

## **Committee Report – 19<sup>th</sup> June 2017**

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<b>Application Number:</b>	<b>CC/08/17</b>
<b>Title:</b>	<b>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.</b>
<b>Site Location:</b>	<b>John Hampden School, Wendover School and John Colet School, Wharf Road, Wendover HP22 6HF</b>
<b>Applicant:</b>	<b>Buckinghamshire County Council</b>
<b>Case Officer:</b>	<b>A Herriman <a href="mailto:dcplanning@buckscc.gov.uk">dcplanning@buckscc.gov.uk</a></b>
<b>Electoral divisions affected:</b>	<b>Wendover, Halton and Stoke Mandeville</b>
<b>Local Member(s):</b>	<b>Steve Bowles</b>
<b>Valid Date:</b>	<b>7<sup>th</sup> February 2017</b>
<b>Statutory Determination Date:</b>	<b>4<sup>th</sup> April 2017</b>
<b>Extension of Time Agreement:</b>	<b>30<sup>th</sup> June 2017</b>

### **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**



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## 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 24<sup>th</sup> January 2017 but it was not valid until 7<sup>th</sup> February 2017. It was sent out for consultation on 9<sup>th</sup> February 2017. Further details were submitted for flooding and drainage and a re-consultation took place the flood management team on 28<sup>th</sup> 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 4<sup>th</sup> April 2017 but an extension of time was agreed to 30<sup>th</sup> 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.



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

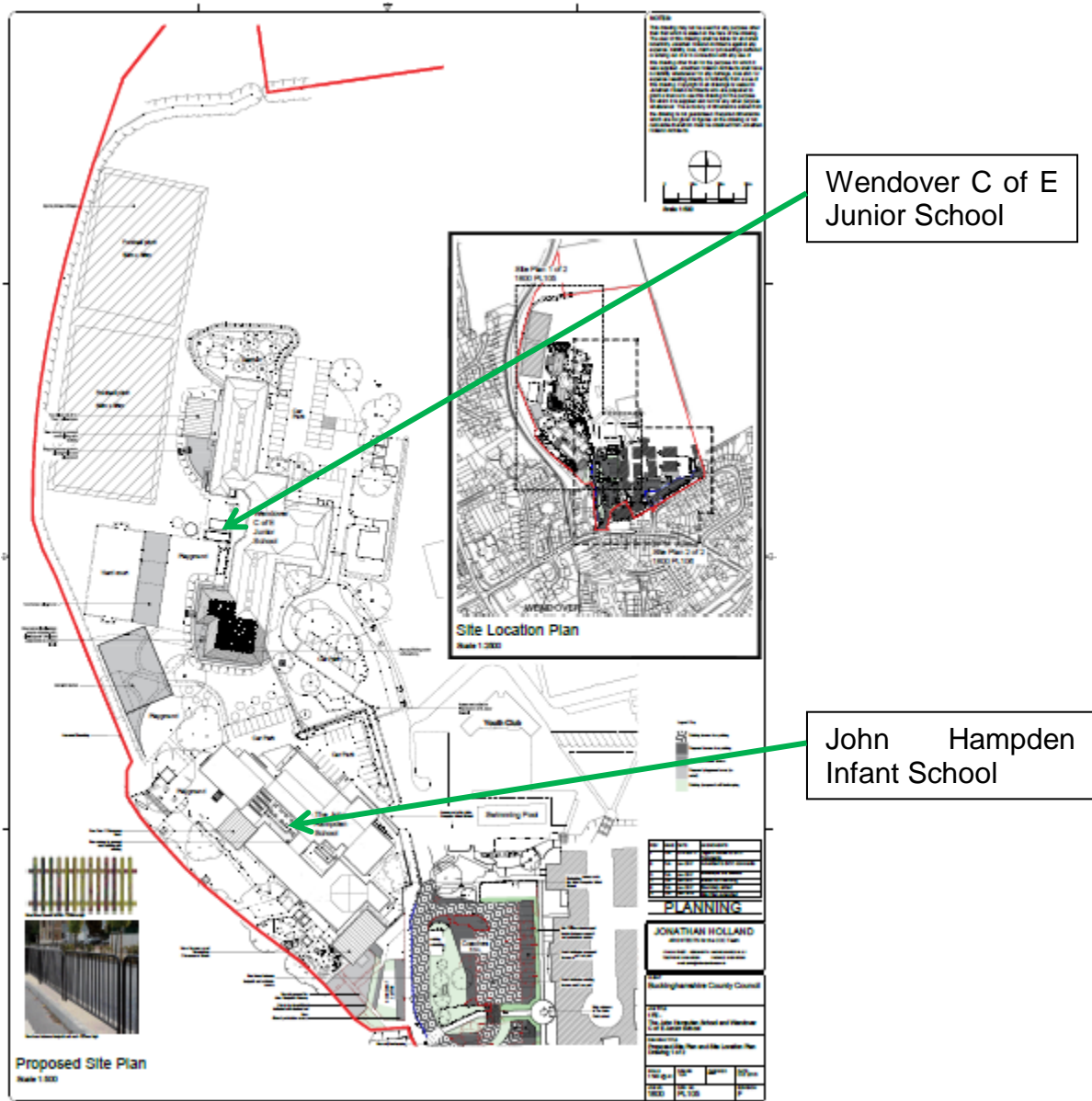


Figure 2: Site plan of the proposed school (Wendover)

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 27<sup>th</sup> 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
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- |                                |    |
|--------------------------------|----|
| • 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.