agricultural land classification (Grade 3), rather than excellent or very good (Grades 1 and 2).
20. The site is not traversed by rights of way.

#### **Negative site attributes:**

1. The site is below the preferred minimum size needed for a 10fe secondary school, after deduction of land needed for a road corridor, and so is of sub-optimal size. (Note: site is above the minimum size needed, assuming there are no sites over the preferred minimum size).
2. Existing vehicular access, pedestrian access and cycle access, and public transport are poor and are entirely dependent on new highway and transportation infrastructure.
3. The site does not lie within 400m walking distance of existing bus stops and bus routes.
4. The site does not lie adjacent to the urban area of Hemel Hempstead.
5. A small part of the site is at low risk of surface water flooding, which may affect the design and layout of a school [subject to further investigations].
6. The site lies in the Green Belt.
7. The site is an identified HELAA site.
8. The site may contain Grade 3a agricultural land which, alongside Grades 1 and 2, is defined as best and most versatile agricultural land [subject to further investigations].

#### **SITE LAYOUT PRINCIPLES**

A BB103 compliant secondary school site could be accommodated on this site, but would be of sub-optimal size:

1. Development principles plan 5378/212
2. Total site area: 13.34ha (12.18net) #
3. Build zone: 5.4ha
4. Playing field zone: 6.78ha



5. Vehicular access/egress: New road infrastructure – proposed new distributor road on southern part of site

6. Pedestrian access: New pedestrian infrastructure – to be determined

*# Note: The site area exceeds the preferred minimum site required for a 10FE secondary school (ie 13.2ha). However, part of the site would be required for the proposed main distributor road serving the wider development, so wouldn't be available for school use. This would reduce the site area by approximately 1.16ha, making the remaining site approximately 12.18ha. This would be less than the preferred minimum size for a 10FE secondary school (ie 13.2ha), so would be sub-optimal, but would be above the minimum size needed (ie 10.5ha) assuming there are no suitable sites of more than 13.2ha available.*

## CONCLUSION

The site is identified as a proposed secondary school site in Hemel Garden Community Framework Plan and so assume that it is available for this use. It appears to be in single ownership.

The site is of sub-optimal size for 10FE secondary school (after deduction of road corridor), with no scope for expansion of the site, unless the Framework Plan is revised. The site should therefore only be considered if no suitable sites of optimal size are available.

Existing roads are inadequate to serve a new school, which would require new road infrastructure.

The transport appraisal has assumed that the Hemel Garden Community Framework Plan school sites would only be deliverable if the masterplan sites go ahead and the necessary infrastructure to serve the schools would be incorporated into the masterplan. Bus, cycle and pedestrian access would be subject to master planning with the potential for a well-designed network surrounding the school site.

There are relatively few planning / environmental constraints and designations, apart from:

- Green Belt
- Some surface water flooding

The site is a relatively well contained site, which reduces landscape and visual impact.

Topography, water features and vegetation are unlikely to preclude the development of a school on the site (subject to suitable design and layout).

The site is a reasonably good site but is of sub-optimal size and is dependent on new transport infrastructure. It should only be taken forward if no suitable sites of optimal size are available.

**This site is not recommended for further consideration / comparative assessment with other sites, unless there are no other suitable sites of optimal size available, or the Framework Plan can be revised to enlarge the site.**



**SITE BOUNDARY**  
13.34ha

**HEMEL HEMPSTEAD SECONDARY  
SCHOOL SITE SEARCH**

Site HH26:  
Identification plan

PROJECT NO <b>5378</b>	DRAWING NO <b>210</b>	REV
DRAWN <b>HNA</b>	DATE SEPTEMBER 2022	SCALE 1:2500 @A3



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 SITE BOUNDARY  
13.34ha

## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH

Site HH26:  
Aerial photograph

PROJECT NO	DRAWING NO	REV
5378	211	
DRAWN	DATE	SCALE
HNA	SEPTEMBER 2022	1:2500 @A3

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- SITE BOUNDARY**  
13.34ha
- BUILDING ZONE**  
5.40ha
- PLAYING FIELD ZONE**  
6.78ha
- ROAD CORRIDOR**  
1.16ha
- PROPOSED ROAD NETWORK**  
(HEMEL GARDEN COMMUNITY FRAMEWORK PLAN)
- ▶ SITE ACCESS**

**HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH**

Site HH26:  
Development principles

PROJECT NO <b>5378</b>	DRAWING NO <b>212</b>	REV
DRAWN <b>HNA</b>	DATE <b>OCTOBER 2022</b>	SCALE <b>1:2500 @A3</b>



**NOTE:**  
BASED ON HEMEL GARDEN  
COMMUNITY FRAMEWORK PLAN

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## HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH: SHORTLISTED POTENTIAL NEW SCHOOL SITE

### SITE DETAILS

<b>Site Reference and address</b>	Hemel Hempstead: Site HH27 [Hemel Hempstead Community Framework Plan – Western secondary school site (SS1)] Land at Dodds Lane, Hemel Hempstead Site identification plan: 5378/220 Aerial photograph: 5378/221 Development principles plan: 5378/222	
<b>Site area</b>	11.73ha (based on area identified by Hemel Garden Community Framework Plan). Site is split in two by Dodds Lane, comprising two parcels: <ul style="list-style-type: none"> <li>• Northern parcel 8.16ha</li> <li>• Southern parcel 3.57ha</li> </ul>	
<b>Existing use/occupiers</b>	Agriculture (arable farmland)	
<b>Land ownership</b>	Not known.	
<b>Site availability</b>	The site forms part of the wider Hemel Garden Community Framework Plan being promoted for development and is identified as a site for a new secondary school, so assume that the site is available for this use.	
<b>Brownfield Land Register</b>	NA	
<b>Planning history</b>	Dacorum BC's online Planning Application Search Map does not identify any planning applications affecting the site.	
<b>Buildings</b>	No buildings on site. <i>Note: A low voltage overhead power line / phone line on wooden poles runs alongside Dodds Lane.</i>	
<b>Adjoining uses</b>	North:	Open boundary with hedgerow with arable farmland beyond. Farm buildings at Wood Farm to the north west.
	East:	Open boundary with arable farmland beyond.
	South:	Open boundary with arable farmland beyond. Approximately 100m to the south of the site is the edge of the built up area of Hemel Hempstead which comprises partly two storey residential development and party a former primary school, now used as an education support centre.

	West:	Mostly open boundary with arable farmland beyond, with an isolated house and garden / grounds approximately 200m to the west.
<b>Topography</b>	Relatively flat hill top / ridge location. Site falls gently from west to east by approximately 5 to 10m across site. However, immediately to the west of the site the land slopes down relatively steeply (approximately 50m) to the River Gade valley approximately 1km to the west.	
<b>Water courses</b>	None apparent on site or near site.	
<b>Vegetation</b>	Site comprises open arable farmland with open boundaries and little significant vegetation apart from one or two isolated mature trees. One is located adjacent to Dodds Lane, and another, which appears to be from a former hedgerow, to the north east. There are also a number along a lane leading to Wood Farm to the west, just beyond the site. There is also a hedgerow with trees just to the north of the site.	
<b>ACCESSIBILITY</b>		
<b>Vehicular access</b>	<p>The site is split in two by Dodds Lane, which is a narrow single track unclassified country lane, which runs parallel to the built up area of Hemel Hempstead.</p> <p><i>Note: The Hemel Garden Community Framework Plan proposes a new road immediately to the north of the site, which would be the main distributor road serving the wider development area. It is assumed this will serve the site. A further new road is proposed to the east of the site.</i></p>	
<b>Cycle access</b>	There are no cycleways or cycle routes near the site	
<b>Pedestrian access</b>	There are no existing footways near the site. Two public footpath run between Dodds Lane and the built up area of Hemel Hempstead approximately 200m to the east and west of the site.	
<b>Public transport</b>	The nearest existing bus routes (routes 3 and 4) near the site are on Washington Avenue to the south of the site with the nearest bus stop approximately 500m from the site.	
<b>High level transport appraisal</b>	<p>A high level transport appraisal prepared by Stomor Civil Engineering Consultants concludes that:</p> <p><i>As the site will form part of the Hemel Garden Community Framework Plan there is potential to design highway and transport infrastructure to accommodate a 10FE secondary school, providing adequate consideration is given to the specific access and travel requirements associated with a secondary school site within the masterplan development.</i></p> <p>Stomor show the Hemel Garden Community Framework Plan school sites separately in the ranking as it is assumed that they would only be deliverable if the masterplan sites go ahead and the necessary infrastructure to serve the school would be incorporated into the masterplan. The following comments are made:</p>	



*Bus, cycle and pedestrian access subject to masterplanning with potential for well-designed network surrounding school site.*

## ENVIRONMENTAL IMPACT

<p><b>Landscape and visual impact</b></p>	<p>The site is an open and exposed hill top / ridgeline site which is open to short, medium and long distance views, with little existing vegetation to screen or soften the visual impact of a school on the landscape.</p> <p>Existing public rights of way (footpaths / road used as public path / other routes with public access), are located close to the site on all sides except the north east, where they are slightly more distant. The site can be clearly seen from most of these rights of way.</p> <p>It is particularly open to long distance views from the west where the land falls away to the Gade valley. It is likely to be seen from a number of long distance viewpoints on the opposite side of the valley towards Potten End approximately 2km to the west (subject to detailed assessment).</p> <p>It is slightly less open to views from the north.</p> <p>A new school would be likely to have significant landscape and visual impact.</p> <p>The site is approximately 1.4km south of the Chilterns AONB, at the nearest point, and may be visible from more distant locations within the AONB (subject to detailed assessment).</p>
<p><b>Impact on residential amenities:</b></p>	<p>No existing residential properties close to site although there is a farm house approximately 200m to the north.</p> <p>The school may possibly affect the residential amenities of new residential properties which may be built as part of the expansion of Hemel Hempstead, depending on detailed design and layout of a school and the houses.</p>
<p><b>Ecology:</b></p>	<p>The mature trees within the site, and immediately adjacent to the site, are likely to have the greatest ecological value, although agricultural land has ecological value to certain bird species.</p>
<p><b>Noise sources</b></p>	<p>No significant noise generating sources.</p>
<p><b>Flood risk</b></p>	<p>Flood Zone 1 – low probability of flooding</p>
<p><b>Surface water flooding</b></p>	<p>The site does not lie in an area identified as at risk of surface water flooding.</p>
<p><b>Groundwater source protection area</b></p>	<p>Groundwater vulnerability maps indicate that the site is in an area of medium vulnerability and is an area with a soluble rock risk.</p>
<p><b>Air quality</b></p>	<p>The site is not in an Air Quality Management Area. No significant sources of poor air quality.</p>
<p><b>Minerals</b></p>	<p>HCC SPG: Mineral Consultation Areas in Hertfordshire, Map 2 - Sand and Gravel Belt indicates that the site is outside the Sand and Gravel Belt.</p>

<b>Agricultural land quality</b>	Grade 3 (Good / Moderate Quality Agricultural Land)
<b>Rights of way</b>	There is a road used as a public path adjacent to the northern boundary of the site and an 'other route with public access' adjacent to the western boundary of the site. Dodds Lane (unclassified country lane) is a public highway. There are public footpaths approximately 200 to 250m to the north west, south east and south west of the site.

## EXISTING PLANNING AND DESIGNATION CONSTRAINTS

<b>Existing and emerging local plan site specific designations</b>	<p>Adopted Local Plan Proposals Map – Green Belt</p> <p>Local Plan Emerging Strategy for Growth 2020-2038 Draft Proposals Map – Housing Growth Proposals</p> <p>The site is included in an extensive area identified as a 'Promoted Rural Site' in Dacorum BC's Register of Sites (August 2021).</p> <p>Dacorum BC's Site Assessment Study (January 2020): Figure 2: Location of all sites considered to be potentially suitable for residential allocation includes the site in an extensive area identified as More Suitable Land / Sites with Major Constraints.</p>
<b>Heritage assets: archaeology</b>	None on or near site
<b>Designated heritage assets</b>	World Heritage Site, Scheduled monument, listed buildings, conservation areas, Registered Park or Garden, Registered Battlefield - none on or near site
<b>Designated rural areas</b>	Approximately 0.8km south of nearest boundary of Chilterns Area of Outstanding Natural Beauty.
<b>International, National and locally designated sites of importance for biodiversity and habitat sites</b>	<p>International / National designations – none on or near site. SSSI Impact Risk Zones related to a number of SSSIs affect the site and the surrounding area.</p> <p>Local designations – none on or near site.</p> <p>No Tree Preservation Orders affect trees on the site.</p>

## SITE EVALUATION

### Positive site attributes:

1. The site appears to be in single ownership.
2. The site is identified as a site for a new secondary school in the Hemel Garden Community Framework Plan and so assume that it is available for this use.
3. As the school is proposed as part of the wider Hemel Garden Community Framework Plan there is potential to design highway and transport infrastructure to accommodate a 10FE secondary school (providing adequate consideration is given to the specific access and travel requirements associated with a secondary school site within the masterplan development).
4. The site is flat/gently sloping and re-grading would be minimal/limited.
5. The site lies within 400m walking distance of existing bus stops and bus routes.
6. The site has no significant areas of vegetation that would require removal to accommodate a



secondary school.

7. The site lies adjacent to the urban area of [insert settlement].
8. There would be no impacts on preserved trees.
9. There would be minor ecological impact [subject to further investigations].
10. There is a low probability of flooding and surface water flooding on the site [subject to further investigations].
11. The site is not located near any noise sources.
12. The site lies outside an AQMA.
13. The site does not lie in a Minerals Consultation Area.
14. The site is not in an Area of Archaeological Importance.
15. There would be no impacts on designated heritage assets.
16. The site is not in a designated rural area.
17. The site does not have any international, national or local wildlife, habitat or biodiversity designations.
18. The site does not have any local plan allocation (apart from Green Belt).
19. The site is good / moderate grade agricultural land classification (Grade 3), rather than excellent or very good (Grades 1 and 2).

#### **Negative site attributes:**

1. The site is below the preferred minimum size needed for a 10fe secondary school, and so is of sub-optimal size. It is also below the minimum size needed for a 10fe secondary school on a split site, assuming the site is considered to be a split site (as it is split in two by Hoggs Lane) rather than a single site.
2. The site comprises two parcels, each of which is an awkward irregular shape, which would make accommodating and laying out an efficient school site with buildings, hard play, hard surfaced areas, and playing pitches etc difficult.
3. Existing vehicular access, pedestrian access and cycle access, and public transport are poor and are entirely dependent on new highway and transportation infrastructure.
4. Site development would be exposed to long distance views in the wider landscape, particularly when viewed from the west. A new school would be likely to have a significant landscape and visual impact.
5. The site does not lie adjacent to the urban area of Hemel Hempstead.
6. The site lies in the Green Belt.
7. The site is an identified HELAA site.
8. The site may contain Grade 3a agricultural land which, alongside Grades 1 and 2, is defined as best and most versatile agricultural land [subject to further investigations].
9. The site is divided into two parcels by Hoggs Lane which is a public highway.

#### **SITE LAYOUT PRINCIPLES**

A BB103 compliant 10fe secondary school site could not be accommodated on this split site:

1. Development principles plan 5378/222
2. Total site area: 11.73ha (based on area identified by Hemel Garden Community Framework Plan) #
3. Build zone: 5.40ha
4. Playing Field Zone: 6.33ha (Comprising: Northern parcel 2.76ha / Southern parcel 3.57ha)
5. Vehicular access/egress: New road infrastructure – to be determined
6. Pedestrian access: New pedestrian infrastructure – to be determined

*# Note: The overall site area is 11.73ha, comprising two parcels. A northern parcel of 8.16ha and a southern parcel of 3.57ha.*

*The combined site area would be less than the preferred minimum size for a 10FE secondary school (ie 13.2ha) but would be more than the minimum size required (ie 10.5ha) assuming there are no suitable sites of the preferred minimum size. However, it is less than the minimum size necessary for a split site (ie 13.2ha), assuming the site is considered to be a split site rather than a single site.*

*The Building Zone could only be located on the northern parcel as the southern parcel is too small. This would be on the furthest part of the site from the existing built up area. The playing fields would need to be split between the two parts of the site. A layout would need to be prepared to see whether a suitable playing pitch layout could be achieved on what would be two separate areas of playing fields.*

## CONCLUSION

The site is identified as a proposed secondary school site in Hemel Garden Community Framework Plan and so assume that it is available for this use. It appears to be in single ownership.

The site is split into two by Dodds Lane, and so is effectively a split site. The division between the two parts does not tie in with the usual proportions needed for a split site (ie building zone and playing field zone). The site is below the minimum size required for a 10FE secondary school on a split site, with no scope for expansion, unless the Framework Plan is revised.

The site is also an irregular shape which would make accommodating a new school and playing fields difficult.

Existing roads are inadequate to serve a new school, which would require new road infrastructure.

The transport appraisal has assumed that the Hemel Garden Community Framework Plan school sites would only be deliverable if the masterplan sites go ahead and the necessary infrastructure to serve the schools would be incorporated into the masterplan. Bus, cycle and pedestrian access would be subject to master planning with the potential for a well-designed network surrounding the school site.

There are relatively few planning / environmental constraints and designations, apart from:

- Green Belt
- Some surface water flooding

However, the site is on an open exposed hill top location and is particularly prominent. A new school would be likely to have a significant landscape and visual impact. It may also be exposed to prevailing winds and so have a relatively poor microclimate (ie wind and temperature).

Topography, water features and vegetation are unlikely to preclude the development of a school on the site (subject to suitable design and layout).

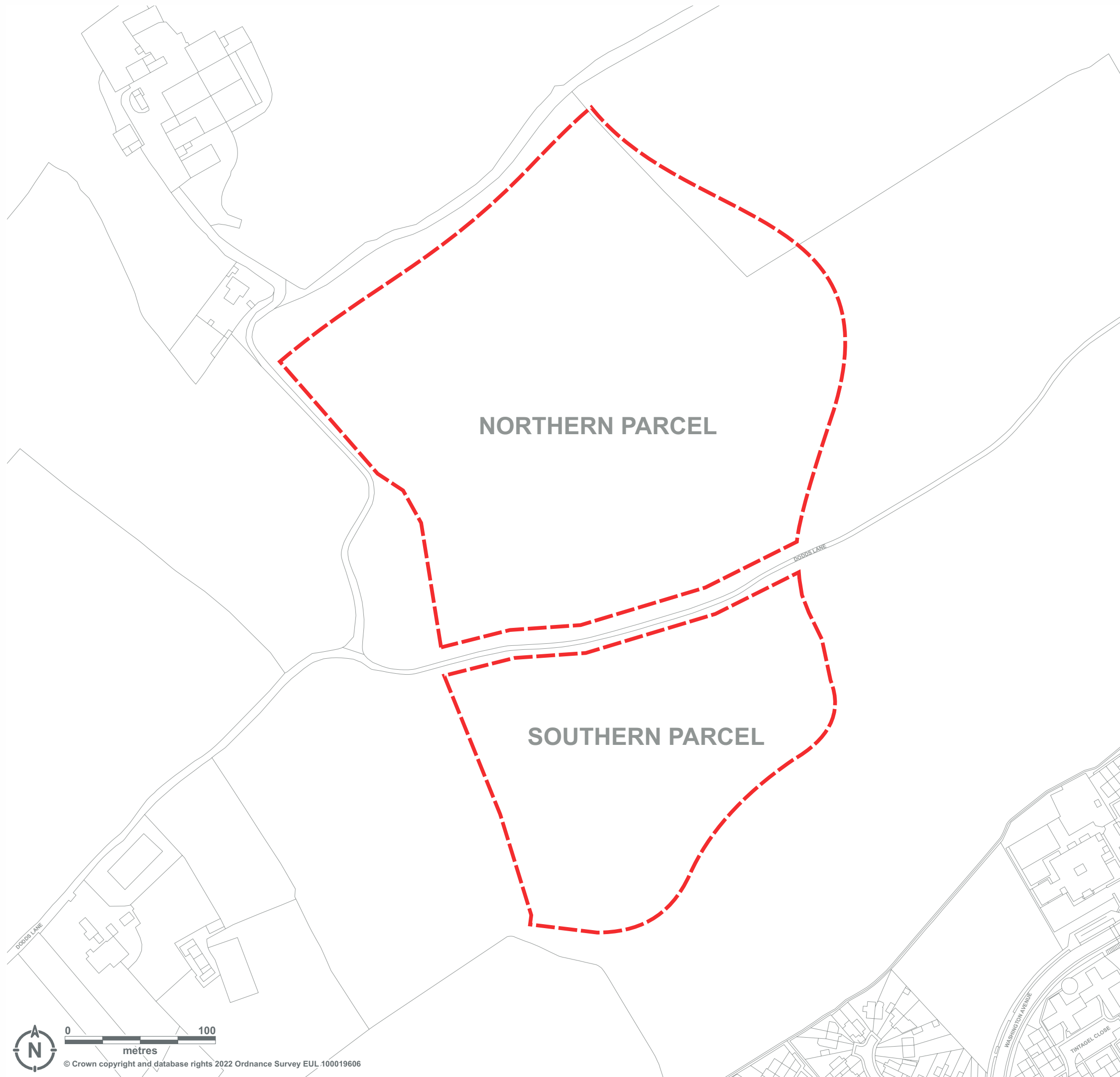
The site is split and the size is below the minimum required for a new 10FE secondary school on a




split site. It is also an awkward shape for a new school. It is in an open and exposed location and would have a significant landscape and visual impact, as well as possibly a poor microclimate. It is dependent on new transport infrastructure.

**This site is not recommended for further consideration / comparative assessment with other sites, unless the Framework Plan can be revised to enlarge the site and make the site a more regular square or rectangular shape (subject to technical investigations).**

RL/5378/31.10.22



	<b>SITE BOUNDARY</b>	
	NORTHERN PARCEL:	8.16ha
	SOUTHERN PARCEL:	3.57ha
	<b>TOTAL:</b>	<b>11.73ha</b>

**NORTHERN PARCEL**

**SOUTHERN PARCEL**

**HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH**

Site HH27:  
Identification plan

PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>220</b>	
DRAWN	DATE	SCALE
<b>HNA</b>	<b>SEPTEMBER 2022</b>	<b>1:2500 @A3</b>




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	<b>SITE BOUNDARY</b>	
	NORTHERN PARCEL:	8.16ha
	SOUTHERN PARCEL:	3.57ha
	<b>TOTAL:</b>	<b>11.73ha</b>

NORTHERN PARCEL

SOUTHERN PARCEL

**HEMEL HEMPSTEAD SECONDARY  
SCHOOL SITE SEARCH**

Site HH27:  
Aerial photograph

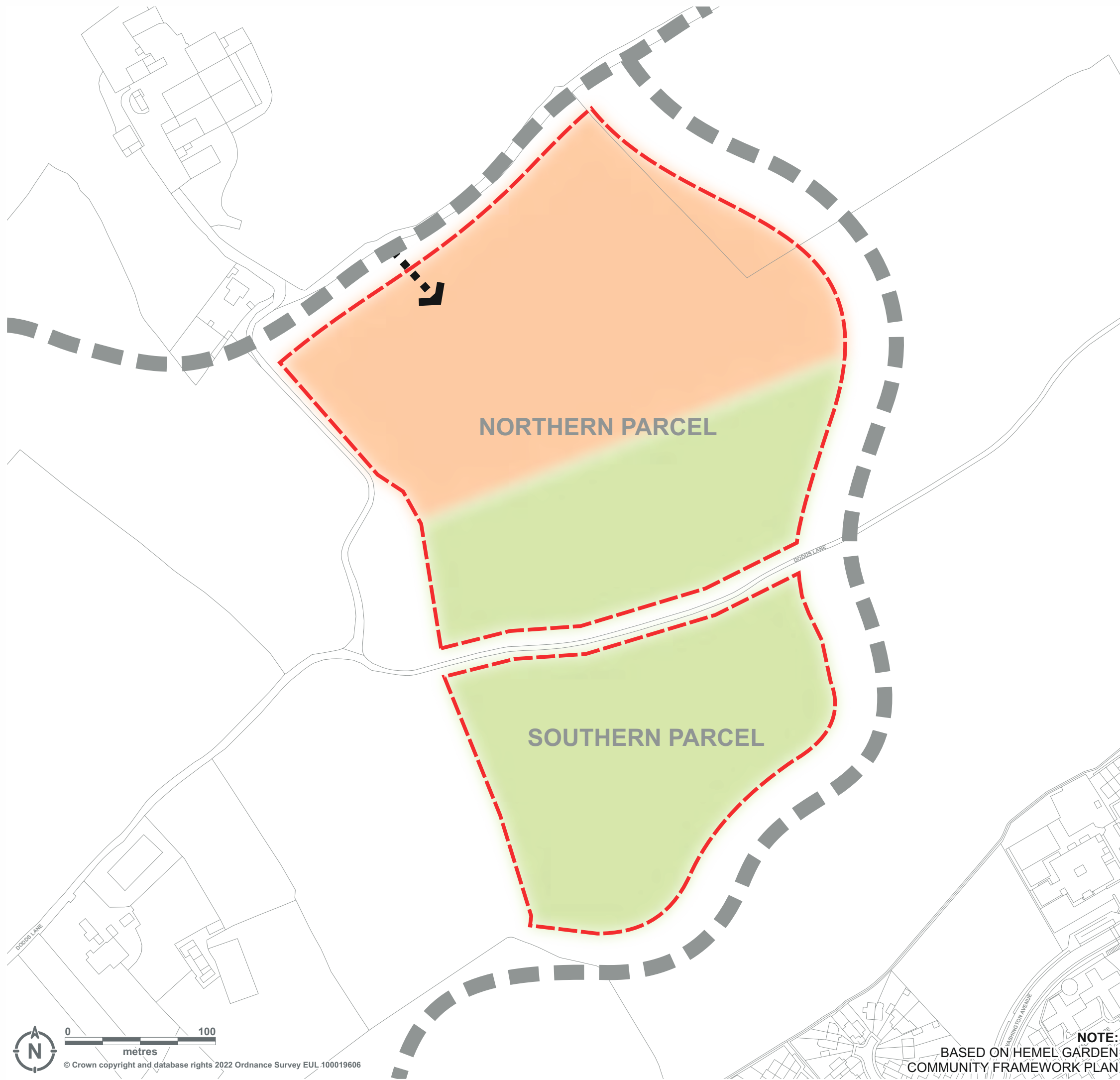
PROJECT NO	DRAWING NO	REV
<b>5378</b>	<b>221</b>	
DRAWN	DATE	SCALE
HNA	SEPTEMBER 2022	1:2500 @A3

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- SITE BOUNDARY**  
 NORTHERN PARCEL: 8.16ha  
 SOUTHERN PARCEL: 3.57ha  
**TOTAL: 11.73ha**
- BUILDING ZONE**  
5.40ha
- PLAYING FIELD ZONE**  
6.33ha  
 NORTHERN PARCEL: 2.76ha  
 SOUTHERN PARCEL: 3.57ha
- PROPOSED ROAD NETWORK**  
(HEMEL GARDEN COMMUNITY FRAMEWORK PLAN)
- SITE ACCESS**

NORTHERN PARCEL

SOUTHERN PARCEL

**HEMEL HEMPSTEAD SECONDARY SCHOOL SITE SEARCH**

Site HH27:  
Development principles

PROJECT NO <b>5378</b>	DRAWING NO <b>222</b>	REV
DRAWN <b>HNA</b>	DATE <b>OCTOBER 2022</b>	SCALE <b>1:2500 @A3</b>



**NOTE:**  
BASED ON HEMEL GARDEN COMMUNITY FRAMEWORK PLAN

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## Hemel Hempstead Secondary School Site Search

### **High Level Transport Appraisal for Site HH04 Hemel Hempstead**

#### **Land to south of Hemel Hempstead Road and north of A4147 Hemel Hempstead 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 north of Hemel Hempstead Road and south of Westwick Row, Hemel Hempstead.

#### **1. Site Background**

##### 1.1 Location

The site currently comprises open arable farmland and equestrian land currently used by an equestrian school to the north of the site, situated on the eastern side of the Leverstock Green suburb of Hemel Hempstead.

The A4147 Hemel Hempstead Road defines the southern boundary of the site, Westwick Road defines most of the northern boundary, although the boundary is irregular around an area of woodland towards the northeastern corner of the site and residential properties in the northwestern corner. Rear gardens of houses on Greenacres define the western boundary. The western boundary also forms the boundary between Dacorum District and St Albans City and District. The defined eastern site boundary is a field boundary.

##### 1.2 Local Road Network

The A4147 Hemel Hempstead Road runs north westwards from St. Albans to Hemel Hempstead, meeting the A414 in Hemel Hempstead at a large roundabout serving the Maylands Avenue Industrial Area. Hemel Hempstead Road becomes Leverstock Green Way at the edge of the existing residential area in Leverstock Green and continues through to the A414 roundabout.

Hemel Hempstead Road is around 8m wide<sup>1</sup> in the vicinity of the site reducing to around 6.75m wide at Leverstock Green Way. The A4147 is subject to a 40mph speed limit adjacent to the site, reducing to 30mph upon entering Leverstock Green near to the southwestern site corner. There is a speed camera located a short distance south-east of the site, within the 40mph speed limit zone.

A former layby is in place on the northern side of the A4147, directly south of the site. The layby had two accesses onto the A4147 which have both been blocked with metal posts.

Westwick Row runs from southeast to northwest, from the A4147 Hemel Hempstead Road to Green Lane. Green Lane runs from the A4147 Leverstock Green Way to the A414 Breakspear Way. The junction between Westwick Row and the A4147 Hemel Hempstead Road is a simple priority T-

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<sup>1</sup> All dimensions are to be confirmed by survey

junction. The junction between Westwick Row and Green Lane is a triangular priority junction formed by two simple priority junctions.

Westwick Row is subject to the national speed limit and is approximately 3.1m wide in the vicinity of the site, serving residential dwellings and an equestrian facility. Westwick Row is a country lane with a carriageway width that varies from around 4.9m to 3.0m with informal passing places. The lane is subject to a weight restriction of 7.5 tonnes (except for access) from the junction with Pancake Lane to Green Lane to the north. Westwick Row is subject to the national speed limit with no street lighting or footway provision and has ditches running along both sides of the road at various points in the vicinity of the site.

Pancake Lane runs north-south between the A4147 Leverstock Green Way and Westwick Row. However, this route is very narrow at its northern end, running as a single track with no formal passing bays between Westwick Row and Edenhall Close. There is no footway at the northern end of Pancake Lane. Vehicles passing in opposing directions utilise private driveways as passing bays.

To the west of the site, Bedmond Road meets the A4147 Leverstock Green Way at an acute angle, which results in drivers approaching the junction on Bedmond Road having to look over their shoulder to see vehicles approaching from the right.

The Hemel Hempstead Urban Transport Plan dated January 2009 and Dacorum Infrastructure Delivery Plan Update dated 2015 refer to proposals for a new roundabout at the junction of Leverstock Green Way and Bedmond Road, with a delivery date of 2019. However, this has not yet been implemented.

Blackwater Lane is a country lane in nature linking the A4147 Hemel Hempstead Road and Bedmond Road to the east of the site. The road varies in width, generally between 4.5m and 5m wide, with two-way flow possible along most of the route. The road is subject to the national speed limit and lorries are prohibited except for loading.

### 1.3 Existing Access

Existing accesses into the site are taken from Westwick Row. Currently, there are three gated accesses along Westwick Row to allow access for the equestrian school located north of Westwick Row. Each of these accesses is an unpaved gravel path and leads to grassland currently used by the equestrian school located north of the site.

## **2. Walking Accessibility**

### 2.1 Local Pedestrian Provision

There are no footways on the A4147 Hemel Hempstead Road adjacent to the site. The nearest footway is on the north side of the road, serving a bus stop just to the southeast of Greenacres. From this point, footways continue northwest through Leverstock Green and linking to local residential areas. On the south side of the road, a footway begins at a bus stop opposite Greenacres and continues from this point northwest as far as the Holy Trinity Church. At this point, the footway



runs into the church grounds with no continuation until the junction between Leverstock Green Way and Bedmond Road. The footway along the north side of the road is continuous.

There are no footways along Westwick Row or Blackwater Lane.

There are no formal pedestrian crossings in the vicinity of the site on the A4147 or on Westwick Row. The nearest formal crossing is a signal-controlled crossing on Leverstock Green Way located to the west of its junction with Bedmond Road, providing access to a local centre, containing a variety of shops and local services.

## 2.2 Existing Pedestrian Access

There are no existing pedestrian accesses into the site.

## 2.3 Proposed Improvements

Pedestrian access should be provided from the A4147 Hemel Hempstead Road. It is not currently recommended that pedestrian access is provided from Westwick Row as this road is unsuitable for pedestrians and the main desire line for pupils attending the school will be along the A4147. Improvements to linkages between the site and surrounding residential areas will be necessary as follows:

- Improved pedestrian facilities between Leverstock Green and the school site. There appears to be scope to provide footways on both the north and south side of Hemel Hempstead Road;
- New crossing facilities would also be required near to the school site on Hemel Hempstead Road; and
- It is noted that there are no existing dropped kerbs across several junctions in the vicinity of the site including Greenacres, Woodfield Drive and Chambersbury Lane. Pedestrian crossings at junctions will need to be established including dropped kerbs, tactile paving, and possible parking restrictions where necessary.

Pupils living on Westwick Row or associated cul-de-sacs would walk via Pancake Lane or the existing footpath to the south of and parallel to Pancake Lane.

It is unlikely that pedestrian access from east of the site will be feasible or necessary along Hemel Hempstead Road. The nearest residential properties in St Albans are at least 3.4km from the site which is unlikely to attract a significant number of pupils travelling on foot.

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 or linking Leverstock Green to the wider area of Hemel Hempstead.

#### 3.2 Existing Cyclist Access

There are no existing cycle accesses into the site.

#### 3.3 Proposed Improvements

The main cycle desire line is likely to be via the A4147 which links with National Cycle Network route (NCN) 57, approximately 3.8km northwest of the site linking Hemel Hempstead to Harpenden. Cycle access via Westwick Row is not recommended due to the width of the road.

Due to the number of driveways along the north side of Leverstock Green Way with obscured vision and limited footway width in parts, it is not considered feasible to provide an off-carriageway cycle facility along this section to link residential areas to the site. Along the south side of Leverstock Green Way, the existing footway is discontinuous with no scope for continuity or widening in the vicinity of Holy Trinity Church. There is insufficient carriageway width to provide on-road cycle lanes in both directions through Leverstock Green.

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. Traffic calming measures along the A4147 in the vicinity of the school site may be sufficient to reduce vehicle speeds and create an attractive on-road route for cyclists along that route. However, the A4147 experiences significant volumes of traffic, which may not be suitable for school related cycling.

### **4. Bus Accessibility**

#### 4.1 Local Bus Provision

There are existing bus stops on the A4147 Hemel Hempstead Road, adjacent to or within close proximity to the site. These stops do not have shelters. The stops on Hemel Hempstead Road serve routes 300 and 302 providing access between Hemel Hempstead and St. Albans (via Bennetts End) and Welwyn Garden City (via Oaklands, Hatfield and Stanborough).

#### 4.2 Existing Connectivity

In terms of connectivity to the wider area, the above 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.



### 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 latter would use existing stops.

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, with direct pedestrian access from the school site onto Hemel Hempstead Road.

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 Real Time Passenger Information.

## **5. Rail Accessibility**

### 5.1 Local Rail Provision

The nearest railway station is Apsley Station, located approximately 3.8km southwest of the site, accessed on foot or by bicycle via an indirect route through Leverstock Green and Bennetts End. However, there is no direct bus services from the site to the station.

### 5.2 Existing Connectivity

Apsley Station is on the London Northwestern Railway line between Tring and London Euston. Travel further afield would require a change at Hemel Hempstead Station, from where trains continue north to Tring, Northampton, Milton Keynes and beyond.

### 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

Figure 3.1.1 of the Hertfordshire Traffic and Transport Data Report 2018, identifies that the junction between the A4147, the A414 and Maylands Avenue is a congested junction on the key network.

Figure 3.3.4 identifies congestion indicators in the following locations:

- Junction between Bedmond Road and the A4147, Leverstock Green Way
- Junction between Pancake Lane and the A4147, Leverstock Green Way

Existing access into the site is via Westwick Row.

Observations of the highway conditions noted from the site visit undertaken in October 2022 are as follows:

- Traffic volumes along the A4147 Hemel Hempstead Road were moderate;
- Traffic flows along Westwick Row and Pancake Lane were negligible;
- Private Driveways provided the only suitable passing places along Pancake Lane between the access to Leverstock Green Football Club and Westwick Row which is a single-track road along this section; and
- There was moderate congestion observed at the A4147 Hemel Hempstead Road/A414/Marylands Avenue roundabout junction, located to the northwest of the site.

## **7. Proposed Vehicular Access**

### 7.1 Proposed Vehicular Access

The width and nature of the A4147 Hemel Hempstead Road would suggest that this is the most suitable location for vehicular access to the school site. However, there is no existing access into the site from this direction. New accesses from A-Roads are normally resisted by the Highway Authority unless no other suitable routes are available. The impact of school traffic on traffic flows and safety along the A4147 would need to be carefully considered.

It may not be appropriate to utilise the former layby as an entry and exit arrangement, due to the presence of trees in this location which cannot be easily removed.

An access located a short distance west of the layby is the preferred access. There is currently a pond and ditch immediately west of the layby and therefore any proposed access should avoid this and be located further west. An access at this location could be delivered within the extent of the highway boundary. Further details of the highway boundary extent is shown in **Appendix A**, whilst a plan showing the potential vehicular access location is contained in **Appendix B**.

A vehicular access from Westwick Row is not considered suitable due to the width of the existing road and lack of footways. An access in this location would also potentially increase traffic flows along Pancake Lane which would not be suitable.

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 A4147 and other congested areas, which would be undertaken as part of the Transport Assessment.

### 7.2 Proposed Improvements

Hemel Hempstead Road is currently subject to a 40mph limit adjacent to the site, reducing to 30mph on the approach to Leverstock Green. 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 Hemel Hempstead Road, there could be increased traffic demand along Blackwater Lane. A significant increase in flows along this route would not be ideal, and it may be necessary to consider localised improvements along this route to minimise the risk of accidents.

It would be necessary to allow parent drop off in the site to prevent parking along the A4147, 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. The majority of 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 the A4147.

### 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.

Leverstock Village Green local shops are located approximately 550m to the west of the site and 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.

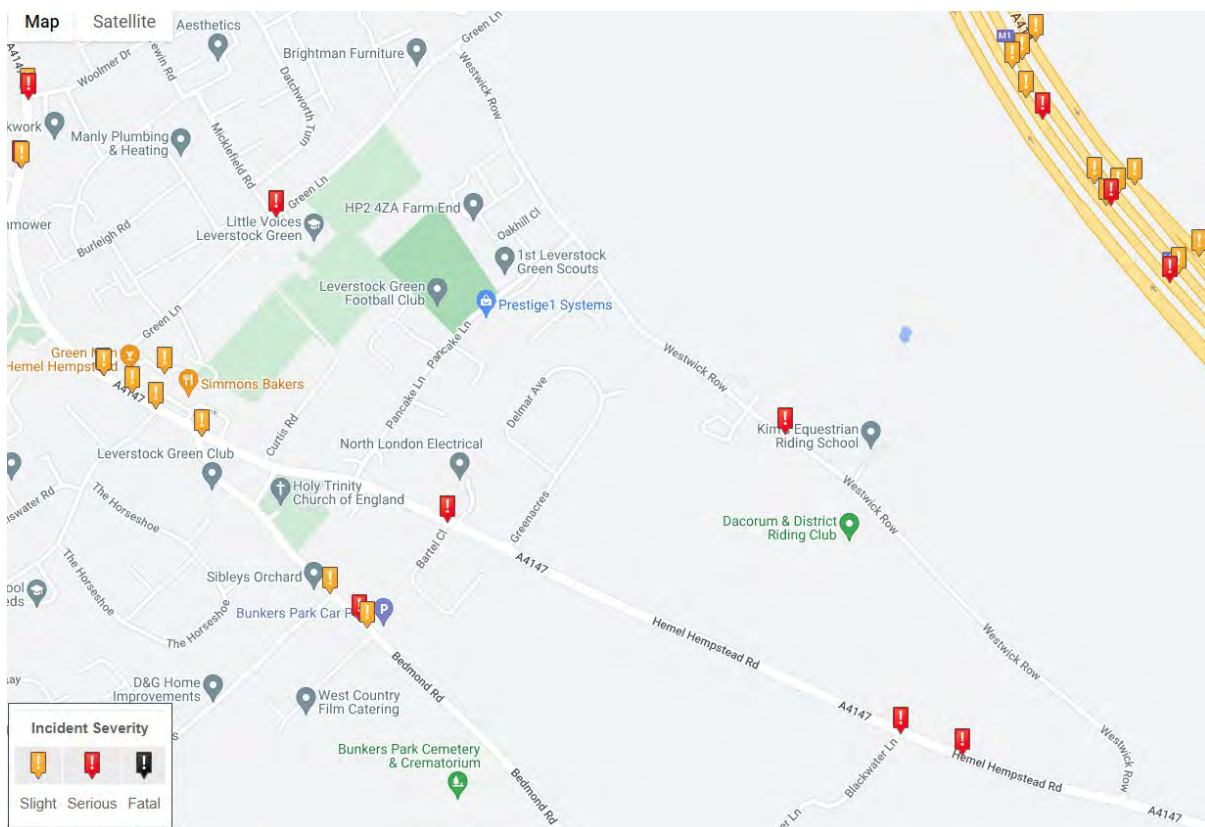
## 9. Highway Safety

### 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 as follows:

1. Leverstock Green Way, involving a pedal cycle struck by a vehicle turning right.
2. Hemel Hempstead Road, at the junction with Blackwater Lane (details not available).
3. Hemel Hempstead Road, east of the junction with Blackwater Lane (details not available).
4. Westwick Row, adjacent to the Equestrian Riding School, which involved a pedestrian being struck by a vehicle at 12:30am in dark conditions.

There have also been 6 'slight' category accidents on Leverstock Green Way between Bedmond Road and Green Lane.



Source: [www.crashmap.co.uk](http://www.crashmap.co.uk)

### 9.2 Proposed Improvements

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



A general safety review along the A4147 should also be undertaken taking into account any increased traffic movements and increased pedestrian and cycle movements associated with a new school.

## **10. Conclusions**

In principle, it would appear that the road network and potential for sustainable access to the site would suggest that this site is 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, consideration needs to be given to the access location – due to the presence of important trees, ditches, and ponds along the southern site boundary, it may be complex to locate a suitable position for the access. Additionally, the Highway Authority may object to a new access located on an A road.

There appears to be some limitations to potential cycle improvements in the immediate vicinity of the site, particularly along Leverstock Green Way, which may give rise to safety concerns in this location.

It would be necessary to allow parent drop off in the site to prevent parking along the A4147 or Bedmond Road, which would cause traffic flow issues and safety concerns.

A desktop review of available traffic information has been undertaken which indicates that the junction between Leverstock Green Way and Bedmond Road is congested during peak periods. The junction between the A4147, the A414 and Maylands Avenue is a congested junction on the key road network.



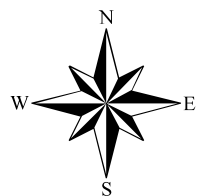


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Hertfordshire County Council

Date: 05/10/2022



Site HH04  
Land north side of  
Hempstead Road  
Hem Hempstead

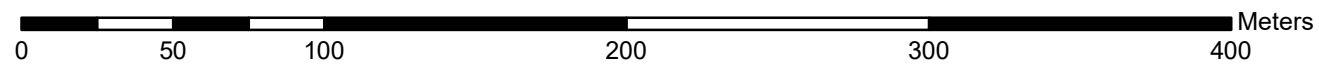
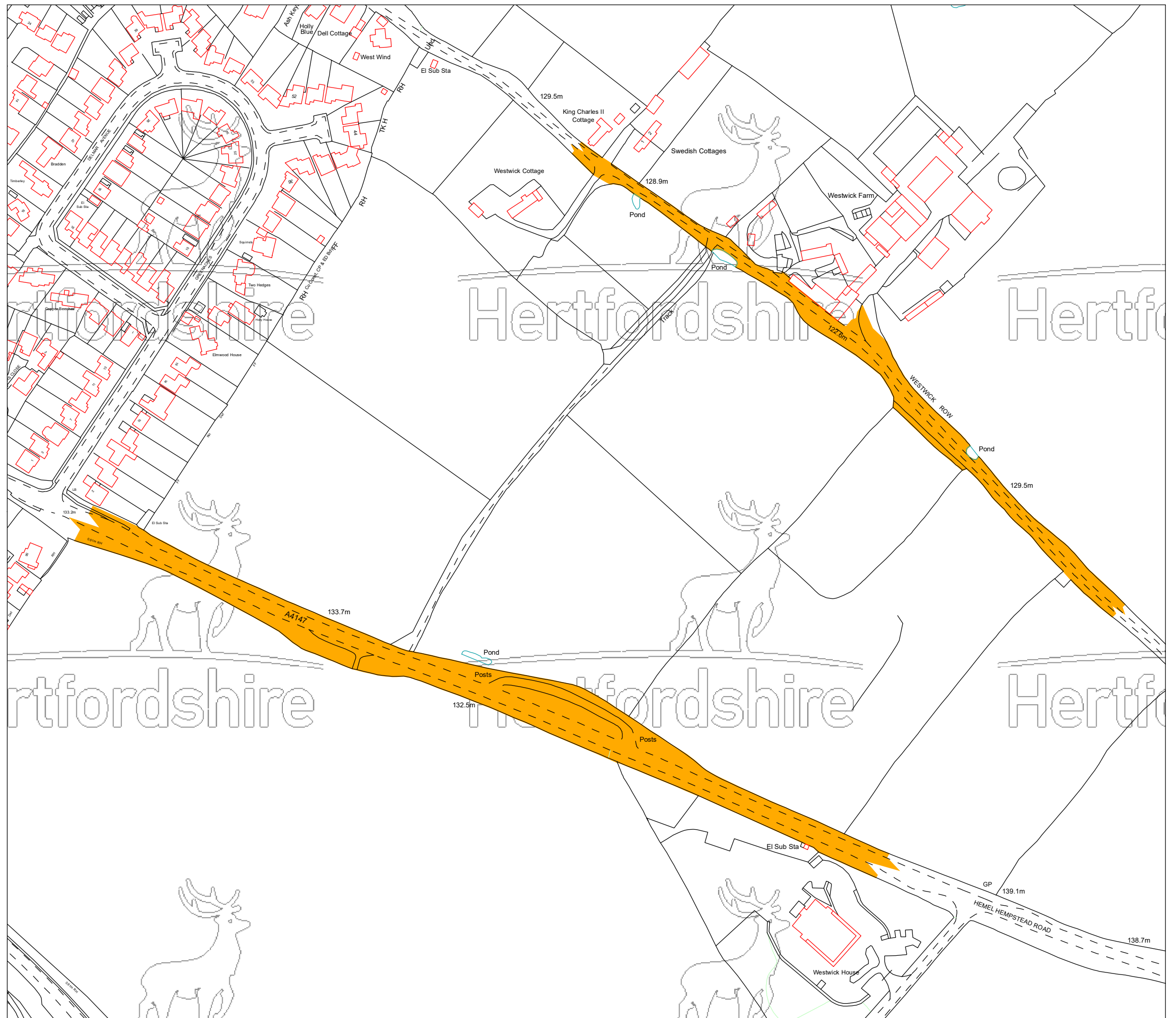


Scale at A3  
**1:2,500**

The Rights of Way information on this plan is based on information from the Definitive Map of Public Rights of Way. The accuracy of this plan cannot be guaranteed. If in doubt the Definitive Map should be consulted.

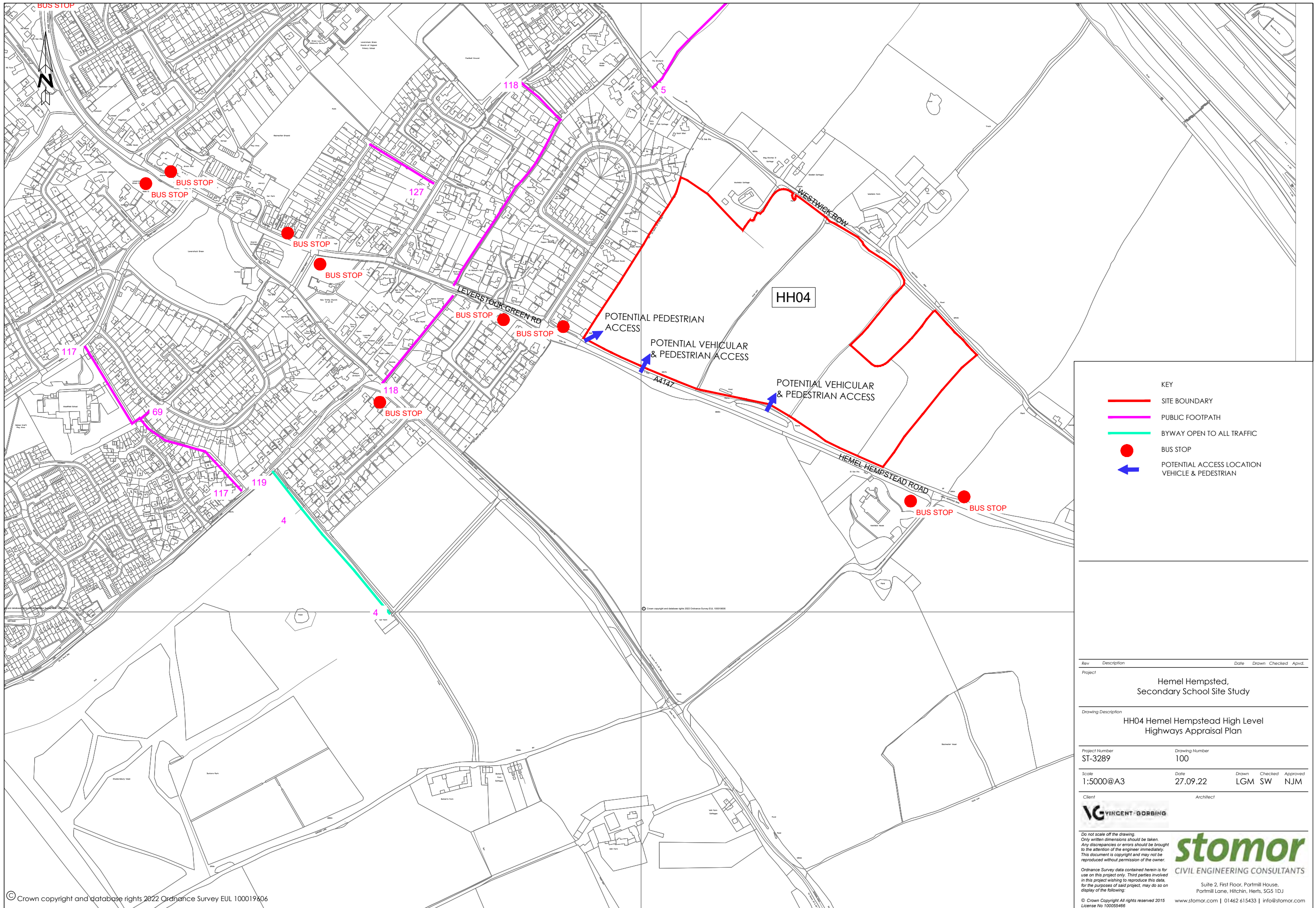
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**KEY**

- SITE BOUNDARY
- PUBLIC FOOTPATH
- BYWAY OPEN TO ALL TRAFFIC
- BUS STOP
- ← POTENTIAL ACCESS LOCATION VEHICLE & PEDESTRIAN

Rev	Description	Date	Drawn	Checked	Apvd.
Project					
Hemel Hempstead, Secondary School Site Study					
Drawing Description					
HH04 Hemel Hempstead High Level Highways Appraisal Plan					
Project Number			Drawing Number		
ST-3289			100		
Scale		Date		Drawn	
1:5000@A3		27.09.22		LGM SW NJM	
Client				Architect	

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Hemel Hempstead Secondary School Site Search

**High Level Transport Appraisal for Site HH09 Hemel Hempstead**

**Land north of Hemel Hempstead Road (Redbourn)**

**and east of Holtsmere End Lane, Hemel Hempstead.**

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 north of Hemel Hempstead Road in Redbourn and east of Holtsmere End Lane in Hemel Hempstead.

**1. Site Background**

**1.1 Location**

The site currently comprises open arable farmland, situated on the eastern perimeter of the Woodhall Farm suburb of Hemel Hempstead.

Hemel Hempstead Road (B487) defines the southern boundary of the site, dividing the site from further arable farmland, while the western boundary is defined by Holtsmere End Lane, dividing the site from existing residential areas. The northern boundary is defined by an unnamed single-track access to an existing dwelling to the northeast of the site, along with further arable farmland. The eastern boundary is defined by arable farmland to the north, and land owned by a residential caravan park to the south.

**1.2 Local Road Network**

The B487 Hemel Hempstead Road extends on an east-west alignment to the south of the site, starting to the west of the site as Redbourn Road (at a roundabout junction with the A4147 and St. Agnells Lane), before becoming Hemel Hempstead Road towards the south-western boundary of the site, and continuing east as the B487.

The B487 extends eastwards passing under the M1 to a roundabout junction with A5183 and High Street on the southern boundary of Redbourn. Along the site frontage the B487 is around 7.0m wide<sup>1</sup> and is subject to a 60mph speed limit, which reduces to 40mph at the junction with Holtsmere End Lane as the road approaches the periphery of Hemel Hempstead.

Holtsmere End Lane runs north to south along the site's western boundary. Holtsmere End Lane is a single-track road with passing points and is which varies in width but is generally around 2.8m wide<sup>1</sup> in the vicinity of the site, and narrower at points to the north of the site. Holtsmere End Lane is subject to a 40mph speed limit. Holtsmere End Lane connects to the B487/Cherry Tree Lane via a crossroad junction directly south-west of the site.

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<sup>1</sup> All dimensions are to be confirmed by survey



Extending to the north of the site, Holtsmere End Lane connects with the unnamed single-track access which forms the northern boundary of the site via a simple priority junction. This single-track serving the farmland to the north of the site. North of this junction Holtsmere End Lane extends north-west connecting with Gaddesden Lane. Gaddesden Lane provides a connection to Redbourn to the north-east, and rural settlements to the north-west.

Cherry Tree Lane runs south from Hemel Hempstead Road and Holtsmere End Lane. Cherry Tree Lane varies in width along its length with some single-track sections, pinch points and passing points. Cherry Tree Lane is subject to a 40mph speed limit and has a weight restriction of 7.5 tonnes.

The A5183 is accessed from the B487 to the east of the site (approximately 3km from the Holtsmere End Lane) and runs northwards around Redbourn towards M1 Junction 9 and to Dunstable, and southwards towards St. Albans. The A4147, accessed on the western end of the B487, also runs east towards St. Albans, as well as serving Hemel Hempstead and surrounding industrial areas.

### 1.3 Existing Access

Existing vehicular access into the site is taken from an informal access at the start of Holtsmere End Lane, adjacent to the junction with the B487 Hemel Hempstead Road. This connects to the highway network directly, via a dropped kerb and paved access, however there is no further infrastructure, and the access is disused.

## **2. Walking Accessibility**

### 2.1 Local Pedestrian Provision

Footways along B487 Hemel Hempstead Road along the site boundary are extremely limited. A short distance of footway serves the northern side of the road in the south-west corner of the site, to connect to the Cherry Tree Lane bus stop eastbound.

East of this point, there are no further footways provided along the B487 Hemel Hempstead Road. To the west of the site, a footway commences on the southern side of the road, serving the westbound Cherry Tree Lane bus stop, before diverting into a residential area shortly after, leaving no footway provision along the side of the B487 adjacent to the residential neighbourhoods. There is no crossing facility provided to offer a pedestrian connection to these two bus stops, and there is no connection to the footway on the northern side of the road from any direction.

There are no footways available along Holtsmere End Lane.

No Public Rights of Way (PROW) connect directly to the site. However, Redbourn PROW Footpath 13 runs south from the southern side of Hemel Hempstead Road, towards industrial areas of Hemel Hempstead.

There are no formal pedestrian crossings within the vicinity of the site, as a result of the lack of suitable footpaths. The nearest formal crossing is a dropped kerb and pedestrian island with tactile paving which is located 300m to the west of the site at a junction between Redbourn Road and

Shenley Road. The nearest signal-controlled crossing is in the same direction, approximately 600m west of the site, crossing Redbourn Road to allow access between two residential neighbourhoods for pedestrians.

## 2.2 Existing Pedestrian Access

There are no existing pedestrian accesses into the site.

## 2.3 Proposed Improvements

Pedestrian access should be provided from Hemel Hempstead Road. Significant improvements to linkages between the site and surrounding residential areas will be necessary as follows:

- Improved pedestrian facilities along B487 Hemel Hempstead Road to/from the school site. There appears to be scope to provide further footways on both the north and south side of the B487 Hemel Hempstead Road, heading west.
- New formalised crossing facilities will also be required near to the school site on the B487 Hemel Hempstead Road; and
- Upgrades may have to be carried out on certain existing footpaths which have become uneven or unsafe in the vicinity of the site.

It is unlikely that pedestrian access from any locations other than the B487 Hemel Hempstead Road will be feasible or necessary, as there is no access to either significant highway or a residential area in these directions.

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 linking the site to the wider area of Hemel Hempstead.

However, National Cycle Route 57 (The Nickey Line) runs a short distance south of the B487 Hemel Hempstead Road – connecting central Hemel Hempstead, at Adeyfield Road, to Redbourn and Harpenden.

### 3.2 Existing Cyclist Access

There are no existing cycle accesses into the site.



### 3.3 Proposed Improvements

The main cycle desire line is likely to be either using National Cycle Route 57 or via the B487 Hemel Hempstead Road, utilising Redbourn Road, the A4147, and other highways to access Hemel Hempstead town centre and other facilities.

Upgrades to infrastructure may be possible in order to allow easier access to National Cycle Route 57 to the south.

In the vicinity of the site, there are limited obstructions and sizable verges along the B487 Hemel Hempstead Road, and therefore it may be possible to install dedicated cycle facilities accordingly. However, this would require further scoping.

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. However, the B487 Hemel Hempstead Road experiences significant volumes of traffic and is unlikely to be an attractive on-road route for school related cycling when an off-road route appears to be achievable.

## **4. Bus Accessibility**

### 4.1 Local Bus Provision

The nearest bus stops are located directly south of the site, on the B487 Hemel Hempstead Road, at the junction with Cherry Tree Lane to the south. These stops do not have shelters or benches and have poor connections to local footway networks. These stops are served by Route 46 operated by Centrebus, which runs from Hemel Hempstead to Luton six days a week.

### 4.2 Existing Connectivity

In terms of connectivity to the wider area, the above routes provide at least two services to the site from Redbourn/Luton, and one service to the site from Hemel Hempstead, 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 and would utilise existing stops along the B487 Hemel Hempstead Road.

It is also proposed that improvements to these bus stops would be provided to ensure that bus stops in the vicinity of the site have a suitable shelter, flag, appropriate kerb types and Real Time Passenger Information.

## **5. Rail Accessibility**

### 5.1 Local Rail Provision

The nearest railway stations are Apsley station, located approximately 5.6km southwest of the site, and Hemel Hempstead station located 5.8km southwest of the site. These stations are located approximately 12 minutes by car and 28 minutes by cycle away from the site.

### 5.2 Existing Connectivity

Apsley Rail Station is served by London Northwestern Railway trains, operating twice per hour in each direction Monday-Saturday between London Euston southbound, and Tring northbound. On Sundays, this service is reduced to one train per hour.

Hemel Hempstead station is also predominantly served by London Northwestern Railway trains, operating between London Euston (four trains per hour) and Tring (two trains per hour), Milton Keynes Central (one train per hour), and Northampton (one train per hour). Two trains per day from the station are operated by Southern and run to Clapham Junction along the West London Line.

### 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

Figure 3.3.4 of the Hertfordshire Traffic and Transport Data Report 2019, identifies congestion indicators in the following locations in the vicinity of the site:

- The crossroad junction between the B487/Holtsmere End Lane/Cherry Tree Lane.

Observations of the highway conditions noted from the site visit undertaken in October 2022 are as follows:

- Traffic levels along the B487 Hemel Hempstead Lane were moderate;
- Congestion levels at the crossroad junction between the B487/Holtsmere End Lane/Cherry Tree Lane were not significant; and
- Traffic volumes were low along Holtsmere End Lane.

Existing access into the site is via a former agricultural access from Holtsmere End Lane.



## **7. Proposed Vehicular Access**

### 7.1 Proposed Vehicular Access

Suitable access to the site is only available from the B487 Hemel Hempstead Road which forms the southern boundary of the site. An access at this location could be delivered within the extent of the highway boundary. Further details of the highway boundary extent are shown in **Appendix A**, whilst a plan showing the potential vehicular access location is contained in **Appendix B**.

Currently, there is no existing access provided along this boundary, meaning a new access would have to be designed and incorporated into the development. This may require the relocation of the existing bus stop on the northern side of the B487 Hemel Hempstead Road, in order to incorporate a suitable access for the development.

It may be possible to access the site from Holtsmere End Lane subject to significant upgrades to the lane as it is not currently suitable to accommodate the required traffic flows associated with a 10FE secondary school. The road would need to be widened and a roundabout would be required at the junction between Holtsmere End Lane, Hemel Hempstead Road, and Cherry Tree Lane.

The location of the site may encourage a significant increase in traffic along Cherry Tree Lane, which is limited in width and would not be suitable for a significant volume of traffic. However, Cherry Tree Lane does not link directly to major residential areas and an assessment of the potential school catchment would be necessary.

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 B487 Hemel Hempstead Road and Cherry Tree Lane as well as any locally congested areas, which would be undertaken as part of the Transport Assessment.

### 7.2 Proposed Improvements

If the vehicular access is located on Hemel Hempstead Road, there could be increased traffic demand in the vicinity of the site and at nearby junctions in either direction. A significant increase in flows along this route could cause issues with queues and junction safety, and it may be necessary to consider localised improvements along this route to minimise the risk of accidents.

Significant improvements to Cherry Tree Lane and or Holtsmere End Lane may not be appropriate due to their country lane nature.

It would be necessary to allow parent drop off within the site to prevent parking along the B487 Hemel Hempstead Road and other local roads such as Holtsmere End Lane and Cherry Tree 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. The majority of 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 Hemel Hempstead Road and surrounding junctions.

### 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.

Sainsbury's supermarket is located approximately 450m to the northwest of the site and 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**

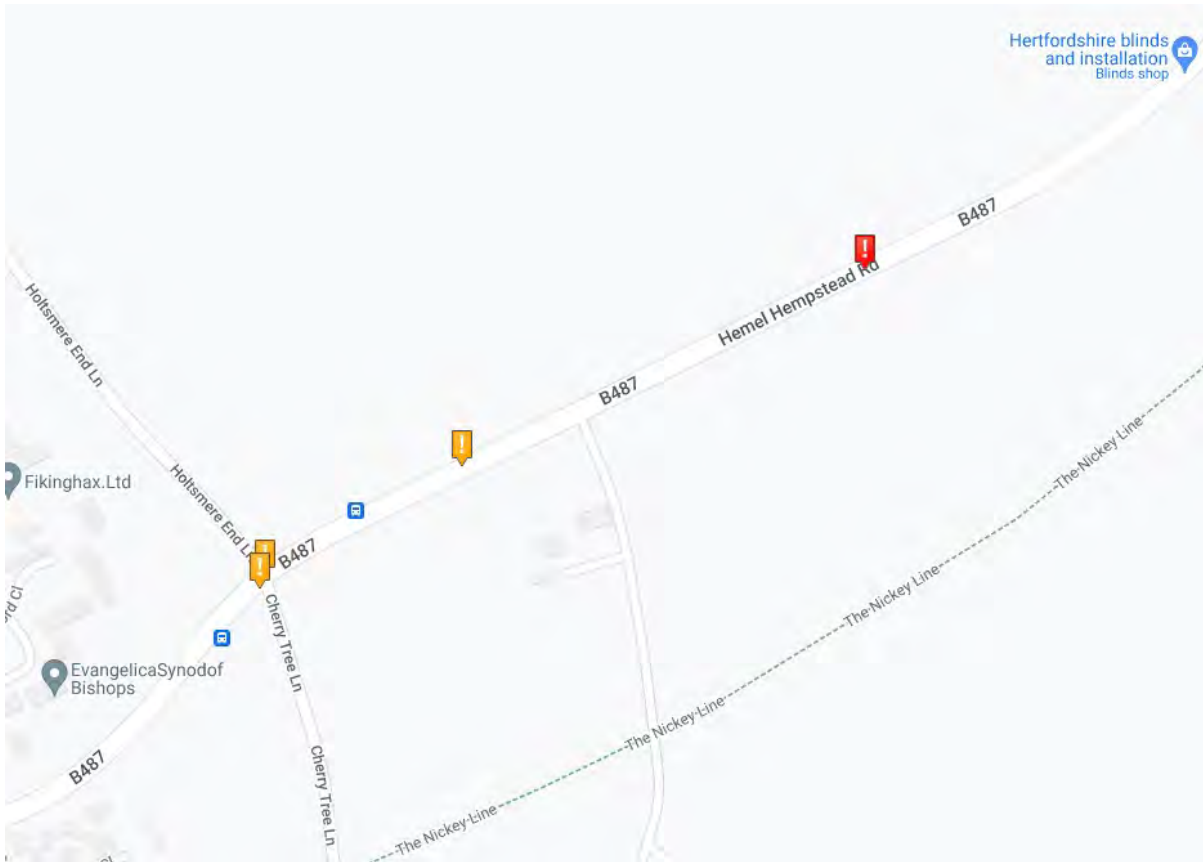
### 9.1 Existing Accident Data

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 zero 'fatal' accidents in the vicinity of the site in the last 5 years.

However, there has been 1 'serious' category accident to the south of the site, on the B487 Hemel Hempstead Road. This accident involved a pedestrian being struck by a single vehicle, resulting in a serious injury to the pedestrian. There was no crossing at this point, and the accident happened in daylight at around 12:00pm.

Additionally, three 'slight' category accidents were located along the B487 Hemel Hempstead Road in the vicinity of the site, one shortly east of the bus stop and two located at the crossroad junction with Holtsmere End Lane and Cherry Tree Lane.





Source : [www.crashmap.co.uk](http://www.crashmap.co.uk)

## 9.2 Proposed Improvements

Within the vicinity of the site and at other surrounding junctions connecting to the wider highway network, there is no significant record of incidents. However, the main 'serious' incident recorded in the vicinity of the site is potentially as a result of poor pedestrian infrastructure. Therefore, pedestrian footways and crossings may require upgrades in the vicinity of the site.

A general safety review along the B487 Hemel Hempstead Road should also be undertaken, taking into account any increased traffic movements and increased pedestrian and cycle movements associated with a new school.

## 8. Conclusions

In principle, it would appear that the road network and potential for sustainable access to the site would suggest that this site is 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, as a part of this, considerable upgrades would be required to allow safe and direct pedestrian and cycle access to the site, including the introduction of new footways and foot/cycleways, and the installation of a signalised pedestrian crossing.

The potential for increased traffic along Cherry Tree Lane would need to be considered based upon assessment of the predicted catchment of the school and potential desire lines. Upgrades to the lane may be necessary to accommodate an increase in vehicular traffic, however, this would affect the country lane nature of the road.

It would be necessary to allow parent drop off in the site to prevent parking along B487 Hemel Hempstead Road or other nearby roads such as Holtsmere End Lane and Cherry Tree Lane, which would cause traffic flow issues and safety concerns.

A desktop review of available traffic information has been undertaken which indicates that the junction between the B487 (Hemel Hempstead Road/Redbourn Road) is frequently congested, which may lead to congestion on Hemel Hempstead Road itself as a result.



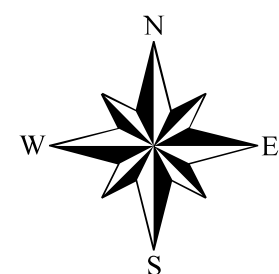


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Date: 05/10/2022



Site HH09  
Land north of  
Hempstead Road  
Hemel Hempstead

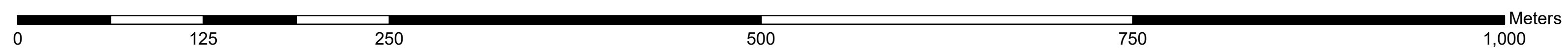
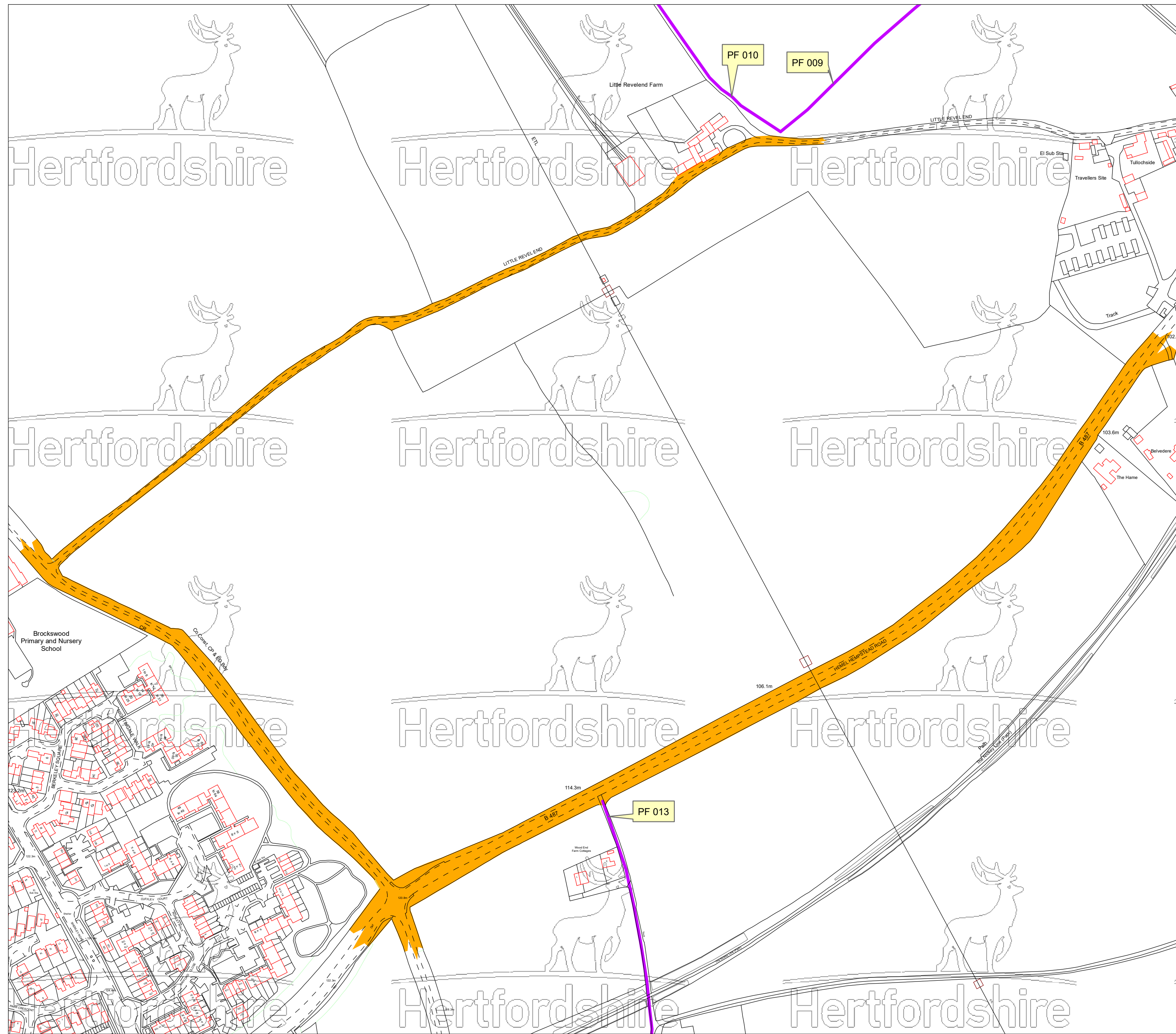


Scale at A2  
**1:2,500**

The Rights of Way information on this plan is based on information from the Definitive Map of Public Rights of Way. The accuracy of this plan cannot be guaranteed. If in doubt the Definitive Map should be consulted.

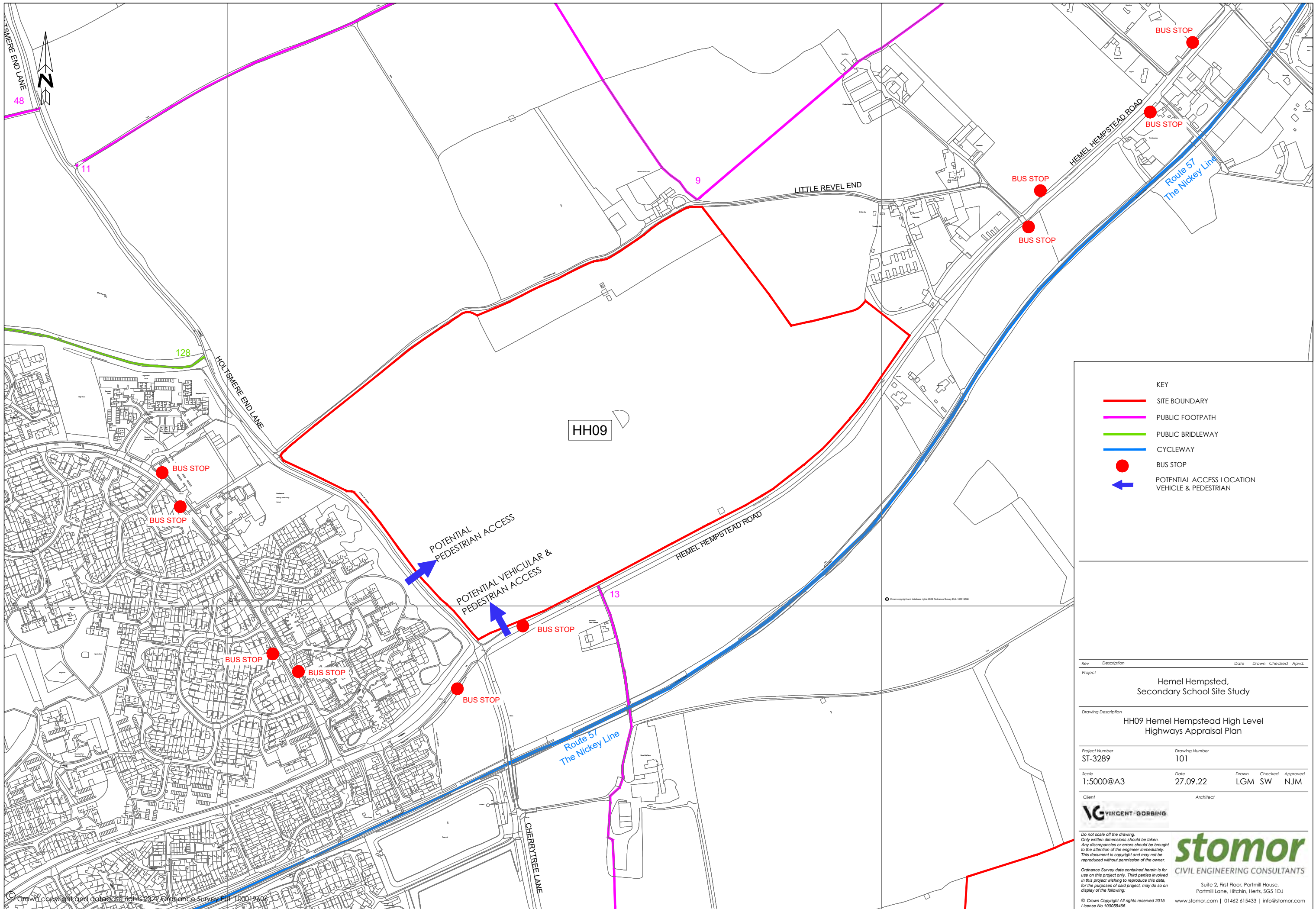
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KEY

- SITE BOUNDARY
- PUBLIC FOOTPATH
- PUBLIC BRIDLEWAY
- CYCLEWAY
- BUS STOP
- ← POTENTIAL ACCESS LOCATION  
VEHICLE & PEDESTRIAN

Rev	Description	Date	Drawn	Checked	Apvd.
Project					
Hemel Hempstead, Secondary School Site Study					
Drawing Description					
HH09 Hemel Hempstead High Level Highways Appraisal Plan					
Project Number		Drawing Number			
ST-3289		101			
Scale	Date	Drawn	Checked	Approved	
1:5000@A3	27.09.22	LGM	SW	NJM	
Client			Architect		

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## Hemel Hempstead Secondary School Site Search

### **High Level Transport Appraisal for Site HH17 Hemel Hempstead**

#### **Land North of Fennycroft Road / Polehanger Lane, Gadebridge, Hemel Hempstead**

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 north of Fennycroft Road and Polehanger Lane in Gadebridge, Hemel Hempstead.

#### **1. Site Background**

##### **1.1 Location**

The site currently comprises open arable farmland, situated on the northern side of the Gadebridge suburb of Hemel Hempstead.

PROW Footpath 13 and residential housing to the north of Fennycroft Road define the majority of the southern boundary of the site (with Polehanger Lane defining the south-western corner of the site), the eastern boundary is defined by a woodland belt and grassland associated with Halsey Field Nature Reserve, while the northern boundary is defined by further woodland and other arable farmland. The western boundary is defined by PROW Footpath 18, which runs north from Polehanger Lane with arable land beyond the footpath.

##### **1.2 Local Road Network**

Fennycroft Road runs east-west to the south of the site. Fennycroft Road joins Galley Hill at a priority junction to the south-east of the site. Polehanger Lane joins Fennycroft Road at a junction with Parklands, adjacent to the south-western boundary of the site, and runs west to a priority junction with Boxted Road. Fennycroft Road and Polehanger Lane are around 5.6m wide<sup>1</sup> in the vicinity of the site, and for much of their lengths. Both Fennycroft Road and Polehanger Lane are subject to a 30mph speed limit.

Galley Hill runs east to west between the A4146 and Boxted Road, meeting Boxted road at a mini-roundabout junction.

Boxted Road runs northwest to southeast between Polehanger Lane and Long Chaulden in the Warners End area. To the northwest of Polehanger Lane, Boxted Road merges into Berkhamsted Road then Hempstead Lane to link to the village of Potten End to the north.

Howards Drive is a residential road, connecting from Fennycroft Road to Galley Hill via priority junctions at each and serving other local residential roads in between. Daggs Dell Road is another residential through route, connecting Polehanger Lane to Boxted Road via priority junctions and providing access to other residential roads in between.

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<sup>1</sup> All dimensions are to be confirmed by survey

### 1.3 Existing Access

Existing vehicular access into the site is taken from an existing gated access to the north of Fennycroft Road. This access formally had two vehicular connections to Fennycroft Road (via a loop arrangement). However, the eastern link has since been stopped up and is now used as an informal parking area.

## **2. Walking Accessibility**

### 2.1 Local Pedestrian Provision

Footways are provided along both sides of Fennycroft Road except for the section directly adjacent to the southwestern corner of the site where the looped access arrangement is located. Along Polehanger Lane there is a footway on the southern side of the road only between the site and house number 27 to the west. Between this point and Boxted Road, footways are provided on both sides of Polehanger Lane.

There is a footway/cycleway linking Galley Hill and Fennycroft Road running parallel to and to the west of Howards Drive, which is likely to be a key link on the pedestrian desire line for pupils travelling to school. This route continues south to Gade Valley Primary School, near Warners End Road.

Howard Drive may also be on a desire line and this road has footways on both sides of the road.

There are no formal pedestrian crossings located along Fennycroft Road or Polehanger Lane. The nearest formal crossing is a signal-controlled crossing on Galley Hill, located to the west of its junction with Fennycroft Road.

Two Public Rights of Way (PROW) run along the site perimeter. PROW Footpath 13 runs along the southern site boundary from Fennycroft Road and continues east towards the B440. PROW Footpath 18 runs along the western boundary of the site from Polehanger Lane, heading north towards Potten End via a series of further PROWs through agricultural land.

### 2.2 Existing Pedestrian Access

There are no existing pedestrian accesses into the site.

### 2.3 Proposed Improvements

Pedestrian access should be provided from Fennycroft Road. Improvements to linkages between the site and surrounding residential areas will be necessary as follows:

- Improved pedestrian facilities along Fennycroft Road and Polehanger Lane immediately adjacent to the site;
- New crossing facilities will also be required near to the school site on Fennycroft Road/Polehanger Lane;



- A full review of lighting and safety along the foot/cycleway linking Fennycroft Road and Galley Hill;
- Consideration should be given regarding whether pedestrians are likely to try to cross the Warners End Valley public open space between Galley Hill and Halsey Drive and whether provision should be made for this as a direct route;
- It is noted that there are no existing dropped kerbs across several junctions in the vicinity of the site. Pedestrian crossings at junctions will need to be established including dropped kerbs, tactile paving, and possible parking restrictions where necessary; and
- Upgrades may have to be carried out on certain existing footpaths which have become uneven or unsafe in the vicinity of the site.

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 footway/cycleway linking Galley Hill and Fennycroft Road running parallel to and to the west of Howards Drive, which is likely to be a key link on the cycling desire line for pupils travelling to school. There is a short section of this route, where it intersects with Cherry Orchard at Highview Lodge, at which point cyclists are instructed to dismount.

#### 3.2 Existing Cyclist Access

There are no existing cycle accesses into the site.

#### 3.3 Proposed Improvements

Cycle desire lines are likely to be via Polehanger Lane, via the footway/cycleway between Galley Hill and Fennycroft Lane, via Howards Drive and via Fennycroft Lane.

A full review of lighting and safety along the foot/cycleway linking Fennycroft Road and Galley Hill, with consideration to safety improvements at the Cherry Orchard/Highview Lodge intersection.

Consideration should be given regarding whether cyclists are likely to try to cross the public open space between Galley Hill and Halsey Drive and whether provision should be made for this as a direct route.

Due to the number of driveways and lack of suitable verge along Fennycroft Road and Polehanger Lane, with obscured vision and limited footway width in parts, it is not considered feasible to provide an off-carriageway cycle facility along route. There is insufficient carriageway width to provide on-road cycle lanes in both directions through Fennycroft Road and Polehanger Lane.

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.

#### **4. Bus Accessibility**

##### 4.1 Local Bus Provision

There are no existing bus stops on Fennycroft Road or Polehanger Lane. The nearest bus stops to the site are located on Galley Hill, approximately 500m from the southwest corner of the site via the foot/cycleway between Fennycroft Road and Galley Hill. The westbound stop near to Pudding Lane has a shelter whereas the corresponding eastbound stop just has a flag. There is also an eastbound stop to the east adjacent to Rossgate which has a shelter.

The stops on Galley Hill serve Routes 3/4 and 532 providing access between residential areas around Hemel Hempstead (Grovehill, Highfield, Chaulden, Gadebridge) and Hemel Hempstead town centre, as well as a limited service to/ from Berkhamsted.

##### 4.2 Existing Connectivity

As aforementioned, there are no bus stops located along either Fennycroft Road or Polehanger Lane, with the nearest stops being located 500m from the southwest corner of the site. Therefore, existing bus connectivity to the site is limited.

##### 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 latter would use existing stops which are at least 500m from the site.

It may be possible to run a dedicated school bus service along Polehanger Lane, however it is unlikely as the width of the road is below the recommended bus-route widths of 6.1 – 6.5m. Additionally, significant on-street parking along Fennycroft Road and Howards Drive would render these routes unsuitable for buses during school peak hours.

It is recommended that improvements would be carried out to ensure that the nearest bus stops to the site have a suitable shelter, flag, appropriate kerb types and Real Time Passenger Information.

#### **5. Rail Accessibility**

##### 5.1 Local Rail Provision

The nearest railway station is Hemel Hempstead Station, located approximately 2.7km south of the site, accessed on foot or by bicycle via an indirect route through residential areas, utilising Boxted Road.



## 5.2 Existing Connectivity

Hemel Hempstead station is predominantly served by London Northwestern Railway trains, operating between London Euston (four trains per hour) and Tring (two trains per hour), Milton Keynes Central (one train per hour), and Northampton (one train per hour). Two trains per day from the station are operated by Southern and run to Clapham Junction along the West London Line.

## 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

Figure 3.3.4 of the Hertfordshire Traffic and Transport Data Report 2019, identifies congestion indicators in the following locations in the vicinity of the site:

- The extents of Fennycroft Road and Polehanger Lane; and
- Junction between Fennycroft Road and Galley Hill.

Observations of the highway conditions noted from the site visit undertaken in October 2022 are as follows:

- Traffic volumes along Polehanger Lane were low;
- Low levels of on street parking observed along Polehanger Lane;
- The majority of Fennycroft Road is subject to on-street parking, reducing its effective width.
- It was noted during a site visit that vehicles have to give-way to on-coming vehicles travelling in the opposing direction along Fennycroft Road, due to on-street parking. This would have implications on any future bus services routing along Fennycroft Road.

Existing access into the site is via a gated former agricultural access from Fennycroft Road.

## **7. Proposed Vehicular Access**

### 7.1 Proposed Vehicular Access

Suitable access to the site is only available from Fennycroft Road to the south, which currently has a significant border with the site. An access at this location could be delivered within the extent of the highway boundary. Further details of the highway boundary extent are shown in **Appendix A**, whilst a plan showing the potential vehicular access location is contained in **Appendix B**.

Currently, a gated former agricultural access is located along this boundary, along with a significant amount of mature trees and vegetation.

It may be appropriate to utilise the former agricultural access as an entry and exit arrangement, which may avoid the need for additional work along external highways. However, the presence of a mature oak tree to the west of this access may limit visibility. It may be possible to resolve this with a slight alteration to the highway junction with Fennycroft Road, moving the access point further east, which would remove the oak tree from any visibility splays. However the access would still require removal of trees and vegetation along the site boundary.

Consideration would also need to be given to the proximity of Parklands, Halsey Drive and private accesses.

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 Fennycroft Road, Polehanger Lane and other congested areas, which would be undertaken as part of the Transport Assessment.

## 7.2 Proposed Improvements

There would be increased traffic demand along Fennycroft Road, Polehanger Lane and Howards Drive, and at junctions at either end of these roads. A significant increase in flows along Fennycroft Lane and Howard Drive would not be ideal due to the volume of parked cars along their length.

It would be necessary to allow parent drop off in the site to prevent parking along Fennycroft Road and Polehanger 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. The majority of 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 Fennycroft Road, Polehanger Lane, Howard Drive and surrounding junctions.

## 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.

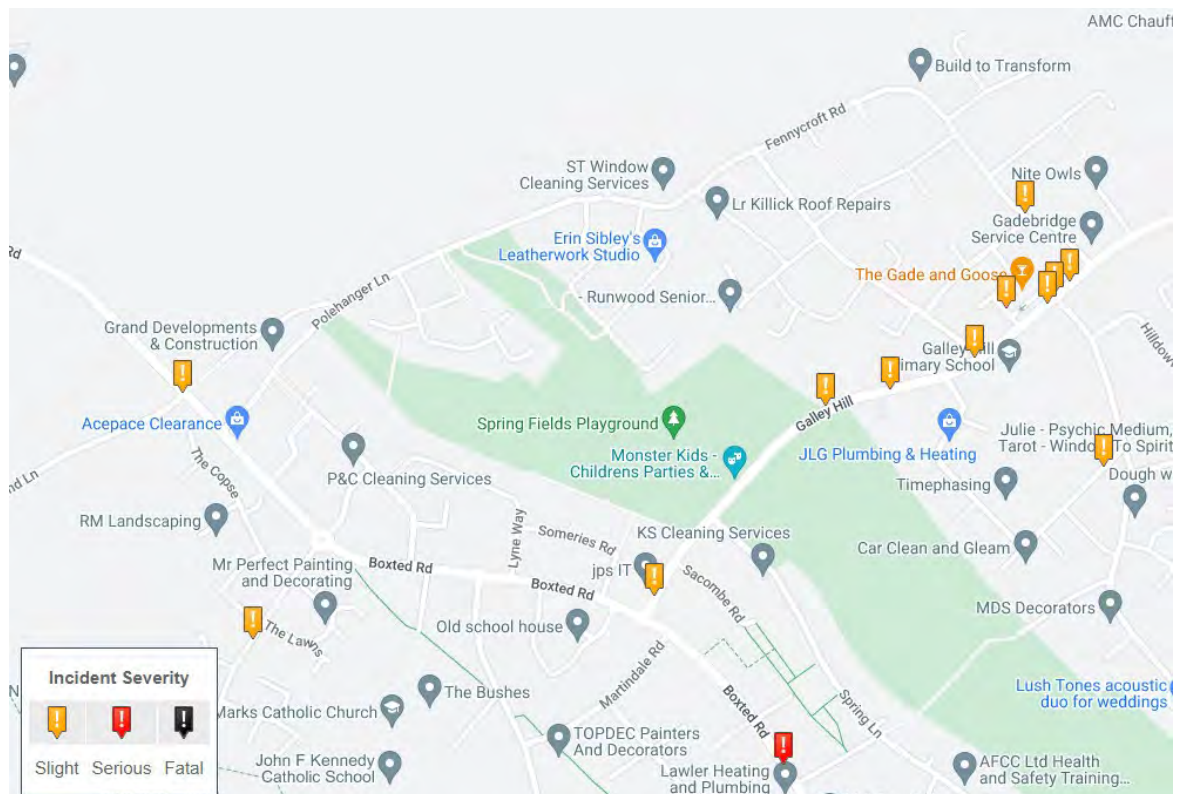
Rossgate local shops are located approximately 550m to the southeast of the site and could be used as a potential Park and Stride location. However, an assessment of vehicle and pedestrian desire lines will need to be undertaken as part of the Transport Assessment which will identify any potential Park 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 zero 'fatal', 'serious', or 'slight' accidents in the vicinity of the site in the last 5 years.

However, there has been one 'slight' category accident at the eastern end of Fennycroft Road, and several 'slight' category accidents along Galley Hill.



Source: [www.crashmap.co.uk](http://www.crashmap.co.uk)

## 9.2 Proposed Improvements

Within the vicinity of the site and at surrounding junctions connecting to the wider highway network, there is no significant record of incidents. However, safety improvement measures may be required at Rossgate local shops if park and stride is to be encouraged from this location.

A general safety review along Fennycroft Road, Polehanger Lane and Howard Drive should also be undertaken, considering any increased traffic movements and increased pedestrian and cycle movements associated with a new school.

## **10. Conclusions**

Bus accessibility to the site is poor with the nearest existing bus stops over 500m from the site and no potential for new bus routes to serve the school site without widening along Polehanger Lane. Bus access along Fennycroft Road or Howard Drive would not be suitable due to the number of parked cars and road width.

Access to the site for pedestrians and cyclists is potentially very good, with a wide network of footways, a foot/cycle link from the south and potential for improvement to existing facilities.

Vehicular access along Polehanger Lane would appear to be suitable, subject to a full Transport Assessment, however an increase in flows along Fennycroft Road may cause issues due to the existing on-street parking. Howards Drive appears to have less parking than Fennycroft Road, but an increase in traffic may be problematic. One advantage of the various route options is that the impact would be spread over different roads rather than all traffic arriving via one single route.

Providing a vehicular access into the site will require removal of trees and vegetation on the site boundary.

It would be necessary to allow parent drop off in the site to prevent parking along Fennycroft Road, Polehanger Lane, Howard Drive and other roads in the vicinity of the site, which would cause traffic flow issues and safety concerns.

In principle, it would appear that the road network is a little too restricted to accommodate a 10FE secondary school, particularly due to bus accessibility. Significant mitigation works along Polehanger Lane may improve conditions sufficiently to facilitate bus movements, which would enable school development. However, the site is well located for pedestrian and cycle access and could therefore be considered favourable. Any proposals would be subject to a full review of transport impact and safety as part of a full Transport Assessment.

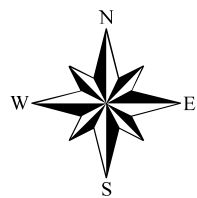




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Site HH17  
Land north of  
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Hemel Hempstead

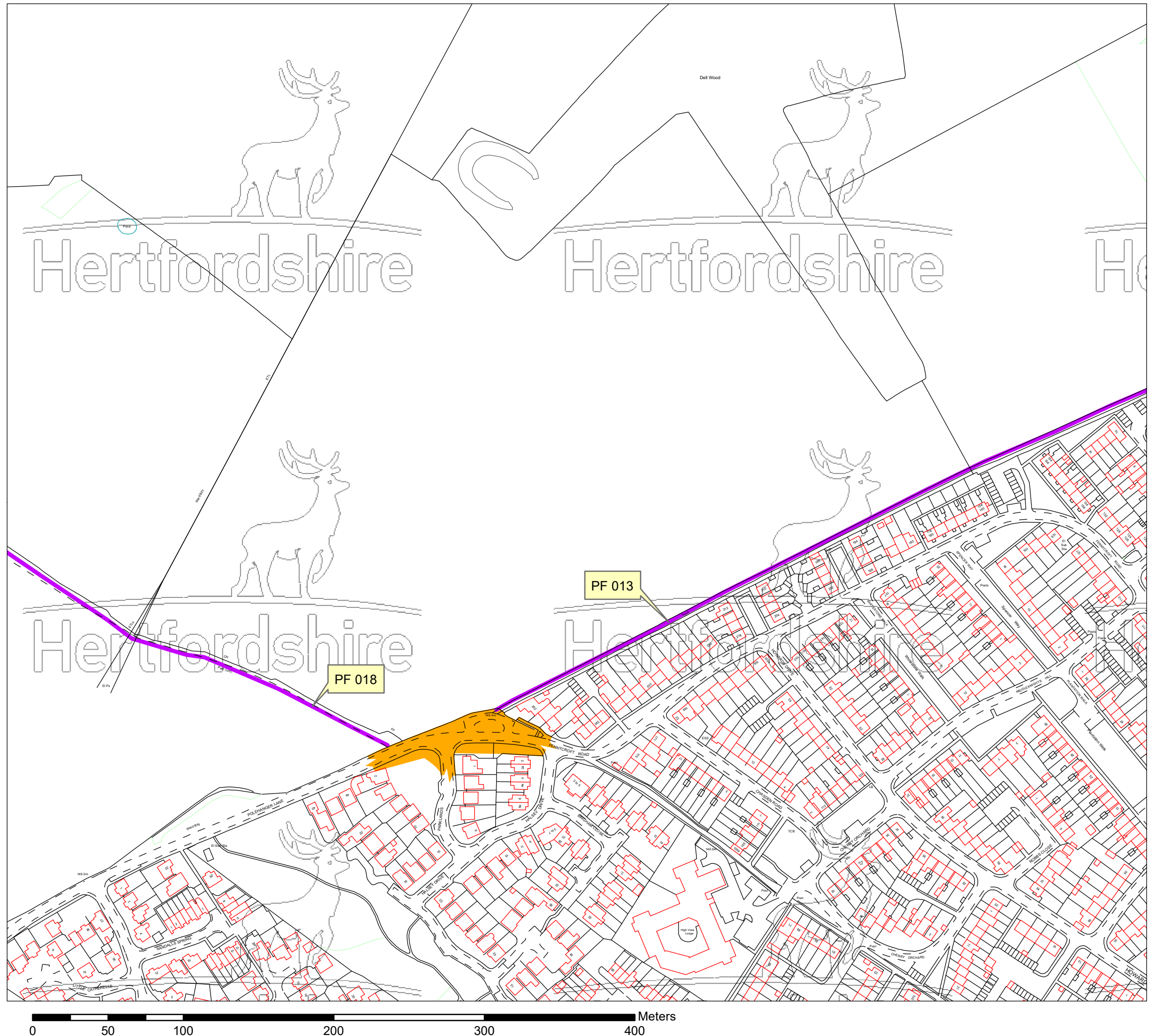


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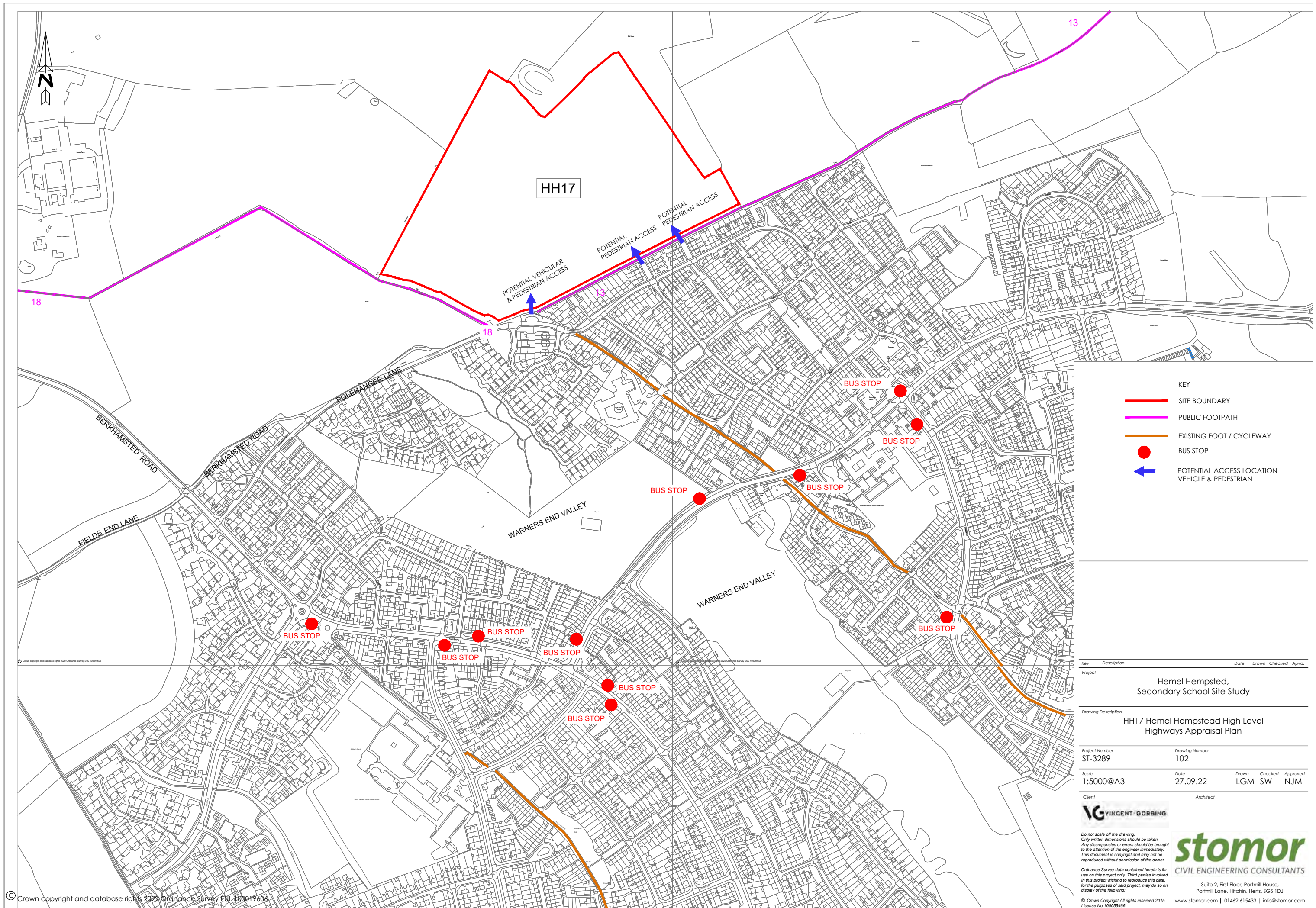
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**KEY**

- SITE BOUNDARY
- PUBLIC FOOTPATH
- EXISTING FOOT / CYCLEWAY
- BUS STOP
- ← POTENTIAL ACCESS LOCATION VEHICLE & PEDESTRIAN

Rev	Description	Date	Drawn	Checked	Apvd.
Project					
Hemel Hempstead, Secondary School Site Study					
Drawing Description					
HH17 Hemel Hempstead High Level Highways Appraisal Plan					
Project Number			Drawing Number		
ST-3289			102		
Scale		Date	Drawn	Checked	Approved
1:5000@A3		27.09.22	LGM	SW	NJM
Client				Architect	




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Hemel Hempstead Secondary School Site Search

**High Level Transport Appraisal for Site HH18 Hemel Hempstead**

**Land North and East of Berkhamsted Road, and North of Polehanger Lane, Gadebridge, Hemel Hempstead**

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 north of Polehanger Lane and to the east of Berkhamsted Road in Gadebridge, Hemel Hempstead.

**1. Site Background**

**1.1 Location**

The site currently comprises open arable farmland, situated on the northern side of the Gadebridge suburb of Hemel Hempstead.

Polehanger Lane and a closed spur road of Berkhamsted Road (now used by pedestrians) define the southern boundary of the site, the western boundary is defined by Berkhamsted Road and arable farmland to the northwest, while the northern boundary is defined by further arable farmland and Boxted Farm, which is now home to commercial activity. The eastern boundary is defined by Public Right of Way (PROW) Footpath 18, which runs north from Polehanger Lane, and further undeveloped arable land beyond the footpath.

**1.2 Local Road Network**

Berkhamsted Road runs on north-south alignment to the west of the site, starting as Boxted Road in Hemel Hempstead town centre before translation to Berkhamsted Road directly south-west of the site. Berkhamsted Road continues north of the site, becoming Hempstead Lane a short distance west of the site a priority junction with Pouchen End Lane.

Hempstead Lane continues into the village of Potten End, where it terminates at a priority junction with The Common. Extending west, The Common provides access towards Berkhamsted and other local villages.

Berkhamsted Road, Hempstead Lane and Boxted Road appear to be at least 6.5m wide<sup>1</sup> in the vicinity of the site. Berkhamsted Road is subject to a 60mph speed limit along most of the site boundary but reduces to a 30mph speed limit in the south-western corner as it approaches the residential area to the south of the site.

Polehanger Lane runs west-east to the south of the site, starting at a junction with Boxted Road to the southwest of the site, before continuing to the east and becoming Fennycroft Road a short distance south-east of the site, and continuing east to a priority junction with Galley Hill. Polehanger

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<sup>1</sup> All dimensions are to be confirmed by survey

Lane is around 5.5m wide<sup>1</sup> in the vicinity of the site, and for much of the duration of the road. Polehanger Lane is subject to a 30mph speed limit. The majority of Fennycroft Road is subject to on-street parking, reducing its effective width. Polehanger Lane experiences a much lower level of on-street parking. Fields End Lane runs west from Berkhamsted Road, opposite the south-west corner of the site. However, this route is very narrow, running as a single track with occasional passing bays. There is no footway along Fields End Lane.

To the south of the site, Boxted Road continues in the direction of the railway station and town centre, via Northridge Way and St. John's Road, eventually providing access to the A41.

Galley Hill extends on a southwest-northeast alignment, connecting to Boxted Road via a mini-roundabout at its western end, and the B440 Leighton Buzzard Road/A4146/Link Road via a four-arm roundabout to the east.

### 1.3 Existing Access

Existing vehicular access into the site is taken from a gated access from Berkhamsted Road in the south-west corner

## **2. Walking Accessibility**

### 2.1 Local Pedestrian Provision

Along the western boundary of the site, a narrow pedestrian footway runs along the eastern side of Berkhamsted Road and continues northwards towards Potten End. To the south of the site a wider footway runs southwards along the eastern side of Boxted Lane and into Hemel Hempstead. There is no footway on the western side of Boxted Road between the site and The Avenue, approximately 225m to the south.

South of the site, a footway is provided along both sides of Polehanger Lane between Boxted Road and house number 27. East of this point, a footway continues along the southern side of Polehanger Lane only, until its junction with Parklands. East of Parklands, footways continue along both sides of a Fennycroft Road.

There is a foot/cycleway linking Galley Hill and Fennycroft Road running parallel to and to the west of Howards Drive, which is likely to be a key link on the pedestrian desire line for pupils travelling to school. This route continues south to Gade Valley Primary School, near Warners End Road.

There is also a footpath running along the western edge of the Warners End Valley public open space to the south of the site, linking Galley Hill to Polehanger Lane via Lyne Way.

The nearest formal pedestrian crossing is a signal-controlled crossing on Boxted Road, to the west of Galley Hill and Someries Road, over 600m from the site.



PROW Footpath 18 runs along the eastern boundary of the site, running from Polehanger Lane, heading along the northern boundary towards Boxted Farm, and towards Potten End via a series of PROWs through agricultural land.

## 2.2 Existing Pedestrian Access

There are no existing pedestrian accesses into the site.

## 2.3 Proposed Improvements

Pedestrian access could be provided from Berkhamsted Road and Polehanger Lane. Improvements to linkages between the site and surrounding residential areas will be necessary as follows:

- Improved pedestrian facilities along Berkhamsted Road from the school site. There appears to be scope to widen footways on the east side of Berkhamsted Road;
- New crossing facilities are likely to be required on Boxted Road near to The Avenue and , potentially serving bus stops on the road;
- A full review of lighting and safety along the foot/cycleway linking Fennycroft Road and Galley Hill;
- Consideration should be given regarding whether pedestrians are likely to try to cross the Warners End Valley public open space between Galley Hill and Polehanger Lane and whether provision should be made for this as a direct route; and
- Upgrades may have to be carried out on certain existing footpaths in the vicinity of the site, including the former Berkhamsted Road spur road, to make them safe and suitably lit for student usage.

Pedestrian access from Polehanger Lane would allow more direct access to the school from the central and eastern areas of Hemel Hempstead and reduce the flow of students on pedestrian infrastructure along Berkhamsted Road. A pedestrian access on Polehanger Lane would need to be supported by improved footways and a pedestrian crossing facility on Polehanger Lane.

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 foot/cycleway linking Galley Hill and Fennycroft Road running parallel to and to the west of Howards Drive, which is likely to be a key link on the cycling desire line for pupils travelling to school. There is a short section of this route, where it intersects with Cherry Orchard at Highview Lodge, at which point cyclists are instructed to dismount.

There is no existing cycle infrastructure on Berkhamsted Road or Boxted Road, or along Polehanger Lane. However, the section of Berkhamsted Road which forms a single-track lane serving garages between Polehanger Lane and Berkhamsted Road could potentially be improved to provide a foot/cycle link adjacent to the southwest corner of the site.

### 3.2 Existing Cyclist Access

There are no existing cycle accesses into the site.

### 3.3 Proposed Improvements

Cycle desire lines are likely to be via Polehanger Lane, via the foot/cycleway between Galley Hill and via Boxted Road/Berkhamsted Road.

A full review of lighting and safety along the foot/cycleway linking Fennycroft Road and Galley Hill, with particular consideration to safety improvements at the Cherry Orchard/Highview Lodge intersection.

Consideration should be given regarding whether cyclists are likely to try to cross the Warners End Valley public open space between Galley Hill and Polehanger Lane. There may be scope to install a foot/cycleway along the western edge of Warners End Valley to provide a traffic free route to the school site.

Due to the number of driveways along the northern end of Boxted Road and Berkhamsted Road in the vicinity of the site, provision of an off-carriageway cycle facility along this section may not be feasible. There is insufficient carriageway width to provide on-road cycle lanes in both directions through Berkhamsted Road/Boxted Road.

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. Traffic calming measures along Berkhamsted Road or Polehanger Lane in the vicinity of the school site may be sufficient to reduce vehicle speeds and create an attractive on-road route for cyclists along that route. However, these roads experience significant volumes of traffic, which may not be suitable for school related cycling.

## **4. Bus Accessibility**

### 4.1 Local Bus Provision

The nearest bus stops to the site are located to the southeast of The Avenue, approximately 300m from the southwestern corner of the site. These stops have a shelter and bench, but no bins or timetables available. The stop at The Avenue serves Routes 3/4, 532, and ML1 providing access between residential areas around Hemel Hempstead (Grovehill, Highfield, Chaulden, Gadebridge) and Hemel Hempstead town centre, as well as limited services to/from Berkhamsted.



#### 4.2 Existing Connectivity

In terms of connectivity to the wider area, the above 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.

#### 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 latter would use existing stops 300m from the site.

If the vehicular access to the site is located on Berkhamsted Road, no significant issues with bus accessibility are identified, other than potential disruption to existing flows on Berkhamsted Road, which would be considered as part of the full Transport Assessment.

If the vehicular access is located on Polehanger Lane, there could be issues with the more limited width of Polehanger Lane. Due to significant on-street parking along Fennycroft Road and Howards Drive to the east of the site there would need to be a bus turning facility within the school site so that buses arrive and depart from/to the western end of Polehanger Lane.

It is recommended that improvements would be carried out to ensure that the nearest bus stops to the site have a suitable shelter, flag, appropriate kerb types and Real Time Passenger Information.

### **5. Rail Accessibility**

#### 5.1 Local Rail Provision

The nearest railway station is Hemel Hempstead Station, located approximately 2.7km south of the site, which is accessible on foot or by bicycle via an indirect route through residential areas, utilising Boxted Road. Additionally, Route 3/4 serves Hemel Hempstead train station approximately twice an hour from The Avenue.

#### 5.2 Existing Connectivity

Hemel Hempstead Station is predominantly served by London Northwestern Railway trains, operating between London Euston (four trains per hour) and Tring (two trains per hour), Milton Keynes Central (one train per hour), and Northampton (one train per hour). Two trains per day from the station are operated by Southern and run to Clapham Junction along the West London Line.

#### 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

Figure 3.3.4 of the Hertfordshire Traffic and Transport Data Report 2019, identifies congestion indicators in the following locations in the vicinity of the site:

- Junction between Boxted Road, The Avenue, and Warmark Road; and
- Junction between Boxted Road and Galley Hill.

Observations of the highway conditions noted from the site visit undertaken in October 2022 are as follows:

- Traffic volumes along Polehanger Lane were low;
- Low levels of on street parking observed along Polehanger Lane;
- The majority of Fennycroft Road is subject to on-street parking, reducing its effective width.
- It was noted during a site visit that vehicles have to give-way to on-coming vehicles travelling in the opposing direction along Fennycroft Road, due to on-street parking. This would have implications on any future bus services routing along Fennycroft Road;
- The northern end of Boxted Road between the site and Whitebroom Road was observed to be generally clear of on-street parking;
- The majority of parking further to the south is generally wholly located on footways/verges, keeping Boxted Road generally clear for two-way traffic; and
- Traffic volumes along Berkhamsted Road were not significant.

Existing access into the site is via a gated former agricultural access from Berkhamsted Road.

## 7. Proposed Vehicular Access

### 7.1 Proposed Vehicular Access

Vehicular access to the site is available from Berkhamsted Road to the west or Polehanger Lane to the south. An access in either location could be delivered within the extent of the highway or site boundary. Further details of the highway boundary extent are shown in **Appendix A**, whilst a plan showing the potential vehicular access locations is contained in **Appendix B**.

A gated former agricultural access is located near to the southwest corner of the site, with no significant trees or hedgerow which would affect deliverability of a school access in this location. The access would need to be provided with sufficient junction spacing due to the proximity of Fields End Lane. It may also be appropriate to access the site from Polehanger Lane. However, this would have an impact on existing trees and hedgerows along the southern boundary.

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 Berkhamsted Road and other congested areas, which would be undertaken as part of the Transport Assessment.

## 7.2 Proposed Improvements

If the vehicular access is located on Berkhamsted Road, there could be increased traffic demand along the duration of the road and at junctions around the site. A significant increase in flows along this route would not be ideal, and it may be necessary to consider localised improvements along this route to minimise the risk of accidents.

It would be necessary to allow parent drop off in the site to prevent parking along Berkhamsted Road, Polehanger Lane or other neighbouring residential roads, which would cause traffic flow issues and safety concerns.

Further details of the highway boundary extent are shown in **Appendix A**, whilst a plan showing the potential vehicular access location is shown in **Appendix B**.

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. The majority of 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 Berkhamsted Road and surrounding junctions.

### 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.



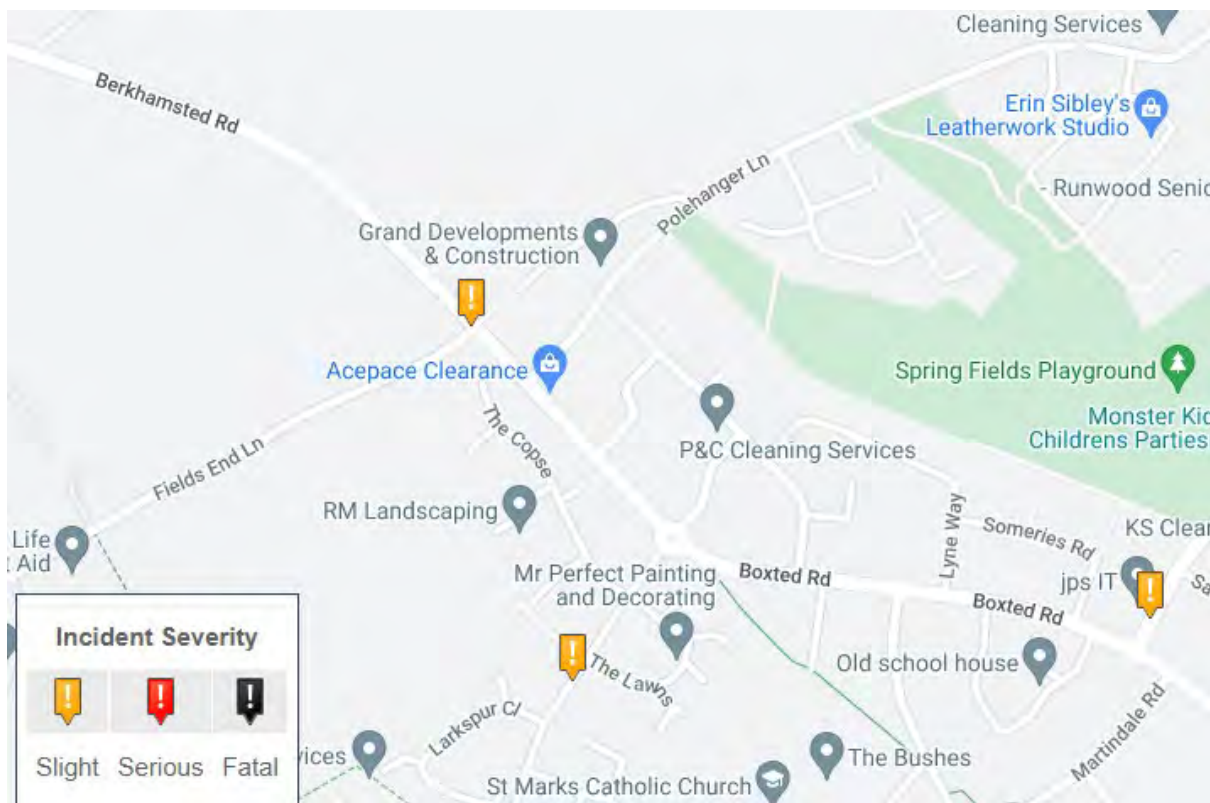
An assessment of vehicle and pedestrian desire lines will need to be undertaken as part of the Transport Assessment which will identify any potential Park and Stride facilities which the school could utilise.

## 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 zero 'fatal' or 'serious' accidents in the vicinity of the site in the last 5 years.

However, there has been one 'slight' category accident at the junction between Berkhamsted Road and Fields End Lane, just south-west of the site, and several 'slight' category accidents along Galley Hill.



Source: [www.crashmap.co.uk](http://www.crashmap.co.uk)

### 9.2 Proposed Improvements

Within the vicinity of the site and at surrounding junctions connecting to the wider highway network, there is no significant record of incidents.

However, a general safety review along Berkhamsted Road and surrounding areas should also be undertaken, considering any increased traffic movements and increased pedestrian and cycle movements associated with a new school.

## 10. Conclusions

In principle, it would appear that the road network and potential for sustainable access to the site would suggest that this site is 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.

Access to the site for pedestrians and cyclists is potentially very good, with a wide network of footways, a foot/cycle link from the south and potential for improvement to existing facilities in the vicinity of the site

Bus accessibility is reasonable with the nearest existing bus stops approximately 300m from the site and potential for new bus routes to serve the school site via Berkhamsted Road, subject to confirmation of road widths. Bus access along Polehanger Lane may be suitable, subject to further assessment. Bus access along Fennycroft Road or Howard Drive would not be suitable due to the number of parked cars.

The most suitable vehicular access location appears to be from Berkhamsted Road, subject to a full assessment of the increase of additional flows and turning movements associated with a school in this location. Vehicular access along Polehanger Lane would appear to be suitable, subject to a full Transport Assessment, however an increase in flows along Fennycroft Road may cause issues due to the existing on-street parking. Howards Drive appears to have less parking than Fennycroft Road, but an increase in traffic may be problematic. One advantage of the various route options is that the impact would be spread over different roads rather than all traffic arriving via one single route.

There may be scope to improve pedestrian and cycle accessibility to the site via a foot/cycle route along the western edge of Warners End Valley public open space.

It would be necessary to allow parent drop off in the site to prevent parking along Berkhamsted Road and in neighbouring residential areas, which would cause traffic flow issues and safety concerns.

A desktop review of available traffic information has been undertaken which indicates that the junctions between Boxted Road, Warmark Road and The Avenue, and Boxted Road and Galley Hill are frequently congested.

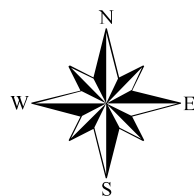




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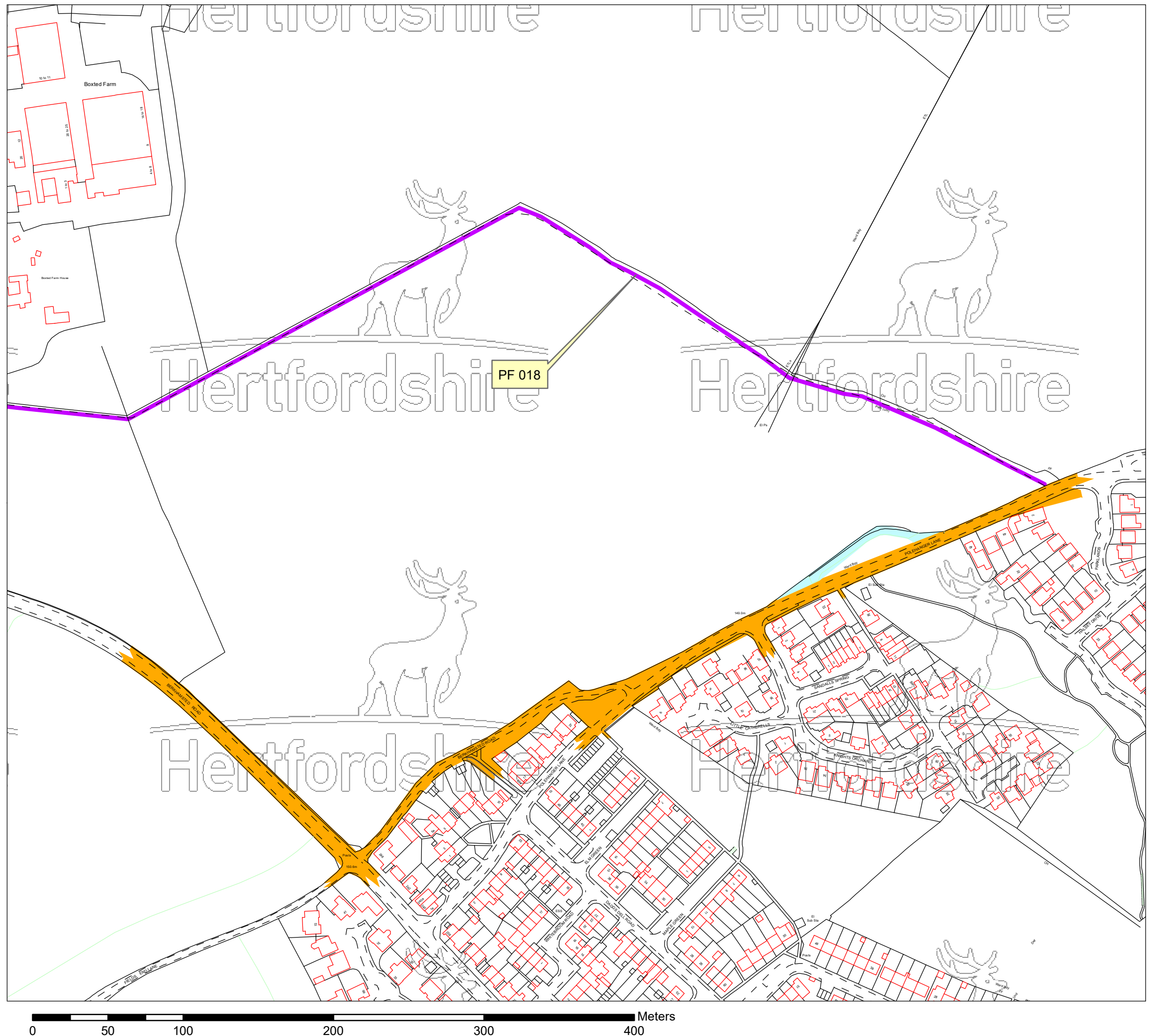


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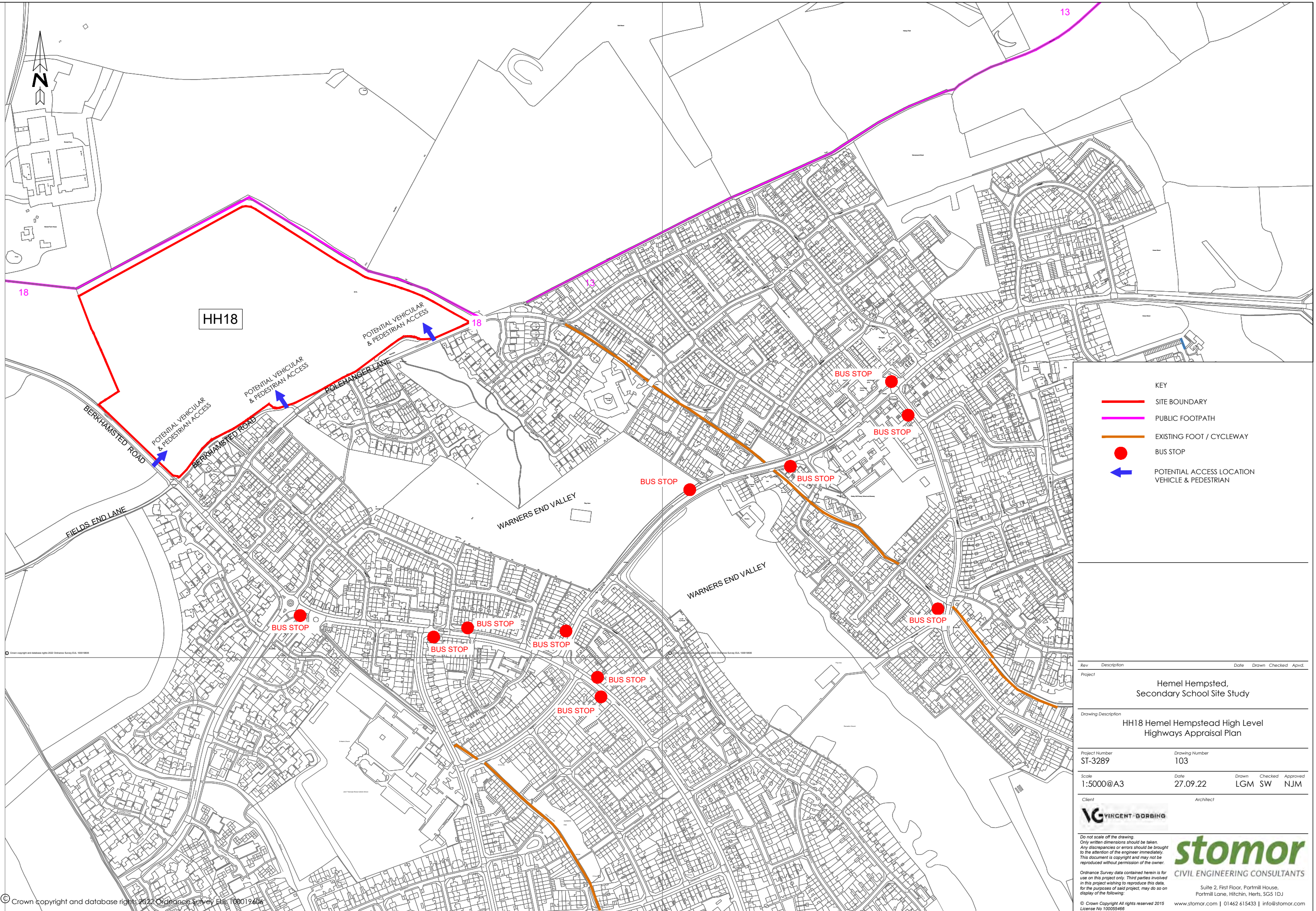
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HH18

- KEY
- SITE BOUNDARY
  - PUBLIC FOOTPATH
  - EXISTING FOOT / CYCLEWAY
  - BUS STOP
  - ← POTENTIAL ACCESS LOCATION VEHICLE & PEDESTRIAN

Rev	Description	Date	Drawn	Checked	Apvd.
Project					
Hemel Hempstead, Secondary School Site Study					
Drawing Description					
HH18 Hemel Hempstead High Level Highways Appraisal Plan					
Project Number		Drawing Number			
ST-3289		103			
Scale	Date	Drawn	Checked	Approved	
1:5000@A3	27.09.22	LGM	SW	NJM	
Client			Architect		




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Hemel Hempstead Secondary School Site Search

**High Level Transport Appraisal for Site HH25 Hemel Hempstead**

**Eastern School Site - Land north of Punch Bowl Lane, Hemel Hempstead.**

This High-Level Transport Appraisal (HLTA) is to consider the suitability of access for a new 10 Form of Entry (10FE) secondary school on the Eastern School Site, located on land to the north of Punch Bowl Lane in Hemel Hempstead.

The site is located within the wider Hemel Garden Communities Framework (HGCF) which is a joint venture between three authorities: Dacorum Borough Council, St Albans City and District Council and Hertfordshire County Council. The aim of the HGCF is to deliver sustainable local growth through new housing and jobs in the area to the north and east of Hemel Hempstead, through the delivery of more than 11,000 new homes and 10,000 new jobs by 2050. This site is detached from the built-up area of Hemel Hempstead. Therefore, access to the site will be dependent upon wider masterplan proposals for the area including new highways and transport infrastructure. The assessment below considers any relevant information and provides recommendations for measures to be incorporated into the Framework masterplan.

**1. Site Background**

**1.1 Location**

The site and its surroundings currently comprise open arable farmland, situated to the east of Hemel Hempstead, with the M1 running along the eastern boundary of the site.

**1.2 Local Road Network**

Punch Bowl Lane runs east-west to the south of the site, starting to the west of the site at a priority junction with Cherry Tree Lane, before terminating at a priority junction with the A5183 Redbourn Road to the east of the site (via an underpass beneath the M1 immediately southeast of the site). Punch Bowl Lane is around 4.6m wide<sup>1</sup> in the vicinity of the site, and is subject to a 40mph speed limit for its duration.

To the west of the site, Cherry Tree Lane runs along a north-south alignment to the west of the site, connecting to the B487 to the north via a priority junction, and to Three Cherry Trees Lane and Buncefield Lane to the south via a priority crossroads junction. Cherry Tree Lane is a single-track road with passing points and is around 4.0m wide<sup>1</sup> in the vicinity of the site, with narrower at sections. Cherry Tree Lane is subject to a 40mph speed limit.

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<sup>1</sup> All dimensions are to be confirmed by survey

The A5183 Redbourn Road runs north to south to the east of the site, connecting to St. Albans City centre to the south, and to Dunstable town centre to the north, in addition to serving Redbourn, and Junction 9 of the M1.

The M1 runs with the east side of the site boundary, however it is not immediately accessible at this point. Access to the M1 can be taken from Junction 8, located approximately 1.4km south of the site, via Three Cherry Trees Lane, Green Lane, and the A414.

### 1.3 Existing Access

There is no existing vehicular access into the site. Adjacent arable farmland is accessed via an informal access to the west of the site, which is unpaved.

## **2. Walking Accessibility**

### 2.1 Local Pedestrian Provision

The nearest formal footway is located approximately 1.1km to the west, at the junction between Three Cherry Trees Lane and Boundary Way. To the east of the site, there is no footway until the A5183 Redbourn Road, which is approximately 2.7km to the north-west.

No Public Rights of Way (PROW) connect directly to the site or are located within the immediate vicinity of the site. The nearest PROW is Redbourn 013, located to the west of the site and accessed via Cherry Tree Lane.

### 2.2 Existing Pedestrian Access

There are no existing pedestrian accesses into the site.

### 2.3 Proposed Improvements

Pupils will be encouraged to travel via sustainable means, such as walking, cycling or by bus and the masterplan should accommodate suitable facilities to encourage sustainable travel.

Future pedestrian access will be incorporated within the wider HGCF masterplan which will be made up of a series of walkable neighbourhoods built to sustainable standards. Notwithstanding the above, the following will need to be considered as part of the masterplanning process:

- The position of pedestrian entrances will be dependent upon pedestrian desire lines which should be considered during development of the masterplan;
- Suitable crossings will be required throughout the overall masterplan layout, dependent upon the nature of the road and expected volume of traffic;
- The location of pedestrian entrances will have an impact upon proposed pedestrian crossings and traffic calming features on the surrounding road network; and

- Where feasible, pedestrian connections to wider green infrastructure and corridors promoted as part of the Hemel Garden Community Framework will be provided.

An assessment of the likely catchment of the school would need to be carried out as part of the masterplanning process, to determine pedestrian desire lines, identify a suitable position for pedestrian entrances to the school and identify any improvements that are required to the existing footway network.

### **3. Cycling Accessibility**

#### 3.1 Local Cycle Provision

There are no existing cycle routes currently linking Punch Bowl Lane to the wider area of Hemel Hempstead.

However, National Cycle Route 57 (The Nickey Line) runs a short distance north of the site, connecting central Hemel Hempstead, at Adeyfield Road, to Redbourn and Harpenden.

#### 3.2 Existing Cyclist Access

There are no existing cycle accesses into the site.

#### 3.3 Proposed Improvements

The main cycle desire line is likely to be either using National Cycle Route 57 to the north of the site, or via Three Cherry Trees Lane to the south of the site, utilising Swallowdale Lane and Queensway to access Hemel Hempstead town centre and other facilities.

Cycle routes through the masterplan should link to the wider cycle infrastructure within Hemel Hempstead where available, to ensure that cycle routes are available between existing residential areas and the proposed school site, not just within the masterplan itself.

Green infrastructure corridors promoted as part of the HGCF will include links to National Cycle Route 57.

### **4. Bus Accessibility**

#### 4.1 Local Bus Provision

The nearest bus stop is located 1.22km south-west of the site on Boundary Way, at Thamesfield House. This stop has a shelter and a bench, but does not have Real Time Passenger Information. It is served by the ML1 bus by Red Eagle, which runs from Hemel Hempstead Station towards the business park three times a morning on weekdays, and in the opposite direction three times during the afternoon.

Other bus stops are located 1.3km north-west of the site, on Hemel Hempstead Road, at the junction with Cherry Tree Lane to the south. These stops do not have shelters or benches and have



poor connections to local footway networks. They are served by the 46 bus by Centrebus, which runs from Hemel Hempstead to Luton 6 days a week.

#### 4.2 Existing Connectivity

In terms of connectivity to the wider area, the above routes provide at least two services to the area from Hemel Hempstead town centre/train station between 7:30am and 9:00am which would suit school travel, with similar frequencies during the afternoon to cater for travel home from school. Additionally, they provide at least two services to the area from Redbourn/Luton, and one service to the area from Hemel Hempstead, between 7:30am and 9:00am and similar in 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 or new stops incorporated into the masterplan.

New bus stops may be installed as a part of the masterplan to the west of the site, which may see the introduction of new services or alterations to existing services. Diversions of existing bus services into proposed developments should be designed to minimise the amount of extra journey time or mileage involved. Within developments, any proposed bus route should therefore take a suitably direct and intuitively logical route.

Bus stops identified within the masterplan should be located as close as possible to the school site. They should have a suitable shelter, flag, appropriate kerb types and Real Time Passenger Information.

### **5. Rail Accessibility**

#### 5.1 Local Rail Provision

The nearest railway stations are Apsley station, located approximately 5.2km southwest of the site, and Hemel Hempstead station, located 5.9km southwest of the site. These stations are located approximately 13 minutes by car and 23-25 minutes by cycle from the site.

#### 5.2 Existing Connectivity

Apsley station is served by London Northwestern Railway trains, operating twice per hour in each direction Monday-Saturday between London Euston southbound, and Tring northbound. On Sundays, this service is reduced to one train per hour.

Hemel Hempstead station is also predominantly served by London Northwestern Railway trains, operating between London Euston (4 trains per hour) and Tring (2 tph), Milton Keynes Central (1 tph), and Northampton (1 tph). Two trains per day from the station are operated by Southern and run to Clapham Junction along the West London Line.

### 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

Figure 3.3.4 of the Hertfordshire Traffic and Transport Data Report 2019, identifies congestion indicators in the following locations in the vicinity of the site:

- The Cherry Tree Lane/Three Cherry Trees Lane crossroad junction.

Observations of the highway conditions noted from the site visit undertaken in October 2022 are as follows:

- No congestion was observed at the Cherry Tree Lane/Three Cherry Trees Lane crossroad junction; and
- Whilst the traffic volumes along Dodds Lane were low, the lack of any suitable passing spaces near to the junction with Picotts End Road, meant that vehicles had to reverse back onto Picotts End to enable vehicles to egress Dodds Lane.

Existing access into the site is via a former agricultural access, located to the west of the site on adjoining arable farmland.

## **7. Proposed Vehicular Access**

### 7.1 Proposed Vehicular Access

Vehicular access will be taken from the masterplan road network. To accommodate school buses, a clear carriageway width of 6.2m must be provided as a minimum, although 6.5m with widening on bends is preferred.

Vertical deflection to achieve traffic calming should be avoided. Other approaches, such as the use of changes in pavement colour and texture (including rumble strips, or cobbled margins and overruns to reduce perceived carriageway width) as an alternative to vertical deflection is preferred.

In order to accommodate coaches on school trips, suitable waiting and turning facilities are to be provided in the within the masterplan or within the school site itself.

### 7.2 Proposed Improvements

Proposed improvements to the highway network associated with a proposed school site will need to be considered as part of the HGCF and its associated Transport Assessment.

Many of the pupil vehicle trips from within the masterplan are likely to be associated with parents dropping off / picking up children on their way to or from work. Therefore, a convenient parking area on their route into or out of the development is likely to be attractive. Parent drop off can be allowed for as follows:

- On site with suitable dedicated parking and turning facilities;
- Within the staff parking area, allowing for double parking across staff spaces, with suitable pedestrian facilities incorporated within the layout;
- On-street, on roads around the proposed school. Suitable road widths will need to be provided in the vicinity of the school site to allow for likely school parking; or
- Within nearby local centres or other facilities where parking can be shared.

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. The majority of 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.

### 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 Hertfordshire County Council for the last 5 years has been obtained, which identifies personal injury accidents received from the Department of Transport. The data identifies zero 'fatal', 'serious', or 'slight' accidents in the vicinity of the site or at the Cherry Tree Road crossroad junction over the last 5 years.

### 9.2 Proposed Improvements

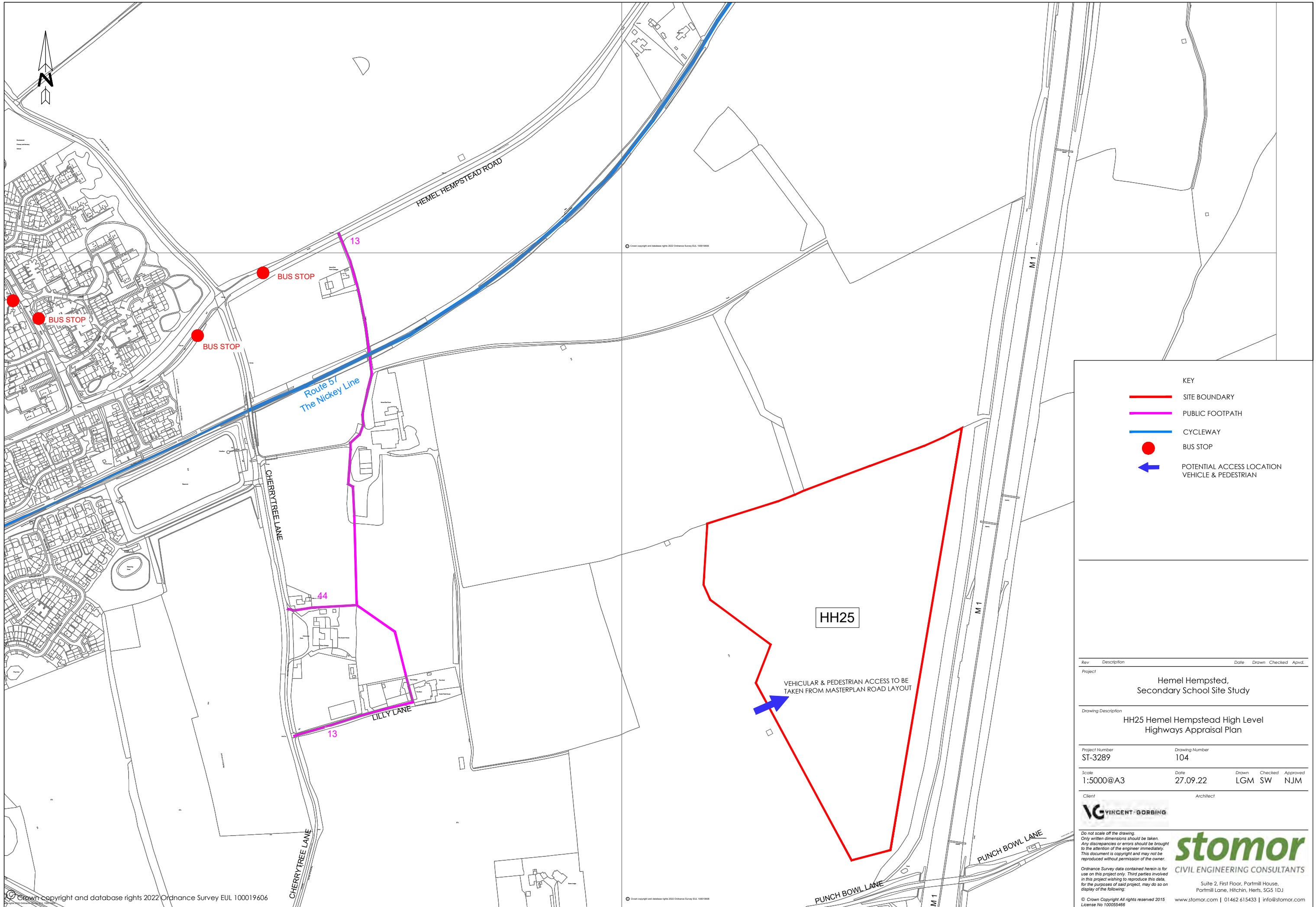
Highway Safety will be of significant importance in the design of the masterplan layout, including the impact of increased traffic flows on the existing highway network.

## **10. Conclusions**

As the site will form part of the Hemel Garden Community Framework Plan, there is potential to design highway and transport infrastructure to accommodate a 10FE secondary school, providing adequate consideration is given to the specific access and travel requirements associated with a secondary school site within the masterplan development.

A desktop review of available traffic information has been undertaken which indicates that the junction between Cherry Tree Lane and Three Cherry Trees Lane is frequently congested, which will need to be considered as part of the Transport Assessment for the entire Framework Plan.





**KEY**

- SITE BOUNDARY
- PUBLIC FOOTPATH
- CYCLEWAY
- BUS STOP
- ← POTENTIAL ACCESS LOCATION  
VEHICLE & PEDESTRIAN

Rev	Description	Date	Drawn	Checked	Apvd.
Project					
Hemel Hempstead, Secondary School Site Study					
Drawing Description					
HH25 Hemel Hempstead High Level Highways Appraisal Plan					
Project Number			Drawing Number		
ST-3289			104		
Scale		Date		Drawn	
1:5000@A3		27.09.22		LGM SW NJM	
Client				Architect	
VINCENT GORBING				Architect	

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Hemel Hempstead Secondary School Site Search

**High Level Transport Appraisal for Site HH26 Hemel Hempstead**

**Central School Site - Land West of Holtsmere End Lane, Holtsmere End, Hemel Hempstead**

This High-Level Transport Appraisal (HLTA) is to consider the suitability of access for a new 10 Form of Entry (10FE) secondary school on the Central School Site, on land to the west of Holtsmere End Lane in Holtsmere End, Hemel Hempstead.

The site is located within the wider Hemel Garden Communities Framework (HGCF) which is a joint venture between three authorities: Dacorum Borough Council, St Albans City and District Council and Hertfordshire County Council. The aim of the HGCF is to deliver sustainable local growth through new housing and jobs in the area to the north and east of Hemel Hempstead, through the delivery of more than 11,000 new homes and 10,000 new jobs by 2050. This site is detached from the built-up area of Hemel Hempstead. Therefore, access to the site will be dependent upon wider masterplan proposals for the area including new highways and transport infrastructure. At present, the site is served by narrow single track country lanes unsuitable for serving a large secondary school. Therefore, the assessment below considers any relevant information and provides recommendations for measures to be incorporated into the Framework masterplan.

**1. Site Background**

**1.1 Location**

The site currently comprises part of a parcel of open arable farmland, situated to the north of Hemel Hempstead.

**1.2 Local Road Network**

The site is currently not connected to the local road network. The site is a proposed secondary school as part of the Hemel Garden Community Framework Plan, which would see the construction of new highways connecting this site to the wider road network as well as further residential developments association with the plans. The proposed highway would run along the southern boundary of the site, continuing west to connect to the B440 Leighton Buzzard Road through a number of proposed residential sites, or continuing east towards the B487 Hemel Hempstead Road.

The B487 Hemel Hempstead Road runs along an east-west alignment at the proposed junction with the new highway from the site, starting to the west of the junction as the B487 Redbourn Road at a roundabout junction with the A4147 and St. Agnells Lane. The B487 becomes Hemel Hempstead Road at a junction with Holtsmere End Lane and Cherry Tree Lane, before crossing under the M1 to a roundabout junction with A5183 and High Street on the southern boundary of Redbourn. The B487 continues a short distance down the A5183 from another roundabout junction, heading east to St. Albans where it terminates.

The B440 Leighton Buzzard Road runs along a north-south alignment at the proposed junction with the new highway from the site, starting to the south of the junction at a roundabout with Galley Hill, Link Road, and the A4146. The B440 then continues north, becoming B440 Dagnall Road, B440 Main Road, and B440 Leighton Road as well as serving a number of rural villages, before terminating at a roundabout with the A4146 and A505 on the southern boundary of Leighton Buzzard.

### 1.3 Existing Access

There is no existing vehicular access into the site. Arable farmland is located in neighbouring plots and may be accessed in some places via informal tracks or gated accesses.

## **2. Walking Accessibility**

### 2.1 Local Pedestrian Provision

Some Public Rights of Way are located within the immediate vicinity of the site – the nearest PROW is Great Gaddesden 48, located to the south-east of the site. This footpath connects to Holtsmere End Lane in the east, and to Hemel Hempstead 1 in the west. Hemel Hempstead 1 then continues further south-west, where it connects to Hemel Hempstead 128.

### 2.2 Existing Pedestrian Access

Although there is no direct access into the site, Public Footpath 48 passes the south-eastern boundary of the site.

### 2.3 Proposed Improvements

Pupils will be encouraged to travel via sustainable means, such as walking, cycling or by bus and the masterplan should accommodate suitable facilities to encourage sustainable travel.

Future pedestrian access will be incorporated within the wider HGCF masterplan which will be made up of a series of walkable neighbourhoods built to sustainable standards. Notwithstanding the above, the following will need to be considered as part of the masterplanning process:

An assessment of the likely catchment of the school would need to be carried out as part of the masterplanning process, to determine pedestrian desire lines, identify a suitable position for pedestrian entrances to the school and identify any improvements that are required to the existing footway network.

Suitable crossings will be required throughout the overall masterplan layout, dependent upon the nature of the road and expected volume of traffic. The location of pedestrian entrances will have an impact upon proposed pedestrian crossings and traffic calming features on the surrounding road network.

Where feasible, pedestrian connections to wider green infrastructure and corridors promoted as part of the Hemel Garden Community Framework will be provided.

### **3. Cycling Accessibility**

#### 3.1 Local Cycle Provision

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

#### 3.2 Existing Cyclist Access

There are no existing cycle accesses into the site.

#### 3.3 Proposed Improvements

The main cycle desire line is likely to be via the new highway to the south of the site, constructed as part of the Hemel Garden Community Framework Plan. As this is a newly constructed highway, considerations can be taken to include cycle infrastructure as is best suitable for the development, including segregated cycle lanes and traffic calming measures.

Cycle routes through the masterplan should link to the wider cycle infrastructure within Hemel Hempstead where available, to ensure that cycle routes are available between existing residential areas and the proposed school site, not just within the masterplan itself.

Where feasible, cycle connections to wider green infrastructure and corridors promoted as part of the Hemel Garden Community Framework will be provided.

### **4. Bus Accessibility**

#### 4.1 Local Bus Provision

The nearest bus stop is located 550m south of the site on Shenley Road, at Dunster Road. This stop has a shelter and a bench but does not have Real Time Passenger Information. It is served by the number 2 bus operated by Arriva Herts and Essex, which runs between Hemel Hempstead town centre and railway station towards a number of residential neighbourhoods seven days a week.

#### 4.2 Existing Connectivity

In terms of connectivity to the wider area, the above route provides five services to the stop 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 or new stops incorporated into the masterplan.

New bus stops may be installed as a part of the masterplan around the site, which may see the introduction of new services or alterations to existing services. Diversions of existing bus services



into proposed developments should be designed to minimise the amount of extra journey time or mileage involved. Within developments, any proposed bus route should therefore take a suitably direct and intuitively logical route.

Bus stops identified within the masterplan should be located as close as possible to the school site. They should have a suitable shelter, flag, appropriate kerb types and Real Time Passenger Information.

## **5. Rail Accessibility**

### 5.1 Local Rail Provision

The nearest railway stations are Hemel Hempstead station, located approximately 5.75km southwest of the site, and Apsley station, located approximately 6.0km south of the site. Journey times would be dependant on the construction of new highways serving the site and further development.

### 5.2 Existing Connectivity

Hemel Hempstead station is predominantly served by London Northwestern Railway trains, operating between London Euston (4 trains per hour) and Tring (2 trains per hour), Milton Keynes Central (1 train per hour), and Northampton (1 train per hour). Two trains per day from the station are operated by Southern and run to Clapham Junction along the West London Line.

Apsley station is also served by London Northwestern Railway trains, operating twice per hour in each direction Monday-Saturday between London Euston southbound, and Tring northbound. On Sundays, this service is reduced to one train per hour.

### 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. Proposed Vehicular Access**

### 6.1 Proposed Vehicular Access

Site access is proposed to be located in the south-eastern corner of the site, exiting the site onto the Vehicular access will be taken from the masterplan road network. . To accommodate school buses, a clear carriageway width of 6.2m must be provided as a minimum, although 6.5m with widening on bends is preferred.

Vertical deflection to achieve traffic calming should be avoided. Other approaches, such as the use of changes in pavement colour and texture (including rumble strips, or cobbled margins and overruns to reduce perceived carriageway width) as an alternative to vertical deflection is preferred.

In order to accommodate coaches on school trips, suitable waiting and turning facilities are to be provided in the within the masterplan or within the school site itself.

## 6.2 Proposed Improvements

Proposed improvements to the highway network associated with a proposed school site will need to be considered as part of the Hemel Garden Community Framework Plan and its associated Transport Assessment.

Many of the pupil vehicle trips from within the masterplan are likely to be associated with parents dropping off / picking up children on their way to or from work. Therefore, a convenient parking area on their route into or out of the development is likely to be attractive. Parent drop off can be allowed for as follows:

- On site with suitable dedicated parking and turning facilities;
- Within the staff parking area, allowing for double parking across staff spaces, with suitable pedestrian facilities incorporated within the layout;
- On-street, on roads around the proposed school. Suitable road widths will need to be provided in the vicinity of the school site to allow for likely school parking; or
- Within nearby local centres or other facilities where parking can be shared.

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

## **7 Vehicular Trip Generation**

### 7.1 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. The majority of 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.

### 7.2 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.

## **8 Highway Safety**

### 8.1 Existing Accident Data

Data from Hertfordshire County Council for the last 5 years has been obtained, which identifies personal injury accidents received from the Department of Transport. The data identifies zero 'fatal', 'serious', or 'slight' accidents in the vicinity of the site in the last 5 years.

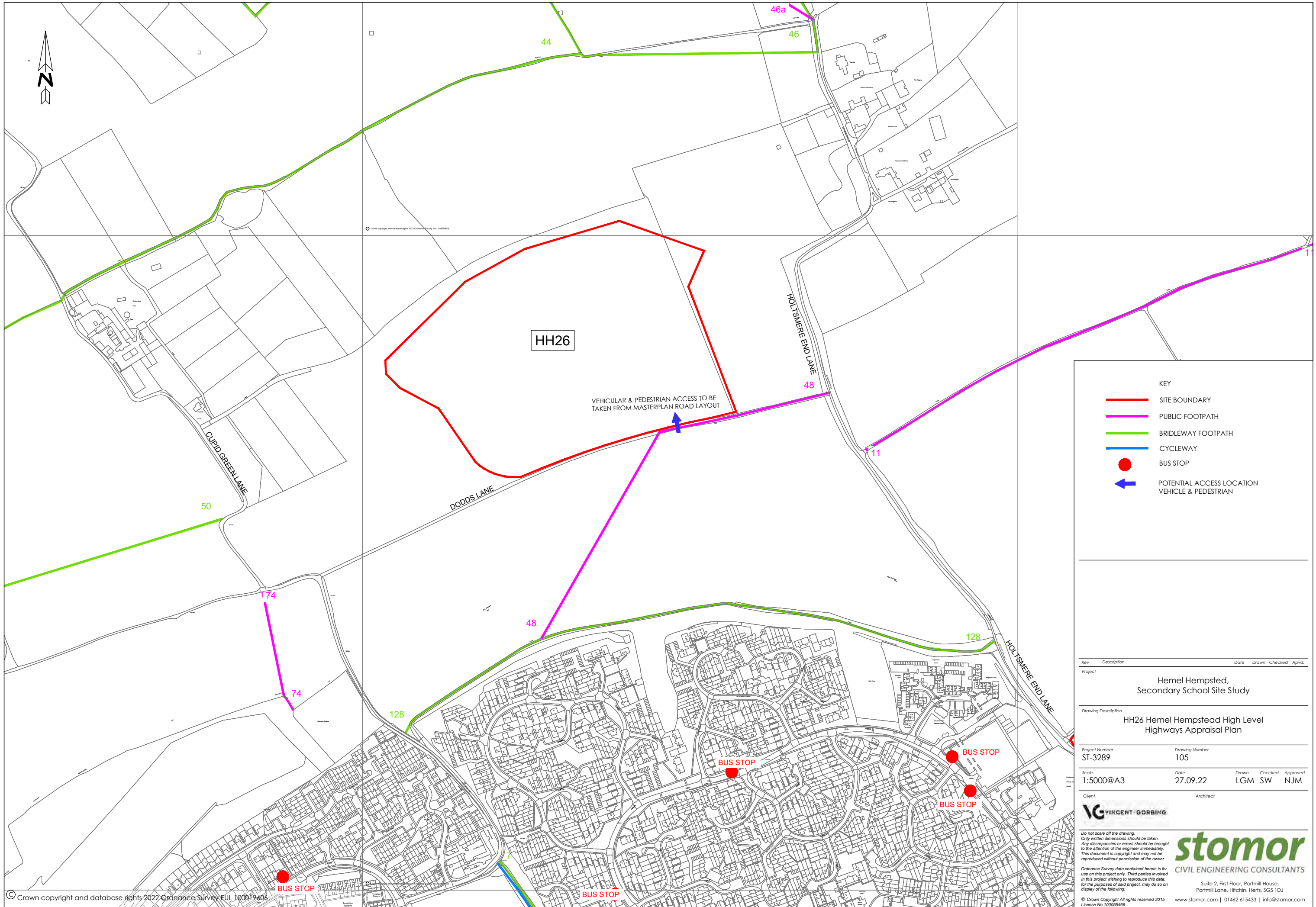
However, this data does not reflect the safety of the proposed highway associated with the Hemel Garden Community Framework Plan. Therefore, it is not possible to accurately reflect the risk of accidents around the proposed site – any future highway design must take any and all steps to ensure the safety of students and motorists at the proposed school.

## **9 Conclusions**

As the site will form part of the Hemel Garden Community Framework Plan there is potential to design highway and transport infrastructure to accommodate a 10FE secondary school, providing adequate consideration is given to the specific access and travel requirements associated with a secondary school site within the masterplan development.







HH26

VEHICULAR & PEDESTRIAN ACCESS TO BE TAKEN FROM MASTERPLAN ROAD LAYOUT

- KEY
- SITE BOUNDARY
  - PUBLIC FOOTPATH
  - BRIDLEWAY FOOTPATH
  - CYCLEWAY
  - BUS STOP
  - ← POTENTIAL ACCESS LOCATION VEHICLE & PEDESTRIAN

Rev	Description	Date	Drawn	Checked	Apvd.
Project					
Hemel Hempstead, Secondary School Site Study					
Drawing Description					
HH26 Hemel Hempstead High Level Highways Appraisal Plan					
Project Number			Drawing Number		
ST-3289			105		
Scale		Date	Drawn	Checked	Approved
1:5000@A3		27.09.22	LGM	SW	NJM
Client				Architect	
VINCENT GORBING					

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Hemel Hempstead Secondary School Site Search

**High Level Transport Appraisal for Site HH27 Hemel Hempstead**

**Western School Site - Land at Dodds Lane, Hemel Hempstead**

This High Level Transport Appraisal (HLTA) is to consider the suitability of access for a new 10 Form of Entry (10FE) secondary school on the Western School Site, located on land at Dodds Lane, Hemel Hempstead.

The site is located within the wider Hemel Garden Communities Framework (HGCF) which is a joint venture between three authorities: Dacorum Borough Council, St Albans City and District Council and Hertfordshire County Council. The aim of the HGCF is to deliver sustainable local growth through new housing and jobs in the area to the north and east of Hemel Hempstead, through the delivery of more than 11,000 new homes and 10,000 new jobs by 2050. This site is detached from the built-up area of Hemel Hempstead. Therefore, access to the site will be dependent upon wider masterplan proposals for the area including new highways and transport infrastructure. At present, the site is served by narrow single track country lanes unsuitable for serving a large secondary school. Therefore, the assessment below considers any relevant information and provides recommendations for measures to be incorporated into the Framework masterplan.

**1. Site Background**

**1.1 Location**

The site currently comprises of two parcels of open arable farmland separated by Dodds Lane running through the middle of the site, which is situated to the north of Hemel Hempstead.

**1.2 Local Road Network**

The site is currently connected to the local road network by Dodds Lane, which runs directly through the centre of the site. However, the site is a proposed secondary school as part of the Hemel Garden Community Framework Plan, which would see the construction of new highways, better connecting this site to the wider road network as well as further residential developments associated with the plans. The proposed highways would run along the northern boundary of the site, continuing west to connect to the B440 Leighton Buzzard Road through a number of proposed residential sites, or continuing east towards the B487 Hemel Hempstead Road. Another arm of the proposed highways will run along the eastern and southern boundaries of the site, continuing to connect to A4147 Link Road.

Dodds Lane runs east to west through the middle of the site and connects to Piccotts End Road in the west, via a priority junction, and to Cupid Green Lane to the east, via a priority junction. Dodds



Lane is a single-track road and is approximately 3.0m wide<sup>1</sup> in the vicinity of the site. Dodds Lane is subject to a 60mph speed limit. Cupid Green Lane continues south and serves local residential areas.

The B487 Hemel Hempstead Road runs along an east-west alignment at a proposed junction with one of the new highways associated with the masterplan, starting to the west of the junction as the B487 Redbourn Road, at a roundabout junction with the A4147 and St. Agnells Lane. The B487 becomes Hemel Hempstead Road at a junction with Holsmere End Lane and Cherry Tree Lane, before crossing under the M1 to a roundabout junction with A5183 and High Street on the southern boundary of Redbourn. The B487 continues a short distance down the A5183 from another roundabout junction, heading east to St. Albans where it terminates.

The B440 Leighton Buzzard Road runs along a north-south alignment at the proposed junction with one of the new highways from the site, starting to the south of the junction, at a roundabout with Galley Hill, Link Road, and the A4146. The B440 then continues north, becoming B440 Dagnall Road, B440 Main Road, and B440 Leighton Road as well as serving a number of rural villages, before terminating at a roundabout with the A4146 and A505 on the southern boundary of Leighton Buzzard.

The A4147 Link Road runs along an east-west alignment at the proposed junction with one of the new highways from the site, starting to the west of the junction at a roundabout junction with Galley Hill, the B440 Leighton Buzzard Road, and the A4146. To the east, the A4147 continues through a series of roundabout junctions through Hemel Hempstead, before continuing east as A4147 Hemel Hempstead Road towards St. Albans, where it terminates.

### 1.3 Existing Access

Dodds Lane passes through the middle of the site, providing access to parts of the site. Arable farmland is located in neighbouring plots and may be accessed in some places via informal tracks or gated accesses.

## **2. Walking Accessibility**

### 2.1 Local Pedestrian Provision

Public Rights of Way are located in the vicinity of the site – the nearest PROW is Great Gaddesden 54, located directly south-west of the site. This footpath connects to Dodds Lane in the north, and to Great Gaddesden 53 in the south. Great Gaddesden 53 then continues further south-west, where it connects to Hemel Hempstead 9, and later to Piccotts End Lane.

### 2.2 Existing Pedestrian Access

Pedestrian access to the site can be taken from Dodds Lane, however there are no existing segregated pedestrian accesses into the site.

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<sup>1</sup> All dimensions are to be confirmed by survey

### 2.3 Proposed Improvements

Pupils will be encouraged to travel via sustainable means, such as walking, cycling or by bus and the masterplan should accommodate suitable facilities to encourage sustainable travel.

Future pedestrian access will be incorporated within the wider HGCF masterplan which will be made up of a series of walkable neighbourhoods built to sustainable standards. Notwithstanding the above, the following will need to be considered as part of the masterplanning process:

An assessment of the likely catchment of the school would need to be carried out as part of the masterplanning process, to determine pedestrian desire lines, identify a suitable position for pedestrian entrances to the school and identify any improvements that are required to the existing footway network.

Suitable crossings will be required throughout the overall masterplan layout, dependent upon the nature of the road and expected volume of traffic. The location of pedestrian entrances will have an impact upon proposed pedestrian crossings and traffic calming features on the surrounding road network.

Where feasible, pedestrian connections to wider green infrastructure and corridors promoted as part of the Hemel Garden Community Framework will be provided.

## **3. Cycling Accessibility**

### 3.1 Local Cycle Provision

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

### 3.2 Existing Cyclist Access

There are no existing cycle accesses into the site.

### 3.3 Proposed Improvements

The main cycle desire line is likely to be via the new highway to the south of the site, constructed as part of the Hemel Garden Community Framework Plan. As this is a newly constructed highway, considerations can be taken to include cycle infrastructure as is best suitable for the development, including segregated cycle lanes and traffic calming measures.

Cycle routes through the masterplan should link to the wider cycle infrastructure within Hemel Hempstead where available, to ensure that cycle routes are available between existing residential areas and the proposed school site, not just within the masterplan itself.

Where feasible, cycle connections to wider green infrastructure and corridors promoted as part of the Hemel Garden Community Framework will be provided.

## **4. Bus Accessibility**

### 4.1 Local Bus Provision

The nearest bus stop is located 500m south-east of the site on Washington Avenue, at Dunlin Road. The eastbound stop has a shelter and a bench but does not have Real Time Passenger Information. The westbound stop has only a flag, with no shelter, bench, or Real Time Passenger Information. It is served by routes 3 and 4, providing connections between residential areas around Hemel Hempstead (Grovehill, Highfield, Chaulden, Gadebridge) and Hemel Hempstead town centre.

### 4.2 Existing Connectivity

In terms of connectivity to the wider area, the above routes provide at least two services to the stop 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 or new stops incorporated into the masterplan.

New bus stops may be installed as a part of the masterplan to the west of the site, which may see the introduction of new services or alterations to existing services. Diversions of existing bus services into proposed developments should be designed to minimise the amount of extra journey time or mileage involved. Within developments, any proposed bus route should therefore take a suitably direct and intuitively logical route.

Bus stops identified within the masterplan should be located as close as possible to the school site. They should have a suitable shelter, flag, appropriate kerb types and Real Time Passenger Information.

## **5. Rail Accessibility**

### 5.1 Local Rail Provision

The nearest railway station is Hemel Hempstead station, located approximately 4.0km southwest of the site. This station is located approximately 10 minutes by car and 20 minutes by cycle from the site.

### 5.2 Existing Connectivity

Hemel Hempstead station is predominantly served by London Northwestern Railway trains, operating between London Euston (4 trains per hour) and Tring (2 trains per hour), Milton Keynes Central (1 train per hour), and Northampton (1 train per hour). Two trains per day from the station are operated by Southern and run to Clapham Junction along the West London Line.



### 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. Proposed Vehicular Access**

### 6.1 Proposed Vehicular Access

Vehicular access will be taken from the masterplan road network. To accommodate school buses, a clear carriageway width of 6.2m must be provided as a minimum, although 6.5m with widening on bends is preferred.

Vertical deflection to achieve traffic calming should be avoided. Other approaches, such as the use of changes in pavement colour and texture (including rumble strips, or cobbled margins and overruns to reduce perceived carriageway width) as an alternative to vertical deflection is preferred.

In order to accommodate coaches on school trips, suitable waiting and turning facilities are to be provided in the within the masterplan or within the school site itself.

### 6.2 Proposed Improvements

Proposed improvements to the highway network associated with a proposed school site will need to be considered as part of the Hemel Garden Community Framework Plan and its associated Transport Assessment.

Many of the pupil vehicle trips from within the masterplan are likely to be associated with parents dropping off / picking up children on their way to or from work. Therefore, a convenient parking area on their route into or out of the development is likely to be attractive. Parent drop off can be allowed for as follows:

- On site with suitable dedicated parking and turning facilities;
- Within the staff parking area, allowing for double parking across staff spaces, with suitable pedestrian facilities incorporated within the layout;
- On-street, on roads around the proposed school. Suitable road widths will need to be provided in the vicinity of the school site to allow for likely school parking; or
- Within nearby local centres or other facilities where parking can be shared.

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

## **7. Vehicular Trip Generation**

### 7.1 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. The majority of 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.

### 7.2 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.

## **8. Highway Safety**

### 8.1 Existing Accident Data

Data from Hertfordshire County Council for the last 5 years has been obtained, which identifies personal injury accidents received from the Department of Transport. The data identifies zero 'fatal', 'serious', or 'slight' accidents in the vicinity of the site in the last 5 years.

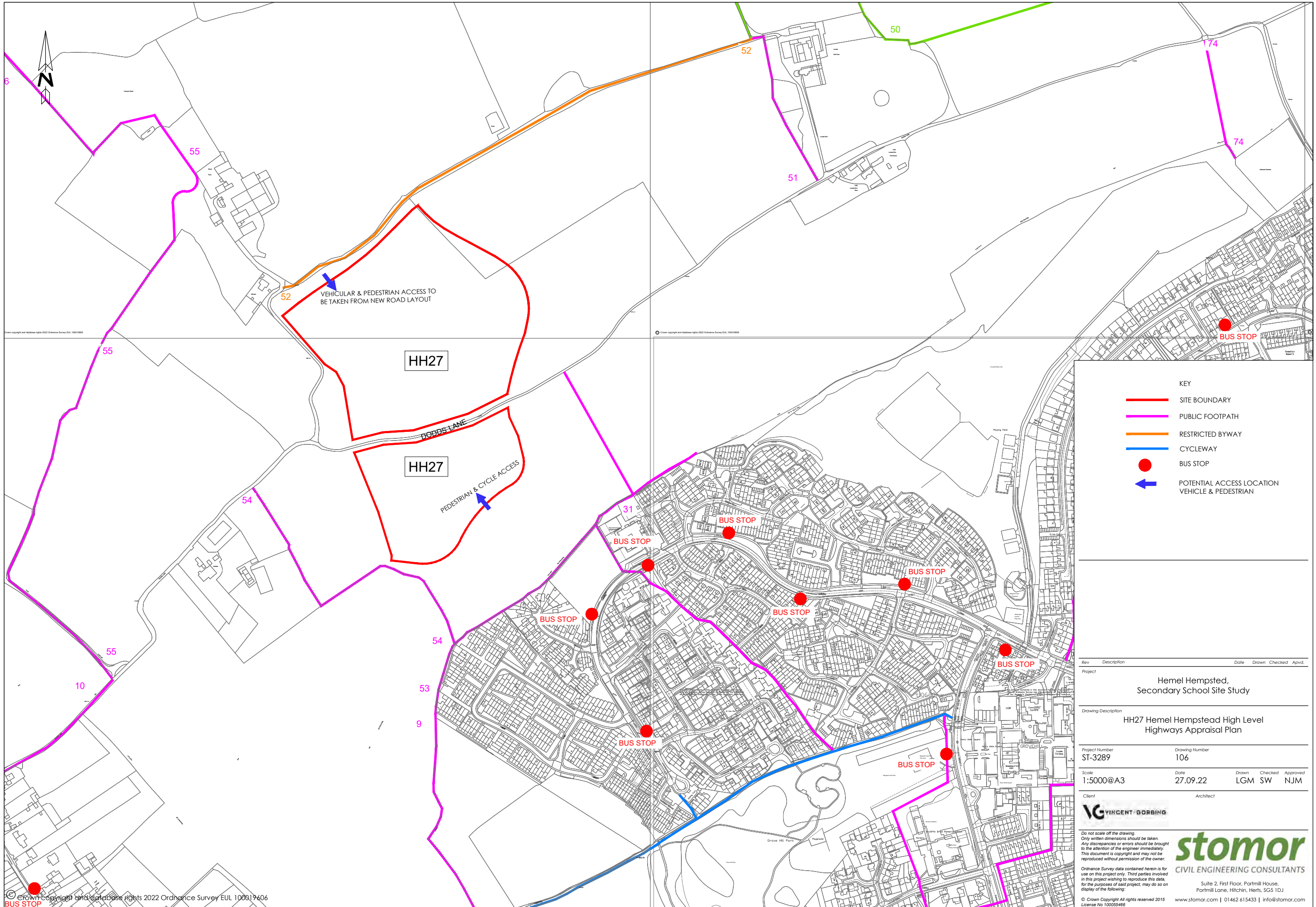
However, this data does not reflect the safety of the proposed highway associated with the Hemel Garden Community Framework Plan. Therefore, it is not possible to accurately reflect the risk of accidents around the proposed site – any future highway design must take any and all steps to ensure the safety of students and motorists at the proposed school.

## **9. Conclusions**

As the site will form part of the Hemel Garden Community Framework Plan there is potential to design highway and transport infrastructure to accommodate a 10FE secondary school, providing adequate consideration is given to the specific access and travel requirements associated with a secondary school site within the masterplan development.







**KEY**

- SITE BOUNDARY
- PUBLIC FOOTPATH
- RESTRICTED BYWAY
- CYCLEWAY
- BUS STOP
- ← POTENTIAL ACCESS LOCATION VEHICLE & PEDESTRIAN

Rev	Description	Date	Drawn	Checked	Apvd.
Project					
Hemel Hempstead, Secondary School Site Study					
Drawing Description					
HH27 Hemel Hempstead High Level Highways Appraisal Plan					
Project Number			Drawing Number		
ST-3289			106		
Scale		Date		Drawn	
1:5000@A3		27.09.22		LGM SW NJM	
Client				Architect	
VINCENT GORBING					

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Hemel Hempstead Secondary School Site Search

**High Level Transport Appraisal – 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	HH18				Good pedestrian network. Potential for pedestrian access to west and south of site to spread movements. Existing cycle route to the southeast and potential for improved cycle facilities. Bus accessibility via Berkhamsted Road.
2	HH09				Good bus access and potential for improved foot/cycle access subject to new foot/cycleway infrastructure along northern side of B487 to connect with existing infrastructure. Near to strategic cycle route.
3	HH04				Good bus access and pedestrian access. Potentially difficult cycle access due to high traffic volumes and limited scope for off-road cycle route. New vehicular access required off A-road.
4	HH17				Good pedestrian network. Direct cycle route to the south and potential for on-road cycling. Bus accessibility will be a problem requiring significant mitigation. Parked cars may affect vehicle accessibility

					but various routes are available. Large trees around location of access will affect potential for adequate mitigation.
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	HH25				Bus, cycle and pedestrian access subject to masterplanning with potential for well designed network surrounding school site. Near to strategic cycle route.
	HH26				Bus, cycle and pedestrian access subject to masterplanning with potential for well designed network surrounding school site.
	HH27				Bus, cycle and pedestrian access subject to masterplanning with potential for well designed network surrounding school site.

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.