

Agenda

DEVELOPMENT CONTROL COMMITTEE

Date: Monday 19 June 2017
Time: 10.00 am
Venue: Mezzanine Rooms 1 & 2, County Hall,
Aylesbury

WEBCASTING NOTICE

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Those wishing to speak at Development Control Committee regarding any of the items below must register by 10.00am on the Thursday before the meeting date as stated above. Please see details on how to register at the bottom of the Agenda.

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1 ELECTION OF CHAIRMAN	
2 APPOINTMENT OF VICE CHAIRMAN	
3 APOLOGIES FOR ABSENCE / CHANGES IN MEMBERSHIP	
4 DECLARATIONS OF INTEREST	

To disclose any Personal or Disclosable Pecuniary Interests

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|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| 5 | MINUTES
Minutes of the meeting of the Committee held on 10 April 2017, to be confirmed as a correct record and signed by the Chairman | 5 - 10 |
| 6 | CM/17/17 - CHANGE OF USE FROM PARKING OF EMPTY SKIPS TO WASTE STORAGE AND SORTING - UNIT 25B, MARSWORTH AIRFIELD NORTH SITE, CHEDDINGTON LANE, MARSWORTH, HP23 4QR | 11 - 28 |
| 7 | CC/01/17 - CREATION OF NEW 2 STOREY ENTRANCE BLOCK WITH CLASSROOMS AND KITCHEN EXTENSION, CENTRAL ATRIUM AND LIFT ACCESS IN PHASE 1; CREATION OF 3 STOREY LINK BLOCK WITH CLASSROOMS, NEW DROP-OFF AREA, ADDITIONAL CAR PARK SPACES AND NEW CYCLING BAYS AND DEMOLITION OF SOME PARTS OF THE SCHOOL BUILDINGS IN PHASE 2 AND ASSOCIATED LANDSCAPING IN BOTH PHASES - PRINCES RISBOROUGH SCHOOL, MERTON ROAD, PRINCES RISBOROUGH | 29 - 46 |
| 8 | CC/08/17 - EXTENSIONS AND ALTERATIONS TO JOHN HAMPDEN SCHOOL AND WENDOVER SCHOOL BY CREATING A NEW 1 FORM OF ENTRY (CONSOLIDATING PREVIOUS BULGE EXPANSION), NEW NURSERY, NEW COACH PARKING AT JOHN HAMPDEN AND AMENDMENTS TO ENTRANCES OF JOHN COLET PARKING TO IMPROVE VEHICULAR ACCESS TO THE COMBINED SITE - JOHN HAMPDEN SCHOOL, WENDOVER SCHOOL AND JOHN COLET SCHOOL, WHARF ROAD, WENDOVER HP22 6HF | 47 - 66 |
| 9 | CM/18/18 - RETROSPECTIVE (PART) APPLICATION FOR REMEDIAL WORKS TO LEVEL AND RE-CAP AN AREA OF EXPOSED HISTORIC DOMESTIC LANDFILL THROUGH THE IMPORTATION ON INERT SUB SOILS AND TOP SOIL - GREATMOOR SAILING CLUB, GAWCOTT ROAD, TWYFORD, MK18 2GJ | 67 - 80 |
| 10 | DATE OF NEXT MEETING
31 July 2017, Mezzanine 1&2, County Hall, 10am start | |
| 11 | EXCLUSION OF THE PRESS AND PUBLIC
To resolve to exclude the press and public as the following item is exempt by virtue of Paragraph 1 of Part 1 of Schedule 12a of the Local Government Act 1972 because it contains information relating to an individual | |
| 12 | CONFIDENTIAL MINUTES
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If you would like to attend a meeting, but need extra help to do so, for example because of a disability, please contact us as early as possible, so that we can try to put the right support in place.

For further information please contact: Rachel Bennett on 01296 382290, email: rbennett@buckscc.gov.uk

Members

Ms J Blake	Mrs B Gibbs
Mr N Brown	Ms N Glover
Mr C Clare	Mr R Reed
Mr C Ditta	Mr D Shakespeare OBE

Members of the public wishing to speak at Development Control Committee should apply in the following ways:

- **Registering on the website at:**
<http://www.buckscc.gov.uk/moderngov/mgCommitteeDetails.asp?ID=105>
- **Contacting Member Services, on 01296 382290 or democracy@buckscc.gov.uk**

The Committee will not consider anyone wishing to address the meeting, unless your request to speak has been received by 10.00am on the Thursday preceding the Committee meeting at which the item will be presented. (This applies when Committee Meetings are held on a Monday).

Minutes

DEVELOPMENT CONTROL COMMITTEE

**MINUTES OF THE MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON
MONDAY 10 APRIL 2017 IN LARGE DINING ROOM, JUDGES LODGINGS, AYLESBURY,
COMMENCING AT 10.00 AM AND CONCLUDING AT 11.33 AM**

MEMBERS PRESENT

Mr R Reed, Mr B Roberts, Mrs L Clarke OBE, Mr C Ditta, Ms N Glover, Mr A Huxley,
Mr D Martin and Mr D Shakespeare OBE

MEMBERS IN ATTENDANCE

OTHERS IN ATTENDANCE

Mrs O Stapleford, Mrs E Catcheside, Mr M Islam, Ms R Bennett and Hamilton

Agenda Item

1 APOLOGIES FOR ABSENCE / CHANGES IN MEMBERSHIP

Apologies received from Mrs L Briggs from Harrow Legal Services with Mrs K Hamilton attending in her place.

2 DECLARATIONS OF INTEREST

Item 4 – Cemex Quarry, Richings Park. Mr D Martin declared a non-pecuniary interest as he was a Director of the Colne Valley Park Community Interest Company and the Buckinghamshire County Council representative on the Board of Directors

3 MINUTES

The minutes from the 13 February 2017 were agreed as a correct record and signed by the Chairman.

4 CM/51/16 - TEMPORARY CLOSURE OF PUBLIC FOOTPATH IVE/15/1, FOLLOWED BY THE LAYING OUT OF A SITE ENTRANCE, ERECTION OF NEW PROCESSING AND CONCRETE PLANTS AND RELATED INFRASTRUCTURE, EXTRACTION OF 2 MILLION TONNES OF SAND AND GRAVEL, BACKFILLING WITH INERT WASTE AND PROGRESSIVE RESTORATION OF THE LAND TO AGRICULTURE OVER A PERIOD OF UP TO NINE YEARS AT LAND NORTH OF NORTH PARK ROAD, RICHINGS PARK, LANGLEY

Mr T Islam, Lead Planning Officer gave an overview of the application which sought agreement for temporary closure of public footpath, followed by the laying out of a site entrance, erection of new processing and concrete plants and related infrastructure, extraction of 2 million tonnes of sand and gravel, backfilling with inert waste and progressive restoration of the land to agriculture over a period of up to nine years.

The Committee received a presentation showing the site plans and photographs. Members of the Committee had visited the site prior to the Development Control Committee in April, walked the whole site and were able to see for themselves any impact with particular attention to phase 1 and those areas nearest to residential properties.

Mr Islam highlighted the following points to the Committee:

- The extraction of the sand and gravel needed to take place prior Network Rail (NR) proceeding with a new Western Rail Link to Heathrow (WRLtH) airport which, if permitted, was due to start on site in spring 2019
- Highlighted the distance of the nearest affected properties and discussed the bunding and screening provided
- The main causes for concern following consultation had been in relation to additional traffic, however there had been no objections from Highways. Mr Islam confirmed that there would be restrictions to lorries travelling through Iver and the site would be monitored regularly, with action taken against those not complying with the restrictions

Public Speaking

The Committee received representation from the following:

Objectors – Public	Mr Nick Collyer
Parish/Town Council	Cllr Wendy Matthews, Iver Parish Council
Applicant/Agent	Helen Hudson, Consultant Planner for Cemex

Summary of Public Speaking:

Mr N Collyer highlighted the following points to the Committee:

- The site of the extraction was less than 30m from end of his garden and in the winter months was visible through the planting which gave no protection
- It was understood that phase one of extraction would be left for 4-5 years before it was restored and that this would be unsightly
- Requested that if the application was granted, there should be a further look at the boundaries
- Mr Collyer updated the Committee regarding the health complaints of residents that it is believed would be exacerbated by the work at the site. Mr Collyer also stated there had been promises made by Cemex to contact those affected and

that this was yet to happen

Mrs W Matthews, on behalf of Iver Parish Council circulated a summary of points to the Committee prior to the meeting (as attached).

Mrs Matthews highlighted the following points:

- The Parish Council accepted the need for the extraction but stated that the proposed mitigations for those properties in close proximity were not acceptable
- Residents' concerns related to noise and dust pollution
- The additional traffic which would be to Iver
- The plant being illuminated and the disruption this would have on nearby residents

The Chairman of the Committee stated that it was their understanding that the plant would only be lit within normal hours of operation and sensor lights outside of this for health and safety reasons. Mrs Catcheside confirmed that there would be a planning condition detailing the use of lighting and ensuring limited impact.

Mrs Hudson, Cemex Consult Planner circulated a summary of points to the Committee prior to the meeting (as attached).

Mrs Hudson highlighted the following points:

- The need for the extraction to take place prior to the Western Rail Link to Heathrow starting as it would spur off the Great Western Railway line to the north of the CEMEX site and go into tunnel in the middle of the site
- If the application was agreed this would enable CEMEX to recover the sand and gravel and avoid sterilisation of the mineral that would either be in the path of the rail tunnel or would be impossible to reach once the tunnel is in place
- CEMEX had worked with Network Rail and discussed the timing, design and phasing of the minerals working
- CEMEX was also willing to sign a S106 routing agreement to ensure that HGV traffic went west along North Park and then south along Sutton Lane to the A4
- CEMEX understood that residents had concerns about mineral working. This application was supported by an environmental impact assessment, including assessments on noise, dust, landscape, hydrology, air quality and traffic.
- CEMEX considered that this proposal was sustainable development, which avoided safeguarded mineral from being sterilised unnecessarily and met the aggregate landbank needs of Buckinghamshire during the current plan period

Following the public speakers the Committee discussed the following points:

- The length of phase 1 and when restoration was likely to take place. Mrs Hudson confirmed that it would be 1 year in total to work the phase 1 site, with the extraction taking 2 months
- The process of the extraction with it starting near to the closest properties and working away from them, east to west with bunding in place
- The lorry routing arrangements in place and the power to enforce and fine those that did not comply. Mr Hudson confirmed that the vast majority of the HGV drivers were under the control of Cemex and therefore action would be taken against those not complying with restrictions. Mrs Catcheside also confirmed that the site would be regularly monitored
- The Committee discussed the need to restore phase 1 of the site as soon as possible and whether this could be a condition of the application. Mrs Catcheside confirmed that restrictions would be placed on vehicle movement and that they would work closely with Cemex to ensure restoration was carried out as expediently as possible. Mrs Catcheside explained that this could include a

condition restricting the start of other phases until the restoration of phase 1 was complete

- The closure of the footpath for 9 years to ensure the safety of residents and general public
- The Committee suggested the need for a liaison group for the site which was agreed by all Members to be held at regular intervals

The Committee was asked to agree the following Recommendation:

Subject to the completion of legal agreement between the applicant and Network Rail to ensure the development would not prevent the delivery of proposed Western Rail Link to Heathrow (WRLtH), the Development Control Committee is invited to DELEGATE the GRANT of planning permission to the Head of Planning & Environment subject to:

- **The conditions set out in Appendix A to this report;**
- **The applicant first entering into a S106 legal agreement to cover routeing arrangements, financial contribution towards transport infrastructure improvements and air quality management, and the implementation of a 10 year long term Biodiversity Management Plan.**

In addition to the report the Committee were also asked to agree a small change to the operational hours to a 08.00 start on a Saturday rather than 07.00.

Members also asked officers to review the timetable for the completion of the part of the site closest to residential properties to ensure its expedient restoration. Members agreed to delegate the wording of any new or revised conditions to secure this to Officers in consultation with the Chairman and Vice Chairman of the Committee.

RESOLVED

All Members of the Committee agreed to the change in operational hours.

All Members of the Committee agreed the Recommendation as set out in the report (as amended) with the Chairman and Vice Chairman in consultation to approve any changes to wording of conditions.

The Chairman of the Committee thanked Officers and Members of the Committee for their attendance and stated that it was the last meeting before the elections took place in May.

5 EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED

That the press and public be excluded for the following item which is exempt by virtue of Paragraph 1 of Part 1 of Schedule 12a of the Local Government Act 1972 because it contains information relating to an individual

6 CONFIDENTIAL MINUTES

7 ENFORCEMENT REPORT

Ms O Stapleford, Enforcement Officer presented an update to the Committee on current enforcement action in progress.

8 CABINET MEMBER KEY DECISION PAPER - PRE-APPLICATION CHARGING

9 DATE OF NEXT MEETING

The next meeting will be held on Monday 19 June, Mezz 1 & 2

The Chairman reiterated his personal thanks to the Committee for their dedication and commitment to their role on Development Control Committee and thanked Officers for their excellent work, in particular the excellent quality of reports and verbal updates given. He also noted the benefit of the site visits that had been carried out.

CHAIRMAN

Development Control Committee – 19th June 2017

Application Number: CM/17/17

Title: Change of use from parking of empty skips to waste storage and sorting.

Site Location: Unit 25B
Marsworth Airfield North Site
Cheddington Lane
Marsworth
Buckinghamshire
HP23 4QR

Applicant: Mr Calligan

Contact Officer: Anna Herriman aherriman@buckscc.gov.uk

Contact Number: 01296 382819

Electoral divisions affected: Ivinghoe

Local Member: Anne Wight

Valid Date: 16th March 2017

Statutory Determination Date: 16th June 2017

Extension of Time Agreement: 30th June 2017

Summary Recommendation(s):

The Development Control Committee is invited to APPROVE planning application CM/17/17 subject to the following:

- A S106 Agreement to secure the routeing of vehicles to ensure that HGVs do not travel through the villages of Long Marston and Cheddington (Appendix B) as well as a HGV routeing management plan to include GPS tracking of vehicles (or equivalent);



INVESTOR IN PEOPLE



- **The conditions as set out in Appendix A of this report.**

Appendix A: Conditions

Appendices:

Appendix B: Proposed Routeing Plan

1. Introduction

- 1.1. The application is a retrospective planning application and is submitted by Integrated Solutions acting on behalf of Mr Calligan. It was validated on 16th March 2017 and sent out for consultation on 17th March 2017. The application was advertised by a site notice, neighbour notification and newspaper advertisement as a major development.
- 1.2. Following the initial round of consultation, the applicant was invited to respond to the comments of statutory consultees, including requests for additional information and consequently submitted a number of further documents with additional consultation undertaken in response to those additional submissions.
- 1.3. The target for determination of this application was initially 16th June 2017. A request for an extension of time was made to the planning application which has been agreed for the 30th June 2017, to allow this applicant to be determined at the Planning Development Control Committee on 19th June 2017.

2. Site Description

- 2.1. The Airfield Industrial Estate is situated approximately 1.3km to the southwest of Cheddington and approximately 1.3km northwest of Long Marston. It is accessed via Cheddington Lane which runs between and connects the two villages. The industrial estate is located within the Parish of Marsworth but is bordered along its northern boundary by the Parish of Cheddington.
- 2.2. The land to the north lies within a Local Landscape Area and contains a Scheduled Ancient Monument, approximately 440 metres from the application site.
- 2.3. Unit 25B is located to the eastern end of the industrial estate. It is bounded to the north, west and east by other industrial units. There are agricultural fields to the south of the site.
- 2.4. The site is approximately 0.3ha and is roughly rectangular in shape. The nearest residential properties are:
 - 890m north in Cheddington
 - 1.2km east off Wellington Place
 - 1.6km south west in Long Marston
- 2.5. The location of the site can be seen below in Figure 1.



Figure 1 – Location of the site ↑N

2.6. There are no ecological designations within 2km of the site. This includes Special Areas of Conservation, Special Protection Areas, Sites of Special Scientific Interest and Ramsar sites.

3. Relevant Planning History for Unit 25B (The Application Site)

3.1. The only planning history relating specifically to Unit 25B is a Certificate of Lawful Use reference no: 85/0040/AV which was granted by Aylesbury Vale District Council on 23rd August 1985 for the continued use of the airfield for light industry and storage purposes. This planning permission does not include any restrictions on the number of vehicle movements associated with the use of the Industrial Estate and it is under this planning permission that the majority of the units on the estate operate. This includes Unit 25B therefore the site can lawfully be used for light industry and storage purposes with no limitation on HGV movements.

3.2. The last known use of Unit 25B was for the parking and storage of empty skips. However the applicant states that the unit was vacant when it first occupied the site in October 2014.

4. Other relevant Bucks County Council planning history on the industrial estate

4.1. Changes of use from light industrial and storage to waste-related uses have been permitted on some other units within the airfield, and therefore planning permissions with up-to-date conditions/obligations including vehicle movement limitations and obligations are in force on those sites. Specifically, planning permissions for waste uses exist on the following units:

Units 32, 32A and 33

- 4.2. Planning permission (reference 11/20007/AWD) was granted in 2012 for the use of Units 32, 32A and 33 for the retention of the existing waste transfer station and associated plant and equipment (unit 32), soil screening, concrete crushing, storage of green waste for composting and temporary timber storage (unit 33) and change of use of unit 32A from storage to waste storage in association with waste transfer station including one new building for storing recycled materials. This planning permission limits vehicle numbers to 82 vehicle movements per day (41 in, 41 out).
- 4.3. Planning permission 11/20007/AWD superceded previous planning permissions on units 32, 32A and 33. In addition, in 2007, the applicant for Unit 32 applied for planning permission (reference 07/20009/AWD) to increase the number of vehicle movements from 82 to 124 movements a day. This was refused by Buckinghamshire County Council on 25th August 2007. The applicant appealed and the appeal was dismissed by the Planning Inspector on 13th May 2008. In the appeal decision, the Inspector stated:

“... it seems to me that the development is dealing with more than local waste and appears to be sourcing material from a wide area. Given the poor quality of the links to the strategic highway network, I consider that encouragement should not be given to increase traffic flows on the local road network to and from the appeal site, particularly when a proportion of the waste arisings being dealt with already originated well outside the local area. To do so would clearly add to the harm presently being caused to the living conditions of local residents and the users of the local highway network. I therefore conclude that the appeal should not succeed and the restrictions imposed on the number of lorry movements by condition 5 should remain”.

Unit F2

- 4.4. Planning application reference 10/20003/AWD for the change of use from waste transfer to tyre bailing and sorting storage at Unit F2 was approved on 21st October 2010. This planning permission limits HGV movements to 24 vehicle movements a day. Prior to permission 10/20003/AWD being granted Planning application 06/20002/AWD to increase vehicle movements from 24 to 50 a days was withdrawn in July 2006. Planning application 06/20008/AWD to increase vehicle movements to 84 per day was refused by the County Council on 21st December 2007.

5. The Proposed Development

General

- 5.1. It is proposed to use the land at Unit 25B for the receiving of up to 25,000 tonnes per year of mixed construction and demolition waste including metal, wood and concrete that would be sorted into different materials for recycling at other facilities. The remaining waste would be passed through a trommel and a picking station. When any container or storage bay is nearing 80% full, arrangements would be made for the collection of the container for transfer to an authorised facility for processing.
- 5.2. The trommel is a mechanical machine which acts like a sieve. The waste is loaded into the trommel which is a rotating drum. This removes the finer materials, which drop through the holes and are collected in the bay beneath the trommel. It also breaks the consistency of the waste before entering the picking station. The trommel is approximately 5.8 metres high and is already at the site.

- 5.3. There are no proposed changes to the site area or lighting. The current lighting comprises one lighting column for the operational hours in the winter and there is an LED light on the office. This is sensor activated to help staff to the car park. No further lighting is proposed and the landscaping on the boundary consists of an earth bund approximately 3 metres high covered in some grassed vegetation.
- 5.4. There is no change to the site area which remains at 0.3 hectares.
- 5.5. The site is operating a dust and noise management strategy in place.
- 5.6. Litter is managed by the site manager daily to inspect the cleanliness of the site and implement manual litter clearances for the external areas of the site. This is not proposed to change.
- 5.7. Wheels from vehicles would be checked prior to exiting the site and be hosed down where necessary to prevent mud on the highway. The site manager would inspect these and provide a road sweeper where necessary.

Vehicle movements

- 5.8. The maximum proposed lorry movements per day is 40 (20 in, 20 out).

Operational hours

- 5.9. The hours of operation proposed would be restricted to 7.30am – 5.30pm Mondays to Fridays, 7.30am – 12pm Saturdays and no operation on Sundays and Bank Holidays.

6. Planning Policy

- 6.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for this area comprises the Buckinghamshire Minerals and Waste Core Strategy (BMWCS) (Adopted 2012), the saved policies of the Buckinghamshire Minerals and Waste Local Plan (BMWLP) (2006) and the saved policies of the Aylesbury Vale District Local Plan (AVDLP) (2004).
- 6.2. The National Planning Policy Framework (NPPF) 2012 and the National Planning Policy for Waste (NPPW) (2014) are also material considerations.
- 6.3. The following policies from the Buckinghamshire Minerals and Waste Core Strategy (BMWCS) would apply to this development:
 - Policy CS9 - Recycling
 - Policy CS15 - Landfill
 - Policy CS18 – Protection of Environmental Assets of National Importance
 - Policy CS19 – Protection of Environmental Assets of Local Importance
 - Policy CS22 – Design and Climate Change; and
- 6.4. The following saved policies from the Buckinghamshire Minerals and Waste Local Plan (BMWLP) would apply to this development:
 - Policy 28 – Amenity; and
 - Policy 29 – Buffer zones;

6.5. The following saved policies from the Aylesbury Vale District Local Plan (AVDLP) would apply to this development:

- Policy GP.8 – Amenity;
- Policy GP.35 – Design;
- Policy RA.8 – Local Landscape Area; and
- Policy RA.36 – Traffic on Rural Roads.

7. CONSULTATIONS

7.1. **Local Member** – The Local Member for Ivinghoe strongly objects to vehicles turning right onto the B488 and has concerns regarding the impact of HGV traffic on the village of Horton. She also has concerns regarding any increase in HGVs approaching Ivinghoe especially as the Brownlow Bridge is currently under investigation for structural issues whilst the B489 in Ivinghoe suffers from excessive traffic using one lane with cars parked on both sides. There is no evidence that road surfaces have been improved since previous applications from the airfield site. Any increase in traffic from any planned new housing developments as well as increased HGV movements from the airfield site could result in severe congestion and a further deterioration of road surfaces which are already in need of repair. The Local Member feels the application should be refused as the current road network and infrastructure of the surrounding villages offers inadequate support for any additional HGV or very large skip lorry movements particularly on the B488.

7.2. **District Council – Aylesbury Vale District Council** has no objection to the planning application. They are aware of HGV impacts on the villages of Horton and Ivinghoe and they ask that Bucks County Council Highways Development Management team are satisfied that HGV traffic levels, consequent on any permission given, do not materially exceed that which could be expected from the planning permission granted under 85/00401/AV.

Town\Parish Council

7.3. **Marsworth Parish Council** – Marsworth Parish Council are opposed to the proposed change of use at the site. This is due to the impact on local country roads and that the roads are not suitable for the vehicles from the industrial estate.

Adjacent & Nearby Town/Parish Councils

7.4. **Ivinghoe Parish Council** – Ivinghoe Parish Council has concerns about the effect the proposed development would have on Ivinghoe, local roads and bridges through considerably increasing heavy traffic.

7.5. **Mentmore Parish Council** - Mentmore Parish Council feels that the planning application should be refused due to their concerns over that there would be no planning control over the proposed development and concerns with vehicle movements in terms of routeing and that the figures proposed are inadequate for the proposed type of development. They also have concerns over the HGVs lack of sheeting and damage they cause in villages.

7.6. **Slapton Parish Council** – Slapton Parish Council has concerns over vehicle movements, damage caused by lorries passing and routeing that the proposed change of use would have on the village of Horton and surrounding roads.

7.7. **Wingrave with Rowsham Parish Council** – Wingrave with Rowsham Parish Council supports the comments made by Mentmore Parish Council.

- 7.8. **Cheddington Parish Council** – Cheddington Parish Council also has concerns over vehicle movements (including impact of weight on roads with restrictions) and that current routing agreements are being ignored.
- 7.9. **Tring Rural Parish Council** – Tring Rural Parish Council has also objected to the proposed development on the basis of HGV traffic coming around the Parish, Long Marston, Gubblecote and Puttenham in particular. They also stated that too many lorries turn left out of the site onto Cheddington Lane into Long Marston Village and that Waste King lorries are frequently spotted there. The Parish Council also has concerns about the operations on site and impact that the processing of construction waste would have on the environment and the health the local residents living nearby.

Statutory Consultees

- 7.10. **Environment Agency** – The EA have no objection but would like to see a planning condition that should contamination be present at the site, then no further development shall take place until the developer has submitted a remediation strategy to be approved by the Local Planning Authority on how this can be dealt with.
- 7.11. **Highways Development Management** –Highways Development Management received confirmation of the vehicle routing: Long Marston Road, Station Road then joining the strategic highway network onto B488 avoiding the centre of Cheddington Village, although this routing is not ideal (as it goes past properties and parked vehicles on Station Road). However, due to the rural isolated nature of the site this is considered to be the most preferable routing option and is acceptable to the Highway Authority. Highways Development Management has stated that they are happy that a routing agreement should be included in as a Condition to this application.
- 7.12. They also stated that Waste King are happy to enter a routing agreement and all Waste King HGVs are GPS tracked and this will be used to ensure that drivers are following the routing agreement.
- 7.13. Highways Development Management stated that it should be noted that the Mentmore Crafton and Ledburn Parish Council provided evidence of vehicles travelling through the villages of Mentmore and Stewkley on specific days. Waste King was able to provide delivery details to addresses in these locations on these specific days. The vehicle routing is for longer distance deliveries and not for local deliveries.
- 7.14. Highways Development Management also note that the site has adequate turning and manoeuvring space allowing all vehicles to enter the site turn/manoeuvre and egress in a forwards gear.
- 7.15. They also state that taking into consideration the above, the highway authority has no objections subject to the following conditions requesting that the operator enter into a routing agreement with details to be submitted to and approved by the County Council.
- 7.16. **Historic England** – They felt that the proposed change of use would have no cumulative visual impact on the Schedule Ancient Monument. Although they believe that there could be extra noise level from the proposed change of use, it is considered that it is still within the acceptable levels from the industrial estate and that there is an existing bund that would absorb a lot of the additional noise levels. They have no objection but mitigation measures need to be in place to ensure that any increased noise levels would have no detrimental impact on the Ancient Schedule Monument.

- 7.17. **Archaeology** – No objection
- 7.18. **Rights of way** – No objection
- 7.19. **AVDC Environmental Health Officer** – No comments were received
- 7.20. **Bucks Fire Service** – No comments received
- 7.21. **Hertfordshire County Council** – No comments received
- 7.22. The Council's **Flood Management Team** had no objection subject to a condition requesting a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
- 7.23. Full consultee responses available at:
<http://publicaccess.buckscc.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=OM3DJBDS04800>

8. Representations

- 8.1. Twenty three representations from members of the public were received. This includes comments from a previous Local Member. Five were in favour whilst nineteen objected. These are available on the Buckscc Public Access website.
- 8.2. Reasons for objecting the application include the following:

Pollution	4
Noise	4
Health	2
Traffic	13
Alternative means of transport	1
Environment	3
Enforcement	4
General	8
Impact on amenity and locals	2
Proximity	1

- 8.3. The previous Local Member stated that this application should be refused. She refers back to previous planning history including refusals for an increase of vehicle movements at other units on the industrial estate and increased noise and pollution from the site.
- 8.4. The Local Member mentioned that in fact since that inspectors report traffic conditions have changed for the worse. The A4146 Stoke Hammond bypass has led to increased traffic on the B488, passing through Horton and Ivinghoe. She also mentioned about the impact of traffic on other roads leading to the M1 and weight limits on the roads, currently damaged Brownlow Bridge and to a listed

building in Ivinghoe Conservation Area and roads where HGVs are unable to pass side by side and calls for the revision of any routing agreement.

8.5. Reasons for supporting to the planning application include the following:

Positive impact on amenity and locals	2
Less Pollution	1
Improved Health	1
Positive impact on Environment	1
Need for development – local employment	3

9. DISCUSSION

9.1. The key planning issues are:

- Principle of development
- Access and Traffic
- Potential Amenity Impacts.

9.2. Other important planning issue to consider include:

- Landscape and visual impact
- Impact on Scheduled Ancient Monument
- Risk of Contamination

Principle of development

9.3. The NPPW and the BMWCS seek the movement of waste up the waste hierarchy with disposal being the least favoured option and re-use being the most favoured option.

9.4. Page 43 of the Core Strategy states:

“The strategy for waste is to encourage waste prevention and to safeguarding existing waste management capacity within Buckinghamshire, whilst increasing local provision for recycling and composting so as to increasingly divert waste from landfill”

9.5. Policy CS15 of the BMWCS resist planning applications for landfill. Policy CS9 supports proposals for facilities that would recycle Construction & Demolition (C&D) wastes. The application primarily seeks retention of the existing waste transfer and recycling facility for up to 25,000 tonnes maximum annual throughput of C&D and excavation waste on an existing waste management site and would divert this from landfill through recycling and reuse and therefore meet the requirements of the NPPW and policy CS9 of the BMWCS.

9.6. The proposed development should also be considered in the context of the NPPF, including the presumption in favour of sustainable development (see paragraph 14 of the NPPF), as well as relevant development plan policies relating to waste recycling rates, landfill as a means of disposal (as proposed by this application), and management of imported wastes.

9.7. Currently, the County’s Mineral and Waste Strategy team has confirmed that the County has achieved 286,000 tonnes, over and above the 280,000 tonnes of the required target as set out in Policy CS9 of the BMWCS for the recycling of

Construction and Demolition waste. However, 150,000 tonnes of this is currently being provided at Wapseys Wood recycling facility which is due to expire this year. Therefore, this would bring the County's achieved targets down to 136,000 capacity available for the recycling of this type of waste. Regardless, the proposed facility at Unit 25B is a diversion away from landfill and therefore would be compliant with Policy CS15 of the BMWCS. It is therefore concluded that the principle of the development is supported by planning policy at the local and national level.

Access and Traffic

- 9.8. Policy CS22 (c) of the BMWCS states that all waste proposals will be expected to demonstrate that due regard has been paid to the need to minimise any adverse transport impacts including residential amenity, and routeing agreements. Policy RA.36 of the AVDLP states that, in considering proposals for development in rural areas, the Council will have regard to the desirability of protecting the characteristics of the countryside from excessive traffic generation, including the need to avoid traffic increase and routing to rural roads.
- 9.9. Concern relating to the impact of the proposed change of use at Unit 25B on the local road network and surrounding villages has been raised during the consultation process. A planning application (ref: 07/20009/AWD) was submitted at Unit 32, Old Airfield Industrial Estate for an increase in vehicle movements from 82 vehicle movements a day to 124 vehicle movements a day. This application was refused by the County Council on 25th August 2007 and this decision was upheld at appeal. A similar outcome occurred when application (10/20003/AWD) for the increase in vehicle movements per day from 24 to 84 was refused for Unit F2.
- 9.10. It is clear that any increase in HGV movements from the Old Ministry Airfield site would not be acceptable. However, at the moment, there is no restriction on vehicle movements arising from Unit 25B. The applicant has stated that, if planning permission is granted, vehicle movements would be limited to 40 per day (20 in, 20 out). Granting permission for the proposed change of use, with a cap on vehicle movements per day and a routeing agreement would control vehicle movements and routeing and thereby prevent any further increases of HGVs from this Unit and bring more HGVs to follow an agreed routing plan. This would bring another Unit from the Industrial estate under restrictive vehicle movements and routeing agreement which is considered to be an improvement to the current situation at the site.
- 9.11. There are no objections raised from the Highways Development Management Officer subject to the applicants entering a S106 agreement to control the routeing and to ensure that Waste King vehicles are GPS tracked. To restrict where HGV vehicle routeing is permitted and to maintain consistency and to avoid new areas / roads being used for HGVs, it is advisable the routeing agreement should follow the same routeing as other Units on the site that have a S106 routeing agreement. Currently for Unit 32, 32A and 33, all HGV vehicles are required to turn left going into the Industrial estate off Cheddington Lane and turn right going out of the industrial unit onto Cheddington Lane on the B488. This would ensure that all HGV movements associated with the application site would be restricted from using the most unsuitable stretches of road through local villages. The applicant has advised that they are willing to enter the same routeing agreement as for the other units on the site. The proposed routeing agreement would take HGV vehicles from the site by turning right only onto roads (entry into the Industrial estate via turning left only) and avoid going through the villages of Cheddington and Long Marston.

- 9.12. There would be no overall increase in vehicle movements with the site, in fact these would be capped and the routing controlled through a S106 agreement. Therefore, I consider that subject to conditions restricting the number of vehicle movements to and from Unit 25B, subject to the applicant entering into a S106 agreement to control vehicle routing and ensuring HGVs are GPS tracked, the planning application would meet the requirements of policy CS22 of the BMWCS and policy RA.36 of the AVDLP.

Potential Amenity Impacts

- 9.13. Policy 28 of the BMWLP states that Buckinghamshire County Council will protect the amenity of all those who may be affected by mineral and waste development proposals and will not grant permission for proposals which are likely to generate significant adverse levels of disturbance, both near the site and on routes to and from it, from noise, vibration, dust, fume, gases, odour, illumination, litter, birds or pests. This is also backed up by Policy GP.8 of the AVDLP which states that planning permission will not be granted where the proposed development would unreasonably harm any aspect of the amenity of nearby residents when considered against the benefits of the development. Policy GP.35 of the AVDLP seeks to ensure that new development proposals respect and complement their settings and surroundings. Policy 29 of the BMWLP seeks to ensure that adequate buffer zones exist between the proposed development and sensitive uses. In Note 7 of the Supplementary Planning Guidance, an indicative buffer distance for waste transfer stations is given as 250 metres.
- 9.14. The nearest residential property is located at least 890m away in Cheddington to the north of the Industrial Estate. The proposed development proposes the use of a trommel, which has the potential to generate noise and dust. Given that there is already other machinery in use at the Industrial estate and the distance between the residential property and the advice given in the Supplementary Planning Guidance, it is considered that the noise levels and dust levels would not have a detrimental impact on the local amenity.
- 9.15. There are no proposed changes to the existing lighting on the site and this would be limited to the proposed operational hours in winter of the proposed works on Unit 25B. The column light is one that is only used during operational hours in the winter months.
- 9.16. Subject to conditions requiring the submission of a scheme for the control and mitigation of dust, restrictions on noise, restrictions on height of skips and stockpiles, and restriction of lighting and operational hours to 7.30am – 5.30pm Mondays to Fridays, 7.30am – 12.00pm on Saturdays and no operation on Sundays and Bank Holidays, the proposal would meet the requirements of policies CS22 of the BMWCS, Policies 28 and 29 of the BMWLP and Policies GP.8 and GP.35 of the AVDLP.

Landscape and visual impact

- 9.17. Paragraph 109 of the NPPF advises that the planning system should contribute to and enhance the natural and local environment with paragraph 118 seeking to ensure Local Planning Authorities conserve and enhance biodiversity interests.
- 9.18. Policy CS19 of the BMWCS states that planning consent would not normally be granted for a mineral and waste development that would have a detrimental impact on character, appearance or the value of locally importance landscapes which include Areas of Attractive Landscape.
- 9.19. The existing boundary on the site consists of a raised earth bund approximately 10 feet high with some grass over the top. The height of the trommel is approximately 5.8m at the highest height. As there are no neighbouring properties in close proximity to that boundary of the site and due to the nature of

the site and other units having similar works / machinery, it is therefore not considered that it would cause a detrimental impact on the local visual amenity and views.

- 9.20. As there is no proposed new building on the Unit site and it is for a change of use, it is considered that there would be minimal impact on the view of the site from the surrounding area. Visual intrusion from stockpiles can be limited through conditions restricting their heights. Subject to this condition it is considered that the proposed development would be in compliance with Policy CS19 of the BMWCS and the NPPF

Heritage

- 9.21. Paragraph 128 of the NPPF states that Local Planning Authorities should require the applicant to describe the significance of any heritage assets that could be affected by the development. Policy CS18 of the BMWCS state that planning permission would not be granted for new mineral and waste development that would lead to a significant adverse effect on the character, appearance, intrinsic environmental value or where appropriate the setting including a Scheduled Ancient Monument.
- 9.22. It is noted that there is a Scheduled Ancient Monument approximately 440 metres from the application site. Historic England was consulted and they had no objection provided that the Local Planning Authority is satisfied that the Scheduled Ancient Monument would not be impacted in any way from the development including noise. The proposed change of use is in an existing industrial estate where there are already other machinery in operation contributing to noise levels. In order to mitigate any adverse impacts from noise levels, a condition would be required to ask for the limitation of noise levels.
- 9.23. It is therefore that the proposed change of use is in compliance with policies CS18 of the BMWCS and the NPPF.

Drainage

- 9.24. Policy CS22 of the BMWCS seeks to prevent adverse flooding impacts from minerals and waste development.
- 9.25. The Planning Statement does not identify that an ordinary watercourse runs adjacent to the Industrial Estate. The Updated Map for Surface Water Flood Risk shows the site at risk for events up to the 1 in 100 year event, however for events up to the 1 in 1000 year event the site is shown to be at risk of surface water flooding. Having consulted with the internal Flood Management Team, they advise us that they have no objection subject to the applicant submitting a detailed drainage strategy including drainage layout and discharge point through a condition attached to any planning permission issued.
- 9.26. Subject to a condition requiring the detailed drainage strategy and measures for the mitigation to reduce flooding within the surface water drainage strategy to be submitted and approved in writing then it is considered that the proposed development would be in compliant with policy CS22 of the BMWCS.

Contamination

- 9.27. Policy CS22 of the BMWCS and Policy 28 of the BMWLP seek, in part, to protect the environment from pollution effects. It is noted that, although the Environment Agency has no objections to the development and has not identified a current contamination risk, it has requested a condition to secure remedial action should any unexpected contamination be found at the site. It is the view of the officer that such a condition would be imprecise (in that it is not clear what would be

required by the developer and at what point the condition would be triggered) and unreasonable (because contamination is not expected to occur), therefore the recommendation does not include such a condition. The development would require an environmental permit in addition to planning permission and it is the officer's view that the permitting regime should be the principle control through which ongoing monitoring of contamination is undertaken.

- 9.28. The Environment Agency has not identified any existing contamination risk at the site, therefore it is concluded that the use of the land for the development proposed is acceptable. The development would therefore be in accordance with policies CS22 of the BMWCS and Policy 28 of the BMWLP.

10. CONCLUSION {including recommendation}

- 10.1. It is acknowledged that members of the public living in close proximity to the site and along routes of HGVs have great concern about increased HGV movements travelling to and from the site and the impact it may have on the network infrastructure. These have been considered during the application process and in consultation with Highways Development Management Officers, it is considered that this planning application would bring more benefit than harm with regards to vehicle movements on surrounding roads. The application if approved would limit vehicle movements coming from that site and a greater control would be had on its routing. Subject to the S106 agreement and relevant conditions, it is considered that the proposed development would not have a significant adverse impact on the local amenity or highway safety. It would put further restrictions on vehicle movements from the industrial estate by having another unit with limits on vehicle movements and routing. It would also assist in driving waste up the waste hierarchy. The proposed development meets the requirements of policies CS15, CS18, CS19, CS22 of the BMWCS and policies 28 and 29 of the BMWLP and policies GP.8, GP.35, RA.36 of the AVDLP. Subject to the conditions below and to the applicant entering a Section 106 agreement to control vehicle routing, I therefore recommend that planning permission be granted.

BACKGROUND PAPERS

Application CM/17/17

Consultation responses, representations and communications dated March, April and May 2017.

Buckinghamshire Minerals and Waste Core Strategy;

Buckinghamshire Minerals and Waste Local Plan;

Aylesbury Vale District Local Plan;

National Planning Policy Framework;

National Planning Policy for Waste.

APPENDIX A

Recommendation:	
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2. The development hereby permitted shall not be carried out other than in accordance with the following drawings:

- WKL-CL-LOC-02 – Site Location Plan (1:10,000 @A4)
- WKL/CL/APP/01 Rev B – Site Layout (1:2500@A3)
- WKL/CL/LAY/01 Rev A – Site Layout (1:500@A4)

Reason:

To define the development that has been permitted and so to control the operations (Buckinghamshire Minerals and Waste Local Plan Policies 28 and 36).

3. No vehicle associated with the development hereby permitted shall enter or leave the site and no operations authorised by this planning permission shall be carried out other than between 7.30 am and 5.30 pm Mondays to Fridays and 7.30 am to 12.00 pm Saturdays. No vehicles shall enter or leave the site and no operations shall be carried out on Sundays or Bank Holidays.

Reason:

In the interests of the local amenity (Buckinghamshire Minerals and Waste Local Plan Policy 28).

4. The total maximum number of heavy goods vehicle movements (vehicles over 3.5 tonnes unladen weight) associated with the development hereby approved shall not exceed 40 per day (20 in and 20 out).

Reason:

To reduce the level of disturbance caused to local residents and to minimise any adverse traffic impact (Buckinghamshire Minerals and Waste Local Plan Policy 28).

6. No illumination shall be in operation outside the operational hours of 7.30am – 5.30pm Mondays to Fridays and 7.30am – 12.00pm Saturdays. No lighting shall be operational on Sundays and Bank Holidays.

Reason:

In the interests of the local amenity (Buckinghamshire Minerals and Waste Local Plan Policy 28).

7. No later than one month from the date of this planning permission, a detailed scheme for the monitoring and mitigation of dust shall be submitted to and approved in writing by the County Planning Authority. The approved scheme shall be implemented thereafter for the duration of the development.

Reason:

In the interests of the local amenity (Buckinghamshire Minerals and Waste Local Plan Policy 28).

8. No later than one month from the date of this planning permission, a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:
- Existing and proposed discharge rates and volumes
 - Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components
 - Full construction details of all SuDS and drainage components
 - Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
 - A “whole-life” maintenance plan for the site drainage. The plan shall set out how and when to maintain the full drainage system (e.g. a maintenance schedule for each drainage/SuDS component) following construction, with details of who is to be responsible for carrying out the maintenance.

Reason:

The reason for this condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 103 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

9. Stockpiles of materials within the site shall not exceed four metres in height.

Reason:

In the interests of the visual amenity of users of the Rights of Way network (Buckinghamshire Minerals and Waste Local Plan Policy 28 and Aylesbury Vale District Local Plan policy GP.8).

10. Noise from the operations shall not exceed 55 dB LAeq, 1 h (free field) as measured at the facades of the nearest residential properties at points to be shown on a plan to be submitted to and approved in writing by the County Planning Authority no later than one calendar month from the date of this planning permission.

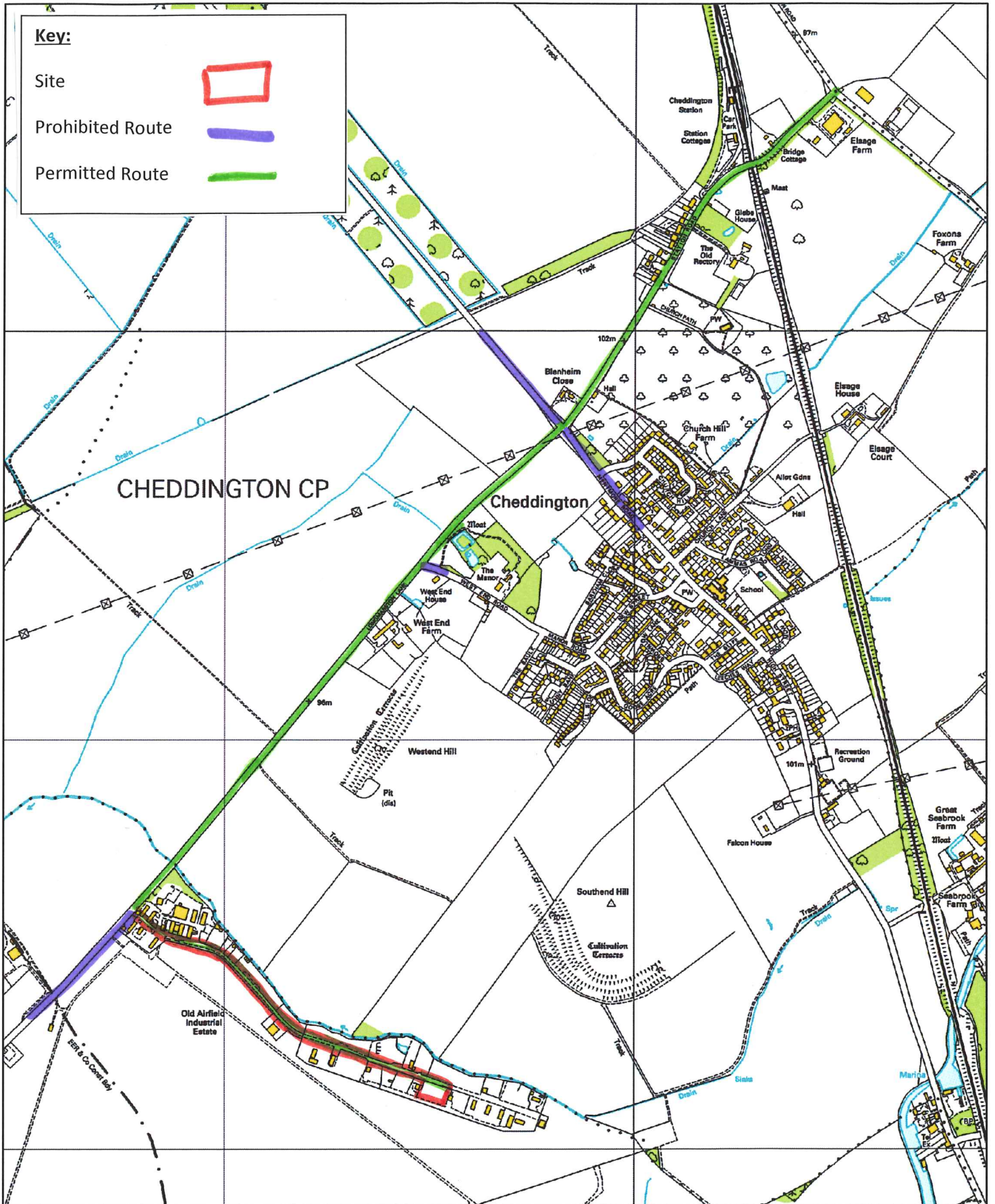
Reason :

To protect the occupants of nearby residential premises from loss of amenity from noise disturbance (Buckinghamshire Minerals and Waste Local Plan Policy 28).

11. No waste shall be deposited outside Unit 25B.

Reason:

In the interests of the amenity of local residents(Buckinghamshire Minerals and Waste Local Plan Policy 28).



Appendix B - Proposed Routeing for Unit 25B

Planning Reference: CM/17/17

N
1:12,000

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Buckinghamshire County Council

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Development Control Committee – 19th June 2017

Application Number:	CC/01/17
Title:	Creation of new 2 storey entrance block with classrooms and kitchen extension, central atrium and lift access in phase 1; creation of 3 storey link block with classrooms, new drop-off area, additional car park spaces and new cycling bays and demolition of some parts of the school buildings in phase 2 and associated landscaping in both phases.
Site Location:	Princes Risborough School Merton Road Princes Risborough Buckinghamshire Buckinghamshire County Council County Hall Walton Road
Applicant:	Aylesbury HP20 1UA
Case Officer:	Mrs Sabina Kupczyk
Electoral divisions affected & Local Member:	The Risboroughs, Bill Bendyshe-Brown
Valid Date:	4 January 2017
Statutory Determination Date:	5 April 2017
Extension of Time Agreement:	23 June 2017
Summary Recommendation(s):	

The Development Control Committee is invited to APPROVE planning application no. CC/01/17 subject to conditions as set out in APPENDIX A of this report.

Appendix A: Schedule of Conditions

INVESTOR IN PEOPLE



1.0 Introduction

- 1.1 The application is submitted by ADP architects on behalf of Buckinghamshire County Council. It was received on 4th January 2017 and validated on 4th January 2017. It was sent out for consultation on 12th January 2017 and was advertised by newspaper and site notice.
- 1.2 Following the initial round of consultation, the applicant was invited to respond to the comments of statutory consultees, including requests for additional information, and consequently submitted a number of additional documents, with selective additional consultation undertaken in response to those submissions.
- 1.3 The target for determination of this application was 4th April 2017. A request for an extension of time was made to the applicant, which has been agreed to 23rd June 2017 to allow further time for receipt of responses from statutory consultees to allow presenting the application at Committee on 19th June 2017.

2.0 Site Description

- 2.1 The site is located on Merton Road in Princess Risborough, which is mainly a residential area to the south east of the town's centre. The location of the site is shown on Figure 1 below.

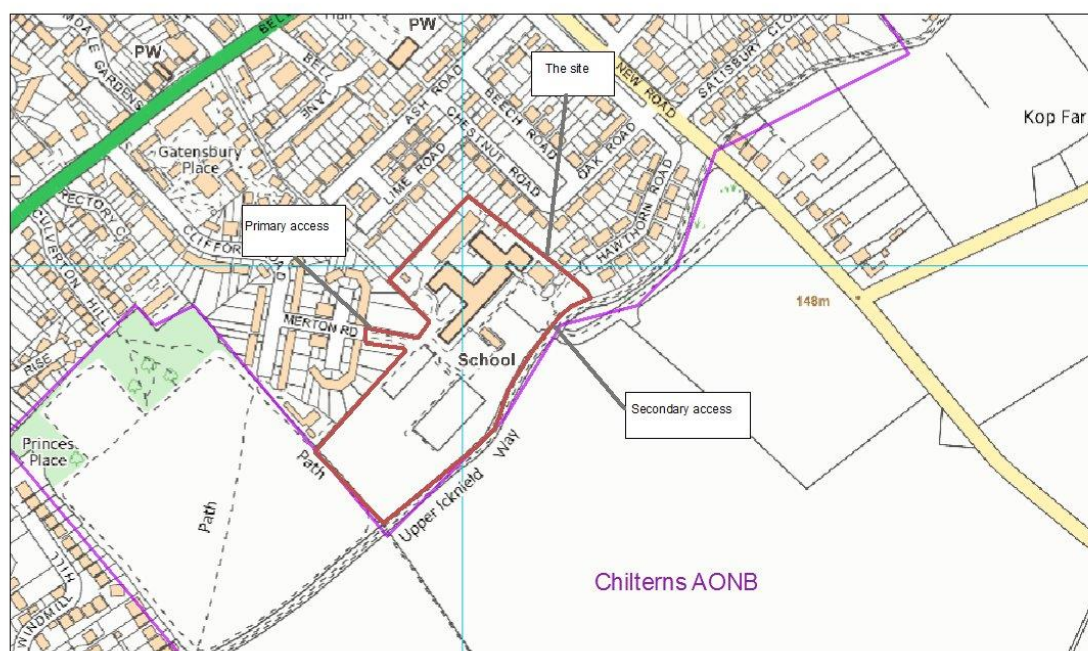


Figure 1: Location of the site

- 2.2 The site is adjacent to residential properties to the north-west and north-east and arable land to the south-west and south-east with the land falling to the south east.
- 2.3 The nearest residential properties are those Merton road and are located some 70 meters away from the proposed development and those on Chesnut Road which are more than 40m away from the Block 4 which is proposed to be demolished.
- 2.4 Primary access to the site is via Merton Road. The access leads to the schools car parks which provide 80 marked car parking bays with additional overspill parking available on grassed areas, and 2 motorcycle spaces). No pupil drop-off is permitted

via Merton Road. Secondary access on New Road is currently utilised as a bus only access. There are pedestrian accesses via Upper Icknield Way and Hawthorn Road.

2.5 The application site lies in Flood zone 1 and there are no designations associated within the site other than that the site is identified as a Green Space in the Wycombe District Local Plan proposals Map. The site is not located within the Green Belt or AONB but lies adjacent to the following designations:

- Chilterns Area of Outstanding Natural Beauty (designation affects the land to the south and west of the application site)
- Green belt land (designation affects the land to the south and west of the application site)
- Upper Icknield Way is a part of the Ridgeway footpath route

3.0 Site History

3.1 The School is currently a secondary school. The school has been present at this location since 1957. It currently comprises mainly two-storey buildings with some isolated one and three-store buildings. The majority of the extensions are from 1960s and 1970s with some additions being from 1990s (north west of the site) with the latest addition being a community sports centre constructed in 2014. The recent planning history associated with the site can be found in table below:

CC/31/03	Renewal of temporary planning consent for triple temporary classroom unit number 550 at Princes Risborough Upper School.	Application Permitted
CC/51/01	Construction of new access road, erection of 180- place extension to existing AOT building and erection of first floor extension to existing single storey SCD unit.	Application Permitted
97/07533/FUL (Wycombe District Council permission)	Construction of a floodlit all weather sports pitch on part of existing playing field	Application Permitted

4.0 Description of the Proposed Development

4.1 The proposed development is to enable the school to expand by 2 form entry and improve the existing facilities in 2 phases:

4.2 A) Phase 1 (one form entry):

It will allow a creation of new 2 storey entrance block by refiguring part of the Block 1 and therefore providing additional classrooms, kitchen extension, creation of central atrium (which will link dining space, entrance, hall and library) and provision of lift access with addition of 50 new car park spaces

4.4 The new two storey entrance block would provide the following facilities on each floor:

a) Lower Ground Floor:

- New 2 WC's, storage and appliances/plant

b) Ground floor:

- 3 Classrooms (54.80m²,56.20m², 54.26m²,)
- Demolition of 2 music rooms
- 2 new Practice rooms 12.93m², 13.35m²,
- New ICT/Business Unit 63.95m²
- New Kitchen (35.56m²) and dining area (344.51m²) with store (35.56m²)
- New Music area (86.89m²)
- New Reception (19.83m²) and entrance area (32.25m²)
- Other 2 new small storage/ appliances rooms and lift

c) First floor:

- 3 Classrooms (54.06m², 56.25m², 54.80m²) (re-modelled library area, a net gain of 2 classrooms)
- 2 new Music rooms (86.89m², 63.95m²)
- Other 3 small rooms/office space and WC

4.5 B) Phase 2 (one form entry)

Development in this phase will provide:

- a new drop-off area
- additional car park spaces- additional 12 marked spaces
- new cycling bays- 30
- new 3 storey link block with classrooms (this will include demolition of Block 4 and majority of Block 1 and allow connection to Block 2).

a) Lower Ground floor:

- 4.6** • New 7 workshops (96.65m², 104.54m², 19.13m², 83.50m², 83.71m², 6.55m², 6.37m²)

b) Ground floor:

- 11 Classrooms (83.71m², 83.50m², 104.54m², 6.37m², 6.55m², 19.13m², 56.80m², 63.88m², 56.72m², 63.85m², 56.68m²) (large area demolished a net gain of 1 large classroom)
- 2 WC's

c) First floor:

- 9 Large Classrooms (79.24m², 79.23m², 95.58m², 95.57m², 56.77m², 63.89m², 56.69m², 63.90m², 56.69m²) (large area demolished a net gain of 1 large classroom)
- 10 small rooms/office spaces and 2WC's

d) Second floor:

- New 9 Classrooms (82.97m², 82.96m², 90.01m², 104.03m², 56.77m², 63.88m², 56.68m², 63.86m², 56.66m²)
- New 11 small rooms/office space and 2WC's

4.7 The proposed extensions would match the existing buildings in their appearance with a single ply membrane flat roofs and buff facing brickwork with matching recessed mortar and timber cladding in some places is to be used in the construction of the walls.

4.8 The applicant states that the proposed entrance block would remain subservient to the Sports Hall when viewed from adjacent AONB and green belt. The applicant also states that the proposed 3 storey building which would replace the majority of the Block one (link part) and uses natural topography to minimise the appearance of height and it will not be higher than the existing Sports Hall.

- 4.9** The school currently caters for 6FE for years 7-13 (up to 1080 pupils) where:
- For years 7-11 accepts up to 30 pupils per FE per year
 - For years 12-13 accepts an average of 15 FE per year
- 4.10** The Phase 1 and 2 would enable the school to increase capacity by a further 1FE in each phase, which equates to an increase of up to 360 additional pupils giving maximum of 1,440 pupils.
- 4.11** The school employs 150 staff (120 Full Time Equivalent (FTE)). The proposal would increase staffing levels by approximately 17FE up to 137 FE maximum.
- 4.12** The proposed development would create a new drop-off facility on the east side of the school, accessed from New Road site access.
- 4.13** Currently there is a car park which is being accessed from Merton Road providing:
- 80 marked car parking bays (including 3 visitor and 2 disabled spaces
 - additional overspill parking being available on grassed areas to the west of the main car park on playing field.
 - 2 no motorcycle parking spaces
- 4.14** It is proposed to extend the main car park by an additional 50 spaces for Phase 1 and a further 12 spaces for Phase 2, which will address the current under provision in formal parking spaces and the anticipated increase in demand associated with the development. The development there would provide 142 marked parking bays providing an overprovision of 5 spaces.
- 4.15** 30 No. covered cycle parking spaces are proposed for use by staff, pupils and visitors.
- 4.16** Landscaping is being proposed in both phases including re-shaping of the bunding around the playing field.

5.0 Planning Policy & Other Documents

- 5.1** The relevant planning policies are G3 (General Design), G8 (Design and Amenity), G10 (Landscaping), G11 (Retention of Existing Trees and Hedgerows), L1 (The Chiltern Area of Outstanding Natural Beauty) L3 (Green Space) and T2 (On-site Parking) of the Wycombe District Local Plan (WDLP)
- 5.2** Saved policies CS2 (Main Principles for the Location of Development), CS6 Princess Risborough CS16 (Transport), CS17 (Environmental Assets), CS19 (Place shape and design) and CS20 (Transport and Infrastructure) of the Wycombe Development Framework Core Strategy (WDCS)
- 5.3** The Wycombe District Council Delivery and Site Allocations Plan (DSA) is also relevant and the National Planning Policy Framework (NPPF).

6.0 Consultation Responses

Cllr Bill Bendyshe-Brown		No comments received
WDC District Planning Officer	06.02.2017	No objection to the proposal subject to compliance with the recommendations of the preliminary ecological appraisal; which includes the provision of appropriate replacement tree planting/landscaping.
Flood Risk Internal	06.02.2017	Strategic Flood Management Team at Buckinghamshire County Council has no objection to the proposed development subject to the pre-commencement condition in relation to the drainage and maintenance plan.
Highways Development Management	24.05.2017	The Highway Authority is satisfied with the level of parking proposed. Access junctions can operate well within theoretical capacity in the future year development scenarios. However, assessments are based on a significant number of children travelling to school by bus and the Highway Authority is concerned about the capacity of public bus services to cater for the growth in demand. The Highway Authority therefore has no objection to the proposal subject to conditions or obligations including the submission of a bus management strategy and a financial contribution towards additional public bus services between High Wycombe and Princes Risborough.
Natural England	18.01.2017	No objection
Sport England	31.01.2017 27.03.2017 3.05.2017	Sport England initially placed a holding objection to the proposal and requested additional information on current use of car park, hard standing area, area in the south-east of playing fields Sport England requested removal of the reference to the run-off areas Sport England removed its holding objection subject to the inclusion of the condition which requires the new playing field area to be created as per Sport England's recommendations ('Natural Turf for Sport'2011)
Ecology	25.01.2017	No objection, informative recommended
Forestry advisor, Jacobs	1.02.2017 7.03.2017 17.05.2017	Clarification was sought in relation to pruning, site protection, site compound, specific trees surveyed and detailed information on area associated with the new car parking area An updated Arboricultural Method Statement was requested No objection subject to the inclusion of pre-commencement conditions requesting an updated AMS to be provided prior the commencement of the works
Safer Routes to School	23.05.2017	No objection a condition requested for the School Travel Plan to be reviewed 6 months post

		occupation of the development
Chilterns AONB Officer	09.02.2017	No objections. Accepted the point that the existing sports hall will screen much of the site from the AONB. Comments were provided on design and use of bricks was supported. Landscape plan as welcome and it was suggested that more detail landscape plan would be beneficial.
Archaeology	18.01.2017	No objection. According to Historic Environment Records development is likely to harm a heritage asset's significance so a condition requiring archaeological works is recommended
Landscape Advisor, Jacobs	1.02.2017	No objection. A condition pre-commencement condition is recommended requesting detailed landscape strategy
Princes Risborough Town Council		No Reply Received

7.0 Representations

- 7.1 Two members of the public commented on the application. Both respondents objected to the proposal.
- 7.2 One of the concerns raised was the suitability of the new drop-off area. It has been suggested that outdoor space will be lost which is currently being used by Risborough Youth Club. Issues are also raised over lack of provision made for the car park spaces for Youth Club users.
- 7.3 The other respondent questioned the need to use of the existing access from Merton Road. The respondent stated that the access of the New Road should be utilised fully instead of the Merton Road Access. If the Merton Road access is retained it should only be used for staff and visitors parking with other deliveries coming through New Road access with gates closed outside designated hours.
- 7.4 A comment was made in relation to Music Rooms location and possibility of noise coming out of them during lessons.

8.0 Discussion

A) Principle of the development

- 8.1 The DCLG Policy Statement for School's Development dated 15th August 2011 sets out the Government's commitment to support the development of state funded schools and their delivery through the planning system. The policy statement states that: *"The creation and development of state funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations."* State funded schools include Academies and free schools as well as local authority maintained schools.

It further states that the following principles should apply with immediate effect:

- There should be a presumption in favour of the development of state-funded schools;

- Local Authorities should give full and thorough consideration to the importance of enabling the development of state funded schools in their planning decisions;
- Local Authorities should make full use of their planning powers to support state-funded schools applications;
- Local Authorities should only impose conditions that clearly and demonstrably meet the tests as set out in Circular 11/95;
- Local Authorities should ensure that the process for submitting and determining state-funded schools' applications is as streamlined as possible;
- A refusal of any application for a state-funded school or the imposition of conditions will have to be clearly justified by the Local Planning Authority.

- 8.2** Currently there are 1080 pupil spaces at the school and the development is needed to meet the potential increase in housing and demand for school places as a result of several housing developments in the Princes Risborough area. A separate plan is being proposed by WDC for Princess Risborough due to the scale of growth, for an expansion of the town by 2500 homes, with a resultant impact on the need for additional school places.
- 8.3** As per Policy Statement "Planning for School's Development" Dated August 2011 there is a clear presumption in favour of school development set at the national level therefore the Phase 1 and 2 schemes to enable the school to increase capacity by a further 1FE in each phase, which equates to an increase of up to 360 additional pupils giving maximum of 1,440 pupils) is accepted and supported as a matter of principle.

B) Design and Amenity

- 8.4** Policy CS19 of the WDCS and Policy G3 of the WDLP advocate the quality of design with regard to the amenity of neighbouring uses and existing site characteristics. Policy G3 seeks to ensure that the development achieves a high standard of design and layout that respects and reflects the local urban and rural context and maintains and reinforces its distinctiveness and character.
- 8.5** The proposed extension buildings would not be higher than the existing buildings and the buildings would not extend beyond the existing curtilage of the site. All extensions are located well within the site boundary. All of the proposed structures will not be higher than the highest point of the school.
- 8.6** It is considered that the proposed design is of a high standard and materials used match the existing school buildings. I would anticipate that the schools would accomplish high security and safety standards for the proposed developments as per the existing educational establishment. I consider the proposal to be in compliance with policy G8, G3 of the WDLP and policy CS19 of the WDCS.
- 8.7** Policy G8 of which plan WDLP seeks to safeguard the amenity of local residents and refers to design and its impact on daylight and sunlight, privacy, visual intrusion and overshadowing. It is considered that the nature and design of the proposed extensions to buildings satisfies the requirements of this policy.
- 8.8** The proposed Phase 1 development is located to the south of the existing main entrance and will be in keeping with the existing 2 storey school building. The proposal is for a large expansion in pupils numbers, however the design of the building will utilise mainly the existing build up area by remodelling the link block by adding the extra level. The main extension to the existing school site will be located to the south of the Block 1.
- 8.9** The residential area of Princess Risborough is located to the north and west of the

school site. The proposed extension buildings will more than 75m away from residential properties. The area of the extended car park will be located more than 15m away from residential buildings.

- 8.10 The visual impact of the Entrance Block will be minimised by constructing a low-lying flat roof. The Block will remain subservient to the Sports Hall. The view from the adjacent AONB and green belt which is further up the slope will remain appropriate due to appropriate scale and design.
- 8.11 The proposed development of Phase 2 will provide link block which will be in keeping with the scale and design of the existing 3 storey school tower building. The use of flat roof and topography of the terrain will reduce visual impact. The use of glazed stairwell will reduce the massing by creating two smaller blocks.
- 8.12 A concern was raised by a resident in relation to proposed music rooms. Music rooms are being relocated within school grounds and they will be used for the same purposes as the existing classrooms and should not be a nuisance to the local residents. The new music rooms are located further north in relation to the existing ones which will be demolished.
- 8.13 Taking the above into consideration, I consider the proposal to be in compliance with policy G8, G3 of the WDLP and policy CS19 of the WDCS.

C) Highway impact

- 8.14 Policies CS16 and CS20 of the WDCS require that the proposals should be assessed in relation to the possible impact on the transport network and ensure that all vehicular traffic generated by development does not materially increase traffic problems.
- 8.15 Policy CS20 of the WDCS and T2 of the WDLP expect development proposals to provide appropriate and effective parking provisions. Buckinghamshire County Council (BCC) has also adopted new countywide parking standards from September 2015 sets out the new parking standards and 1 space per 1FTE is required for secondary school.
- 8.16 The school currently employs 120 FTE staff but only provides 80 marked car parking bays, therefore there is currently an under-provision of 40 staff car parking bays at the site. The proposal would increase the number of staff by 17 FTE to a total of 137 FTE, and it is proposed to provide an additional 62 car parking spaces (50 in phase 1 and 12 in phase 2) to bring the total number of car parking spaces to 142. This would amount to an over-provision of 5 spaces when assessed against the Parking Standards and is considered to be acceptable and is supported.
- 8.17 The development would also enable the school to increase capacity by up to 360 additional pupils, bringing the total number of pupils on roll to 1,440. This increase in pupils has the potential to have an impact on the highway during pick-up and drop-off times. In support of the application, the applicant has stated that approximately 66% of pupils (288 pupils) currently travelling to the school from the High Wycombe direction do so via bus, through a combination of funded home-school bus provision and public services between High Wycombe and Princes Risborough. Although the proposal is intended to meet increased demand for school places from housing growth in the Princes Risborough area, the applicant has based the transport assessment on a similar proportion of pupils travelling by bus from the High Wycombe area thus presenting a worst case scenario, and has concluded that the development would be acceptable on highway grounds.
- 8.18 The Highway Development Management Officer has confirmed that the Transport

Assessment modelling is satisfactory, however has raised concerns about the availability of funding to ensure that sufficient public bus capacity is available to cater for the increased demand following the expansion of the school, and therefore seeks confirmation that funding will be made available to secure the increased capacity on bus services at peak times.

- 8.19** The Committee is advised that the County Council currently provides free transport to a child's nearest suitable school where the distance from home is over 3 miles. Therefore, should pupils from High Wycombe be offered a place at Princes Risborough School due to the lack of available spaces in closer schools, it is reasonably likely that funding will be available subject to the Council's policy on school admissions and home-school transport provision at the time. However where pupils opt to attend school in Princes Risborough even though places are available closer to home, funded bus travel is unlikely to be provided and public bus services would be utilised to access the school. The Highway Officer has requested that the County Council (as applicant for planning permission) ensures that funding is made available to deliver additional bus services to support the school as a condition/obligation of planning permission; however it is not known at this time what the precise impact on bus capacity will be, how much this will cost, and moreover whether the funding will be available. Furthermore, as housing growth in Princes Risborough occurs, it is much less likely that pupils will be allocated spaces at the school from as far afield as High Wycombe therefore modes of travel may change.
- 8.20** The Committee is advised that the key issue to consider is the need to increase the use of sustainable modes of school travel in place of the use of the car, which would include walking, cycling, and car share modes as well as bus travel. Whilst the County Council may have the ability to manage this in ways outside of this planning application (e.g. though seeking S106 contributions towards bus travel from housing developers, a review of funding arrangements for school travel or through a review of the school admissions policy), the most effective and reasonable way to achieve this as part of the current application would be through ensuring that an appropriate school travel plan is in place to manage home-school travel behaviour. The Princes Risborough School does not currently have an adopted school travel plan and therefore it is recommended that a condition is imposed on any planning permission issued requiring the applicant to produce a travel plan for approval which sets out the ways that car travel to the school would be reduced.
- 8.21** In relation to car travel to school, the applicant does not propose to amend the existing access arrangements at Merton Road; however it is proposed to create a new drop-off area to the east of the school buildings to be accessed from the secondary New Road access, and this is supported as it would reduce the likelihood of parents using surrounding streets, including Merton Road, for the dropping-off of pupils. 30 cycle spaces are also proposed to be provided for the use of staff, pupils and visitors. It is suggested that a condition should be used to ensure the car parking and drop-off areas is laid out prior to the occupation of the extended school buildings.
- 8.22** In conclusion, although the proposal has the potential to generate additional traffic at pick-up and drop-off times, this would be limited in duration and confined to local roads. Concern has been raised by the Highway Authority about the capacity of public bus services to cater for the growth in pupil numbers and the availability of funding for additional services, however it is the officer view that funding for such public bus services should be met through S106 contributions from housing developers, rather than from the school or the County Council as applicant. The impact must be weighed against the over-riding need to provide additional school places to cater for planned housing growth in the Princes Risborough area. It is suggested that, taking that balance into account, the highway impacts of the proposal can be effectively managed

via the creation of a School Travel Plan and the imposition of conditions to ensure the additional car park and drop off areas are laid out prior to the occupation of the development. Subject to the inclusion of conditions as suggested, the development is considered to be in accordance with policies CS16 and CS20 of the WDCCS and T2 of the WDLP.

D) AONB

- 8.23** Policy L1 ensures that any proposals within the AONB should consider the special character of the area. The National Planning Policy Framework (NPPF) contains policies specific to protected landscapes (including AONBs) at paragraphs 115 and 116 where any proposal within AONB should be considered.
- 8.24** The school site is adjacent to the AONB but no proposed development will take place within AONB land. The buildings are not located within AONB land but sit within the framework of the existing school. AONB is here being considered from the perspective of possible impact upon view and setting.
- 8.25** The site is surrounded by the Chiltern Hills and the site is visible from some points of the public footpath on hill tops. A landscaping scheme is submitted with the application to mitigate the impacts of the development with some additional information to be secured via pre-commencement condition. The impact on most viewpoints will be negligible due to topography and existing vegetation on the site.
- 8.26** The existing sports hall will screen much of the site from the AONB and the use of brick materials is being supported by the consultees and has not attracted objection from the Chilterns AONB Officer.
- 8.27** The proposed development due to its design, height and setting will respect the sensitive character and appearance of the AONB and will not have any detrimental effect to its appearance. It is therefore concluded that the development would be in accordance with Policy L1 of the WDLP.

E) Other site related issues

a. Flooding

- 8.28** Para 97 of the NPPF requires local planning authorities to take into account flood risk. As per para 103 of the NPPF when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere. In accordance with policy CS2 the development must have existing infrastructure and services with adequate capacity to serve the new developments, or secure arrangements for appropriate increased capacity.
- 8.29** The application site lies within the Flood Zone 1. The proposed development is small in scale and the discharge of surface water will be addressed by the provision of additional soakaways to complement the existing ones. Two soakaways are proposed adjacent to the Main Entrance (Phase 1) and the other near to the Link Block (Phase2).
- 8.30** Proposed development would mainly be located on the existing hard standing area therefore no additional surfaces would become impermeable or produce an increase in surface water runoff. Based on the drainage strategy and layout it is suggested that the site will drain into the ground via infiltration.
- 8.31** The Flood Officer has no objection to the development subject to additional detail of

the drainage strategy being provided and the maintenance plan to ensure appropriate drainage is secured on the site. Subject to inclusion of a condition requesting additional drainage details the proposal is in line with policy CS2 of the WDCS and in line with para 103 of the NPPF.

b. Landscape and forestry

8.32

Policy G10 of the WDLP requires that the landscaping forms a part of the development projects.

8.33

At the front of the new building new planting and hard standing area are proposed that lead pedestrians towards the new entrance. The existing soft landscaping will be retained where possible with some additional landscaping being proposed to enhance the site.

8.34

The application proposal includes landscaping proposals which are adequate in principle; however a detailed landscaping scheme will be required as per comments received from Forestry advisor. This would be secured via condition as set out in Appendix A.

8.35

Policy G11 of the WDLP states that the development proposals will be required to retain existing trees and hedgerows of good quality and/or visual significance, or trees and hedgerows of good quality and/or visual significance, or trees and hedgerows which are likely to become visually significant when site is developed.

8.36

The proposed development will result in the loss of 18 trees and partial removal of one tree (mainly C trees) and two small hedges. As per forestry advisor's response their loss will not be detrimental to the visual amenity of the site and surrounding area. Retained trees will be protected throughout the course of the proposed development as per Method Statement submitted with the application and secured through condition.

8.37

Subject to inclusion of a condition requesting additional level of protection for retained trees the proposal is considered to be in compliance with the policy G11 of the WDLP.

c. Archaeology

8.38

Paragraph 132 of the NPPF says that there should be great weight given to the conservation of designated heritage assets, whilst paragraph 139 extends this provision to non-designated heritage assets with an archaeological interest equivalent to that of scheduled monuments.

8.39

The proposed development is located close to a number of burial sites along the Icknield Way. The Icknield Way is understood to be one of a series of prehistoric trackways along the Chilterns, which in places is associated with Iron Age and Roman settlement sites and burials. It is considered likely that similar archaeological remains could survive within the proposed development area, particularly beneath the playing field area which is designated for use as car parking. The extensions and building alterations are not so much of a concern as the school footprint is already pretty built up.

8.40

To ensure all possible heritage assets on site are being protected and to be in accordance with policy 132 and 139 of the NPPF it is recommended that a scheme of investigation for archaeological works is undertaken prior to the commencement of the development and that this is secured through condition.

Conclusion

- 9.1** Application CC/01/1 seeks planning permission for a creation of new 2 storey entrance block with classrooms and kitchen extension, central atrium and lift access in phase 1; creation of 3 storey link block with classrooms, new drop-off area, additional car park spaces and new cycling bays and demolition of some parts of the school buildings in phase 2 and associated landscaping in both phases at Princes Risborough School, Merton Road, Princes Risborough, HP27 0DR, Buckinghamshire.
- 9.2** I am satisfied that the proposed development would, on balance be beneficial by improving and extending the school and adding valuable drop-off area and car park and improve the school's visual appearance by creating a new entrance. The proposal will allow an additional 2 form entry at the school which will allow accommodating additional pupils and being in line with Policy Statement for School's Development dated 15th August 2011 which sets out the Government's commitment to support the development of state funded schools.
- 9.3** Whilst the development has the potential to have an adverse impact on the highway if bus services are not available to meet the demand for pupils coming from the High Wycombe area, it is concluded that the growth of the school is designed to cater for new pupils from housing growth in Princes Risborough and not High Wycombe, it is argued that funding for public bus services would be most appropriately sought through S106 contributions from those housing developments. The need to provide school places is considered to outweigh the impact on the highway, which can be managed and controlled locally through conditions attached to planning permission for this development and more strategically by the County Council in negotiation with the District Council as Local Planning Authority for housing.
- 9.4** Subject to conditions as set out in Appendix A, it is recommended that application CC/01/17 should be approved.

Appendix A: Schedule of Conditions

Time Limit for Commencement

1. The development shall commence no later than three years from the date of this planning consent:

Reason: To prevent the accumulation of unimplemented planning permissions, to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91(1) of the Town and Country Planning Act 1990 (as amended).

2. The development shall not be carried out other than in complete accordance with the following drawings:
 - Site and Existing Site Location Plan ADP-XX-XX-M2-A-0900 Rev A
 - Existing Site Plan A-905 Rev A
 - Proposed Site Plan A-915 Rev E
 - Existing Playing Field and Bunds plans A-919
 - Playing Field and Bunds plans (proposed) A-920
 - Playing Field and Bunds section (proposed pitches section) A-921
 - General Arrangement- Demolition Ground Floor ADP-XX-XX-M2-A-1000 Rev A
 - General Arrangement- Demolition First Floor A-1001 Rev A
 - General Arrangement Elevations- Demolition Phase 1 Works ADP-

- XX-XX-M2-A-1002 Rev A
- Existing Lower Ground Plan ADP-XX-00-M2-A-1030 Rev A
- Existing Ground Floor Plan (Main Entrance Level) ADP-XX-01-M2-A-1031 Rev A
- Existing First Floor Plan ADP-XX-02-M2-A-1032 Rev A
- Existing Second Floor Plan ADP-XX-03-M2-A-1033 Rev A
- Proposed Lower Ground Floor Plan Lower Level ADP-XX-00-M2-A-1070 Rev B
- Proposed Ground Floor Plan (Main Entrance Level) ADP-XX-01-M2-A-1071 Rev B
- Proposed First Floor Plan ADP-XX-01-M2-A-1072 Rev B
- Proposed Second Floor Plan ADP-XX-02-M2-A-1073 Rev B
- Proposed Roof Plan A-1074 Rev B
- Proposed Site Elevations A-1090 Rev A
- Existing Elevations ADP-XX-XX-M2-A-1200 Rev A
- Vehicle Access Turning Circles, drawing no 8709/001

Reason: In the interests of local amenity and to comply with policies CS19, CSof the Wycombe District Core Strategy and G8 of the Wycombe District Local Plan.

Pre-Commencement Conditions

3. Development shall not begin until a “whole-life” maintenance plan for the site has been submitted to and approved in writing by the County Planning Authority. The plan should set out how and when to maintain the full drainage system (e.g. a maintenance schedule for each drainage/SuDS component) following construction, with details of who is to be responsible for carrying out the maintenance. The plan shall subsequently be implemented in accordance with the approved details.

Reason: to ensure that SUDS/drainage maintenance arrangements have been arranged and agreed before any works commence on site that might otherwise be left unaccounted for.

4. No development shall take place until the applicant, or their agents or successors in title, have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the County Planning Authority.

Reason: To secure appropriate investigation, recording, publication and archiving of the results in conformity with NPPF paragraph 141 and policy HE18/HE19 of the Wycombe District Local Plan.

5. Prior to the commencement of any works on the site, a Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements and parking of site operatives vehicles) shall be submitted and approved in writing by the County Planning Authority. Thereafter, the development shall be carried out in accordance with such approved management plan.

Reason: To ensure safety of all highways users is being protected as per requirements of policy T13 of the WDLP and section 46 Highways Act 1980

Development Phase Conditions

6. Prior to the initial occupation of the of the development hereby permitted, the scheme for parking and manoeuvring and the loading and unloading of vehicles shown on the submitted plan A-915 Rev E shall be laid out and that area shall not thereafter be used for any other purpose.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and to enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway (Policy T13 of the WDLP and Highways Act 1980 section 46)

7. Prior to the occupation of the development, a detailed landscaping scheme shall be submitted to and approved in writing by the County Planning Authority. The scheme shall include, but not limited to:
 - a) details of the locations species with information on their size and heights to deliver the landscape strategy (appropriate setting for the revised building complex and visual screening for the extended car parking);
 - b) details of the protection measures to be provided for all new and retained grass areas, trees and shrubs;
 - c) details of the re-shaped bunding around the playing field including cross sections to show the nature of the proposed earth shaping including the relationship to the site boundaries.
 - d) A five year programme of maintenance to include the replanting of any new or retained grassed areas, trees or shrubs which die or become diseased.

The approved scheme shall thereafter be implemented in the first planting season following the completion of the development and maintained in accordance with the requirements of this condition and the approved details.

Reason: In the interests of the visual amenities of the local area, tree protection and to comply with policy G10 of the Wycombe District Local Plan.

8. Prior to the occupation of the development an updated Arboricultural Method Statement should be submitted to and approved in writing by the County Planning Authority. The scheme shall include, but not limited to
 - a. details of the tree protection fencing placement which is to protect all retained trees
 - b. further detail regarding the tree groups around the school playing field in terms of root protection areas extents,
 - c. Details of compound placement, access points, service runs and storage areas
 - d. Assessment of potential impacts to retained trees, as clearly outlined within BS5837:2012 and on protection measures for trees T81 and T82

Reason: In the interests of the visual amenities of the local area, tree protection and to

comply with policy G10 of the Wycombe District Local Plan.

9. Prior to the occupation of the development a Bronze STARS School Travel Plan should be submitted to and approved in writing by the County Planning Authority. The plan shall include:
- a full analysis of the existing modal split for staff and pupils at the school
 - reasons for the modal choice and detailed proposals for future transport provision with the aim of securing no increase in car trips generated to and from the site.
 - measures to ensure parents make effective use of the new drop off area in order to minimise impacts on the highway network.

Following occupation of the development hereby permitted, the travel plan shall be reviewed and submitted for approval, on an annual basis, at the end of each academic year and implemented in full thereafter.

Reason: To comply with Policy T2 of the Wycombe District Local Plan.

Ongoing Conditions

10. The materials to be used in the construction of the development hereby permitted shall be as set out in the application documents, specifically:
- Design and Access Statement produced by ADP December 2016
 - Proposed Lower Ground Floor Plan Lower Level ADP-XX-00-M2-A-1070 Rev B
 - Proposed Ground Floor Plan (Main Entrance Level) ADP-XX-01-M2-A-1071 Rev B
 - Proposed First Floor Plan ADP-XX-01-M2-A-1072 Rev B
 - Proposed Second Floor Plan ADP-XX-02-M2-A-1073 Rev B
 - Proposed Roof Plan A-1074 Rev B
 - Proposed Site Elevations A-1090 Rev A

Reason: In the interests of local amenity and to comply with policies CS19 of the Wycombe District Core Strategy and G3 and G8 of the Wycombe District Local Plan

11. The area of new playing field to replace the existing bunding shall be constructed and laid out in accordance with the proposed site plan A-915 Rev E hereby permitted and in line with the standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England, 2011), and shall be made available for use before of the commencement of development of the proposed additional staff car parking and bunding extension hereby permitted.

Reason: To ensure the quality of playing field is satisfactory and they are available for use before development and to accord with Development Plan Policy. The field is considered as a playing field as defined in the Town and County Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No 595) and as per para 74 of the NPPF.

12. The development permitted by this planning permission shall be carried out in accordance with the approved Drainage Strategy prepared by AKS Ward (ref. X152367 dated December 2016) and the following mitigation measures detailed within the FRA:

- The proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Infiltration to ground will be utilised as the method of surface water disposal. This will include two soakaways providing a total of 138m³ of storage prior to infiltrating.
- The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority

Reason: To ensure that a sustainable drainage strategy has been agreed prior to construction in order to ensure that there is a satisfactory solution to managing flood risk and in compliance with policies CS19 of the Wycombe District Core Strategy and G8 of the Wycombe District Local Plan.

Informatives

1. Compliance with Article 35 of the Town and County Planning (Development Management Procedure) Order 2015

In determining this planning application, the County Planning Authority has worked with the applicant in a positive and pro-active manner based on seeking solutions to problems arising during the planning application process by liaising with consultees, respondents and the applicant/agent and discussing changes to the proposal where considered appropriate or necessary. In this instance:

- Clarification was sought from the applicant whether there was a covenant on the existing coach access road. It was confirmed that there is no covenant which would prohibit pupils' drop of and pick up as proposed in the application documents. Additional information in relation to bus routes was provided (February, March 2017)
- Additional information in relation to drainage was sought and additional information was provided by the applicant (31st January 2017).
- The applicant also provided additional information and clarification in relation to landscape and Arboricultural matters. It was agreed that a pre-commencement condition which will require detailed landscape drawing will form part of a decision notice (March, April, and May 2017).
- Further information was also requested from the applicant to address Sports England's queries and overcome their holding objection. It was clarified that there is no tennis court in question since there is a new sports hall in place as per previous planning application WDC 13_05270_FUL. Also further information, including photographs was provided in regards to playing fields, its use and overflow car park (3rd March.2017).

This approach has been taken positively and proactively in accordance with the requirements of the National Planning Policy Framework as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

2. Site Notice

Please remove any site notice that was displayed on the site to advertise this planning application.

3. All species of bat and their roosts are protected under the Wildlife and Countryside Act 1981 and The Conservation of Habitats and Species Regulations 2010. The applicant and contractors should be aware that all bats and any structures used by them are protected by law, and that works likely to disturb bats or their resting places (even if undertaken at a time of year when the bats are absent) require a licence from Natural England. Should a bat be encountered during development, work should cease immediately and advice should be sought from Natural England (tel. Batline 0845 1300228).
4. It is contrary to section 163 of the Highways Act 1980 for surface water from private development to drain onto the highway or discharge into the highway drainage system. The development shall therefore be so designed and constructed that surface water from the development shall not be permitted to drain onto the highway or into the highway drainage system.
5. It is an offence under S151 of the Highways Act 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.
6. 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. In the event of an increase in the number of car movements, the school shall undertake measures, which will have previously been identified in the travel plan, as are necessary to promote a reduction in the number of car borne trips.

Committee Report – 19th June 2017

Application Number:	CC/08/17
Title:	Extensions and alterations to John Hampden School and Wendover School by creating a new 1 form of entry (consolidating previous bulge expansion), new nursery, new coach parking at John Hampden and amendments to entrances of John Colet parking to improve vehicular access to the combined site.
Site Location:	John Hampden School, Wendover School and John Colet School, Wharf Road, Wendover HP22 6HF
Applicant:	Buckinghamshire County Council
Case Officer:	A Herriman dcplanning@buckscc.gov.uk
Electoral divisions affected:	Wendover, Halton and Stoke Mandeville
Local Member(s):	Steve Bowles
Valid Date:	7th February 2017
Statutory Determination Date:	4th April 2017
Extension of Time Agreement:	30th June 2017

Summary Recommendation(s):

The Development Control Committee is invited to APPROVE application number CC/08/17 subject to the conditions as outlined in Appendix A of this report.

Appendices:

Appendix A: Conditions



INVESTOR IN PEOPLE



SUPPORTING INFORMATION

1. Introduction

1.1. The application is submitted by Jonathan Holland Architects as the agents on behalf of Buckinghamshire County Council School Commissioning Team. It was received on 24th January 2017 but it was not valid until 7th February 2017. It was sent out for consultation on 9th February 2017. Further details were submitted for flooding and drainage and a re-consultation took place the flood management team on 28th March 2017. The application was advertised through a site notice, neighbour notification and a newspaper advert as a departure from Green Belt policy. The eight-week target for the determination of the application expired on 4th April 2017 but an extension of time was agreed to 30th June 2017.

2. Site Description

2.1. The site is a campus containing multiple schools and is situated in a cul-de-sac to the north of Wharf Road in Wendover. These are John Hampden Infant School, Wendover C of E Junior School and John Colet Secondary schools.

2.2. John Hampden School consists of two connected sub-rectangular buildings which are aligned north-west/ south-east. The current car park is located to the north-east. Access to the site from Wharf Road passes the eastern side of the school buildings.

2.3. The Wendover Church of England (C of E) Junior School is situated at the northern end of the cul-de-sac. The site consists of two adjoining sub-rectangular buildings aligned north/south with small quadrangle of buildings adjoined to the eastern side of the main buildings.

2.4. There are no designations attached to the application site except the northern part of the red line area being in the Metropolitan Green Belt. There are no buildings or proposed new buildings in the Green Belt designated part of the site.

2.5. There are residential properties to the west (separated by the Grand Union canal), to the south and to the east. The nearest properties to the west are those on The Paddocks approximately 55 metres away from John Hampden School, Bryants Acre approximately 96 metres to the west of Wendover School, to the east 20 metres away from John Colet School and approximately 42 metres to the south.



INVESTOR IN PEOPLE



3. Planning History

3.1. Due to significant increase in population in inter-war period John Hampden First School was opened in 1968. Its existing plan and an extension subsequently added to the south part of school (now known as John Hampden Infant School). It was one of the three schools in the area. Wendover C of E Junior School was the second of the three schools and opened as Wendover Middle School in 1973

- CC/06/72 – Extension at John Hampden Infants School
- CC/22/07 – Pedestrian shelter for parents collecting children
- CC/87/14 – New hall, TV room and WC facilities, extended hard play area at John Hampden School and a classroom extension at Wendover Church of England Junior School.

4. Proposed development

4.1. Figure 1 shows the plan of the school on the John Hampden school site:

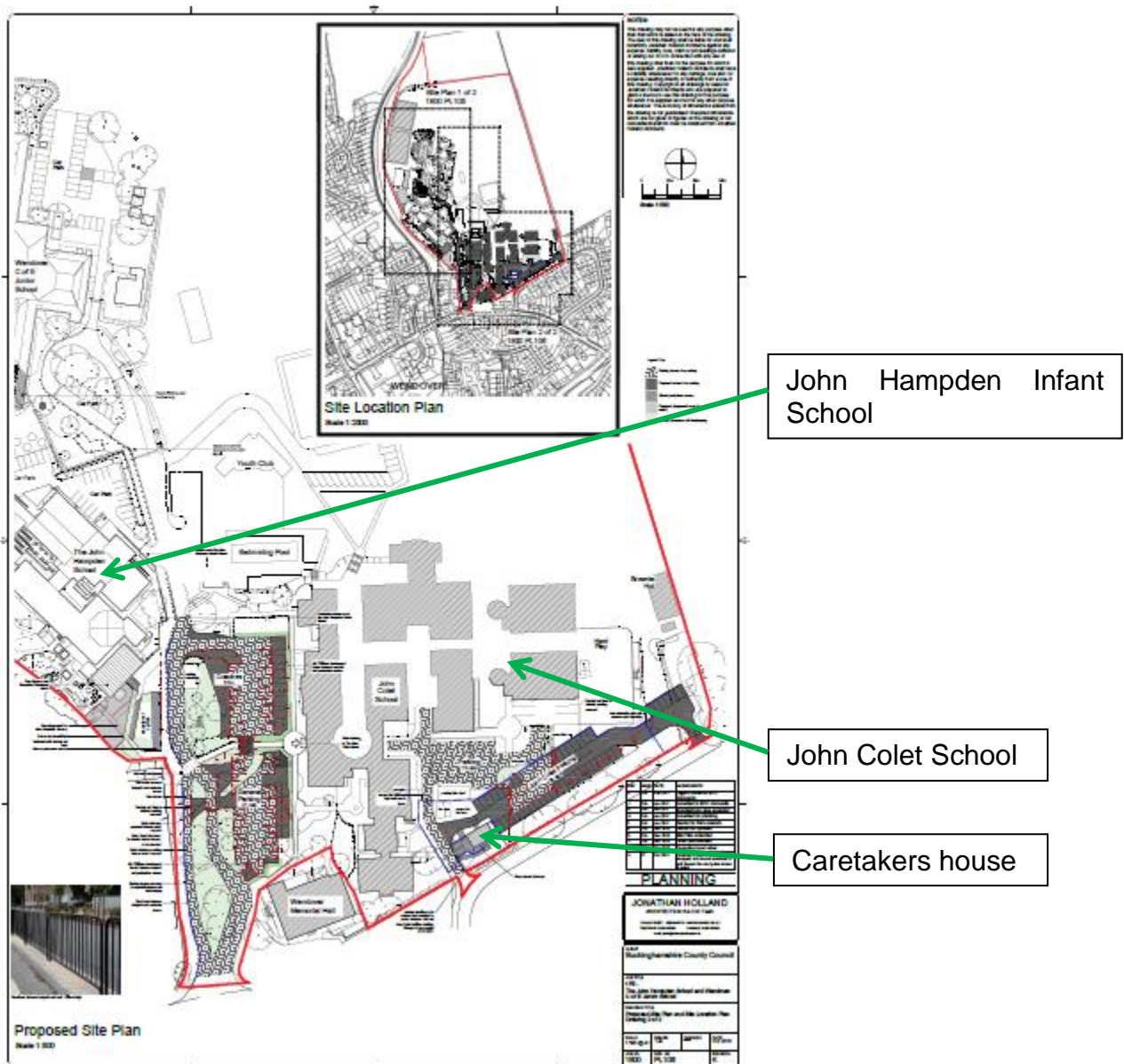


Figure 1: Site plan of the proposed school (John Hampden)

4.2 Figure 2 shows the plan of the school on the Wendover School site:

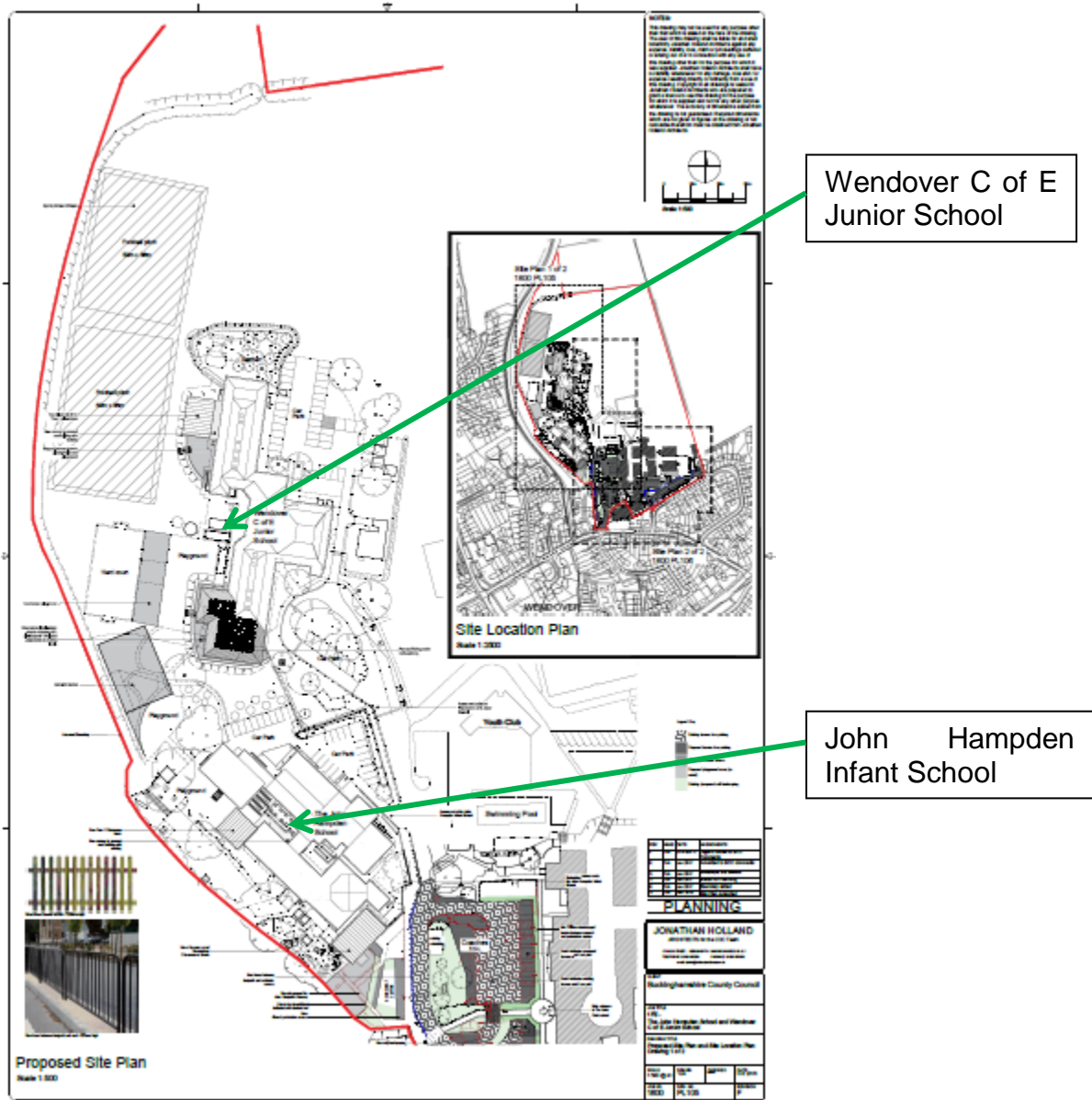


Figure 2: Site plan of the proposed school (Wendover)

4.3 There are various proposed developments / amendments to the school sites due to a need to increase the pupil number capacity at the school (increase of 90 pupils at John Hampden Infant and increase of 120 pupils at Wendover CoE Junior). The proposed developments are as follows :

John Hampden Infant School:

- 3 new additional permanent classrooms (1 to the north of the school buildings and 2 to the south);
- Integral toilets and cloakrooms;
- 1 new nursery;
- 4 reception classrooms to the south of the school buildings;
- 1 year 1 classroom and 3 renamed year 1 classrooms;
- 4 year 2 classroom and 3 renamed year 1 classrooms.

Wendover Junior School

- 2 additional permanent detached classrooms to the northerly western elevation of the school buildings;
- Extend existing building to create two further classrooms to the southern end of the existing building;
- Extend 3 undersized existing classrooms to the southern end of the existing building.

Other (general on site)

- Demolition of 2 timber huts adjacent to John Hampden School (currently used by John Colet School as an Inclusion Unit) – create space for the new John Hampden Nursery area and parents waiting area;
- Existing empty caretaker's house adjacent to the John Colet School to be converted to accommodate the relocated John Colet School Inclusion Unit; This has received permission for change of use from C3 (residential) to D1 (educational) from Aylesbury Vale District Council under reference 16/04440/APP dated 27th January 2017. A new external staircase is proposed and internal works.
- Unlit fenced Multi Use Games Area (MUGA) between the Infant and the Junior Schools (to be used by both schools during the day);
- New arboretum to the northerly part of the school site;
- Revised parking;

4.4 The proposed development would bring about a total of 813.74sqm new floor space

Design and Appearance

John Hampden School

4.5 The proposed brickwork is to match existing with low metal pitch roofs and aluminium windows. The single storey classroom would be connected to the existing building via a new canopy. A new canopy is also proposed to the south of the school buildings to connect the nursery block to the existing building. The nursery is proposed to be located closest to the drop off point at the front of the school.

4.6 The height of the highest existing building on the John Hampden school site is approximately 7 metres. The height of the highest proposed building is no more than approximately 4.7metres.

Wendover School

4.7 The proposal is to use buff brick externally with aluminium windows to match existing and a low pitch "slate" effect roof to match the appearance of the existing adjacent building.

4.8 The height of the highest existing building on the Wendover school site is 8 metres high. The height of the highest proposed building is no more than 5 metres.

John Colet School

4.9 No construction work is proposed on the John Colet School site. There is a proposed change of use for the caretaker's house to be used as an Inclusion Unit for the John Colet School. An additional staircase is proposed and a refresh of the internals.

4.10 The John Colet site has parking where essentially two areas of parking to the frontage would be revised to accommodate one for coaches and the other for cars (10 spaces plus another 37 when the coach spaces are not in use). This will be accompanied by an area to the frontage of the John Colet behind the existing landscape area being regraded to form additional parking. The entrance and exit for these will via existing entrance and exit.

Landscaping

4.11 The extensions are created primarily in areas of hard landscaping. However, there are some trees that will be affected by the improved access arrangements.

John Hampden School

4.12 Two trees are proposed to be removed to make way for the new nursery and for the reception class. However, 4 new trees are proposed close to south of the nursery, together with reinstated grass. One new tree is proposed close to the western boundary between the John Hampden and Wendover Schools.

4.13 Trees are proposed to be removed and new planting / trees to be planted around the coach drop off / pick up and car parking areas between John Hampden School buildings and the John Colet School site as well as the proposed revised parking on the Manor Crescent boundary of the John Colet site. The proposed landscaping includes a proposed new hedge around the border of the proposed 6 coach drop off / pick up area and also the proposed new parking to the south between the John Hampden School and John Colet school areas.

4.14 There are proposals for new trees and reinstated and improved grassed areas in some areas adjacent to the parking areas between the John Colet School buildings and Manor Crescent.

Wendover School

4.15 One tree is proposed to be removed for the new year one classroom to the west of the existing buildings. Four new trees are proposed to be located between the location of the additional new classrooms at the southern end of the Wendover school building and the western boundary to the south of the hard court and playground. New grass is proposed around the outside of the western and southern elevations of the extension and on the western elevation to the extension on the northern part of the school building. There is also a proposed arboretum to the northern point of the site to the north of the Wendover School buildings.

Parking amendments

4.16 Current parking availability at the schools are as follows:

- a) *John Hampden School = 25 parking, 1 disabled. Car park accessed from Wharf Road*
- b) *Wendover C of E Junior School – 35 parking, 8 visitors parking, 2 disabled parking. Car park is accessed via link road accessed from Wharf Road.*
- c) *John Colet School – 75 parking spaces used by school staff and 2 disabled space.*

4.17 No development of John Colet School is proposed as part of the application, however, it is proposed to extend the existing turning area further into the site, to provide parking for 6 coaches or 37 vehicles when coach spaces are not in use by

coaches. This will replace the existing 75 space staff car park. The 37 parking spaces will be provided for John Colet School staff only. A further 58 new parking spaces will be provided for John Colet School in a new car park accessed from Manor Crescent to replace those lost as a result of the extension of the bus turning area. This will result in a total of 95 parking spaces available for the John Colet School, including an increase of 10 spaces to allow a small amount of sixth form parking to be accommodated off street. There is a proposed one way system through the staff car park.

5. Planning Policy

5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for this area comprises the saved policies of the Aylesbury Vale District Local Plan (AVDLP) 200

5.2. The following saved policies from the Aylesbury Vale District Local Plan (AVDLP) would apply to this development

- GP.8 (Amenity);
- GP.24 (Car parking guidelines)
- GP.35 (Design of new development proposals)
- GP.38 (Landscaping of new development proposals)
- GP.39 (Existing trees and hedgerows)
- GP.45 (Secured by design)
- GP.59 (Preservation of Archaeological Remains);
- GP.95 (Un-neighbourly uses);
- RA.6 (Green Belt).

5.3. The National Planning Policy Framework (2012), Government's Ministerial Statement for Schools and the AVDC's Supplementary Planning Guidance for Parking are also material considerations.

6. CONSULTATIONS

6.1. **Local Member** - No comments have yet been received

6.2. **District Council** – The District Council has no objection to the planning application

6.3. **Parish Council** – Wendover Parish Council support the need for further infrastructure and discussed the idea of Manor Crescent becoming one way or the entrance/exit becoming left or right turn only as appropriate. They also requested the following:

- More detailed figures on how the junction will operate
- A management plan of the access and parking arrangements when it is in operation
- A scheme of flow of traffic when entering and exiting Manor Crescent.
- Further information from the applicant was given to the Parish Council and no further comments have yet been received.

6.4. **Highways Development Management** has, subject to conditions and informatives, no objection to the planning application following operational analysis of junctions and surrounding roads (Aylesbury Road, Wharf Road, Tring Road and High Street).

- 6.5. The conditions the Highways Authority would like to see are those requesting details of on site works, the new / modified access to be constructed according to plans to be submitted and approved by the Planning Authority and details of site operatives whilst the site is under construction. They also would like to ensure that Travel Plans are up to date before the pupils move in. Informatives that Highways would like to add include a S184 agreement to be created for small Highway works and that no mud is to be on the public highway. The applicants are advised to obtain highway licence before any works to the public highway including verges are carried out.
- 6.6. The **County Council Flood Management Team** initially objected to the planning application but following the submission of further information relating to drainage management and maintenance and following a further consultation, they now have no objection to the proposals, subject to a condition requesting that the proposed development is carried out in accordance with the approved Drainage Design (M2088 Rev.1, March 2017) and the following mitigation measures detailed within the FRA/SWDS including soakaways, permeable paving in the car parking areas, maintenance and management of drainage features.
- 6.7. The **County Ecologist** has no objection subject to informatives and the conditions listed in Appendix A.
- 6.8. She also advises that the landscaping scheme could incorporate native nectar and / or berry producing herbaceous and shrub species to attract invertebrates for bats to predate. As an enhancement measure, new bat roosts such as Schwegler 1FR, could be incorporated into retained buildings or trees.
- 6.9. The **County Rights of Way** officer has no objection to the planning proposal.
- 6.10. **Sport England** has no objection to the planning application.
- 6.11. **Thames Water** has not commented on the planning application.
- 6.12. The **County Council's Archaeology** service has stated that the proposed new primary school is unlikely to have any impact on any archaeological assets and therefore has no objection to the proposal.
- 6.13. No comments have been received from the Sustainable Travel
- 6.14. The **Landscape advisor** has not commented on the planning application.
- 6.15. Comments have not yet been received by the **Safer Routes to School Officer**.
- 6.16. Full consultee responses available at: <http://publicaccess.buckscc.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

7. Representations

- 7.1. Thirty one representations were received from members of the public. One person supported the application and there were 30 objections
- 7.2. The main reasons for support are
- Impact on amenity and locals
 - Visual impact
 - Traffic
- 7.3. The main reasons for objections are as follows:

Reason for objection	No of people
----------------------	--------------

- | | |
|--------------------------------|----|
| • Pollution | 7 |
| • Noise | 14 |
| • Health | 8 |
| • Need for the development | 17 |
| • Consultation | 4 |
| • Traffic | 27 |
| • Effect on wildlife | 4 |
| • General | 2 |
| • Visual impact | 3 |
| • Impact on amenity and locals | 15 |
| • Green belt/AONB | 2 |
| • Proximity | 1 |

One objector called for a complete review of access and parking arrangements and even suggested giving direct access to the school from the mini roundabout on Tring Road.

8. DISCUSSION

8.1. I consider that the main issue in regards to this proposal is whether the proposed school building and associated facilities meet the requirements of the relevant local plan policies, and also the highway impacts from parents drop off/pick up times

Principle of the Development (Policy AY.13 of the AVDLP and NPPF)

8.2. The CLG letter to the Chief Planning Officers dated 15th August 2011 set out the Government's commitment to support the development of state-funded schools and their delivery through the planning system. The policy statement reads:

The creation and development of state funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations."

8.3. State-funded schools include academies and free schools as well as local authority maintained schools

8.4. It further states that the following principles should apply with immediate effect

- There should be a presumption in favour of the development of state-funded schools;
- Local Authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions;
- Local Authorities should make full use of their planning powers to support state-funded schools applications;
- Local Authorities should only impose conditions that clearly and demonstrably meet the tests as set out in Circular 11/95;
- Local Authorities should ensure that the process for submitting and determining state-funded schools' applications is as streamlined as possible;
- A refusal of any application for a state-funded school or the imposition of conditions will have to be clearly justified by the Local Planning Authority.

8.5. The National Planning Policy Framework (NPPF) emphasises that development should be sustainable. This includes the provision of infrastructure that would assist

the local economy and community as well as protecting and enhancing the environment. Paragraph 70 of the NPPF states that planning permissions should plan positively for the provision and use of space and local services to enhance the sustainability of communities. Paragraph 72 of the NPPF attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities.

- 8.6. Buckinghamshire County Council has a statutory duty to ensure that there are sufficient school places in Buckinghamshire to meet population demand. Recent increased housing development from the Princess Mary Hospital site (400 homes), a further 700 recently approved homes in the local planning area, the inward movement of significant number of service families onto RAF Halton Station, and continuing population growth trends due to new developments across the area has meant increased pressure for primary school places in the catchment area. The proposed development would create an additional 90 school places at John Hampden Infant School and an additional 120 school places at Wendover Junior School. John Hampden School already had a bulge class in 2014 which created an additional 30 school places in the area
- 8.7. John Hampden Infant School currently has 284 pupils on roll attending the school across the three year groups (Reception, Year 1 and Year 2). This number currently includes the Bulge Class of 30 pupils. This bulge class would eventually move into Wendover C of E School
- 8.8. There is also a small Nursery class of 30 children on site, with no children attending the nursery in the autumn term. This would fill with 15 children in the spring and 15 further children in the summer terms
- 8.9. It is considered that the proposed extensions and new nursery would meet the requirements of the Government ministerial statement in the support for the development of state funded schools including academies. The proposed developments would meet the demand of school places as a result of the growing, new housing development in the Halton / Wendover Area. It would meet the requirements as stated in the NPPF paragraphs 70 and 72 for infrastructure that is sustainable for education and community in using energy friendly resources and reducing the need to travel outside the housing development, thus reducing impact on the Strategic Highway Network. Having children attending a school in their neighbourhood would be a positive contributor towards providing good strong communities. Therefore, I consider the proposals are compliant with the Government ministerial statement, the NPPF

Green Belt (Policy RA.6 of the AVDLP and the NPPF

- 8.10. Paragraph 87 of the NPPF states

Inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances.

- 8.11. " Paragraph 88 of NPPF goes on to state

When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very Special Circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations

- 8.12. Policy RA.6 of the AVDLP states similar.

- 8.13. This application was advertised as a departure from Green Belt policy in its site notice and newspaper advert due to the fact that the very northern tip of the school site (where the arboretum is proposed) is in the Metropolitan Green Belt. None of the school buildings and none of the built development is proposed in the Green

Belt part of the school site. Therefore I do not consider there to be any adverse impacts or conflicts with Green Belt policy and therefore consider the proposed development compliant with the Green Belt policies in the NPPF and policy RA.6 of the AVDLP

Design & Amenity (Policies GP.35 and GP.8 of the AVDLP)

- 8.14. Policy GP.35 of the AVDLP requires that new development proposals should respect and complement the physical characteristics of the site and the surroundings, the building tradition, ordering, form and materials of the locality, the historic context of the setting, the natural qualities and features of the area and the effect on important public views and skylines. Paragraphs 56 and 57 of the NPPF echo this
- 8.15. The proposed extensions are proposed to be built with materials to match existing at the school and proposal new buildings / extensions are below the maximum height of the existing buildings. Therefore they are unlikely to cause detrimental impact on inwards views to the school site from outside the school boundary
- 8.16. Policy GP.8 and paragraph 17 of the NPPF seek to protect the amenity of the local residents. At present, the nearest local residential property is approximately 54 metres to the south east of the school site on Manor Crescent. The proposed developments at the school are an essential requirement of the proposed housing developments in the area and other than consideration of highway issues which are addressed in later paragraphs, I do not consider that it is likely to cause any significant impact on local amenities and indeed will be to its positive benefit as more school places would be provided through the rearrangement of existing classrooms and extensions of new permanent build are kept to a minimum. Although as explained more in the next section below, drop offs / pick ups of parents would take place within the school campus. Subject to a condition requiring details of materials to be used, I see no objection to the application on design and amenity grounds and I consider the proposals compliant with the above policies
- 8.17. Policy GP.45 requires that the design and layout of all planning proposals should incorporate measures to assist crime prevention. This is an existing school site with existing fencing and security measures in place. The car park is also gated access. Therefore I consider this planning application to be compliant with Policy GP.45 of the AVDLP

Highway Matters (Policy GP.24 of the AVDLP and NPPF)

- 8.18. Paragraphs 29 -36 of the NPPF promote sustainable travel. Paragraph 36 of the NPPF also states that where a development including schools have significant amount of traffic, then they should have a school travel plan. Policy GP.24 states that new developments will be required to provide vehicular parking in accordance with the District Council's operative guidelines published as Supplementary Planning Parking Guidance (April 2002). In addition the It also states that these guidelines are intended to promote more sustainable transport options and therefore will establish maximum levels of parking appropriate to the scale, type and location of the development
- 8.19. The planning application is for additional classrooms, nursery and facilities to accommodate increasing pupil numbers. The numbers are as follows

School	Current (no of children)	Current capacity with 2014 extensions (no of children)	Proposed increase in pupil spaces from this application	Proposed total number pupils post construction
John Hampden School	284	300	90	390
Wendover Infant School	345	370	120	490

8.20. Currently John Hampden School has 51 members of staff (26.1 FTE) likely to increase to 61 (29.84 FTE). Wendover School currently has 50 staff (26.1 FTE) at the school likely to increase to 59 (31.86 FTE) members of staff. The development would therefore result in an increase in 9.5 FTE staff members to the equivalent of 61.7 FTE.

8.21. According to the District Council's parking standards of one space for every FTE member of staff, the maximum parking requirement for this development would be 62 spaces (26.1 FTE at John Hampden plus 29.84 FTE at Wendover School). The actual parking provided for the John Hampden and Wendover C of E schools would be 60 spaces (25 at John Hampden and 35 at Wendover School) which is marginally below the standards, however there would be an additional one disabled space at John Hampden and 2 disabled spaces and 8 visitors spaces at Wendover School therefore the parking provision is considered to be in accordance with the parking requirements.

8.22. Further changes to car parking and pick up/drop off would also take place at John Colet Academy. The area that is proposed to be used for drop off/pick up for John Hampden, Wendover School and John Colet Academy currently contains 75 car parking spaces for staff at John Colet school. With the proposed development, this area would instead be used to provide parking for six coaches or 37 cars. Moving the coach drop off / pick up from Manor Crescent to within the school campus, with the additional pupil numbers, should help to alleviate congestion at pickup/drop off times. Outside coach pick up/ drop off time, when the coach parking is not in use, the coach parking area could be used to provide spaces an additional for 37 cars for parents to use. To mitigate the loss of John Colet car parking spaces, a further 58 spaces would be created at John Colet Academy. The overall parking provision for John Colet Academy would then be 95 (37+58) plus an extra 10 parking spaces for John Colet's 6th form students, an increase in 30 spaces overall. These car parking figures are for John Colet and therefore the FTE figures for the John Hampden and Wendover School would not be part of this. The parking standards encourage the provision of pupil and visitor parking provision therefore this is supported.

8.23. Highways Development Management did have some concern regarding the impact any additional traffic from the school would have on the surrounding roads and junctions and on Manor Crescent. Having reviewed further requested surveys, they are satisfied that this would not be the case and have no objection to the planning application subject to conditions. The schools currently have active Travel to School plans which also promote the use of plentiful modes of sustainable travel available in proximity to the school and one of the conditions requested by Highways Development Management is to ensure that school travel plans are continually maintained.

8.24. Whilst I acknowledge that local residents have concerns about how the development would have an impact on the highway network due to possible increased vehicle movements especially at drop off and pick up times, the

provision of more off road parking and an off road coach parking and off road drop off / pick up areas would minimise adverse impacts and as these are very localised to the school, and according to the transport assessment, I consider that these would not have a detrimental impact on the Strategic Highway Network and surrounding junction networks.

- 8.25. Subject to the approval of conditions recommended by the Highways Officer and conditions to require to school to maintain up to date school travel plan, a plan showing the one way system of vehicle movements through the school site, a parking management plan, I consider that the proposed development would meet the requirements of Policy GP.24 and the principles contained in NPPF (paragraph 33) where the impact of the proposed development on the highway would be less than severe and with the need for the school and additional school places to meet the needs of the surrounding area would outweigh that harm.

Ecology, Biodiversity and Landscaping (Policies GP.38 and GP.39 of the AVDLP)

- 8.26. Policy GP.39 seeks to secure the retention or replacement of trees and hedgerows of amenity, landscape or wildlife importance. Policy GP.38 states that applications for new development schemes should include landscaping proposals designed to help the buildings fit in with and complement their surroundings.
- 8.27. A Preliminary Ecology Survey including a report on protected species was submitted as part of the application. These surveys have not identified any potential impact on protected species other than possible impacts on bats and breeding birds. There are very few trees and hedgerow on the site that are not considered to be of great value.
- 8.28. The proposal includes the provision of both hard and soft landscaping. With regard to the soft landscape proposals, a 5 year management plan has not been submitted with the planning application and should be required by condition. Also a condition should be required that vegetation should only be cleared between March and August inclusive and any clearance outside these times should request a suitability qualified ecologist to be present. Further surveys have been carried out for the presence of bats or bat roosts in the inclusion unit building proposed to be demolished and then caretaker's house proposed for refurbishment. The surveys have shown that there are no presence of bats and therefore no mitigation measures are required. However, conditions should be required for the incorporation of native nectar and/or berry producing herbaceous and shrub species and new bat units such as Schwegler 1FR could be incorporated into retained trees or buildings. Also a condition needs to be added that an updated survey is required if works have not commenced by May 2019. Therefore, subject to those conditions, I consider the proposals to be compliant with Policies GP.38 & GP.39 of the AVDLP.

Flood Risk (NPPF)

- 8.29. Paragraph 103 of the NPPF states that development should not be permitted if it is likely to generate additional flood risk elsewhere. The planning application is accompanied by a Flood Risk Assessment (FRA) which identifies that the proposed development would not exacerbate flood risk. County Flood Management team has no objection to the drainage scheme proposals. Subject to condition regarding the drainage maintenance, I consider there would be no detrimental impact on flooding, drainage and surface run off on the school site and is therefore compliant with the NPPF.

Conclusion

8.30. The planning application seeks a new nursery, additional classrooms and toilets, demolition of an inclusive unit, unlit fenced MUGA, 6 coach parking drop off / pick up, 58 new parking spaces and 10 parking spaces, and an extra 37 new parking spaces when coach spaces are not being used outside coach drop off / pick up times) on the John Hampden site / Wendover School sites. I consider the proposed development would provide the nursery and school spaces as required by the growing housing development in the Wendover and Halton areas. I consider that, subject to the suggested conditions, the proposed school would not have a detrimental impact on the local environment and would not have an adverse impact on the highway network. As the proposed development is compliant with the following policies: GP.8, GP.24, GP.35, GP.38, GP.39, GP.45, GP.59, GP.95 and RA.6 of the AVDLP, and the principles of guidance contained in the NPPF, I therefore recommend, in accordance with the guidance contained in the CLG Letter to Chief Planning Officers dated 15th August 2011, that planning permission should be granted subject to conditions in Appendix A.

Compliance with Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015

In determining this planning application, the County Planning Authority has worked with the applicant in a positive and proactive manner based on seeking resolutions to problems arising in relation to dealing with the planning application. This was done by liaising with committees, respondents and applicant/agent and discussing changes to the proposal where considered appropriate or necessary. We have liaised with the applicant regarding concerns raised over the initial proposal for the drop off area and parking, crossing for pedestrians and “keep clear” marking on the road. This approach has been taken positively and proactively in accordance with the requirements of the NPPF as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

BACKGROUND PAPERS

Application CC/08/17

Consultation responses, representations and communications dated February, March, April, and May 2017

Aylesbury Vale District Council Local Plan;

Supplementary Planning Guidance: Parking Guidelines

National Planning Policy Guidance

CLG Letter to Chief Planning Officers dated 15th August 2011

APPENDIX A

General

1. The development to which this permission relates must be begun before the expiration of three years from the date of this permission.

Reason:

To prevent the accumulation of unimplemented planning permissions, to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91(1) of the Town and Country Planning Act 1990.

2. The development shall not be carried out other than in accordance with the following drawings
 - Drawing PL105 Rev F – Proposed site plan and site location plan Drawing 1 of 2 1:500@A1 Oct 2016
 - Drawing PL106 Rev K – Proposed site plan and site location plan Drawing 2 of 2 1:500@A1 Oct 2016
 - Drawing PL107 Rev B – John Hampden Infant School: Proposed Plan 1:200@A1 October 2016
 - Drawing PL108 Rev A – Wendover Cof E Junior School: Proposed Plan 1:200@A1 May 2015
 - Drawing PL110 Rev B – The John Hampden School: Proposed Elevations 1:100@A1 May 2015
 - Drawing PL112 Rev B – Wendover C of E Junior School 1:100@A1 May 2015
 - Drawing PL122 Rev A – Caretaker's Access Proposed Layouts and Elevations 1:100@A3 February 2017
 - Drawing LD701 Rev P01 – The John Hampden School Soft Landscape Detail Installation 1:20@A1 23 January 2017
 - Drawing LD711 Rev P01 – The John Colet School Soft Landscape Detail Installation 1:20@A1 and 1:10@A1 23 January 2017
 - Drawing MP001 Rev P01 – Landscape Masterplan – The John Hampden School 1:500@A1 20 January 2017
 - Drawing MP002 Rev P01 – Landscape Masterplan – John Colet School 1:500@A1 20 January 2017
 - Drawing PL401 Rev P01 – John Hampden and Wendover C of E School Planting Plan Sheet 1 of 2 1:250@A1 23 January 2017
 - Drawing PL402 Rev P01 – John Hampden and Wendover C of E School Planting Plan Sheet 2 of 2 1:250@A1 23 January 2017
 - Drawing PL403 Rev P01 – Soft Landscape and Tree Specification (The John Hampden and Wendover C of E Junior School 1:25@A1 and 1:50@A1 23 January 2017
 - Drawing PL411 Rev P01 – John Colet School Planting Plan Sheet 1 of 3 1:250@A1 23 January 2017
 - Drawing PL412 Rev P01 – John Colet School Planting Plan Sheet 2 of 3 1:250@A1 23 January 2017
 - Drawing PL413 Rev P01 – John Colet School Planting Plan Sheet 3 of 3 1:250@A1 23 January 2017
 - Drawing PL414 Rev P01 – Soft Landscape and Tree Specification (John Colet School) 1:25@A1 and 1:50@A1 23 January 2017

Reason:

To ensure the development is not detrimental to the character of the locality, in accordance with policies GP.8 and GP.35 of the Aylesbury vale District Local Plan.

Pre-commencement

Construction vehicles

3. The development shall not begin until a Construction Management Plan has been submitted to and approved in writing by the County Planning Authority, The Plan shall include details of how the following shall be accommodated within the site:
- all site operatives', visitors' and construction vehicles
 - loading, off-loading,
 - parking and turning within the site
 - Pre condition surveys
 - Site hoarding
 - Routing of vehicles

The approved Plan shall be implemented thereafter for the duration of the construction process.

Reason:

To minimise danger and inconvenience to highway users and in accordance with policy GP.8 of the AVDLP

Development Phase

Materials

4. Prior to the commencement of any development above slab level, details of the buff brick, windows and door frames, rainwater piping goods and the materials and colours of the roofing terminal material shall be submitted to and approved in writing by the County Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason:

To ensure the development is not detrimental to the character of the locality and in the interests of local residential and visual amenity, in accordance with policies GP.8 and GP35 of the Aylesbury Vale District Local Plan.

5. Prior to the commencement of the construction of the MUGA, details of the fencing surrounding the unlit MUGA shall be submitted to and approved in writing by the County Planning Authority and implemented in accordance with the approved details.

Reason:

To ensure the development is not detrimental to the character of the locality and in the interests of local residential and visual amenity, in accordance with policies GP.8 and GP35 of the Aylesbury Vale District Local Plan.

Drainage and flooding

6. The development permitted by this planning permission shall not be carried out other than in accordance with the approved Drainage Design (M2088 Rev.1, March 2017) and the following mitigation measures detailed within the FRA/SWDS:
 - Soakaways to be sized for the 1 in 100 year plus climate change allowance of 40%
 - Permeable paving in the car parking areas
 - Maintenance and management of drainage features as set out in the Drainage Maintenance Plan (March 2017)

Reason

To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to ensure that surface water is managed in a sustainable manner and in accordance with the NPPF.

7. Construction site work deliveries shall be restricted to between the hours of 7.30am and 8.15am, 9.15am – 11.30am and after 4pm.

Reason:

To avoid parents pick up and drop off and in the interests of highway safety, prevention of congestion and to protect residential amenity and in accordance with policy GP.8 of the AVDLP.

Highways

8. Prior to the initial occupation of the development hereby permitted, the existing Schools Travel Plans shall be extended to include new students and staff at the school and submitted to and approved in writing by the County Planning Authority. The approval travel plans shall be implemented thereafter for the lifetime of the development.

Reason:

In order to minimise danger, obstruction and inconvenience to users of the highway and to promote a reduction in the number of car borne trips and comply with the interests of the local residential amenity and in accordance with policies GP.8 and GP.24 of the AVDLP and the NPPF.

9. Prior to occupation of the development the on-site highway works to Wharf Road and Manor Crescent shall be laid out and constructed in accordance with details to be first approved in writing with the County Planning Authority. For the avoidance of doubt the works shall comprise of modified layout of access road, new car parking layout, new coach parking, provision of pedestrian routing and pedestrian guard railing.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and in accordance with policy GP.8 of the AVDLP.

Landscaping

11. Prior to the initial occupation of the permanent school building hereby permitted, the landscaping scheme shown on drawings PL401 Rev P01, PL402 Rev P01, PL403 Rev P01, PL411 Rev P01, PL412 Rev PL01, PL413 Rev P01 and PL414 Rev P01 and shall be implemented in full and maintained thereafter. Any trees or shrubs removed, dying, severely damaged or diseased within the first two years following the

implementation of the scheme shall be replaced in the next planting season with trees or shrubs of the same size and species.

Reason:

In the interests of the visual amenities of the local area, in accordance with policies GP.8 and GP.38 of the Aylesbury Vale District Local Plan.

Hours of use

12. The school building shall not be occupied between the hours of 10pm and 7.30am on weekdays, weekends and Bank/Public Holidays. The school shall not be used for any activity other than community use between the hours of 6pm and 10pm Mondays to Fridays and 7.30am to 10pm on Saturdays and 7.30am to 6pm on Sundays.

Reason:

In order to protect the local residential amenity and to promote community interactions and in accordance with policies GP.8 and GP.95 of the AVDLP.

Informatives:

Ecology

1. The safe storage of materials on site is highly important given the proximity of the badger sett. Any excavations need to be either closed up out of working hours or alternatively measures taken to ensure badger (or other animals) can escape, if trapped, should be taken. This may include access planks.
2. "As foraging and commuting bats were identified utilising the site, it is recommended that any increase in external lighting is avoided. If necessary, any newly installed lighting should comprise hooded luminaires directed away from vegetation. Ideally the bulbs will be LED and at the warmer end of the spectrum (e.g. avoiding blue or white light). LED lights emit much lower levels of UV and therefore have a lower impact on wildlife'."
3. In the event that construction works does not commence before May 2019, further bat surveys shall be carried out in the inclusion unit prior to demolition and the caretaker's house prior to refurbishment.
4. Details of the location of incorporated native nectar and/or berry producing herbaceous and shrub species to be submitted and approved in writing on an approved landscaping scheme.
5. No vegetation shall be cleared from the site other than between March – August Inclusive. Should clearance need to be taken place outside these months, the clearance shall not take place without the presence of a suitability qualified ecologist. Active nests should be left with an undisturbed 5-10m buffer until nesting ends.
6. The applicant is advised that the off site works will need to be constructed under a Section 184 of the Highways Act legal agreement. This Small Works Agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 3 weeks is required to process the agreement following the receipt by the Highway Authority of a written request. Please contact Development Management at the following address for information:-

Highways Development Management
6th Floor, New County Offices
Walton Street, Aylesbury,
Buckinghamshire
HP20 1UY
Telephone 0845 2302882

7. The applicant is advised that a licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A period of 28 days must be allowed for the issuing of the licence, please contact the Streetworks team at the following address for information.

Streetworks
10th Floor, New County Offices
Walton Street, Aylesbury,
Buckinghamshire
HP20 1UY
Telephone 0845 2302882

8. **Mud on the Highway**
It is an offence under S151 of the Highways Act 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.

Buckinghamshire County Council

Visit www.buckscc.gov.uk for councillor information and email alerts for local meetings

Development Control Committee – 19th June 2017

Application Number:	CM/18/17
Title:	Retrospective (Part) application for remedial works to level and re-cap an area of exposed historic domestic landfill through the importation on inert sub soils and top soil at Great Moor Sailing Club
Site Location:	Great Moor Sailing Club Gawcott Road Twyford Buckinghamshire MK18 2GJ
Applicant:	Leigh Stephenson
Author:	Head of Planning & Environment
Contact Officer:	Anna Herriman aherriman@buckscc.gov.uk
Contact Number:	01296 382819
Electoral divisions affected:	Grendon Underwood
Local Members:	Angela MacPherson

Summary Recommendation(s):

The Development Control Committee is invited to APPROVE the planning application subject to:

- The conditions as set out in Appendix A to this report.

Appendices: **Appendix A: Conditions**



INVESTOR IN PEOPLE



Introduction

1. The application is a part retrospective planning application and is submitted by Leigh Stephenson. It was validated on 22nd March 2017 and sent out for consultation on 24th March 2017. The application was advertised by a site notice, neighbour notification and newspaper advertisement as a major development.
2. The target for determination of this application is 21st June 2017.

Site Description

3. Greatmoor sailing club is located approximately 11 miles to the north west of Aylesbury and approximately 6 miles to the east of Bicester. The sailing club site is situated to the west of Gawcott Road/Perry Hill on land that was formerly part of the brickworks at Calvert. The application site falls within the 52 hectares utilised by the sailing club and is located to the north of the village of Charndon and is accessed from Gawcott Road/Perry Hill.
4. To the west of Gawcott Road/Perry Hill, directly opposite the site, lies a BBOWT nature reserve which was created using another of the disused brickwork clay pits. The two lakes are connected via a tunnel which runs beneath Thame Road and maintains the water levels in each lake. Greatmoor Sailing Club is itself a Wildlife Site and there are a number of protected and notable species within it. The nearest residential properties lie approx. 470m to the south along School Hill, Charndon.
5. The size of the site including the access road is approximately 0.07 hectares. The location of the site can be seen below in Figure 1.

Relevant Planning History

6. The only planning history found relating to Greatmoor Sailing Club is for a previously approved restoration of the site which was completed in the 1970's.

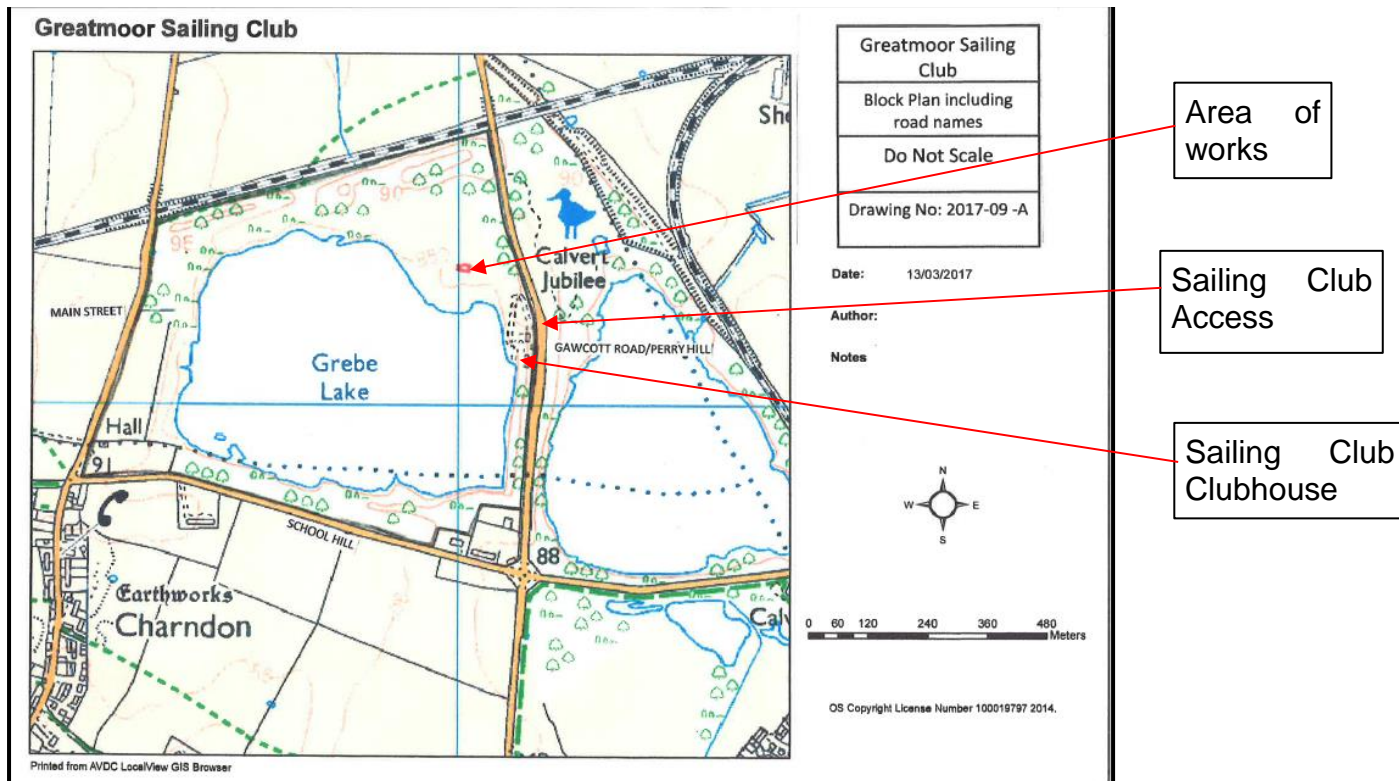


Figure 1 – Location of the site:

The Proposed Development

7. The planning application that has been submitted is part retrospective. That part of the development that has already been carried out comprises the importation of 400 cubic metres of locally derived sub soils from nearby residential developments. This was imported in forty lorry loads and spread onto the land using a mechanical digger to a maximum depth of one metre. The applicant states that the subsoil contents are inert but contain small amounts of builder’s material, including parts of brick and small lumps of concrete. The subsoils were used as part of the restoration of the land to the previously approved restoration ground levels. Some of the domestic waste tipped in the 1970’s had compacted leaving the surface uneven. This underlying domestic waste was also provided with little cover and, in places, had become exposed due to natural weathering.
8. The remaining work is the hand picking of the upper surface of the subsoil to remove any objects greater than 150 mm in diameter. These will be removed from the application site and used as hardcore in the construction of a new access. 15 lorry loads of topsoil would then be imported and spread over the site to a depth of 25 mm to enable the area to be grass seeded. Soils would only be spread when they are dry and friable and, if necessary, measures would be taken to ensure that dust does not drift beyond the development site. This would include ensuring that soils are not deposited in windy conditions and the dampening of any haul roads used.

9. It anticipated that the remaining works would take no more than 40 hours and be completed within one month during the summer. The work would not be carried out other than between the hours of 9.00 am and 5.00 pm Monday to Friday. There would, therefore, be no need for any lighting.
10. On completion of the topsoiling and seeding, the Sailing Club would utilise the land for the temporary storage of sailing boats while new boat berths and site access are constructed. This work is required to allow the realignment of Gawcott Road which will be carried out in association with the HS2 construction works.

Planning Policy

11. The development plan for this area comprises the Buckinghamshire Minerals and Waste Core Strategy (BMWCS) (Adopted 2012), the saved policies of the Buckinghamshire Minerals and Waste Local Plan (BMWLP) (2006) and the saved policies of the Aylesbury Vale District Local Plan (AVDLP) (2004).
12. The National Planning Policy Framework (NPPF) 2012 and the National Planning Policy for Waste (NPPW) (2014) are also material considerations.
13. The relevant policies from the Buckinghamshire Minerals and Waste Core Strategy (BMWCS) which would apply to this development are Policy CS15 – Landfill; Policy CS18 – Protection of Environmental Assets of National Importance; Policy CS19 – Protection of Environmental Assets of Local Importance and Policy CS22 – Design and Climate Change.
14. The only saved policies from the Buckinghamshire Minerals and Waste Local Plan (BMWLP) which would apply to this development are Policy 18 – Landfill and Landraising and Policy 28 – Amenity.
15. The relevant saved policies from the Aylesbury Vale District Local Plan (AVDLP) that would apply to this development are Policy GP.8 – Amenity and Policy RA.36 – Traffic on Rural Roads.

Consultations

16. **Local Member** – No comments have been received from the Local Member
17. **District Council** – Aylesbury Vale District Council has no objection to the planning application.

Town\Parish Council

18. **Steeple Claydon Parish Council** – Steeple Claydon Parish Council has no objection to the work which has been carried out.

Statutory Consultees

19. **Environment Agency** – No comment has been received by the Environment Agency.
20. **Highways Development Management** – Have no objection to the planning application subject to informatives:
- It is an offence under S151 of the Highways Act 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.
 - 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 willful obstruction is an offence under S137 of the Highways Act
21. **Right of way** – No comments have yet been received. If any comments are received then Members will be updated verbally at the Committee meeting.
22. **AVDC Environmental Health Officer** – No comments were received.
23. **Natural England** – Have no objection to the proposed development and consider that the development would not have a detrimental impact on designated sites and areas. Natural England has, however, expressed concern that an environmental assessment was not undertaken.
24. **Flood Management Team.** The Strategic Flood Management team has no objection to the proposed development. As the site is at low risk of groundwater and surface water flooding, and no hardstanding is proposed, it is not considered that the development would pose a flood risk.
25. **The Ecological Adviser** has pointed out that the site lies within the Brick Pits, Greatmoor Sailing Club Wildlife Site and that there are numerous protected and notable species records on or close to the site. There is, therefore, potential for ecological impacts to occur and there is insufficient information submitted with the application to be certain that this will not be the case. It is, therefore recommended that a Preliminary Ecology Appraisal (PEA) is carried out to establish the ecological value of the site. The PEA should, amongst other matters, identify mitigation measures, detailed management plans and opportunities for ecological enhancement.

(Full consultee responses available at

<http://publicaccess.buckscc.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OMHUEIDS03F00>

Representations

26. One representation was received. This does not raise objection to the recapping of the historic landfill but does object to a retrospective planning application being

submitted to avoid enforcement action. The objection also states that the information submitted with the application is inaccurate as:- i) the tipping of the waste commenced six years ago, ii) it was unregulated and unrecorded with no supervision of the contractors, iii) the tip probably contains garden rubbish covered by a layer of subsoil and rubble, iv) the exposed edges show tarmac, wood, green waste and ash from combusted plastics and wood, v) the tip may contain the remains of an asbestos roof from a nearby demolished building vi) the area of tipping extends further and is a greater volume than that specified in the application and which has been recently capped. The additional area is now covered in undergrowth.

27. The objection also addresses other matters which are not issues for planning.

DISCUSSION

28. The key planning issues are:

- Principle of development
- Environment and Heritage
- Potential Amenity Impacts.
- Possible Flooding and Pollution
- Traffic
- Whether enforcement action is appropriate, or not.

Principle of development

29. The National Planning Policy for Waste seeks to encourage the recycling and reuse of waste, stressing that its disposal should be a last resort. This principle is reflected in the Waste Strategy set out in the BMWCS, which states:

“The County Council will plan for an equivalent amount of waste to that generated within the county (net self-sufficiency) in managing its wastes to 2026, and to meet prevailing targets for increased recycling and diversion from landfill”.

And

“The Council will plan for a reduction in the disposal of waste to landfill – including that imported from London – over the plan period”.

30. Policy 18 of the BMWLP also contains a presumption against landfill and landraising unless benefits arising from the proposal would demonstrably outweigh the harm. The disposal of inert fill to landfill or land raising without purpose other than disposal would not, therefore, accord with either the NPPW or the Core Strategy unless there were sufficient benefits arising to justify the proposal.

31. The information supporting the application, however, advises that the waste material that has been imported and spread onto the application site is to return the land to previously permitted levels. Household waste which had been tipped

in the 1970's had compacted leaving an uneven surface. The importation of additional material was also needed to cover the underlying material which had an inadequate protecting layer and was, in places, exposed through weathering.

32. The site inspection that was carried out when the tipping was initially investigated appeared to corroborate the supporting statement. The area of the recent tipping has not been raised significantly above that of the surrounding land, therefore, appears to be no more than that necessary to restore the land, using waste for a beneficial purpose as a form of waste recovery rather than disposal.
33. The NPPW also seeks to ensure that landfill sites are restored to beneficial afteruses. As returning the previously unused land to an area that can be utilised by the sailing club, the development can be considered to accord with the underlying principles of acceptable waste development outlined in the NPPW, the BMWCS and the BMWLP as it would amount to waste recovery (using waste for a beneficial purpose) rather than waste disposal.

Environment and Heritage

34. Policies CS18 and CS19 of the MWCS and state that permission will not be granted for waste development that would be likely to endanger or have a significant adverse affect on the character, appearance and setting of designated locally importance landscapes, nature reserves, heritage assets and water resources. Paragraph 109 of the NPPF advises that the planning system should contribute to and enhance the natural and local environment with paragraph 118 seeking to ensure Local Planning Authorities conserve and enhance biodiversity interests.
35. Natural England raised no objection to the development as it considers that it will have no significant adverse impact on designated sites. Natural England did, however, express its disappointment that an environmental assessment was not carried out in view of the BBOWT nature reserve in close proximity to the application site. The County Council's ecological adviser was subsequently consulted on the application. The ecological adviser considers that a Preliminary Ecology Appraisal should be carried out as part of any planning permission granted which, amongst other matters, should identify key constraints to the development, mitigation measures and opportunities for ecological enhancement.
36. The National Planning Policy for Waste advises that waste planning authorities should when determining planning applications for waste facilities, consider the adverse effects on Natural Improvement Areas, ecological networks and protected species. However, the NPPW also emphasizes that when testing the suitability of sites and areas for waste developments in relation to these matters, waste planning authorities are to bear in mind the envisaged waste management facility in terms of type and scale.
37. In this case, the area of tipping at 720 square metres, is very small when compared to the 52 hectares of the former brick pit. The operations were short term and will be completed within a further month of activity. The effect on the

ecology of the brickpit as a whole will have been marginal and it is very likely that the benefits of the restoration, when completed, will rapidly outweigh any harm caused by the operations. This should be compared to the previous situation where underlying waste was becoming exposed and, thereby, likely to be harmful to surface dwelling flora and fauna. This would have continued had remedial work not been undertaken. In the circumstances, it is not considered appropriate that a detailed ecological survey is carried out as a requirement of any planning permission granted.

38. However, the NPPW and the Core Strategy expect biodiversity gains to be brought about together with development. It is, therefore, considered appropriate that a planting scheme, which will enhance the biodiversity of the application site and its surroundings, is submitted and approved as a condition of planning permission.
39. There is no record of the application site and its surroundings containing anything of archaeological or historic importance. Had there been such, these would have been identified during the clay extraction from the site during the 1970's. There are, therefore, no heritage concerns in relation to the development.

Potential Amenity and Traffic Impacts

40. Policies 28 and 29 of the MWLP seek to protect those who may be affected by waste development proposals from any significant adverse levels of disturbance both near the site and on routes to and from it, including noise, lighting, dust and vibration, and require that adequate buffers should exist between the waste development and neighbouring sensitive uses. Supplementary Planning Guidance Note 7 (SPG Note 7) provides indicative distances between waste landfill activities and sensitive uses, including residential properties and rights of way. The recommended minimum distance for filling operations, which are likely to create similar effects to mineral workings, is 200 metres over open land. Additionally, policy GP.8 of the AVDLP and policy CS22 of the MWCS seek to ensure that regard is given to the efficient use of land, including amenity of neighbouring uses, and that development safeguards the future amenity of residents and those of surrounding land including traffic noise and disturbance.
41. Paragraph 123 of the MWCS sets out the planning policy approach to noise when determining planning applications. It states that decisions should aim to:
- Avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
 - Mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development including through the use of conditions;
 - Recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and
 - Identify and protect areas of tranquillity which will remain relatively undisturbed by noise and are prized for their recreation in amenity value for this reason.

42. The nearest residential property is approximately 470 metres away to the south of the site on School Hill. The proposed remaining development would involve an additional 30 small HGV movements (15 in, 15 out) importing topsoil which would access the site via the existing entrance off Gawcott Road / Perry Hill.
43. The applicant is requesting a maximum of 40 working hours over one calendar month during the summer to import the top soil and make good the area. This work would only be carried out on weekdays between 9.00 am and 5.00 pm. This low level of activity will not have a significant adverse effect on local amenity and, therefore, would be in compliance with policies 28 and of the Mineral and Waste Local Plan, CS22 of the Mineral and Waste Core Strategy and GP.8 of the Aylesbury Vale District Local Plan in this regard.
44. Policy RA36 of the AVDLP states that in considering proposals for development in rural areas, the Council will have regard to the desirability of protecting the characteristics of the countryside from excessive traffic increasing and routing unsuited vehicles to rural roads.
45. The completion of the development will require an additional 30 vehicle movements over a one month period. This will not bring about a significant detrimental impact. The District Council and the highways adviser have not objected to the development. It is, therefore considered to be compliant with policy.

Possible flooding and pollution

46. Policy CS22 of the MWCS states that waste developments should only be permitted providing there are no detrimental effects on the quality or quantity of groundwater or water surface drainage and the flow or level of groundwater on, or in the vicinity of, the site. The also NPPF requires local planning authorities to ensure, when determining planning applications, that developments would not cause flood risk to be increased elsewhere. No objections to the development have been received from the Environment Agency and the County Council's Flood Management Team.
47. In view of no concerns being raised by the Environment Agency and the Flood Management Team and that the land has only been returned to previously approved levels using only inert waste, it is considered that the development is in accordance with Policy CS22 and the provisions of the NPPF.

Enforcement Matters

48. The planning application has been submitted retrospectively following an enforcement investigation. The filling operations have ceased while the planning application is being considered.
49. An objection to the planning application has been received which, amongst other matters, expresses concern that the planning application has been submitted to

avoid enforcement action being taken. However, retrospective planning applications, whether in whole or in part, are commonplace. Those who have undertaken development without planning permission are encouraged to regularise matters with a planning application if the development is, in principle, acceptable.

50. Those carrying out unauthorised development have the right to appeal against any enforcement notice issued by a planning authority and may, in effect, be granted planning permission by the Planning Inspectorate if it considers the development to be acceptable. It is not, therefore, appropriate for enforcement action to be taken where the unauthorised development is, or can be made, acceptable. As detailed above, planning permission in this case, could be granted and it is the officer's recommendation to do so.
51. The objector also claims that the extent of the tipping is greater than that detailed in the planning application. However, if this is the case, there remains little evidence of this on the ground. It is possible that the imported waste has been spread over a wider area but this has no obvious detrimental impact. In the circumstances any tipped waste that exceeds that specified in the planning application may be regarded as "de minimus" and its retention would not be subject to planning control.
52. The third area of concern of the objector is that the tipped waste contains some materials other than inert builders waste due to the lack of supervision during the operations. This is, however, normally a matter for the Environment Agency which has been consulted on the application and no objection has been received. During the site investigation, no evidence was seen of significant quantities of non-inert waste which would cause pollution.
53. The Committee is therefore advised that there are no grounds for refusal on the basis that this is a retrospective application or that it contains inaccurate information.

Conclusion

54. Application CM/18/17 is a part retrospective planning application for the remedial works to level and re-cap an area of exposed historic domestic landfill through the importation of inert soils and top soil at Greatmoor Sailing Club. The carrying out of any development without first obtaining planning permission is regrettable. However, it is not considered that the proposed development would have significant adverse impacts on the local amenity, the environment or highway safety. It meets the requirements of policies CS18, CS19 and CS22 of the BMWCS, policy 28 of the BMWLP, policies GP.8 and RA.36 of the AVDLP and the provisions of the NPPW and NPPF. Subject to the conditions below, I therefore recommend that planning permission be granted.

BACKGROUND PAPERS

Planning application CM/18/17
Buckinghamshire Minerals and Waste Core Strategy

Buckinghamshire Minerals and Waste Local Plan
Aylesbury Vale District Local Plan
National Planning Policy Framework
National Planning Framework Waste
Consultation and representation replies dated: March – May 2017

SUPPORTING INFORMATION

Compliance with Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015

In determining this planning application, the County Planning Authority has worked with the applicant in a positive and proactive manner based on seeking resolutions to problems arising in relation to dealing with the planning application by liaising with committees, respondents and applicant/agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirements of the NPPF as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

APPENDIX A

Recommendation:	Approve subject to the following conditions
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1. The development hereby permitted shall not be carried out other than in accordance with the following drawings:
 - Drawing No: 2017-01-B Location Plan (1:25,000) (date unknown)
 - Drawing No: 2017-02-A Block Plan including access (1:1250) (date unknown)
 - Drawing No: 2017-03-B Application site showing Cross Sections (1:500) (date unknown)
 - Drawing No: 2017-04-B Cross Section A-B (1:200) (date unknown)
 - Drawing No: 2017 05-B Cross Section C-D (1:200) (date unknown)
 - Drawing No: 2017 06-B Cross Section E-F (1:200) (date unknown)

Reason:

To define the development that has been permitted and so to control the operations (Buckinghamshire Minerals and Waste Local Plan Policy 28).

2. No vehicle associated with the development hereby permitted shall enter or leave the site other than between 9.00am and 5.00pm Mondays to Fridays. No vehicle associated with the development hereby permitted shall enter or leave the site on Saturdays, Sundays or Bank/Public Holidays.

Reason:

In the interests of the local amenity (Buckinghamshire Minerals and Waste Local Plan Policy 28)

3. No operations authorised by this planning permission shall be carried out other than between 9.00am and 5.00pm Mondays to Fridays. No operations shall be carried out on Saturdays, Sundays and Bank/Public Holidays.

Reason

In the interests of the local amenity (Buckinghamshire Minerals and Waste Local Plan Policy 28).

4. The total maximum number of vehicle movements associated with the development hereby approved shall not exceed 30 (15 in and 15 out).

Reason:

To reduce the level of disturbance caused to local residents and to minimise any adverse traffic impact (Buckinghamshire Minerals and Waste Local Plan Policy 28).

5. No illumination shall be erected or operated on the development site for the duration of the development hereby permitted.

Reason:

In the interests of the local amenity (Buckinghamshire Minerals and Waste Local Plan Policy 28).

8. Noise generated by plant and machinery used in the operations hereby approved shall not exceed 55dBa when monitored at the nearest noise sensitive property in proximity to the application site.

Reason:

To minimise injury to the amenities of the area (Buckinghamshire Minerals and Waste Local Plan Policy 28).

9. Within three months of the date of this planning permission, a scheme detailing planting to enhance the biodiversity of the development site shall be submitted to and approved in writing by the County Planning Authority. The scheme shall include details of the timetable for implementation of the scheme as well as measures that shall be taken to maintain the planting for 5 years following implementation. The approved scheme shall thereafter be implemented in accordance with the timetable set out in the scheme.

Reason:

To ensure the enhancement of local biodiversity (Buckinghamshire Minerals and Waste Core Strategy Policy CS 22)

10. The development hereby permitted, including the proposed topsoiling, shall be completed by 31st July 2017.

Reason:

To minimise injury to the amenities of the area and to ensure the satisfactory restoration of the site within a reasonable timescale. (Buckinghamshire Minerals and Waste Local Plan Policy 28 and Buckinghamshire Minerals and Waste Core Strategy Policy CS 22)

By virtue of paragraph(s) 1 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

