

From: alan.story@hertfordshire.gov.uk
To: [Planning](#)
Subject: Planning application 6/2018/1956/FULL - Stanborough School
Date: 22 October 2018 10:04:45

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

District ref: 6/2018/1956/FULL

HCC ref: WH/228/2018 (Amended)

HCC received: 20/09/2018

Area manager: Manjinder Sehmi

Case officer: Alan Story

Location

Stanborough School
Lemsford Lane
Welwyn Garden City
AL8 6YR

Application type

Full application

Proposal

Erection of new teaching block , replacement tarmac play areas and additional parking provision

Amendment

Additional information submitted <http://planning.welhat.gov.uk/plandisp.aspx?recno=88581&cuuid=D6BEE259-D95A-43AC-A880-C146A6A0175B>

Decision

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

A financial contribution of £36,000 towards the cost of improving facilities for bus users to include the provision of real time passenger information at stops local to the site, as well as provision of Kassel kerbing to enable access for persons with mobility impairment.

Conditions

1) Three months prior to the first use of the school development, the School shall submit to the Modeshift STARS Accreditation Framework and, with the support of Hertfordshire County Council officers, shall undertake best practicable endeavours to promote and increase levels of sustainable and active travel in order to improve the health and wellbeing of children and young people, as well as reduce local highway impacts arising from pick up / drop off. Such endeavours shall include annual hands-up surveys of the travel behaviour of pupils (80% response rate) and staff (50% response rate) using whichever travel plan framework that Hertfordshire County Council currently promotes. The travel plan will be up-dated annually for the lifetime of the school and will include objectives, targets, planned and completed initiatives. The role of Travel Plan Champion shall be created and the responsibility for adhering to the above travel plan requirements shall sit within that role.

2) Construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

a. Construction vehicle numbers, type; b. Construction and storage compounds (including areas designated for car parking); c. Construction access arrangements; d. Siting and details of wheel washing facilities; e. Cleaning of site entrances, site tracks and the adjacent public highway; f. Timing of construction activities to avoid school pick up/drop off times; Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way.

3) Prior to the first occupation of the development hereby permitted the proposed onsite car parking shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use. Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.

4) Prior to the first occupation of the development a revised scheme for the parking of cycles has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose. Reason: To ensure the provision of adequate cycle parking that meets the needs of the school and in the interests of encouraging the use of sustainable modes of transport.

Advisory Notes

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN2) Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN3) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by

telephoning 0300 1234047.

AN4) Modeshift STARS is the national schools awards scheme that has been established to recognise schools that have demonstrated excellence in supporting cycling, walking and other forms of sustainable travel. The scheme encourages schools across Hertfordshire (and Country) to join in a major effort to increase levels of sustainable and active travel in order to improve the health and well-being of children and young people. Every school in England (outside of London) can participate in Modeshift STARS for free. On completion of an application for Modeshift STARS, schools will automatically have a brand new national standard School Travel Plan. To register for Modeshift Stars, visit <https://www.modeshiftstars.org/contact>. Support is available to schools in Hertfordshire from Hertfordshire County Council's Active & Safer Travel Team by contacting activeandsafertravel@hertfordshire.gov.uk

Comments:

The proposal is for the erection of a new teaching block, alongside relaid play areas and additional parking for staff / visitors (35) spaces at the Stanborough School, situated on Lemsford Lane, a local distributor road, and adjacent to Stanborough Road, a main distributor road. Stanborough School is a Secondary education school with academy status, specialist in maths and computing.

The planning application is submitted accompanied by a Transport Assessment prepared by Pell Frischmann (RQ70071T006-A), May 2016.

The Transportation Assessment has been prepared to consider development scenarios. The school is described, as existing, to be a 6.3 year entry Secondary school with capacity for 1323 pupils. It is described that in 2016 the school was undersubscribed.

The development scenarios presented within the TA consider increasing the school to 7 Form Entry (FE) (an increase of 0.7FE (147 students), 8 FE (1.7FE) an increase of 357 pupils and 9 FE (2.7FE) an increase of 567 pupils. The planning application, submitted for additional teaching blocks, as described within the supporting Design and Access Statement (Lyster Grillet + Harding Architects (undated), shall provide for an expansion to 8 FE.

There are a number of inconsistencies and errors within the TA. The TA refers to LTP3 policies. The Highway Authority has recently approved and adopted its' local transport plan 4. Development scenarios tested in the TA consider 1, 2 or 3 additional Form Entry (upto 9 FE total) however the RAG assessments (figure 13.1 relates to upto 10 FE). The TA fails to provide any detail on the predicted catchment for the increased sized school, it is unclear whether the profile of distance travelled (and therefore modal split used to inform the TA assumptions) remains unchanged. The application is not supported by a School Travel Plan

Trip generation

The TA has utilised pupil hands up surveys from 2016 of mode of travel to school. Such data is approximately 2 years old, and there have been no significant changes in passenger transport policy or the local highway network to suggest that the data is not sufficiently current. The Hands up survey demonstrates that 45% of the pupil population walks to school, with 25% being brought as a sole passenger by car and 11% car sharing, 4% use a bus and 11% cycle to school. 1% of pupils self drive and 1% are driven some of the way and walk the remainder.

The Highway Authority are acceptant that whilst the school may previously have been beneath its' maximum occupancy the fallback position set forth within the TA is

acceptable, recognising that the school could return to a certain level of usage without any planning intervention.

The TA combines all forms of vehicle based modes of travel, suggesting 38% of pupil traffic is represented as a vehicle trip. Such a calculation is robust. Application of 38% shall overestimate vehicles attending the school for the new population, as it shall ascribe vehicles to 38% of pupils, but fails to consider some vehicles do not reach the school gate, some are one way trips (student parking) and some are multi-occupancy.

The Highway Authority have considered scenario 2 (permanent 1.7FE increase), and in consideration of the fallback position, accept the TA calculation that the increase in school role would result in 136 additional vehicle trips to the site.

Staffing levels necessary for the additional class provision is presented within the TA and appears reasonable (2 FT members of staff per 30 pupil class) and therefore the additional teaching staff shall number 24. The TA presents that 90% of staff trips shall be car borne but does not present the basis upon which such a figure is reached. Given the need for teachers to take marking home, it is not unreasonable to expect a significantly greater level of reliance on the private car for teachers than the District travel to work average. Any discrepancy will have marginal effect.

The school increase would result, by full occupation i.e. 5 years, a total school population of circa 1680 pupils, representing circa 159 additional vehicle trips.

Capacity Assessment

The TA has undertaken traffic counts for priority junctions around the site, including those between Lemsford Lane and A6129, Lemford Road / Handside Lane, Marsden Road / Lemsford Lane and roundabout junction of Marsden Road and A6129 and Parkway / Rookshill.

It is appropriate to note that right hand turns from Stanborough Road into Lemsford Lane are banned, and the network diagram (appendix C) to the Transport Assessment confirms that such prohibitions are observed in the main, with 3 illegal right hand turns in the survey period occurring in the AM peak.

For the capacity assessment ARCADY (roundabout) and PICADY (priority junction) assessments have been undertaken. These assessments determine the operation of each approach arm to the junction in terms of Ratio Flow to Capacity (RFC) and provide predictions of queue length.

Review of junction arrangements within the provided ARCADY and PICADY modelling appears suitable. The TA considers assessments for each junction (above) for each of the development scenarios (7FE / 8 FE / 9 FE). Each junction is shown as operating well within capacity for each of the scenarios (even 9FE).

For the actual development scenario now considered – i.e. increase to 8FE – the Ratio of flow capacity for Lemsford Lane / A6129 is predicted to a maximum of 35.5%, Lemsford Lane / Handside Line as 65.7%, Parkway roundabout (20.2% on Stanborough West arm (AM)), Rooks Hill Roundabout (25.7%) and Handside Lane / Marsden Lane (incorrectly referred to as roundabout in the TA (10.5.5)) as 8.4%.

The Highway Authority would accept that an RFC beneath 85% represents that an approach arm, or junction is operating well within capacity, with levels between 85% and 100% being that the junction is operating very close to theoretical capacity and it would be reasonable to expect queuing associated with the operation of the junction beginning to

grow.

Modelling results are provided for base year (2016) only with full occupation for each scenario added. No future year assessment is presented. The Highway Authority are satisfied that traffic levels (daily) on A6129 have increased by only 0.29% between the date of the Transport Assessment work and now, which is negligible and unlikely to have any material impact on the outputs of the modelling.

On the basis of the assessment, the impact of additional vehicle movements associated with pupil / staff travel to the site is shown as not having a severe impact on the adjacent highway network.

Access

No changes are proposed to vehicular or pedestrian access. The site is provided with two dropped kerb for vehicular access in turn serving staff car parking. Visibility from the two vehicular points of access is in accordance with necessary standards.

Pedestrian access is provided between these two points.

Parking

The site, presently is described as providing parking at 130 spaces – provided for staff. Development proposals increase this by 35. The site also provides 1 space for blue badge owners, and increases this to 3.

Review of drawing 2155-03-0100, would suggest that there are 138 spaces outside the area of new parking proposed. It is necessary to observe that 52 of the parking spaces (existing) are provided through the use of area defined as netball courts. The HA have no information on whether the LPA has approved the shared use of such spaces as parking.

The TA considers the LPAs own car parking standards (SPG), but fails to recognise that the LPA introduced an interim policy for car parking, which had the effect of directing that the SPG standards be applied as guidelines rather than maximums. The SPG directs standards as maximums.

On the 8 FE scenario now proposed, in consideration of compensations for the location of the site within parking zone 4, the TA concludes that the maximum car parking necessary under the SPG standards is 42. The 35 spaces provided represents 83% on the maximum permissible. It is necessary to observe that the 42 spaces provides for standards against the additional school size, but ignores the potential parking requirement for the school at it's permitted scale. The TA identifies that the to provide for the fall back situation as well as the development scenario considered would require a maximum number of new spaces of 59, of which the actual proposals would represent 60%.

The County Council, as Highway Authority would observe that this provides opportunities to encourage greater uptake of non-car modes of travel for staff, and that – any potential to displace parking onto the local network is unlikely to have a prejudicial impact on the free flow of traffic locally.

The new car parking is located by way of entry through the netball court / car park overflow – the LPA shall wish to consider whether the netball pitches are permitted to form part of the parking supply to the school, and observed that the provision of the additional car parking shall further prejudice the likelihood of their availability as sports facilities in the future, noting the potential vehicle access requirement.

The proposed car parking is set out appropriately in terms of car parking layout, however shall require the removal of some of any perimeter fencing to the netball court to enable

vehicle access.

The TA identifies (12.3) that car parking (existing) is approaching fully subscribed by teaching staff. The TA has identified the necessary (to standard) level of parking the development proposals require and it is not unreasonable to expect that the additional parking, which is commensurate with the additional staffing predicted for the increased school role, shall be equally subscribed. The TA identifies that the activity of pick up and drop off predominantly occurs from Lemsford Road. The TA itself concludes that an internal pick up / drop off area should be provided.

The TA presents a methodology of approach to number of set down bays suggesting that this has been agreed with the HA. I have no evidence of any such agreement. Irrespective, the development proposals have ignored this conclusion and proposals do not provide any set down space within the site for use by parents. This shall therefore mean that the additional vehicle trips generated by the development proposals shall be reliant on local roads.

Cycle parking

The TA identifies that to provide for the needs of cyclists there will be a requirement against local standards for a further 26 cycle parking spaces to be provided. The proposals provide this (drawing 2155 03 0100) by way of Sheffield stands within the new car parking area.

The Highway Authority's LTP4 Policy 1 establishes a user hierarchy and promotes non-car modes of travel, the provision of cycle parking is a welcomed inclusion however in the position proposed shall be unattractive to cyclists requiring them to ride through car parking areas and located in an area that is unlikely to receive significant natural surveillance making the security of cycles stored in this location at risk. No detail is provided whether cycle facilities would be covered or secured. Cycle stores would benefit from alternate location to make them more prominent, thereby promoting their use as well as increasing natural surveillance and improving security. The LPA may consider requiring alternative solutions to cycle parking.

The application form suggests that there are 60 cycle spaces existing, however it is unclear where these may be positioned, nor apparent from the carriageway where they exist within the site confines.

Levels of cycling to the school are notably high, 11% of pupils cycled in 2016 representing a potential demand for 145 cycle parking spaces. The TA considers that the 2016 modal split for pupil travel be applied to the increased school size. On reaching full occupation of the 8FE now proposed, there is a potential demand for 184 cycle spaces. The 86 spaces proposed is woefully inadequate for this level of demand. Whilst it is recognised that the local plan standards may be being complied with, to achieve and maintain the level of cycle usage, there should be significantly more cycle parking provided – measures to further promote and encourage cycling should be implemented (see Travel Plan below)

Sustainability

Recognising that the TA itself has recognised the increase in likelihood of pick up / drop off activity locally and that car parking for staff (considering fallback position plus additional school entry), there is a requirement to mitigate and lessen the impacts of such matters.

The application is not accompanied by a Travel Plan. The County Councils LTP 4 confirms it seeks to encourage the widespread adoption of Travel Plans and in particular supporting school travel plans. The county council supports school travel planning by

encouraging schools to adopt the Modeshift STARS scheme. This is an award scheme established to recognise schools that have demonstrated excellence in supporting active and sustainable travel.

School Travel Plans provide an opportunity to achieve many of the objectives of the County Councils SMOTS (Sustainable Modes of Travel Strategy) as well as achieving many of the other policies within LTP4.

Opportunities exist to encourage greater levels of walking / cycling and bus use to the school both for pupils and staff, as well as car share opportunities, all reducing local impacts particularly in respect of pick up / drop off on local roads.

A school travel plan is recommended as necessary, and should be secured by way of a condition. (Above)

The Transport Assessment has failed, particularly in recognition that it was prepared before approval of LTP4, to consider measures to improve conditions for pedestrians. Raised tables to either side of the school site provide for speed reducing measures along Lemsford Lane and also provided informal pedestrian crossing points, each provided with tactile paving on approach.

A6129 Stanborough Road is provided with a Toucan crossing approximately 100m to the south of its' junction with Lemsford Lane. Cycleways locally are provided off-carriageway, adjacent use type, along the eastern side of Stanborough Road, with on-carriageway advisor routes also provided along Stanborough Green. Cycle Route (off-carriageway) extends across the Toucan, and brings cyclists to the school itself. Cycle routes do extend to the north and south, linking to residential parts of Welwyn Garden City as well as extending to Hatfield, however it is noted that facilities (whilst off-road) do require cyclists to negotiate the Oldings Corner roundabout, which may not be a preferred route of parents for their children.

The availability of cycle routes is evidenced by the percentage of children cycling to school. Opportunities exist to further promote this mode of travel including through provision of lockers, more cycle facilities, training etc.

The TA recognises that local stops are provided near the school (100m approx). The 300 service provides 4 stopping services in the AM peaks. Bus travel is not a significant form of travel to the site presently (4%) however does represent an alternative to use of cars. The TA itself recognises that any additional intake has a greater likelihood of being drawn from further away than the existing catchment. The school presently has a significant percentage (84%) of pupils travelling further 1km, demonstrating that bus use reasonably shall provide such an alternative.

Stops locally are provided with flag / shelter only, however no facilities are provided to enable access by mobility impaired children (Kassel kerbing) nor is access to real time information provided. It is recommended that such matters are dealt with by S106.

It is the County Councils Policy, set forth in its' current Local Transport Plan (LTP4 Policy 9) to enable access to real time passenger information, providing users of public transport upto date and immediate access to bus timetables and arrival / departure information. Stops local to the development site would benefit from the provision of real time passenger information (RTPI) at both stops. The cost, per stop, would be circa £10K. The cost to provide Kassel kerbing to each stop, in order to provide for accessibility standards is £8K, and therefore the cost per stop of improvements to enable greater bus accessibility to the site is £18,000. To enable the improvement to two stops shall be £36,000. It is considered that in accordance with the statutory tests a contribution to this

amount is appropriate.

Construction

The nature of the site and surrounding highways, alongside parking in the vicinity warrants a construction management plan that demonstrates all parking associated with the development will be on site and in addition to the existing on site parking provision, this is recommended for condition, along with times of and HGV or LGV deliveries/movements. Construction Management Plan shall be required to identify measures to maintain the safety of pedestrians attending the site, pick up / drop off activities locally, as well as the safety of staff / pupils within the site. It is recommended that deliveries to the site be managed in such a manner that they shall not occur at a time that coincides with school opening / finishing times in the interest of safety of pupils. Areas for turning of construction vehicles, deliveries and storage of materials shall need to be considered.

Alan Story

Date 22/10/2018

****Disclaimer**** The information in this message should be regarded as confidential and is intended for the addressee only unless explicitly stated. If you have received this message in error it must be deleted and the sender notified. The views expressed in this message are personal and not necessarily those of Hertfordshire County Council unless explicitly stated. Please be aware that emails sent to or received from Hertfordshire County Council may be intercepted and read by the council. Interception will only occur to ensure compliance with council policies or procedures or regulatory obligations, to prevent or deter crime, or for the purposes of essential maintenance or support of the email system.