



Report to Buckinghamshire Council – (North Area) Planning Committee

Application Number:	23/03600/APP
Proposal:	Extension of existing sixth form building, new storage garage, parking, landscaping and other associated development
Site location:	The Cottlesloe School, Church Street, Wing, Buckinghamshire, LU7 0NY
Applicant:	Morgan Sindall (on behalf of Buckinghamshire Council)
Case Officer:	Faye Hudson
Ward affected:	WING
Parish-Town Council:	WING
Valid date:	10 November 2023
Determination date:	5 January 2024
Extension of time:	24 January 2024
Recommendation:	Approval

1.0 Summary & Recommendation/Reason for Planning Committee Consideration

- 1.1 This application seeks full planning permission for an extension to the existing sixth form building with a new storage garage, parking, landscaping and other associated development.
- 1.2 This application is being referred to the North Area Planning Committee as Buckinghamshire Council has ownership interests in the site. Therefore, for the sake of transparency, the application is to be determined by the Committee.
- 1.3 In addition, Wing Parish Council, under the paragraph 3.34 of the Council's Constitution, has called the application in to Committee citing highways safety and parking objections.
- 1.4 Officers recommend that the application be **APPROVED** subject to the conditions set out in Section 8.0 of this report.

2.0 Description of Proposed Development

- 2.1 This application seeks full planning permission for an extension to the existing sixth form building with a new storage garage, parking, landscaping and other associated

development.

2.2 The application site falls within the setting of Wing Conservation Area (located to the north-east of the site), the setting of Quinton-Wing Hills Area of Attractive Landscape (AAL), the setting of an archaeological notification area for a Saxon cemetery and Wing village historic core, a red Great Crested Newt impact risk zone, and within the Chiltern Beechwoods Special Area of Conservation (SAC) Zone of Influence.

2.3 The application is accompanied by:

- *Site Plans*
- *Existing and Proposed Plans*
- *Arboricultural Impact Assessment*
- *Planning Statement*
- *Swept Path Analysis – Fire Tender*

3.0 Relevant Planning History

Reference: 96/01543/APP

Development: CONSTRUCTION OF A SINGLE STOREY SIXTH FORM TEACHING BLOCK AND ASSOCIATED CAR PARKING

Decision: Approved Decision Date: 11 December 1996

Reference: 98/00760/APP

Development: CONSTRUCTION OF NEW OFF SET ROUNDABOUT AND ACCESS ROAD

Decision: Approved Decision Date: 4 August 1998

Reference: 99/00120/APP

Development: Construction of part two storey teaching block & single storey music/drama & gym block. Single storey extension to the science block. Extension to single storey staff room. Associated car parking

Decision: Approved Decision Date: 12 March 1999

Reference: 08/02266/APP

Development: Erection of purpose building for Day nursery

Decision: Withdrawn Decision Date: 16 December 2008

Reference: 12/01925/ACC

Development: Provision of Sport England compliant sports hall and changing facilities to replace the existing incorrectly sized and inadequate sports hall. New 6 no classrooms and class stores to replace existing temporary classrooms (for which planning permission is due to expire in August 2013) to ensure that there is sufficient permanent accommodation to meet the current curriculum needs for the school.

Decision: Approved Decision Date: 2 November 2012

Reference: 20/02262/ACL

Development: Application for a Lawful Development Certificate for the proposed permapaving surface and 12mx16m canopy with a maximum ceiling height of no more than 4m and a perimeter gutter height of 2.3m

Decision: Approved Decision Date: 12 November 2020

Reference: 23/01052/CPL

Development: Certificate of lawfulness application for proposed single storey temporary mobile classroom with ramped access on existing school ground.

Decision: Approved Decision Date: 23 May 2023

3.1 The development has been screened under the Environmental Impact Assessment Regulations and the Local Planning Authority has concluded that an environmental impact assessment will not be required in this case.

4.0 Representations

See Appendix A.

5.0 Policy Considerations and Evaluation

Vale of Aylesbury District Local Plan (VALP) (September 2021):

- S1: Sustainable development for Aylesbury Vale
- S2: Spatial strategy for growth
- S3: Settlement hierarchy and cohesive development
- S7: Previously developed land
- I3: Community facilities
- T1: Delivering the sustainable transport vision
- T5: Delivering transport in new development
- T6: Vehicle parking
- T7: Footpaths and cycle routes
- T8: Electric vehicle parking
- BE1: Heritage assets
- BE2: Design of new development
- BE3: Protection of amenity of residents
- NE1: Biodiversity and geodiversity
- NE4: Landscape character and locally important landscape
- NE5: Pollution, air quality, and contaminated land
- NE8: Tree, woodlands, and hedgerows
- C3: Renewable energy
- I4: Flooding

Minerals and Waste Local Plan (MWLP) (July 2019):

- Policy 1: Safeguarding mineral resources

Officer Note: The application site does not fall within a minerals safeguarding area; therefore, a

minerals assessment is not required.

Wing Neighbourhood Plan (WNP) (made March 2015):

- CGS1: Respecting the Environment
- F1: Village facilities
- HE1: Heritage
- T2: Impact on traffic
- T3: Traffic and Parking
- T4: Cyclists and Pedestrians

Supplementary Planning Documents (SPD):

- Wing Conservation Area Document
- Supplementary Planning Document: Biodiversity Net Gain (July 2022)
- Vale of Aylesbury Local Plan Design Supplementary Planning Document (2023)

National Planning Policy:

- National Planning Policy Framework (NPPF) (2023)
- National Design Guide (2021)
- National Planning Practice Guidance

Principle and Location of Development

VALP Policies: S1, S2, S3, S7 and I3

WNP Policy: F1

- 5.1 Policies S1, S2, and S3 of the VALP seek to direct development towards sustainable locations. Policy S7 provides support for development proposals making efficient use of previously developed land in sustainable locations. Para 11.26 of the VALP providing the introductory text to policy I3 'Community facilities, infrastructure and assets of community value' sets out that community facilities and services include schools and that they make a vital contribution to the social and economic life of the community. There are no policies within the VALP directly related to the provision of schools (or extensions to existing educational facilities). Policy F1 of the WNP states that proposals that enhance community facilities, recreation and leisure will be supported, provided that there is no significant adverse impact upon residents.
- 5.2 Paragraph 99 of the NPPF (2023) sets out; *"It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:*
- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and*
 - b) work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted."*

- 5.3 Wing is considered to be a 'larger village' within the settlement hierarchy set out in the VALP, with at least reasonable access to services and facilities and public transport, making them sustainable locations for development. It is expected that development can be accommodated at larger villages without causing unreasonable harm or adverse impacts.
- 5.4 Given the existing use of the site as a school, and the proposed use of the extension as part of the sixth form building, it is considered that the proposed development would make a vital contribution to the social and economic life of the community, in accordance with policy I3 of the VALP. The proposal would provide approx. 330sqm in additional sixth form floorspace and nine new full-time jobs supporting the ongoing running and enhancement of the school in this location. The school is to increase their admission numbers from 190 PAN to 210 PAN (i.e., an additional 20 places per year). This is to meet the Council's statutory duty to provide sufficient school places and address current oversubscription within the school's catchment area, as well as allowing the school to meet the demand for places in the long-term from new housing within the catchment area. The proposed extension of the sixth form building would free up space across the wider school site.
- 5.5 A new storage garage is proposed to compensate for the loss of the existing storage building, to accommodate the proposed extension, and will provide storage for grounds maintenance equipment. Additional car parking spaces are also proposed to serve the additional floorspace created and new soft landscaping is proposed to compensate for the loss of trees. All aspects would be accommodated within the extent of existing built form within the school site and would not result in the loss of any playing fields.
- 5.6 The development is considered to provide social, economic and environmental benefits to the area, in line with the requirements of policy S1 of the VALP and section 2 of the NPPF. The proposal also partly seeks to make efficient use of previously developed land in a sustainable location in line with policy S7 of the VALP. Therefore, the proposal is considered to comply with policies S1, S2, S3, S7 and I3 of the VALP, policy F1 of the WNP, and the advice set out in the NPPF and is acceptable in principle.

Transport matters and parking

VALP Policies: T1, T4, T5, T6, T7 and T8

WNP Policies: T2, T3 and T4

- 5.7 The application seeks permission for an extension to the existing sixth form building due to an upcoming increased intake of pupils in September 2024. Associated with the proposed extension are alterations to one of the existing car parks to allow suitable access for a fire tender and additional car parking spaces elsewhere within the site. No changes are proposed to the means of access and the existing area used for coaches entering, manoeuvring and leaving the site would remain unchanged as a result of the proposal.
- 5.8 The Highways Officer has reviewed the application and has confirmed that the site benefits from an existing access from Church Street; these access arrangements are considered to be satisfactory.
- 5.9 Four existing car parking spaces are to be removed to facilitate fire tender access adjacent

the sixth form building. The Highways Officer requested that vehicle tracking of an 8.6m long fire appliance be provided to show that it can turn in the designated area and leave the school in a forward gear. Following the submission of a swept-path analysis for a fire tender, the Highways Officer is satisfied that the turning area is of a sufficient size and that the appliance can leave in a forward gear.

- 5.10 The 11 car parking spaces proposed (seven additional, four re-located) did not originally meet the size standards set out within the VALP and therefore an amended plan was sought to ensure the spaces measured 2.8m by 5m. In order to accommodate the larger spaces, an amended red line boundary plan was sought. Following this, a full re-consultation was undertaken. The Highways Officer is now satisfied that the new car parking spaces proposed meet the requisite size standards.
- 5.11 Following the re-consultation for the amended red line plan, the Highways Officer noted that there were to be nine additional staff members as a result of the proposal. As such, in line with VALP parking standards (1 space per full-time equivalent (f.t.e) role), nine additional parking spaces are required. Originally, only seven were proposed, which resulted in a shortfall of two parking spaces on the site.
- 5.12 However, an updated plan has been provided to indicate the installation of two additional car parking spaces on land within their ownership but outside the red line of the application site. Officers are content that subject to the imposition of a condition to secure the provision of these two further car parking spaces, the proposal would provide adequate car parking provision to reflect the increase in full time members of staff in accordance with the VALP parking standards (i.e., a net gain in 9 car parking spaces to serve the 9 f.t.e roles).
- 5.13 In addition, the Highways Officer requested that two electric vehicle (EV) spaces be provided as part of the scheme. As part of the amended plan, two EV charging stations are to be added to existing spaces within the car park. Whilst Officers note the concerns raised by the Highways Officer in relation to the size of the spaces (i.e., that they do not measure 3m by 6m), Officers are satisfied that if the EV charging infrastructure is located outside of the marked bay, the parking space would still be sufficiently useable. Details of the EV charging points and their exact locations have been secured by condition. As such, Officers are satisfied that the proposal complies with policy T8 of the VALP. As the garage proposed is for storage only, and this could be secured by planning condition, the dimensions are considered to be acceptable to the Highways Officer.
- 5.14 The concerns raised by Wing Parish Council are noted regarding the existing parking issues at the school, especially at peak times (pick up/drop off). As part of the re-consultation, the Highways Officer acknowledged these comments and suggested that the applicant implement an additional parking area within the site. However, Officers are not satisfied this can be achieved at this stage without resulting in other material concerns; mainly in relation to the potential loss of a significant number of trees or the loss of sports fields to accommodate this additional parking. As such, an additional parking area has not been sought as part of this application. Further to this, the Highways Officer has confirmed that

they do not consider the proposed extension to have a significant traffic impact above what is already taking place at the school, and therefore it was not considered justifiable or reasonable to refuse the application on the basis of the existing traffic impacts. Finally, given the site's location within a 'larger' village (as set out in the settlement hierarchy in the VALP) and its good access to public transport, services and facilities, a slightly reduced parking provision could be supported. Notwithstanding this, the Highways Officer confirmed that nine additional spaces were still required to accommodate the additional staff members; amended plans were sought to this effect as explained above.

- 5.15 The Highways Officer has requested that a pre-commencement condition be imposed on any consent to require the developer to submit a construction traffic management plan (CTMP). This is to minimise danger and inconvenience to highway users, safeguard amenities of any residents, and to mitigate nuisance and potential damage which could occur in connection with the development. Officers consider this condition to be appropriate, reasonable and justifiable given the existing traffic impacts at the site.
- 5.16 As such, following the submission of the amended plan, subject to the imposition of appropriate conditions, Officers are satisfied that the development would not significantly alter the traffic impacts and, as noted by the Highways Officer, the proposal would only result in minimal highways impacts. Having regard to paragraph 115 of the NPPF, Officers do not consider that the proposal would have an unacceptable impact on highway safety, or that the residential cumulative impacts on the road network would be severe, such to justify refusal of the application. Overall, subject to conditions, the proposal would therefore comply with policies T1, T5, T6 and T8 of the VALP, policies T2, T3 and T4 of the WNP, and the advice within the NPPF in this regard.

Raising the quality of place making and design

VALP Policies: BE2 and NE4

- 5.17 To accommodate the proposed extension, an existing building on site (located between the existing sixth form building and the well-being centre) is to be demolished. From a visit to the site, Officers are of the understanding that this building is currently used for storage and is to be replaced by way of the storage garage located on the north-east boundary. The demolition of the existing building is considered to be acceptable, as the building is not of any particular merit. Any potential asbestos found in the building prior to its demolition would be subject to the regulations set out in The Control of Asbestos Regulations 2012 and fall outside the remit of the planning process.
- 5.18 The extension would measure approx. 30metres in length at its longest point and 15metres at its widest and would be a maximum of 6.8 metres in height. The building would be of similar scale and massing to existing buildings within the wider school complex. The design of the proposed extension is considered to be acceptable. It is considered the proposed extension would read well within the context of the existing site and buildings and the proposed materials would match those of the existing building. The proposed replacement storage garage is of an appropriate design, scale and size for the site, appearing significantly subordinate to the main school buildings. No details of the materials to be

used in the construction of the storage garage or its associated access path have been submitted; to ensure a satisfactory appearance these could be secured by condition. In addition, whilst the submitted plans indicate the installation of solar panels to the roof of the proposed extension, further details of the solar panels shall be secured by condition to ensure the panels would be appropriately located and of satisfactory appearance.

- 5.19 The application site falls within the setting of the Quanton-Wing Hills AAL. It is considered that the proposed extension would be viewed in the context of the existing site and built form due to the appropriate materials and subservient design. The proposed extension or any of the associated works would not extend beyond the established site boundary and therefore would not encroach into the surrounding rural landscape to the north or west. It is therefore considered that no harm would be caused to the Quanton-Wing Hills AAL. As such, the proposed development would comply with policy NE4 of the VALP.
- 5.20 The proposal would lead to the removal of some trees as alluded to in a latter section of this report. Whilst the loss of trees is unfortunate as these contribute towards visual amenity, replacement planting is proposed to mitigate for the loss of existing trees to ensure a satisfactory appearance and ensure an acceptable impact on visual amenity and the character of the area.
- 5.21 Overall, subject to the imposition of appropriate conditions, Officers consider that the proposed development would comply with policies BE2 and NE4 of the VALP, and the advice within the NPPF.

Amenity of existing and future residents

VALP Policy: BE3

- 5.22 Given the proposed location of the extension within the existing range of school buildings, there are no private residential properties within the vicinity that would be directly impacted by the proposed development. There are no concerns regarding the impact of the development on residential amenity in terms of light, noise or privacy. The adjacent care home (Carey Lodge) is currently vacant, but Officers do not consider the proposed development will increase the level of noise/activity that already takes place on site. There is a primary school (Overstone Combined School) to the north-east of the site; this would also remain unaffected by the proposals in terms of amenity.
- 5.23 Whilst the proposed garage building for storage would be located adjacent the boundary with the care home, it is to be located directly adjacent an existing storage building on site. Given its use for the storage of grounds maintenance equipment, it is considered that its siting would not result in a significant detrimental impact on the amenities of any neighbouring properties.
- 5.24 Any increase in vehicle movements and associated noise as a result of the proposal would not be significant in the context of the existing movements within the site. As such, the proposed development is considered to comply with policy BE3 of the VALP, and the advice within the NPPF.

Flooding and drainage

VALP Policy: I4

- 5.25 Policy I4 of the VALP requires a site-specific Flood Risk Assessment (FRA) on sites of 1 hectare or more in size, or where there is evidence of flooding. Paragraph 167 of the NPPF requires new development to consider the risk of flooding to the site and elsewhere. The site is below the 1-hectare threshold for requiring a Flood Risk Assessment.
- 5.26 The site is located within Flood Zone 1 and the majority of the site is at low to very low risk of surface water flooding. There is an area at high risk of surface water flooding to the south of the proposed extension, but the proposed extension would sit outside of this constraint. Furthermore, given that a large proportion of the extension closest to this area will be located on existing hardstanding, Officers are satisfied that the development would not result in an increase in flood risk on the site. The proposed garage building for storage is of very limited scale, measuring only approx. 27sqm. Therefore, taking into account the existing extent of hardstanding on site and the extent of additional floorspace proposed, the proposed development would likely not increase flood risk elsewhere in accordance with policy I4 of the VALP and the NPPF.
- 5.27 The additional hardstanding (to accommodate the additional parking spaces) should be permeable or porous to reduce the possible increase in surface water flooding on site. This shall be secured by condition.
- 5.28 As such, subject to conditions, the proposed development is considered acceptable with regards to flood risk and drainage impacts and to comply with policy I4 of the VALP, and the advice within the NPPF in this regard.

Ecology and Trees

VALP Policies: NE1 and NE8

WNP Policy: CGS1

- 5.29 Policy NE1 of the VALP is reflective of the NPPF in requiring all development to deliver a net gain in biodiversity. Regard must be had as to how the proposed development contributes to the natural and local environment through protecting and enhancing valued landscapes and geological interests, minimising impacts on biodiversity and providing net gains where possible and preventing any adverse effects of pollution, as required by the NPPF.
- 5.30 VALP Policy NE1 goes to explain that when there is a reasonable likelihood of the presence of protected or priority species or their habitats, development will not be permitted until it has been demonstrated that the proposed development will not result in adverse impacts on these species or their habitats.
- 5.31 Policy NE8 of the VALP sets out that development should seek to enhance and expand Aylesbury Vale's tree and woodland resource. Where trees within or adjacent to a site could be affected by development, a full tree survey and arboricultural impact assessment to BS 5837 (as replaced) will be required as part of the planning application. Where the loss of trees is considered acceptable, adequate replacement provision will be required that use species that are in sympathy with the character of the existing tree species in the locality and the site.

- 5.32 Both the Council's Ecologist and Arboriculturist were consulted on the application. Originally, the proposal sought the felling of 14 individual trees and at least one group of trees, as identified in the original Arboricultural Report. The Design and Access Statement acknowledged the loss of these trees and identified the need for replacement which will be provided in a landscape plan which the applicant requested to be secured by a condition. The Ecologist was not originally satisfied with the proposal as no details were submitted as to how a net gain in biodiversity could be achieved on site. Due to the minimal scale of habitat loss, it was considered unreasonable to request a full Biodiversity Net Gain assessment to quantify any loss. However, without precise details of the landscape measures proposed it was unclear if the proposal would generate a net gain in biodiversity.
- 5.33 In addition, the Council's Arboriculturist was also not satisfied with the original scheme due to the very limited scope of the red line boundary to provide sufficient replacement planting. It was suggested that the red line boundary be increased to accommodate a larger area for replacement tree planting.
- 5.34 In response to these comments, amended plans were submitted which increased the red line boundary such to provide scope for re-planting within the application site and provide additional space to facilitate a net gain in biodiversity being provided. A full re-consultation was undertaken at this point.
- 5.35 Following the submission of the increased red line plan, the Arboriculturist was satisfied that adequate replacement planting could be accommodated within the application site. This is subject to a condition requiring a detailed hard and soft landscaping scheme to be submitted to the Local Planning Authority for approval to ensure a satisfactory mix and number of replacement trees is proposed. In addition, the Ecologist has also confirmed that subject to the same condition, there would be no ecology objections to the scheme. Officers are therefore satisfied that subject to the imposition of conditions, a net gain in biodiversity can be achieved on site through replacement planting within the application site.
- 5.36 Further to this, the number of trees to be removed was reduced to nine individual trees (one category B, seven category C, and one category U). The trees to be removed comprise four birch trees, three silver birch, one spruce tree, and one tulip tree. Whilst the loss of any trees is unfortunate, in this instance, having regard to the condition, size and category of the trees to be removed, the Council's Arboriculturist considers the removal of these trees can be satisfactorily compensated for through the provision of replacement tree planting and that following the increase of the red line extent of the application site, sufficient replacement trees can be accommodated within the site boundary. The removal of trees in accordance with the submitted details, the protection of the trees to be retained and the provision of replacement tree planting shall be secured by condition.
- 5.37 The application site falls within a red Great Crested Newt impact risk zone, which means there is high habitat suitability and Great Crested Newts may be present. However, given the nature of the development and the site's separation from any waterbodies newts could be inhabiting, it is considered the proposed development is unlikely to impact the

protected species. An informative has been added for reference in the event protected species are encountered.

- 5.38 Whilst the site is located within the 12.6km Zone of Influence of the Chiltern Beechwoods Special Area of Conservation, as the application does not propose an increase in residential units, the development would not result in an increase in recreation pressure. The proposal is therefore acceptable in this regard.
- 5.39 As such, subject to the imposition of appropriate conditions, the proposed development is considered to comply with policies NE1 and NE8 of the VALP, policy CGS1 of the WNP, the Buckinghamshire Biodiversity Net Gain SPD, and the advice within the NPPF in this regard.

Historic environment

VALP Policy: BE1

WNP Policy: HE1

- 5.40 The application site is located within the setting of Wing Conservation Area (located to the north-east of the site). Given the intervening distance and buildings between the siting of the proposed extension and garage building, and Wing Conservation Area, these aspects are not considered to impact the setting of the Conservation Area or its significance. The proposed landscaping and additional car parking spaces would be adjacent to the Conservation Area boundary. Given the nature of these aspects of the proposal, intensifying the existing areas of soft landscaping and car parking, it is considered these aspects of the proposal would have a neutral impact on the setting of the Conservation Area. Great weight has been given to the designated heritage asset's conservation in accordance with para 205 of the NPPF. In this instance, the proposal would have a neutral impact on the setting of the Conservation Area and no harm would be caused to the significance of the heritage asset, in NPPF terms, and as such the proposal accords with guidance contained within the NPPF, policy BE1 of the VALP and policy HE1 of the WNP.
- 5.41 In addition, the site falls within the setting of archaeological notification areas (one for a Saxon cemetery and the other for Wing village historic core). These archaeological assets are non-designated heritage assets. Given the separation distance between the proposed development and the archaeological assets, it is considered that the proposal would not affect the assets nor their significance. As such, no harm would be caused to the significance of the non-designated heritage assets, in NPPF terms, and as such the proposal accords with guidance contained within the NPPF, policy BE1 of the VALP and policy HE1 of the WNP. In accordance with para 209 of the NPPF, a balanced judgement has been made regarding the impact of the proposed development on any non-designated assets.

Building sustainability

VALP Policy: C3

- 5.42 Policy C3 of the VALP states that all development schemes should look to achieve greater efficiency in the use of natural resources. The submitted plans denote an area on the roof-slope of the sixth form building which may be used to accommodate solar panels. Details of the solar panels have not been submitted at this stage but shall be secured via condition to

ensure a satisfactory appearance if they are installed. In this instance, it is not considered necessary to require the installation of the solar panels in order to make the development acceptable in planning terms and therefore, whilst the panels would provide a benefit to the scheme, a condition require the panels to be installed shall not be imposed.

- 5.43 Should the solar panels be provided, these would accord with the aims of policy C3 of the VALP, and the advice within the NPPF, but notwithstanding the provision of these, no further details are required in order to satisfy policy C3 of the VALP.

6.0 Weighing and balancing of issues / Overall Assessment

- 6.1 This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.

- 6.2 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:

- a. Provision of the development plan insofar as they are material,
- b. Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
- c. Any other material considerations

- 6.3 Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development which for decision taking means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

- 6.4 As set out within the report above, it is considered that the proposed development would accord with the relevant development plan policies, the relevant guidance contained within the NPPF, National Design Guide and any other supplementary documents.

Human Rights Act 1998

- 6.5 There may be implications under Article 8 and Article 1 of the First Protocol regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of possessions. However, these potential issues are in this case amply covered by consideration of the environmental impact of the application under the policies of the development plan and other relevant policy guidance.

Equalities Act 2010

6.6 Local Planning Authorities, when making decisions, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

7.0 Working with the applicant / agent

7.1 In accordance with paragraph 38 of the NPPF (2023) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.

7.2 The Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applicants/agents of any issues that may arise in the processing of their application.

7.3 In this instance, amendments were received which addressed the initial concerns raised in relation to replacement trees and parking provision. As such, the application was considered to be acceptable. The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

8.0 Recommendation

8.1 It is recommended that the application be **APPROVED** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91(1) of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the details contained in the planning application hereby approved and drawing numbers:

DN650429-HML-00-ZZ-D-A-00101 Rev C02 Proposed Site Plan received 8 January 2024

DN650429-HML-00-00-D-A-00104 Rev P02 Existing Plan Sixth Form received 20 November 2023

DN650429-HML-00-00-D-A-00111 Rev P03 General Arrangement Plan Sixth Form received 20 November 2023

DN650429-HML-00-00-D-A-00112 Rev P02 GEFA Sixth Form received 20 November 2023

DN650429-HML-00-RL-D-A-00116 Rev P02 Roof Layout Sixth Form received 20 November 2023

DN650429-HML-00-ZZ-D-A-00100 Rev P03 Existing Site Plan received 20 November 2023

DN650429-HML-00-ZZ-D-A-00200 Rev P03 Proposed Sections – Sixth Form received 20 November 2023

DN650429-HML-00-ZZ-D-A-00301 Rev P03 Proposed Elevations – Sixth Form received 20 November 2023

DN650429-HML-00-ZZ-D-A-00310 Rev P02 Proposed Elevations – Storage Garage received 20 November 2023

DN650429-BCL-XX-XX-D-C-00200 Rev P2 Swept Path Analysis Fire Appliance received 19 December 2023

and in accordance with any other conditions imposed by this planning permission.

Reason: For the avoidance of doubt and to ensure that the details of the development are acceptable to the Local Planning Authority.

3. The external materials to be used in the extension of the sixth form building hereby permitted shall be as specified on approved drawing DN650429-HML-00-ZZ-D-A-00301 Rev P03 received by the Local Planning Authority on 20 November 2023, and thereafter retained as such in perpetuity.

Reason: To ensure a satisfactory appearance to the development and to comply with policy BE2 of the Vale of Aylesbury Local Plan (2021), and the National Planning Policy Framework (2023).

4. Prior to the commencement of any works on the site, including demolition and site clearance, a construction traffic management plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall provide for the following:

- The routing of construction vehicles.
- Construction access details, temporary or otherwise.
- The parking of vehicles of site operatives and visitors.
- Loading and unloading of plant and materials storage of plant and materials used in constructing the development.
- Operating hours.
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.
- Wheel washing facilities.
- Before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused.

The approved CTMP shall be adhered to throughout the construction period.

Reason: To minimise danger and inconvenience to highway users and to safeguard the amenities of neighbouring residential amenity, in accordance with policies T1, T5 and BE3 of the Vale of Aylesbury Local Plan (2021), and the National Planning Policy Framework (2023). Details must be approved prior to the commencement of development to mitigate nuisance and potential damage

which could occur in connection with the development.

5. Prior to development above slab level of the extension to the sixth form building hereby permitted, details of two vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and the charging points shall be provided prior to the first occupation of the proposed extension to the sixth form building hereby approved and thereafter be retained in working order.

Reason: In order to future-proof the development, support government objectives for electric vehicles and reduce the pollution impacts associated with traffic, in accordance with policy T8 of the Vale of Aylesbury Local Plan (2021), and the National Planning Policy Framework (2023).

6. Notwithstanding any indications illustrated on drawings already submitted, prior to development above slab level of the extension to the sixth form building hereby permitted or development above slab level of the new storage garage hereby permitted, a scheme of hard and soft landscaping shall have been submitted to and approved in writing by the Local Planning Authority. Landscape details shall include:

- (a) a scaled plan showing all existing trees, shrubs and hedgerows to be retained, including crown spreads;
- (b) proposed hardstanding finishes and boundary treatments, where applicable;
- (c) a schedule detailing species, sizes and numbers of all proposed trees/plants; and
- (d) sufficient specification to ensure successful establishment and survival of new planting to improve the rooting environment for retained and proposed trees and landscaping by way of a management regime.

These works shall be carried out as approved prior to the first occupation of the extension or storage garage hereby permitted in so far as hard landscaping is concerned and for soft landscaping, within the first planting season following the first occupation of the development or the completion of the development whichever is the sooner.

Reason: To ensure satisfactory landscaping of the site in the interests of amenity to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and biodiversity benefits and to maximise the quality and usability of open spaces within the development, in accordance with policies NE1, NE4 and NE8 of the Vale of Aylesbury Local Plan (2021), policy CGS1 of the Wing Neighbourhood Plan (2015), the Biodiversity Net Gain: Supplementary Planning Document (July 2022), and the National Planning Policy Framework (2023).

7. Any tree or shrub which forms part of the approved landscaping scheme which within a period

of five years from planting fails to become established, becomes seriously damaged or diseased, dies, or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity as shown on the approved landscaping scheme.

Reason: To ensure a satisfactory appearance to the development, and to comply with policies BE2, NE1, NE4 and NE8 of the Vale of Aylesbury Local Plan (2021), policy CGS1 of the Wing Neighbourhood Plan (2015) and the National Planning Policy Framework (2023).

8. Notwithstanding any details shown on approved plans DN650429-HML-00-ZZ-D-A-00301 Rev P03, DN650429-HML-00-RL-D-A-00116 Rev P02 and DN650429-HML-00-ZZ-D-A-00101 Rev C02, prior to the installation of any solar panels, full details of the solar panels shall be submitted to and approved in writing by the Local Planning Authority. Details shall include, but not be limited to, the exact location of the panels, specification of the panels, and details of the appearance of the panels. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development and to comply with policies C3 and BE2 of the Vale of Aylesbury Local Plan (2021), and the National Planning Policy Framework (2023).

9. The hard surface hereby permitted for the provision of car parking spaces as shown on approved plan DN650429-HML-00-ZZ-D-A-00101 Rev C02 received by the Local Planning Authority on 8 January 2024 shall be made of porous materials, or provision shall be made to direct run-off water from the from the hard surface to a permeable or porous area or surface within the curtilage of the site.

Reason: In order to reduce the risk of flooding and to accord with policy I4 of the Vale of Aylesbury Local Plan (2021), and the National Planning Policy Framework (2023).

10. Prior to the commencement of development of the storage garage and associated access path hereby permitted, details of the external materials to be used in the storage garage and access path shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development and to comply with policy BE2 of the Vale of Aylesbury Local Plan (2021), and the National Planning Policy Framework (2023).

11. Prior to the first use of the proposed extension to the sixth form building hereby permitted, the scheme for parking and manoeuvring as indicated on the approved drawing DN650429-HML-00-ZZ-D-A-00101 Rev C02 received by the Local Planning Authority on 8 January 2024 shall be laid out and that area shall not thereafter be retained and shall not be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway, to provide sufficient on-site

parking, and to comply with policies T1, T5 and T6 of the Vale of Aylesbury Local Plan (2021), policies T2 and T3 of the Wing Neighbourhood Plan (2015), and the National Planning Policy Framework (2023).

12. Prior to first use of the proposed extension to the sixth form building hereby permitted, the two additional car parking spaces as shown within the blue line of the application site on drawing DN650429-HML-00-ZZ-D-A-00101 Rev C02 received by the Local Planning Authority on 8 January 2024 shall be laid out and made available for use. The two additional car parking spaces shall thereafter be retained as such in perpetuity and shall not be used for any other purpose.

Reason: To provide sufficient on-site parking, and to comply with policies T1, T5 and T6 of the Vale of Aylesbury Local Plan (2021), policies T2 and T3 of the Wing Neighbourhood Plan (2015), and the National Planning Policy Framework (2023).

13. The felling of nine individual trees shall be carried out in strict accordance with the details set out in Appendix 7 (page 35) of the Arboricultural Impact Assessment Rev D received by the Local Planning Authority on 19 December 2023.

Reason: For the avoidance of doubt, to ensure a satisfactory appearance to the development and to comply with policy NE8 of the Vale of Aylesbury Local Plan (2021), policy CGS1 of the Wing Neighbourhood Plan (2015) and the National Planning Policy Framework (2023).

14. The development hereby permitted shall not be commenced, including site clearance and demolition, until the tree protection measures as detailed in Appendices 4 (pages 23-28) and 5 (pages 29-33), and shown in Appendix 8, page 37 (drawing number: TPP/Tree Protection Plan/15-12-23 Rev D) of the Arboricultural Impact Assessment Rev D received by the Local Planning Authority on 19 December 2023 have been implemented in full. The protection measures shall be maintained for the duration of the construction of the development hereby permitted and shall only be moved with prior agreement of the Local Planning Authority. There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless shown on the plans hereby approved.

Reason: A pre-commencement condition is required in order to minimise damage to trees during building operations and to comply with policy NE8 of the Vale of Aylesbury Local Plan (2021), policy CGS1 of the Wing Neighbourhood Plan (2015) and the National Planning Policy Framework (2023).

15. The storage garage hereby permitted as shown on approved drawing DN650429-HML-00-ZZ-D-A-00101 Rev C02 received by the Local Planning Authority on 8 January 2024 shall be used solely for the purposes of storage associated with The Cottlesloe School and shall at no time be used for any other purpose.

Reason: For the avoidance of doubt, to ensure the use of the garage building remains ancillary to the existing school use on the site, in the interests of visual and residential amenity and highways impacts in accordance with policies BE2, BE3, NE4, T5 and T6 of the Vale of Aylesbury Local Plan (2021), and the National Planning Policy Framework (2023).

Informative(s):

1. The applicant is reminded that, under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended), it is an offence to: deliberately capture, disturb, injure or kill great crested newts; damage or destroy a breeding or resting place; deliberately obstructing access to a resting or sheltering place. Planning consent for a development does not provide a defence against prosecution under these acts. Ponds, other water bodies and vegetation, such as grassland, scrub and woodland, and also brownfield sites, may support great crested newts. Where proposed activities might result in one or more of the above offences, it is possible to apply for an EPS mitigation licence from Natural England or the district licence distributed by Buckinghamshire Council. If a great crested newt is encountered during development, works must cease and advice should be sought from a suitably qualified ecologist.
2. It is an offence under S151 of the Highways Acts 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
3. No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.
4. The planting season is from October through to the following March unless otherwise specified.

Appendix A: Consultation Responses and Representations

Appendix B: Wing Parish Council Comments

Appendix C: Site Location Plan

APPENDIX A: Consultation Responses and Representations

Councillor Comments

None received at the time of writing this report.

Parish/Town Council Comments

Dated 18 December 2023: Wing Parish Council are submitting an objection to planning application 23/03600/APP with the current plans. (Attached at Appendix B in full).

Consultation Responses (Summarise)

Ecology:

Dated 24 November 2023: Objection: Habitat enhancements required before determination.

The proposals for this extension require the loss of 14 trees as identified in the arboricultural report. The Design and Access statement acknowledges the loss of these trees and identifies the need for replacement which will be provided in the landscape plan which the applicant has requested to be secured by a condition.

The need for the applicant to comply with Biodiversity Net Gain requirements under both local and national planning policy has not been satisfied at this point. Due to the scale of habitat loss, it is considered unreasonable to request a full Biodiversity Net Gain assessment to quantify this loss. However, without any detail on what landscape measures are proposed it is unclear if the plans generate the Biodiversity Gains now required under current policy points.

The applicant will need to provide details of what measures will be implemented on site to account for the loss of trees on site. The Design & Access Statement references a landscape plan, with these measures to be secured by a condition.

The applicant will need to provide a Landscape plan at this stage, detailing the species and management of the enhancements proposed, which will provide the applicant with assurance that the site generates the gains now required under local and national policy. This plan will need to be submitted and approved prior to determination. On approval of this document, it can then be secured with a condition.

Dated 3 January 2024: Revised plan details the extra tree planting measures now the red line as has been extended. I'm happy with what has been proposed and we can justify BNG being addressed through the tree planting proposed. The conditions Ryan has provided are sufficient to address this point in my opinion. Confirmation that ecology is satisfied with the measures proposed which will be secured with the landscape requirements.

Highways:

Dated 29 November 2023: The applicant has submitted a full planning application for the extension of the existing sixth form off Church Street, Wing. The site is located off Church Street which is subject to a 30mph speed limit.

Network operation and impact: Having assessed the Planning Statement, I consider that only a low number of additional vehicular movements will be generated by the sixth form extension. The extension itself is approximately 200-250sqm and would see 20 additional students and additional staff join the sixth form, this level of increase will not have a material impact on the highway network and cannot be considered severe.

Access: This site will benefit from the existing access arrangements from Church Street, and these arrangements are satisfactory.

Parking: Having viewed the site plan, four existing spaces will be removed to facilitate fire tender access next to the sixth form. I must request that vehicle tracking of an 8.6m long fire appliance is provided to show that it can turn in the fire tender access area and leave the school site in a forward gear.

11 additional spaces have been introduced around the access road to the northeast of the site. I must request that two of these new spaces be enlarged for EV charging and each of these spaces will need to be 3m x 6m to comply with the VALP standards. Furthermore, I must request that each regular space is enlarged to 2.8m x 5m to comply with the VALP standards.

The proposal will see the addition of 20 new students, and I consider that student parking will be negligible given that only 17-year-olds and above can learn to drive. The Planning Statement states that all the 7 new parking spaces will be provided for staff and whilst the number of additional staff is not mentioned, I consider that this is a suitable provision to account for the expected increase in staff and minimal student use.

Finally, I note that a new storage garage is proposed. This garage will store maintenance equipment and as such I am satisfied with its dimensions.

Summary: Mindful of the above, further information is required to address the concerns I have raised. Once this has been provided, I will be able to comment further.

Dated 4 January 2024: I previously commented on this application on 29th November 2023. In my comments, I requested that vehicle tracking be provided of an 8.6m long fire appliance using the access next to the sixth form, two parking spaces be provided with EV charging points and enlarged to 3m x 6m to fit the cabling, and finally, I requested that each regular parking space be enlarged to 2.8m x 5m.

The applicant has since provided amended plans. I can confirm that each of the new regular spaces are 2.8m x 5m and this is acceptable. The applicant has added two EV charging points into two existing spaces on the site. However, these existing spaces would be too small to adequately accommodate the charging equipment. Nonetheless, I consider that this matter can be resolved by

planning condition which will secure two additional EV spaces that are each 3m x 6m. Furthermore, it has been brought to my attention that 9 additional staff will join the School/Sixth Form as result of these proposals, I will therefore require two additional parking spaces (9 in total) to be implemented on the site and again, it appears that this can be provided within the site therefore this can be secured by condition.

I do note that concerns have been raised by Wing Parish Council who have highlighted problems with traffic and on-street parking in the vicinity of the site. Considering the concerns raised, I would like the applicant to implement an additional parking area within the site. There appear to be areas within the site where additional parking could be provided, and I would urge the applicant to investigate this. Any additional parking would have the positive effect of reducing parking pressures on the surrounding streets. As previously noted, I do not consider that the proposed extension would have a significant traffic impact above what is already taking place at the school, and therefore I do not consider it justifiable or reasonable to ask for further measures to be implemented. However, I do believe that this is a good opportunity to provide some additional parking alongside the required parking for the proposed development. I would expect these amendments to be included on any updated parking layout.

Finally, vehicle tracking of an 8.6m long fire appliance has been provided and this shows that the fire appliance can manoeuvre through the car park and into the hatched area without affecting any of the parking spaces. I can also confirm that this fire appliance will be able to leave the site in a forward gear after turning.

Dated 5 January 2024: I would not be able to sustain an objection if the additional spaces were unable to be provided given the minimal highways impact. Also, as Wing is considered a larger, more sustainable village in the VALP with good access to public transport, a slightly reduced parking provision could be supported. However, I would like them ideally to provide 9 new spaces given that 9 additional staff will be employed as a result of these proposals.

Tree Officer:

Dated 11 December 2023: Not acceptable in current form.

The Arboricultural Impact Assessment submitted as part of the application details that 14 individual trees and one group of trees will require removal. This is expected to be an accurate representation of the required loss due to the constrained nature of the site where sufficient access, parking, machinery and welfare will all be required.

There is a designated 'tree replacement zone' to the northernmost part of the site, however, this will only have the capacity to replace those trees (G9) which are to be removed to facilitate access and therefore the development would result in the significant loss of canopy cover.

Given the very limited scope the current red line boundary affords, it would not be possible to be policy compliant, specifically with Policy NE8, and para's 130(a&b), 153, 154 and 174(b), under

which considerably more tree planting would be required.

It would be beneficial to the application to extend the current red line boundary to include the area surrounding the on-site pond, where this tree planting could be positioned. Medium sized trees within 30 years would also be achievable on this site, which would likely increase opportunities for a biodiversity net gain.

Dated 21 December 2023: Acceptable, subject to conditions.

A total of nine trees will require removal to facilitate the proposed development and the red line boundary includes ample space for a commensurate number of new trees to be planted. With this in mind, we recommend the conditions be attached to any permission given.

Representations

Five comments have been received supporting the proposal:

- *Need to invest in necessary infrastructure to support diverse needs.*
- *Additional resources will allow the school to offer a broader and more balanced curriculum.*
- *Expanded school will accommodate a growing student population.*
- *Facilities are needed to support high-quality learning.*
- *Existing facilities are not sufficient to accommodate the students in an environment that supports them.*
- *Development will not encroach on any neighbouring properties.*
- *Development will make a significant positive impact on the community.*
- *Well-designed and comprehensive plan that addresses a critical need in the school.*
- *Impressed with the project's emphasis on social space.*
- *More classroom space is needed.*
- *Expansion of school is essential to provide enhanced resources and facilities which will benefit students.*

Two comments have been received objecting to the proposal:

- *Object to the felling of trees on site to make way for carparking.*
- *Should extend car parking to other end of the area, felling smaller trees rather than felling valuable mature trees.*
- *Not future proofing the school's needs – potential future plans to installing football/games pitches – why not build on the existing tennis courts.*
- *Existing 6th form block is not fit for purpose – needs pulling down and rebuilding.*
- *Better options available on site.*

APPENDIX B: Wing Parish Council Comments

Wing Parish Council are submitting an objection to planning application 23/03600/APP with the current plans.

At the request of both schools in the village (Overstone and Cottesloe) the Parish Council have been working with them and liaising with then Aylesbury Vale District Council and now Buckinghamshire Council on major road safety and traffic issues around the school.

The issues being raised are mainly focused during school drop-off and pick-up times when parents/carers are driving to school. The congestion around the school in both directions causes traffic to back up onto the A418 and the High Street. Residents driveways are blocked so they cannot leave their property and when they have asked people to move their cars, they have received abuse. Both schools had representatives out by the road to ask parents to not park outside residents driveways or on the zig-zag yellow lines by the school for which they also received abuse. The police have been involved and have patrolled the area following incidents where children have nearly been hit by cars mounting the pavement due to gridlocked cars not being able to move down Church Street. This issue is severe and has been a long-term problem. It will only be exacerbated by the current plans for expansion without significant resolution to the existing traffic issues. Wing Parish Council would support the plans if a dedicated pick-up area provided within school grounds for parents/carers. The current ability to use the coach car park after 3.10pm is not working as a solution and needs to be redesigned into the plans.

Final Planning Statement from Vincent and Gorbings, Wing Parish Council concerns:

The Council do not agree with the following statements from the document provided in the planning application.

Parking

"In total, 11 spaces will be provided" p.3. Four spaces are to be removed first and then 11 spaces are added in a different place. This means, in total, 7 spaces will be in addition to this provision.

On the application it states there are 113 staff employees and proposed 122 employees. By their own application, they have stated that there will not be enough parking spaces for 2 new members of staff. This is not including any new members of 6th form who we believe may park onsite.

Traffic and Mitigation

"the proposed extension would lead to a very low number of additional vehicular movements, attributed to additional staff members and students and the proposals are considered to have a negligible impact on the surrounding highway"

In total this will be 100 students extra in Years 7-11, and then there should be an expectation that the 6th form numbers will increase, and those who are coming out of catchment. Sir Thomas Freemantle 6th form is also closing which makes Cottesloe the closest choice in the area.

"increased demand from within catchment there is not expected to be an increase in car use"

This is not a mathematically correct statement. Unless there is some form of extreme mitigation, there is no possibility that an increase in 100 students over 5 years, and an extension to 6th form (and therefore likely increase in application numbers) will not result in more car use.

“as any children living in catchment are entitled to free home to school transport if they live beyond 3 miles or along an unsafe walking route.”

This is not the case for any 6th form student who will have to pay for their transport, and there is a likely chance they will prefer to use cars once they learn to drive. Even if it is for a short period, it will add to the traffic in the area.

We are also concerned about the admissions policy (see below) which, under section E, encourages partner schools some of which are out of catchment and would not be entitled to free transport. This is namely the Winslow Church of England School. Given the significant increase in housing in this area and the closing of the 6th form at Winslow’s local school Sir Thomas Freemantle, it is highly likely there will be an increase in traffic from that area - either for students in Year 7-11 or for 6th form as theirs has closed. Students are willing to travel for 6th form as we are aware of recent applications from this area.

*E. Children who are attending one of The Cottlesloe School’s partner schools at the time of application, namely: Brookmead School, Cheddington Combined School, Dagnall Church of England School, Edlesborough School, High Ash Church of England Combined School, Newton Longville Church of England Combined School, Overstone School, St Michael’s Church of England Combined School, Wingrave Church of England Combined School or **Winslow Church of England Combined School***

“an increase in catchment demand such that the school has experienced oversubscription issues since 2020”

According to the school’s own catchment data published https://buckinghamshire-gov-uk.s3.amazonaws.com/documents/ALLOCATION_PROFILE_2023_Updated.xlsx

All applicants offered under rule 3 {4} (catchment, sibling), rule 3 {5}(catchment partner school), rule 3 (catchment), rule 4 (sibling), and some allocated under rule 5 (catchment partner school) to 3.221 miles It appears that all catchment students were offered a place, but only some in rule 5 (which is E referred to above). The council would prefer the documentation to state an increase of students from catchment and “partner schools” rather than catchment if that is the case.

Wing Neighbourhood Plan

Our made plan repeatedly raises concerns over the traffic surrounding the area

P.15 Extreme traffic congestion around the schools at drop off and pick up times cause road safety concerns and disruption to residents

P.23 Traffic congestion and parking are the main areas of concern for residents. At the October 2013 Forum when over 370 villagers attended, there were 660 ‘ticks’ for the 8 specific questions relating to traffic and parking. Many comments about the potential sites also related to traffic issues.

P.24 The two schools promote sustainable travel, promoting ‘park and walk’ from the pub car

parcs and 'safe travel to school' schemes to reduce the nuisance to residents of traffic and inconsiderate parking on narrow roads local to the schools at peak periods.

P.24 pupils are discouraged from cycling to school because of concerns for their safety

P.24 At school pick up and drop off times, which are staggered, the triangle of High Street, Church Street and the A418 are extremely busy.

Congestion and Parking p. 24/25

All of 10.7 - highlight the narrowness of Church Street on which there is an entrance to Cottesloe school and Overstone.

10.9 The Parish Council are trying to resolve some of these issues through a Traffic and Parking Group, will produce a Parking Strategy and will work in partnership with residents, neighbouring communities, the police and the County Council.

The PC have tried to support mitigation but this has not been dealt with by Buckinghamshire Council and Highways - please see paragraphs above.

10.10 Any new development in the village needs to take account of these issues. New housing must be provided with generous private parking. This is to take account of the high proportion of residents with two or more cars per household and the rural nature of the village with relatively poor access to public transport.

This culminates in POLICY T2

Policy T2: Impact on traffic

New development in the village will only be supported where it is demonstrated that there is no unduly adverse impact on the road network and pedestrian safety would not be compromised. Mitigation measures will be required for proposals resulting in significantly increased traffic movements which have negative impacts.

The Parish Council believe that due to the closure of Sir Thomas Freemantle school sixth form and ultimately the additional 100 students to Cottesloe this, at peak times, will cause a significant effect on the traffic as it involves narrow, built-up roads. This is a bad situation that will get significantly worse. Even 10 extra cars would have a significant impact on Church Street where there is little to no driveway parking. This is a particularly small 6th form at the moment, and with the design of the new block and the closure of Sir Thomas Freemantle, it is the council's decision to object to this proposal.

Wing Council would like to refer to Policy T3: Traffic and Parking

Proposals Policy T3: Traffic and Parking Proposals for traffic calming measures, additional off-road parking for residents, **parking for village facilities** and **improvement works to aid the through-flow of traffic will be supported.**

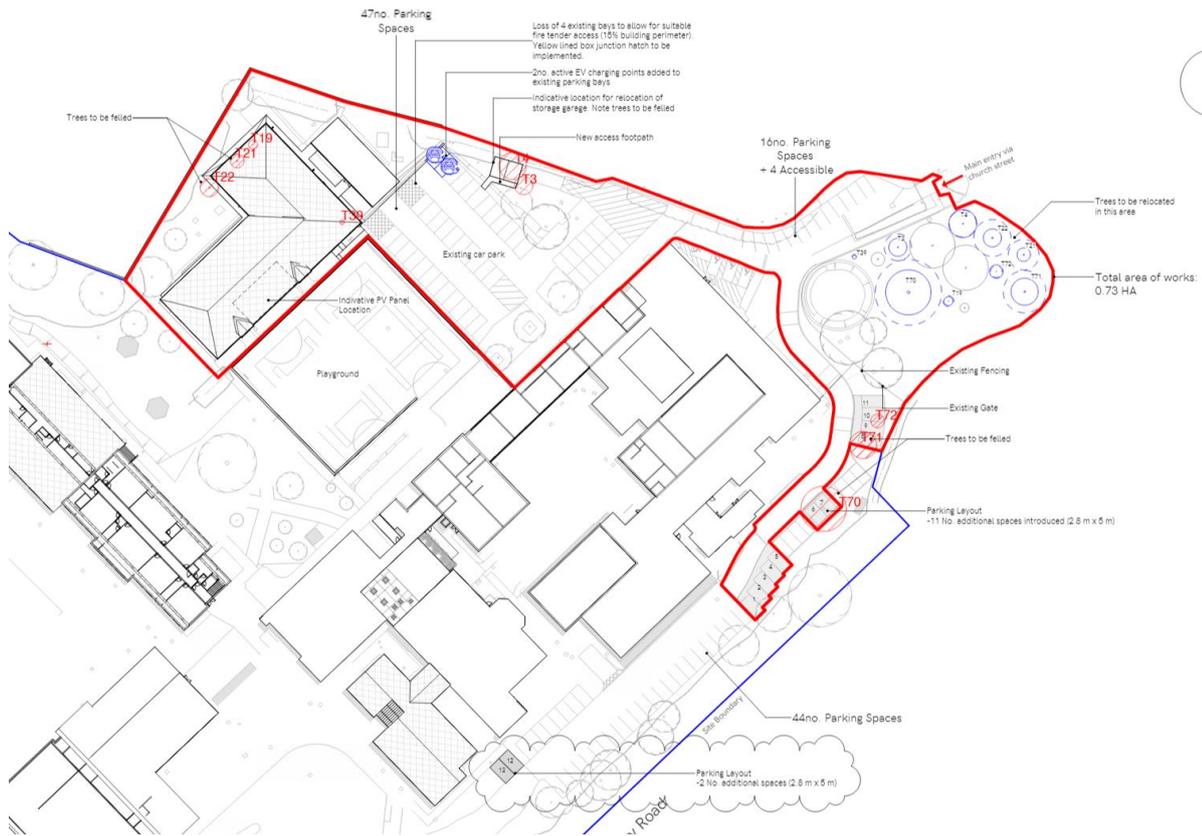
Wing Parish Council is proud to have such a successful school in the village. The Council would like to support the application once significant mitigations have been made to the parking for the school, and improvement works to aid the through-flow of traffic.

We are concerned that the Highways comment has not considered local knowledge in their

assessment or our appeals for them to suggest mitigation measures for our current traffic issues.

We would like to call this application to be heard at committee level and Wing Parish Council would like to speak and make a representation to the committee.

Appendix C: Site Location Plan



Do not scale – this map is indicative only

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