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**To:** [Planning](#)  
**Subject:** Planning application 6/2019/0085/FULL - Chancellors School  
**Date:** 04 March 2019 13:50:08

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

**District ref:** 6/2019/0085/FULL

**HCC ref:** WH/25/2019

**HCC received:** 24/01/2019

**Area manager:** James Dale

**Case officer:** Alan Story

**Location**

Chancellors School

Pine Grove,

Brookmans Park

Hatfield

AL9 7BN

**Application type**

Full application

**Proposal**

Erection of sports hall with associated changing facilities, 7 classrooms built on existing hard play tennis courts, 4 hard play sports pitches to be provided to replace existing, provision of 33 parking spaces and two mobile classrooms to be provided for the duration of the project

**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:

**S106 Planning Obligation**

To secure a Travel Plan, with arrangements to register for Modeshift STARS accreditation and a commitment to achieve Bronze standard, and reasonable endeavours to progress to Silver / Gold

**Conditions**

1) No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan / Statement shall include details of: a. Construction vehicle numbers, type, routing; b. Access arrangements to the site; c. Traffic management requirements d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas); e. Siting and details of wheel washing facilities; f. Cleaning of site entrances, site tracks and the adjacent public highway; g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times; h. Provision of sufficient on-site parking prior to commencement of construction activities;

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

2) Prior to the first use of the development hereby permitted the proposed additional onsite car and cycle parking / turning and waiting areas 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 construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018)

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) 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 <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN2) 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 <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> 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 <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> 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](mailto:activeandsafertravel@hertfordshire.gov.uk)

#### Comments:

On behalf of the Highway Authority I provided comments to previous application (District reference 6/2018/2178/FULL), 09/10/18 identifying concerns and deficiencies with the application. Subsequent to providing this response, representatives of the County Council including the School Travel Plan met with the School. Arising from this, the School has commissioned a Transport Consultant (Caneparo Associates, Transport Planning and Highway Design) to respond to the HA's concerns, and submits Transport Assessment (January 2019) as part of this present application.

Development proposals remain the provision of a sports hall with associated changing facilities and erection of 7 new classrooms, as well as 4 new sports pitches, 2 mobile classrooms and additional car parking (33 no.).

Chancellor School is located on Pine Grove, an unclassified road, serving as a local access road function within the Hertfordshire Road hierarchy. Pine Grove is accessed via The Drive and Georges Wood Road. Both such roads, whilst being considered highway are privately maintainable.

Pine Grove provides footways to both sides of the carriageway, however pedestrian approach to Pine Grove via Georges Wood Road does not feature any formal footway provision. Georges Wood Road is subject to advisory speeds of 20mph enforced through the provision of vertical speed restraints along its' length. The Drive is limited in width, constructed as a shared space. Pedestrian access to the school is via Pine Grove main entrance, or via Golf Club Road, at a point circa 125m from junction of Golf Club Road with Georges Wood Road, enabling pupils to enter school grounds and circumnavigate the playing field for access to the main school site. Vehicular access (including provision for school coaches) and pedestrian access is provided from Pine Grove. Vehicle access to Pine Grove from Bell Lane is prohibited, as that section of the Drive is subject to private barrier control.

The provision of sports hall (and associated facilities) predominantly shall provide additional / new facilities to the school and with the exception of potential for evening / weekend use by local community groups, shall have negligible effects on the local highway network. It may be beneficial in respect of the Sports Hall for the LPA to secure a Statement of Community Use, and the Highway Authority would make the observation that to alleviate stress on Pine Grove, that use of parking within the site should be made available to users of these facilities outside of school hours.

Chancellors School is a 6 FE secondary school, within Brookmans Park. The additional classrooms are provided to enable a 1FE increase on the existing school role.

#### Trip generation

Preparation of the TA has included upto date (Nov 2018) survey of travel habits of pupils. Modal split indicates 25.6% of AM arrival trips are made by single occupancy car journeys, and 26% of journeys are multi-occupancy car journeys. 29% bus use is measured, and 15.8% of journeys are made on foot. Such a split appears consistent with the catchment for the school, with 13.8% of pupils living within 1 mile of the school and a further 18.8% within 1 – 2 miles of the school. On existing school populous this equates to 432 vehicle trips in the AM peak (based on 2.12 pupils per shared occupancy journey). In the PM peak a minor decrease in reliance in car use is observed, and represents 395 journeys. It is accepted that the travel survey is a snapshot only.

The school sets out an objective that it shall encourage a 5% increase in pupils care sharing, directing single occupancy trips to multi-occupancy. Against such an objective, for the existing school population, trips (AM, shall change to 20.6% single / 31.1% multi-

occupancy), representing 401 trips (AM).

Whilst 32.27 % of school role (existing) lives within a distance that may be walked (2 miles), 15.8% do so. This may reasonably be attributable to the absence of footways. Georges Wood Road / Mymms Drive have no effective footways, however it is necessary to note that such roads are privately maintained highways, and therefore no opportunity exists to the HA to improve such conditions.

Development proposals represent an additional 150 students (incrementally increasing by 30 per year for five years to reach this total). On the above, existing, split of journey the development would represent a potential for an additional 8 single occupancy vehicle trips per class, or a total of 30 additional single occupancy vehicle trips by full occupation (year 5). Each additional class intake shall also represent 8 journeys made by shared occupancy vehicle trips (avr. Occupancy is shown as 2.12 pupils) and therefore a further 4 vehicle trips in each peak. Each year group represents a potential for 12 additional 2 way trips per peak, and applied to the full occupancy figure (additional 150 students) would represent 60 vehicles attending the site.

Without suitable mitigation (below) this level of additional traffic shall have notable impacts on the local highway network.

As set out in 'mitigation' below, the HA consider that the achievement of targets set out in the Travel Plan are Realistic and Achievable. Such targets representing a shift from single occupancy car use to multi-occupancy car use (5% increase).

The Transport Assessment sets forth the effect of such modal shift on the increased total school role. At full occupancy, there shall be 20.6% journeys single occupancy (234 vehicles) and 31.1% multi-occupancy vehicles (354 students representing 167 vehicles) (AM peak figures), and therefore would generate a total of 401 peak hour vehicle trips. Such a level of trip impact is less than presently generated by the School without mitigation.

On such basis, subject to mitigation as set out below, the Highway Authority are satisfied that vehicle trips associated with the school operation shall result in no material change to the local highway operation.

The Transport Assessment has, at the direction of the HA, considered the impacts of traffic on the local junctions. Such assessment has had regard to TempPro growth to year of full occupation. Whilst TEMPro provides traffic growth projections used in transport models and act as a nationwide standardised approach distribution of growth in trip ends, it is not as detailed as the County Councils COMET model in terms of emerging Local Plan growth, however, I am satisfied with the limited impacts the development is shown that the use of TEMPro is acceptable.

Bell Lane (providing a potential drop off location for vehicles (enabling pupils to walk via The Drive (Right of Way North Mymms 068) (approx 300m to school gates)) junction with Great North Road is demonstrated at not presenting any capacity issues.

Junction of Georges Wood Avenue / Great North Road is recognised as also being a limited distance from Kentish Lane as well, providing limited right hand turn stacking for vehicles turning into the Georges Wood Road. In future year scenario, this junction approaches (Georges Wood Road right turn to Gt North Road) a level of saturation that may result in queues forming. (0.81 RFC). Queues are observed in the peaks, however, such queuing is steady in its' progress, and is extremely localised focused predominantly at school departure (outside of the working PM peak). Whilst the HA recognise that with the

emerging Local Plan growth this junction is one of many that will be affected (2031) development proposals for future year (2023) do not prejudice the junction to an unacceptable level.

Use of the development traffic flows (subject to mitigation) identify that the operation of these junctions is nominally affected.

#### Access

Access to the site for vehicles / pedestrians is from Pine Grove. The road is 7.5m in width from its' bellmouth junction with Pine Grove, and provides footways both sides. The access is subject to School Keep Clear markings (SKC), extending 25m either side of the access. It is evident that parking occurs within the access road, restricting conditions for pedestrians, such parking described as staff / sixth form parking occurring once on-site parking provision is fully utilised. It is known that pedestrian access is also facilitated from Golf Club Road, enabling children to utilise provision within the site abutting the playing field. Golf Club Road is a Right of Way (North Mymms 068) and accommodates traffic associated with the golf club itself.

A review of accidents, five year to date, identifies no collision data associated with the access, and attendance on site confirms that the access arrangements are suitable to accommodate the turning manoeuvres of buses attending the site.

The access road provides a turnaround at its' head used by the number of school buses attending (am / school close).

Development proposals do not alter or change the access, but do amend turning provisions for buses (reducing the loop island) and provide 7 off formal drop off bays for parents, as shown on drawing 2154/00/0101 revision K. Tracking for a single decker bus is undertaken demonstrating that bus accessibility is maintained. In the PM peak, multiple buses enter this area whilst collecting children. Such an arrangement is overseen by teaching staff, and whilst such an arrangement can result in children / buses occupying the same space, does not appear to be hazardous noting that all buses are held in a queue and do not depart until all are fully loaded. Drop off provision for cars in this area would not be suitable for use in the pm peak noting that they would be held up by the bus activity with no options for exiting until after buses have each departed.

The TA describes that on-site parking management will take place, with staff authorised to assist with maintaining the free-flow of traffic and to prevent any 'illegal' parking arrangement.

#### Parking

Development proposals include the provision of new car parking on existing hard standing, to provide 33 parking spaces. The school presently is served by 63 parking spaces served by gated access to the north of the school driveway, at a point before the bus turnaround. There is a small amount of hardstanding at the end of the access road also used for an unspecified level of parking (and on attendance circa 9 cars).

It is reasonable to accept the TA conclusion that each additional year group shall require 1 full time teaching member of staff.

Development proposals result in a total of 96 formal parking spaces, and do not appear to remove the ability to use the informal area.

Against LPA parking standards there would be a requirement to provide upto 1 space per full-time member of staff plus 1 space per 100 pupils plus 1 space per 8 pupils over 17 years old plus 1 space per 20 pupils under 17 years old.

The school is understood to presently have a maximum student intake of 1,140 pupils (180 pupils x 5 forms + 240 pupils within the sixth form) and 52 teaching spaces. On such numbers, the LPA standards would suggest a level of parking of upto in the region of 135 spaces. Over provision of car parking would undermine the use of non-car modes, but it is evident from the observed parking within the school access drive (quoted, and witnessed to be in the region of 30 car lengths) that existing provision results in conditions for pedestrians accessing the site being undermined and pedestrians forced to one footway only.

The Highway Authority therefore consider that the provision of the additional car parking shall result in betterment to conditions for pedestrians attending the site in terms of safety and convenience, and that the level proposed is sufficiently realistic that it shall cater for existing demand, and that – with appropriate control measures (traffic management / Travel Plan) shall not adversely impact on modal choice to the site.

The car park gates are in proximity to pedestrian routes within the site, but subject to pedestrian routes being marked in accordance with details shown on drawing 2154/00/001 rev K i.e. provision of informal ‘zebra’ crossing markings, there is adequate intervisibility between pedestrians and vehicles at this location such that the parking arrangement is unlikely to have an unacceptable impact on pedestrian safety.

#### Sustainability

The site presently attracts 48% of pupils by a sustainable form of travel including bus / walk and cycle. A further 26% of pupils, whilst brought by car are within a vehicle with multiple occupancy.

Whilst it is recognised that a significant number of pupils in the proposed cohort are anticipated to come from Hatfield there is limited evidence that bus use shall be a primary mode for each user noting eligibility criteria for free home to school transport is not met. There is, however, evidence that within the existing pupil base there is an ability to encourage greater transfer to more sustainable travel modes.

It is recognised that walking routes to the school are limited in terms of pedestrian footways, and such measures are beyond the ability for the Highway Authority to implement.

The School submits a Travel Plan to support the application. Such Travel Plan recognises the limitations on encouraging mode shift to cycle / walk and bus use, but identifies that potential exists to secure a mode shift away from single occupancy vehicles. It is clear that with 18.79% of children living within the recommended 2m of the school and 15.8% of children walking already, few opportunities exist to secure significant mode shift in this particular mode.

The County Councils Active and Safer Travel Team have reviewed the supporting School Travel Plan (Caneparo Associates, January 2019), and have indicated (subject to minor amendments to include implementation of a bus behaviour policy, measures to transfer monitoring of the Travel Plan to the Modeshift STARS accreditation process and, as a minimum, achieve bronze status, and inclusion of sustainable travel information within school prospectus) that they are satisfied with the provisions of the Travel Plan, and that subject to ongoing review the achievement of targets as set out (and accepted within the highway assessment above) shall ensure development proposals do not result in a severe highway impact locally.

It is recommended that the School Travel Plan is secured by way of a S106 planning

obligation.

Whilst the degree to which encouraging cycling to the site is limited, it is recognised that the development proposals include provision of secure cycle parking sufficient for the likely need of pupils of the school.

#### Construction

Noting the potential for construction activity to interfere with the safety of pupils, and junction capacity locally, a Construction Management Plan is recommended as a pre-commencement condition demonstrating that measures shall be established to minimise construction management activity as far as is reasonably practicable on the local network, such arrangements to include managing deliveries such that they occur outside of daily peaks (inc. school end), on-site arrangements to ensure the safety of pupils at all times, and provision of areas for parking of contractor vehicles so as to not exacerbate conditions locally within Pine Grove.

**Alan Story**

**Date 04/03/2019**

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