

HERTFORDSHIRE COUNTY COUNCIL

**DEVELOPMENT CONTROL COMMITTEE
THURSDAY, 20 JULY 2017 AT 10:00AM**

Agenda No.

2

EAST HERTS DISTRICT COUNCIL (EHDC)

PROPOSED CONSTRUCTION OF A NEW BUILDING TO PROVIDE A 3 FORM ENTRY (3FE) PRIMARY EDUCATIONAL FACILITY FOR RECEPTION, KEY STAGE 1, KEY STAGE 2 AND NURSERY PROVISION, CAR PARKING AND ASSOCIATED DEVELOPMENT AT LAND SOUTHWEST OF FARNHAM ROAD AND NORTH OF RYE STREET, BISHOPS STORTFORD, HERTFORDSHIRE

Report of the Chief Executive & Director of Environment

Author: Chay Dempster, Principal Planning Officer, Tel: 01992 556211

Local Member: Cllr John Wyllie

1. Purpose of report

- 1.1 To consider application 3/0031-17 for the proposed construction of a new building to provide a 3 form entry (3FE) primary education facility for reception, Key Stage 1, Key Stage 2, and nursery provision, car parking and associated development at land southwest of Farnham Road and north of Rye Street, Bishops Stortford, Hertfordshire.

2. Summary

- 2.1 The planning application proposes a new primary school providing 3 forms of entry (total 630 pupil places) and a pre-school nursery for up to 90 children. The proposed buildings comprise 3,339 square metres of floorspace. The school would be constructed by summer 2018 to provide places for the start of the school year in September 2018.
- 2.2 The need for additional primary school places is directly related to the expansion of the town as a result of planning permissions granted for 2,529 homes to the north of Bishops Stortford.
- 2.3 The report acknowledges that there is a growing need for additional primary school places in Bishops Stortford; the construction of a new 3FE primary school would meet the requirement within the area of need. The report concludes that planning permission should be granted subject to the conditions set out in Appendix II of the report.

3. Background

- 3.1 Bishops Stortford is set to experience significant housing growth over the next 15 years. The draft East Herts District Plan includes housing site allocations to the north of Bishops Stortford for approximately 2,529 homes between 2107 and 2033. Outline planning permission has already been granted for 2,200 new dwellings (3/13/0804/OP) on land at Bishops Stortford North (the current application site falls within the planning permission area). There is also detailed planning permission for a further 329 new dwellings on land Between Farnham Road and Hazel End Road (3/13/0884/OP). Full details of the applications are listed in the section 6 of this report.
- 3.2 Hertfordshire County Council is required to provide additional primary school capacity to meet the additional new demand. The development will generate a total demand for primary school places equivalent to an additional 5 forms of entry (5FE). There is already full planning permission (3/1975 – 15) for a new 2FE primary school within Bishops Stortford North (western neighbourhood) funded via s106 financial contributions. There remains the need for a further 3FE capacity to be located within the eastern neighbourhood.
- 3.3 The masterplan for the development of Bishops Stortford North (BSN) identifies two potential sites for two new primary schools within the eastern neighbourhood, originally envisaged to be a 1FE and a 2FE school. However, the County Councils preference (as education provider) is for a single site for a school of 3FE capacity.
- 3.4 The development of 3FE additional capacity will be funded via developer contributions generated by the BSN development and from the Countryside Properties development to the north of Farnham Road.
- 3.5 There are a limited number of objections to the proposed development (listed in section 9.10 of the report), many of which refer to the increase in traffic from the new housing developments and the resulting impact upon traffic congestion, a lack of suitable infrastructure for pedestrians and cyclists, and the limited opportunities to access the site using public transport. There are no objections from statutory consultees.
- 3.6 The report concludes that; there is a need for additional primary school places; and the site falls within the area of need and a primary school would provide a long term sustainable use of site to the benefit of the new community within the locality. The NPPF (paragraph 72) encourages the expansion of existing schools and the construction of schools to meet the needs of existing and new communities. The proposal is consistent with this policy objective.

4. Site and surrounding area

- 4.1 The application site is situated outside of the built up part of Bishops Stortford approximately 400m to the south of the A120 bypass.
- 4.2 The application site is currently in the ownership of Bishops Stortford Town Council and was last used as allotments up until approximately 2001. The site is not previously developed i.e. greenfield. The total area of the site is 9.74 hectares.
- 4.3 The site occupies a south-western facing slope. The site slopes from north to south from 77m Above Ordnance Datum (AOD) in the north of the site adjacent to Farnham Road to 60m AOD in the south east corner of the site adjoining Bourne Brook.
- 4.4 The application site is located approximately 1.25km north of the Old Town of Bishops Stortford and approximately 650m north of the River Stort and the former Roman Settlement centred around the original route of Stane Street. The application site is within 2.5km of Bishops Stortford railway station.

5. Planning application supporting documents

- 5.1 The application includes a number of technical documents:
- 5.2 The Heritage Assessment includes an archaeological evaluation and a written scheme of investigation summarising the results of 13 trial trenches, of which, only one contained remains i.e. pottery sherds from the Middle Iron Age (circa 400-50BC). The other twelve trenches contained no archaeological remains. The desk based assessment concluded that, based on evidence available, the site has a low to moderate theoretical archaeological potential interest from the Bronze Age and Roman period. There are a group of listed buildings at Foxdells Farm located approximately 300m to the south of the proposed school building i.e. the Farmhouse and Barn (Grade II listed) dating from the mid 19 Century and consisting of red brick farmhouse and large barn opposite.
- 5.3 The Landscape and Visual Impact Assessment (LVIA) comprises an assessment of the landscape and visual effects.

In terms of landscape effects -

- the site and surrounding is assessed as being of overall low to medium landscape quality;
- the site has low sensitivity to the development proposed;
- the site has limited visibility from the surrounding area (within the context of future housing on the surrounding land);
- the degree of change to local landscape character would be low;

- perimeter vegetation would be retained and strengthened with appropriate new planting;
- the anticipated overall effects on the local landscape would be no more than slight adverse;

5.4 In terms of visual effects -

- most views of the site will be from new housing areas;
- for a few properties around the site and public rights of way the visual effects would be very low level;
- the development would be visible from a limited area only and would not appear out of place in the local context;
- the development would result in some landform changes which cannot be completely mitigated, however after 10 years the effects are not expected to be significant;
- light spill (school buildings and car park) would be contained, and one of many other light sources e.g. street lights as part of the wider BSN development,
- the light from the school site would be incremental (slight)
- lighting would not be left on overnight.

5.5 The Ground Investigation Report records levels of ground contamination tests and the options for foundation design, including conventional strip, isolated pad, and piled foundations. The final choice would depend upon the construction loadings and ground bearing capacity.

5.6 The Ecological Assessment includes an initial preliminary ecological appraisal comprising species surveys (reptiles, birds and bats), which found; the list of protected species occupying the site includes foraging bats, breeding birds, and common species of reptile, however, the site supports no highly valued habitats and a low number of protected species, and is described as having low biodiversity value i.e. not more than local value (Parish level). The assessment concludes the site is not of importance for nature conservation. The proposals include the following mitigation for the loss of ecological potential:

- a significant increase in the floristic diversity of the site by planting 0.61ha of species rich grassland on the embankment between the school buildings and playing fields;
- planting, enhancing and sympathetically managing hedgerows (475m in total);
- relocating the inhabitant reptile population to a donor site; and allowing natural re-colonisation of the developed site;
- protecting hedgehogs and badgers during construction through the use of exclusion fencing;
- avoiding hedgerow removal during the nesting season.

5.7 The Transport Assessment (TA) (Stomor, November 2016) has regard to assessments prepared for the other developments in the area,

including; the BSN Consortium (WSP, January 2013) and the Countryside Properties development - ASR5 (Taylor Brown Ltd, May 2013); and a comparison report of the WSP and Taylor Brown assessments (Stomor, September 2015). The TA submitted with the application describes the local traffic conditions, the existing highway network, existing public transport facilities, existing pedestrian and cycle links, and air quality.

- The traffic surveys record two-way traffic flows for Rye Street, Farnham Road, Hazelend Road and Michaels Road during AM and PM peaks -

	AM	PM
B1004 Rye Street	1313	850
Farnham Road	92	66
Hazelend Road	650	423
B1004 Michaels Road	1700	2100

- The TA confirms the approved plans for the ASR5 development include a new roundabout at the junction of Rye Street, Farnham Road, Hazelend Road, and Michaels Road. The proposed roundabout will increase the efficiency of the junction and improve safety. In the revised layout the ASR5 development would benefit from a new direct access via the new roundabout and the southern end of Farnham Road would be re-diverted east into the ASR5 land, and the junction of Farnham Road with Rye Street would be stopped up for a section of approximately 200m.
- The swept path analysis (for coaches and refuse collection vehicles) indicates access to the front of the school buildings is possible for fire tenders. Hertfordshire Fire and Rescue Service’s response states a requirement for the provision of fire hydrants (and this is the subject of a condition).
- The transport assessment concludes –
- The TA for the ASR5 development has identified a mitigation package which would cater for the combined impact of the BSN and ASR5 developments on Rye Street. The assessment concluded that the traffic impact of the proposed 3FE primary school should not cause a detrimental effect on the local highway network;
- Discussions will need to be undertaken between the County Council and developers of the adjoining land (applications 3/13/0804/OP, 3/13/0886/OP, and 3/16/0452/FUL) to the determine the location and extent of the various highway improvements required as part of those developments, as well as required for the school site;
- A signalised pedestrian crossing will be required on Rye Street, linking the restricted southern section of Farnham Road to the south eastern footway on Rye Street;

- Serious consideration should be given to the provision of a footbridge across the railway line if there is likely to be migration of pupils from Bishops Stortford from east of the railway line;
- Overall it is considered that the proposed 3FE primary school and nursery would be appropriate in the context of the proposed developments within the area, and based on the findings of the report, it is concluded that there are no traffic and transport reasons why the proposals should not be granted detailed planning permission.

5.8 The Flood Risk Assessment (FRA) identifies the large majority of the site area falls within Flood Zone 1 (low flood probability). The school buildings would be sited with Flood Zone 1 on the upper slopes. The school playing fields would be sited on the lower slopes adjacent to Bourne Brook which is within Flood Zones 2 and 3 where there is a higher probability of flooding. The FRA confirms the last occasion significant flooding within Flood Zones 2 and 3 was in 2001. The FRA provides an assessment of the probability of flooding based on the 1 in 100 year storm event, plus a 40% allowance for climate change. The BSN development for the eastern district proposes a large flood storage and attenuation area to the west (upstream) of the school site which should reduce the theoretical probability of flooding affecting the school playing fields. The application includes a sustainable drainage scheme which demonstrates the proposed development would not significantly increase the risk of flooding downstream;

6. Proposed development

6.1 The proposed development includes:

- The construction of a new building to provide new 3FE primary educational facilities for nursery, reception, Key Stage 1 and Key Stage 2 pupils.
- The construction of hard and soft play areas.
- Playing pitches.
- The construction of associated car parking spaces and delivery areas.
- Planting and landscaped areas.

6.2 The buildings provide 3,339m² (Gross External Area) over two storeys. The floorplans show a two storey building in two separate blocks forming an L-shape configuration with a central reception formed by full height glazing to present views through the building to the playing fields beyond. The classrooms are accessed via a corridor running centrally through the buildings on both floors. The accommodation is formed around the nursery and reception classrooms on ground floor (southern block) with the kitchen, school hall and classrooms for Years 1 & 2 on the ground floor (northern block). The classrooms for Years 3, 4, 5 & 6 are provided on the upper floors of both blocks. The provision of internal floor space is in line with national space standards for education establishments set out in Building Bulletin 99.

- 6.3 The site would be constructed on two levels. The school buildings would be built on an upper terrace (at 72.15m Finish Floor Level). The sports pitches would be built on a lower terrace (68m FFL).
- 6.4 The application is accompanied by an agronomy assessment which evaluates the existing soils as suitable for use in the playing field construction. Stones will be removed and appropriate drainage provided. The proposed gradients for the sports pitch would meet Sport England standards. The recommended condition requires a method statement for construction of the sports pitches.
- 6.5 Access to the sports pitches would be provided via a ramped access being DDA compliant. The embankment between the buildings and the pitches would be planted with a wildflower meadow mix to enhance biodiversity. The pitches would be positively drained into a detention basin before being discharged to Bourne Brook. The pitches would be ready for use within 18 months (if seeded in early Autumn).
- 6.6 Parking for 66 cars and 51 cycles is provided in front of the buildings with space for pupil drop off and coaches parking.

7. Related planning history

- 7.1 The application site was formerly used as allotments. The land is owned by Bishops Stortford town council. There are no other specific planning permissions that relate to the site.
- 7.2 The related planning permissions on the surrounding areas of land, which are material to the determination of the current application, are listed in Tables 1-3 below.

Table 1- land at Bishops Stortford North

<p>3/13/0804/OP (Areas of Special Restraint 1-4 and Special Countryside Area)</p>
<p>Erection of up to 2,200 dwellings inclusive of affordable housing; green infrastructure, amenity and formal and informal recreation space; landscaping; development of 2 mixed use local centres including up to 21,000 square metres of commercial floorspace (Use Class B1 a, b and c) and healthcare facilities (Use Class D1) and retail floorspace (Use Classes A1, A2, A3, A4 & A5) etc.; primary school and associated facilities (1.25 hectares of land) and a further primary school on 2 hectares of land with the potential to extend by 1.08 hectares if required etc.; 4 new junctions (A120, Hadham Road, Rye Street and Farnham Road); estate roads and public transport route; footpaths/cycleways etc.; noise bund with barrier; a sustainable drainage system; utilities services including foul water pumping</p>

Land southwest of Farnham Road and north of Rye Street, Bishops Stortford (3/0031-17)

stations; 2 residential garden extensions; and the demolition of 221 Rye Street and 164 & 165 Hadham Road (all matters reserved except vehicular access) - AMENDED SCHEME. Land At Bishop's Stortford North, Bishops Stortford, Herts (approved with conditions 02 April 2015).
3/15/1012/VAR
Variation of condition 8 (approved plans) of planning permission 3/13/0804/OP (Erection of 2,200 dwellings) - Condition 8 requires area B1 to be developed in accordance with the list of approved drawings; Persimmon Homes wish to update the approved house types to the latest versions that address recent and upcoming changes to the Building Regulations (approved with conditions 01 April 2016).
3/16/0997/NMA
Non-material amendments to parcels B3, B4 and B8 pursuant to planning permission 3/13/0804/OP (approved with conditions 11 th October 2016)
3/17/0891/NMA
Non-material amendment to 3/13/0804/OP – Revisions to the approved house types including some small changes to the site layout (approved with conditions 20 June 2017)
Education
3/1975 – 15
Application for proposed construction of a new building to provide 2 form entry (FE) primary educational facilities for reception, key stage 1 and key stage 2 pupils, nursery provision, new car parking and associated development (approved with conditions 12 April 2016).
3/2037-14
Outline planning permission with all matters reserved for the construction of a new secondary school with 6 forms of entry on land south of the A120; change of use of agricultural land to school playing fields north of the A120; erection of a pedestrian bridge over the A120; new emergency vehicle and maintenance access to school playing fields; with associated landscaping and infrastructure (approved with conditions 09 June 2015).

Table 2 - land Between Farnham Road and Hazel End Road (ASR5)

3/13/0886/OP
Urban extension comprising 329 new dwellings (of a range of sizes, types and tenures, including affordable housing), including a site for a one-form entry primary school, and public open and amenity space, together with associated landscaping, access, highways (including footpaths and cycleways), parking, drainage (including a foul water pumping station), utilities and service infrastructure works (approved with conditions 01 June 2016)
3/16/1252/FUL
Amendment to approved access in outline permission 3/13/0886/OP to reconfigure the principal access to ASR5 from the junction of Rye Street and Hazel End Road, including revised roundabout design and alterations to Farnham Road, amendments to new junctions with Hazel End Road and Farnham Road (approved with conditions 12 October 2016).
3/16/1251/REM
Application for approval of reserved matters for 3/13/0886/OP for the layout of the first phase of the internal road network, the landscape buffer planting adjacent to the A120, Hazel End Road and Farnham Road, and the layout and details of landscaping for the new Riverside Park adjacent to Hazel End Road, including internal footpaths, planting plan, visitors car park, attenuation ponds and access road (Approved with conditions 07 December 2016)
3/16/1897/REM
Reserved matters relating to Phase A housing development for 69 dwellings and 22 affordable units, to include access, landscaping and parking (Approved with conditions 07 December 2016)

Table 3 - land at the corner of Rye Street and Farnham Road

3/16/0452/FUL
Erection of 30 dwellings comprising of 7no two bed dwellings, 9no three bed dwellings and 14no 4 bedroomed dwellings with associated access and landscaping at Rye Street/Farnham Road (application awaiting a decision by East Herts District Council (EHDC))

Land southwest of Farnham Road and north of Rye Street, Bishops Stortford (3/0031-17)

Amendments to 3/13/0086/OP

- 7.3 The original application (May 2013) proposed 450 dwellings. The lack of primary school places was an issue during consultation. In October 2013 the proposal was reduced to 410 dwellings and a reserve primary school site identified within the site. In April 2015, the application was formerly amended to 329 dwellings with the inclusion of a 1FE primary school (as opposed to a reserve school site). The design and access statement, environmental statement, masterplan and parameter plans were amended accordingly.

8. Development Plan

- 8.1 The development plan for the area comprises the East Herts Local Plan Second Review Adopted 2007, Neighbourhood Plan for Silverleys and Meads Wards 2014-2031; the Hertfordshire Minerals Local Plan Review Adopted 2007, and the Hertfordshire Minerals and Waste Development Management Document Adopted November 2012.
- 8.2 The most relevant policies of the development plan documents are:

East Herts Local Plan 2007 (saved policies)

SD1 – Making Development More Sustainable; SD2 – Settlement Hierarchy; Appropriate Development in the Green Belt; GBC14 – Landscape Character; TR1 – Traffic Reduction in New Developments; TR2 – Access to New Developments; TR3 - Transport Assessments; TR4 - Travel Plans; TR7 – Car Parking Standards; TR13 – Cycling Facilities (Non-Residential); ENV1 – Design and Environmental Quality; ENV2 – Landscaping; ENV4 – Access for Disabled People; ENV10 – Planting New Trees; ENV11 – Protection of Existing Hedgerows and Trees; ENV16 – Protected Species; ENV17 – Wildlife Habitats; ENV18 – Water Environment; ENV19 – Development in Areas Liable to Flood; ENV21 – Surface Water Drainage; ENV23 – Light Pollution and Floodlighting; ENV24 – Noise Generating Development; ENV25 – Noise Sensitive Development; ENV27 – Air Quality; BH1 – Archaeology & New Development; BH2 – Archaeological Evaluations and Assessments; BH3 – Archaeological Conditions and Agreements; BIS8 Areas of Special Restraint 3, 4 and 5.

Silverleys and Meads Neighbourhood Plan (SMNP) 2014-2031

HDP3 – Design standards; GIP4 – Protect wildlife and increase biodiversity; GIP7 – Flood mitigation; TP1 – Tackling traffic congestion; TP2 – Improving air quality; TP3 – Create walking and cycle friendly neighbourhoods; TP4 – Develop a connected town for pedestrians and cyclists; TP5 – Better bus travel; TP7 – Cycle parking; TP8 – Residential parking; EP3 – New primary schools.

- 8.3 The Silverleys and Meads Neighbourhood Plan policies are more recent than the East Herts Local Plan, therefore its policies take precedence

Land southwest of Farnham Road and north of Rye Street, Bishops Stortford (3/0031-17)

over the non-strategic policies of the adopted Local Plan where they are in conflict. The policies of the Neighbourhood Plan carry full weight and will only become out of date when the East Herts District Plan is adopted.

Emerging District Plan

- 8.4 East Herts District Council has submitted its District Plan to the Secretary of State and is awaiting dates for examination hearings.
- 8.5 The policies in the pre-submission version of the East Herts District Plan relevant to this application are:

INT1: Presumption in Favour of Sustainable Development; BISH3: Bishops Stortford North; DES1 Landscape Character, DES2 Landscaping, DES3 Design of Development, TRA1 Sustainable Transport, TRA2 Safe and Sustainable Highway Access Arrangements and Mitigation, TRA3 Vehicle Parking Provision, CFLR10 Education, NE3 Species and Habitats, NE4 Green Infrastructure, HA3 Archaeology, CC1 Climate Change Adaption, CC2 Climate Change Mitigation, CC3 Renewable and Low Carbon Energy, WAT1 Flood Risk Management, WAT2 Source Protection Zones, WAT3 Water Quality and the Water Environment, WAT5 Sustainable Drainage, EQ3 Light Pollution.

- 8.6 There is no specific reference to the above policies in the planning statement submitted with the application

9. Statutory Consultations

- 9.1 East Herts District Council comments the site is proposed to form part of the built up area of Bishop's Stortford in the District Plan, the District Council consider that the provision of development at this site is acceptable. As education provider, the County Council are best placed to consider the relevant considerations for education provision as part of the wider Bishop's Stortford North development and in terms of the detailed design of development for education provision. EHDC offers the following comments with regards to design and access:

- The overall layout, design and scale of development appears to respond reasonably well with the geometry of the site, levels and approved developments at adjoining sites (Phase A of ASR5 — LPA reference 3/16/1897/REM and the adjoining site to the east — 3/16/0452/FUL).
- With regard to the detailed design of the proposed building, the District Council note that extensive glazing is proposed to the southern and western elevations of the building and it is not clear whether such a level of glazing has been considered in terms of passive heat gain and sun glare and in terms of emerging policy CC1 of the District Plan,
- The plans available incorporate a somewhat unusual and strange collection of materials which includes a mixture of bricks, boarding and

a green glazed brick. There appears to be perhaps one too many materials in the elevation treatment and the District Council are not convinced that the provision of a green glazed brick is appropriate, particularly in the context of policy ENV1 of the Local Plan and emerging policy DES3.

- The new school should ensure appropriate and good quality pedestrian and cycle access to encourage the use of sustainable modes of transport. In this respect, it is not clear whether the proposed pedestrian/vehicle access provides the best opportunities for accessing the site from the adjoining ASR5 development. The approved reserved matters plans and outline plans for phase A of ASR5 indicate a pedestrian access onto Farnham Road and the proposed access into the school creates a slight 'dog-leg' which may discourage walking and cycling.
- The outline planning permission for ASR3-4 includes a new route from Rye Street in a north westerly direction along the south western boundary of the application site for the new school. The plans submitted show no direct access from this new route to the school. The District Council acknowledge that there may be levels differences, ownership issues and school safety/accessibility reasons which prohibit such an access but there remains nonetheless a missed opportunity to create permeability to the site from this route.
- The County Council are encouraged to carefully consider whether the development takes the best opportunities available to create connectivity and permeability in encouraging and providing opportunities for sustainable modes of travel as required in emerging policies in the District Plan.

9.2 Hertfordshire County Council as Highway Authority raise no objections to the proposed development, subject to conditions. In summary the conditions require:

- the north east section of Farnham Road to be diverted in accordance with the approved plans for the adjoining development prior to the occupation of the school;
- the new site access to be provided in accordance with further details plans to be provided for the approval of the Highway Authority;
- the School Travel Plan compliant with current Hertfordshire County Council standards to be submitted within first six months of occupation of the new school being followed by full implementation by the school;
- detailed parking plans to be submitted;
- signalised pedestrian crossing to be provided on Rye Street (as shown on Drawing No ST-2448-39);
- a scheme of parking restrictions and a 30mph zone to be introduced along Farnham Road within 6 months of the first occupation of the new school (in accordance with in principle drawing ST-2448-32-A).

9.3 The Highway Authority response also notes:

- The proposed 3FE school will have capacity 630 pupils plus a nursery with 90 places of which up to 60 are expected to attend a morning and afternoon session. There will be a year-by-year increase in pupil numbers in tandem with the occupation of the residential development phases of the BSNC development. Staff numbers are expected to increase gradually, at a proportionate rate to the increase in pupils.
- The proposed layout will incorporate a staff car park of 66 spaces as well as cycle parking in accordance with the parking standards from the East Herts Local Plan. The proposals include appropriate pedestrian facilities adjacent to the school.
- The Transport Assessment accompanying the application states that an assessment has been made of the predicted number of vehicle trips based upon research into travel patterns of the staff and for parents dropping off and the collection of pupils.
- A maximum of 65 vehicles are expected to arrive to drop-off and pick-up pupils at the start and end of the school day, associated with some pupils who live outside a reasonable walking distance, and some parents who are expected to drop-off children on their way to/from work. Measures are to be put in place to enable these vehicles to park in the adjacent local centre car park as part of a Park and Stride scheme, to avoid causing congestion on the surrounding road network.
- The Transport Assessment associated with the ASR5 development has identified a mitigation package which would cater for the combined impact of the BSN Consortium and ASR5 developments on Rye Street.
- The assessment has concluded that the traffic impact of the proposed 3FE primary school should not cause a detrimental effect on the local highway network.

9.4 Hertfordshire County Council as the Lead Local Flood Authority raises no objections subject to 2 pre-commencement conditions that require:

- implementation of the mitigation measures specified in the FRA
- provision of a detailed surface water drainage scheme

9.5 The Environment Agency raise no objections recommending that the finish floor levels are ideally 300mm above the 1-in-100 year event including an allowance for climate change, or where this is not practical, flood resilience measures are incorporated into the 1 in 100 year event level.

9.6 The County Landscape Officer raises concerns regarding the adverse landscape and visual impact. The main points are:

- In terms of landscape effects, the LVIA states 'the overall effects on the local landscape would be no more than slight adverse, as the proposals would lead to some changes in landform'. However, the proposal would involve a large scale cut-and-fill operation across the site which would fundamentally change the topographical character of the site from a distinctive natural sloping valley landform to a series of engineered flat development platforms separated by a steep bank. There the impact is

will be higher than suggested in the LVIA. There appears to be an opportunity to mitigate the impact on the proposed landform with a more sensitive layout and design, such as, more sensitive ground shaping and use of retaining features, which could potentially become a key pedestrian link between the school and playing fields, informal seating for outdoor classes/sports spectators, a potential wildlife corridor, used as part of the SuDS scheme, and help mitigate views from the south and west.

- In terms of visual effects, the proposed development is generally well screened to views from the north east and west by the rising topography and development at Bishops Stortford North, however, there is concern that the proposed development results in more significant negative visual effects (than has been stated in the assessment) from more elevated areas across the Bourne Brook valley to the southwest. It is understood that the proposed development is viewed in the context of the wider urban area of Bishops Stortford North, however, from this direction the school's southwest elevation will be viewed as a prominent large-scale block, with some trees and open playing fields at a lower level in the foreground, set within a wider area of small-scale residential housing. The proposed planting including native tree and shrub buffer planting along the site boundaries including large native trees close to the building would help reinforce the local woodland character in this sub-urban setting toward the open countryside.

9.7 Sport England replied to the effect that the proposed development does not fall within their statutory or non-statutory remit and therefore provide no detailed response, on the basis that the application does not involve the loss of any sports facility and sports facilities are not a statutory requirement such as for housing development exceeding 300 units. Guidance is offered towards Sport England's design and cost guidance in relation to the provision of a new sports facility.

9.8 Herts Fire & Rescue Service advises that the plans were not sufficient to enable them to adequately assess the provision for water supplies for the fire service, and, would expect to view drawings with the following provisions for access and water supply:

Access and facilities

- Access for fire fighting vehicles should be in accordance with The Building Regulations 2010 Approved Document B (ADB), section B5, sub-section 16;
- Access routes for Hertfordshire Fire and Rescue Service vehicles should achieve a minimum carrying capacity of 18 tonnes;
- Turning facilities should be provided in any dead-end route that is more than 20m long. This can be achieved by a hammer head or a turning circle designed on the basis of Table 20 in section B5.

Water supplies

Water supplies should be provided in accordance with BS 9999.

This authority would consider the following hydrant provision adequate:

- Not more than 60m from an entry to any building on the site.
- Not more than 120m apart for residential developments or 90m apart for commercial developments.
- Preferably immediately adjacent to roadways or hard-standing facilities provided for fire service appliances.
- Not less than 6m from the building or risk so that they remain usable during a fire.
- Hydrants should be provided in accordance with BS 750 and be capable of providing an appropriate flow in accordance with National Guidance documents.
- Where no piped water is available, or there is insufficient pressure and flow in the water main, or an alternative arrangement is proposed, the alternative source of supply should be provided in accordance with ADB Vol 2, Section B5, sub section 15.8.

In addition, buildings fitted with fire mains must have a suitable hydrant sited within 18m of the hard standing facility provided for the fire service pumping appliance.

NB: These matters form part of a condition requiring the submission of detailed plans, prior to the commencement of development, to demonstrate that the development will meet the requirements of Hertfordshire Fire and Rescue Service.

9.9 The County Archaeologist response confirms the site was the subject of an archaeological evaluation, via trial trenches, in October 2016. The only archaeological features revealed were in Trench 3, and these comprised two pits and a post-hole. The larger of the pits contained approximately half of a complete vessel, of which the form and fabric of the pottery are typical of Middle Iron Age date, or possibly early-middle Saxon date. Environmental analysis of a sample from the pit identified charred plant remains, and very small amounts of hammerscale, which is indicative of smithing. The proposed development site is adjacent to the housing development at 'Land between Farnham Road and Hazel End', where extensive archaeological investigations have revealed occupation evidence of Early Neolithic, Bronze Age, Iron Age and Saxon date (a ditch terminus, pit, or a surface contained an assemblage of late 6th to 7th century pottery). I recommend the following provisions be made should you be minded to grant consent (for conditions - see Appendix II):

- the archaeological field evaluation via a process of 'strip, map and record' to the archaeological horizon, of the footprint of the proposed

Year 1 and Year 2 classroom building and of adjacent hard surfaced areas (play areas and service yard)

- the archaeological investigation of any remains encountered during this process, and a contingency for the preservation of any remains *in situ*, if warranted.
- the analysis of the results of the archaeological work with provisions for the subsequent production of a report and an archive, and if appropriate, a publication of these results.
- such other provisions as may be necessary to protect the archaeological interest of the site.

Third Party Representations

9.10 The application was advertised by way of a site notice, a press notice in the Herts & Essex Observer, and letters sent to 140 addresses in the vicinity of the site. In response, 6 letters of objection have been received raising the following issues:

- Rye Street is already a nightmare when pulling in or out of Foxdell's Lane due to the very considerable amount of traffic;
- both St Joseph's and Northgate End primary schools cause huge problems with their on-street parking twice a day;
- too little thought has been given to building on various sites in Bishops Stortford taking into account the huge amount of traffic each site will generate; There are many proposed developments in the area. It is unclear who has overall responsibility for project management
- construction for 4 new dwellings on Whitehall Road is currently underway. The developer is using Foxdells Lane for HGV's and the road is fast becoming dangerous and unusable. The increase of heavy vehicles in the area, needs proper consideration;
- we are concerned that the gates to the site on Farnham Road have been damaged and do not prevent unauthorised access to the site
- I object to the location of the school and its proximity to Rye St. This road is already very busy at peak times as drivers use this route to avoid Hockerill Hill;
- the school will be located on a road junction just beyond another 3 way junction on a bend in the road;
- no indication of alternative access roads for the forthcoming 2,500 houses to be built;
- there is no indication of the catchment area for this school;
- subsequent housing estates have to access the school via Rye Street only;
- there is insufficient information on what is required in terms of road improvements, pavement widening and any traffic calming;
- the school should be located more centrally to the new developments rather than so close to an already busy road;
- there is no indication of pedestrian crossing points;
- parents will drive their children to school if they don't feel it is safe for them to walk;
- there is insufficient access for pedestrians.

- the pavements along Rye Street are too narrow;
- the pavements need to be widened to allow pushchair and child to work side by side without intimidation from vehicles;
- lack of street lighting makes the journey impossible when dark;
- trying to cross Rye Street from Grange park at rush hour is dangerous.
- currently there is no provision of drop-down curb for wheel or pushchair to allow you to clear the road quickly at Grange Park/Rye Street. The increase traffic might compound this hazard;
- if the development goes ahead it must be demonstrated that there is safe access and accessibility along Rye Street.

9.11 The developer of the adjoining land, Countryside Properties, has raised a number of concerns, specifically:

- Countryside Properties UK Ltd is the landowner for the land immediately to the North West of the proposed school site. I would note that despite the information shown on your website, as neighbour to this application we have received no formal notice from you that an application has been made in relation to this site.
- Countryside Properties has outline planning consent for 329 New Homes together with associated open space and infrastructure for this land. This consent was granted on the 1st June 2016 and the subsequent reserved matters application for the first phase of housing on our site, which immediately borders the school site was approved by East Herts District Council on the 7th December 2016. Both dates are in advance of this application having been made.
- Having reviewed a number of the reports provided with the application, these fail to reference the approved residential consent that Countryside has for its landholding or to take account of the potential impact that the school may have on these adjoining future residential properties.
- For example, while the noise report takes account and provides reference to the recently consented residential development to the South East of the proposed school site, it does not reference our existing consent. The report expressly states that no assessment of the potential off noise creation by the school, and subsequent mitigation measures that may need to be provided within the school site to prevent disturbance to the future residential occupiers has been provided.
- In addition it would appear that the Transport assessment does not include a cumulative assessment of the impact of the school traffic when considering the consented ASR 5 (Countryside Development), approved Bishop's Stortford North Development (ASR1-4), Residential development to the South East of the school site, Animal Sanctuary proposal to the north of the A120 accessed from Farnham Road or proposed development promoted within the administrative area of Essex County Council by Uttlesford District Council in the village of Farnham.
- We are obviously very concerned by the approach that has been taken to this application given discussions that have occurred between us

and the schools team and the considerable concessions made by us in relation to our proposals to facilitate access to the site through our proposed residential development and new roundabout at the junction of Hazel End Road, Michaels Road and Rye Street.

- Given the significant concerns raised above, we hope that you will encourage the applicant to review their proposals in light of the wider context to ensure that any impact on the consented adjoining residential development is minimised or mitigated as far as is possible and we reserve our position accordingly given the lack of notification and consultation.

9.12 Notification of the application was sent to Countryside Properties and a separate letter to Bishops Stortford Town Council on 12 April 2017. No further representations have been received.

9.13 Bishops Stortford Civic Federation objects to the proposed development for the reasons given in their letter 27 January 2017 (Appendix VI). In summary the reasons relate to:

- (a) *Timing of delivery* – if the construction of the school is delayed until development within ASR1-4 catches up where are the children from within the ASR5 development (currently under construction) going to go to school; a primary school is the most important community facility for the development as a whole, yet it is in the least accessible of the areas within the wider BSN area,
- (b) *Deliverability* - the County Council apparently does not currently own the application site or made any attempt to acquire the site; there is no reason to believe that a school in this location will ever be delivered;
- (c) *Wider implications* – the application is intended to provide a substitute for the two schools within the BSN area which have outline planning permission (3/13/0804/OP). So far as we are aware, no alternative proposals have been submitted for the development of these sites; perhaps 300 more dwellings might be accommodated on these sites. However the transport assessment relies on the existing permissions and makes no attempt to assess the impact of additional housing; granting planning permission would lead to a further loss of open space at a time when Bishops Stortford is facing its biggest ever housing development; the proposal makes no provision for the potential for a nature reserve along Bourne Brook, indeed it would prevent it being realised;
- (d) *Interim arrangements* – the County Council’s anticipated forecast demand for places is tailing off for the next few years although it’s underlying methodology for forecasting places appears to be flawed; ASR5 would generate an additional 1FE demand at a time when no school would have been provided for children living within ASR5; all of the other JMI schools are full and located some considerable distance from ASR5; granting planning permission for this application as a substitute would undermine the basis on which permission for ASR5 was granted;

(e) *Traffic implications* – as well as anticipating the overall consequences of implementing this proposal (i.e. more housing on BSN as a whole) a robust traffic assessment for this application needs to look at the interim position when no school has been provided by the time that ASR5 has been implemented and occupied; children (of all school ages) would then need to be driven to school; what impact will this have on the existing road network, and before many of the proposed improvements (minimal as they are) will have been completed. Planning permission for ASR5 was granted on the basis that there would be a primary school on site and a secondary school near the A120 bypass already in operation, neither or which seems likely in the near future. We are particularly concerned about the impact on Rye Street.

9.14 A coordinated response on behalf of the County Council (Childrens Services and Buildings) in addressing the issues raised by the BSCF is included in the Vincent and Gorbing letter dated 03 March 2017 appended to this report (Appendix VII). BSCF were invited to make further representations in response to the County Council letter but chose not to add to the earlier reponse.

9.15 Herts and Middlesex Wildlife Trust notes the Biodiversity Index Calculator has been applied to demonstrate sufficient habitat mitigation is provided, consistent with the objectives of the NPPF. Therefore, a condition should be added which requires all of the ecological measures specified in the Ecological Assessment to be form part of any planning permission.

10. Planning issues

- Principal of development
- Need for additional primary school places
- Transport
- Air quality
- Noise
- Design & appearance

Principal and Need

10.1 The Proposals Maps of the East Herts Local Plan Adopted 2007 (Sheet E: Bishops Stortford) show the land within the application site designated as an Area of Special Restraint (ASR4) and therefore subject to Policy BIS8 (Areas of Special Restraint 3, 4 and 5).

10.2 Policy BIS 8 states ‘Within the Bishop’s Stortford Areas of Special Restraint 3, 4 and 5, as defined on the Proposals Map, development will not be permitted, other than would be allowed in the Green Belt, until such time as the land so identified is shown to be needed for, and proposed for development, as a result of a review of this Plan’. The supporting text to Policy BIS8 states ‘the future strategic use of this

land will be determined as part of a future Review to this plan. This reconsideration would include an assessment of capacity, if a need for dwellings were shown as part of the strategic review of the land'.

- 10.3 The application site forms part the area with outline planning application as part of the development Bishops Stortford North approved under 3/13/0804/OP. The parameter plans for the BSN development show the area of land that is subject to the current full application for the primary school as potentially being developed for housing. Two potential primary school sites are also identified on land within ASRs 3 & 4 to the west of the current application site.
- 10.4 The outline planning permission (3/13/0804/OP) shows the scale of the proposed development within the application area. All matters were reserved except for means access, and therefore a reserved matters application will be required to address appearance, landscaping, layout and scale in due course. The outline planning permission is a material consideration because the need for additional primary school capacity is directly related to the new housing generated as part of the BSN development.
- 10.5 Policy DPS3 of the draft East Herts District Plan provides that by 2031 Bishops Stortford will need to accommodate between 3,729 and 4,142 new homes, including 2,529 homes at Bishops Stortford North, comprising 2,200 on ASRs 1 to 4 and 329 at ASR 5 as set out in Policy BISH3. The application site is located within the boundary identified in Policy DPS3.
- 10.6 The outline planning permission and draft allocation are material considerations of significant weight. Provision of a new primary school is a necessary piece of infrastructure to support the new community being provided at Bishops Stortford North. The provision of new schools to support new communities is supported by the NPPF paragraph 72 and in Policy CFLR10 (Education) of the East Herts District Plan (submission version) and in Policy EP3 (New primary schools) of the Neighbourhood Plan.
- 10.7 The need for the equivalent of 5FE of entry is derived from the County Council's modelling for the number of places generated by new development and is proportionate to the level of demand generated by the new developments within the BSN area which are required to be provided as part of the District Plan and provided for under Policy DPS3.
- 10.8 Therefore, it is considered that the development of a new primary school at the site is consistent with the draft emerging local plan policy, the adopted policies of the Silverleys and Meads Neighbourhood Plan, and with policies in the NPPF (paragraph 72). Accordingly great weight must be given to the need for primary school places in the overall planning balance.

Transport

- 10.9 The main transport issues relate to the levels of traffic generated by the proposed primary school and potential impacts upon local congestion, the safety and efficiency of the operation of the highway, and allied to the first two points, the potential for the school to maximise sustainable journeys (walking, cycling and by bus) and thereby reduce unnecessary car journeys.
- 10.10 As part of the proposal the school is to be served via a single 4m wide junction providing ingress and egress. Staff and visitor parking is proposed (66 spaces), as well as coach parking at the front of the site. The swept path analysis drawing demonstrates sufficient turning space is provided within the site for a 12m coach and EHDC refuse vehicles. Provision of a pupil drop-off and circulation facility is proposed at the front of the school in order to reduce the potential for pupil drop-off occurring on Farnham Road. The proposals include a 30mph zone and parking restrictions on Farnham Road within the vicinity of the school.
- 10.11 The proposals for the development of ASR5 to the north of the site (3/13/0886/OP) provide for a new roundabout at the junction of Rye Street and Hazel End Road and alterations to Farnham Road, as shown on drawing A_A_PL_100_Rev M appended to this report (Appendix IV)
- 10.12 The new access arrangements and associated highway improvement works at the junction of Rye Street and Hazel End Road are shown on drawing E3321/750/L appended to the report (Appendix V). In summary, the highway works proposed as part of this application include:
- a new 2m wide footway on the south side of Farnham Road between the school entrance and the proposed build out provide a pedestrian crossing into ASR5;
 - 30mph speed limit to be implemented on Farnham Road in the vicinity of the site and its junction with ASR5;
 - street lighting in association with the 30mph speed limit zone;
 - high friction surfacing on the approaches to the 30mph zone from the north west;
 - priority build-out with associated road markings and the signage for the proposed pedestrian link between the school and the ASR development;
 - School-Safety-Zone signage;
 - continuation of the 5.5m carriageway along Farnham Road from the ASR5 highway works on to the north eastern side of the proposed built out;
 - new signalised pedestrian crossing feature on Rye Street, adjacent to the 2m footway on the removed section of Farnham Road as part of the ASR5 development.

- 10.13 Prior to the first occupation of the new school the Highway Authority require the construction of the new roundabout, diversion of Farnham Road, the construction of the new signalised pedestrian crossing in Rye Street, and the implementation of a parking restriction scheme on Farnham Road to be provided by condition. The Highway Authority also requires a car parking plan and site access drawing to be submitted for detailed approval by condition. The Highway Authority raises no objection to the development subject to these conditions.
- 10.14 In terms of traffic generation, the proposed 3FE primary school is predicted to generate total vehicle trips of 176 movements during the AM peak (111 in/ 65 out).
- 10.15 In terms of the impact this will have on the current operation of Rye Street, the current two-way traffic flows reported in the TA for Rye Street are 1,313 movements between 08:00 and 09:00. Based on the current flow of traffic using Rye Street, the level of traffic generated by the school would be expected to increase two-way flows by around 13.4% (as a standalone development). School related traffic as a proportion of overall traffic (all committed developments combined) would account for 7.2% of the overall predicted two-way flows on Rye Street.
- 10.16 As a result all other committed developments combined, it is estimated that 1,135 additional journeys would be generated on Rye Street during the AM peak. This level of traffic is reported to be significantly above the theoretical capacity of Rye Street applying best practice (TA79/99 'Traffic capacity of Urban Roads', Department for Transport).
- 10.17 As part of the mitigation proposals, the Rye Street improvement programme (drawing provided under applications 3/13/0886/OP and 3/0804/OP is designed to improve safety and overcome congestion in the vicinity of the site. In order to test the operation of the network the TA for the ASR5 development (3/13/0886/OP) used PARAMICS software to model the traffic generation from the ASR5 and BSN developments combined, and concluded the network would continue to operate satisfactorily with mitigation in place.
- 10.18 In terms of the potential for travel congestion, Neighbourhood Plan (Policy TP1) requires all development which result in greater than 5% predicted increase congestion (or average journey times) to identify and implement mitigation measures capable of bringing the predicted journey times back to pre-development levels, unless it can be demonstrated that this is not viable following assessment of the available options. The additional traffic generated by the school would exceed 5% of the total (all committed developments combined), however this would not necessarily result in above a 5% increase congestion with the proposed mitigation in place.

- 10.19 In terms of sustainable travel, the school travel plan identifies that the majority of the pupil catchment will be within 800m of the proposed school which is anticipated to facilitate a high proportion of walking and cycling. The system of greenways that are proposed running through the BSN development area have the potential to deliver high quality east to west pedestrian and cycle links to the site, which could potentially provide a direct link with the school site. The precise location of the green links will be decided as part of the reserved matters applications for the BSN development.
- 10.20 Policy TP3 of the Neighbourhood Plan seeks to increase walking and cycling journeys by making walking more attractive and providing direct routes between housing and community facilities. Policy TP4 of the Neighbourhood Plan seeks to deliver pedestrian and cycle improvements as part of major developments to enable people to travel to key destinations around the town such as the town centre and railway station.
- 10.21 The application proposes pedestrian improvements in the form of a 2m wide footway running along the south side of Farnham Road between the school site and the ASR5 access road and a new footpath between the re-aligned Farnham Road and Rye Street. Additionally, the proposed development of 30 dwellings on the corner of Farnham Road and Rye Street (3/16/0452/FUL) includes a new footpath along the northern side of Rye Street from Farnham Road to Bourne Brook.
- 10.22 The proposals forming part of the application (as set out above) together with the Rye Street improvements scheme, should provide the necessary infrastructure improvements to encourage walking journeys and provide the mitigation anticipated in Policies TP3 and TP4.
- 10.23 In terms of public transport, Policy TP5 of the Neighbourhood Plan requires that major new significant developments are served by a regular bus service accessing the town centre. The site is within close proximity of an existing high frequency bus route. The 510 service runs every 10 minutes along Rye Street, calling at Stansted Airport, Stansted Mountfitchet, Takeley, Bishops Stortford, Sawbridgeworth, and Harlow. The site will also benefit from the new circular route being delivered as part of the BSN proposals. The proposal is considered compliant with Policy TP5.
- 10.24 Policy TP7 of the Neighbourhood Plan seeks to encourage cycle use through the provision of sufficient, secure and waterproof cycle spaces positioned in easily accessible locations. The proposal provides 51 cycle spaces which will be required to be sheltered and in a convenient location at the front of the school. The will be secured by condition.
- 10.25 The transport assessment for the ASR5 development considered the cumulative impacts of development. The committee report prepared for EHDC members concluded that, as a stand-alone development, it

[ASR5] would have a limited traffic impact on both the primary and local road network. The report acknowledges the improvement to be made to Rye Street and the contributions to be made towards improved bus services and cycle routes. The report acknowledges that whilst the impact of the proposals on local roads is not fully mitigated, the level of impact is not considered to be severe.

- 10.26 It is therefore considered that the levels of traffic associated with the construction of a new 3FE primary school and nursery at the site would not have a significant adviser impact in terms of the safety and operation of the highway. The proposed mitigation would improve pedestrian facilities to encourage walking to school. The transport assessment has regard to the overall levels of traffic generated by the school in combination with other committed developments (3/13/0804/OP, 3/13/0886/OP, 3/16/1252/FUL) and it is not considered to result in severe residual impacts upon Rye Street. Furthermore, the Highway Authority has no objections to the construction of a new primary school at the site in conjunction with the other developments.

Air Quality

- 10.27 Policy ENV27 of the EHLPP requires proposals to have regard to the potential effects of a development on local air quality. In determining planning applications consideration will be given to the impacts related to both the operational characteristics of the development and the traffic generated. Development which will significantly increase air pollution will not be permitted
- 10.28 The application site is not within, nor is it near to, a designated Air Quality Management Area (AQMA). The nearest AQMA is at Hockerill junction (London Road/Stansted Road) just over 1km from the application site. The Neighbourhood Plan (Policy TP2) requires all development predicted to increase air pollution (by more than 2.5%) at Hockerill junction to include an assessment of the predicted impacts and identify mitigation measures to bring pollutant levels back to pre-development levels.
- 10.29 The Transport Assessment predicts car journeys based on a typical school where 90% of pupils living within 0.8km would be expected to walk to school. The total number of pupils is 690, of which it is estimated 588 would walk to school. The estimated number of car journeys is 91 generating an estimated 65 vehicles as some car journeys are expected to be shared by more than 1 pupil.
- 10.30 A traffic survey for the Hockerill junction in March 2017 recorded a total of 4,066 vehicles during the AM peak (07:45 to 0845). The estimated number of car journeys generated by the primary school (176) equates to approximately 4.32% of the total traffic using the Hockerill junction during the AM peak, however the number of school related journeys likely to travel through the Hockerill junction is expected to be a small

proportion of the 176 total school related journeys due to a number of factors, such as, origin of the journey, preference for alternative modes of transport, or choice of an alternative route. Therefore the effect upon Hockerill junction is likely to be below the level to justify additional mitigation measures in respect of air quality envisaged under Policy TP2.

- 10.31 The BSN development is predicted to generate 1,053 additional movements along Rye Street between 08:00 and 09:00. There is the potential for traffic congestion in the vicinity of the school site and for pedestrians to be affected by pollution from exhaust emissions. It is noted that the development of ASR5 will provide junction improvements along Rye Street, including pedestrian improvements, additionally, the development to the south of the application site (3/16/0452/FUL) will provide a new footpath on the north side of Rye Street east of the Bourne Brook. These measures together have the potential to increase pedestrian journeys, although the increase in traffic using Rye Street may make the route less attractive, and this emphasises the importance of having new pedestrian/cycle route from within the new housing areas (ASRs 3 & 4).
- 10.32 The new school would be located within a new housing area. The school catchment area will be drawn from the surrounding area making it highly likely that a high number of pedestrian journeys will be generated from within 1km walking distance of the new school. In addition to the pedestrian improvements as part of this application, it is important that priority is given to the development of new pedestrian and cycle routes (greenways) in the reserved matters applications.
- 10.33 The development of new greenways should hopefully reduce pedestrians exposure to traffic related air pollution. It is also noted that the Environmental Statement which assessed the air quality impacts of the entire BSN development (within which the application site is located) as being of medium sensitivity as regards nearby receptors.

Noise

- 10.34 The noise survey report submitted with the application seeks to determine the suitability of the site for use as a primary school site in line with the criteria in Building Bulletin 93 ' *Acoustic design for schools: performance standards*.
- 10.35 BB93 provides guidance in relation to indoor ambient noise levels, impact sound within internal spaces, reverberation levels, and sound absorption e.g. within corridors, entrance halls and stairwells. The focus on BB93 is the assessment of outside noise sources and the potential effect upon the internal teaching environment, as opposed to, the effect of the school on the surrounding environment.

- 10.36 The noise report takes 'no account of the potential change in noise environment' due to 'further development in and around the area'. However, the report does include recommendations for limits on plant noise at nearby residential properties, including future residential property adjoining the sites southern boundary (i.e. 45 dB daytime and 30dB night-time).
- 10.37 In terms of the existing noise climate, daytime noise surveys were undertaken to establish the existing noise climate at the site. Measurements were taken at five locations between along the north east and south east sides of the site. The highest measured noise level was 62 dB (LAeq, T) adjacent to Farnham Road on the north east side of the site. On the south east sides of the site adjacent to application potential future housing (3/16/0452/FUL) was between 47-54 dB (LAeq, T). The measured noise levels at the site were dominated by local road traffic noise and distant aircraft noise. The report concludes that measures noise levels are suitable to permit the use of a natural ventilation strategy with opening windows.
- 10.38 The noise report demonstrates that the school would not be exposed to noise nuisance from existing noise generating sources, which is the policy standard required in Policy ENV25 of the East Herts Local Plan for noise sensitive development such as homes, schools and hospitals.
- 10.39 The effect of the operation of the school upon other noise sensitive development i.e. new homes in the vicinity of the site was not assessed in the report. The developer of adjoining the land to the north (Countryside Properties) raised concerns in respect of the potential impact upon future occupiers of their development and so officers have instructed an independent noise survey by Acoustic Associates which will be reported to members at the meeting.

Design & appearance

- 10.40 The proposed building is two storeys with an internal floor area of 3,339 square metres comprised in two blocks interlinked with full height glazing forming an entrance. The external areas include a multi-use games area to the north of the main building and grass playing fields on a lower terrace to the south of the school buildings.
- 10.41 The policy test is Policy ENV1 of the adopted East Herts Local Plan which requires all development to be a high standard of design to reflect local distinctiveness and to demonstrate compatibility with the structure and layout of the surrounding area, and relate well to the massing and height of the surrounding townscape.
- 10.42 The proposed buildings would be set back and at a slightly lower level from Farnham Road. The maximum height of the buildings would be approximately 9m. Therefore the buildings would have a low impact upon views from Farnham Road and new development on land to the

north (3/16/1251/REM) within ASR5. The building would relate well to the massing and scale of proposed new housing development on land to the south (3/16/0452/FUL).

- 10.43 The materials for the external elevations comprise a stock brick (buff colour) which is considered to be an appropriate material. The rear elevation uses a high proportion of a green coloured glazed tile which has drawn some criticism in consultation. A more sympathetic material with a softer appearance, possibly cedar cladding is recommended. The final choice of materials is subject to approved by condition. Subject to the above, the design is considered to meet the high standard of design required under Policy ENV1.

11. Conclusion

- 11.1 The development of a new primary school on land at Rye Street and Farnham Road is required to support the development of a new community at Bishops Stortford North to meet the growth required within Bishops Stortford to 2031 that is planned as part of the emerging East Herts District Plan, for which outline planning permission has already been granted.
- 11.2 The traffic generated by the school would account for a small proportion of overall traffic generated by all other committed developments and adequate mitigation for the transport effects of the school is provided as part of the application. Notwithstanding the traffic impacts affecting Rye Street as a result of all committed development combined are not fully mitigated, the cumulative residual impacts are not considered to be so severe to warrant refusal of the application. Furthermore, the Highway Authority raises no objection to the construction of a new primary school in conjunction with the other committed developments.
- 11.3 The proposed design of the school buildings is considered to be a suitably high standard, subject to the submission of material samples. Further landscaping will be required to address the change in levels across the site to ensure that the development is acceptable. These matters are subject to conditions.
- 11.4 Finally, great weight is given to the need for new school places for new communities as set out in the NPPF (paragraph 72). The development of new schools to support local growth is also supported by the policies of the adopted Neighbourhood Plan and the emerging policies of the new East Herts District Plan.
- 11.4 Accordingly, it is recommended that planning permission is granted subject to conditions in Appendix II

Documents referred to in preparing the report

- Bishops Stortford Transport Study - Steer Davies Gleave
- Neighbourhood Plan for Silverleys and Meads 2014-2031
- East Herts Local Plan Second Review 2007
- East Herts District Plan submission version
- Planning application documents:
 - 3/13/0804/OP; 3/15/1012/VAR; 3/16/0997/NMA; 3/17/0891/NMA;
3/1975 – 15; 3/2037-14; 3/13/0886/OP; 3/16/1252/FUL;
3/16/1251/REM; 3/16/1897/REM

Appendix I – Site Plan

Appendix II – Draft Planning Conditions

Appendix III – Means Of Access Plan

Appendix IV – Proposed Site Layout Plan

Appendix V – Works Overview Plan Rye Street

Appendix VI – Bishops Stortford Civic Federation Letter

Appendix VII – Vincent And Gorbings Letter