

Committee Report: 2nd December 2019

Application Number:	CC/0043/19
Title:	Application for proposed demolition of the existing outdated Sports Hall and construction of a playing area in its place; construction of a new two-storey Sports Hall adjacent to the south of the new playing area; construction of a new five classroom single storey Teaching Block; extension to Multi-Use Games Area; and new Coach Access and Car and Coach Park and drop-off zone.
Site Location:	The Misbourne School Misbourne Drive Great Missenden
Applicant:	Buckinghamshire County Council
Case Officer:	David Periam
Electoral divisions affected & Local Member:	Great Missenden, Peter Martin
Valid Date:	22 nd August 2019
Statutory Determination Date:	21 st November 2019
Extension of Time Agreement:	N/A
Summary Recommendation(s):	

A. subject to the advertisement period closing without any new material considerations arising following consultation with the committee Chairman and Vice-Chairman the Development Control Committee is invited to INDICATE SUPPORT for application no. CC/0043/19 for proposed demolition of the existing outdated Sports Hall and construction of a playing area in its place; construction of a new two-storey Sports Hall adjacent to the south of the new playing area; construction of a new five

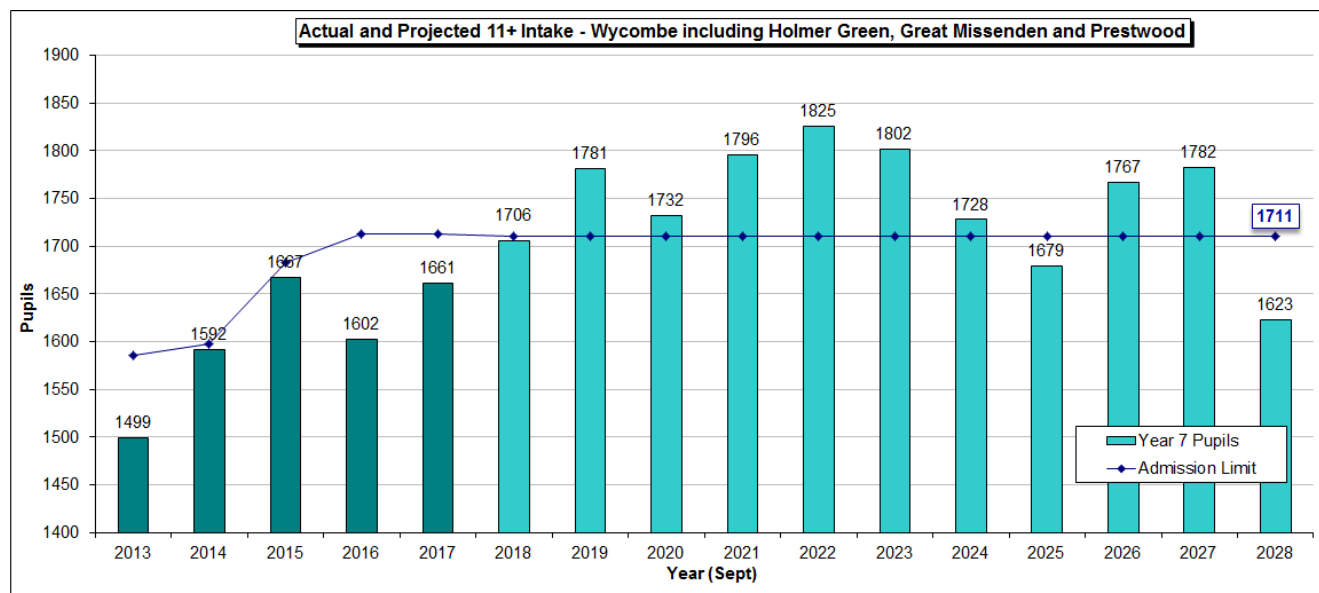
classroom single storey Teaching Block; extension to Multi-Use Games Area; and new Coach Access and Car and Coach Park and drop-off zone at The Misbourne School, Misbourne Drive, Great Missenden, Buckinghamshire;

B. RESOLVE that the application be forwarded to the Secretary of State in accordance with the Town and Country Planning (Consultation) (England) Direction 2009;

C. That in the event of the Secretary of State not intervening, the Planning Manager be authorised to APPROVE application no. CC/0043/19 for proposed demolition of the existing outdated Sports Hall and construction of a playing area in its place; construction of a new two-storey Sports Hall adjacent to the south of the new playing area; construction of a new five classroom single storey Teaching Block; extension to Multi-Use Games Area; and new Coach Access and Car and Coach Park and drop-off zone at The Misbourne School, Misbourne Drive, Great Missenden, Buckinghamshire, subject to the conditions set out in Appendix A.

1.0 Introduction

1.1 The application seeks planning permission in response to the Council’s statutory requirement to provide school places. The school serves an area including Great Missenden, Prestwood, Kingshill, Holmer Green, Hazlemere, Naphill and Walters Ash, Hughenden and Downley. Upper schools in the area are currently full in Year 7 with the most recent population figures indicating the need to increase provision by an additional 3-4 forms of entry over the period 2018 to 2028.



1.2 The population projections indicate a general significant rise in the population with demand exceeding supply from 2019/20 onwards. The applicant advises that there is a permanent need for at least an additional three forms of entry by 2019 and there are limited alternative expansion options in the area. It is therefore proposed to expand

Misbourne School by 180 places including 30 in the sixth form to meet the statutory duty to provide sufficient school places. Staff numbers would increase from 91.8 to 107.8 full-time equivalent.

- 1.3 The application was submitted to the County Council and subsequently validated on 22nd August 2019. The development was screened under the Town and Country Planning (Environmental Impact Assessment Regulations) 2017. It was considered the proposed development was not EIA development and so no EIA was considered to be required. The application was advertised as a departure from development plan policy by site notice and neighbourhood notification. The thirteen-week determination date is 21st November 2019.

2.0 Site Description

- 2.1 The Misbourne School is situated on the west side of London Road. The school currently has accesses onto both London Road and Misbourne Drive (see Figure 1). The entire school site lies entirely within the Green Belt and the Chilterns Area of Outstanding Natural Beauty (AONB). It adjoins the Great Missenden Conservation Area and the Missenden Abbey Registered Park and Garden of Historic Interest. Missenden Abbey, two flint bridges within the grounds of Missenden Abbey, The boundary walls and gate piers fronting the road to the west of Missenden Abbey, all of which lie to the west/north-west of the proposed development and the Nag's Head Pub which lies approximately 330 metres to the south, are all Grade II Listed Buildings. The nearest residential properties adjoin the application site on both its northern and southern boundaries although the distance to from the nearest proposed buildings would be approximately 70 metres to the nearest properties on Misbourne Drive and 320 metres from the nearest property to the south on London Road. The southern end of the proposed hardstanding for the coach drop-off area would be approximately 90 metres from the nearest property to the south. The main body of Great Missenden village lies immediately to the north. Public footpath number GM/33/6 runs along the south-western/southern boundary of the application area and connects with public footpath number GM/34/1 which runs along the eastern boundary of the application area. Both paths form part of the South Bucks Way which runs from Coombe Hill near Wendover to the Grand Union Canal at Denham (shown as the dark pink dashed line in Figure 2). The site lies in Flood Zone 1.

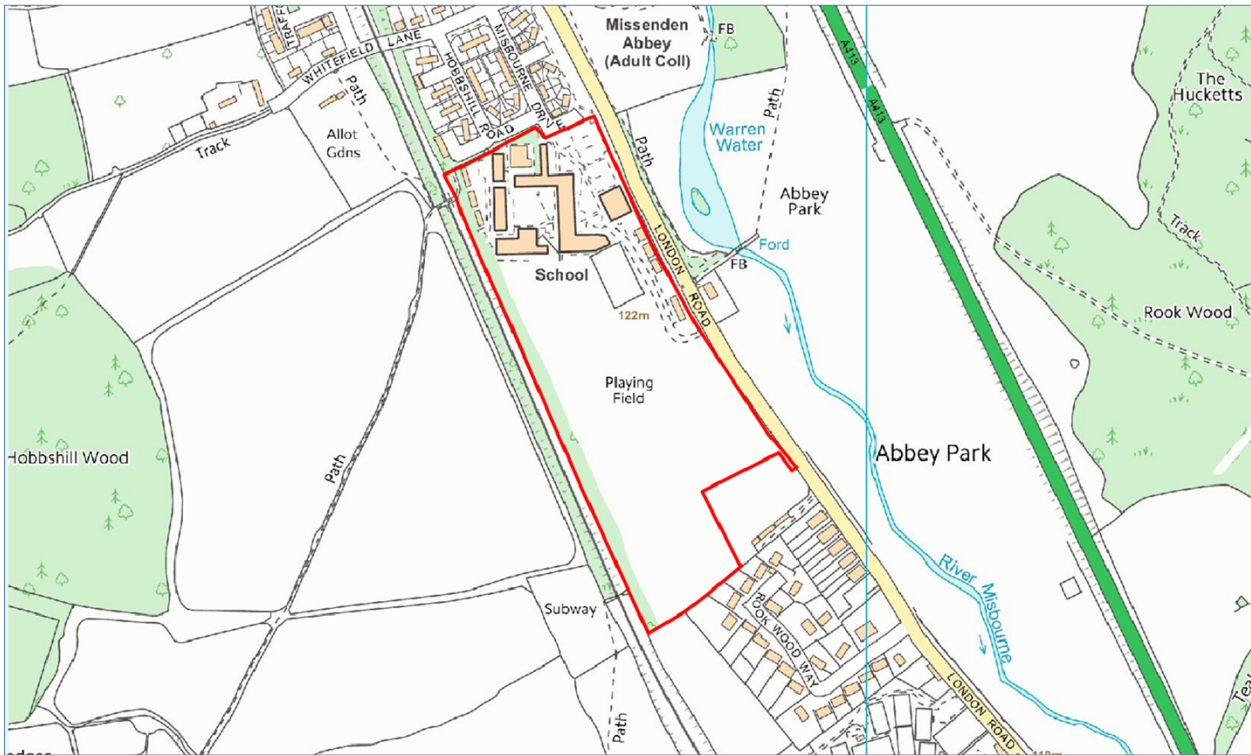


Figure 1: Location of The Misbourne School and the application site (Copyright: Buckinghamshire County Council, 2019).

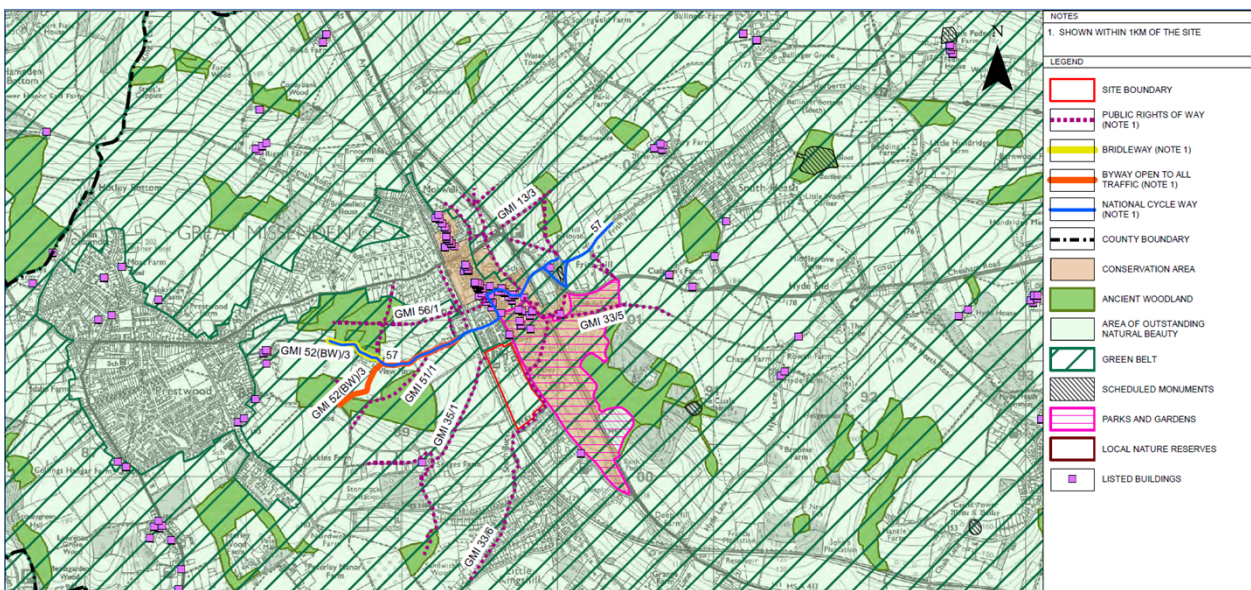


Figure 2: Planning designations in and around the application site (Copyright: Buckinghamshire County Council, 2019).

3.0 Site History

3.1 Planning history at the site includes the following:

- CC/81/04 – 2 storey Science Block extension to existing teaching block and single storey Technology extension to the existing Art and Technology Block – Approved 14/05/2005
- CC/28/13 - Construction of new teaching block extension (including associated demolition) to accommodate an enlarged dining hall and multi-purpose space; sixth form accommodation and associated office; eight classrooms and associated staff workrooms/offices, new hard and soft landscaping including the felling of existing trees together with retention of three detached temporary classroom units for a temporary period until September 2015 – Approved 09/04/2014

4.0 Description of the Proposed Development

- 4.1 The development covers a total area of 10.7 ha and a total of 2143 m² of gross new floor space would be created. The application seeks planning permission for the demolition of the existing sports hall block and construction of a playing area in its place; the construction of a new two-storey height Sports Hall adjacent to the south of the new playing area; the construction of a new five classroom single storey Teaching Block; an extension to the Multi-Use Games Area (MUGA); and a new Coach Access and Car and Coach Park and drop-off zone. The location of the different elements of the development is shown in figure 2 below.
- 4.2 The proposed sports hall would be located on an existing grassed area and would result in the loss of some trees. It would contain the main sports hall providing 696.47 m² of internal floor space, a dance hall providing 185.75 m² of internal floor space, 263.1 m² of changing rooms/WCs, with offices, workshop rooms, stores, lobby areas and plant room covering a further 299.46 m² (Total = 1444.78 m² internal floor space). The main sports hall would have a maximum sloped (1.5 degrees fall) roof height of 11.24 metres. The lower elements (changing rooms, workshops etc) would be located to the west and south of the main sports and dance hall and would have a maximum sloped (1.5 degrees fall) roof height of 4.5 metres. The upper parts of the building would be clad with fibre treated cladding and treated timber cladding (European Redwood) with the lower part being of Handmade Michelmersh bricks. Doors and window frames would be aluminium. The roof would contain rooflights and wind catchers and vents. It would also have a photo-voltaic (PV) array covering an area of 180 m².
- 4.3 The proposed teaching block would be located on what is currently a parking area. It would contain five classrooms covering 306.31 m² of internal floorspace with 130.75 m² of office, stores, plant room, WCs and circulation space (Total = 437.06 m² internal floor space). It would have a sloped roof (1.5 degrees fall) height of 4.94 metres. The walls would be mainly of Handmade Michelmersh bricks with elements of treated

timber cladding (European Redwood). Doors and window frames would be aluminium. An external play space with a canopy/shade sail and seating area would be provided between the new sports hall and teaching blocks which would also be available for outdoor classes.

- 4.4 The proposed design is stated to be compliant with Building Regulations requirements. The Building Emission Rate (BER) is 10.2% and 17.7% less than the Target Emission Rate (TER) in terms of regulated carbon emissions, for the Sports Hall and teaching Block respectively. This result is primarily the implementation of passive design measures incorporating a highly insulated thermal envelope, low air permeability, natural ventilation solutions and high efficiency lighting. The current analysis predicts that all applicable (occupied) rooms meet the relevant solar gain limit criteria. The area of the PV array has been sized to provide an annual electricity yield of 16.7MWh, which is sufficient to deliver the required Energy Performance Certificate Rating (EPC) A.



Figure 3: Proposed development at The Misbourne School (Copyright: Buckinghamshire County Council, 2019).

- 4.5 The extension to the existing MUGA would be located immediately to the south of the existing MUGA onto the existing playing field providing an area for four tennis courts/one basketball or netball court. It would be surrounded by three metres high mesh fencing. An area of new staff and visitor parking would be provided to the south of the new sports hall on what is currently a grassed area with some trees. This would provide 62 car parking spaces four of which would be disabled bays and space also for a parent pick-up/drop-off zone. This would be accessed and via an amended access onto London Road at the same location as the existing one. This would also act as an egress point for a coach drop-off area to be provided to the south with a new access towards the southern end of the existing playing fields. This would accommodate up to eight full size coaches at one time. Its construction would result in the loss of some existing playing field space. Whilst there would be loss of existing car park spaces to the proposed teaching block, the total number of spaces at the school would increase from 87 to 121. An additional 32 cycle storage spaces would also be provided bringing the total for the school as a whole to 42. A pedestrian path would be provided in association with the car park and drop-off areas. External lighting would be provided to both the car park and the coach drop-off area. The lights would be located on sixty 5 metres high columns, downlit to minimise light spill and designed to a luminance level of 20 Lux.
- 4.6 The hours of lighting operation required for the school day would typically be 7.00 am – 7.00 pm. Typical hours of lighting operation for community use would be until 10.15 pm Monday to Friday, 7.45 am – 10.15 pm on Saturday and 7.45 am – 6.15 pm Sundays. School holiday period opening times would be 7.45 am to 10.15 pm Monday to Saturday and 7.45am to 6.15pm on Sunday. This would provide lighting to the car park area for 15 minutes either side of the proposed opening hours of the Sports Hall for community use. The lighting for the coach drop-off area would not be required other than when in use at pick-up and drop-off times so not before 7.00 am and not after 5.00 pm.
- 4.7 A total of 29 trees would be lost to the development with 34 new replacement trees planted along with new shrub planting. A SUDS surface water drainage scheme would be provided as part of the development.

5.0 Planning Policy and Other Documents

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 The development plan for this area comprises of:

- Core Strategy for Chiltern District 2011 (CSCD)
- Saved policies of the Chiltern District Local Plan (CDLP)

The following policies are considered relevant to the proposed development:

Core Strategy for Chiltern District Local Plan (CSCD)

- CS1 (The Spatial Strategy)
- CS2 (Amount and distribution of residential development)
- CS3 (Amount and distribution of non-residential development)
- CS4 (Ensuring that development is sustainable)
- CS5 (Renewable energy)
- CS20 (Design and Environmental Quality)
- CS22 (Chilterns AONB)
- CS24 (Biodiversity)
- CS25 (Transport)
- CS26 (Requirements for New Development)
- CS29 (Community Facilities)

Saved Policies of the Chiltern District Local Plan (CDLP)

- GC1 (Design of New Development)
- GC3 (Protection of Amenities)
- GC4 (Landscaping)
- GC14 (Disabled accessibility)
- GB1 (Extent of the Green Belt)
- GB2 (Development in the Green Belt)
- GB30 (Rural Landscape in the Green Belt)
- LSQ1 (Chilterns AONB)
- TR2 (Highway Aspects)
- TR11 (Provision of Off-Street Car Parking)
- TR16 (Parking & Manoeuvring Standards)
- R2 (Playing Fields)
- AS2 (Archaeology)
- LB2 (Setting of Listed Buildings)
- CA2 (Setting of Conservation Areas)

Draft Chiltern and South Bucks Local Plan 2036 (CSBLP)

- DM DP1 (Design)
- DM CP3 (Car parking standards)
- DM NP1 (Chilterns AONB)
- DM NP4 (Biodiversity)
- DM NP5 (Trees)

- DM NP8 (Flood protection and SUDS)
- DM NP9 (Amenity)
- SP SP1 (Sustainable development)
- SP PP1 (Green Belt)
- DM PP2 (Replacement of a building in the Green Belt)
- DM PP3 (Green Belt previously developed land)
- DM HP4 (Sports, Recreation and Leisure Facilities)
- DM DP2 (Design – Designated Heritage Assets)
- DM DP3 (Design – Archaeological Heritage)
- DM DP4 (Design – Local Heritage Assets)
- DM DP5 (Climate change)
- DM DP6 (Low carbon development)

5.3 In addition, I consider the following documents are relevant for the determination of the application:

- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)
- National Design Guide
- The CLG Letter to chief the Chief Planning Officers dated 15th August 2011
- Biodiversity and geological conservation: Circular 06/2005
- The draft Chiltern and South Bucks Local Plan 2036 (CSBLP). This was submitted for independent examination on 26th September 2019. It therefore carries limited weight at this time but is also relevant.
- The Chilterns AONB Management Plan 2019-2024 (CMP) strategic objectives D01, D02 and D03 and development policies DP1, DP2, DP5, DP7 and DP8.
- The Chilterns Buildings Design Guide (CBDG).

6.0 Consultation Responses (Consultee comments may be viewed on the council's planning applications website - <https://publicaccess.buckscc.gov.uk/online-applications/>)

6.1 The consultation responses are summarised in Appendix B.

7.0 Representations

- 7.1 Representations have been received from members of the public: Five objections, 81 in support and three neither in objection nor support but raising concerns. The reasons for objection and concerns raised are summarised as follows:
- 7.2
- a) Traffic impact – various issues including speed of traffic and lack of observance and enforcement of existing speed limits with a need for the speed limit on the London Road outside the school to be reduced to 20 or 30 MPH; road safety and congestion including for pedestrians along the London Road (a pedestrian crossing should be provided) and at the junction of the London Road with the A413; the unlikelihood of pupils cycling/walking to school from further afield as suggested in the application including questions as to the suitability and safety of the roads and paths that would be used and so additional cars at pick-up/drop-off times leading to the development not being sustainable; there is a need for various highway improvements including No waiting restrictions on London Road and to the junction of the London Road with the A413; unsuitability of London Road leading to the High Street to the north of the access proposed to be altered to allow two-way turning traffic; all coaches should access and egress the site via the London Road to the south of the accesses and no construction traffic should access the site via Great Missenden High Street or park on London Road (but other comments raise concern about all coaches doing this);
 - b) The need for the development (understood to be for pupils from further afield) in terms of justifying the development in the Green Belt and AONB and rendering the development to not be sustainable;
 - c) Inappropriate development and in the Green Belt and so urbanisation;
 - d) Adverse impact on the Chilterns AONB including from the proposed lighting (height of columns as well as the lights themselves);
 - e) Impact on amenity of neighbours including from traffic and proposed lighting, the need for which is understood but which should be low-level and as unobtrusive as possible and not used after 10 pm on weekdays and 6 pm on Sundays;
 - f) Impact on the users of the South Bucks Way, particularly where crossed by the amended and proposed new access points;
 - g) Cumulative impact on amenity with other visitors to schools, businesses and attractions in Great Missenden leading to loss of custom for local businesses due in part to congestion and lack of parking facilities.
 - h) The gates should be locked when not in use to avoid anti-social behaviour;
 - i) Impact of additional proposed hardstanding areas on surface water drainage which is already an issue on London Road which is susceptible to flooding in periods of heavy rain;

- j) Who will be permitted to use the new visitors car park e.g. students and therefore whether the provision proposed is sufficient, also whether the pick-up/drop-off spaces are sufficient to the need currently leading to issues on local roads at these times;
- k) Loss of trees and hedgerows which should be retained;
- h) Inaccuracies in the application documents.

7.3 The Great Missenden Village Association has commented that it supports the much needed replacement of the Sports Hall and improvements in coach and other vehicle access but the additional teaching provision and so additional pupils and staff, particularly at pick-up/drop-off times, will put increased pressure on the village and its slender resources. It is urged that the speed limit outside the school be reduced to 20 MPH, that the coaches should only be allowed to exit towards the A413 past the Chiltern Hospital and that a roundabout or traffic lights should be provided at the junction of the London Road with the A413.

7.4 The reasons for support to the application are summarised as follows:

- a) Educational need (including in relation to proposed new housing developments) for additional classrooms, sports facilities and improved access and parking;
- b) Benefits of additional facilities to the local community for use out of school hours;
- c) Improvements to traffic congestion and highway safety at pick-up and drop-off times;
- d) Benefits of improved sports facilities in fighting child obesity.

8.0 Discussion

8.1 The Communities and Local Government (CLG) letter to the Chief Planning Officers dated 15th August 2011 set out the Government's commitment to support the development of state funded schools and their delivery through the planning system. The policy statement states that:

"The creation and development of state funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations." State funded schools include Academies and free schools as well as local authority maintained schools.

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

- There should be a presumption in favour of the development of state-funded schools;
- Local Authorities should give full and thorough consideration to the importance of enabling the development of state funded schools in their planning decisions;

Local Authorities should make full use of their planning powers to support state-funded schools applications;

- Local Authorities should only impose conditions that clearly and demonstrably meet the tests as set out in Circular 11/95;
- Local Authorities should ensure that the process for submitting and determining state-funded schools' applications is as streamlined as possible;
- A refusal of any application for a state-funded school or the imposition of conditions, will have to be clearly justified by the Local Planning Authority.

This has been endorsed as part of the National Planning Policy Framework.

8.2 NPPF Paragraph 94 states that LPAs should take a proactive, positive and collaborative approach to ensure a sufficient choice of school places is available; they should give great weight to the need to expand or alter schools and work with school promoters to identify and resolve key planning issues prior to submission of applications.

8.3 I consider that the main issues to be considered are the site's location in the Green Belt and the need for the development, design and the impact on the Chilterns AONB, amenity impacts, landscape and arboricultural impacts, highway impacts, rights of way impacts, loss of playing field and community benefits, biodiversity, the historic environment and surface water drainage.

Green Belt and the need for the development

8.4 CDLP policies GB1 and GB2 define and seek to protect the Green Belt in Chiltern District. Policy GB2 sets out that most development in the Green Belt is inappropriate with certain exceptions of which that proposed in this application is not one. CSCD policy CS1 sets the spatial strategy for the District which is to in part protect the Green Belt by focusing development in areas not so designated. CSCD Policy CS2, whilst not directly relevant to this development, sets out the number of residential dwellings to be accommodated over the plan period to 2026, which is a combined figure for Great Missenden with other villages excluded from the Green Belt of 550. The CSBLP does not identify any specific sites to meet the local housing need for Chiltern and South Bucks districts in Great Missenden or the surrounding villages but the overall housing need for the plan period is 15,260 homes or 763 per year. CSCD policy CS3 sets out the non-residential development to be accommodated but makes no specific provision for new educational facilities. CSBLP policy SP PP1 states that planning permission will not be granted unless very special circumstances have been demonstrated or specific other policies are accorded with. One of these is policy DM PP2 which allows for the replacement of a building which is similar in scale and footprint to that which it replaces and another is DM PP3 which allows for development on previously developed land in the Green Belt which would not result in a greater impact on the openness of the Green Belt subject to massing and siting, the maintenance of

important views and no material change in the ratio of built development to open space. I do not consider that the development as a whole would comply with these two policies as the proposed Sports Hall would be considerably larger than the building that it is replacing and the proposed classroom block would have a greater impact on openness than the existing car park area it would be replacing.

- 8.5 In accordance with relevant Green Belt policies and paragraph 143 of the NPPF, the proposed development would be, by definition, inappropriate development in the Green Belt and should not be approved except in very special circumstances. The purpose of Green Belt policy, as set out in paragraph 133 of the NPPF, is to prevent urban sprawl by keeping land permanently open. Paragraph 144 of the NPPF states that substantial weight should be given to any harm to the Green Belt when considering any planning application and 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.
- 8.6 The Misbourne School is a long established educational establishment that has been a constant feature within this land designated as Green Belt. Although the new classroom block would be well within the existing overall developed footprint of the main part of the school and its associated ancillary hardstanding areas it would be introducing an additional building over what is essentially an open car park area. The proposed built development, including the replacement sports hall, the MUGA, the new car park, new coach drop-off area and new access and associated lighting, fencing and gates would all be urbanising features which would largely extend the overall built footprint over what is currently open land within the school grounds.
- 8.7 Given that the proposed development does not meet the relevant exception tests set out in policy GB2 of the CDLP or the NPPF, it is inappropriate, harmful to the Green Belt and planning permission should therefore only be granted in very special circumstances. The applicant states that there is a need for the County Council as Education Authority to plan for additional school place demand over the coming years. The council as Education Authority is seeking to meet this demand through additional provision at existing school sites and members will recall that an application for additional facilities at The Amersham School to address the demand likely to arise in that area was considered by the committee at its meeting on 1st July 2019. Parental choice does and will continue to allow school places to be given to pupils from beyond Great Missenden and the surrounding villages. Whilst substantial weight must be given to the harm that would be caused to the openness of the Green Belt in the decision to be made on the application, I am mindful of the guidance set out in the Chief Planning Officer's Letter dated 15th August 2011 and the NPPF set out above. On balance, it is considered that the need to meet the increased demand for school places and the benefits both to the school and the local community of improved sports facilities (discussed below) are very special circumstances to allow inappropriate development in the Green Belt in this instance which warrant an exception to policies C1 and GB2 of the CDLP, CSCD policy CS3, CSBLP policies DM PP2 and DM PP3.

The demonstration of very special circumstances would render the application to be in accordance with CSBLP policy SP PP1.

9.0 Design and the Chilterns AONB

- 9.1 Policy SP SP1 of the CSBLP carries a presumption in favour of sustainable development. Policies GC1 of the CDLP and CS20 of the CSCD seek to see a high standard of design and this is also reflected in CSBLP policy DM DP1. CDLP policy GC14 seeks to see provision made for disabled access. Policies LSQ1 of the CDLP and CS22 of the CSCD seek to protect the Chilterns AONB and its setting. CSBLP policy DM NP1 makes similar provision. Whilst not part of the development plan, the CMP and CBDG are material considerations for major development in the AONB. Paragraph 172 of the NPPF states that great weight should be given to conserving and enhancing the landscape and scenic beauty and permission for major development should not be granted other than exceptional circumstances and where it can be demonstrated that it is in the public interest.
- 9.2 In terms of design, the Design and Access Statement provided in support of the application states that the proposed development has taken account of the sensitivity of the site's location, including its location in the Chilterns AONB and the guidance in the CMP and CBDG. The design of the Sports Hall, which by nature has to be a tall building has large elements of wood cladding and the proposed classroom block is proposed to be largely of red brickwork and not to impact visually against the setting within the AONB. The proposed buildings and the hardstandings proposed for the car park and coach drop-off area are set on the lower side of the school site and there are strong existing trees and hedgerows surrounding the school although views would remain from the higher land to the south and west into the site. In the context of the school site, it would be hard to argue that they were out of keeping with the existing buildings in the immediate vicinity and they would be largely screened from the listed buildings and conservation area on the opposite side of London Road. The proposed Sports Hall would in design terms be a significant improvement on the existing sports hall which it is to replace. Overall in design terms, taking into account the site's location in the Chilterns AONB and considering the educational need for the development set out above, it is not considered that objection could be raised to the buildings and areas of hardstanding proposed.
- 9.3 Concern has been raised with regard to the impact of the proposed lighting in the Chilterns AONB which would be associated with the proposed car park and coach drop-off areas of new hardstanding. This is also addressed separately below with regard to consideration of amenity impacts where hours of use are covered in more detail. CMP policy DP8 seeks to keep skies dark at night by only using light where and when needed, to the minimum required and which meets or exceeds guidance for intrinsically dark zones. The majority of the existing school site is currently unlit at night other than some limited security lighting around the existing buildings.

- 9.4 The lighting proposed would be on five metres high poles, downward facing and providing an illuminance level of 20 Lux and this includes both the new car park and the coach drop-off area. It would clearly not be required for normal school day purposes other than during the winter months of the year but would also be required in the proposed car park area for when the school was open in the evenings for community use. Whilst consideration could be given to lower level bollard lighting, there are other car parks in the local area which are also within the AONB, including the Chiltern Hospital, the Great Missenden Lawn Tennis Club and the public car parks and the railway station car park in Great Missenden which have not dissimilar pole lighting.
- 9.5 It is considered that with the proposed limitations on hours of use set out in the discussion of amenity impacts below, the lighting would be acceptable in terms of balancing the impact on the Chilterns AONB and the needs for safety and security if the development is otherwise considered to be acceptable. However, if the committee is concerned that the impact within the AONB and its dark skies would be too great, it would be possible for a condition to be attached to any planning permission granted requiring the submission for approval of an alternative lighting scheme and/or for conditions on the hours of use to be more restricted. Adaptations to the lighting design may in any instance be required by condition as requested by the county council's ecology officer.
- 9.6 The proposed development also incorporates sustainability principles and includes the provision of a photo-voltaic array on the Sports Hall roof.
- 9.7 Taking this into account, whilst the application is for major development but it is considered that the educational need for it is an exceptional circumstance and in the public interest. The proposed development is considered to be generally in compliance with the aims of policies GC1 & LSQ1 of the CDLP, policies CS20 & CS22 of the CSCD and CSBLP policies DM DP1 and DM NP1.

10.0 Amenity impact

- 10.1 Objections and concerns have been raised to the application with regard to the impact on the amenity of local residents. CDLP policy GC3 seeks to protect the amenities of existing neighbours. CSBLP policy DM NP9 seeks to protect residential amenity from noise and light pollution.
- 10.2 The school is an established educational establishment and the proposed new buildings would not be closer to residential neighbours to the north than the existing buildings. The coach drop-off area and associated lighting would be at its closest point around 90 metres from the nearest property to the south which does have open views into the school site from second and third floor windows. The additional pupils arriving and leaving the school along with the creation of the new access for coaches and its

associated drop-off area and lighting would clearly have an additional impact on the amenity of local residents in an area of the school grounds which is currently open and used only as playing field. With regard to the use of the coach drop-off, this would be limited to school pick-up and drop-off times and any associated traffic and movement of pupils and staff would therefore be similarly limited to around these times. The proposed lighting would also undoubtedly impact on the amenity of local residents and users of the South Bucks Way but as recommended by the District Council Environmental Health Officer, conditions could be attached to any planning permission granted to limit the hours of use of the lights such that the coach drop-off area would not be lit earlier than 7.00 am or later than 5.00 pm and the car park would not be lit later than 10.15 pm Mondays to Saturdays and 6.30 pm on Sundays or other such periods as the committee may deem appropriate in order to protect amenity and/or the impact in the Chilterns AONB. Also as set out above in the discussion on the impact in the Chilterns AONB, lighting could be subject to a condition requiring an alternative scheme to be submitted for approval if it were considered that the scheme as proposed would have an unacceptable impact. Adaptations to the lighting design may in any instance be required by condition as requested by the county council's ecology officer. A condition could be attached to any permission granted requiring that the gates at the accesses be locked other than when required by the school or for community access.

- 10.3 With regard to noise impacts, the Environmental Health Officer has requested a number of conditions as designed to limit noise impacts. The applicant has no issue with these conditions but it should be borne in mind that the entire school site is in educational use including the playing fields and so there will in any instance be noise associated with children taking part in sports and other outdoor activities at the school without any restriction on the types of sport or equipment used and the school is in any instance free to make its existing facilities available for community use without restriction. The controls put forward on the use of the MUGA may in reality have limited impact on overall noise levels.
- 10.4 The impact of traffic more generally passing along the London Road with more coach traffic accessing and egressing the school to the south, entering and leaving the school site and potentially parking on London Road is addressed in the discussion on highway impacts below. However, in terms of general impact on amenity, the associated vehicle movements would be at their peak around the pick-up and drop-off times as at present and this development cannot address any general issue which exists with regard to vehicles parking on London Road not all of which are necessarily associated with the school; a planning condition cannot be used to prevent the legitimate use of the highway including parking where there is no parking restriction, neither can it require any change to existing speed limits which is a matter for other legislation. There would be a clear benefit to residents to the north of the school in terms of less coaches passing through residential roads in order to access the site via its northern main entrance and parents utilising the proposed pick-up and drop-off area in the new car park. Therefore, whilst there would be some additional impact on the

amenity of local residents and users of the South Bucks Way it is not considered that subject to conditions as discussed above, this would be at such a level as to warrant refusal of the application. The proposed development is therefore considered to be in general compliance with policy GC3 of the CDLP and CSBLP policy DM NP9.

11.0 Landscape and arboricultural impacts

11.1 CDLP policies GC4 and GB30 taken together seek to protect the landscape including existing trees and hedgerows. CSBLP policy DM NP5 makes similar provision. There would be a loss of trees and other vegetation as a result of this development. The applicant has proposed replacement planting to screen the new built development. The need to provide the visibility splays required by the Highway Authority will lead to the loss of additional trees along the London Road and adjacent to the South Bucks Way. It is understood that the applicant is preparing a further arboricultural assessment in relation to this and officers will update the committee on this orally. Whilst comments received, including from the council's landscape and arboricultural advisors have raised concerns with regard to the landscape impacts and the loss of trees and hedgerows, again this must be balanced against the identified educational need for the development. The council's landscape and arboricultural advisors have recommended conditions that should be attached to any planning permission granted with regard to the submission for approval of a detailed landscape planting scheme and updated arboricultural report. These would need to include any replacement planting for the additional trees required to be removed to provide the visibility splays. Subject to such conditions the proposed development is considered to be in compliance with policies GC4 and GB30 of the CDLP and CSBLP policy DM NP5.

12.0 Highways Impacts

12.1 The proposed development would result in an anticipated 180 additional pupils attending the school and it is likely that a number of these will come from beyond Great Missenden and the surrounding villages. Furthermore, the application proposes an additional 16 FTE employees at the school. With the additional car park, the total number of car parking spaces at the school would be increased from 87 to 121. Policies TR11 and TR16 of the CDLP taken together advocate that facilities shall be provided for parents delivering and collecting children by car, within the curtilage of the site or adjacent to the entrance of the school. Policies CS25 and CS26 of the CSCD, and policy TR2 of the CDLP advocate that traffic generated by developments should not materially increase existing problems on the highway. Where this would happen, mitigation measures should be secured prior to occupation of the development. CSBLP policy DM CP3 references proposed parking standards.

12.2 A range of objections and concerns have been raised from the local community with regard to the highway impacts of the development. The Highway Authority has not

objected to the application subject to conditions including construction of the accesses and car park and pick-up/drop-off areas, provision of visibility splays and provision of a construction traffic management plan and the School Travel Plans team also does not object subject to a condition requiring the submission and development of an active School Travel Plan.

- 12.3 There are cars which park along London Road which does in part have yellow lines restricting parking. Some of these cars may well be associated with the school but others will have no connection, for example it is understood that some people using the station choose to park here rather than using the station car park. The additional car parking provision made within the school is in excess of the total FTE number of staff which are proposed should the development be permitted and therefore this should help to address any off-site parking by members of staff, although it is acknowledged that there will inevitably be overlaps between part-time and peripatetic staff arriving and leaving. There are existing issues at pick-up and drop-off times but the provision of a pick-up and drop-off area within the proposed car park should assist in improving the existing situation. It must be recognised that the council as planning authority can only do so much to make provision for alternative means of travel to the school and mitigating the impacts of the development proposed. It cannot control through planning conditions parking on the public highway, the setting of or breaches of speed limits nor other poor driving habits. The concerns raised with regard to the practicalities of pupils from further afield travelling by cycle or on foot are justified but as with any school, this can be addressed through the provision and ongoing updating of a School Travel Plan although as with any school the success of this will in part depend on the willingness of pupils and parents to actively take ownership of it.
- 12.4 It is the officer's view that whilst there will be likely to continue to be peaks of traffic and associated impacts as at any school with traffic at pick-up and drop-off times, the measures proposed as part of the application and the conditions proposed should serve to satisfactorily mitigate the additional impacts that may arise from the development proposed in this application. Whilst there will be more traffic, certainly coaches travelling along the southern part of London Road and turning into and out of London Road at its junction with the A413, there should be improvements to users of the High Street and the residential areas to the north of the school including Misbourne Drive which are currently used by coaches to access the school and which they would no longer be allowed to use by the school.
- 12.5 Subject to the attachment of conditions as requested by the Highway Authority and the School Travel Plans team to any planning permission granted, the application is considered to be in compliance with policies TR2, TR11 and TR16 of the CDLP, and policies CS25 and CS26 of the CSCD.

13.0 Rights of Way Impact

13.1 Policy CS26 of the CSCD requires that development proposals will be expected to ensure that the convenient use and enjoyment of public rights of way are not affected by development. Concerns have been raised with regard to the impact on users of the rights of way around the site, specifically the footpaths along the southern and eastern boundaries which form part of the South Bucks Way where they are crossed by the altered and new vehicular access points. The council's Strategic Access Officer has been consulted on the application and has requested measures including dropped kerbs across the new access along the line of the public footpath, plus tactile paving and coloured tarmac across the entrance. The applicant has now provided a drawing showing such measures and the Strategic Access Officer has advised that he is now happy that this addresses his concerns. The provision of these can be required through a planning condition attached to any planning permission granted. Subject to this I consider that the application is in accordance with the aims of CSCD policy CS26.

14. Loss of Playing Field and Community Benefits

14.1 Policy R2 of the CDLP does not support the loss of playing fields unless it can be demonstrated there is no continuing community need for the facility or alternative provision of at least equivalent size, suitability and convenience is made. CSCD policy 29 seeks to only permit the loss of community facilities in exceptional circumstances and encourages such provision where there is a need. CSBLP policy DM HP4 makes similar provision.

14.2 The application would involve the loss of some existing playing field space to the proposed MUGA and coach pick-up/drop-off area. However, the proposed MUGA would of course provide an alternative sports facility which would be useable all year round as would the sports hall which would be available for community use. Sport England does not object to the application subject to conditions requiring that the school enter into a community use agreement and the submission of detailed design of the proposed MUGA. Subject to these conditions, it is considered that the proposed development is generally in accordance with the aims of CDLP policy R2, CSCD policy 29 and CSBLP policy DM HP4.

15.0 Biodiversity

15.1 CSCD policy CS24 seeks to conserve and enhance biodiversity. CSBLP policy DM NP4 makes similar provision. The application site is not subject to any specific biodiversity designations and surveys carried out in support of the application have identified limited potential to support protected species. The County ecology officer does not object to the application subject to a condition requiring the submission for approval of a biodiversity

strategy for the site. Subject to this it is considered that the proposed development is generally in accordance with these policies.

16.0 The Historic Environment

- 16.1 CDLP policy AS2 seeks to provide for the preservation of unscheduled archaeological remains of lesser importance through archaeological excavation and recording. CDLP policy LB2 seeks to protect the setting of listed buildings. CDLP policy CA2 seeks to protect Conservation Areas. CSCD policy CS4 seeks to protect significant assets of the historic environment such as archaeological sites, historic buildings and settlements. CSBLP policies DM DP2, DM DP3 and DM DP4 make similar provision.
- 16.2 Section 66(1) of the Listed Buildings and Conservation Areas Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Paragraph 190 of the NPPF states that local planning authorities identify and assess the particular significance of any heritage asset that may be affected by the proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal. Paragraph 193 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The same paragraph states that this great weight should be applied irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 196 of the NPPF goes on to state that *"where a development proposal will lead to less than substantial harm to the significance of a designated asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use"*.
- 16.2 The County archaeology officer has no objection to the application subject to a condition requiring the submission and implementation of a scheme of archaeological work. The site does not contain any listed buildings but the Great Missenden conservation area and listed buildings at Missenden Abbey lie to the east of London Road. London Road and the trees and hedgerows which line it on the western side serve as a strong barrier to any views into or out of the conservation area. It is not considered that the proposed development within the existing school site which would be similarly largely screened would have an adverse impact on the setting of either the conservation area or the listed buildings such that would amount to substantial harm. Any harm would therefore be less than substantial and it is considered that the public benefit of the proposal through meeting the educational need discussed above would outweigh any harm caused to the settings of the conservation area and the listed buildings.

16.3 It is therefore concluded that the development is in accordance with CDLP policies AS2, LB2 and CA2, CSCD policy CSC4 and CSBLP policies DM DP2, DM DP3 and DM DP4 and paragraphs 190, 193 and 196 of the NPPF.

17.0 The Water Environment

17.1 CSCD policy CS4 seeks to see assessment of surface water drainage impacts and the inclusion of Sustainable Drainage Systems (SUDS) which consider all SUDS options and ground conditions, under advice set out in national policy. The design and consideration of SUDS in the Critical Drainage Areas should be given particular attention so that it will not increase the risk of flooding within the site and to adjoining land/ properties. CSBLP policy DM NP8 makes similar provision.

17.2 The Flood Management Team has raised objection to the application due to the absence of infiltration rate testing. The applicant has submitted additional information to address these concerns and officers will update the committee orally with regard to this issue and whether the objection has been overcome.

17.3 Concern has also been raised with regard to the impact on water supply which would be caused through the additional pupils and staff which the proposed development would bring. The water supplier for the area has been consulted and officers will update the committee on any comments received. The CSBLP acknowledges that the Chiltern and South Bucks area has been designated as under serious water stress. In its draft policy for residential development (DM DP20) it states that planning permission will be granted for new homes provided that they meet the higher water efficiency standard set out in Approved Document G of the Building Regulations which is 110 litres per person per day. Whilst this policy is not directly relevant to this non-residential planning application, it would seem unlikely that the additional water use engendered by up to 180 additional pupils and 16 staff over a normal school working day would be as high as 110 litres per person per day. Schools are also generally in use for five days a week for around 39 weeks a year, allowing for school holidays. With regard to disposal of waste water, Thames Water have been consulted and have raised no objection to the application.

18.0 Sustainable development and Climate Change

18.1 Policy CS4 of the CSCD expects all new development to have regard to sustainability principles. Policy CS5 requires that for developments of 1,000 square metres of non-residential floorspace, at least 10% of their energy requirements are from decentralised and renewable or low-carbon sources. Policy DM DP5 of the CSBLP sets out that developments of 1,000 square metres or more, or on land of 0.25 hectares or more are required to demonstrate objectively how they respond positively to issues relating to climate change and policy DM DP6 seeks at least 20% of energy needs (regulated and unregulated) from on-site renewable or low-carbon technologies.

18.2 As set out above, the development has been designed so that the Building Emission Rate (BER) is 10.2% and 17.7% less than the Target Emission Rate (TER) in terms of regulated carbon emissions, for the Sports Hall and teaching Block respectively. This is primarily due to the implementation of passive design measures incorporating a highly insulated thermal envelope, low air permeability, natural ventilation solutions and high efficiency lighting. The current analysis predicts that all applicable (occupied) rooms meet the relevant solar gain limit criteria. The PV array would provide an annual electricity yield of 16.7MWh, which is sufficient to deliver the required Energy Performance Certificate Rating (EPC) A and would deliver an estimated 9% of the energy requirements. The delivery of the School Travel Plan would also serve to reduce carbon emissions. The applicant has advised that achieving 20% of energy needs would be difficult as there are few practicable options: Building mounted wind turbines generate relatively low amounts of energy and require additional structural design to ensure the building is able to accommodate the wind induced loads from the turbines. Solar thermal requires a substantial hot water base load, which is not present in the Sports Hall. PV was settled on as being the most beneficial and efficient low/zero carbon technology for the development. Increasing the PV array would be very much constrained by the physical dimensions of the building. Space is limited due to the Natural Ventilation openings for the Sports Hall. The lower roof areas are not particularly large and any systems placed here would be at risk of vandalism.

18.3 Overall, it is considered the proposed development is sustainable and has had regard to mitigating and adapting to climate change proportional to what is proposed. As such, it is considered to be in general accordance with the aims of these policies.

19.0 Equality and Diversity issues

19.1 In writing this report due regard has been taken of the need to eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity between different groups and foster good relations between different groups. It is not however considered that any issues with regard thereto are raised in relation to consideration of this application.

20.0 Conclusion

20.1 Application CC/0043/19 seeks planning permission for new development to improve the facilities at the school and bring it to a standard able to accommodate additional pupil intake in line with the County Council's statutory requirement to provide for pupil places as a result of growth in the area. Whilst the proposed development does not fall within the exceptions to Green Belt policy, it is considered that very special circumstances exist to justify an exception to the development plan. Furthermore, in the balance of this consideration, weight has been attached to the Chief Planning Officer's letter endorsed

in the NPPF which indicates the Government's intention to promote necessary development at state-funded schools.

20.2 Additionally, it is considered that the need for the development constitutes an exceptional circumstance for major development in the Chilterns AONB. It is considered that subject to conditions to limit the impacts on the amenity of local residents, the local landscape and arboriculture, the local highway network, users of the South Bucks Way, biodiversity and archaeology and the loss of playing field the development would be acceptable. The development would also have benefits to the local community through the provision of additional and improved sports facilities. The proposed design is considered to be acceptable and sustainable. The development would have a less than substantial impact on the setting of the Great Missenden Conservation area and the listed buildings in and around Missenden Abbey. Therefore, subject to the resolution of the outstanding issue with regard to surface water drainage, the development should be approved subject to conditions to be determined by the Head of Planning and Environment including those set out in Appendix A. However, as the development constitutes more than 1000 m² of new built development in the Green Belt, it is necessary that before planning permission can be granted, it is first referred to the Secretary of State to consider whether he wishes to determine the application. Although there was no legal requirement to do so officers decided to re-advertise the application following receipt of additional information and this advertisement period closes on 4th November. Therefore it is advised that should the committee be minded to support the application, it is subject to the advertisement period closing without any new material considerations arising following consultation with the committee Chairman and Vice-Chairman.

Appendix A - Schedule of Conditions

Time limit for commencement

1. The development shall commence no later than three years from the date of this consent. No later than seven days before the date of commencement, written notification of the date of commencement shall be provided to the County Planning Authority.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990.

Approved Plans

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

- Drawing no. 414.07296.00010.0008 Rev P02 Site Location Plan
- Drawing no. 414.07296.00010.0003 Rev P04 Hardworks Proposals
- Drawing no. 414.07296.00010.0002 Rev P04 Indicative Softworks Proposals
- Drawing no. 414.07296.00010.0001 Rev P14 Landscape Strategy Plan
- Drawing no. 345078-AHR-BA-01-DR-A-2005 D5 Rev C01 Sports Hall Roof Layout – Planning
- Drawing no. 345078-AHR-BB-01-DR-A-2005 D5 Rev C01 Teaching Block Roof Layout – Planning
- Drawing no. 345078-AHR-BA-00-DR-A-2015 D5 Rev C02 GA Elevations – Planning
- Drawing no. 345078-AHR-BA-00-DR-A-2016 D5 Rev C02 GA Elevations – Planning
- Drawing no. 345078-AHR-BA-00-DR-A-2005 D5 Rev C01 Sports Hall Ground Floor – Planning
- Drawing no. 345078-AHR-BB-ZZ-DR-A-2015 D5 Rev C01 Teaching Block Elevations & Sections – Planning
- Drawing no. 345078-AHR-BB-00-DR-A-2005 D5 Rev C01 Teaching Block Ground Floor – Planning
- Drawing no. 345078-AHR-BA-00-DR-A-2031 D5 Rev C02 GA Sections - Planning
- Drawing no. 70042626-103 Rev P02 Proposed Levels (1 of 2)
- Drawing no. 70042626-104 Rev P02 Proposed Levels (2 of 2)
- Drawing no. 70042626-105 Rev P02 External finishes (1 of 2)
- Drawing no. 70042626-106 Rev P02 External finishes (2 of 2)
- Drawing no. 345078-AHR-BA-ZZ-DR-A-9210 D5 Rev C01 Site Sections - Planning
- Drawing no. 70042626-101 Rev P04 General Arrangement (1 of 2)
- Drawing no. 70042626-102 Rev P05 General Arrangement (2 of 2)
- Drawing no. 414.07296.00010.0005 Rev P01 Indicative Cycle Storage Details
- Drawing no. 414.07296.00010.0007 Rev P01 Indicative Step Details
- Drawing no. 414.07296.00010.0006 Rev P02 Indicative Fencing Details
- Drawing no. 70042626-102 Rev P01 Access Arrangement
- Drawing no. 70042627-103 Rev P01 Vehicle Swept Path Analysis
- Drawing no. 70042626-00-E-GA-000013 Rev P01 Electrical Services Carpark Lighting Layout Level 00 Sheet 1 of 2
- Drawing no. 70042626-00-E-GA-000014 Rev P01 Electrical Services Carpark Lighting Layout Level 00 Sheet 2 of 2
- Drawing no. 70042626-00-E-GA-000015 Rev P01 Electrical Services Carpark Lighting Layout Level 00 Sheet 1 of 2
- Drawing no. 414.07296.00010.0020 Rev P04 Proposed Winter Sports Provision
- Drawing no. 414.07296.00010.0021 Rev P04 Proposed Summer Sports Provision

Reason: To define the development which has been permitted so to control the operations in accordance with policy CS4 of the CSCD.

Pre-commencement Conditions

3. Prior to the commencement of the development, the Arboricultural Survey submitted with the application shall be updated with the tree removal requirements including the additional trees to be lost for the provision of the vision splays and details of any pruning that may be required to other trees or a statement that no pruning will be required. The updated Arboricultural Survey shall be submitted to and approved in writing by the County Planning Authority. The approved document shall be kept on the site during the construction works and no trees shall be removed or pruning carried out other than as approved.

Reason: To ensure that the trees and hedgerows to be retained are protected in accordance with policies GC4 and GB30 of the CDLP.

4. Prior to the commencement of the development, a scheme of landscape planting and grass seeding shall be submitted to and approved in writing by the County Planning Authority. The scheme shall include the following:
 - Detailed planting proposals and specification stating species size at time of planting; spacing/densities; total plant numbers; planting protection/fencing.
 - Detailed proposals for all grassed areas including seed mixes and sowing rates.
 - Design and long-term management objectives for existing and new landscape areas;
 - an establishment management and maintenance programme for a minimum five years of aftercare for all new planting.

The approved scheme shall be implemented thereafter during the first five years of the programme, the replacement of all failed new planting (irrespective of cause) in the planting season immediately following failure.

Reason: In the interests of the local landscape, the Chilterns AONB and the amenities of local residents including those on London Road in accordance with policies GC4 and GB30 of the CDLP.

5. Prior to the commencement of the development detailed proposals for the frontage fencing shall be submitted to and approved in writing by the County Planning Authority. The approved details shall be implemented prior to the first occupation of the development hereby permitted.

Reason: In the interests of the local landscape, the Chilterns AONB and the amenities of local residents including those on London Road in accordance with policies GC4 and GB30 of the CDLP.

6. No development shall take place until a programme of archaeological work in accordance with a written scheme of investigation has been submitted to and approved in writing by the County Planning Authority. The approved programme shall then be implemented throughout the construction period.

Reason: In the interests of ensuring the excavation and recording of any archaeological artefacts that may be disturbed by the development in accordance with policy AS2 of the CDLP.

7. No development shall take place until a Biodiversity Strategy for the site has been submitted to and approved in writing by the County Planning Authority. The aim of the Biodiversity Strategy shall be to set out the specific measures that will be undertaken to:

1. ensure that the retained habitats are adequately protected during and after construction (including avoidance of additional illumination);
2. avoid impacts upon protected and priority species during construction;
3. prevent the spread of invasive alien species; and
4. promote biodiversity enhancements on the site.

The content of the Biodiversity Strategy shall include the following:

1. Identification of potential ecological impacts, as per those identified in the Preliminary Ecological Appraisal report (PEA) submitted with the application.
2. Identification of ecological features to be retained and protected including the green corridor (woodland belt) to the west of the site.
3. Measures to protect the woodland and trees that might be impacted. These shall include the measures set out in section 5.3 of the PEA.
4. Method statements for the protection of all relevant protected and notable species with the potential to be impacted by development including, but not limited to those for: bats, badger, reptiles, amphibians, hedgehog, polecat and nesting birds. These shall include the measures set out in section 5.3 of the PEA. The method statements shall include details on the protocol to be followed should any protected species be found during the development.
5. Lighting design strategy for biodiversity for the retained green corridor (woodland belt) along the western site boundary. This shall include a plan identifying those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using this corridor or having access to their breeding sites

and resting places. This shall be in compliance with Institution of Lighting Professionals' Guidance Note 08/182.

6. Strategy for preventing the spread of non-native species (variegated yellow archangel) in accordance with the recommendations in section 5.4 of the PEA.

7. Measures to be implemented to increase the value of habitats on site for wildlife.

These measures shall include those set out in section 5.5 of the PEA, where appropriate.

The approved Biodiversity Strategy shall be implemented thereafter.

Reason: To ensure that protected and notable species and features of ecological interest are retained and safeguarded at all phases of development, and to ensure a net gain for biodiversity in accordance with policy CS24 of the CSCD.

8. No other part of the development shall commence until the new access for coaches has been sited and laid out in accordance with the approved drawings and constructed in accordance with Buckinghamshire County Council's guide note "Commercial Vehicular Access within Highway Limits" 2013. The new access for coaches hereby approved shall be an 'in' access only and shall not be used by any vehicles exiting the site.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development in accordance with policies TR2 of the CDLP and CS25 and CS26 of the CSCD.

9. No other part of the development shall begin until the existing means of access has been altered in accordance with the approved drawings and constructed in accordance with Buckinghamshire County Council's guide note "Commercial Vehicular Access within Highway Limits" 2013.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development in accordance with policies TR2 of the CDLP and CS25 and CS26 of the CSCD.

10. No part of the development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the County Planning Authority. The Plan shall include 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;
- Storage of materials;
- Precautions to prevent the deposit of mud and debris on the adjacent highway.

The development hereby permitted shall thereafter be carried out in accordance with the approved Construction Traffic Management Plan.

Reason: To minimise danger and inconvenience to highway users in accordance with policies TR2 of the CDLP and CS25 and CS26 of the CSCD.

11. No other part of the development shall begin until visibility splays have been provided on both sides of the existing access being widened between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 79 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metre in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access in accordance with policies TR2 of the CDLP and CS25 and CS26 of the CSCD.

12. Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the County Planning Authority. The agreement shall apply to the playing pitches/field; new MUGA and new sports hall hereby permitted and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy CSCD 29.

13.No development of the new MUGA shall commence until details of the design and layout of the MUGA have been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The MUGA shall not be constructed other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy CSCD 29.

On-going Conditions

14.The scheme for parking, drop off and manoeuvring indicated on the approved drawings shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

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 in accordance with policies TR2 of the CDLP and CS25 and CS26 of the CSCD.

15.Prior to the first occupation of the development hereby permitted, an updated school travel plan in general accordance with the 'Buckinghamshire County Council Travel Plan Good Practice Guidance' and any other reasonable requirements of the County Planning Authority shall be submitted to and approved in writing by the County Planning Authority. The plan shall include:

- The appointment of a Travel Plan Co-ordinator;
- A programme for facilitating the monitoring of the Travel Plan;
- A parking strategy;
- a full analysis of the existing modal split for staff and pupils at the school and detailed proposals for future sustainable transport promotion and provision, with the aim of securing no increase in the number of car movements generated on the school journey.

The approved School Travel Plan shall be implemented thereafter.

Reason: In order to influence modal choice and to reduce single occupancy private car journeys and so to promote sustainable methods of travel and to minimise danger, obstruction and inconvenience to users of the highway in accordance with policy CS25 of the CSCD.

16. Following the first occupation of the development hereby permitted, the approved School Travel Plan shall be reviewed and updated on Modeshift STARS and submitted to and approved in writing by the County Planning Authority, on an annual basis, at the end of each academic year. In the event of an increase in the number of car movements, the school shall set out the measures to be taken to promote a reduction in the number of car borne trips. The approved reviewed and updated School Travel Plan shall be implemented thereafter.

Reason: In order to promote sustainable methods of travel, to minimise danger, obstruction and inconvenience to users of the highway in accordance with policy CS25 of the CSCD.

17. Neither the new access nor the altered access shall come into use in association with the occupation of the development hereby permitted unless the crossing points with public footpath nos. GM/33/6 and GM/34/1 (the South Bucks Way) have been provided as shown on approved drawing 70042626-102 Rev P05 General Arrangement (2 of 2).

Reason: To safeguard users of the South Bucks Way in accordance with policy CSCD 26 of the CDLP.

18. The MUGA shall not be used other than between the hours of 8.00 am and 8.30 pm Monday to Saturday and 8.00 am and 6.00 pm Sunday.

Reason: To safeguard the amenities of nearby residents in accordance with policy GC3 of the CDLP.

19. Hockey or sports using hard projectiles shall not be played or practised on the MUGA at any time.

Reason: To safeguard the amenities of nearby residents in accordance with policy GC3 of the CDLP .

20. Sheet metal advertising signs which make a clattering noise when struck (e.g. by a ball) shall not be located in proximity to the playing surface of the MUGA.

Reason: To safeguard the amenities of nearby residents in accordance with policy GC3 of the CDLP.

21. The entrance to the MUGA and access route shall be located so as to maximise the distance from the nearest residences.

Reason: To safeguard the amenities of nearby residents in accordance with policy GC3 of the CDLP.

22. The MUGA shall not come into use until a written Management Plan has been submitted to and approved in writing by the County Planning Authority. The contents of the plan shall have regard to the practical control of noise when the MUGA is in use. The approved Management Plan shall be implemented thereafter in perpetuity.

Reason: To ensure that the users of the MUGA are aware of the need to use the facility in a manner that minimises the impact on the amenity of local residents in accordance with policy GC3 of the CDLP.

23. Prior to installation of mechanical plant the manufacturer's specifications for mechanical plant, specifications for its attenuation and specifications for use shall be submitted to and approved in writing by the County Planning Authority. The mechanical plant shall be maintained in accordance with the approved specifications thereafter in perpetuity.

Reason: To safeguard the amenities of nearby residents in accordance with policy GC3 of the CDLP.

24. Mechanical plant shall not operate during the night-time period 11.00 pm to 7.00 am as proposed in the Appendix F Noise Assessment submitted with the application.

Reason: To safeguard the amenities of nearby residents in accordance with policy GC3 of the CDLP.

25. The lighting for the car park and coach pick-up and drop-off area should be fitted with clock/timer controls and photoelectric controls to avoid lights being kept on when not needed.

Reason: To safeguard the amenities of nearby residents and the dark skies of the Chilterns Area of Outstanding Natural Beauty in accordance with policies GC3 and LSQ1 of the CDLP.

26. The lights in the car park shall not operate outside the hours of 7.00 am to 10.15 pm Monday to Saturday and 7.45 am to 6.30 pm on Sunday. The lights in the coach pick-up and drop-off area shall not operate outside the hours of 7.00 am and 5.00 pm, Monday to Friday.

Reason: To safeguard the amenities of nearby residents and the dark skies of the Chilterns Area of Outstanding Natural Beauty in accordance with policies GC3 and LSQ1 of the CDLP.

27. The altered access hereby permitted shall be locked no later than 10.15 pm Mondays to Saturdays and no later than 6.30 pm on Sundays and shall not be unlocked earlier than 7.00 am Mondays to Saturdays and 7.45 am on Sundays. The new access to the coach pick-up and drop-off area shall be locked no later than 5.00 pm Mondays to Fridays, shall not be unlocked earlier than 7.00 am Mondays to Fridays and shall remain locked at all times on Saturdays and Sundays.

Reason: To safeguard the amenities of nearby residents in accordance with policy GC3 of the CDLP.

INFORMATIVES

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

In determining this planning application, the County Planning Authority has worked positively and proactively in accordance with the requirements of the National Planning Policy Framework, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015. In this instance, this requirement can be demonstrated through the County Planning Authority working to highlight and seek to resolve consultee concerns with regard to landscape, arboricultural impact, surface water drainage and highways impacts.

Mud on the Road

It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.

Site Notice

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

Sport England

Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/> For artificial grass pitches it is recommended that you seek guidance from the Football Association/England Hockey/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.

The applicant is advised that the design and layout of the MUGA should comply with the relevant industry Technical Design Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to: “Artificial Surfaces for Outdoor Sport”.

Thames Water

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 020 3577 9483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line

via <https://eur03.safelinks.protection.outlook.com/?url=www.thameswater.co.uk&data=02%7C01%7Cc-dperiam%40buckscc.gov.uk%7Cf15fec39a6e44151103a08d72f92b5a8%7C7fb976b99e2848e180861ddabecf82a0%7C0%7C0%7C637030179462413015&sdata=HuVO1534TPSDcgoO8S1eDxhEFeAiwB59wE9DZbhdhFQ%3D&reserved=0>. Please refer to the Wholesale; Business customers; Groundwater discharges section.

Appendix B – Consultation responses

- 1 **Chiltern District Council** has not commented on the application.
- 2 **The local member, Mr Martin** supports the application but has some concerns about the parking and traffic implications. The parking on London road is already unsatisfactory and the council is working on an improvement. It is important that this application proposal dovetails with the revised scheme. The extra parking spaces proposed on site are welcome but the increase in the number of sixth form pupils and staff could fill all that without accommodating the pupils and teachers that already park on street. There is also a concern that the exit from the school onto the London road is proposed to change to allow traffic to exit towards the High Street as well as towards the Chiltern Hospital. The High St is already congested and cannot sensibly accommodate much more traffic. Finally the current 40 mph speed limit where it runs along the school boundary should be reduced to 30mph to improve safety.
- 3 **Great Missenden Parish Council** comments as follows:

“The first observation is that allowing from 22 August to 12 September when the determination deadline is 21 November and the application is major and will have

such far reaching consequences seems unfair to say the least particularly since some key documents were not made available on the planning website until 3 September 2019.

The second observation is that the public consultation report is incomplete. It shows a majority in favour of the development and in fact only 1 objection. Many of the supporting consultation forms are unsigned and unnamed making verification impossible. Many more are from pupils and staff at the school who may be said to have a vested interest in the development. In its own right this would not be an issue, but it is quite clear that at least 2 detailed and reasoned consultation forms opposing the application have not been included in the analysis which indicates that it is incomplete and should not to be relied upon.

Turning to the planning application, in principle the Parish Council does not oppose that part of the application relating to the demolition of the existing outdated sports hall and construction of a play area in its place with the construction of a new 2 storey sports hall adjacent. This is however conditional on an assurance that as a result of the development there will be no overall loss of playing fields. In particular the piece of land not owned by Misbourne School but until recently used by them under licence should not be included in any assessment of the extent of playing fields as the licence to occupy has been terminated. It is noted that the site location plan and existing site plan are at odds with each other one showing a football pitch on this area of land and the other does not. The proposed sports provision document appears to include this as does the design and access statement which shows this piece of land as owned by The Misbourne which is incorrect. The Misbourne School no longer has any right to occupy or use this piece of land and never has owned it. It is understood that any loss of playing fields for development without replacement requires approval from the Playing Fields Association and there is no evidence of any such consent on the planning website. From all of the documents on the planning website it is difficult to see the extent of any playing fields that will be lost as a result of the development not only of the new sports hall but also of the proposed additional car parking, access and teaching block. However it is clear that a significant amount of green space will be lost to the development although the Design and Access statement suggests that it is "a minimum green area that will be lost".

If the development does proceed, it is noted that the school are suggesting the facilities will be available to others apart from the students at the school.

The Parish Council would suggest that a condition with details as to the availability of the facilities should be attached to any planning permission to ensure that there is a benefit to the local community as well as the school itself.

With regard to the remaining aspect of the planning application, namely the proposed teaching block, car park coach access and drop off area the Parish Council opposes the application for these reasons:-

i) Inadequate parking and servicing provision

- ii) Significant increased traffic generation
- iii) Additional access way on to an already congested and busy highway
- iv) Lack of appropriate infrastructure to support the development and lack of provision of sustainability in terms of the environmental consequences of such a large scale development.

As a starting point the council would state that the assessment of demand or need is fundamentally flawed. The school is predominantly to serve the needs of the Great Missenden Parish and the surrounding villages. The population of the parish is around 8,000 so a capacity of 1049 (as exists) for the main secondary school serving the area appears to be sufficient. There has been no material increase in the local population and nor is there likely to be any significant increase in the population within the locality because:-

- a) The majority of the local area is Green Belt
- b) The majority of the local area is within an Area of Outstanding Natural Beauty
- c) There are no identified sites of significance for development

Whilst there is within the Bucks CC planning application an assertion that 20 000 new homes are to be built within the Wycombe and Chiltern/South Bucks District this is misleading. Firstly it does not make clear that this is over a period of 20 years from 2016 through to 2036. Secondly the proportion of new homes to be built in the Chiltern District Area (the area within which the school is located) is much less. For Chiltern and South Bucks it is in fact 15,260 although net this now amounts to 14 043. Development sites have been identified but none are within the Great Missenden area. Moreover 5,725 of the required new homes are likely to be built in the Aylesbury Vale District as Chiltern District Council has entered into a Memorandum of Understanding with them for this in July 2017.

The Chiltern/South Bucks District Council development locations proposed are:-

Chesham, Holmer Green, Amersham, Little Chalfont, Chalfont St Peter, Beaconsfield, and Iver. With any significant development there should be provision within planning permission for the necessary supporting infrastructure, including additional school places or new school provision.

It would seem therefore that the increased level of places at The Misbourne is not designed for local children but to allow pupils from further afield to be accommodated

Attempting to accommodate pupils from those developing areas at the Misbourne creates a range of issues as to sustainability, environmental damage and loss of amenity. The more appropriate and sustainable means of accommodating additional demand for places is to find or create places to develop within the areas of demand.

- 1) Infrastructure

The local infrastructure is not capable of accommodating a significant increase in pupil numbers - within the plans the suggestion is that an additional 211 pupils and 10 staff will be accommodated.

2) Transport

Whilst there is a perfectly adequate train service running from North to South and linking Amersham, Wendover, and Aylesbury to Great Missenden there is little or no other public transport, and certainly no obvious public transport from Chesham, the Chalfont's Beaconsfield or Iver. That would suggest therefore that any pupils from these developing areas would have to travel by some other means. None of these locations are within a realistic walking commute from the Misbourne. The travel plan suggests that cycling from for example Chesham and Amersham would be a realistic option. However it is apparent that those preparing the transport report have not considered the reality of such a commute. The Misbourne is located in a valley. There is a steep climb to Chesham. Although the distance may only be 6-7 miles it is on a main road that has no street lighting, is busy, has no footpath over a considerable section, and no cycle path. The planning application makes no provision for any such infrastructure. In reality what responsible parent would allow their 12 year old child to cycle on unlit, dark, busy main roads for distance of 6-7 miles? So too with Amersham although again the distance may be only 6-7 miles there are steep hills to Amersham rather than Old Amersham, and the main travel route would be the A413 the main north to south arterial route through Buckinghamshire and much of which is dual carriageway. It has no dedicated cycle lane, no footpaths and only limited street lighting.

Therefore despite suggestions within the transport reports that cycling to and from the school is realistic it is not. Of note there are no figures to indicate the level of current cycling to school from those that live within the immediate catchment area.

The reality is that the majority of the additional pupils would have to travel to The Misbourne by road and by car. Potentially this could see as many as 220 additional traffic movements at peak times either to the village or away from it. Already at peak times during term time roads around Great Missenden village centre are often gridlocked with lengthy delays. If the additional pupils are transported to and from The Misbourne by coach this will still involve an increased volume of traffic at peak times albeit less than if each pupil is transported by car. It seems likely that coach is the intended means of transport in view of the proposal for new coach access and parking. There is already an issue with a number of coaches transporting pupils to and from The Misbourne using the High Street as the access. Not only do they routinely travel at high speed during the afternoons when traffic flow is low, but in the mornings they cause additional congestion as the road width is restrictive and traffic is in effect single lane flow along the length of the High Street. Despite these issues having been raised with Bucks CC nothing appears to have been done to address them by way of any travel plan, and increasing the number of coaches will simply increase the problems that already exist.

3) Parking. The application provides for doubling of the parking facility at The Misbourne. On the face of it this might assist as at present it appears a number of pupils and staff drive to The Misbourne and park along a considerable length of the London Road. This has an impact on traffic flow and congestion. However if the spaces are simply going to be sufficient to service the additional pupils and staff along with visitors to the site with its increased facilities, it will not address or improve the position.

There is also an additional issue in that it appears that lighting will be placed within both the car park and sports pitch area which may have an adverse impact on both local residents and the environment.

4) Potable Water, Waste Water & Sewage. At this time there is no credible costed action plan (just documented recognition of a problem) to remediate the damage done to the connected Misbourne and Chess chalk water course and aquifer over the past decades.

Indeed Affinity Water's latest plan predicts water outages in 2020 onwards in three of their supply areas and has no plan to remediate and restore the chalk streams. Water rationing is on our doorstep.

In addition both the Misbourne and Chess have suffered from sewage pollution recently (2014), as a consequence of combined sewage overflows and sewer surcharging.

England is home to 85% of the world's chalk streams, they are one of England's most important habitats. They are rare ecosystems of global significance. The Misbourne and Chess water course, catchment area and aquifer have suffered from over abstraction, pollution, decline in diversity and abundance of species along with invasion of non-native species.

They are in crisis. Environmental limits have been exceeded and so this Application fails the sustainability test. The report from this year by Martin Salter & Stuart Singleton-White entitled "Chalk Streams in Crisis - a call for drought action now" refers.

The local Infrastructure Delivery Plan - Draft version 17 April 2019 recognizes that a number of improvements are needed to ensure that new development is supported by the right potable water and waste water infrastructure.

It describes the infrastructure requirements for the 13 strategic sites in the evolving Local plan which is now very advanced. Misbourne school does not sit within any of these strategic sites.

The document does state (pg19) that the Misbourne valley and the river Chess at Chesham have complex water cycle issues and that work with various agencies to ensure Local plan growth is capable of being accommodated with particular regard to the sensitive water environment.

However there are no plans or costings for these improvements at this time. So in accord with the recommendations (pg19 again) of the draft plan, the applicant should as part of the sustainability test be required to test the need for localized network reinforcements and fund potable water test flow and pressure studies in order to demonstrate that there is adequate capacity both on and off site to serve the development, and that their development would not lead to problems for existing users.

However as stated previously environmental limits are already exceeded and as such the Application fails the test of sustainable development.

Green Belt and AONB

The site is located within the Green Belt and an Area of Outstanding Natural Beauty and within close proximity of the Great Missenden Conservation Area which incorporates the High Street.

There is a presumption against development in the Green Belt save in very special circumstances. Since there is no apparent local need for additional school places and therefore additional accommodation and parking the Parish Council would argue that there are no very special circumstances that justify the development proposed. Furthermore permitting this additional building is likely to set a precedent in favour of further development within or encroaching upon the Green Belt along this section of the London Road.

The National Planning Policy Framework at S 172 states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues and this is reinforced in the existing local plan at LSQ1 which states that Development should conserve, and where considered appropriate and practicable by the Council, enhance the special landscape character and high scenic quality of the Area of Outstanding Natural Beauty. This development because of its nature and size and the location of the site will be highly visible and have a significant detrimental impact on the public visual amenity, namely the Green Belt area of the hillside leading up from the London Road towards Prestwood, as well as for those enjoying the grounds around Missenden Abbey

For these reasons therefore the Parish Council oppose the proposed development in summary:-

Inadequate parking and servicing provision

Significant increased traffic generation

Additional access way on to an already congested and busy highway

Lack of appropriate infrastructure to support the development and lack of provision of sustainability in terms of the environmental consequences of such a large scale development.”

Additional comments -

Objects to proposed significant quantity of lighting proposed for the coach drop off area which will have an impact on the nearby properties particularly The Villas as well as properties in Rook Wood Way. However, should the planning authority determine for some reason that this lighting is required, it is considered that the provision of 60 lights within a comparatively short distance is excessive as is the 5 metres height of them and the proposed hours of operation which should be limited to between 7 am and 5 pm Mondays to Fridays. Any planning permission granted should be to the applicants as responsible landowners undertaking an overhaul and then routine maintenance of the rights of way GMI/35/1 and the South Bucks Way which provide the opportunity for pedestrian access to the school from Prestwood. Some form of security gate should be installed outside school hours between the main school and the coach drop off area to prevent access from the school site and proposed leisure facilities to the playing fields and coach drop off area.

4 County Archaeology Officer makes the following recommendations:

a) Access road and MUGA extension

The construction of the proposed access road and the MUGA extension are likely to affect a heritage asset of archaeological interest because of the location of the road and MUGA close to the medieval Missenden Abbey, as well as within an area of numerous prehistoric artefact findspots. Due to the potential for undisturbed archaeological remains within the footprint of these proposals, we would recommend that if the application is permitted, that an archaeological watching brief be carried out during groundworks for the access road and the MUGA extension to ensure that any archaeological remains are appropriately excavated and recorded.

If planning permission is granted for this development then it is likely to harm a heritage asset's significance so a condition should be applied to require the developer to secure appropriate investigation, recording, publication and archiving of the results in conformity with NPPF paragraph 199. With reference to the NPPF and saved archaeological policy GP.59 of the District Local Plan, we therefore

recommend that, based on the advice in DOE Circular 11/95, any consent granted for this development should be subject to the following condition:

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

The archaeological investigation should be undertaken by a professionally qualified archaeologist working to a brief issued by ourselves and take the form of a Watching Brief.

b) New sports hall, playing area and class block

Due to the previous groundworks, the nature of the proposed works is such that they are not likely to significantly harm the archaeological significance of any assets. We therefore have no objection to the proposed development and would not consider it necessary to apply a condition to safeguard archaeological interest.

c) Summer and winter sports provision

We note the inclusion of new sports facilities on the grassland to the south of the school. It is understood that these new sports facilities will entail only grass markings and will not involve any groundworks, and as such we have no objection to this proposal. If any ground works such as sub soiling or drainage are required at a later date then we would expect these to require archaeological mitigation.

- 5 **County Strategic Access Officer (Rights of Way)** would wish to see dropped kerbs across the new access along the line of the public footpath, plus tactile paving and coloured tarmac across the entrance. This would be advantageous for walkers as it allows for greater disabled access and easier use for off-road push chairs, for example. The existing fence would need relocating slightly and the kissing gate removed in order that pedestrians can cross perpendicular and over the shortest distance to the vehicular access. It would be clearer both for drivers and pedestrians if the crossing had coloured top-dressing between yellow highlighted areas, similar to the existing situation where block paving denotes an informal pedestrian crossing. Walkers would be reassured with an area over which they can cross and drivers made aware they could encounter pedestrians. With regard to the more southerly access off London Road, content with the proposed crossing from a pedestrian perspective as walkers are able to cross directly and there are no new pedestrian gates proposed. However, similar to the northern crossing, pedestrians would benefit from coloured top dressing and a clear, hard-standing, waiting area.

6 **County School Travel Plans team** request a condition to ensure the school develops and maintains an active School Travel Plan in order to increase active travel, improve safety, encourage sustainable travel for the school journey and mitigate the impact of the development /expansion of the school.

7 **County Highway Authority –**

Development Proposal

The existing school currently has capacity for 1049 pupils, comprising of 900 Year 7 – 11 students and 149 Sixth Form students. It is proposed to extend the school to provide an additional 211 pupils (an additional 150 Year 7 – 11 students and an additional 61 Sixth Form students). In addition to this, proposals include the erection of a replacement sports hall, five-classroom teaching block, extension to the existing MUGA and a new vehicular access with drop-off zone.

Site Location

The site is located on the western side of London Road. There are two current means of access serving the site, an in/out access via Misbourne Drive, a unclassified residential road subject to a speed restriction of 30mph, and London Road, a 'C' class road subject to a speed restriction of 40mph. It should be noted that currently this access from London Road operates as a right-turn, exit only access point.

Trip Generation and Distribution

A 'Hands Up' survey was undertaken in March 2019, broken down into Years 7 – 11 pupils, Sixth Form pupils and staff. This has been used to forecast both the existing and proposed number of pupil/staff trips by mode.

The proposals will result in an additional 111 vehicular movements (two-way) in both the AM and PM peak hours; however it should be noted that the PM peak hours for the school do not coincide with the network peak hours on the network.

This traffic was then distributed out onto the highway network. The existing northern access will be used solely for car-share trips as part of the development proposals, with 30% of the traffic distribution using the northern access and 70% using the widened two-way southern access point. The trip distribution assumes that the majority of traffic would travel south from the site towards the A413. The A413 is a 50mph distributor road linking Aylesbury to the north with Amersham to the south, in the vicinity of the junction with London Road.

Traffic Surveys

In order to ascertain baseline traffic conditions on the surrounding highway network, Manual Classified Count (MCC) surveys were undertaken on Thursday 28th March 2019 at the London Road/A413 junction, whilst an Automated Traffic Count (ATC) survey was conducted at the London Road/Site Access junction from Thursday 28th March to Wednesday 3rd April, covering the hours of 07:00 – 10:00am and 15:00 – 18:00pm at junctions as indicated in the following section:

- London Road/Site Access
- A413/London Road

Analysis has been undertaken for 2019 (baseline), 2020 (future baseline with TEMPRO growth factor) and a 2020 plus future baseline and development flows. For reference, a junction is considered to exceed practical capacity when the ratio to flow capacity (RFC) exceeds 0.85 (85%). Theoretical capacity is reached when the RFC is 1 or above (100%). RFC is a measure of the volume of traffic which is making a turning movement at the junction, compared to the capacity that the junction is physically able to accommodate.

The analysis for the London Road/Site Access junctions show that the junctions involved operate within capacity with minimal queuing and delay, taking into account the traffic generated by the proposed development.

A further PICADY analysis has been undertaken for the London Road/A413 junction. This analysis shows that whilst the RFC levels do not exceed 0.85, the delay for vehicles turning right onto the A413 from the London Road junction would increase from a future baseline of 75 seconds to 132 seconds. However, due to the low number of vehicles undertaking this manoeuvre, the queue length shown does not surpass three vehicles, and as such, I do not consider that this would result in a severe impact on the local highway network.

Proposed Access

As part of the proposals, the existing access from London Road is to be widened to allow for two-way access, and a new left-turn in access is to be provided to the southern boundary of the site, to allow for coach entry and drop-offs.

The widened access would measure 7.2m in width at its narrowest point, which I can confirm would allow for the simultaneous two-way flow of vehicles in this location. I will condition the visibility splays to be provided from this access point to ensure the maintenance in perpetuity. The width of 7.2m would also allow for an over-runnable area within the access for coaches to pass over.

The new access to the southern boundary of the site would be utilised solely for coaches entering the site and will not be used for exiting vehicles, and as such there

is no requirement for this access to be provided with visibility splays. This access point has been provided with a pair of gates at the site access, which would be positioned 10m from the edge of the carriageway. As this access would be used solely for coach vehicles, the Highway Authority would require any gates proposed on this access point to be positioned 13m back from the edge of the highway, so as to prevent vehicles from blocking the highway whilst waiting for the gates to be opened.

In terms of visibility splays, the existing access point will need to provide visibility splays in line with current Manual for Streets guidance, which would equate to visibility splays of 2.4m x 79m in both directions onto London Road. These splays are achievable from the site access, and I will suggest a condition to ensure that these splays are maintained in perpetuity. This may require the clearance of vegetation/trees on the London Road.

Site Layout

A total of 121 parking spaces and 32 cycle parking spaces would be provided on site. Buckinghamshire County Council's Countywide Parking Guidance document states that the site would require 1 car parking space per FTE staff member, and one cycle space per 7 staff and students. This would equate to 108 parking spaces and 32 cycle spaces required. The proposed plans signify 121 parking spaces and 32 cycle spaces to be provided.

The proposed spaces measure 2.8m x 5m, which I can confirm is acceptable and accords with the aforementioned parking guidance document. A distance of 6.5m is provided behind the parking spaces, which would allow for vehicles to turn and leave the site in a forward gear. A total of 12 drop-off spaces have been provided within the site, which is accounted for within the proposed 121 spaces.

In conclusion there is no objection to the application, subject to the following conditions being included on any planning consent that you may grant:

Condition 1: No other part of the development shall begin until the new means of access has been sited and laid out in accordance with the approved drawing and constructed in accordance with Buckinghamshire County Council's guide note "Commercial Vehicular Access within Highway Limits" 2013. The New Access hereby approved shall be 'in' access only and shall not be used by vehicles exiting the site.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

Condition 2: No other part of the development shall begin until the existing means of access has been altered in accordance with the approved drawing and constructed in accordance with Buckinghamshire County Council's guide note "Commercial Vehicular Access within Highway Limits" 2013.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

Condition 3: The scheme for parking, drop off and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

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.

Condition 4: No part of the development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Plan shall include 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;
- Storage of materials;
- Precautions to prevent the deposit of mud and debris on the adjacent highway.

The development hereby permitted shall thereafter be carried out in accordance with the approved Construction Traffic Management Plan.

Reason: To minimise danger and inconvenience to highway users.

Condition 5: No other part of the development shall begin until visibility splays have been provided on both sides of the existing access being widened between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 79 metres along the edge

of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

8 **County Lead Local Flood Authority** objection due to the absence of infiltration rate testing.

9 **County Ecology Officer** no objection subject to the following condition:

No development shall take place until a Biodiversity Strategy for the site has been submitted to and approved in writing by the County Planning Authority. The aim of the Biodiversity Strategy should be to set out the specific measures that will be undertaken to:

1. ensure that the retained habitats are adequately protected during and after construction (including avoidance of additional illumination);
2. avoid impacts upon protected and priority species during construction;
3. prevent the spread of invasive alien species; and
4. promote biodiversity enhancements on the site.

The content of the Biodiversity Strategy should include the following:

1. Identify potential ecological impacts, as per those identified in the Preliminary Ecological Appraisal report (PEA).
2. Identify ecological features to be retained and protected including the green corridor (woodland belt) to the west of the site.
3. Measures to protect the woodland and trees that might be impacted. These should include the measures set out in section 5.3 of the PEA.
4. Method statements for the protection of all relevant protected and notable species with the potential to be impacted by development including, but not limited to those for: bats, badger, reptiles, amphibians, hedgehog, polecat and nesting birds. These should include the measures set out in section 5.3 of the PEA. The method statements should include details on the protocol to be followed should any protected species be found during the development.
5. Lighting design strategy for biodiversity for the retained green corridor (woodland belt) along the western site boundary. This should include a plan

identifying those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and, show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using this corridor or having access to their breeding sites and resting places. This shall be in compliance with Institution of Lighting Professionals' Guidance Note 08/182.

6. Strategy for preventing the spread of non-native species (variegated yellow archangel) in accordance with the recommendations in section 5.4 of the PEA.

7. Measures to be implemented to increase the value of habitats on site for wildlife.

These measures should include those set out in section 5.5 of the PEA, where appropriate.

Reason: To ensure that protected and notable species and features of ecological interest are retained and safeguarded at all phases of development, and to ensure a net gain for biodiversity in accordance with national planning policy³. To ensure that features remain suitable for use by bats and other nocturnal fauna.

10 **County Lead Local Flood Authority** objection due to the absence of infiltration rate testing. Advice is provided as to the further information required in order to address this objection.

11 **County Landscape advisor** comments that clarification is required on trees to be retained and removed including in relation to those required to provide the visibility splays set out by in the consultation response from the Highway Authority and appropriate assessments carried out. It would be expected that additional mitigation planting would be required which could include a realigned hedgerow to the south of the entrance and hedgerow and other planting to the north all set back from the visibility splays. Visual screening from London Road and the South Bucks Way relies largely on locally thin, and overextended vegetation which allows winter views towards the proposals. The potential for local enhancements in this area through positive management including new planting should be considered. Concerns initially raised with regard to the viewpoints chosen in the LVIA have now been addressed. The lighting report does not address the change of night time lighting effects upon any receptor. The applicant has made a subjective appraisal in the LVIA to the proposed lighting and the effects on local receptors with reference to published sources of baseline lighting levels. However no quantitative assessment (e.g. as per bullet 21 of our previous comments) has actually been made to support the assessments made. The night time effects in this sensitive location should be properly understood and minimised. Potential for reducing illuminance from other parts of the school might be

explored as potential mitigation. Subject to satisfactory resolution of these points there would appear to be no basis for objection on the grounds of long term significant adverse landscape and/or visual effects. The proposals would introduce permanent structures within the Green Belt and in close proximity to the Chilterns Area of Outstanding Natural Beauty (AONB). This should be a material consideration in the determination of the application.

- a. In the event that planning permission is granted it would be appropriate to require the submission and agreement of the following:
- Detailed planting proposal and specification stating species size at time of planting;
 - spacing/densities; total plant numbers; planting protection/fencing.
 - Detailed proposals for all grassed areas including seed mixes and sowing rates.
 - Design and long-term management objectives for existing and new landscape areas; an establishment management and maintenance programme for a minimum five years of aftercare for all new planting; and during the first five years of the programme, the
 - replacement of all failed new planting (irrespective of cause) in the planting season immediately following failure.

Detailed proposals for frontage fencing (currently post and rail) should be the subject of a planning condition.

13 **County Arboricultural advisor** -

It is recommended that Table 1 within the Arboricultural Report be updated to reflect the true tree removal requirements as a Planning Condition including the additional trees to be lost for the provision of the vision splays and any pruning that may be required to other trees/a statement that no pruning will be required and that this be kept on the site during the construction works. It is advised that Table 2 within the Arboricultural report be updated as, when and if further arboricultural supervisory tasks are identified pre or during the construction phase and the copy of the Arboricultural Report is held on site be kept up to date to reflect any such changes.

14 **Thames Water** has no objection to the application. Requests an informative should planning permission be granted to the application with regard to the need for a groundwater discharge permit.

15 **Historic England** has no objection to the application.

16 **The Gardens Trust** has no comments to make but wishes it to be understood that this does not imply either approval or disapproval of the proposals.

17 **The Environment Agency** has advised that this is not a development which it would comment on.

18 **Chiltern District Council Environmental Health Officer** no objection subject to the following conditions:

1. The use of the MUGA shall be restricted to between the hours of 8.00 am and 8.30 pm Monday to Saturday and 8.00 am and 6.00 pm Sunday.

Reason: To safeguard the amenities of nearby residential occupiers.

2. Hockey or sports using hard projectiles are not to be played or practiced on the MUGA at any time.

Reason: To safeguard the amenities of nearby residential occupiers.

3. Sheet metal advertising signs which make a clattering noise when struck (e.g. by a ball) are not permitted in proximity to the playing surface of the MUGA.

Reason: To safeguard the amenities of nearby residential occupiers.

4. The entrance to the MUGA and access route shall be located as far from nearby housing as possible.

Reason: To safeguard the amenities of nearby residential occupiers.

5. The MUGA shall not come into use until a written Management Plan has been submitted and approved by the Local Planning Authority. The contents of the plan shall have regard to the practical control of noise when the MUGA is in use. Approved measures shall be maintained in perpetuity.

Reason: To ensure that the users of the MUGA are aware of the need to use the facility in a manner that minimises the impact on the amenity of local residents.

6. Prior to installation of mechanical plant the manufacturer's specifications for mechanical plant, specifications for its attenuation and specifications for use shall be submitted and approved by the Local Planning Authority.

Reason: To safeguard the amenities of nearby residential occupiers.

7. Mechanical plant shall not operate during the night-time period 11.00 pm to 7.00 am as proposed in the Appendix F Noise Assessment.

Reason: To safeguard the amenities of nearby residential occupiers
Lighting.

8. The lighting for car parks 2 (and 3 should be fitted with clock/timer controls and photoelectric controls to avoid lights being kept on when not needed.

Reason: To safeguard the amenity of the area.

9. The lights in car park 2 shall not operate outside the hours of 7.00 am to 10.15 pm Monday to Saturday and 7.45 am to 6.30 pm on Sunday. The lights in carpark 3 shall not operate outside the hours of 7.00 am and 5.00 pm, Monday to Friday.

Reason: To safeguard the amenity of the area.

19 Bucks Fire and Rescue Service All applications must give due consideration to Approved Document B, Section 15 (Fire Mains & Hydrants) and section 16 (Vehicle Access). Particular attention must be given to parking facilities to prevent chronic 'double parking' issues, which could ultimately affect emergency service attendance. Where a gated development is included within the application it is preferable that a digital lock is fitted, it is then the responsibility of the property owner to inform Buckinghamshire Fire & Rescue Service of the access codes and update details should there be any changes. Further comment will be made via Building Control as and when detailed plans are submitted.

20 Chiltern Conservation Board (CCB) First comments – Advises as to its remit and planning policy including that planning weight can be attached to the Chilterns AONB Management Plan. The new 2019-24 Management Plan was adopted in July 2019 and advances 3 strategic objectives when considering development, as DO1 - Ensure planning decisions put the conservation and enhancement of the AONB first.; DO2 - Ensure that where development happens, it leaves the AONB better than it was before - richer in wildlife, quieter, darker at night, designed to have a low impact on the environment, and beautiful to look at and enjoy and DO3 - Embrace opportunities to restore natural beauty on sites currently degraded by unsympathetic development, infrastructure or dereliction. A number of detailed policies of the Management Plan apply here:

DP1 - Ensure planning decisions take full account of the importance of conserving and enhancing the natural beauty of the AONB and the great weight given to its protection in the NPPF.

DP2 - provides the framework for assessment of applications of this magnitude and states, Reject development in the AONB unless it meets the following criteria: a. it is a use appropriate to its location, b. it is appropriate to local landscape character, c.

it supports local distinctiveness, d. it respects heritage and historic landscapes, e. it enhances natural beauty, f. ecological and environmental impacts are acceptable, g. there are no detrimental impacts on chalk streams, h. there is no harm to tranquillity through the generation of noise, motion and light that spoil quiet enjoyment or disturb wildlife, and i. there are no negative cumulative effects, including when considered with other plans and proposals.

DP5 - Require a Landscape and Visual Impact Assessment that meets the standards in the GLVIA latest edition for developments in the AONB or affecting its setting.

DP7 - Only support development that is of the highest standards of design that respects the natural beauty of the Chilterns, the traditional character of Chilterns vernacular buildings, and reinforces a sense of place and local distinctiveness. Require a Design and Access Statement to accompany every application, explaining how it complies with the Chilterns Buildings Design Guide.

DP8 - Keep skies dark at night by only using light where and when needed. All new lighting should be the minimum required and meet or exceed guidance for intrinsically dark zones. Avoid architectural designs that spill light out of large areas of glazing.

This application site is wholly within the AONB and therefore the decision-maker must give great weight and attention to the conservation and enhancement of the special qualities of the AONB. In this application those special qualities are clearly matters of highly valued landscape character, with the existing school buildings within and framed by the Chilterns. The built part of the school is framed within this context, so that the sports pitches and MUGA sit to the south, with the associated tree planting and native hedgerows enhancing that relationship. The landscape character here is defined within the LUC/Bucks study (2011) as the LCA 13.5 the Misbourne Upper Chalk River Valley, which identifies one general feature of note here where it notes 'The valley retains a tranquil, unspoilt and 'rural' character, despite accessibility of public roads (A413) and railway. A still and calm environment'. On matters of principle CCB accepts that the school can redevelop a part of its campus. That said the impacts on the landscape will have to conserve and enhance landscape character. The removal of the existing sports hall and its replacement by a more appropriate design with careful use of materials, is an appropriate and a positive improvement. We recommend the use of Chilterns materials and that any conditions on materials makes specific reference to the Chilterns Buildings Design Guide and Chilterns Brick Supplementary Technical Note. A concern here being the, in effect, urbanisation of the southern parcel of the site, with the new buildings, surfacing and lighting all moving slightly southwards. The Landscape and Visual Impact Assessment (LVIA) is comprehensive yet we could not find any specific appraisal of the impact from

lighting. A lighting strategy is mentioned in the papers but there is no real assessment of how this would impact upon a nationally protected landscape. The LVIA concludes (paragraph 5.6) that the impacts on their AONB would be 'localised and not significant'. Inappropriate or intrusive lighting would have the potential here to exert a significantly adverse impact. BCC may wish to control this by condition, however, we would seek some assurances that the lighting is deliberately low impact and that new low-impact technologies are harnessed, such as used in Solar Eye (see <https://www.solar-eye.com>). Prior to any Committee decision we recommend that the design team comment on this matter. The Institute of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light (2011) at its page 4 on Environmental Zones places AONBs within the category of intrinsic dark skies. CCB is producing its own policy guidance and in the new AONB Management Plan 2019-2024 in a new policy that, where lighting is deemed acceptable, 'Keep skies dark at night by only using light where and when needed. All new lighting should be the minimum required and meet or exceed guidance for the environmental zone it is in. For example, downward pointing, shielded, operated on timer, and with a 'warm white' colour temperature of 2700-Kelvin maximum. Avoid architectural designs that spill light out of large areas of glazing'. We noted that 'around' 28 trees are to be removed and a 30 metre section of the native hedge. Again there is lack of necessary detail here and CCB would seek clarification. We also would want to resist unnecessary removal and, if unavoidable as applies in the footprint location for the new building, then compensatory planting is sought. Again, this can be controlled by condition but that an avoidance strategy is adopted wherever possible. The Design and Access Statement indicates the location and design of the new coach parking, parallel to the extended exit route. We recommend this area is also the subject of a separate condition to ensure suitable screening and appropriate surfacing. The South Bucks Way crosses this part of the site and the coach parking appears to block its path. Again, this requires clarification on the plan and clearly the applicant cannot alter the path or access rights of the South Bucks way by the submission of a planning application. CCB also seeks clarification as to how this apparent conflict is resolved. Additional plans and points of appropriate detail are required. If the path is to be diverted that will require separate consent, however, we imagine that is not the intention here. Further detail is required.

Conclusions: The appeal site is located within the AONB and therefore must pay special regard to the conservation and enhancement of the landscape character. The new AONB Management Plan 2019-2014 is a relevant consideration and CCB invites BCC to give this weight. The route of the South Bucks Way, Lighting and to some extent arboricultural matters are unresolved and greater detail is needed. On the point of lighting CCB promotes best practice to minimise and contain impact. New technologies promote this and we seek a rigorous approach to prevent light spill to the south from encroaching upon the landscape and resulting in an urbanising effect. CCB accepts that the neighbouring Registered Park and Garden is largely unaffected by this proposal.

Second comments - has reviewed the additional amended details and has no comments to offer on them, in addition to previous comments. A more detailed lighting drawing is submitted and notes the use of LED lighting on posts. Recommends a new approach to lighting, using technology as mentioned previously. Suggests that lighting details are reserved for consideration within a planning condition. The new AONB Management Plan deals with lighting in the AONB, as it is a matter of increasing concern and asks the planning authority to give great weight to this matter and to the new AONB Management Plan which states: DP8 Keep skies dark at night by only using light where and when needed. All new lighting should be the minimum required and meet or exceed guidance for intrinsically dark zones. Avoid architectural designs that spill light out of large areas of glazing. The Chilterns AONB has relatively dark skies for the south east, making it a place people can still experience the wonder of starry skies and good for wildlife. AONBs are intrinsically dark environments (Zone E1 in the Institute of Lighting Professionals guidance) and planning conditions should be applied to restrict and control lighting. Light pollution of all types should be first prevented, by avoiding light where it is not needed, and where it is, by designing lighting to mitigate harm, through shading, height of fixings, beam orientation, LUX, colour temperature and the proposed hours of use. For example, downward pointing, shielded, operated on timer, and with a 'warm white' colour temperature of 2700-Kelvin maximum. Traditional Chilterns vernacular buildings have small windows. Modern designs with large areas of glazing should be avoided so that buildings do not appear as boxes of light in the countryside at night, and glinting glazing in the daytime. Could not find the South Bucks Way plotted on the site / landscaping plan and would welcome clarification at Planning Committee stage that this matter is addressed and resolved.

21 **Sport England** considers that the proposal will result in the loss of playing field at the site, from the proposed new access arrangements. It is considered that as shown by the proposed pitch layout plans, the school can continue to accommodate its existing pitch layout. However, it is considered that the proposal will result in those pitches being more tightly constrained within the playing field area, and reducing the flexibility to remark and reconfigure pitches to prevent wear and tear on the playing field. Sport England has reviewed the plans for the sports hall and believes that this has potential to be accessible for community use. Sport England would comment that the proposed sports hall storage area is considered to be undersized. We would recommend that any storage space is at least 12.5% of the sports hall area. For a hall of this size this would equate to approximately 87 m², more than double the size of the storage area shown in the plans. Sport England notes that the Type 2 MUGA will be designed and constructed in accordance with Sport England guidance. Sport England further notes that the school is content to make the sports hall; MUGA and playing pitches available to the community. Sport England understand that the school is willing to enter into a community use agreement, to be secured via planning condition, to provide security of access to the school sports facilities. On this basis, Sport England would consider the

benefits to sport outweigh the harm caused by the loss of playing field and the application is therefore capable of meeting a combination of our E3 and E5 exceptions policies:

E3 - 'The proposed development affects only land incapable of forming part of a playing pitch and does not:

- reduce the size of any playing pitch
- result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
- reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;
- result in the loss of other sporting provision or ancillary facilities on the site; or
- prejudice the use of any remaining areas of playing field on the site.'

And:

E5 - 'The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.'

This support however would be subject to the following planning conditions:

1. Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the playing pitches/field; new MUGA and new sports hall hereby permitted and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement."

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

Informative: Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/> For artificial grass pitches it is recommended that you seek guidance from the Football Association/England Hockey/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.

2. No development of the new MUGA shall commence until details of the design and layout of the MUGA have been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The MUGA shall not be constructed other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy.

Informative: The applicant is advised that the design and layout of the MUGA should comply with the relevant industry Technical Design Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to: "Artificial Surfaces for Outdoor Sport".

If it is wished to amend the wording of the recommended condition(s), or use another mechanism in lieu of the condition(s), please discuss the details with Sport England. Sport England does not object to amendments to conditions, provided they achieve the same outcome and we are involved in any amendments.

Should the local planning authority be minded to approve this application without the above conditions attached, then Sport England would object; and in accordance with The Town and Country Planning (Consultation) (England) Direction 2009 the application should be referred to the Secretary of State via the National Planning Casework Unit.

