

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.

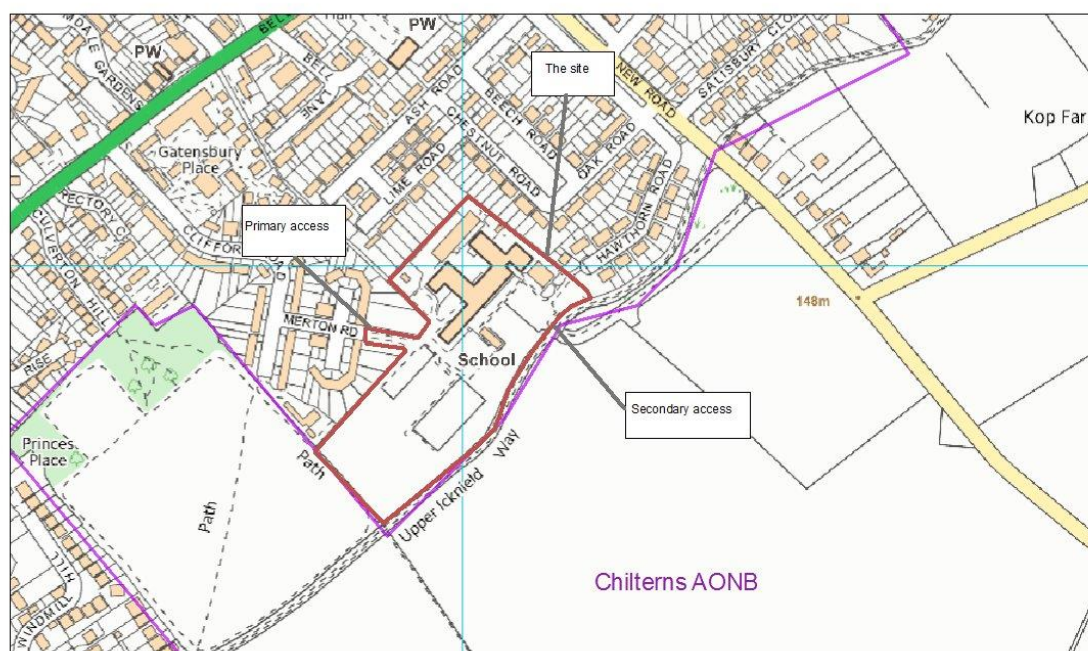


Figure 1: Location of the site

- 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 be 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. through 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 WDCS 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.