

BROXBOURNE BOROUGH

**PROPOSED RELOCATION OF ST MARY'S HIGH SCHOOL TO LAND AT
BURY GREEN FARM, CHESHUNT**

Report of the Director of Environment

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Local Member:- M Janes

1. Purpose of Report

To consider planning application ref. 7/0159-03 for the proposed relocation of St Mary's High School to land at Bury Green Farm, Cheshunt.

2. Summary

- 2.1 This application is jointly made between the Diocese of St Albans, as the trustees of the existing St Mary's High School, and the Children Schools and Families service of the County Council.
- 2.2 The application proposes a new secondary school on 16.82 hectares of farmland, located within the Metropolitan Green Belt, at Bury Green Farm, Cheshunt.
- 2.3 The proposed new school would replace the existing St Mary's School in Churchgate, Cheshunt and would have an initial capacity for 6 Forms of Entry (FE) with expansion capacity to enable a total of 8 FE. The core facilities have been designed to accommodate the future expansion to 8 FE.
- 2.4 The need for the replacement school arises from a combination of factors, including current deficiencies of the existing school site and buildings together with the urgent need to expand the school due to rising pupil numbers. No suitable sites were found in the urban area, necessitating the extension of the search for a suitable site to land within the Green Belt. In this respect the applicant considers that the site is the best available Green Belt site to meet the educational requirements whilst being well located relative to the school catchment area.
- 2.5 Vehicular access to the new school would be obtained from Lieutenant Ellis Way, where a new all-purpose roundabout is proposed. A designated area within the site would be provided for dropping off of

pupils by car and school coach. A staff and visitor car park (154 places) would be located adjacent to the main entrance on the south side of the school building. A direct cycle and pedestrian link into the school site would be provided from Bury Green Road to the north. Additionally, a hard surfaced lit cycleway/footpath access to the urban area to the east of the A10 would also be provided involving new and upgraded routes.

- 2.6 The school building complex would be located in the western part of the site. The buildings have been designed with the main buildings forming a central court, with each of the buildings being linked by an internal circulation system. Radiating from this central core would be several specialist teaching facilities. In recognition of the natural topography of the site the school would be split-level with a maximum height of two stories. The playing fields would be located on the eastern part of the site.

3. Conclusion

The report concludes that, subject to the Secretary of State not wishing to intervene, the Director of Environment should be authorised to grant planning permission subject to conditions to include:

- i) completion of ecological evaluation;
- ii) detailed landscaping scheme taking into account the ecological evaluation;
- iii) materials;
- iv) provision of a 10 metre buffer zone to Theobald's Brook, free of fences, structures and hard surfacing;
- v) construction (access, hours of operation, compound areas);
- vi) no part of the development shall be constructed until the highway works and access arrangement as shown in principle in Appendix L of the Transport Assessment are in place;
- vii) approval of detailed design and construction phasing prior to commencement of off-site highway works;
- viii) design details of all pedestrian/cycle facilities including at grade crossings at A10, Lieutenant Ellis Way, Winston Churchill Way and Theobalds Lane East to be submitted and approved prior to construction;
- ix) construction of all pedestrian/cycle facilities including at grade crossings at A10, Lieutenant Ellis Way, Winston Churchill Way and Theobalds Lane East prior to occupation;
- x) no construction vehicles shall gain access/egress to and from the site via Bury Green Road;
- xi) the Applicant shall develop a traffic-calming scheme in consultation with the local residents for Bury Green Lane with the aim to implement the scheme prior to the occupation.

- xii) From first occupation to through out the lifetime of the development the applicant shall comply with the approved School Travel Plan with the aim to reduce the trips by private car. Prior to occupation of the development a School Travel Plan for the site shall be prepared and submitted to the highway authority. Thereafter the applicant shall ensure that the school comply with the approved travel plan.

1. Description of the site and proposed development

- 1.1 This application is jointly made between the Diocese of St Albans, as the trustees of the existing St Mary's High School and the Children Schools and Families service of the County Council.
- 1.2 The application proposes a new secondary school on 16.82 hectares of farmland, located within the Metropolitan Green Belt, at Bury Green Farm, Cheshunt. The site is wholly owned by the County Council and is currently retained by the Borough of Broxbourne on a long lease. Arrangements are in place for the release of this lease. There are no buildings on the site and the land has, until recently, been used by an animal sanctuary.
- 1.3 The site is bounded to the north by the rear gardens of the residential properties in Bury Green Road, Primrose Path, Hampden Crescent, Ermine Close and Tudor Close. Bury Green Road forms the western boundary, and is metalled for a distance of some 50 metres adjacent to the north-western corner of the site and thereafter is an unmetalled bridleway. To the south is Lieutenant Ellis Way and the east is bounded by a footpath and drainage ditch running parallel to the New River. Existing fencelines and hedgerows define the site boundaries, with gated field access to Bury Green Road. Along the southern boundary of the site is part of Broom Hills Wood and this provides a screening of the proposed school site from Lieutenant Ellis Way.
- 1.4 The proposed new school would replace the existing St Mary's School in Churchgate, Cheshunt and would have an initial capacity for 6 Forms of Entry (FE) with expansion capacity to enable a total of 8 FE. The core facilities have been designed to accommodate the future expansion to 8 FE.
- 1.5 The need for the replacement school arises from a combination of factors including current deficiencies of the existing school site and buildings together with the urgent need to expand the school due to rising pupil numbers. No suitable sites were found in the urban area, necessitating the extension of the search for a suitable site to land within the Green Belt. In this respect the applicant considers that the site is the best available Green Belt site to meet the educational requirements, whilst being well located relative to the school catchment area.
- 1.6 Vehicular access to the new school would be obtained from Lieutenant Ellis Way, where a new all-purpose roundabout is proposed. A designated area within the site would be provided for dropping off of pupils by car and school coach. A staff and visitor car park (154 places) would be located adjacent to the main entrance on the south side of the school building. A direct cycle and pedestrian link into the school site would be provided from Bury Green Road to the north. Additionally, a hard surfaced lit cycleway/footpath access to the urban

area to the east of the A10 would also be provided, giving new and upgraded routes.

- 1.7 The school building complex would be located in the western part of the site. The buildings have been designed with the main buildings forming a central court, with each of the buildings being linked by an internal circulation system. Radiating from this central core would be several specialist teaching facilities. In recognition of the natural topography of the site the school would be split-level with a maximum height of two stories. The playing fields would be located on the eastern part of the site.
- 1.8 Bridleway 61 (Bury Green Road) would remain outside of the school boundary and would be diverted at its southern end in order to provide a safe crossing over Lieutenant Ellis Way and the new roundabout. Footpath 16, which currently runs through the school site, would be diverted around the perimeter of the school, outside the school boundary fence.
- 1.9 A new chain link fence would be erected around the site. A detailed landscaping scheme would be the subject of a later submission following completion of the ecological evaluation and would provide for a buffer of planting along the school boundaries.

2. Consultations

- 2.1 Broxbourne Borough Council considers that the proposed development will have significant impacts beyond the site and its immediate surroundings. The council supports the principle of the relocation of St Mary's High School to Bury Green Farm. However, there are several elements of the scheme with which the Council is not satisfied. These concern the pedestrian and cycle routes to the school and the associated traffic implications. The Borough Council itemised the items within two schedules (copies of which are attached to this report as appendix 1). The first identified those matters that are considered essential in order that they can support the scheme. The second are those matters that it considers desirable. If the County Planning Authority are minded to approve the planning application and not require all of the items set out within the first schedule, the Borough Council requests that they be advised in order that they can make representations to the Secretary of State. The Borough Council also raised a number of general concerns, the primary one of which was the need to secure a robust School Travel Plan to ensure sustainability.
- 2.2 The County Council as Highway Authority does not wish to restrict the grant of planning permission subject to the following conditions:
 - i) No part of the development hereby approved shall be constructed until the highway works and access arrangement as shown in principle in Appendix L of the Transport Assessment.

- ii) Prior to commencement of off-site highway works detailed design and construction phasing shall be submitted to and approved in writing by the highway authority.
- iii) The development hereby permitted shall not be occupied until all pedestrian/cycle facilities including at grade crossings at A10, Lieutenant Ellis Way, Winston Churchill Way and Theobalds Lane East have been constructed.
- iv) Prior to construction of the works set out in condition 3, design details shall be submitted to and approved in writing by the highway authority.
- v) No construction vehicles shall gain access/egress to and from the site via Bury Green Road.
- vi) The Applicant shall develop a traffic-calming scheme in consultation with the local resident for Bury Green Lane with the aim to implement the scheme prior to the occupation.
- vii) From first occupation and through out the lifetime of the development the applicant shall comply with the approved School Travel Plan with the aim to reduce the trips by private car. Prior to occupation of the development a School Travel Plan for the site shall be prepared and submitted to the highway authority. Thereafter the applicant shall ensure that the school comply with the approved travel plan.

2.3 The Environment Agency, objects to the proposal due to the proximity of the proposed road works to Theobalds Brook, however, providing a 10 metre buffer zone which is free of fences, structures and hard surfacing, is provided from the brink of Theobalds Brook main river the objection will be withdrawn.

2.4 Thames Water Utilities have no objection. The applicant is advised to contact the companies Customer Field Service prior to development taking place.

2.5 Three Valleys Water - no comment received to date.

2.6 British Gas Transco have no objection. The applicant is advised to contact Transco prior to any works taking place as plant may be affected by the scheme as proposed.

2.7 Council for the Protection of Rural England (CPRE), are concerned at the loss of 16.82 hectares of land within the Green Belt. They dispute that the Bury Green Farm site is the best available site in the area as this is a prime Green Belt site and could have serious repercussions on the Green Belt on this part of Hertfordshire. They are not convinced that the needs of the school cannot be met on the existing school site and believe that special circumstances have not been shown to exist. They consider that the scheme is being driven by financial considerations not material planning considerations.

- 2.8 The Department for Environment, Food and Rural Affairs (DEFRA) have no comments to make.
- 2.9 The Highway Agency, following consideration of the scheme in the wider context of other development taking place within the vicinity of the application site, concluded that as the A10 is to be de-trunked prior to the development coming into operation it would not then constitute a 'core' network and with the Agency's graduated policy, concerns would focus on safety. It seem reasonable, therefore to apply the 'no worse' criterion to the interim scheme and assess it at its opening year of 2007. The information contained within the supplementary report and the Project Appraisal Report indicates that the proposal will not have an adverse impact on safety. However, they would wish to be involved in the drafting of any condition relating to a school travel plan.
- 2.10 English Nature, raised no objections as the proposal does not affect a Site of Special Scientific Interest. They advise that the applicant should ensure that the habitats of Water Voles and Bats should not be adversely affected during construction and that the Ancient woodland Broom Hill County Wildlife Site (80/072) hedgerows and Biodiversity should not suffer adverse impact during construction or by increased access.
- 2.11 Herts and Middlesex Wildlife Trust, made the following comments:
- Within the site are two an identified Wildlife Sites, Broom Hill Wood (ref: 80/072) and part of Bury Green Plantation (ref: 80/073) and these could be be impacted on by the proposed new roundabout. Any detrimental impact on the sites would be opposed by the Trust.
- 2.12 Sport England - no comments received to date.
- 2.13 A total of 40 properties were consulted on the application. The application was also advertised in the local press and site notices were posted around the site boundary. A public meeting was held on the 14 March 2003. 13 letters objecting to the application and 3 letters of support have been received. The main issues of concern can be summarised as:
- increased traffic generation on Bury Green Road and Dark Lane;
 - loss of Green Belt;
 - noise and disturbance;
 - speed of Traffic on Lieutenant Ellis Way is already dangerous added traffic will make this worse;
 - congestion on the A10;
 - danger in crossing the A10;
 - local flooding issues will be made worse

- does not meet requirements of Sustainable Development and Local Agenda 21.
- does not meet the objective of the local plan
- footpaths and cycle ways are dangerous.

3. Planning Considerations

3.1 The principal issues to be taken into account in determining this application are:-

- Planning Policy
- Green Belt Policy
- Educational Need
- Site Search Exercise
- Highway Safety Issues
- Visual Impact and Design

3.2 Section 54A of The Town & Country Planning Act 1990 (as amended) requires that planning applications be determined in accordance with the prevailing development plan unless material considerations dictate otherwise

The development plans in this instance comprise:

- The Hertfordshire Structure Plan 1991-2011 adopted April 1998,
- The Broxbourne Borough Local Plan Review, adopted 1994.

The Broxbourne Borough Local Plan Second Review 2001-2011, second deposit, March 2003 is a material consideration.

3.3 The relevant development policies are:

- Structure Plan Policy 5, Broxbourne Borough Local Plan Policy (Metropolitan Green Belt),
- Broxbourne Borough Local Plan Second Review Policy GBC2 (Development within the Metropolitan Green Belt)
- Broxbourne Local Plan Second Review Policy EMP12 (Replacement of St Mary's High School)
- Broxbourne Local Plan Second Review Policy GBC 17 (Landscape Character Areas)
- Broxbourne Local Plan Review Second Review Policy GBC 21 (Protection for sites of wildlife and nature interest)

3.4 Within the adopted Country Structure Plan and the adopted Local Plan the site is identified as being within the Metropolitan Green Belt and within a Landscape Development Area. The Local Plan Second Review identifies the site as remaining within the Green Belt. However, Policy EMP 12 and the accompanying text acknowledge the primary element of the LEA package of education improvements in the

Cheshunt area to the provision of a new St Mary's High School and identifies the application site as the most suitable replacement site. Policy EMP12 sets out the criteria on which the site should be developed and the Council supports this policy.

3.5 Green Belt

The application site lies within the Metropolitan Green Belt and a Landscape Development Area as defined within the Broxbourne Local Plan Review adopted in April 1998 and the Second Review.

3.6 Policy 5 of the Hertfordshire Structure Plan Review 1991-2011 states that there is a presumption against inappropriate development within the Green Belt, except in those detailed in circumstances, for purposes other than those detailed in PPG2 'Green Belts'. The Broxbourne Local Plan Review and Second review contain similar policies (Policies GC3 and GBC2 respectively). Paragraph 3.12 of PPG 2 states that:

".....the carrying out of such operations and the making of material changes in the use of land are inappropriate development unless they maintain openness and do not conflict with the purposes of including land in the Green Belt".

3.7 The application proposed the erection of a new two-storey eight FE school and associated playing fields, car parking, dropping off area and roundabout and as such cannot be said to maintain openness or contribute to the purposes of including land in the Green Belt. Therefore the application proposed inappropriate development.

3.8 Paragraph 3.2 of PPG 2 states that inappropriate development by definition is harmful to the Green Belt and very special circumstances to justify inappropriate development will not exist unless harm caused by reason of inappropriateness is clearly outweighed by other considerations. As such the very special circumstances need to be demonstrated to warrant the setting aside of Green Belt policy.

3.9 The very special circumstances applicable in this instance are considered to arise from a combination of educational and land-use factors which include

- (i) the operational problems on the existing St Mary's High School site due to natural site and building constraints;
- (ii) the current shortfall in secondary education capacity in the Cheshunt area;
- (iii) the absence of available secondary school places within easy travel distance of Cheshunt;
- (iv) the need to retain four secondary schools in Cheshunt of equal size and profile;
- (v) the difficulties in expanding the existing school site; and
- (vi) the absence of any suitable and available non Green Belt sites within the Cheshunt area.

It is therefore considered that it has been demonstrated that the very special circumstances required to warrant the setting aside of Green Belt policy are shown to exist in this instance. The allocation of the site for educational purposes within the Second Review of the Local Plan acknowledges the very special circumstances in this instance.

3.10 **Educational Needs**

The application has highlighted the specific need for the relocation of St Mary's High School, which comprise the deficiencies of the existing site, a shortfall in secondary capacity in the Cheshunt area and the benefits of retaining four schools of broadly similar capacity.

3.11 St Mary's School is a voluntary Aided Church of England School administered by the Diocese of St Albans. The original school, constructed in 1959, was designed to accommodate 550 pupils. It was considerably extended in 1972 and now accommodates 942 pupils. The school has a gross floor space of 6550 square metres, 400 of which are within temporary mobile accommodation. The existing site is some 8.07 hectares. The main Churchgate Building is three storey and the remaining buildings are a mixture of one and two storey.

3.12 The latest Ofsted inspection of the school in January 2001 found that the school accommodation was 'drab and shabby and does not inspire good learning in many areas'. A subsequent condition survey identified a cost of £2.1 million with a further £2.6 million in maintenance over the next 10 years was needed to bring the school buildings up to current standards. A suitability assessment carried out in 2001 identified extensive problems throughout the school and all these factors contribute to the school in its present form being unable to manage pupil numbers in excess of four FE.

3.13 There are currently four secondary schools serving the Cheshunt area, namely St Mary's High School, Cheshunt School, Goffs School and Turnford School. Since May 2000, the County Council has been in consultation with the Borough Council and the wider Cheshunt community regarding a strategy for the expansion of secondary school capacity in the Cheshunt area to meet the increase in pupil numbers due to growth and continuing demographic changes which project the school roll to increase to 4135 in 2006. Continued house building in the Cheshunt area post 2006 is therefore expected to lead to a further increase in pupil numbers.

3.14 In the light of this situation, the County Council has adopted a development strategy to increase secondary school capacity in Cheshunt to 25 FE. This will result in all four secondary schools being 6 or 8 FE. As such all four schools will be of equal breadth and balance in curriculum provision, performance and pupil behaviour. For these reasons, alternative strategies that involve retaining St Mary's at 4FE on its present site have been rejected. It is therefore considered that educational need has been shown to exist.

3.14 **Site Search**

A new secondary school with a 6FE capacity would require a minimum site area of at least 7.45 hectares to meet current DES requirements. Given that the Cheshunt area lies wholly within the Green Belt, the availability of sites is strictly limited. An initial site search identifies only 2 non-Green Belt sites - land to the east of the A10 and north of M25, the Park Plaza site and land at Canada Fields. Both of these sites have extant planning permission for employment/housing use. A further search was extended to land within the Green Belt and these comprised:

- (i) land at Cheshunt Park which was rejected primarily on access and traffic grounds together with issues relating to wildlife interest on the site;
- (ii) land at Jones Road/Silver St, Goffs Oak which was unsuitable due to its restricted size and severance by a public road, use as a public playing pitches and poor relation to the catchment area for the school;
- (iii) Aldbury Drive, Cheshunt which was rejected on access and highway grounds together with playing pitches needing to be relocated; and
- (iv) Goffs Lane Recreational Ground. This proposal was subject the public consultation and raised significant local opposition due to traffic impact and loss of informal and formal open space.

3.15 In December 2001 the Bury Green Farm site became available and at the suggestion of the Borough of Broxbourne, the County Council agreed to consider the site. Technical investigations concluded that the Bury Green farm site was the preferable site for the expansion/construction of a new St Mary's High School.

3.16 The application site is part of the Green Belt lying between Lieutenant Ellis way and the Bury Green Residential area of Cheshunt. It is physically separated from the adjoining areas of Green Belt by the dual carriageway road and the New River and is screened from the road by Broom Hills Woodland area. The siting of secondary schools within the Green Belt is not an uncommon occurrence in Hertfordshire and, as such, it is considered that very special circumstances can be shown to exist and that this application site is the most suitable and available site. This acknowledged by its designation for educational purposes within the Broxbourne Local Plan Second Review.

3.17 **Highway Safety Issues**

The Highway Agency and the Local Highway Authority are of the opinion that the proposals will not have an adverse impact on safety and have raised no objection to the proposed highway works. A Highway and Transport assessment was carried out by Wormald Burrows and this addressed the impact of vehicular traffic generated by the school on the local highway network. This has been discussed with

the Highway Agency and the County Council as Local Highway Authority. It was identified that there was a requirement for a new roundabout access on Lieutenant Ellis Way together with a range of other wider network schemes of minor road improvements and traffic signal crossings. The Highway Agency place some emphasis on the need to secure a School Travel Plan, bus services and monitoring arrangements all of which should be in place prior/as soon as the school is occupied.

- 3.18 The County Council as Local Highway Authority, in considering the comments from members of the Borough of Broxbourne in response to the formal consultations, are of the opinion based on experience that members of the public are reluctant to underpasses/footbridges and sometimes cross the road at uncontrolled points with the danger presented by this. The safest method of providing crossings is by the provision of controlled surface level ('at-grade') crossings which are designed using appropriate signing, crossing lights, barriers and surfacing to provide the highest level of safety.
- 3.19 The proposals also include at-grade crossing facilities near Theobalds Lane and Winston Churchill Way. Concern has been expressed over the speed of traffic and the need for speed enforcement. Members of Broxbourne have requested a number of speed restrictions and enforcement cameras on Winston Churchill Way and Lieutenant Ellis Way. Whilst it is not normal practice to include these within new crossings as there are specific criteria that have to be met, it has been agreed that all the crossings will be evaluated for this provision as part of the safety audit in respect of all of the proposed traffic mitigation schemes.
- 3.20 Local members have also requested the provision of a central refuge island at the junction of Theobalds Lane and the A10. There is no objection to this provision subject to the acquisition of third party land.
- 3.21 Following the consultation response from the Borough of Broxbourne in respect of the detailed highway requirements a subsequent meeting was held with the Borough Council and the applicant. The Highway Authority agreed that, whilst some of these requirements could be met, the requirement for underpass/footbridges should not be included as part of the scheme due to both implications in terms of safety and unwarranted financial cost.
- 3.22 Given that neither the Highway Agency nor the Local Highway Authority have raised any formal objections to the proposed mitigation in terms of highway improvements, it is considered that the scheme as proposed with appropriate conditions would not result in a adverse impact on highway safety over and above that of the existing situation for pupils attending the new school site to warrant refusal.

3.23 **Visual Impact and Design**

A detailed Visual Impact Assessment of the application proposals has been carried out and it has concluded that, as the school building complex would be well contained within the wider landscape and local topography, there is no objection in terms of visual intrusion. The Broom Hills woodland would provide a particularly important screening effect. As such the overall impact on the wider countryside would be minimal. Given the urban fringe nature of this site, the short distance views around the site from public and private view points are not considered significantly harmful. The building itself is located in the western part of the site and would for the most part be screened from open view. As such it is considered that providing the additional landscape measures are implemented, the proposed scheme would not have sufficient detrimental impact on either the openness of the site or the landscape value of the area as a whole to warrant refusal.

4. Conclusions

- 4.1 The application is for a replacement of St Mary's High School. The need for a replacement school arises from a combination of factors including the deficiencies of the existing school site and the need to provide accommodation for the expanding pupil numbers within the Cheshunt area.
- 4.2 Following an extensive site search, it is considered that the application site at Bury Green Farm is the next available to meet the educational needs. With the associated package of on/off site improvements, the school will be highly accessible by sustainable modes of transport. The scheme has also endeavoured to minimise the impact on local residents and the openness on this part of the Green Belt.
- 4.3 The report therefore concludes that the special circumstances required to set aside Green Belt policy have in this instance been shown to exist. As such, subject to no intervention by the Secretary of State, the Director of Environment should be authorised to grant planning permission subject to appropriate conditions:

5. Financial implications

- 5.1 There are none for this Committee arising from this report.

Background information used by the author in compiling this report

Planning application reference 7/0159-03

Consultation responses and representations received in response to planning application ref 7/0159-03.

Hertfordshire Structure Plan 1991-2011 adopted April 1998,

Broxbourne Borough Local Plan Review, adopted 1994.

Broxbourne Borough Local Plan Second Review 2001-2011, second deposit, March 2003

APPENDIX 1: SCHEDULES OF AMENDMENTS PROPOSED BY BROXBOURNE BOROUGH COUNCIL CONCERNING PROPOSED PEDESTRIAN AND CYCLE ROUTES AND TRAFFIC IMPLICATIONS

Schedule 1

The borough council is strongly of the view that the following are essential preconditions to a safe scheme and is unwilling to offer support to the proposal in their absence:

i) a footbridge or subway crossing the A10 in place of the proposed Toucan crossing;

The borough council considers that it is entirely unrealistic to assume that a surface level crossing of the extremely busy A10 trunk road, catering primarily for children, would provide a safe means of crossing. School age children cannot be relied upon to wait for up to two and a half minutes (the time period indicated by the HCC highway officer) before crossing the road and they will inevitably seek to run across against the red light.

ii) provision of speed enforcement cameras on Winston Churchill Way;

This route would offer a direct and therefore attractive route for pupils cycling from Waltham Cross and yet the existing 40 mph speed limit is largely ignored by motorists, making such a route extremely dangerous for such users.

iii) introduction of a 40 mph speed limit with speed enforcement cameras on Lieutenant Ellis Way;

This road has a poor safety record and mean vehicle speeds in excess of 70mph. The proposed school access onto this road is wholly unacceptable to the borough council without a safety camera enforced 40 mph speed limit.

iv) introduction of street lighting, footpath and cycle track with barriers along the length of Lieutenant Ellis Way;

These are essential safety improvements to Lieutenant Ellis Way if pupils are to be encouraged to travel to the school on foot or cycle.

v) introduction from the outset of a footbridge crossing of Winston Churchill Way in the vicinity of the roundabout with Lieutenant Ellis Way;

It is felt that a surface level crossing at the mouth of an exceedingly busy roundabout is inherently unsafe. The times of day when pupils would be using the proposed crossing would coincide with the busiest traffic periods. The inevitable occurrence of pupils weaving between stationary queues of traffic rather than awaiting a green pedestrian signal would pose an unacceptable danger.

vi) improvements to the existing footway (including the provision of railings) on the east side of the A10 (T) from the junction with Winston Churchill Way northwards to the proposed toucan crossing of Theobalds Lane;

This is essential in order to prevent pedestrians seeking to 'cut the corner' rather than follow the A10 on its eastern side until the safe crossing point at Theobalds Lane is reached. Without these facilities, the temptation to cross the A10 would be particularly severe in the morning when vehicles in the southbound lanes are near stationary but northbound vehicles are accelerating away from the Theobalds roundabout. This would pose a significant danger.

vii) provision of a crossing of Theobalds Lane (not immediately adjacent to the junction with the A10(T)) to assist children in reaching the north side of Theobalds Lane and the proposed toucan crossing of the A10(T);

Care must be taken in the siting of this crossing as it must be far enough away from the A10 junction to allow vehicles turning into Theobalds lane to see pedestrians on the crossing, but near enough so as not to discourage use by pupils travelling northward up the A10. Railings at the junction will be essential.

viii) provision at the applicant's expense of an extension of the existing footway on the south side of Theobalds Lane.

Without this, pedestrians travelling westward along Theobalds Lane would need to walk in the carriageway. The provision of a footway in this position would only be justified by the proposed school development so it is appropriate for the funding for this to be made by the applicant.

ix) proper down-lighting for the section of Theobalds Lane west of the A10 (T), extending for the entire length of the route.

Low level lighting is considered to be unacceptable from a pupil safety point of view. Properly designed down-lighters should also assist in minimising light pollution. The lighting must extend for the full length of the route between the school and the A10.

x) provision of a vehicular access from the school entrance from Lieutenant Ellis Way to serve the adjacent Borough Council land where a cemetery extension is proposed.

In order to avoid a proliferation of accesses and maximise road safety.

Schedule 2

The borough council considers that the following further amendments would be desirable.

i) provision of a footway along the northern side of Winston Churchill Way;

Pedestrians already make use of this direct but extremely dangerous route between Waltham Cross and the A10 and pupils travelling to the proposed school from Waltham Cross will undoubtedly do the same. A footway would make this route more safe.