

# Minutes

## *DEVELOPMENT CONTROL COMMITTEE*

---

**MINUTES OF THE MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON MONDAY 19 JUNE 2017 IN MEZZANINE ROOMS 1 & 2, COUNTY HALL, AYLESBURY, COMMENCING AT 10.00 AM AND CONCLUDING AT 12.30 PM**

### **MEMBERS PRESENT**

Ms J Blake, Mr C Clare, Mr C Ditta, Mrs B Gibbs, Ms N Glover and Mr R Reed

### **OTHERS IN ATTENDANCE**

Ms G Crossley, Ms A Herriman, Ms L Briggs, Ms S Kupczyk, Ms R Bennett, Mr D Sutherland, Marsh and Winkels

### **Agenda Item**

#### **1 ELECTION OF CHAIRMAN**

Mr R Reed proposed Mrs N Glover be the Chairman of the Committee. This was seconded by Mr C Clare.

#### **RESOLVED**

**That Mrs Glover be elected as Chairman of the Development Control Committee for the ensuing year.**

#### **2 APPOINTMENT OF VICE CHAIRMAN**

Mrs Glover proposed Mr Reed as Vice Chairman of the Committee. This was seconded by Mrs J Blake

#### **RESOLVED**

**That Mr Reed be elected as Vice Chairman of the Development Control Committee for the ensuing year.**

#### **3 APOLOGIES FOR ABSENCE / CHANGES IN MEMBERSHIP**

Apologies were received by Mr D Shakespeare and Mr N Brown.

#### **4 DECLARATIONS OF INTEREST**

Mr Clare declared a non pecuniary interest relating to agenda item 9, as he was a member of Great Moor Sailing Club.

#### **5 MINUTES**

The minutes of the meeting held on 10 April 2017 were agreed as a correct record.

**6 CM/17/17 - CHANGE OF USE FROM PARKING OF EMPTY SKIPS TO WASTE STORAGE AND SORTING - UNIT 25B, MARSWORTH AIRFIELD NORTH SITE, CHEDDINGTON LANE, MARSWORTH, HP23 4QR**

Miss A Herriman, Senior Planning Officer gave an overview of the application which sought agreement for change of use from parking of empty skips to waste storage and sorting at Marsworth Airfield North Site.

Miss Herriman gave the following updates since the publication of the report:

- The applicants name was Mr Cattigan and not Mr Calligan
- Following the site visit on Friday 16 June the applicant had informed planning officers that they wished to change the location of storage of some of the materials. This is considered a minor amendment and therefore the Committee were advised that if they were to approve the application, the applicants would submit a revised plan prior to the consent being issued so that the amended layout could be correctly referenced within the consent.
- Members were asked to also approve an added condition which would set out the permitted waste type as construction, demolition and excavation of no more than 25,000 tonnes per annum
- A further 27 objections had been received since 14 June mainly on the grounds of traffic, health and safety, pollution, noise, type of development, location and amenity

The Committee received a presentation showing the site plans and photographs. Members of the Committee had visited the site prior to the Development Control Committee in June.

Miss Herriman highlighted the following points in relation to the site and photographs:

- Most of the airfield industrial estate was covered under a Certificate of Lawfulness Use issued by AVDC in 1985, this did not place any limitation on vehicle movements or routeing
- There were currently other permissions on the Marsworth Industrial estate site at Unit F and Units 32, 32A and 33. The application for permission at Unit 25B is in relation to Waste King
- The application looked to set a limit on vehicle movements as at present there were not any for the Waste King unit. This would put a restriction on traffic, which would be GPS tracked, recorded and a routeing agreement signed

### **Public Speaking**

Those registered to speak were invited to address the Committee in turn

#### **Mrs P Thomas, local resident – Objecting**

Mrs Thomas highlighted the following points:

- Mrs Thomas was speaking on behalf of the 9,000 residents living in the villages surrounding the site
- A decade ago two retrospective planning applications were rejected as it would generate disturbance to residents and there would be an impact with the proposed increase to vehicles and HGV traffic. The later appeal was also dismissed by an independent planning inspector, who stated the road network serving the site was not well suited to accommodate substantial volumes of HGV traffic

The Committee discussed the following points:

- The benefits of the restriction that would be put in place on vehicle movements at

40 a day (20 in and 20 out) and setting a routeing agreement as there was currently no restriction

- Mrs G Crossley, Development Management Officer confirmed to Members that if they were minded to agree the application this would result in a restriction on vehicles movements being put in place, monitored and any breaches enforced. Mrs Crossley also confirmed that there had been no objections to the application by the Highways officer consulted and that a routeing agreement agreed with Highway officers was the most appropriate route to the strategic highways network

### **Mr R Brake, Chairman of Marsworth Parish Council – Objecting**

Mr Brake highlighted the following points:

- It was outlined in the planning officer's report that Brownlow bridge on B488 needed repair and Cheddington Rail bridge on Station Road required rebuilding which are on the preferred route. This would mean Waste King would be using other routes through villages whilst the bridges were repaired
- Previous applications to increase vehicle movements had been turned down due to the road network not being suitable and Mr Brake stated that nothing had changed
- Mr Brake highlighted that there would be noise and dust pollution from the site, despite bunds being in place
- Mr Brake questioned the starting point figure of the vehicles that currently used the site and suspected that this was inaccurate
- Mr Brake informed the Committee that all surrounding Parishes were against the application

The Committee discussed the following points:

- Reiterated that the application included capping vehicle movements where there were currently no restrictions and confirmed that this would be monitored and enforced if there were any breaches

### **Mr P Brazier, Chairman of Mentmore Parish Council - Objecting**

Mr Brazier highlighted the following points:

- Mr Brazier was speaking on behalf of the other surrounding Parish Councils
- Mr Brazier suggested that the application was legally flawed due to four main points:
  1. Failure to publish the applications traffic counts and relating information
  2. Failure to comply under the legal duty Section 72 of the listed building act considering the impact on a conservation area and listed buildings
  3. Section 553 of the Bucks Mineral and Waste Local Plans stated that the applicants past record of compliance would be considered as part of the application; Mr Brazier raised that the applicant making retrospective planning application after complaints were made of misuse on the site were not mentioned in the report
  4. The report wrongly assumed that the existing traffic to the site was the correct baseline to assess traffic at the site, when the site was currently under a different usage
- Mr Brazier also raised concerns about any routeing agreement being clearly defined and enforced and consultation with the Parishes on any routeing agreement would be welcomed

The Committee discussed the following points:

- The change on use of the site and if this would increase or decrease current vehicles movements. Mrs Crossley commented that any vehicle movements currently on the site were uncontrolled so it could currently exceed the amount

- stated in the application of 40 per day, although there was no evidence
- Mrs Briggs, legal advisor to the Committee confirmed that there was no evidence that the application or report were legally flawed
  - Mrs Crossley confirmed that a routeing agreement would be defined with the permitted route clearly identified; this would be except for deliveries e.g. a skip delivery to Cheddington. All Waste King vehicles had GPS and the routeing plan would be signed by the operator, the County Council and the land owner
  - Mrs S Winkles, Highways Development Management Team Leader also confirmed that there would be no impact on the highways because of the change of use and that the application was seen as a benefit as it would mean that a routeing agreement be put in place with a restriction on vehicle movements. Mrs Winkles also confirmed that there had been no recorded accidents in the area relating to HGVs

### **Mr A Cattigan, Director and Co-Owner of Waste King Limited**

Mr Cattigan highlighted the following point to the Committee:

- The GPS tracking on their vehicles including the tracking of 3 blackspots with the area. If one of their vehicles were to enter a blackspot area an email was sent to Waste King notifying them so that this could be investigated. Mr Cattigan stated that the system had been in place since 2016 and there had been no reason for any HGV to be in any of the villages unless carrying out local work
- Mr Cattigan stated that recycling was key to Waste King and they recovered 100% of materials bought into their depot, 94% of which are recycled. They regularly report to the Environment Agency on what materials have been collected, their weight and their final destination
- Waste King were looking to become FORS (Fleet Operator Recognition Scheme) accredited
- Waste King had provided support to the local community with free of charge litter pickers and free skips at local events and continued to explore working with local schools
- Mr Cattigan thanked County Council colleagues for their help and guidance

The Committee discussed the following points:

- Questions were asked as to how the 40 vehicles a day were calculated and if this reflected what they currently do or took into account an expansion. Mr Cattigan confirmed that this was based on an average after carrying out a traffic survey. Mr Cattigan also stated that they were happy to share any of that data with the County Council
- Following a question from the Committee, Mr Cattigan confirmed that there had been no instances of vehicles being in the wrong location

### **Mrs A Wight, Local Member for Ivinghoe – Objecting**

Mrs Wight highlighted the following points to the Committee:

- It was reiterated that the 2007 application for Unit F on the site was refused due to the impact it would have on the road network; local residents had questioned what had materially changed since the last application
- The retrospective planning application called into question the applicants willingness to adhere to planning conditions and restrictions
- Within the routeing agreement there was nothing to state what constituted a local delivery and when the routeing agreement would apply
- Mrs Wight highlighted the impact of increasing HGV movement would have on the road network but also from a health and safety point of view
- Mrs Wight highlighted the concerns in the change of use from just storing skips to processing waste and the increase in vehicle movement this would create from the current baseline, even though there was no restriction at the moment this was

still believed to be less than what it will be under the new usage

The Committee made the following comments:

- The site currently had a Certificate of Lawful Use for Light Industry and Storage and there were Other Members of the Committee stated that whilst they understood residents' concerns, it was felt that the restrictions imposed as part of the application would help control and monitor the situation in regard to vehicle movements with also the benefit of a routing agreement being put in place

Mrs Wight was thanked for her comments.

The Vice Chairman proposed that the Committee agreed the recommendation as set out in the report, however under current condition 4 relating to vehicle movements, that it be added that a log of vehicle movements be kept and provided to the Local Authority upon request. Mrs Crossley agreed to add this.

**ACTION Mrs Crossley**

**Recommendation:**

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

- A S106 Agreement to secure the routing of vehicles to ensure that HGVs do not travel through the villages of Long Marston and Cheddington (Appendix B) as well as a HGV routing
- The conditions as set out in Appendix A of the Committee Report.

**RESOLVED: Members of the Committee unanimously AGREED the planning application, with the suggested change to Condition 4.**

**7 CC/01/17 - CREATION OF NEW 2 STOREY ENTRANCE BLOCK WITH CLASSROOMS AND KITCHEN EXTENSION, CENTRAL ATRIUM AND LIFT ACCESS IN PHASE 1; CREATION OF 3 STOREY LINK BLOCK WITH CLASSROOMS, NEW DROP-OFF AREA, ADDITIONAL CAR PARK SPACES AND NEW CYCLING BAYS AND DEMOLITION OF SOME PARTS OF THE SCHOOL BUILDINGS IN PHASE 2 AND ASSOCIATED LANDSCAPING IN BOTH PHASES - PRINCES RISBOROUGH SCHOOL, MERTON ROAD, PRINCES RISBOROUGH**

The Chairman of the Committee addressed Members to outline that Mr B Bendyshe Brown, Local Member had requested to defer the item until he had an opportunity to discuss the application with the Headteacher. It was agreed that there was nothing in the report that suggested the local Member had not had sufficient time as part of the consultation to engage with the school and that the Committee would proceed in hearing the Officer report and speakers to see determine whether a deferment was deemed necessary.

Mrs S Kupczyk, Planning Officer gave an overview of the application which sought agreement to create a 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.

Mrs Kupczyk highlighted the following points to the Committee:

- Additional representation from residents had been submitted since the report was released, this was in relation to traffic on Clifford Road and Merton Road and confirmed that highway issues had been discussed and addressed in paragraphs 8.14 and 8.22

- Concerns had been raised regarding the opening and closing of the gate early in the morning and late at night due to the use of the sports hall and also parking problems on the highways. Based on discussions with the School Commissioning Team and subject to the application being approved it was recommended to add an additional condition that would bring construction of the drop off into phase 1 so that it could be in use prior to the expansion of the school

The Committee received a presentation showing the site location, plans and photographs.

## **Public Speakers**

### **Mr C Stevenson and Mr P Dixon, local residents– Objecting**

Mr Stevenson highlighted the following concerns to the Committee:

- Mr Stevenson stated that he did not object to the expansion of the school but that he had concerns around the road safety element in Merton Road and Clifford Road
- Merton and Clifford Road were currently being used as drop off points for the school by parents and taxi's which was causing congestion
- The school had no control over the use of Merton Road traffic and that this was only likely to get worse as the school expands
- Mr Stevenson suggested that this issue could be addressed by closing the pedestrian and traffic gates during drop off and pick up at Clifford and Merton Road or by introducing a 'no drop off' zone in Merton and Clifford road that could be enforced

Mr Dixon highlighted the concerns to the Committee

- Pictures were presented of the surrounding houses to the school that were not included in the application plans
- Mr Dixon suggested that if the application for the whole site to be submitted now was to be built it would either be refused or if not access via New Road would be enforced as it was a double width road so easier to access

Mrs Crossley confirmed that the school car park off Merton Road was for staff and the school did not allow parents to use that car park to drop off. The school and the County Council were unable to prevent members of the public driving up Merton Road and dropping off their children. The school were trying to improve the situation by creating a drop off and pick up area which was accessed from New Road, which the school were willing to bring forward to phase 1.

Mrs Crossley also stated that there was a proposed condition on the consent which required the school to put in place a School Travel Plan.

Following a question from the Member of the Committee Mr Dixon went onto to suggest closing the access to the school via Merton Road completely and that this suggestion was supported by the Headteacher as with both access points open, security had been an issue

Mr Dixon raised the issue of early morning deliveries with lorries arriving as early as 5.30am to the school and the closing of the school becoming later and later due to the Sports hall being used for community activities. He suggested that if the entrance could not be closed then a time limit could be imposed. Mrs Crossley confirmed that Mr Dixon's comments that had been submitted prior to the meeting and that they had also been submitted to the Education Team and therefore they could respond to this when addressing the Committee.

Mrs Crossley confirmed that the County Council could not control or condition members of the public using Merton Road and Mr Stevenson asked if there could be parking restrictions enforced on the road; Mrs Crossley confirmed this would have to be carried out by Highways and was not something to be considered as part of this application

**Mrs P Campbell-Balcomb, School Commissioning Team BCC** with responsibility for School Place Planning and the School Capital programme and **Mr I Moore, representing Princes Risborough School**

Mrs Campbell-Balcomb highlighted the following points to the Committee:

- The County Council had a statutory duty to ensure sufficient school places and the most recent population figures in High Wycombe area indicated the need to expand secondary school provision by at least an additional 3 forms of entry over the next 3 years
- Wycombe District Council were currently consulting on proposals to build 500 homes per year in Wycombe up to 2033, largely concentrated in High Wycombe and Princes Risborough
- Committee Members to be aware that a proposal for a new secondary free school in Penn which officers worked with the DfE on had failed to come to fruition and therefore the Local Authority needed to consider alternative options
- Initial plans for the school had been developed and a public consultation was held in 25 February 2016
- The development would be undertaken in 2 phases to allow for additional form of entries as and when required, however it was prudent to submit a plan for the longer term rather than in stages
- As part of the development it was proposed there would be a new parent drop off area and coach park from New Road that would seek to reduce the impact of traffic on Merton Road

Mr Moore highlighted the following points to the Committee:

- The school is currently full. There are 187 children starting in Year 7 in September 2017. The popular Sixth Form is also expected to grow 21 of the classrooms are below the governments recommended area which makes efficiently teaching a class of 30 students very difficult. Added to that the classrooms overheat in the summer and are difficult to keep warm in the winter. The proposal replaces the majority of these classrooms
- The proposal addressed drainage and building issues throughout the school and would rationalise the buildings
- The current school environment was not helping recruitment
- The school and Town Council had discussed building a new school in the town centre and selling the current site. It was anticipated that this would cost an additional £20m in funding which would need to be taken from other infrastructure projects in the town. This idea had not been progressed

The Committee had the following discussion:

- The Committee asked if there was a direction from the school to parents in order to minimise the impact at drop off and pick up. Mr Moore confirmed that every term a letter was sent to parents giving instruction and asking them to be considerate when dropping off or picking up their children
- A Member of the Committee suggested that there could be a compromise of when there is non-school activity taking place that the New Road entrance is used. Mr

Moore responded that this would then restrict teachers accessing and leaving the site/car park. He also mentioned that an alternative access from the sports hall was tested out a few weeks ago due to a road closure but this created some health and safety issues. As part of the development and talking to contractors it could be that the road between the school and the sports hall is widened, this would eliminate the health and safety issues. This could be considered as a long term option. The Committee suggested that the widening of the path be part of this phase of the development. It was also suggested that the pedestrian and cycle entrance to the school at Merton Road would remain open

- Mrs Crossley asked Mr Moore to confirm the use of the gate for deliveries; it was advised that the catering manager opened the gate from approximately 6.30am onwards. This had been done prior to the site becoming congested from 8am onwards.

### **Mr B Bendyshe-Brown, Local Member and Mr D Knights, local resident and District Councillor**

Mr Bendyshe Brown highlighted the following points:

- Mr Bendyshe Brown reiterated his reasons for wanting the item to be deferred
- His involvement in the 2013 planning application saw that New Road had restrictions on timing and usage which was then removed in order for it to be used as the main access to the site and primary route to the sports hall
- There needed to be a building standard included as part of the conditions as this was a requirement of WDC
- There needed to be a travel plan produced and in place before the application could continue
- That the proposed drop off areas for phase 1 should be completed within 6 months of the commencement of the development

Mr Knights highlighted the following points

- Merton Road entrance could be closed and the link road from the sports hall that had already been mentioned could be used for deliveries as the road also leads to the back of the kitchens
- Mr Knight also made reference to a footpath that was not shown on the plans coming into the school from Bell Street, this did provide pedestrian and cycle access to the school, although this access had been closed by the school
- Asked the Committee to consider the closure of Merton Road entrance and the reopening of the footpath and mentioned concerns about the reliance on a school travel plan when they could not be enforced

The Committee discussed the following points:

- A Member of the Committee asked for clarification of the suggested road to be used for deliveries if Merton Road was closed, this was shown on the plans as the link road between the New Road access and the car park via the road running alongside the sports hall
- The Committee asked for an explanation as to why the school had closed the footpath from Bell Street and Mrs Crossley confirmed that the footpath was closed for the students own safety due to others accessing the footpath

Mrs Crossley stated to the Committee that this application was to give permission to the building of additional buildings and a new car park and that whilst the school clearly had some issues to address in terms of access, these would not be addressed as part of the application. Mrs Crossley suggested that these issues be fed back to the Education team to work with the school in addressing these concerns and to possibly come forward with an application to make improvements to that part of the school as suggested.



Mrs Crossley stated that the issues discussed in terms of access were outside of the application and therefore the decision did not need to be deferred.

Mrs Crossley drew the Committees attention to paragraph 8.1 in the report, 5<sup>th</sup> bullet point that *'Local Authorities should ensure that the process for submitting and determining state-funded schools' applications is as streamlined as possible'* and that decisions are to be made promptly.

The Chairman confirmed that the Committee would take a decision on the application at the meeting and suggested that Mr Bendyshe Brown pick up the issues as discussed directly with the school and the Education Team.

The Committee agreed for a condition to be added to allow the access arrangements to the school to be reconsidered in light of the objections to the proposal and for this to be delegated to Head of Planning and Environment following conversations with the School and Education Team.

**ACTION Mr D Sutherland**

**Recommendation:**

**The Development Control Committee APPROVE planning application no. CC/01/17 subject to conditions as set out in APPENDIX A of the report plus two conditions as agreed at the Committee:**

- To bring the construction of drop-off zone into phase one of development
- In relation to the management of vehicles arriving and departing the school grounds

**RESOLVED: Members of the Committee unanimously AGREED the planning application.**

**8 CC/08/17 - EXTENSIONS AND ALTERATIONS TO JOHN HAMPDEN SCHOOL AND WENDOVER SCHOOL BY CREATING A NEW 1 FORM OF ENTRY (CONSOLIDATING PREVIOUS BULGE EXPANSION), NEW NURSERY, NEW COACH PARKING AT JOHN HAMPDEN AND AMENDMENTS TO ENTRANCES OF JOHN COLET PARKING TO IMPROVE VEHICULAR ACCESS TO THE COMBINED SITE - JOHN HAMPDEN SCHOOL, WENDOVER SCHOOL AND JOHN COLET SCHOOL, WHARF ROAD, WENDOVER HP22 6HF**

Miss A Herriman, Senior Planning Officer gave an overview of the application which sought agreement to create a new 1 form of entry, new nursery, new coach parking at John Hampden and amendments to entrances of John Colet parking to improve vehicular access to the combined site

The Committee received a presentation showing the location of the school and the proposed changes to the development.

Mrs Herriman highlighted the proposed changes across the 3 sites, John Hampden School, Wendover CE Junior School and The John Colet School.

Mrs Herriman updated the Committee that she had since received feedback from the Local Member Mr S Bowles and she summarised his points as follows:

- He was in support of the school campus development however agreed with residents that the revised parking development would have a negative impact on Manor Crescent, directing more traffic down the road
- Mr Bowles referred to the alternative plans submitted to the Committee which suggests that the proposed plans would also increase health and safety issues for

children walking to school and suggested an alternative entrance be used. Mr Bowles supported this suggestion

- Mr Bowles urged the Committee to take into consideration Mr Holt's plans

## **Public Speakers**

### **Mr M Holt, local resident - objecting**

Mr Holt addressed the Committee and referred to the written representation that had been sent to Committee Members prior to the meeting, which included concerns, photos of the area and an alternative plan. Mr Holt raised the following concerns held by local residents:

- Danger to parked cars due to restricted turning circle of proposed exit from car park
- Two day care businesses on Manor Crescent, one in close proximity to proposed exit
- Blind bend with single lane width
- Single lane width - due to parking - on all but one area of Manor Crescent
- Road erosion
- Traffic build up and difficult junction at the south/residential end of Manor Crescent
- Extra traffic flow on busy corner. Danger to Pupils who cross anywhere on this bend

Mr Holt ran through his alternative plan which he outlined would make use of one entrance and increase the amount of car parking spaces, addresses the concerns of local residents about the impact of traffic on Manor Crescent and the safety of pupil.

It was noted that Mr Holt's alternative plans had been sent to the applicant and that no amendments had come forward. The Committee were required to determine the application before them.

**Mrs P Campbell-Balcomb, School Commissioning Team BCC** with responsibility for School Place Planning and the School Capital programme and **Mr J Holland, Architect**  
Mrs Campbell-Balcomb highlighted the following points:

- The projections for Wendover Planning Areas showed an increase in demand on places year on year and the Local Authority sought expressions of interest from schools wishing to expand to meet the rising need – John Hampden and Wendover Junior School came forward to not only expand but to take a bulge class which was required for September 2014
- Following an initial consultation revised plans had been worked up to address the issues raised by local residents
- Both John Hampden Infant School and Wendover Junior School had excellent Travel Plans and were actively engaged with the Travel Planning Team at the County Council
- All three schools on the site staggered start and finish times in order to reduce congestion
- If the application was not successful the Local Authority would fail to meet its statutory duty and would not be able to accommodate the rise in pupils due to housing development approved

Mr Holland highlighted the following points:

- The architects had worked closely with the school to produce plans that balanced the proposed increase in pupil numbers with an improvement to the flow of all visitors to and from the site
- The covering consultation had covered many points and it was the offerings of

external space from the John Colet School that gave rise to creating a reservoir for parking on site

- By arranging for the buses to enter the site in an allocated defined area at the start and end of the school day would go a long way to remove the issue around the school entrance
- Parking had been reallocated in an underused area to the front of the John Colet school increasing the parking capacity onsite and prioritise access on foot which supports the schools Travel Plan

The Chairman thanked speakers and asked the Committee if there were any further questions, of which there were none.

The Chairman proposed that the Committee approved the recommendation as set out below and this was seconded by Mr Reed.

**Recommendation:**

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

**RESOLVED: Members of the Committee unanimously AGREED the planning application.**

**9 CM/18/18 - RETROSPECTIVE (PART) APPLICATION FOR REMEDIAL WORKS TO LEVEL AND RE-CAP AN AREA OF EXPOSED HISTORIC DOMESTIC LANDFILL THROUGH THE IMPORTATION ON INERT SUB SOILS AND TOP SOIL - GREAT MOOR SAILING CLUB, GAWCOTT ROAD, TWYFORD, MK18 2GJ**

Mr Clare left the meeting.

Miss Herriman, Senior Planning Officer gave an overview of the application which sought retrospective agreement for remedial works to level and re-cap an area of exposed historic domestic landfill through the importation of inert sub soils and top soil.

Miss Herriman updated the Committee that Planning Officers had received a further update from the Rights of Way officer who had no objection to the application.

There had also been a further letter from an original objector received since the reports for the Committee had been published, these points were summarised as follows:

- The objector stated that having spoken to the Local Parish Council of Twyford they said they had not been consulted on the application. Miss Herriman confirmed that the County Council records show that Twyford Parish Council was sent a consultation to the Clerk of both Parish Councils on 24 March, 12 weeks ago. Planning Officer had since tried to contact them by phone, with no success. Miss Herriman also confirmed that they were not required to consult any neighbouring Parish Councils but at their own discretion they had consulted with two additional Parish Councils on this occasion
- The objector questioned if the Environment Agency (EA) had received the consultation as no responses had been received when the reports were published. Miss Herriman confirmed that following a conversation with the EA they confirmed receipt of the consultation on 24 March and assessed it as low risk and therefore did not formally respond as they had no comments on land use planning matters. The EA did state that the site may well need an Environmental permit and therefore planning officers suggested that the applicant contact the EA to discuss this further
- The objector questioned the type and volume of the material that had been tipped on the site. Miss Herriman stated that these had been addressed in the report

and that the EA were aware of the development and have visited the site with Enforcement Officers

- The objector claimed that the tipping operation had been going on for 6 years. The duration of the tipping was of no consequence in this retrospective application. The objectors comments had been forwarded to the Enforcement Team and EA for their consideration as to whether further investigation may be necessary
- The objector requested what he referred to as “*a proper independent technical survey of the historic dumping before planning permission is granted and that you obtain the decisions from the EA and Parish Councils.*” Miss Herriman confirmed that this was a matter for the EA under the Permitting regime, which was separate to the Planning regime

Miss Herriman concluded that she did not consider there to be any outstanding matters that warranted the application being deferred, nor did she consider there to be any matters which altered the recommendations as set out within the report.

Miss Herriman also referred to an update received from the applicant regarding condition 10 set out in the report that stated the development, including the proposed top soiling would be completed by 31 July 2017. The applicant had stated that as a Members club they rely on club members to carry out the work and would struggle to achieve the deadline; in order to avoid amending the application at a later date Officers had requested the Committee to approve the extension of the deadline to the end of August 2017.

The Committee received a presentation showing the location of the site and photos of the work that had already been done.

The Chairman thanked speakers and asked the Committee if there were any further questions, of which there were none.

The Chairman proposed that the Committee approved the recommendation as set out below and this was seconded by Mr Reed.

**Recommendation:**

**The Development Control Committee is invited to APPROVE application number CM/18/17**

**subject to the conditions as outlined in the report.**

**RESOLVED: Members of the Committee unanimously AGREED the planning application.**

**10 DATE OF NEXT MEETING**

31 July 2017, Mezzanine 1&2, County Hall, 10am.

**11 EXCLUSION OF THE PRESS AND PUBLIC  
RESOLVED**

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

**12 CONFIDENTIAL MINUTES**

The confidential minutes of the meeting held on 10 April were agreed as an accurate record and signed by the Chairman.

**CHAIRMAN**