

Agenda

DEVELOPMENT CONTROL COMMITTEE

Date: Monday 8 October 2018
Time: 10.00 am
Venue: Mezzanine Rooms 1 & 2, County Hall,
Aylesbury

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

Agenda Item

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- 1 APOLOGIES FOR ABSENCE / CHANGES IN MEMBERSHIP**
- 2 DECLARATIONS OF INTEREST**
To disclose any Personal or Disclosable Pecuniary Interests

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| 3 | MINUTES
The minutes of the meeting of the Committee held on 23 July 2018 to be confirmed as a correct record. | 5 - 14 |
| 4 | CC/0029/18 - DENHAM INFANT SCHOOL: TWO EXTENSIONS, INCLUDING; A NEW SCHOOL HALL, AND NEW CDT/IT ROOM AND ASSOCIATED PATHS AND GATES. A NUMBER OF SMALL INTERNAL ADAPTATIONS, INCLUDING THE REMOVAL OF A NUMBER OF EXISTING INTERNAL WALLS. ADDITIONALLY, IT IS PROPOSED THAT A NEW 8 SPACE CAR PARK IS CONSTRUCTED TO PROVIDE FORMAL STAFF PARKING, REPLACING THE EXISTING REAR HARD STANDING, ACCESS TO THIS PARKING AREA IS IMPROVED, BY WIDENING THE PATH OUTSIDE THE SCHOOL, PROVIDING GREATER SITE LINES AND TURNING CIRCLES | 15 - 36 |
| 5 | CC/0012/18 - SECTION 73 VARIATION OF CONDITIONS 2 (APPROVED PLANS) AND 23 (LANDSCAPE MITIGATION) ATTACHED TO CONSENT CC/65/16 FOR A NEW RELIEF ROAD BETWEEN THE A355/MAXWELL ROAD AND WILTON PARK ON LAND TO THE EAST OF BEACONSFIELD. | 37 - 56 |
| 6 | DATE OF NEXT MEETING
5 November 2018 at 10.00 am, Mezzanine 1 and 2, County Hall, Aylesbury. | |
| 7 | EXCLUSION OF THE PRESS AND PUBLIC
To resolve to exclude the press and public as the following item is exempt by virtue of Paragraph 1 of Part 1 of Schedule 12a of the Local Government Act 1972 because it contains information relating to an individual | |
| 8 | CONFIDENTIAL MINUTES
The confidential minutes of the meeting held on 23 July, to be confirmed as a correct record and signed by the Chairman. | 57 - 58 |
| 9 | ENFORCEMENT REPORT | To Follow |
| 10 | CLOSED SESSION: TRAINING; EMERGING LOCAL PLANS UPDATE/NEW PLANS AND POLICIES TO CONSIDER & LEGAL UPDATE/INFORMATION | |

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Members

Ms J Blake	Mrs B Gibbs
Mr C Clare	Ms N Glover
Mrs A Cranmer	Mr R Reed (C)
Mr C Ditta	Mr D Shakespeare OBE

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- **Registering on the website at:**
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The Committee will not consider anyone wishing to address the meeting, unless your request to speak has been received by 10.00am at least two working days preceding the Committee meeting at which the item will be presented.

Minutes

DEVELOPMENT CONTROL COMMITTEE

**MINUTES OF THE MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON
MONDAY 23 JULY 2018 IN MEZZANINE ROOMS 1 & 2 - COUNTY HALL, AYLESBURY,
COMMENCING AT 10.00 AM AND CONCLUDING AT 12.45 PM**

MEMBERS PRESENT

Ms J Blake, Mr C Clare, Mrs A Cranmer, Mrs B Gibbs, Ms N Glover, Mr R Reed and
Mr D Shakespeare OBE

OTHERS IN ATTENDANCE

Ms G Crossley, Ms A Herriman, Mrs E Catchside, Ms C Kelham, Mr M Pugh, Ms R Bennett,
Mr A Sierakowski and Ms M Rajaratnam

Agenda Item

1 APOLOGIES FOR ABSENCE / CHANGES IN MEMBERSHIP

Apologies were received from Mr C Ditta and both Mr Shakespeare and Mrs Gibb
advised they would need to leave the meeting at 12pm.

The Chairman advised the Committee that the running order of the meeting would be
changed with application CM/19/17 Thorney Mill Sidings, Iver being moved to last on the
agenda as additional legal advice was being sought.

2 DECLARATIONS OF INTEREST

There were none.

3 MINUTES

Mrs Blake asked for an amendment to be made to item 7, Red Brick Farm, where there
was reference made to the site being in use for 10 years, Mrs Blake requested that this
be changed to the site had been owned for 10 years by the applicant.

RESOLVED: The minutes of the meeting held on 2 July were **AGREED**, subject to
the minor amendment above as an accurate record and signed by the Chairman.

4 THORNEY MILL SIDINGS, IVER: CM/19/17 - THE IMPORTATION, STORAGE AND ONWARD DISTRIBUTION OF RAIL BOURNE AGGREGATES TOGETHER WITH THE ERECTION AND USE OF A CONCRETE BATCHING PLANT

The Chairman took additional legal advice following a letter received from lawyers for Slough Borough Council. Mr Reed reiterated that Slough Borough Council were statutory consultees and had been in contact with Buckinghamshire County Council (BCC) planning officers since June 2017. With this in mind, Mr Reed agreed on balance to continue to hear the application as set out in front of them.

Mrs G Crossley, Development Management Officer, presented the application which sought agreement for the importation, storage and onward distribution of rail borne aggregates together with the erection and use of a concrete batching plant.

Mrs Crossley highlighted the following points:

- The site currently had a Certificate of Proposed Lawful Use or Development awarded in 2010 for the importation and deposit of material (including inert waste material) required in connection with the movement of traffic by rail. This was issued to D B Schenker Rail (UK) as Statutory Railway Undertaker, Pursuant to PD Rights and there was no control in terms of hours of operation and HGV movements.
- The site was an existing rail siding, although currently unused. It was safeguarded in the Minerals and Waste Core Strategy and supported in the emerging Local Plan.
- The site lay within the Green Belt but is previously developed land and transport infrastructure.
- The concrete batching plant posed an impact on openness therefore would need to be refused unless Very Special Circumstances (VSC) could be proven. Mrs Crossley confirmed that these did exist and were set out in the report in paragraph 139. The nature of the development was such that the application would be forwarded to the Secretary of State for consideration.
- 82 HGV movements (41 in, 41 out) were set out in the application. Mrs Crossley confirmed that the Highways Development Control Officer had been consulted and had no objection and BCC officers felt that the application, if approved, would provide betterment in terms of control of the numbers and routing of HGVs. There was a recommendation in the report for an obligation for a contribution towards highways improvements in Slough.
- Air Quality covered in paragraph 115-128 was raised and Mrs Crossley confirmed that the Environmental Health Officer had been consulted and had no objections regarding noise and dust and that there were a number of conditions and planning obligations to cover such matters.

Mrs Crossley gave an overview of the application and the Committee received a presentation showing the proposed site plans and photographs highlighting the following:

- The nearest residential property located to the southeast was owned by the neighbouring site and used to house their security operative.
- The southern area of the site would house the concrete batching plant and offices.
- Aggregate storage bays running along the eastern boundary.
- Vehicles would use the northern area of the site to turn.
- The site was well screened by mature vegetation.
- Railway use runs outside of the site alongside the western boundary but there was also the railway infrastructure that ran into the site and would be used and possible modifications made as part of the application.
- Part of the northern bund and scrub area would be removed to allow vehicles to turn in that area but there would still be a buffer retained alongside the river to the north of the site.

Mrs Crossley highlighted corrections within the report as follows:

- Reference in report to conditions at Appendix A should read Appendix B. Referenced in the recommendation, conclusions and paragraphs 46 and 188.
- Iver Parish Council objected to the application and had provided some additional comments since the report was published. Paragraph 104 in the report stated that they supported the proposed routing through Richings Park, however they did not. They had also put forward a number of mitigating proposals. Slough Borough Council Environmental Quality Manager had emailed and had stated the following; they were disappointed in the proposed contribution put forward in the report and that “the cumulative impact of schemes (Thorney and CEMEX and future schemes WRLtH, Smart M4 and Heathrow) may require the expansion of the Brands Hill AQMA to include Sutton Lane and Langley as well as impact Iver and South Bucks – and that the development of an Air Quality Action Plan (AQAP) and CAZ will require joined up approach with South Bucks as both authorities are experiencing significant impacts on air quality from increased HGV movements across a number of schemes in the area.”
- Additional comments from a member of public had been received which related to the proposed HGV movements and the proposed hours. Mrs Crossley confirmed that both issues were addressed in the report.
- There had been a request from Bevan Brittan, legal representatives of Slough Borough Council, requesting that BCC defer the item stating that the report was circulated too late for their clients to comment meaningfully on the content. A copy of the letter had been circulated to Members of the Committee for their review. Mrs Crossley stated that their request had been considered and legal advice taken. She confirmed that the report did address the issues raised by Slough Borough Council; that the report was published on 13 July 2018, 5 clear working days ahead of the Committee, meeting the requirement within the Local Government Act; and that BCC had engaged with Slough Borough Council since June 2017 when they were consulted on the application and regularly since that time.

The following recommendation was set out in the report:

The Development Control Committee is invited to:

- a) INDICATE SUPPORT for application number CM/19/17 for the proposed importation, storage and onward distribution of rail borne aggregates together with the erection and use of a concrete batching plant and associated infrastructure at Thorney Mill Rail Sidings, Thorney Mill lane, Iver;**
- b) RESOLVE that the application be forwarded to the Secretary of State in accordance with the provision of the Town and Country Planning (Consultation) (England) Direction 2009;**
- c) That in the event that the Secretary of State does not intervene, the Head of Planning be authorised to APPROVE application CM/19/17 subject to the conditions to be determined by the head of Planning and Environment, including those set out in the appendix and the planning obligations set out in the report.**

A Member of the Committee raised that the letter from Bevan Brittan had stated that the structure of the officer report was predicated that there was a fall-back position and that the alternative suggested by Slough Borough Council had not been put forward to Members of the Committee for consideration. Mrs Crossley drew the members' attention to paragraph 95 of the report where Slough Borough Council's alternative view that there was no fall-back is discussed.

Public Speaking

Mr J Skinner, a resident, attended the meeting and spoke in objection to the application. Mr Skinner's main points had been circulated to Committee Members prior to the meeting and are appended to the minutes. Mr Skinner raised the following key points:

- The proposal would increase HGV vehicle movements by 72% allowing an extra 82 movements per day.
- The road was already in a poor condition.
- The state of the grass verges, hedges and lighting were also a concern and the road was used regularly by residents for pedestrian access to local amenities.
- When consideration had been given to Thorney Country Park landfill scheme it was stated by a Councillor that there should be no increase in HGV movements as a result and that this scheme should be no different.
- That no request for funding had been included for works to Thorney Mill road.

Mr C Jordan, Iver Parish Council and Chairman of the Highways Committee, attended the meeting and spoke in objection to the application. Mr Jordan raised the following key points:

- Roads in the Ivers had the highest proportion of HGV traffic in Buckinghamshire.
- South Bucks Core Strategy was to reduce the number of HGVs on their roads with the Buckinghamshire Freight Strategy and the Iver Liaison group having the same intent.
- The applicant's traffic assessment did not include the additional 242 HGVs in relation to the CEMEX operation on North Park. More than 1000 HGVs used North Park and Richings Way each day and the proportion of HGV traffic is up to 15.4 %, not less 6.5% as claimed by the applicant.
- The applicant provided no evidence that there would be rail slots available to import the material and this could have an impact on the number of HGVs.
- The Buckinghamshire transport assessment concluded that there was an estimated 3.7% increase on previous HGV movements was not significant.
- Mr Jordan also made reference to the Department for Transport (DfT) guidance document of 2014 relating to developments within areas that already have background traffic.
- The issue with air quality within the local area.
- The times of operation were unacceptable for local residents.

A Member of the Committee asked Mr Jordan where the figures of HGVs relating to the CEMEX site had been obtained and Mr Jordan confirmed that this was from the CEMEX application.

Mr D Marsh, PDE Consulting on behalf of the applicant, attended the meeting and spoke in support of the application. Mr Marsh's main points had been circulated to Committee Members prior to the meeting and are appended to the minutes. Mr Marsh raised the following key points:

- The site had a long history of rail related use.
- The site is allocated as a Safeguarded rail aggregates depot in the current version of the Minerals Plan.
- It is also in Green Belt but related activities on the site have previously been considered favourably in this regard.
- The 'fall back' position was unclear. He was asked by one of the members to clarify this comment and he explained that the extent of previous use was unclear. He considered it was more than what the Council attributed to the previous use.
- Financial contributions had been put forward by the applicant and a routing agreement would be adopted.
- Appropriate mitigation measures were proposed and the proposal was consistent

with planning policy.

A Member of the Committee asked if a survey had been carried out in relation to HGV movements. Mr Marsh confirmed that with CEMEX currently having 242 HGV movements a day, the application sought 82 which was an increase of 2.8%. This was less than the 5% threshold for a severe impact assessment.

Ms L Sullivan, Local Member attended the Committee and spoke in objection to the application. Ms Sullivan had submitted comments prior to the meeting that had been circulated to Committee Members. Ms Sullivan highlighted the following points:

- Original objections had been made back in June 2017.
- Ongoing pressure on the Ivers due to various proposed infrastructure and development for the area including Heathrow expansion, rail developments and motorway expansions.
- South Bucks District Council (SBDC) and Buckinghamshire County Council had jointly commissioned a Green Belt study, which recognised the area as a vital and fragile piece of Green Belt.
- SBDC were in the process of declaring the area an Air Quality Management Area (AQMA).
- Concerns from residents regarding the 24hr operating hours as requested in the application.
- Mitigating costs to be funded by the site operator.
- Slough Borough Council had requested S106 for mitigation against the application.

Members of the Committee raised and discussed the following points:

- The Certificate of Lawfulness that already existed on the site.
- Mrs Crossley confirmed the operating hours; it was also clarified that the 24hr operating hours related to the railway line Mon-Fri, then 7am – 4pm on Saturdays and the batching plant would be 7am – 11pm Mon-Fri and 7am - 4pm on Saturdays. This was reflected in the conditions.
- The application would mean that a restriction on HGV movements would be imposed where currently there isn't one. Ms Sullivan reiterated the need for control and enforcement.
- There had been no objection from the Environmental Officer relating to pollution, the only condition requested by the EHO related to the noise barrier, although additional noise and dust conditions were recommended within the report.
- Mrs Crossley confirmed that applicant owned vehicles would be tracked.
- Mrs Crossley also confirmed that there was a condition relating to noise monitoring, a suggested noise barrier at the north of the site, as well as that proposed to the southeast and the requirement to submit a dust mitigation and management plan.
- The possibility of requesting S106 monies for Buckinghamshire roads was discussed. Such a request would need to meet the tests within the NPPF and CIL regulations, as set out within the report. It was also stated that the applicant could not be required to improve the roads current state as it would be unrelated to the development, but could be asked to address or make good any anticipated impact or damage made by the site's HGV movements if the application were to be approved.

Mrs Crossley suggested that if Committee Members were minded to approve the recommendation, powers could then be delegated to Officers to ask the developer to contribute towards improvements relating to a certain stretch of Thorney Mill Road that would be used by the HGVs related to the development.

Mr Clare proposed the agreement of the recommendations as set out in the report and the further recommendation to give delegated powers to Officers to ask the developer to contribute towards improvements relating to a certain stretch of Thorney Mill Road.

Mr Reed seconded this proposal and the following vote was recorded.

For	4
Against	0
Abstention	1

RESOLVED: The Committee AGREED the recommendations as set out in the report.

5 ABBEY VIEW SCHOOL, DAWES HILL, HIGH WYCOMBE: CC/0017/18 - DEVELOPMENT OF A NEW TWO STOREY 2FTE (420 PLACE) PRIMARY SCHOOL AND 52 PLACE PRE-SCHOOL

Ms A Herriman, Senior Planning Officer, presented the application which sought agreement for development of a new two storey 2FTE (420 place) primary school and 52 place pre-school.

Ms Herriman gave an overview of the application and the Committee received a presentation showing the plans and photographs. Ms Herriman highlighted the following:

- Comments had been received from the Local Member since the publication of the report with no objections and also stated that they had a personal, but non-pecuniary interest in the Abbey View sSchool as Governor at Chepping View School, which was the lead provider for this new school.
- The applicant had queried condition 13 regarding Rights of Way and this being outside the boundary of the school development. Following advice from the Rights of Way officer, an informative would therefore accompany condition 13. Ms Herriman read out the informative.
- Origin Transport who had submitted the transport assessment had further comments stating that the school should not fund the footpath as it was merely for the use of those in the residential area and costs would be part of that.
- There were amendments to Condition 7 following the Aboriculturalist survey.
- Two drawings showing the proposed contours outside the school site would be removed from the list of drawings under condition 2.
- The word 'document' to be replaced with the word 'drawing' under condition 8.

Mr Clare proposed the agreement of the recommendations as set out in the report subject to the three conditions amended as shown in Appendix A which was seconded by Mrs Glover.

RESOLVED: All Members of the Committee AGREED the recommendations.

6 WAPSEYS WOOD, GERRARDS CROSS: CM/0112/17, CM/0113/17, CM/0114/17, CM/0115/17, CM/0116/17 - VARIATION OF CONDITIONS 2 AND 61 OF CONSENT 11/00223/CC & VARIATION OF CONDITION 2 OF 11/01900/CM & VARIATION OF CONDITION 1 OF 11/01901/CM & VARIATION OF CONDITION 1 OF 11/01902/CM & VARIATION OF CONDITION 1 OF 11/01903/CM

Mrs Gibbs declared that she was the Local Member for Gerrards Cross but was not predetermined regarding the application.

Mr A Sierakowski, Planning Consultant, presented the application which sought agreement for variation of conditions relating to Wapseys Wood, Gerrards Cross.

Mr Sierakowski gave an overview of the application and the Committee received a presentation showing the plans and photographs and highlighted the following:

- The site was the oldest landfill site still operating in the County.
- It was currently operating on a series of temporary planning permissions which were last reviewed in 2012 with an end date of December 2017.
- The application was to extend the date of those planning permissions, all of which were considered in the one report presented to the Committee.
- The main application related to the permissions for the main landfill, with an extension of time of a further four years and the other four applications related to the inert process, office removals and removal of the existing recycling of construction and demolition waste on the site, all to be extended for four years.
- There was still an area of the site to be filled even though the intention was to complete the site by 2017.

The Committee raised and discussed the following points:

- The option of building in a contingency so that no further extensions would be applied for. Mr Sierakowski stated that you could not pre-judge an application that may come to the Committee in the future and therefore that was not an option.
- A Member of the Committee suggested that they could suggest stage filling and therefore could then enforce it. Mr Sierakowski confirmed that a condition could be added to the main application that set out the level of importing and the restoration so officers could monitor to ensure it would be completed on time.

Mrs Gibb proposed the agreement of the recommendations as set out in the report and an additional one relating to the schedule of works to ensure restoration is completed within the extended period as discussed above, this was seconded by Mr Clare.

RESOLVED: All Members of the Committee AGREED the recommendations.

**7 CHILTERN VIEW NURSERY, WENDOVER ROAD, STOKE MANDEVILLE:
CM/0002/18 - USE OF LAND FOR STORAGE OF EMPTY SKIPS, EMPTY
CONTAINERS AND SKIP LORRIES**

Ms C Kelham, Planning Graduate, presented the application which sought agreement for the use of land for storage of empty skips, empty containers and skip lorries.

Ms Kelham gave an overview of the application and the Committee received a presentation showing the plans and photographs. Ms Kelham highlighted the following:

- Since the publication of the report comments had been received from the AVDC Environmental Health Officer. There was no objection with regard to noise subject to the mitigation measures detailed in the acoustic report being implemented and maintained.
- The proposed development would require clearance of a former landscape area which had been planted with trees and allowed to regenerate as a brownfield site. A lack of survey information meant that it was not possible to establish the significance of that loss.
- The Buckinghamshire County Council ecologist had also advised that there was reasonable likelihood of European protected species being present and further survey information was required.
- The applicant considered the request for survey information as unreasonable.

Public Speaking

Mr Hoy, agent for the applicant attended the Committee and spoke in support of the application. Mr Hoy's main points had been circulated to Committee Members prior to the meeting and are appended to the minutes. Mr Hoy raised the following key points:

- The site was too small to meet the criteria for 'open mosaic habitats'.
- The Birds and Habitats Directive' did not apply to the site.
- The trees lost were too small to accommodate nesting birds.
- The distance and inhospitable terrain impeded any GCN's realistic access to the site.
- The applicant strongly contended that the reason to refuse permission was flawed.
- Other applications made to other local authorities regarding the site had not asked for the additional survey information requested by the County Council.

A Member of the Committee raised the point about previous applications not requiring survey data. Ms Kelham confirmed that applications determined by the County Planning Authority in 2011, 2013 and 2014/5 had required surveys. Mr Reed also stated that the application was to be determined on the information as set out in the report and not based on any previous applications made.

The Committee also discussed the reasons why the applicant had carried out the surveys if this was a requirement by the County Council. Mr Hoy responded by saying that they did not believe the survey was necessary. Their ecologist had carried out a walk over survey and believed that the likelihood of Great Crested Newts being present was improbable. Members of the Committee discussed that this was a judgement call based on the two ecologist opinions. The Committee discussed options on how best to resolve.

Summary Recommendation:

The Development Control Committee is invited to REFUSE application no. CM/0002/18 for the reasons set out in the report.

There was no support from Members to refuse the application.

The following amended proposal was put forward Mr C Clare.

Delegate authority to Officers to approve or refuse the application once further information required was forthcoming.

The amended proposal was seconded by Mr Reed and the following vote was recorded:

For	5
Against	0
Abstention	1

RESOLVED: The Committee AGREED the amended proposal as set out above.

- 8 CHILTERN VIEW NURSERY, WENDOVER ROAD, STOKE MANDEVILLE: CM/0006/18: OPERATIONAL DEVELOPMENT IN RESPECT OF THE INTRODUCTION OF CONCRETE PERIMETER CONTAINMENT WALLS AND CHANGES TO BUILDINGS A AND B, EXTERNAL LIGHTING. CHANGE OF USE TO INCLUDE OUTDOOR PROCESSING. INCREASE IN HEIGHT OF STOCKPILES. REMOVAL OF STAFF CAR PARKING. INCREASE IN HGV MOVEMENTS TO 50 IN AND 50 OUT PER DAY AND CHANGE IN OPERATIONAL HOURS TO 06:30 - 18:30**

MONDAY TO SATURDAY

Ms C Kelham, Planning Graduate, presented the application which sought agreement for various operational developments.

Ms Kelham highlighted the following points:

- An amendment to the published report had been made. In the summary recommendation, the application reference was incorrect. It should have read CM/0006/18. The correction would be made on the report which would be uploaded to the document portal for future clarity.
- Since the publication of the report, comments from the AVDC Environmental Health Officer had been received. Ms Kelham provided a written summary of these to Committee Members. Ms Kelham stated that although additional noise information was required she did not consider the noise impact of the development on amenity as a reason for refusal.

Public Speaking

Mr Hoy, agent for the applicant attended the Committee and spoke in support of the application. Mr Hoy's main points had been circulated to Committee Members prior to the meeting and are appended to the minutes. Mr Hoy raised the following key points:

- The waste transfer site was only operating at half its current capacity. Achieving full capacity would be in line with the County Council targets.
- The main reason for officers recommending refusal was due to the suggested parameter walls.
- Mr Hoy confirmed that it had been demonstrated that the proposed development did not cause significant and detrimental harm to wildlife and that an appropriate assessment was not necessary or material to the ongoing operation of the site or the determination of the application.

Members of the Committee raised and discussed the following points:

- The issue of the perimeter walls were discussed and Ms Kelham advised Members that if made into a solid wall this would block a commuting route between the pond and the railway.
- A Member of the Committee raised the lighting plan submitted and how the applicant would ensure there would be no light spill from the site. Mr Hoy responded by saying that the applicant had provided drawings and Ms Kelham stated that the principle of lighting had been accepted in previous applications for the site but no details had been submitted. For this application Officers recommended further details on lighting could be sought through a condition.
- The Committee discussed the probability of Great Crested Newts existing on the site and the impact this should have on their decision.

Summary Recommendation:

The Development Control Committee is invited to REFUSE application no. CM/0006/18 for the reasons set out in the report.

Summary Recommendation:

The Development Control Committee is invited to REFUSE application no. CM/0006/18 for the reasons set out in the report.

For	0
Against	6
Abstention	0

RESOLVED: The Officer recommendation was rejected.

Mr Reed proposed that consent was granted as Members did not feel the environmental concerns expressed in the report were valid and the site was in full operation and would continue to be in operation. Mrs Gibbs seconded the proposal and the following vote was recorded.

For	6
Against	0
Abstention	0

RESOLVED: All Members of the Committee AGREED planning consent and delegated the approval of conditions to officers.

9 DATE OF NEXT MEETING

3 September 2018, 10am, Mezzanine 1 & 2, County Hall, Aylesbury

**10 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

11 CONFIDENTIAL MINUTES

12 ENFORCEMENT REPORT

13 MEMBER TRAINING: POLICY UPDATE

CHAIRMAN

Buckinghamshire County Council

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Committee Report: 8 October 2018

Application Number:	CC/0029/18
Title:	<p>The proposed works includes two extensions, including; a new school hall, and new CDT/IT room and associated paths and gates. it is also proposed that a number of small internal adaptations are undertaken, including the removal of a number of existing internal walls.</p> <p>Additionally, it is proposed that a new 8 space car park is constructed to provide formal staff parking, replacing the existing rear hard standing, Access to this parking area is improved, by widening the path outside the school, providing greater site lines and turning circles.</p>
Site Location:	<p>Denham Village Infant School Cheapside Lane Denham Uxbridge Buckinghamshire County Council Walton Street Aylesbury HP20 1UY</p>
Applicant:	
Case Officer:	Anna Herriman
Electoral divisions affected & Local Member:	Denham, Roger Reed
Valid Date:	26 March 2018
Statutory Determination Date:	21 May 2018
Extension of Time Agreement:	12 October 2018
Summary Recommendation(s):	



INVESTOR IN PEOPLE



The Planning Development Control Committee is invited to APPROVE application no. CC/0029/18 subject to the conditions set out in Appendix A.

Appendices:

Appendix A: Schedule of Conditions

1.0 Introduction

- 1.1 The application was submitted by Contour Architecture Ltd on behalf of Buckinghamshire County Council It was submitted on 21st March 2018 and validated on 26th March 2018. The original target date was 21st May 2018 but due unresolved heritage issues, this was extended to 12th October 2018. Listed building consent was granted on 30th August 2018 from South Bucks District Council. The application was advertised by a site notice, neighbour notifications and a newspaper advert due to it being a departure from the development plan. This is due to the development being located within the Green Belt and may have an impact on the setting of a listed building.
- 1.2 In order to overcome concerns raised by the Listed Buildings Officer, further amendments to the original proposals were needed to be made. These were as follows:
- The hall to be moved south, away from the northern boundary by 500mm.
 - The toilet area on the hall has a flat roof, to reduce the scale and tie in with the existing flat roof on toilet block.
 - The Computing, Design and Technology (CDT) room has moved north, away from the southern boundary and east, away from the school, again by around 500mm.
 - Some planting has been added to the southern wall of the CDT block, to soften the appearance.
 - A note has been added to the ground floor plan, stating that if a sliding door is found in the wall, it will be retained.
- 1.3 Further consultation took place on 6th September and this report has been updated with comments that have been received so far following the consultation on the revised drawings. Any further updates would be addressed to Members at the Committee meeting verbally on the day of the Committee meeting.

2.0 Site Description

- 2.1 The existing school site lies to the south of Denham Village in South Buckinghamshire. The school main building and attached walls is Grade 2 listed building on the site. However, the school is not within Denham Village Conservation Area as it lies approximately 158 metres to the south. The main entrance is situated directly on Cheapside Lane to the west of the main school building. The north of site is bounded by a side access path that connects the local cricket club field to the east. The southern part of the site is bounded by a side access road, which provides a route to the small school car park as well as to the local cricket field. This access road is not a public highway and belongs to the Parish Council. The school site is approximately 128 metres to the north of the A40 and approximately 714 metres to the north west of the junction of the A40 with the M40 motorway. The school is located in the Metropolitan Green Belt.
- 2.2 There is a soft play area to the east of the school building to the boundary with the cricket field and a habitat area to the south of the soft play area. There are no trees with Tree Protection Orders (TPO) in this habitat area. The school playground is at the front of the school to the west of the school buildings, abutting Cheapside Lane. The nearest property is approximately 9 metres north from the proposed hall building. To

the south of the school, the nearest property is approximately 10.5 metres from the proposed CDT / IT block.

3.0 Site History

CC/59/04	Proposed single storey extension to Grade ii listed building to provide self-contained teaching area for reception class	Application Permitted	16.12.2004
CC/60/04	Proposed single storey extension to provide self-contained teaching area for reception class	Application Permitted	16.12.2004

4.0 Description of the Proposed Development

- 4.1 The school currently caters for 5-7 year olds with a total capacity of 72 pupils at Key Stage 1.
- 4.2 There are currently 7 part-time teaching staff and three parking spaces. The aim of this planning application is to enable pupils to carry on their primary school education under one institution. It is envisaged that the school would become a combined school with 45 pupils in Key Stage 1 and 60 pupils in Key Stage 2, bringing the total capacity to 105 pupils. Staff numbers would also increase to 4 full-time and 6 part-time..
- 4.3 The proposed works includes two extensions: a new school hall, and new CDT/IT room and associated paths and gates. It is also proposed that a number of small internal adaptations are undertaken, including the removal of a number of existing internal walls. Additionally, it is proposed that a new 8 space car park is constructed to provide formal staff parking, replacing the existing rear hard standing. Access to this parking area would be improved by widening the path outside the school, providing greater site lines and turning circles. The proposed development would add approximately a total of 246sqm of new floor space.

Need

- 4.4 There is a current need for children at the school to be able to carry out their primary education in one location. The proposed expansion would enable pupils to continue at the school for Key Stage 2. This would remove uncertainties that changing schools at the end of Key Stage 1 would bring and would reduce home to school transport and flow of pupils between schools in the catchment area. Although the school is under capacity at the moment, the addition of Key Stage 2 to the school and increase in capacity at the school would also assist to accommodate the planned future housing growth in the area.

Buildings

- 4.5 Currently, the site comprises the original school buildings and old school house, which date from the mid 19th century and later additions. The additions include a classroom, library infill space and toilets, which were added in the 20th century. Elements of the existing buildings are known to be listed. The school buildings are generally constructed of brick with a high level of detailing and pitched tiled roofs. Internally the teaching spaces have high windows and ceilings. The toilet block is a flat roofed building, in contrast to the rest of the school. Overall, the appearance is typical of a school constructed in the 19th century and appears to be in good condition. The height of the existing building is approximately 7 metres and 7.7 metres at the windcatchers. The height of the school at the tall tower is approximately 10.5 metres high.
- 4.6 It is proposed to have two new-build buildings (hall and CDT / IT), some internal alterations and increase in parking spaces.

Hall:

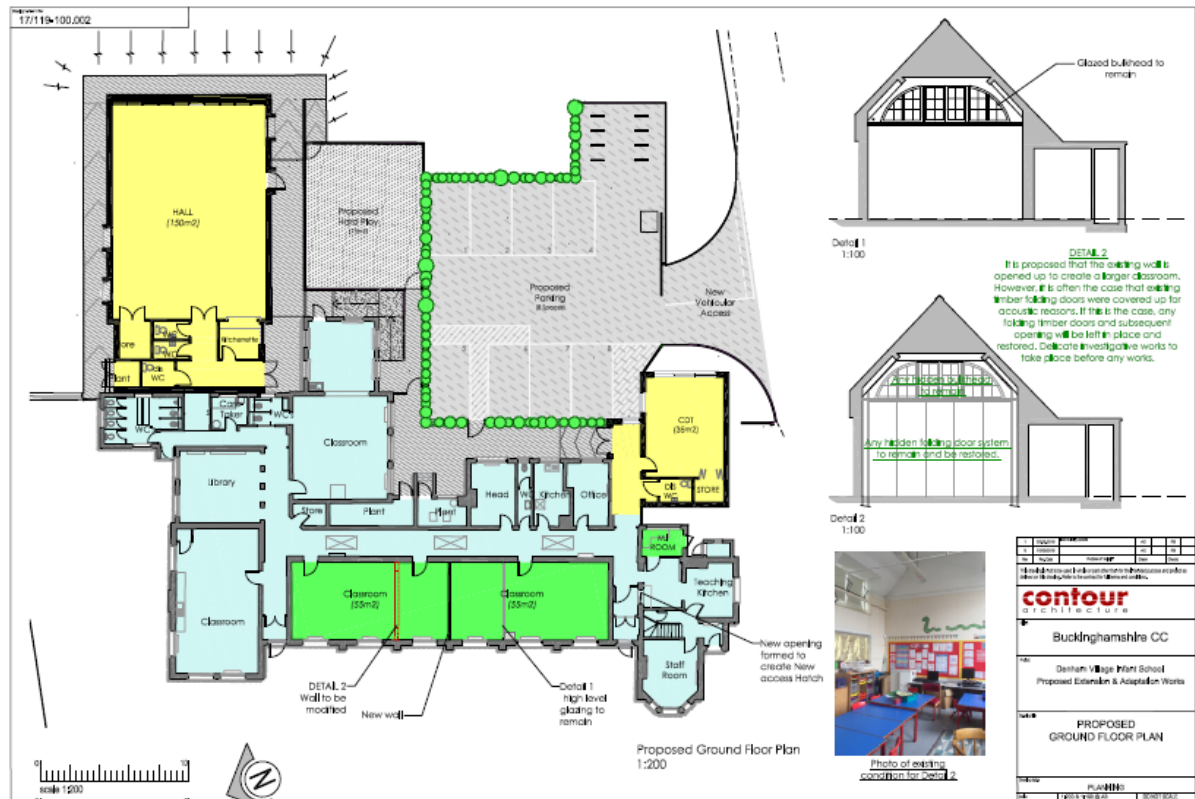
- 4.7 The proposed hall building measures 10.5 metres x 19.5 metres and a height of approximately 7 metres and 7.7 metres at the windcatchers. The building comprises a 150m² hall space with views on to the rear grassed areas. Other rooms include: a kitchenette with serving hatch, two WCs, an accessible WC, chair store, plant room and associated circulation. This building aims to provide a modern hall space for teaching P.E., performances and school assembly. This block is to be placed directly adjacent to the existing toilet block; an improved access will be provided to connect the existing building to the proposal. It is proposed that the block will be positioned on an area that currently contains climbing play equipment, which would be relocated.
- 4.8 The proposed building uses the form and scale of existing structures to inform the proposal. The pitched roof follows the same geometry and angles as closely as practicably possible. 'Windcatchers' on the roof are arranged to appear as ventilation chimneys, as found in several locations on the existing school building. For example, the side windows sail past the gutter line to become flat roofed dormers, as in the original school building. In the case of the hall, it is proposed that a basket weave detail is used on the north and south elevations, utilising the same brick colour, but in a pattern that borrows from historic context without mimicry. The rear section of the proposed hall, housing the storage and kitchenette, is to have a lower, shallower roof pitch. The amended design for the toilet block to comply with the listed building consent now proposes a flat roof. The eastern façade is formed with a glazed gable wall, allowing natural light to illuminate the hall space. The top half of this wall is shrouded with horizontal timber brise soleil, providing shading to prevent solar gain. This glazed wall will also provide a view into the green area to the east of the building. The hall is proposed to have dark grey concealed drainpipes and slimline aluminium gutters.

CDT/I.T

- 4.9 This additional building is to facilitate CDT/I.T. or other technical classes for small groups. This measures 8 metres x 7 metres with an approximate height of 4.5 metres. The applicant has stated that there is currently no other space in the school that can cater for this type of teaching. It is proposed that an existing corridor be extended to create internal access to this room. A teaching store cupboard is provided. It is also proposed that an accessible/staff WC is included as part of this building. It is proposed that this block is placed directly to the south east of the existing school corridor, which would itself be extended to allow internal access to the CDT/IT block. External walls and a single tree would have to be removed to facilitate the construction of the new block. Proposed elevational proportions and volumes have been designed to follow the vernacular of existing structures, this is to ensure that the aesthetic nature of the

existing structures is not compromised and to ensure that there is a visual harmony across the site. The CDT block and hall follow the shapes and proportions of existing structures. The walls are proposed to be brick with stretcher bonds. The CDT / I.T. room is also proposed to have concealed drainpipes and slimline aluminium gutters in dark grey powder finish.

4.10 The location of the proposed extensions can be seen below in yellow in the drawing below:



4.11 Internal modifications:

The 'Old House' part of the school is re-designated as a staff zone, allowing administration areas to be front of house. This also allows accommodation nearer to teaching spaces to be re-designated as timetabled spaces, creating a clearer definition between teaching and staff spaces. The proposed internal modifications are shown in green in Figure 1. It is proposed that the existing separating wall between the existing hall and classroom be relocated to the centre of the structure, creating two classrooms. It is proposed that the existing glazed bulkhead is moved to the new location. If it is not possible to relocate the glazed bulkhead, a replica will be created above the new wall. The new wall will be skimmed and painted plasterboard. It is proposed that structural steel is implemented as a replacement to the demolished wall, which is to be visible and painted white. This is to reflect existing structural elements, which are also visible.

Car Parking:

4.12 Currently, there are 3 parking spaces. This planning application includes a proposal of 8 car parking spaces, one of which is a disabled bay, with direct access to entrance doors via pathways. The parking has a 1200mm fence around the perimeter and a new sliding gate. The sliding gate is proposed to allow as great a turning circle as possible within the hard standing, as the access road is narrow and constrained. Evergreen

hedgerows are proposed on parts of the parking that border play spaces, this is to aid in the effects of exhaust fumes. A single tree is to be removed to facilitate the construction of this hardstanding. An additional section of hard standing is to be installed, which will facilitate 6 Cycle hoops and bin storage. The surface would be of porous macadam with formal line marking.

New Vehicular Access:

- 4.13 A new splayed access is proposed to the proposed parking with a sliding, lockable gate. The surface would be of porous macadam.

Widened path:

It is proposed that part of the path should be widened to 3 metres, which will reduce the carriageway, but increase safety.

New Hard Play:

- 4.14 This hard standing will replace some hard standing that would be lost as a result of the new car park. The surface would be of porous macadam. The area would be surrounded by “garden” wall with planters.

Pupil numbers and Staffing:

- 4.15 The school is under capacity. However, proposed new housing in the area means that pupil numbers would increase and make the school over capacity, hence the need for this extension.

- 4.16 There are currently 7 part time members of staff at the school which is an equivalent of 4 FTE staff. The proposed new development would reduce the number of part-time staff to 6 and add 4 full time staff, equivalent to 7 FTE. The proposed is to increase capacity to 105 pupils.

Opening hours:

- 4.17 The school’s opening hours are Mondays to Fridays 08.00 – 16.00.

Lighting

- 4.18 Currently on existing buildings, the school has flood lights mounted to rear walls. The new development proposes low level bollards to the parking area and emergency lighting over emergency exits.

5.0 Planning Policy & Other Documents

- 5.1 The policies relevant to this planning application are as follows:

- 5.2 South Bucks District Local Plan (SBDLP) saved policies:

- GB1 (Green Belt)
- EP3 (Use, Design and Layout of Development);
- EP4 (Landscaping);
- EP5 (Daylight and Sunlight);
- EP6 (Designing to reduce crime);
- TR5 (Accesses, Highway works and traffic generation).
- TR7 (Parking Provision)
- C6 (Alterations and Extensions to Listed Buildings).

- 5.3 South Bucks Local Development Framework Core Strategy (SBCS):

- CS8 (Built and Historic Environment)
- CS13 (Environmental and Resource Management)

5.4 National Planning Policy Framework (NPPF) 2018. The relevant paragraphs are as follows:

Schools:

Paragraphs 92, 94,

Green Belt:

Paragraphs 134, 143, 144, 145c

Design and Location:

Paragraph 127

Impact on the Listed Building and its setting:

Paragraphs 194, 196

Biodiversity:

170

6.0 Consultation Responses

6.1 The Chairman of the Planning Development Control Committee is also the **Local Member** for this development and no comments have been received.

6.2 **South Bucks District Council** originally objected to the planning application stating that the proposal would affect the openness of the Green Belt and adversely impact the setting of the listed building. Listed Building Consent has subsequently been granted and minor revisions have been made to the plans as a result of this – as such, a further consultation was carried out and the Planning Authority is now awaiting further comments. Any comments that are received will be updated verbally at the Committee meeting accordingly.

6.3 **South Bucks District Council Environmental Health Officer** has no objection to the proposals following the amended drawings.

6.4 **South Bucks Conservation Officer** prior to Listed Building consent being granted, the Conservation Officer at South Bucks objected to the planning application due to insufficient information being supplied; further information is required on the impact of the extension on the Listed Building. Listed Building Consent has subsequently been granted and minor revisions have been made to the plans as a result of this – as such, a further consultation was carried out and the Planning Authority is now awaiting further comments. Any comments that are received will be updated verbally at the Committee meeting accordingly.

6.5 **Denham Parish Council** objects to the planning application due to inconsistency of roofing material that would not be in keeping with the current character of the school and also has concerns over the impact narrowing of the carriageway would have on Cheapside Lane, and parking issues. They also have concerns over the use of the path on the left hand side of the school being used by construction vehicles.

6.6 **Highways Development Management** is confident that the increase in pupil numbers increasing the vehicular movements (two way) to 204 per day can safely be accommodated onto the Local Highway Network on Cheapside Lane. With regards to pick up and drop off for children, the Highway DM Officer has no concern over this as

he feels that the proposed development would make the school more attractive to local residents living within walking distance of the school and therefore the need for the pick-up / drop off would be reduced.

- 6.7 With regard to the proposed car parking, the Highways DM Officer is satisfied that there is sufficient space for vehicles to turn within the site and leave in a forward gear.
- 6.8 The visibility splay from the exit of the access road to the south of the school site has been picked up by the agent as not being fully acceptable. However, the applicant has proposed to widen the footway fronting of the site to 3 metres in order to provide a safer walking route for pupils and in order for visibility splays to be provided from the existing access point. The Highways DM Officer is satisfied. Bollards are also provided on either side of the access point to provide improved pedestrian visibility splays from the access point.
- 6.9 The existing “Keep Clear” markings are proposed to be shortened to the shortest range acceptable in the Traffic Signs Regulations and General Directions. The Highway Authority would prefer that these “Keep Clear” markings are amended to follow the line of the proposed build out fronting the site as the shortening of these markings would encourage vehicles to park on the narrowed section of the carriageway along Cheapside Lane.
- 6.10 Tactile crossing points are also proposed to front of the site; this would provide pupils with a safe crossing to the site. These crossing points are on a pedestrian desire line with the pedestrian access to the school in close proximity.
- 6.11 The Highways DM Officer therefore, mindful of the above, has no objection to the proposed development, subject to conditions: prior to the commencement of the development, a condition to request space to be laid out for the car park prior to the commencement of the development, off site highway works to be carried out as in drawing SK03-C from Appendix K of the applicants Transport Assessment is to be laid out and constructed and no part of the development shall be commenced until a Construction Traffic Management Plan is submitted and approved. Also prior to the planned occupation of the development permitted, a Travel Plan shall be submitted to and approved in writing by the Transport Strategy Team which then shall be reviewed and submitted for approval at the end of each academic year. An informative referring to S278 for off site Highway Works shall be added to any permission granted.
- 6.12 **Sports England** has no comments to make as the proposed development falls outside their remit. However, they have included advice that the applicants should follow should the proposed development involve loss of any sports facility, provide new sports facilities or the development involves the provision of additional housing. The NPPF should also be considered. Their comments remained unchanged following the re-consultation on the revised drawings.
- 6.13 The **County Ecologist** has no objection subject to a condition requiring a method statement for the protection of bats prior to the commencement of development.
- 6.14 The **Rights of Way Officer** has no objection to the planning application.
- 6.15 The **County Archaeologist** has mentioned that the school has a Grade II listed building on the site and that the District Council’s Conservation Officer should be consulted. They also stated that there are multi period archaeological remains existing in the wider landscape, but there are no records of archaeological finds or features in the vicinity of the school. Therefore, they do not consider the need to add any conditions to safeguard archaeological interests.

6.16 The **Flood Management Officer** has stated that the applicant needs to be aware that ground investigations, including infiltration rate test and groundwater level monitoring, are required. However, they were pleased to see that permeable paving and rain gardens are proposed to be incorporated into the surface water drainage scheme which would provide water quality and biodiversity benefits to the proposed development. The Flood Management Officer has no objection subject to a condition requiring a surface water drainage scheme to include ground investigations, drainage layout, calculations for storm events and proposed overland flood flow. Conditions are also required for a whole life maintenance plan to be submitted to and approved prior to the development and a verification report to demonstrate that the Sustainable Urban Drainage System has been constructed as per the agreed scheme.

6.17 The **Transport Strategy Manager** Officer has no objection to the proposal and if the permission is granted they would like to see the travel plan to be reviewed to reflect:

- The content of Buckinghamshire's Getting to School Strategy that has now been formally adopted by the County Council (<https://www.buckscc.gov.uk/media/4511745/getting-to-school-strategy-smots-2018.pdf>)
- The increases in pupil/staff/visitor numbers and changes to the school catchments as the school moves to a combined infant and junior school
- The updated travel to school findings
- An updated assessment of the parking impacts and general 'neighbourliness' of the school resulting from the development
- Some thoughts on the further opportunities that may now be considered – such as accreditation through the Modeshift STARS system (I am aware that the school is registered with Modeshift but I am not aware they have submitted a plan for gold, silver or bronze accreditation); Bikeability training; 'Go for Gold'; walking zone maps - as well as the Footprints training the school is already involved with.

6.18 They also would prefer to see the cycle stands to be butterfly stands rather than hoops.

7.0 Representations

7.1 Representations have been received from three members of the public. Their concerns included:

- Impact from a tree affecting the access track to the cricket club;
- Loss of light from shadowing of the proposed development;
- Loss of privacy as a result of the proposed development;
- Concerns over damage to property (electrical and drainage supplies) as a result of construction.

8.0 Discussion

8.1 This planning application is for extensions and increase parking spaces at a school with a listed building status and also in the Metropolitan Green Belt. Therefore, the issues that need to be covered for discussion are:

- Need;
- Green Belt;

- Design and Location
- Impact on Listed Building and its setting;
- Parking
- Flood Risk
- Trees
- Biodiversity

Need / Principle of Development:

- 8.2 The CLG policy statement referred to in the letter to the Chief Planning Officers 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.”
- 8.3 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.
- 8.4 In addition to the above, I consider that the key issues for discussion are design and the impact of the development on amenity and landscaping.
- 8.5 The National Planning Policy Framework emphasis that development shall be Economical, Social and Environmental. This includes the provision of infrastructure that would assist the economy and enable positive development, encourage social interaction and be sustainable to protect and enhance the environment. Paragraph 92 of the NPPF states that planning decisions should plan positively for the provision and use of shared space and local services to enhance the sustainability of communities. Paragraph 94 of the NPPF attaches great importance, ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities.
- 8.6 There is need to expand the school to become a combined school which would have many benefits for pupils and parents and enable children to progress through the same school for both Key Stage 1 and Key Stage 2. Prior to the submission of the planning application, the applicant has checked capacity in other schools in the local area for this age group. The school only proving for Key Stage 1 currently makes it underutilised. The opportunity to provide the teaching of Key Stage 2 at the school would make the school better used. It would also reduce adverse impact from home

to school traffic in the local area and enable Key Stage 2 aged pupils living within walking distance of the school to attend this school rather than use road transport to attend a school further away. The proposed development would enable the school to be ready for future development. It is an existing school site and the proposed development is not expected to bring in an adverse amount of extra traffic; it is a site where there are plenty of sustainable modes of travel opportunities. Therefore, I consider that the proposed development would be in compliance with the NPPF in meeting those needs.

Green Belt (Policies GB1 of the SBDLP, NPPF)

8.7 The proposed development represents inappropriate development in the Green Belt and the NPPF and Policy GB1 of the SBDLP state that permission for inappropriate development in the Green Belt should not be granted unless very special circumstances exist to justify overriding normal policy.

8.8 Paragraph 145 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this include: c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;

8.9 Paragraph 143 of the NPPF states:

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

8.10 Paragraph 144 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, resulting from the proposal is clearly outweighed by other considerations.”

8.11 The NPPF in paragraph 134 further sets out the purposes and objectives of including land in green belts. The purposes are as below:

- To check unrestricted sprawl of large built up areas;
- To prevent neighbouring towns from merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

8.12 Once Green Belts have been defined, the use of land in them has a positive role to play in fulfilling the following objectives:

- To provide opportunities for access to the open countryside for the urban population;
- To provide opportunities for outdoor sport and outdoor recreation near urban areas;
- To retain attractive landscapes, and enhance landscapes, near to where people

live;

- To improve damaged and derelict land around towns;
- To secure nature conservation interest; and
- To retain land in agriculture, forestry and related uses.

8.13 Policy GB1 of the SBDLP states that development would not be permitted for new buildings unless it is for the following purposes:

- Recreational Use
- Cemeteries
- Mineral workings
- Agriculture / forestry
- Limited extension, alteration or replacement of existing dwelling,
- Limited infilling in existing villages
- Limited infilling or redevelopment of major existing developed sites.

8.14 These would be subject to other policies being met i.e. scale, building height, and those buildings that would not have an adverse impact on the character or amenity of the area.

8.15 It is recognised that one of the reasons for the District Council's objections to the proposed development is due to Green Belt. It is also recognised that the proposed extensions at the school are not for one of those stated that allow a building to be built in the Green Belt, and no very special circumstances have been stated within the application. The applicant has, however, justified the need for extra school places and it would be better to minimise the harm of the Green Belt by an extension to an existing school than build a new one. He also stated that the proposed extension would prevent risk of closure of the school. Under Government Statutory Policy guidance to Local Authorities there is presumption against the closure of small schools and the applicants have to demonstrate all the alternatives to closure. Their justification for keeping this school include the following benefits to ensure the school's continued viability:

- Secures the long term future of the school and the site for education provision for the local community;
- Investment in school facilities at the school would enhance the school's attraction within the local community;
- Reduced home to school transport as no longer a requirement to transport pupils/siblings to a junior school providing greater opportunities for after school clubs/social cohesion at Denham Village Infant school;
- Proposal will support the Local Authority's duty to provide sufficient school places;

8.16 I would consider the above to contribute towards Very Special Circumstances for the proposed extension to the school. Also, the proposed development would be within the site of an existing school. The proposal is not for a new building but rather extensions to an existing one. The school is bordered on its boundaries by trees. There is a building just outside of the school site on its eastern border and houses on either side. Going further from the eastern boundary of the school site is a cricket ground, also bordered by trees and some houses. Therefore, the proposed development would not have an adverse or detrimental impact on the openness of the Metropolitan Green Belt and therefore there is no justification for it to be refused and would comply with paragraph 145 c). .

Design and Location (Policies EP3, EP5, EP6 of the SBDLP and Policy CS8 of the SBCS and NPPF)

- 8.17 Policy EP3 of the SBDLP and para of the 127 of NPPF seek to promote and protect the amenity of the local area. Policy EP3 of the SBDLP and CS8 of the SBCS also seek to enhance the characteristics and the local distinctiveness of the area and the importance of the use of correct materials and resulting effect on important public views and skylines. Paragraph 127 of the NPPF echo this. EP5 of the SBDLP seeks to ensure that there is no loss of sunlight or daylight to adjacent properties. Due to the location and height of the proposed extensions there would be no detrimental impact on the loss of daylight / sunlight at the school or on neighbouring properties. Policy EP6 of the SBDLP and CS8 of the SBCS emphasises secure by design and that the design of the development should prevent crime and prevent risks to personal safety. It is therefore considered that this would not have an adverse impact on the local amenity.
- 8.18 The proposed development is located to the rear of the existing school. The nearest house is approximately 9.5 metres away to the north of the school site. However, the school boundary is screened by trees on all sides. The proposed materials for the extensions are to match existing and would not have an adverse impact on the character of the school.
- 8.19 It is noticed that one local resident had concerns over the loss of light and privacy as a result of the development. The proposed hall is the same height as the rest of the existing school buildings. There are some trees along the boundary. The hall is a one storey building with no upper windows. The proposed CDT / IT extension is proposed to be 4.5 metres high and would be located approximately 10.5 metres north of the nearest property. Again, there are some trees already on the boundary. Therefore it is considered that the proposed construction of these buildings would not cause a general loss of light.
- 8.20 Advice has been taken from the Listed Buildings Officer from South Bucks District Council regarding materials. This is an existing school site and security is already high. The proposed development includes improvement to the appearance of the car parking area (as well as the provision of extra spaces). The car parking area would be surrounding by garden style fencing which would complement the area.
- 8.21 During the construction phase, existing trees and structures would be protected as requested in the Construction Traffic Management Plan, which is one of the conditions requested by Highways DM Officer to be submitted and approved in writing prior to the commencement of the development.
- 8.22 I therefore consider that the application is in compliance with the requirements of policies EP3, EP5 and EP6 of the South Bucks District Local Plan and paragraph 127 of the NPPF and that refusal of the application on design and location grounds could not therefore be justified in this instance.

Impact on Listed Building and its Setting (C6 of the SBDLP, NPPF)

- 8.23 Policy C6 of the SBDLP states that planning permission would not be granted for alterations or extensions that would harm the character or appearance of a listed building or any of its features / special characteristics. Consent would only be provided that:

- a) the proposals would be of high standard design and would not detract from the intrinsic historic interest of the building and;
- b) the physical features of special architectural and historic interest are to be retained and not damaged; and
- c) the proposal would not detract from the intrinsic architectural interest, character or appearance of the building; and
- d) the proposal would not detract from the setting of the building; and
- e) the proposal would comply with all the other policies in this Plan.

- 8.24 Section 66 of the Planning (Listed Buildings and Conservation Area) Act 1990 states that decision makers should give considerable importance and weight to the desirability and preserving the setting of listed buildings. Paragraph 194 of the revised NPPF focuses on listed buildings and that any harm should be justified for the need of the development.
- 8.25 During the planning application process, the applicant's agent has worked closely with the Listed Building Officer at South Bucks District Council. The agent has taken on board at pre-app stage some of the required changes to be made to the original plans at pre app stage including the design and positioning of the proposed extensions to the existing listed building. Following this, the agent has worked closely with the Listed Building Officer throughout, including for the provision of extra details that were required. The applicant had to make minor amendments to the proposals and since then, as a result of this Listed Building Consent has been granted by South Bucks District Council.
- 8.26 Consideration was also given to paragraph 196 of the NPPF. It is felt that the proposed development is appropriate and would bring less than substantial harm to the listed building. The public benefits outweigh the harm as it would ensure the security of the building's optimum viable use.
- 8.27 Although planning does not deal with internal modifications, these still need to be addressed and resolved, as the interior modifications were part of both the application for the listed building consent as well as this planning application. It is considered that the proposed amendments are satisfactory and would not detract from the appearance and setting of the Listed Building and attached walls on the school site. As stated earlier, the need for the extension to the school and the proposed extensions being granted Listed Building consent would outweigh any potential harm to the Listed Building setting. Listed Building Consent has been approved, subject to conditions requiring detail of design and materials, and no demolition of any listed walls is to take place. Therefore the proposed development is in compliance with the above policies.

Parking (Policy TR5 and TR7 of the SBDLP, Buckinghamshire County Council Parking Guidance)

- 8.28 Policy TR5 seeks that new and altered access should be considered in terms of safety, congestion and the environment. Development would also only be permitted where it would not have a detrimental impact on the local amenity of the area as well as the quality and character of the local area. Where off-site improvements to the highway are required to serve a development, the District Council will not grant permission unless the applicant enters into a planning obligation to secure the implementation of those works. Proposals involving either the construction of a new site access, or a material

increase in the use of an existing site access directly onto the strategic highway network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road by others.

8.29

Policy TR7 seeks that parking provision is made on land owned or controlled by the applicant and the proposals would not reduce the level of parking provision serving other development.

8.30

The Buckinghamshire Parking Guidance states that there should be one parking space for each FTE staff member.

8.31

Although there is a proposal for an increase in the number of parking spaces from 3 to 8 parking spaces, the location of the parking area would not have a detrimental impact on the local area and the school site. Although the proposed development would bring an equivalent of 7 FTE staff (4FTE and 6 Part time), the proposed parking spaces include one disabled parking space. Therefore, the proposals would be compliant with the Buckinghamshire Parking Guidance. The parking would be on land owned by the school / Buckinghamshire County Council and therefore would be in compliance with policy TR7 of the SBDLP. There would be no proposed changes to access except that pedestrian access would be widened to three metres. The Highways DM Officer is satisfied that this would improve the visibility splay and not have an adverse impact on the existing access track. In order to comply with policy TR5, the proposed parking arrangements and widening of the pedestrian access would need to improve the local amenity through a better and safer flow of staff vehicle movements and pedestrian movements. The Highway DM Officer has requested an informative be added to any permission that is granted to request that the applicants apply for a S284 agreement for any off-site works to the public highway. As noted in this report, there are proposed conditions by the Highways DM Officer for this, including a condition that the school implement a School Travel Plan. The application is therefore considered to be in compliance with the relevant development plan policies TR5 and TR7 of the SBDLP due to the fact that any increased traffic movements would not have a detrimental impact as more people living within walking distance of the school would be able to walk there for Key Stage 2 rather than attend a school elsewhere. Therefore, the proposed development would not contribute towards a detrimental impact on the local amenity. I consider this planning application to be in compliance with the above policies.

8.32

The Parish Council objected to Option 2 as an access route for Construction Traffic rather than using the access track to the cricket club. Option 2 would have required knocking through a wall to create an access for construction traffic to the left of the front of the school off Cheapside Lane. This option has been discarded as the wall is listed. Construction traffic will now use the existing access to the school instead.

Flood Risk (Policy CS13 of the SBCS)

8.33

It is noted that the Council's Flood Management Officer raised no objection to the proposed development. Due to the lack of sustainable solutions and detail provided in the drainage strategy it was however recommended that a surface water drainage scheme for the site be submitted before the development begins. This is also compliant with policy CS13 of the SBCS which seeks to ensure new developments have no detrimental impact from increase flooding and that developments should incorporate Sustainable Drainage Systems.

Trees (Policy EP4 of the SBDLP)

- 8.34 It is noted that some of the proposed building construction is in close proximity to the location of trees. Also one tree is to be removed in the car park area. The applicant has submitted details on how the trees can be protected in Section 6.12 of the pre development aboriginal survey and impact assessment dated March 2018 (ref: RT-MME-127009). Therefore to comply with the above policy, this will be referred to in the condition. The landscape advisor was consulted, but no comments have been received.

Biodiversity (NPPF)

- 8.35 Paragraph 170 of the NPPF states that developments should minimise the impact on biodiversity and where possible provide net gains in biodiversity. The Council's Ecology Advisor raised no objection to the proposal, subject to a condition requesting the need for a watching brief / method statement for further bat surveys to check for bats prior to the commencement of the development. The condition would also request a contingency plan in the event that bats were found. Subject to this, the proposal is considered to be in compliance with the biodiversity aims of the NPPF.

9.0 Conclusion

- 9.1 Application CC/0029/18 seeks planning permission for proposed extensions and internal alterations, including 8 space car parking and a widened pedestrian access at Denham Village Infant School, in the village of Denham, Buckinghamshire.
- 9.2 I believe the proposed development would have no detrimental impact on the local amenity of the area, has no conflicts in design and location and there would be no detrimental increase in traffic. In terms of Green Belt, it is considered that very special circumstances apply where the proposed development increasing the age range of pupils the school caters for would prevent the closure of the school. Government statutory policy guidance requires local authorities to demonstrate all the alternatives to closure. The proposal would also reduce home school transport movements and therefore has the potential to reduce to use of road transport to and from the school. I am also satisfied that the proposed development would meet the current needs of the school-aged children in the local area, providing for educational requirements.

BACKGROUND PAPERS

CC/0029/18 – Planning Application
Listed Building Consent dated 30th August 2018 South Bucks District Council.
South Bucks District Council Local Plan
South Bucks Local Development Framework Core
National Planning Policy Framework 2018
Consultation and representation replies dated March, April, May, June, July, August and September 2018

APPENDIX A

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 (as amended).

2. The development shall not be carried out other than in complete accordance with the following drawings / documentation:

- Drawing no: 17/119-050.001 Rev 1 – Site Location Plan
- Drawing no: 17/119-050.003 Rev 1 – Proposed Site Plan
- Drawing no: 17/119-100.002 Rev 1 - Proposed Ground Floor
- Drawing no: 17/119-100.003 Rev 1 – Proposed Roof Plan
- Drawing no: 17/119-140.002 Rev 1 – Proposed Elevations (Hall)
- Drawing no: 17/119-140.003 Rev 1 – Proposed Elevations (CDT /IT)
- Drawing no: 17/119-140.004 Rev 1 – Proposed Elevations in Context

Reason:

In the interests of local amenity and to comply with policies EP3, EP5, EP6 and TR5 of the South Bucks District Local Plan and CS8 and CS13 of the South Bucks Local Development Framework Core Strategy.

3. Prior to the commencement of the development, materials proposed for the construction of the hall and the CDT / IT block shall be submitted and approved in writing by the Local Planning Authority; The approved shall therefore be implemented with approved plans.

Reason:

In the interests of local amenity and to comply with policies CS8 of the South Bucks District Core Strategy and EP3 of the South Bucks District Local Plan.

4. Prior to commencement of the development the off-site highway works shown in principle on Drawing SK03-C from Appendix K of the Transport Assessment submitted with the planning application shall be laid out and constructed in accordance with details to be first approved in writing with the Local Planning Authority.

Reason:

In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and in accordance with policy TR5 of the South Bucks District Local Plan.

5. No part of the development shall commence until a Construction Traffic Management Plan including details of:
- Construction access;
 - Management and timing of deliveries
 - Routing of construction traffic;
 - Vehicle parking for site operatives and visitors;
 - Loading/off-loading and turning areas;
 - Site compound;
 - Precautions to prevent the deposit of mud and debris on the adjacent highway.

Has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall thereafter be carried out in accordance with the approved management plan.

Reason:

To minimise danger and inconvenience to highway users and in accordance with policy TR5 of the South Bucks District Local Plan.

6. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

Ground investigations including:

- Infiltration in accordance with BRE365
- Groundwater level monitoring over the winter period
- Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the hierarchy listed in the informative below.
- Full construction details of all SuDS and drainage components
- Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.

Reason:

The reason for this pre-start condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 163 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk and in accordance with policy CS13 of the South Bucks Local Development Framework Core Strategy.

7. Development shall not begin until a “whole-life” maintenance plan for the site has been submitted to and approved in writing by the local planning authority. The plan shall set out how and when to maintain the full drainage system (e.g. a maintenance schedule for each drainage/SuDS component) during and 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:

The reason for this being a pre-start condition is to ensure that maintenance arrangements have been arranged and agreed before any works commence on site that might otherwise be left unaccounted for and in accordance with policy CS13 of the South Bucks Local Development Framework Core Strategy.

8. Prior to the commencement of the development, a watching brief for bats shall be submitted and approved in writing by the County Planning Authority. The development shall subsequently be carried in accordance with the approved details. The watching brief shall include:
- Details of the pre-development check (no more than a week prior to works beginning).
 - Details of a tool box talk with anyone involved with the construction of the development in order to make them aware of the potential presence of bats and what to do in the event of finding any.
 - Careful working procedures – to be defined in the statement.
 - Details of who will be watching the construction and what qualifications they hold.
 - A contingency plan of what to do in the event of finding a bat roost.

Reason:

To ensure the protection of protected species that may be found on the site and in accordance with the NPPF.

9. Prior to the occupation of the development, space shall be laid out within the site for parking for 8 cars, a minimum of 8 cycles, loading and manoeuvring in accordance with the approved plans. This area shall be permanently maintained for this purpose and shall be implemented in accordance with the approved plans.

Reason:

To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway and in accordance with policies TR5 and TR7 of the South Bucks District Local Plan.

10. Prior to the planned occupation of the development hereby permitted, the Travel Plan shall be submitted to and approved in writing by the Planning Development Management Team. 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. The plan shall include a full analysis of the existing modal split for staff and pupils at the school and detailed proposals for future transport provision, with the aim of securing no increase in the number of car movements generated on the school journey. 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.

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 National and Local planning policy and in accordance with policy TR5 of the South Bucks District Local Plan.

11. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Urban Drainage System has been constructed as per the agreed scheme.

Reason:

The reason for this pre-occupation condition is to ensure the Sustainable Drainage System is designed to the technical standards and in accordance with policy CS13 of the South Bucks Local Development Framework Core Strategy.

12. Trees shall be protected as set out in the methodology in Section 6.12 of the pre development arboricultural survey and impact assessment dated March 2018 (ref: RT-MME-127009) and the development shall be carried out accordingly.

Reason:

In the interests of amenity and in accordance with policy EP4 of the South Bucks District Local Plan.

Committee Report: 8 October 2018

Application Number:	CC/0012/18
Title:	Section 73 Variation of Condition 2 (Approved Plans) and 23 (Landscape Mitigation) attached to Consent CC/65/16 for a New Relief Road between the A355 / Maxwell Road and Wilton Park
Site Location:	Land to the East of Beaconsfield
Applicant:	Buckinghamshire County Council
Author:	Head of Planning & Environment
Contact Officer:	Gemma Crossley dcplanning@buckscc.gov.uk
Contact Number:	01296 382092
Electoral divisions affected:	Gerrards Cross
Local Members:	Anita Cranmer

Summary Recommendation(s):

The Development Control Committee is invited to **APPROVE** application number CC/0012/18 for the proposed Section 73 Variation of Condition 2 (Approved Plans) and 23 (Landscape Mitigation) attached to Consent CC/65/16 for a New Relief Road between the A355 / Maxwell Road and Wilton Park on Land to the East of Beaconsfield, subject to conditions as set out in Appendix A.



INVESTOR IN PEOPLE



SUPPORTING INFORMATION

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

Introduction

1. Application CC/0012/18 is submitted by Peter Brett Associates LLP on behalf of Buckinghamshire County Council. It was received on 29th January 2018. It was registered and sent out for consultation on 30th January 2018. It was advertised as a departure by newspaper advert, site notice and neighbour notification. Further information was submitted in response to consultee requests. The sixteen-week determination deadline was the 30th April 2018, although this has been extended to the 10th September 2017 with the agreement of the applicant. This development has been determined as EIA development and as such, is subject to the EIA Regulations.

Site Description

2. The application site is located to the east of the A355 Amersham Road, east of the town of Beaconsfield, in South Buckinghamshire District (see Appendix B for plans for the site). The A355 Amersham Road provides the main north-south transport connection from Amersham and the A413 in the north to Beaconsfield and the M40 at Junction 2 to the south. The development site is linear, running northwest – southeast from Maxwell Road in the north to Wilton Park in the south. It bisects agricultural land, a tree and hedgerow belt and a public right of way (no. BEA/15/2) which runs in a southeast-northwest orientation from the A355 near Ronald Road to the woodland surrounding Beaconsfield Golf Club.
3. The site is bordered to the east by agricultural land, woodland and the Beaconsfield Golf Club; to the north by agricultural land, and the Beaconsfield to Gerrards Cross railway line; to the west by the A355 and residential properties bordering the A355 Amersham Road; and to the south by Minerva Way and Wilton Park (old Ministry of Defence site now proposed for residential development).
4. The nearest residential receptors are located on Maxwell Road, Hyde Green, Waller Road and Alastair Mews at the north-western end and existing properties at Wilton Park.
5. Public Right of Way BEA/15/2 runs from the A355 opposite Ronald Road in a northeast direction, at the woodland it splits into two, PROW BEA/15/1 runs through the woodland and golf course in a north-easterly direction towards a footbridge crossing of the railway line and onwards to Longbottom Lane and Coleshill village, while PROW BEA/16/1 heads north along the edge of the woodland towards the railway line and Longbottom Lane.
6. The site is located within the Green Belt and lies approximately 500m south of the Chilterns Area of Outstanding Natural Beauty (AONB). Hodgemoor Wood Site of Special Scientific Interest (SSSI), which is designated as a broadleaved, mixed and yew lowland woodland, lies approximately 2.5km to the southwest.

7. The Mount, which is a Scheduled Ancient Monument lies approximately 300m to the east. It is a circular mound, circa 23m in diameter and 2.8m high overgrown with trees and scrub.
8. Some parts of the woodland around the western edge of the Golf course are designated as Ancient Woodland, including two areas either side of the railway line to the north of the development site and one part close to the southern section of the relief road and to the north of Wilton Park.
9. Beaconsfield Old Town is designated as a Conservation Area, which includes the London End roundabout, the bottom of the A355 Park Lane and western end of Minerva Way. It is located circa 470m to the southwest of the application site.
10. Wilton Park, which is a 37.5 hectare site located at the southern end of the development site, is designated as an Opportunity Area for residential and employment development by South Bucks District Council. This site was home to the Ministry of Defence (MOD) School of Languages, until it closed in 2014 and the site was sold to Inland Homes plc. It current contains housing and a building used by local Air Training Cadets, but the remaining buildings are unused.

Proposed Development

11. Application CC/0012/18, seeks planning permission for the variation of conditions 2 (Approved Plans) and 23 (Landscape Mitigation) attached to Consent CC/65/16 for a New Relief Road between the A355 / Maxwell Road and Wilton Park, on land to the east of Beaconsfield.
12. Application CC/65/16 for the New Relief Road to the east of Beaconsfield, was granted Planning Permission on 31st August 2017, with 25 conditions attached.
13. As a result of detailed design considerations, this application (CC/0012/18) has been made for two key reasons:
 - To amend the approved drainage strategy, in order to provide an area for reptile translocation, as well as reducing potential conflict with the ancient woodland and Network Rail corridor and providing pond features which are of greater benefit to great crested newts;
 - To make revisions to the approved number of trees to be removed and retained within the central tree belt, along the A355 and at Minerva Way, to facilitate development of the road and associated infrastructure.
14. The revised drainage strategy incorporates:
 - Removal of 2 of the 3 proposed smaller ponds south of the railway embankment, with upgrading of the third pond for ecological enhancement;
 - Upgrading of larger pond north of relief road to include a separate SUDS treatment basin feature;
 - Removal of proposed cut-off ditches between the existing Public Right of Way (PRoW) and Minerva Way, and shortening of proposed cut-off ditch along the proposed northern roundabout; and
 - Extension of the proposed drainage network to collect surface water opposite Hyde Green.

15. The arboricultural changes include the following:
- Additional tree removal within the central tree belt, to facilitate development of the road and associated infrastructure;
 - Revisions to the approved number of trees to be lost and retained along the A355;
 - Clarification regarding tree loss at Minerva Way (the trees in this location fall outside of the site boundary and will not be removed under this consent).
16. No changes are proposed to the design or alignment of the approved relief road.
17. As application CC/65/16 was deemed EIA development and as such was accompanied by an Environmental Statement, this application was supported by an Environmental Statement Addendum to assess any changes that may occur as a result of the proposed amendments. This focussed upon:
- Landscape and Visual Impact;
 - Nature Conservation and Ecology; and
 - Road Drainage and the Water Environment.
18. As such, the applicant seeks to vary conditions 2 and 23 as set out below.
19. Condition 2 (Approved Plans) currently reads as follows:

“The development hereby permitted shall not be carried out other than in complete accordance with the details submitted with the application dated 3rd October 2016; Planning Statement dated August 2016; accompanying Environmental Statement dated September 2016; additional information dated 6 April 2017, including Revised Flood Risk Assessment Revision A1 dated 31st March 2017 and Biodiversity Offsetting Assessment Revision A01 dated 6th April 2017; Archaeological Evaluation Report dated 26th April 2017; Landscape and Visual Impact Assessment Addendum Revision A01 dated 11th May 2017; Street Lighting Design Review: Design Progress Report 2 ref: 40662 – PBA-CIV-PR-2001-002 dated June 2017; Ecology Mitigation Addendum ref: 40662 – PBA-ECO-R-3001-R002 dated July 2017 and plans, as follows:

Drawing Title	Drawing Number
Location Plan	B12798C2/100/Eastern Relief Road/LP
General Arrangement Planning and Land Ownership Boundaries (Fig. 2.1)	B12798C2/100/Eastern Relief Road/GA2/Rev2
Construction Phases all (Fig. 2.2)	B12798C2/100/All Phases
Construction Site Layout After Phase 1B in complete (Fig. 2.3)	B12798C2/100/Construction Site Layout B/Rev 1
Landscape Mitigation Design Sheet 1 of 2	40662/PBA/DWG/2001/SK016
Landscape Mitigation Design Sheet 2 of 2	40662/PBA/DWG/2001/SK017

Landscape Mitigation Design (Fig. 7.5) Sheet 3 of 3	B12798C2/100/Landscape Design/sheet 3/Rev 2	
Contours Sheet 1 of 2	B12798C2/100/Eastern Road/CON1/Rev 2	Relief
Contours Sheet 2 of 2	B12798C2/100/Eastern Road/CON2/Rev 2	Relief
Pavement Design Sheet 1 of 2	B12798C2/100/Eastern Road/PAV1/Rev 1	Relief
Pavement Design Sheet 2 of 2	B12798C2/100/Eastern Road/PAV2/Rev 1	Relief
Plan & Profile East Arm Sheet 1 of 3	B12798C2/100/Eastern Road/PP1/Rev 2	Relief
Plan & Profile North & South Arm and Roundabout Sheet 2 of 3	B12798C2/100/Eastern Road/PP2/Rev 2	Relief
Plan & Profile Maxwell Road & Cycleway Sheet 3 of 3	B12798C2/100/Eastern Road/PP3/Rev 3	Relief
Drainage Strategy (Fig. 12.2) Sheet 1 of 2	B12798C2/100/Eastern Road/Drainage-01/Rev2	Relief
Drainage Strategy (Fig. 12.2) Sheet 2 of 2	B12798C2/100/Eastern Road/Drainage-02/Rev2	Relief

Reason: To define the development which has been permitted and so to control the operations and to comply with Policy EP3 of the South Bucks District Local Plan 1999.”

20. Condition 23 (Landscape Mitigation) currently reads as follows:

“Landscape mitigation measures shall be implemented in accordance with drawings Landscape Mitigation Design Sheet 1 of 2, dwg. no. 40662/PBA/DWG/2001/SK016 and Landscape Mitigation Design Sheet 2 of 2 dwg. No. 40662/PBA/DWG/2001/SK017.

Reason: To conserve and enhance the natural environment and in the interests of the visual amenities of the local area and to comply with Policy EP3 and EP4 of the South Bucks District Local Plan 1999 and Core Policy 8 of the South Bucks Core Strategy 2011.”

Relevant Planning History

21. In October 2014 planning permission ref: 14/01467/FUL was granted by SBDC for the demolition of existing residential and non-residential buildings, construction of a new road from the A40 Pyebush Roundabout to the northern boundary of the Wilton park site to provide access to Wilton Park. The Wilton Park site is proposed for mixed-use development including residential and employment uses. The new access road to the Wilton Park site forms Phase 1 of the Beaconsfield Eastern Relief Road, while the proposed application (CC/65/16) forms Phase 2.

22. Planning application CC/65/16 for a New Relief Road between the A355 / Maxwell Road and Wilton Park on land to the east of Beaconsfield was approved on 31st August 2017.

Planning Policy

23. Planning applications must be determined in accordance with the Development Plan, which should be considered as a whole, unless material considerations indicate otherwise (the Town and Country Planning (General Development Order) 1990). The Development Plan in this case consists of the following, with the most relevant policies to the proposed development listed below:

South Buckinghamshire District Local Plan (SBDLP) (adopted 1999)

24. The SBDLP was adopted in March 1999 as a statutory plan for the District. In 2007, 75 policies in the SBDLP were saved for continued use, while the remaining expired. The South Bucks Core Strategy (SBCS) replaced a further 22 policies and therefore only 53 policies of the saved SBDLP policies are in place. The relevant saved policies to this application are:

Policy EP3: The Use, Design and Layout of Development

Policy EP4: Landscaping

Policy EP6: Design to Reduce Crime

South Bucks Core Strategy (SBCS) (2011)

25. The Core Strategy is the key document in the South Bucks Local Development Framework, setting the long-term vision, objectives and broad strategy for accommodating future development in the District. The Core Strategy was adopted in February 2011. The relevant policies to the determination of this application include:

Core Policy 9: Natural Environment

Core Policy 13: Environmental and Resource Management

Other Policy and Guidance

Also to be taken into consideration are the National Planning Policy Framework, July 2018 (NPPF) and Planning Policy Guidance (NPPG).

Wilton Park Development Brief SPD (2015)

26. The Wilton Park Development Brief was adopted in March 2015 and provides a guide for the preparation of detailed plans for the development of the Wilton Park Opportunity Site. It includes information on the history of the site; explains the community and stakeholder engagement that has been undertaken and the comments and feedback received; it sets out the policy framework; addresses constraints and opportunities; and how the scheme will be delivered.

Emerging Chiltern and South Bucks Local Plan (2014-2036)

27. Chiltern District Council and South Bucks District Council are preparing a new emerging joint Local Plan for Chiltern and South Bucks Districts. A consultation on the Issues and Option took place between January and March 2016, followed by consultation on the Preferred Green Belt Options between October and December 2016. Consultation on the Draft Local Plan was due in June/July 2018, however the

timetable set out in the Local Development Scheme will not be met due to the requirement for further modelling.

CONSULTATIONS

28. The **Local Member**, Cllr Anita Cranmer, is a member of the Development Control Committee and has not provided a response.
29. **South Bucks District Council** have not responded to this application, although they have raised no objection to the landscape details submitted pursuant to conditions 20, 21 and 22, which include the proposed changes under this application.
30. **Beaconsfield Town Council** have no comments to make.
31. The **Environment Agency** responded with no comment.
32. The **Sustainable Drainage Team** initially issued a holding objection due to concerns regarding the infiltration rates derived from on-site investigations and the supporting calculations. They note that the applicant proposes to amend the drainage scheme from attenuating surface water and discharging at a restricted rate, to using infiltration to dispose of surface water to ground. This has reduced the number of basins required.
33. Following further infiltration testing, which proves acceptable infiltration rates in the proposed locations of the ponds, the Sustainable Drainage Team are satisfied that the infiltration testing was carried out in line with BRE 365 and they therefore have no objection to the proposed changes, subject to the following conditions:

“The development permitted by this planning permission shall be carried out in accordance with the approved Surface Water Drainage Strategy as set out in:

 - Proposed SW Drainage Layout Sheet 1 of 6, drawing no. 40662/PBA/DWG/2001/500/001, dated 25.01.2018 prepared by Peter Brett Associates
 - Proposed SW Drainage Layout Sheet 2 of 6, drawing no. 40662/PBA/DWG/2001/500/002, dated 25.01.2018, prepared by Peter Brett Associates
 - Proposed SW Drainage Layout Sheet 3 of 6, drawing no. 40662/PBA/DWG/2001/500/003, dated 25.01.2018, Peter Brett Associates
 - Proposed SW Drainage Layout Sheet 4 of 6, drawing no. 40662/PBA/DWG/2001/500/001, dated 25.01.2018, Peter Brett Associates

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.”
34. The **Strategic Access Officer** states that the footpath remains unchanged through the site and it will be unaffected by this application.
35. **Network Rail** have commented that the applicant will need to “re-score the Vehicle Incursion Risk at this site” and provide a copy to them and the Council.
36. The **Ecology Adviser** has no objection to the proposed landscape changes.

37. The **Landscape Adviser** commented as follows:

“Whilst there is a modest increase in nett tree loss as a result of the proposed changes, this in itself would not materially change the nature or distribution of impacts on landscape fabric or landscape character reported within the original application (principally within the LVIA). The landscape restoration proposals submitted as part of the original application are considered to remain ‘fit for purpose’ to mitigate localised impacts (over a period of years) associated with the additional tree removal proposals.

The AIA sets out recommendations for tree protection. These follow industry standard guidelines and are therefore considered to be appropriate.”

Full consultee responses are available at:

<https://publicaccess.buckscc.gov.uk/online-applications/applicationDetails.do?activeTab=consulteeComments&keyVal=P3BN8KDS03F00&consulteeCommentsPager.page=1>

Representations

38. One representation has been made in response to this application, objecting to the application, stating that the first application did not reveal how badly wildlife and their habitats and foraging ground would be affected; that mitigation measures highlight the problem, are flawed and “plaster treatment”; that the road should not skirt the woodland, but go through the centre of the fields; that no proper assessments as to impact on wildlife are provided; that this road does not provide relief to wildlife and pedestrians or car users; that it will cause impact to the Green Belt; and that a zebra crossing is required for pedestrians.

DISCUSSION

39. Planning applications should be determined in accordance with the development plan unless there are other material considerations. The relevant policies of the development plan are set out above and discussed further below. The main issues for consideration in relation to application CC/0012/18 for the proposed variation of conditions 2 and 23, which relate to amendments to the drainage and landscape strategy for the east Beaconsfield relief road, are the potential impact to the water environment, potential impact to ecology, arboricultural impact and impact to the wider landscape.

Water Environment

40. The approved drainage strategy, as set out on drawings B12798C2/100/Eastern Relief Road/Drainage-01/Rev2 and B12798C2/100/Eastern Relief Road/Drainage-02/Rev2, provided within the PBA Flood Risk Assessment dated April 2017, included a series of drainage ponds to the north of the proposed new relief road and south of the railway line. This included a 1,058m³ detention basin, which was designed to attenuate surface water run-off, designed to hold the 100-year run-off from the new road. In addition and independent to the main pond, are three smaller attenuation ponds designed to attenuate the Greenfield run-off. Both systems are designed to restrict the outfall flows to the consented discharge rate (equal to the 2 year greenfield run-off).

41. Amendments to the strategy include the following:

- Removal of the three smaller ponds and replacement with one larger pond in the position of the most southerly of the three small ponds.
- Upgrading of larger pond north of relief road to include a separate SUDS treatment basin feature;
- Removal of proposed cut-off ditches between the existing Public Right of Way (PRoW) and Minerva Way, and shortening of proposed cut-off ditch along the proposed northern roundabout; and
- Extension of the proposed drainage network to collect surface water opposite Hyde Green.

42. These changes came about due to:

- The need to provide alternative areas for reptile relocation, which is now proposed to be provided where the norther smaller ponds where to be located.
- The results of infiltration testing allowing for the re-design of the drainage strategy to mitigate flood risk impacts by infiltration rather than attenuation.

43. These changes were considered by the Council's Sustainable Drainage Team, who requested further evidence of the infiltration test rates and that the testing had been carried out fully in accordance with the BRE 365, including being present during some of the testing. Following the provision of the required additional evidence, the Sustainable Drainage Team confirmed that the testing was sufficient to prove that infiltration rates in the proposed locations of the ponds would be acceptable to meet the BRE 365 requirements. Therefore, they raise no objection to the propose changes, subject to the conditions set out in Appendix A below.

44. South Bucks Core Strategy Core Policy 13: Environmental and Resource Management, states that all new development must incorporate Sustainable Drainage Systems (SuDS). The proposed infiltration system meets this requirement and therefore it is considered to comply with this policy.

45. It is also considered that the development accords with the NPPF in making provision for climate change impacts and minimising flood risk.

Ecology

46. In addition to the drainage changes described above, the application includes the following Arboricultural changes:

- Central tree belt – increasing the number of trees to be removed to facilitate the full footprint of the scheme, including support infrastructure and drainage.
- Existing A355 – Design changes led to some trees being lost and others retained.
- Minerva Way – Decreasing the consented tree loss.

47. The proposed changes would result in a net reduction in the total area of habitat loss during construction. Therefore the applicant concludes that there would be no significant residual effects on Great Crested Newts as a result of the proposed changes.

48. In terms of reptiles, some of which are also a protected species, the proposed changes reduce the area of land from which reptiles need to be translocated (and therefore the likely number affected) and provide a receptor area with connectivity to

off-site habitats. Therefore, there are no significant residual effects upon the reptile population.

49. The proposed changes will result in a greater number of trees within the central tree belt being lost, however none of these trees have potential to support roosting bats. Retained trees with potential to support roosting bats will be protected from damage during construction and will not be directly illuminated.
50. In order to mitigate any potential impact upon roosting bats, retained trees will be protected during construction; the tree belt will be maintained as a dark corridor during construction; and bat boxes will be located away from proposed lighting, on trees not at risk of damage from maintenance and on southerly to south westerly elevations.
51. The increased number of trees proposed to be removed would marginally increased the impact of severance on foraging or commuting bats. Tree protection measures and avoidance of illumination during construction will mitigate any further impacts.
52. The additional tree removal will include the clearance of understorey vegetation, which carried a risk of damage or destruction of nests. To mitigate such impacts, the clearance will take place outside of the bird nesting season (September to February inclusive). If this is not possible, then an ecologist will carry out a survey in advance of clearance.
53. The proposed changes are not anticipated to result in impacts to badger, albeit the already proposed mitigation measures will be implemented.
54. The Ecology Officer was consulted on the proposed changes and found them to be satisfactory.
55. An objection has been received in relation to ecology, Green Belt and pedestrian matters. The ecology objections relate to the impacts on wildlife and their habitats and foraging ground and the relevant mitigation measures. These have been addressed within the consideration of the original A355 relief road application (ref: CC/65/16); where relevant these matters have been considered in relation to this application; and the Ecology Officer has been consulted accordingly.

Arboriculture and the Wider Landscape

56. The arboricultural changes include the following:
 - Additional tree removal within the central tree belt, to facilitate development of the road and associated infrastructure;
 - Revisions to the approved number of trees to be lost and retained along the A355;
 - Clarification regarding tree loss at Minerva Way (the trees in this location fall outside of the site boundary and will not be removed under this consent).
57. The proposed changes will increase the distance between excavation and an ancient woodland, therefore removing potential impacts upon it. Some planting is proposed within 15m of the ancient woodland, but not within the root protection zone.
58. The proposed changes to the drainage ponds will result in fewer earthworks in the northern arm of the scheme. There will be no further impacts upon the landform or wider landscape as a result of these changes.
59. Policy EP4 of the SBDC Local Plan relates to landscaping, requiring developments to

“take account of, and retain, existing landscape planting and features, which are or may become important elements in the character and appearance of the site or the wider area”. Whilst the proposed changes remove additional trees from the original proposal, these are small in number, do not support bat roosts and appropriate mitigation measures are proposed in order to minimise any potential landscape and ecology impacts.

60. The landscape adviser comments that the original landscape restoration proposals remain “fit for purpose” to mitigate local effects and that the recommended tree protection measures are considered appropriate.

Other Matters

61. The objection raised in relation to Green Belt impacts, need and the pedestrian crossing were addressed during the consideration of application CC/65/16 and are therefore not considered further here.

CONCLUSION

62. Application CC/0012/18, seeks planning permission for the variation of conditions 2 (Approved Plans) and 23 (Landscape Mitigation) attached to Consent CC/65/16 for a New Relief Road between the A355 / Maxwell Road and Wilton Park, on land to the east of Beaconsfield.
63. These changes include amendments to the drainage scheme and to the number of trees being retained and lost as part of the development. They are not deemed to result in significant impacts and comply with appropriate policy.
64. The development is considered to meet the requirements of the relevant policies of the Development Plan and is considered to accord with the Development Plan as a whole and therefore it is recommended that planning application CC/0012/18 be approved, subject to the updating of existing conditions attached to consent CC/65/16 and the addition of that recommended by the Sustainable Drainage Team as set out in paragraph 33 above.

BACKGROUND PAPERS

Planning Application CC/0012/18

Consent CC/65/16

Consultee responses and representations received between February and August 2016

South Buckinghamshire District Local Plan (SBDLP) (adopted 1999)

South Bucks Core Strategy (SBCS) (2011)

Wilton Park Development Brief SPD (2015)

Emerging Chiltern and South Bucks Local Plan (2014-2036)

National Planning Policy Framework (NPPF), July 2018

National Planning Policy Guidance (NPPG)

APPENDIX A: DRAFT CONDITIONS

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 (as amended).

2. The development hereby permitted shall not be carried out other than in complete accordance with the details submitted with the application dated 11th December 2017; Environmental Statement Addendum dated December 2017; Arboricultural Impact Assessment dated 11th December 2017; Flood Risk Assessment dated April 2017 and the original application (CC/65/16) dated 3rd October 2016 including Planning Statement dated August 2016; accompanying Environmental Statement dated September 2016; additional information dated 6 April 2017, including Biodiversity Offsetting Assessment Revision A01 dated 6th April 2017; Archaeological Evaluation Report dated 26th April 2017; Landscape and Visual Impact Assessment Addendum Revision A01 dated 11th May 2017; Street Lighting Design Review: Design Progress Report 2 ref: 40662 – PBA-CIV-PR-2001-002 dated June 2017; Ecology Mitigation Addendum ref: 40662 – PBA-ECO-R-3001-R002 dated July 2017 and plans, as follows:

Drawing Title	Drawing Number
Location Plan	B12798C2/100/Eastern Relief Road/LP
General Arrangement Planning and Land Ownership Boundaries (Fig. 2.1)	B12798C2/100/Eastern Relief Road/GA2/Rev2
Construction Phases all (Fig. 2.2)	B12798C2/100/All Phases
Construction Site Layout After Phase 1B in complete (Fig. 2.3)	B12798C2/100/Construction Site Layout B/Rev 1
Landscape Layout Sheet 1 of 2	40662/PBA/LSC/DWG/2001/3100/011
Landscape Layout Sheet 2 of 2	40662/PBA/LSC/DWG/2001/3100/012
Landscape Mitigation Design (Fig. 7.5) Sheet 3 of 3	B12798C2/100/Landscape Design/sheet 3/Rev 2
Contours Sheet 1 of 2	B12798C2/100/Eastern Relief Road/CON1/Rev 2
Contours Sheet 2 of 2	B12798C2/100/Eastern Relief Road/CON2/Rev 2
Pavement Design Sheet 1 of 2	B12798C2/100/Eastern Relief Road/PAV1/Rev 1

Pavement Design Sheet 2 of 2	B12798C2/100/Eastern Road/PAV2/Rev 1	Relief
Plan & Profile East Arm Sheet 1 of 3	B12798C2/100/Eastern Road/PP1/Rev 2	Relief
Plan & Profile North & South Arm and Roundabout Sheet 2 of 3	B12798C2/100/Eastern Road/PP2/Rev 2	Relief
Plan & Profile Maxwell Road & Cycleway Sheet 3 of 3	B12798C2/100/Eastern Road/PP3/Rev 3	Relief
Proposed Drainage Schematics Design	40662/PBA/DWG/2001/SK046 Rev B	

Reason: To define the development which has been permitted and so to control the operations and to comply with Policy EP3 of the South Bucks District Local Plan 1999.

Construction

Construction Management Plan

3. The development hereby approved shall be carried out in accordance with the approved Construction Management Plan (CMP) dated 23rd March 2018, entitled Construction Phase Plan, Balfour Beatty ref: PRM-TF-0001b, dated 9th March 2018; Contaminated Land document ref: ENV-RM-0036c; Visits, Inspection, Tours and Observations document ref: HSES-RM-0009; People Vehicle and Plant Interface document ref: HSF-PR-0047; and People Vehicle and Plant Management Plan document ref: HSF-SF-0047a.

Reason: In the interests of highway safety, the amenities of the local area, to ensure that risks from land contamination are minimised and to comply with Policies EP3 and TR5 of the South Bucks District Local Plan 1999.

Hours of Construction

4. Notwithstanding the details submitted and approved pursuant to condition 3, the construction works shall not be carried out other than within the following hours:

07:00 to 18:00 Monday to Friday;

No working on Saturdays, Sundays and Bank Holidays.

Any proposed works outside of those hours to be approved by LPA and specific mitigation measures proposed.

Reason: In the interests of local amenity and to comply with Policy EP3 of the South Bucks District Local Plan 1999.

Submission of Details

5. The noise barrier shall be installed prior to the operational use of the development and constructed and thereafter maintained in accordance with the approved details dated 15th March 2018, including:
- Cover letter from Peter Brett Associates dated 15th March 2018
 - Noise Barrier Foundation Detail – 40662/2001/3000/SD01
 - Noise Barrier Location Plan – 40662/PBA/DWG/2001/3000/001-A

- Noise Barrier Foundation Calculations
- Fencing Report, Balfour Beatty, January 2018 – 40662/2001
- Jackons Fencing Jakoustic Highway Fencing System J701047
- Indicative Photographs of Example Noise Barrier, Gramm 1 and Gramm 3

Reason: To ensure the development is carried out in accordance with the approved details and to comply with Policy EP3 of the South Bucks District Local Plan 1999.

6. The development hereby permitted shall be carried out in accordance with the approved Arboricultural Impact Assessment, Treework Environmental Practise, ref: 171208-1.4-BRR-AIA-LF, dated 11th December 2017.

Reason: To ensure the development is carried out in accordance with the approved details and that no veteran or ancient trees will be destroyed and to comply with Policies EP3 and EP4 of the South Bucks District Local Plan 1999.

7. The development hereby permitted shall be carried out in accordance with the tree and root protection measures detailed within the Arboricultural Impact Assessment, Treework Environmental Practise, ref: 171208-1.4-BRR-AIA-LF, dated 11th December 2017. Particular care shall be taken within close proximity of the ancient woodland located adjacent to the northern arm of the development.

Reason: To ensure the development is carried out in accordance with the approved details and that no veteran or ancient trees will be destroyed and to comply with Policies EP3 and EP4 of the South Bucks District Local Plan 1999.

Highways

8. The adoptable roads and footways shall be laid out and constructed in accordance with the approved details dated 9th February 2018 and comprising the following:

- Designer's Response to Road Safety Audit Stage 1;
- Designer's Response to Road Safety Audit Stage 2;
- Stage 2 Road Safety Audit, Alpha Consultants, dated November 2017;
- Beaconsfield Eastern Relief Road – Specifications for pavement survey works, PBA, ref: 40662-PBA-CIV-TN-2001-008 A, dated 30th August 2017;
- 40662_2001_700_SD01 Kerbs & Footway Construction Details;
- 40662_2001_700_SD02_A Pedestrian Island Refuge Detail;
- 40662_2001_700_SD03_A Pavement Construction Details;
- 40662_2001_700_SD04 Concrete Access Construction Joint;
- 40662_PBA_DWG_2001_700_001_B Fencing, Pavement, Kerbs, Footways and Paved Areas (1 of 7);
- 40662_PBA_DWG_2001_700_002_A Fencing, Pavement, Kerbs, Footways and Paved Areas (2 of 7);
- 40662_PBA_DWG_2001_700_003_A Fencing, Pavement, Kerbs, Footways and Paved Areas (3 of 7);
- 40662_PBA_DWG_2001_700_004_A Fencing, Pavement, Kerbs, Footways and Paved Areas (4 of 7);
- 40662_PBA_DWG_2001_700_005_A Fencing, Pavement, Kerbs, Footways and Paved Areas (5 of 7);
- 40662_PBA_DWG_2001_700_006_A Fencing, Pavement, Kerbs, Footways and Paved Areas (6 of 7);
- 40662_PBA_DWG_2001_700_007_A Fencing, Pavement, Kerbs, Footways and Paved Areas (6 of 7);
- 40662_PBA_DWG_2001_700_008_A Surfacing Works (1 of 6);

- 40662_PBA_DWG_2001_700_009_A Surfacing Works (2 of 6);
- 40662_PBA_DWG_2001_700_010_A Surfacing Works (3 of 6);
- 40662_PBA_DWG_2001_700_011_A Surfacing Works (4 of 6);
- 40662_PBA_DWG_2001_700_012_A Surfacing Works (5 of 6);
- 40662_PBA_DWG_2001_700_013_A Surfacing Works (6 of 6);
- 40662_PBA_DWG_2001_700_100 String Labels and Longitudinal Sections;
- 40662_PBA_DWG_2001_700_101 North Arm Cross Sections;
- 40662_PBA_DWG_2001_700_102 String Labels and Longitudinal Sections;
- 40662_PBA_DWG_2001_700_103 South Arm Cross Sections;
- 40662_PBA_DWG_2001_700_104 String Labels and Longitudinal Sections;
- 40662_PBA_DWG_2001_700_105 Northern Roundabout Cross Sections 1 & 2,
- 40662_PBA_DWG_2001_700_106 Northern Roundabout Cross Sections 3 & 4;
- 40662_PBA_DWG_2001_700_107 String Labels and Longitudinal Sections;
- 40662_PBA_DWG_2001_700_108 Maxwell Road Cross Sections;
- 40662_PBA_DWG_2001_700_109 String Labels and Longitudinal Sections;
- 40662_PBA_DWG_2001_700_110 Cross Sections;
- 40662_PBA_DWG_2001_700_201 Proposed Contours (1 of 6);
- 40662_PBA_DWG_2001_700_202 Proposed Contours (2 of 6);
- 40662_PBA_DWG_2001_700_203 Proposed Contours (3 of 6);
- 40662_PBA_DWG_2001_700_204 Proposed Contours (4 of 6);
- 40662_PBA_DWG_2001_700_205 Proposed Contours (5 of 6);
- 40662_PBA_DWG_2001_700_206 Proposed Contours (6 of 6);

Reason: To ensure the development is carried out in accordance with the approved details and to comply with Policies EP3 and TR5 of the South Bucks District Local Plan 1999 and Core Policy 7 of the South Bucks Core Strategy 2011.

9. The development hereby permitted shall be constructed and maintained in accordance with the approved details for the connection between the proposed development and the permitted Wilton Park access road (southern section of the relief road) as set out on the following approved drawings:
- Beaconsfield Eastern Relief Road Provisional Layout Tie-In with Wilton Park Development - drawing no. 40662/PBA//DWG/2001/SK/011 Rev A, dated 25th October 2017
 - Beaconsfield Eastern Relief Road Provisional Layout Tie-In with Wilton Park Development Proposed Longitudinal and Cross-Sections - drawing no. 40662/PBA//DWG/2001/SK/050 Rev A, dated 23rd October 2017
 - PBA Technical Note, prepared by Olivier Baron dated 31st October 2017, ref: 40662-PBA-CIV-TN-2001-009-B
 - Wilton Park Access Road and Roundabouts General Arrangement drawing no. INL/E4042/300 B, dated January 2015.

Reason: To ensure the development is carried out in accordance with the approved details and to comply with Policies EP3 and TR5 of the South Bucks District Local Plan 1999 and Core Policy 7 and 14 of the South Bucks Core Strategy 2011.

10. No other part of the development shall be occupied until a new means of agricultural access has been sited and laid out in accordance with the approved drawings, listed below, and constructed in accordance with Buckinghamshire County Council's guide note "Commercial Vehicular Access Within Highway Limits" 2013.
- 40662_PBA_DWG_2001_700_002_A Fencing, Pavement, Kerbs, Footways and Paved Areas (2 of 7);
 - 40662_PBA_DWG_2001_700_005_A Fencing, Pavement, Kerbs, Footways and Paved Areas (5 of 7);
 - 40662_PBA_DWG_2001_700_007_A Fencing, Pavement, Kerbs, Footways and Paved Areas (6 of 7);
 - 40662_PBA_DWG_2001_700_009_A Surfacing Works (2 of 6);
 - 40662_PBA_DWG_2001_700_011_A Surfacing Works (4 of 6);
 - 40662_PBA_DWG_2001_700_012_A Surfacing Works (5 of 6);
 - 40662_PBA_DWG_2001_700_013_A Surfacing Works (6 of 6);
 - 40662_PBA_DWG_2001_700_104 String Labels and Longitudinal Sections;
 - 40662_PBA_DWG_2001_700_105 Northern Roundabout Cross Sections 1 & 2,
 - 40662_PBA_DWG_2001_700_106 Northern Roundabout Cross Sections 3 & 4;
 - 40662_PBA_DWG_2001_700_109 String Labels and Longitudinal Sections;
 - 40662_PBA_DWG_2001_700_110 Cross Sections;
 - 40662_PBA_DWG_2001_700_202 Proposed Contours (2 of 6);
 - 40662_PBA_DWG_2001_700_205 Proposed Contours (5 of 6);
 - 40662_PBA_DWG_2001_700_206 Proposed Contours (6 of 6);

Reason: In order to minimise danger, obstruction and inconvenience to users of the public footpath and of the development and to ensure the development is carried out in accordance with the approved details and to comply with Policies EP3 and TR5 of the South Bucks District Local Plan 1999 and Core Policy 7 and 14 of the South Bucks Core Strategy 2011.

Public Rights of Way

11. Prior to the operational use of the development hereby permitted the footpath / cycleway shall be constructed and thereafter maintained in accordance with the details approved on 9th August 2018 as listed within condition 8 above.

Reason: To ensure the development is carried out in accordance with the approved details and to comply with Policy EP3 of the South Bucks District Local Plan 1999 and Core Policy 7 and 14 of the South Bucks Core Strategy 2011.

12. Prior to the first use of the development, a scheme for the resurfacing, upgrade and provision of Footpath BEA/15/2 running through the site, from the relief road crossing point to the A355 Amersham Road and a method statement of its construction, shall be first submitted to and approved in writing by the LPA. The footpath shall be resurfaced, upgraded and provided in accordance with the approved details prior to the opening of the relief road hereby approved.

Reason: To ensure Public Footpath BEA/15/2 is provided in a suitable condition to accommodate safe access by pedestrians and cyclists into Beaconsfield from the new relief road and to comply with Policy EP3 of the South Bucks District Local Plan 1999 and Core Policy 7 and 14 of the South Bucks Core Strategy 2011.

13. The public footpath crossing the relief road site shall be diverted/deleted and a new path shall be constructed in accordance with a scheme to be submitted to and approved in writing by the local planning authority. The scheme shall include details of approach ramps and surfacing. The diverted footpath shall be constructed in accordance with the approved details prior to the first use of the development hereby permitted.

Reason: In order to minimise danger, obstruction and inconvenience to users of the public footpath and of the development and to comply with Policy EP3 of the South Bucks District Local Plan 1999 and Core Policy 7 and 14 of the South Bucks Core Strategy 2011.

Environmental Controls

Noise

14. The development shall not be carried out other than in accordance with the approved Noise and Vibration Mitigation and Management Plan, ref: 40662/001, Rev AA, dated July 2018.

Reason: To safeguard the amenity of the occupiers of nearby residential properties and to comply with Policy EP3 of the South Bucks District Local Plan 1999.

Dust

15. The development shall not be carried out other than in accordance with the approved Dust Mitigation and Management Plan, Peter Brett Associates, dated January 2018, ref: 40662/3010.

Reason: In order to safeguard the amenities of neighbouring properties and to comply with Policy EP3 of the South Bucks District Local Plan 1999.

Flood Risk and Drainage

16. The development hereby permitted shall not be carried out other than in accordance with the approved Surface Water Drainage Scheme dated 13th March 2018, as set out in the following:
- Proposed SW Drainage Layout Sheet 1 of 6, PBA drawing no. 40662/PBA/DWG/2001/500/001/A, dated 25.01.2018
 - Proposed SW Drainage Layout Sheet 2 of 6, PBA drawing no. 40662/PBA/DWG/2001/500/002/A, dated 25.01.2018
 - Proposed SW Drainage Layout Sheet 3 of 6, PBA drawing no. 40662/PBA/DWG/2001/500/003/A, dated 25.01.2018
 - Proposed SW Drainage Layout Sheet 4 of 6, PBA drawing no. 40662/PBA/DWG/2001/500/001/B, dated 25.01.2018
 - Proposed SW Drainage Layout Sheet 5 of 6, PBA drawing no. 40662/PBA/DWG/2001/500/005/A, dated 02.01.2018
 - Proposed SW Drainage Layout Sheet 6 of 6, PBA drawing no. 40662/PBA/DWG/2001/500/006/A, dated 02.01.2018
 - Earthworks Sheet 1 of 4, PBA dwg no. 40662/PBA/DWG/2001/600/001/A, dated 02.01.18
 - Earthworks Sheet 2 of 4, PBA dwg no. 40662/PBA/DWG/2001/600/002/A, dated 02.01.18
 - Earthworks Sheet 3 of 4, PBA dwg no. 40662/PBA/DWG/2001/600/003/A, dated 02.01.18

- Earthworks Sheet 4 of 4, PBA dwg no. 40662/PBA/DWG/2001/600/004/A, dated 02.01.18
- Proposed Drainage Pond 1 &3, PBA dwg no. 40662/PBA/DWG/2001/600/005/A, dated 05.01.18
- Proposed Drainage Pond 2, PBA dwg no. 40662/PBA/DWG/2001/600/006/A, dated 05.01.18
- Drainage and Service Ducts Report
- Relief Road Drainage Design Results Notes
- Catchment Areas
- Ground Model
- Catchment Drainage Model Details. Micro Drainage. February 2018.
- Drainage Model Plan. PBA.
- Ground Investigation Report
- Site Investigation Report
- Technical Note: Comments on Infiltration Tests. PBA. Ref: 40662-PBA- CIV- TN-2001-013, dated 08/05/2018.
- Soakaway Design. Concept Site Investigations. Ref: 17/302, dated 12/07/2018 and 13/07/2018.

Reason: The reason for this pre-start condition is 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.

17. The development hereby approved shall not be carried out other than in accordance with the approved “whole-life” maintenance plan for the site, Maintenance Management Plan – Drainage Assets, PBA document ref: 40662-PBA-CIV-PR-2001-011, dated 9th March 2018.

Reason: The reason for this being a pre-start condition is to ensure that maintenance arrangements have been arranged and agreed before any works commence on site that might otherwise be left unaccounted for.

Contaminated Land

18. The development hereby permitted shall not be carried out other than in accordance with the approved Preliminary Sources Study Report (PSSR), dated June 2017, PBA document ref: 40622/3501/R00; Ground Investigation Report, dated February 2018, PBA document ref: 40662/3501 Rev a; and the Concept Factual Report.

If sources of contamination are identified during the construction of the development, then further site investigation will be required and a remediation strategy submitted to and approved in writing by the Country Planning Authority prior to further works taking place.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Archaeology

19. 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 the approved Written Scheme of Investigation for Archaeological Excavation, Oxford Archaeology, April 2018.

Reason: To ensure the protection of archaeological remains and where necessary the recording and preservation and to comply with Core Policy 8 of the South Bucks Core Strategy 2011.

Landscape and Ecology

20. The off-site ecological mitigation and landscaping works shall be implemented in accordance with the approved Landscape and Ecology Mitigation, Management and Enhancement Plan (LEMMEP), PBA, ref: 40662/001 rev 2, dated April 2018.

Reason: To conserve and enhance the natural environment and in the interests of the visual amenities of the local area and to comply with Policy EP3 and EP4 of the South Bucks District Local Plan 1999 and Core Policy 8 of the South Bucks Core Strategy 2011.

21. The Landscape Management Plan and Ecological Enhancement Strategy shall be implemented in accordance with the approved accordance with the approved Landscape and Ecology Mitigation, Management and Enhancement Plan (LEMMEP), PBA, ref: 40662/001 rev 2, dated April 2018. It shall be implemented in the first planting season following the completion of the development and maintained in accordance with the approved scheme for the duration of the development.

Reason: To conserve and enhance the natural environment and in the interests of the visual amenities of the local area and to comply with Policy EP3 and EP4 of the South Bucks District Local Plan 1999 and Core Policy 8 of the South Bucks Core Strategy 2011.

22. The development hereby permitted shall not be carried out other than in accordance with the Landscape and Biodiversity Aftercare, Management and Monitoring Plan, as set out within the approved Landscape and Ecology Mitigation, Management and Enhancement Plan (LEMMEP), PBA, ref: 40662/001 rev 2, dated April 2018. The approved scheme shall be implemented in accordance with the approved details for a period of 15 years (providing for a five year aftercare period, five year monitoring of mitigation (great crested newts and bats), and a further ten year period for landscape management) from the completion of the landscape and ecological works as required by conditions 20 and 21.

Reason: To conserve and enhance the natural environment and in the interests of the visual amenities of the local area and to comply with Policy EP3 and EP4 of the South Bucks District Local Plan 1999 and Core Policy 8 of the South Bucks Core Strategy 2011.

23. Landscape mitigation measures shall be implemented in accordance with approved drawings: Landscape Layout Sheet 1 of 2, dwg. no. 40662/PBA/LSC/DWG/2001/3100/011 and Landscape Layout Sheet 2 of 2 dwg. No. 40662/PBA/LSC/DWG/2001/3100/012.

Reason: To conserve and enhance the natural environment and in the interests of the visual amenities of the local area and to comply with Policy EP3 and EP4 of the South Bucks District Local Plan 1999 and Core Policy 8 of the South Bucks Core Strategy 2011.

Lighting

24. Prior to the commencement of the development hereby permitted, a construction lighting scheme shall be submitted to and approved in writing by the County Planning Authority. The scheme shall include locations, types and orientations of luminaires and shall only be used in accordance with the hours of construction as set out in condition 4. Lighting must not be sited so as to cause nuisance to adjacent residential properties, traffic or identified ecology zones.

The approved scheme shall be implemented in accordance with the approved details and thereafter maintained for the duration of the construction period.

Reason: In the interests of the visual amenities of the area and to protect the ecological interests of the site and local area and to comply with Policy EP3 of the South Bucks District Local Plan 1999 and Core Policy 9 of the South Bucks Core Strategy 2011.

25. Prior to the installation of operational lighting, a scheme shall be submitted to and approved in writing by the County Planning Authority, to show luminaire layouts, orientation and types. Areas of potential sensitivity to obtrusive light are to be identified. Calculations showing compliance with road classes shall be submitted alongside calculations of horizontal and vertical overspill. Measures used to mitigate obtrusive light shall be detailed along with residual impacts on identified receptors after mitigation.

The approved scheme shall be implemented in accordance with the approved details and thereafter maintained for the duration of the development.

Reason: In the interests of the visual amenities of the area and to protect the ecological interests of the site and local area and to comply with Policy EP3 of the South Bucks District Local Plan 1999 and Core Policy 9 of the South Bucks Core Strategy 2011.

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

Document is Restricted

