

**WELWYN HATFIELD BOROUGH COUNCIL
EXECUTIVE DIRECTOR - PLANNING, PUBLIC PROTECTION AND GOVERNANCE**

DELEGATED APPLICATION

Application No: 6/2018/1956/FULL
Location: Stanborough School Lemsford Lane Welwyn Garden City AL8 6YR
Proposal: Erection of new teaching block, replacement tarmac play areas and additional parking provision
Officer: Ms Louise Sahlke

Recommendation: Granted

6/2018/1956/FULL

Context	
Site and Application description	<p>Stanborough School is located to the southwest of Welwyn Garden City situated near Stanborough Park. The main school site contains school buildings, hard play and an all-weather pitch, with two access points from Lemsford Lane providing pupil and visitor access and limited parking. A third gate from Lemsford Lane gives access to the main staff carpark to the east of the site. The site is surrounded by planting on its perimeter, with extensive playing fields and MUGA sports pitches to the south of the site.</p> <p>The application sites are split to the north west and south east of the school site. The north west site is currently an area of tarmac courts surrounded by fencing. This area is poorly maintained and used for hard informal recreation and overflow car parking. The south east site is partly located on existing hardstanding netball courts and overflow car parking and partly located on general landscaping area (grass).</p> <p>Playing fields are located on the second site to the east, adjacent to the Gosling Sports Park on the other side of Stanborough Road. The school is split over two sites on either side of Stanborough Road, connected by footpaths.</p> <p>The surrounding area consists of recreational grasslands to the west, south and east, with primarily two-storey post-war residential developments to the north on Lemsford Lane. Part of the wider school site is located within the Conservation Area.</p> <p>The proposal seeks planning permission for the erection of a two storey detached general teaching block and creation of three tennis/multi-use sports pitches. This is following removal of two existing classrooms. The proposal also seeks the construction of a car park and associated infrastructure.</p> <p>The proposal also seeks on another part of the school site, the construction of a car park.</p> <p>The proposed development seeks to expand to 8FE. It is considered that a subsequent planning application would be required should the school increase to 9FE due to the constraints of the application site.</p>

	No floodlights are proposed as part of this planning application.
Constraints (as defined within WHDP 2005)	<p>CA - Conservation Area: WGC1; - Distance: 6.15</p> <p>AAS - Area of Archaeological Significance : - Distance: 0</p> <p>UOL - Urban Open Land (Proposal map 2) - Distance: 0</p> <p>Wards - Handside - Distance: 0</p> <p>HEN - No known habitats present (medium priority for habitat creation) - Distance: 0</p> <p>SAGB - Sand and Gravel Belt - Distance: 0</p>
Relevant planning history	<p>Planning</p> <p>Application Number: E6/1952/1091/ Decision: Granted Decision Date: 07 April 1953 Proposal: Extension to Grammar School to form Sanitary & Laboratory accommodation.</p> <p>Application Number: E/1961/1573/ Decision: Granted Decision Date: 06 March 1962 Proposal: Major extensions and sports pavilion.</p> <p>Application Number: E6/1966/1544/ Decision: Granted Decision Date: 14 March 1967 Proposal: Major extensions Phase 2 par 1 Grammar school</p> <p>Application Number: E6/1972/2308/ Decision: Granted Decision Date: 13 September 1972 Proposal: Sixth form block.</p> <p>Application Number: N6/1974/0514/CC Decision: Granted Decision Date: 15 October 1974 Proposal: Alterations and extension for music and drama</p> <p>Application Number: N6/1974/0515/ Decision: No Information Decision Date: 31 December 1974 Proposal: Alterations and extension for music & drama</p> <p>Application Number: N6/1979/0918/CC Decision: Granted Decision Date: 09 April 1980 Proposal: Laboratory extension</p>

	<p>Application Number: N6/1997/0016/CD Decision: Decision Date: 13 February 1997</p> <p>Proposal: Single storey extension to provide new design and technology classrooms</p> <p>Application Number: N6/1998/0509/CD Decision: Decision Date: 21 July 1998</p> <p>Proposal: Erection of 2 No. double mobile classroom units.</p> <p>Application Number: N6/1998/0962/CD Decision: Granted Decision Date: 04 August 1999</p> <p>Proposal: Proposed new classrooms, sports hall, car park, hardplay area and new vehicular access onto Lemsford Lane</p> <p>Application Number: N6/1999/0511/CD Decision: Granted Decision Date: 28 July 1999</p> <p>Proposal: Erection of three double and one single mobile classroom units</p> <p>Application Number: 6/2015/2524/FULL Decision: Granted Decision Date: 04 March 2016</p> <p>Proposal: Extension of existing netball court and installation of 16no floodlighting columns</p> <p>Application Number: 6/2016/0434/COND Decision: Granted Decision Date: 21 March 2016</p> <p>Proposal: Approval of details reserved by condition 2 (Construction Management Plan) 3 (hard and soft landscaping) & 4 (Full lighting details) on planning permission 6/2015/2524/FULL</p> <p>Application Number: 6/2017/2972/FULL Decision: Granted Decision Date: 22 February 2018</p> <p>Proposal: Erection of a single storey music/drama block and subsequent demolition of existing music and drama accommodation</p>		
Consultations			
Neighbour representations	Support: 0	Object: 0	Other: 0
Publicity	<p>Site Notice Display Date: 17 September 2018</p> <p>Site Notice Expiry Date: 8 October 2018</p> <p>Press Advert Display Date: 15 August 2018</p> <p>Press Advert Expiry Date: 30 August 2018</p>		

Summary of neighbour responses	<ul style="list-style-type: none"> • None
Consultees and responses	<p>Hertfordshire County Council - Historic Environment Advisor- No objection subject to condition.</p> <p>Hertfordshire County Council - Hertfordshire Transport Programmes & Strategy- No objection subject to conditions.</p> <p>Welwyn Hatfield Borough Council- Public Health and Protection- No objection subject to condition.</p> <p>Welwyn Hatfield Borough Council - Landscapes Department – No objection.</p> <p>Hertfordshire County Council - Education Officer – No comments received.</p> <p>Hertfordshire County Council - Emma Chapman - Spatial Planning & Economy Team – No comments received.</p> <p>Welwyn Hatfield Borough Council - Community Partnerships Manager – No comments received.</p>

Relevant Policies

NPPF
 D1 D2 GBSP1 GBSP2 M14
 Supplementary Design Guidance Supplementary Parking Guidance Interim Policy for car parking and garage sizes
 Others

R3 Energy Efficiency
 R10 Water Conservation Measures
 R11 Biodiversity and Development
 R17 Trees, Wood and Hedgerow
 R19 Noise and Vibration
 R29 Archaeology
 M5 Pedestrian Facilities
 M6 Cycle Routes and Facilities
 D7 Safety by Design
 D8 Landscaping
 D9 Access and Design for People with Disabilities
 OS1 Urban Open Land
 CLT8 New and Extended Education Facilities

Draft Local Plan Proposed Submission 2016

SP4 Transport and Travel
 SADM2 Highway Network and Safety
 SP9 Place Making and High Quality Design
 SADM11 Amenity and Layout
 SADM12 Parking, Servicing and Refuse
 SP10 Sustainable Design and Construction
 SADM13 Sustainability Requirements
 SP11 Protection and Enhancement of Critical Environmental Assets
 SADM15 Heritage
 SADM16 Ecology and Landscape

SADM17 Urban Open Land
SADM18 Environmental Pollution

Main Issues

Principle of development

Proposals for new or extended facilities for schools will be granted planning permission provided that:

- 1) They are situated close to centres of population and passenger transport services;
- 2) They provide opportunities for shared journeys, for example by school bus;
- 3) They provide facilities for the secure storage of bicycles for students and staff;
- 4) The proposal complies with the Council's current car parking standards and there would be no adverse impact on the highway network including highway safety;
- 5) Provision is made for the safety of students whilst being dropped off or picked up;
- 6) There would be no harmful impact on the amenity of nearby residential properties and other uses; and
- 7) There would be no significant impact on the character of the area.

These matters are assessed in the relevant sections below. Subject to the proposal meeting each of these points, the principle of development is considered acceptable in regards to the National Planning Policy Framework 2018, and policy CLT8 of the District Plan 2005

Urban Open Land

The function of the Urban Open Land would be maintained and reinforced because the new building, tennis courts and car park extension would be built within the existing school site. The new building would be located on an area of the school grounds which has built form on and is not part of the more widely used area of Urban Open Land to the south west of the school. The new building would be of a scale in keeping with the adjacent buildings and contained within the building line of the adjacent buildings, with pitched roofs to facilitate the internal headroom necessary for classroom use. The proposed tennis courts, car parking and car park extension are considered an acceptable scale.

The proposal maintains a satisfactory distance from the adjacent Green Belt land in Stanborough Park to the south.

The proposed site for the new building and tennis courts make use of a currently under-utilised area of the site, currently being informal recreational courts which is uneven and unsuitable for formal sports use; as such would have no impact on the existing playing pitch areas. The extended car park area is located on an area of grass which again is under-utilised and is unsuitable for formal sports use.

An Open Space Survey has been published by Welwyn Hatfield Borough Council. It sets out the evidence which underpinned the Urban Open Land (UOL) designations in the Welwyn Hatfield District Plan 2005. This document maps each of the UOLs designated in the District Plan 2005 and sets out the description relating to them as assessed by the Council. The proposed building is not located within the Urban Open Land however the other proposed developments are within this area. The Urban Open Land is described as vital to the character of the school's setting on the edge of the Green belt. However the proposed development as it mainly hardstanding would not impact on the character of the Urban Open Land and the purposes of this constraint area.

The proposal would comply with the National Planning Policy Framework 2018 and Policy OS1 of the District Plan 2005.

Design (form, size, scale, siting) and Character (appearance within the streetscene)

The proposed bulk, size, massing and design of the proposed building has been designed to meet a functional need for education use. The proposed building is considered in keeping with the surrounding school buildings and would not be overly dominant in views from the surrounding area.

The proposed tennis courts and extended car park are also designed to meet a functional scale and are considered in keeping in scale.

The height of the fencing and associated works are considered acceptable.

Due to its location, the proposed building and tennis courts would not be particularly visible to the general public and would be partially screened from neighbouring residential properties to the north of the site by other existing school buildings. From Stanborough Park to the south, the building would be largely screened by the trees and hedges that bound the site. The extended car parking area is also well screened due to its location within the school's boundary.

The new classrooms are to be situated where there is currently hardstanding/tarmac area and some mobile classrooms. The new hard surface play area adjacent to the classroom would require removal of some of the grass area but this is not considered a significant landscape issue. To the northwest of the site, adjacent to the school, is a small wooded area within Stanborough park. These trees should be unaffected by the proposal given that the building and hardstanding are within with the footprint of existing hard surfaces or sufficiently far enough away from the trees as not to be a problem. The proposed additional car parking area, will also mean the loss of some grass, but again this is considered minimal. In conclusion there is no objection to the proposal on landscape grounds.

The details of the materials provided are limited. Therefore it is considered that full details including the proposed solar PV are conditioned.

Subject to condition, the proposed development would be in accordance with the National Planning Policy Framework 2018 and Policies D1 and D2 of the District Plan 2005.

Impact on neighbours

The overall school site is surrounded by residential properties predominately to the north of the site. The nearest part of the proposed development is sited more than 58 metres from these properties and consequently would be unlikely to have an impact on the amount of sunlight and daylight they receive. In addition the proposed building would have no greater impact on the privacy currently enjoyed by the adjoining occupiers given its location. The proposal would increase the number of pupils attending the school and the number of cars to the site. The Public Health and Protection Team have raised no objection to noise. Due to the nature of the school use, it is considered that the noise levels on the site would remain similar and would, therefore, not be to an extent that would harm the amenity of adjoining occupiers. The proposal would comply with the National Planning Policy Framework 2018 and Policies D1 and R19 of the Local Plan 2005.

Impact on access, highway and parking

Background

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

The planning application is accompanied by a Transport Assessment (TA). 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, shall provide for an expansion to 8 FE.

Trip generation

The increase in the number of pupils would result in an increase in additional vehicle trips to the site. 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.

Capacity assessment

The TA has undertaken traffic counts and surveys around the site. Each junction is shown as operating well within capacity for each of the scenarios (even 9FE).

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.

Parking

The site has car parking for 130 spaces (staff). Development proposals increase this by 35 car parking spaces. The site also provides 1 space for blue badge owners, and increases this to 3.

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 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%. Therefore it is acknowledged that there a shortfall in car parking provision.

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 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 TA identifies 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

Limited information has been provided in regards to cycle parking. There will be a policy requirement 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. 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.

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. However, 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. Opportunities exist to promote sustainable transport methods. Due to the increase in the number of pupils at the school, it is considered reasonable to request a financial contribution to enable access to real time passenger information, providing users of public transport up to 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.

A Grampian condition has been agreed to ensure that a scheme for the improvement of stops locally (to provide Kassel kerb and real time passenger information) be submitted prior to occupation, and that such works be delivered to the satisfaction of the Highway Authority prior to occupation.

Construction

Due to the nature of the site and the surrounding highway, it is considered that a construction management plan is required as part of any planning application approved.

Drop off/pick up point

The TA recommends that a drop off/pick up point is provided within the school grounds. It is considered that a drop/pick up point could be located within the school grounds. However no details

have been provided of this. Therefore a relevant condition is required.

Conclusion

As discussed above, the number of pupils would increase, resulting in increased staffing levels and therefore an increase in combined trip generation to the school and local area. Modelling and surveys have been undertaken which demonstrate that 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. No alterations would be undertaken to the existing vehicular or pedestrian accesses or pick up/set down area. It is considered that there is opportunities for the school to improve how its pupils use more sustainable transport methods and these have been conditioned as part of this planning application. It is considered that a construction method statement is required and a Grampian condition is required to ensure that the improvements to the public highway are met. Therefore it is acknowledged that the TA submitted with the planning application is limited however taking a considered approach to the much needed-redevelopment of the whole school site, essential to improving the school's standing as an educational hub for the local community and improvement of the quality of the students accommodation against the impact of the proposal on the safety and operation of the public highway. It is considered that the level of harm can be mitigated through relevant conditions. Therefore subject to conditions, the proposal is acceptable in line with the National Planning Policy Framework 2018.

Any other issues

Conservation Area

The application sites are not located within the Conservation Area. However the part of the wider site is within the Conservation Area.

The proposed extended car parking area bounds the Conservation Area and therefore would be located within the setting of the Conservation Area. The extended car parking area is hardstanding only. Due to the minor nature of these works, it is not considered that there would be an impact on the setting of the Conservation Area. Therefore it is not considered that an assessment is required.

Biodiversity

The application sites are not located within areas that have any biodiversity value. No trees are to be removed as part of this development. Therefore it was not considered necessary to consult Hertfordshire Ecology.

Archaeology

The proposed development is located within Area of Archaeological Significance. Further information was submitted to Hertfordshire County Council. However no further comments were received.

On this basis, the proposed development is such that it should be regarded as likely to have an impact on heritage assets with archaeological interest and conditions should be imposed in order for the archaeological monitoring of the groundworks of the development (also including a contingency for the preservation or further investigation of any remains then encountered), can be assessed. Subject to condition, the proposal would be in accordance with the National Planning Policy Framework 2018 and Policy R29 of the Local Plan 2005.

Contamination

	<p>The Council's Public Health and Protection Team have recommended a contamination condition. This has been included as part of this application.</p> <p><u>Retrospective application</u></p> <p>A retrospective application is required to regulate the use of the netball courts used as informal car parking. This has been included as part of a subsequent planning application.</p>
<p>Conclusion</p>	
<p>Subject to conditions, the proposal is considered acceptable in regards to National and Local Planning Policies.</p>	

Conditions:

1. No development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:

1. The programme and methodology of site investigation and recording;
2. The programme and methodology of site investigation and recording as suggested by the evaluation;
3. The programme for post investigation assessment;
4. Provision to be made for analysis of the site investigation and recording;
5. Provision to be made for publication and dissemination of the analysis and records of the site investigation;
6. Provision to be made for archive deposition of the analysis and records of the site investigation;
7. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

B The development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition (A)

C The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis and publication where appropriate.

Reason: to protect the impact on heritage assets with archaeological interest in accordance with the National Planning Policy Framework 2018 and Policy R29 of the Local Plan 2005.

2. Notwithstanding the submitted information, no development shall take place until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (a) the parking of vehicles, of site operatives and visitors during each stage of the building project

(b) loading and unloading of plant and materials during each stage of the building project

(c) storage of plant and materials used in constructing the development

(d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate

(e) siting and details of wheel washing facilities

(f) measures to control the emission of dust and dirt during construction

(g) a scheme for recycling/disposing of waste resulting from demolition and construction works.

h) construction vehicle numbers and type;

i) Construction access arrangements;

j) Cleaning of site entrances, site tracks and the adjacent public highway;

k) 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. in accordance with the National Planning Policy Framework 2018 and Policy D1 of the Welwyn Hatfield District Plan 2005.

3. No development above ground level in any phase of the development shall take place until samples of the materials to be used in the construction of the external surfaces (including PV on the roof of the building) hereby granted have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented using the approved materials and subsequently, the approved materials shall not be changed.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity in accordance with the National Planning Policy Framework 2018 and Policies D1 and D2 of the Welwyn Hatfield District Plan 2005.

4. Notwithstanding the details indicated on the submitted drawings prior to the first occupation of the development hereby permitted a detailed scheme for the offsite highway improvement works (being the improvement of local bus stops within Lemsford Road, to include the provision of Kassel kerbing and Real Time Passenger Information) shall be submitted to and approved in writing by the Local Planning Authority. Such works shall be completed in accordance with the approved plans within three months of the date of the application for approval of details reserved by condition decision letter.

Reason: To ensure that the highway network is adequate to cater for the development proposed and that alternatives to the use of the private car for travel are provided to a high quality and enable access to real time passenger travel information, in accordance with the National Planning Policy Framework 2018.

5. 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 in accordance with the National Planning Policy Framework 2018 and Policy D1 of the District Plan 2005.

6. 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 in accordance with the National Planning Policy Framework 2018 and Policy D1 of the District Plan 2005.

7. Three months prior to the first use of the school development, the School shall join 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. Within the first year, this should include full details of a formal pickup/drop point within the school grounds. 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.

REASON: To ensure that the proposal does not result in a detrimental impact on the safe and efficient operation of the highway in accordance with the National Planning Policy Framework 2018.

8. In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing within 7 days to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination, development must be halted on that part of the site. Before development recommences on the part of the site where contamination is present a scheme outlining appropriate measures to prevent the pollution of the water environment, to safeguard the health of intended site users, and to ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation and approved conclusions shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall not be implemented otherwise than in accordance with the approved remediation scheme.

Reason:

To ensure that the potential contamination of this site is properly investigated and its implication for the development approved fully taken into account. In accordance

with the National Planning Policy Framework 2018 and Policy R19 of the District Plan 2005.

- No floodlights shall be erected on the proposed application sites without the express planning permission of the Local Planning Authority.

DRAWING NUMBERS

- The development/works shall not be started and completed other than in accordance with the approved plans and details:

Plan Number	Revision Number	Details	Received Date
2142 03 0004		Existing Buildings Site Elevations	8 August 2018
2155 03 0003		Existing & Proposed Layout car park site	8 August 2018
2155 03 0110	A	Proposed Teaching Block Ground Floor Plan	8 August 2018
2155 03 0101	A	Teaching Block Site Layout	8 August 2018
2155 03 0100		Proposed Site Plan	8 August 2018
2155 03 0113		Proposed Teaching Block Roof Plan	8 August 2018
2155 03 0111	A	Proposed Teaching Block First Floor Plan	8 August 2018
2142 03 0122		Teaching Block Sections	8 August 2018
2155 03 0002		Existing Site Layout - Teaching Block Site	8 August 2018
2142 03 0120	A	Teaching Block Elevations	8 August 2018
2142 03 0121	A	Teaching Block Elevations 2	8 August 2018
2155 03 0001		Location Plan	8 August 2018

REASON: To ensure that the development is carried out in accordance with the approved plans and details.

1. POSITIVE AND PROACTIVE STATEMENT

The decision has been made taking into account, where practicable and appropriate the requirements of paragraph 38 of the National Planning Policy Framework and material planning considerations do not justify a decision contrary to the development plan (see Officer's report which can be viewed on the Council's website or inspected at these offices).

Informatives:

- This permission does not convey any consent which may be required under any legislation other than the Town and Country Planning Acts. Any permission

required under the Building Regulations or under any other Act, must be obtained from the relevant authority or body e.g. Fire Officer, Health and Safety Executive, Environment Agency (Water interest etc. Neither does this permission negate or override any private covenants which may affect the land.

2. The granting of this permission does not convey or imply any consent to build upon or access from any land not within the ownership of the applicant.
3. The applicant is advised to take account the provisions of The Party Wall Act 1996 insofar as the carrying out of development affecting or in close proximity to a shared boundary.
4. Any damage to the grass verges caused by the development/works hereby approved is the responsibility of the applicant and must be re-instated to their original condition, within one month of the completion of the development/works. If damage to the verges are not repaired then the Council and/or Highway Authority will take appropriate enforcement action to remedy any harm caused.
5. 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.
6. 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.
7. 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.
8. 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

9. The use of the existing tennis courts for car parking does not have planning permission. Therefore it is recommended that a planning application or certificate of lawfulness (existing use) is submitted as part of any planning application submitted.

Determined By:

Mr Chris Carter
4 February 2019