

Agenda

DEVELOPMENT CONTROL COMMITTEE

Date: Monday 2 December 2019
Time: 10.00 am
Venue: Mezzanine Rooms 1 & 2, County Hall,
Aylesbury

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

Agenda Item

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

- | | | |
|-----------|---|------------------|
| 3 | MINUTES
The minutes of the meeting of the Development Control Committee held on 4 November 2019, to be confirmed as a correct record. | 5 - 24 |
| 4 | CC/0043/19 - THE MISBOURNE SCHOOL, MISBOURNE DRIVE, GREAT MISSENDEN - APPLICATION FOR PROPOSED DEMOLITION OF THE EXISTING OUTDATED SPORTS HALL AND CONSTRUCTION OF A PLAYING AREA IN ITS PLACE; CONSTRUCTION OF A NEW TWO-STOREY SPORTS HALL ADJACENT TO THE SOUTH OF THE NEW PLAYING AREA;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. | |
| 5 | CC/0042/19 - HADDENHAM ST MARY'S C OF E SCHOOL - CONSTRUCTION OF A STANDALONE NURSERY BUILDING WITH ASSOCIATED EXTERNAL HARD AND SOFT PLAY SPACE, SOFT LANDSCAPING AND CAR PARKING | 25 - 50 |
| 6 | CM/0040/19 - HAWES RECYCLING CENTRE, CORONATION ROAD, HIGH WYCOMBE - PROPOSED NEW BUILDING SHED FOR THE SORTING AND BALING OF PLASTICS AND CARDBOARD FOR THE PURPOSES OF RECYCLING | 51 - 64 |
| 7 | DATE OF NEXT MEETING
Monday 27 January 2020 at 10.00 am. | |
| 8 | EXCLUSION OF THE PRESS AND PUBLIC
To resolve to exclude the press and public as the following item is exempt by virtue of Paragraph 1 of Part 1 of Schedule 12a of the Local Government Act 1972 because it contains information relating to an individual | |
| 9 | CONFIDENTIAL MINUTES
The confidential minutes of the meeting of the Development Control Committee held on 4 November 2019, to be confirmed as a correct record. | 65 - 66 |
| 10 | ENFORCEMENT REPORT | To Follow |

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Members

Ms J Blake	Ms N Glover
Mr N Brown	Mr R Khan
Mr C Clare (VC)	Mr D Shakespeare OBE
Mrs B Gibbs	Mrs J Teesdale

Members of the public wishing to speak at Development Control Committee should apply in the following ways:

- **Registering on the website at:**
<https://democracy.buckscc.gov.uk/mgCommitteeDetails.aspx?ID=105>
- **Contacting Democratic Services, on 01296 382290 or democracy@buckscc.gov.uk**

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

Minutes

DEVELOPMENT CONTROL COMMITTEE

MINUTES OF THE MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD ON MONDAY 4 NOVEMBER 2019 IN MEZZANINE ROOMS 1 & 2, COUNTY HALL, AYLESBURY, COMMENCING AT 10.00 AM AND CONCLUDING AT 10.43 AM

MEMBERS PRESENT

Ms J Blake, Mr N Brown, Mr C Clare, Mrs B Gibbs and Mrs J Teesdale

OTHERS IN ATTENDANCE

Ms C Kelham, Mr M Pugh, Ms S Taylor, Ms S Winkels, Mr D Periam and Mrs J Caprio

Agenda Item

1 APOLOGIES FOR ABSENCE / CHANGES IN MEMBERSHIP

Apologies were received from Ms N Glover and Mr D Shakespeare.

2 DECLARATIONS OF INTEREST

There were no declarations of interest.

3 MINUTES

CC/0013/19 – Amersham School - Mr D Periam, Planning Lead Officer, updated the Committee that the Secretary of State had not intervened and that the planning permission had been issued.

RESOLVED: The minutes of the meeting held on 1 July 2019 were **AGREED** as an accurate record and were signed by the Chairman.

4 CC/0046/19 - STONEY DEAN SCHOOL, PROPOSED NEW SINGLE STOREY SELF-CONTAINED 6TH FORM BLOCK COMPRISING FOUR CLASSROOMS, COMMON ROOM, OFFICE, INTERVENTION ROOM, TOILETS AND STORAGE. EXTERNAL AREAS COMPRISING FENCED IN TEACHING AREA CONNECTED TO NEW BUILDING, PATIO AND PLANTING BEDS

Mr D Periam, Planning Lead Officer, reported that since the publication of the report contained in the agenda pack the applicant had submitted a Construction Traffic Management Plan and a School Travel Plan. Mr Periam had circulated an addendum to the committee members which would be attached to the minutes. The Flood Management Team had considered the additional information submitted referred to in paragraph 8.27 of the report and had no objection subject to a condition as set out in Appendix A of the addendum.

Mr Periam provided a short presentation of a number of photographs showing the location of the school, application site, footprint of the new building, existing school buildings, the former disused allotment area and housing near the school. Mr Periam advised that the school was in the Green Belt. The hedge had been trimmed so there were more open views from the upper floors; however the hedge provided screening to the ground floor rooms of nearby housing. There would be no change to the access off Orchard End Avenue.

Members of the committee raised and discussed the following points:

- A member of the committee stated that protection of the hedge would be important to residents but there was no condition on an agreement of the height of the hedge. Mr Periam confirmed that a condition could be included to maintain the hedge at a certain level.
- It was noted that a member of the committee considered it would be a positive change for the school.

Ms J Caprio, District Lawyer and Legal Services Manager, clarified that the members of the Development Control Committee would be voting on the recommendation to approve planning permission subject to the schedule of conditions listed in Appendix A of the addendum with an additional condition to maintain the hedge at a certain level in order to provide screening for the nearby residents.

For	5
Against	0
Abstention	0

RESOVLED: The Development Control Committee **APPROVED** application number CC/0046/19 - Proposed new single storey self-contained 6th Form block comprising four classrooms, common room, office, intervention room, toilets and storage. External areas comprising fenced in teaching area connected to new building, patio and planting beds at Stony Dean School, Orchard End Avenue, Amersham, subject to the amended conditions as set out in Appendix A of the addendum:

1. The development to which this permission relates must be begun before the expiration of three years from the date of this permission.

Reason: To prevent the accumulation of unimplemented planning permissions, to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section

91(1) of the Town and Country Planning Act 1990.

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

PJT10117-MCA-ZZ-GF-DR-A-1001- Proposed Ground Floor Plan

PJT10117-MCA-ZZ-XX-DR-A-0003 - Site Plan

PJT10117-MCA-ZZ-XX-DR-A-2001 - Elevations

PJT10117-DID-ZZ-00-DR-C-5001 P03 - Proposed Drainage Layout

PJT10117-LRH-ZZ-GF-DR-E-0002 - Lighting and Fire Alarm Installations

Reason: To ensure the development is not detrimental to the character of the locality, in accordance with policies GC1 of the Chiltern District Local Plan and CS20 of the CSCD.

Pre-commencement

3. Prior to the commencement of the development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the County Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the County Planning Authority:

i) A preliminary risk assessment which has identified:

- All previous uses**
- Potential contaminants associated with those uses**
- A conceptual model of the site indicating sources, pathways and receptors**
- Potentially unacceptable risks arising from contamination at the site.**

ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, pests, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments.

iii) The site investigation results of the detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. No changes to these components shall be made other than with the approval in writing of the County Planning Authority. The scheme shall be implemented as approved.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS4 of the CSCD.

4. The development shall not commence until a surface water drainage scheme for the site, based on sustainable drainage principles has been

submitted to and approved in writing by the County Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Incorporation of above ground SuDS, where possible
- Construction details of all SuDS and drainage components
- Details of how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction

Reason - The reason for this pre-start/construction condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 163 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

Construction vehicles

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

Reason - In order to minimise danger and inconvenience to highway users and users of the highway in general in accordance with policies CS25 and CS26 of the CSCD.

Pre-occupation

6. Following completion of the measures identified in the approved remediation scheme approved pursuant to condition 3 and prior to the first occupation of the development; a verification report that demonstrates the effectiveness of the remediation carried out shall be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the County Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS4 of the CSCD. (The above must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11).

7. Following first occupation of the development hereby permitted the School Travel Plan shall be implemented. The School Travel Plan shall be reviewed on Modeshift STARS and submitted for approval, on an annual basis, at the end of each academic year.

The annual submission shall include 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. In the event of an increase in the number of car movements, the school shall undertake measures, which will have previously been identified in the travel plan, as are necessary to promote a reduction in the number of car borne trips.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway. Also in order to promote sustainable methods of travel, to minimise danger, obstruction and inconvenience to users of the highway and in accordance with policies CS25 and CS26 of the CSCD.

- 8. Prior to the occupation of the development, measures for the mitigation of the impacts on protected species and other ecological features of interest shall be implemented in accordance with the recommendations set out in Sections 7.2 (habitats) and 7.3 (protected/notable species) of the updated Preliminary Ecological Appraisal (Middlemarch, October 2019). This should include the preparation a non-licensed method statement for reptiles and amphibians in accordance with the recommendation made in section 7.3 (R4). The condition will be considered discharged following a written statement from the ecologist acting for the developer testifying to the mitigation and restoration measures having been implemented correctly.**

Reason: To comply with the requirements of the National Planning Policy Framework, ODPM 06/2005, The Conservation of Habitats and Species Regulations 2017 (as amended), and the Wildlife and Countryside Act 1981 (as amended).

Ongoing conditions

- 9. No lighting with the exception of security lighting of $\leq 10W$ shall be used between the hours of 7pm -7am.**

Reason - To protect the amenity of local residents particularly those adjacent to the development on Pineapple Road in accordance with policy GC3 of the CDLP.

- 10. In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the County Planning Authority. An investigation and risk assessment shall be undertaken in accordance with the requirements of condition 3, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 3, which is subject to the approval in writing of the County Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the County Planning Authority in accordance with condition 3.**

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS4 of the CSCD.

- 11. Tree protection measures in accordance with British Standard BS5837:2012 shall be implemented throughout the construction period.**

Reason: To ensure that existing trees are protected from any damage in accordance with policy GC4 of the CDLP.

Plus an additional condition to maintain the hedge at a certain level in order to provide screening for the nearby residents.

5 CC/0050/19 - WESTFIELD SCHOOL, FRONT AND REAR SINGLE STOREY EXTENSIONS TO EXISTING SCHOOL AND WITH CAR PARK ALTERATIONS

Ms C Kelham, Senior Planning Officer, stated that Westfield School was a school for pupils with Special Educational Needs and Disabilities (SEND) and was located in Bourne End. The number of pupils would be expanding from 52 to 70. Ms Kelham reported that since publication of the report for application CC/0050/19 the applicant had submitted a Construction Traffic Management Plan and an addendum to the report had been circulated to the committee members and would be appended to the minutes. Appendix A contained a list of the updated recommendation conditions.

Ms Kelham provided a presentation showing photographs of the location of the school which was within a residential area, near the library and the railway station. There were three main elements to the proposed development; the rear extension would be approximately 65 square metres in area and would have a flat roof to match the existing school. The extension to the front of the school would also be flat roofed to match the existing building with an extended roof cover over the entrance with a pitched tiled roof and a canopy between the proposed extension and the existing school. One car parking space would be removed but Ms Kelham stated there would be sufficient spaces for the school staff. Photos were shown of the front of the school, the trees which would be removed, the car parking area and the area with the Wendy house. There were no proposed changes to the school entrance.

Members of the committee raised and discussed the following points:

- Following a comment by a member of the committee regarding concern over the flat roofed areas; Ms Kelham clarified that there was a very slight pitch to the roof; it would be described as a flat roof but was not totally flat.
- A member of the committee asked for clarification on the 'infilling' and whether it would result in a decrease in the amount of light and ventilation. Ms Kelham stated that roof lights would be installed and there would be windows on the west facing aspect. Some of the light was already blocked by the existing building so there would not be a considerable change. The classroom had windows on the elevation.
- A member of the committee queried whether there would be enough parking spaces with the increase in the number of pupils, staff and visitors. It was also noted that the number of staff at the school was provided as full time equivalent (FTE) meaning there were a number of part-time staff who could all be on site at one time. Ms Kelham agreed to bear this point in mind.

Ms J Caprio, District Lawyer and Legal Services Manager, clarified that the members of the Development Control Committee would be voting on the recommendation to approve planning permission subject to the schedule of conditions listed in Appendix A of the addendum.

For	5
Against	0
Abstention	0

RESOLVED: The Development Control Committee **APPROVED** application number CC/0050/19- Front and rear single storey extensions to existing school and with car park alterations at Westfield School, Bourne End, subject to the amended conditions as set out in Appendix A of the addendum:

Time limit for commencement

- 1. The development to which this permission relates must be begun within three years from the date of this consent.**

Reason: To prevent the accumulation of unimplemented planning permissions, to enable the County Planning Authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91(1) of the Town and Country Planning Act 1990 (as amended).

Approved Drawings

- 2. The development hereby permitted shall not be carried out other than in complete accordance with the following drawings:**
 - Drawing number: PL04, Revision B, Dated: July 2019 “Proposed Site Plan”**
 - Drawing number: PL06, Revision B, Dated: July 2019 “Proposed Elevations”**
 - Drawing number: PL05, Revision B, Dated: July 2019 “Proposed Ground Plan Floor”**
 - Westfield School, Highfield Road, Bourne End, Application Site Boundary at 1:1250 (A4)**
 - Drawing number: 10275 TPP 01, Revision -, Dated: August 2019 “Westfield School, Highfield Road, Tree Protection Plan”**

For the avoidance of doubt this includes the specified finishing materials.

Reason: To define the development which has been permitted so to control the operations and to comply with policy DM37 of the WDLP.

Pre-commencement Conditions

- 3. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the County Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:**
 - Capacity and condition assessment of the existing surface water drainage network and updating works where required**
 - Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.**
 - Consideration of incorporating SuDS**
 - Confirmation of the proposed rate of discharge**
 - Drainage layout detailing the connectivity between the dwelling(s) and the drainage component(s), together with storage volumes of all SuDS component(s)**
 - Details of how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance**
 - Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction**

Reason: To manage surface water and prevent flooding in accordance with policy

DM38 and DM39 of WDLP.

- 4. Should the development not commence by 1st January 2020, the ecology survey and report submitted to support this application should be updated as recommended in section 6.2 of the Ecological Impact Assessment Report (ECOSA, July 2019).**

Reason: To ensure that there are no changes in the assessment of potential impacts on protected species and/or other ecological features of interest in the time that has elapsed thereby ensuring protected species are safeguarded in accordance with policy DM34 of the WDLP.

Development Phase Conditions

- 5. The development shall be carried out in accordance with the submitted Construction Traffic Management Plan, titled Construction Deliveries Statement Revision 1.**

Reason: In order to prevent danger, obstruction and inconvenience to users of the highway and of the development during the construction of the development in accordance with policy DM33 of the WDLP.

Post Development Phase Conditions

- 6. Prior to the initial occupation of the development, the scheme for parking and manoeuvring indicated on the submitted plans shall be laid out in accordance with the approved plans 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 policy DM33 of the WDLP.

- 7. Prior to the initial occupation of the development, a school travel plan shall be submitted to and approved in writing by the County Planning Authority. The plans shall include a named travel plan coordinator, a programme for facilitating the monitoring of the travel plan and full analysis of the existing modal split for staff and pupils at the school, 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.**

Reason: In order to promote more sustainable transport options in accordance with paragraph 102 of the NPPF and policy DM33 of the WDLP.

- 8. Measures to mitigate the impact of the development on protected species and other ecological features of interest and measures for enhancement shall be implemented in accordance with the details set out in Section 5 of the Ecological Impact Assessment Report (ECOSA, July 2019).**

Reason: To ensure that protected species are safeguarded at all phases of development and to ensure a net gain for biodiversity in accordance with policy DM34 of the WDLP.

On-going Conditions

- 9. For the duration of occupation of the development, the school travel plan shall be reviewed annually and updated. In the event of an increase in the number of car movements as identified in the school travel plan, the school shall undertake measures, as identified in the travel plan, as necessary to promote a**

reduction in the number of car borne trips.

Reason: In order to promote more sustainable transport options in accordance with paragraph 102 of the NPPF and policy DM33 of the WDLP.

6 BUCKINGHAMSHIRE LOCAL MONITORING AND ENFORCEMENT PLAN

Mr M Pugh, Enforcement Officer, stated the Buckinghamshire Local Monitoring and Enforcement Plan (BLMEP) had been brought to committee for the following reasons:

- To outline the approach that would be taken by the Council to remedy unauthorised development in accordance with Paragraph 50 of the National Planning Policy Framework (NPPF).
- The Buckinghamshire Minerals and Waste Local Plan (BMWLP) 2016-36 was adopted in July 2019. Policy 28 of the BMWLP acted as the current policy framework with regard to enforcement but there was no restrictive guidance on how the plan should be set.
- The BLMEP needed to be clear so the public could understand what was required. The BLMEP would contain a 'frequently asked questions' section and explanations on commonly used words.
- The District Councils had enforcement plans in place. Buckinghamshire County Council (BCC) was keen to have the BLMEP published so the council's approach was visible and would provide a basis for a single enforcement plan in the new Buckinghamshire Council.

Members of the committee raised and discussed the following points:

- Following a query on how the BCC plan compared with the district councils' plan; Mr Pugh confirmed that BCC and the district councils had used the same toolkit and the structure was reminiscent of the Chiltern and South Bucks and Wycombe District Council plans.
- A member of the committee commented that the BCC plan related to the processing of waste materials; whereas the district council plans were more concerned with housing; it was noted that the plan was well written.
- Mr Pugh agreed that it was difficult to educate people on enforcement procedures and advised that the second part of the plan aimed to upskill people who engaged with planning control. There was also a section on what to expect and what to do when submitting a report. Ms S Winkels, Planning and Enforcement Manager, suggested adding information on the need to demonstrate that harm has to be proven if planning authorisation was breached.

For	5
Against	0
Abstention	0

RESOLVED: The Development Control Committee **APPROVED** the Buckinghamshire Local Monitoring and Enforcement Plan.

7 DATE OF NEXT MEETING

Monday 2 December 2019 at 10.00 am, Mezzanine Rooms 1 and 2, County Hall.

8 EXCLUSION OF THE PRESS AND PUBLIC RESOLVED

That the press and public be excluded for the following item which is exempt by virtue of Paragraph 1 of Part 1 of Schedule 12a of the Local Government Act 1972

because it contains information relating to an individual.

9 CONFIDENTIAL MINUTES

10 ENFORCEMENT REPORT

CHAIRMAN

Development Control Committee 4th November 2019 - addendum for Item 4:

Application Number:	CC/0046/19
Title:	Proposed new single storey self-contained 6th Form block comprising four classrooms, common room, office, intervention room, toilets and storage. External areas comprising fenced in teaching area connected to new building, patio and planting beds.
Site Location:	Stony Dean School Orchard End Avenue Amersham
Applicant:	Buckinghamshire County Council

Since the publication of the report, the applicant has submitted a Construction Traffic Management Plan and a School Travel Plan. The Highway Authority and Safer Routes to School teams have been consulted on these and are both happy with the submissions. The recommended conditions requiring submissions of these schemes are therefore revised to required compliance with those as submitted as set out below.

The Flood Management team has considered the additional information submitted referred to in paragraph 8.27 of the committee report and now has no objection subject to a condition as set out below.

Following consultation with the County Ecologist on the further information submitted referred to in paragraph 8.29 of the committee report, her advice is that the concerns raised in the committee report can now be addressed through the attachment of a condition. The recommendation remains to approve the application subject to amended conditions as set out below.

Appendix A - Schedule of Conditions

General

1. The development to which this permission relates must be begun before the expiration of three years from the date of this permission.

Reason:

To prevent the accumulation of unimplemented planning permissions, to enable the Local Planning Authority to review the suitability of the

development in the light of altered circumstances and to comply with the provisions of Section 91(1) of the Town and Country Planning Act 1990.

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

PJT10117-MCA-ZZ-GF-DR-A-1001-Proposed Ground Floor Plan

PJT10117-MCA-ZZ-XX-DR-A-0003-Site Plan

PJT10117-MCA-ZZ-XX-DR-A-2001-Elevations

PJT10117-DID-ZZ-00-DR-C-5001 P03- Proposed Drainage Layout

PJT10117-LRH-ZZ-GF-DR-E-0002- Lighting and Fire Alarm Installations

Reason:

To ensure the development is not detrimental to the character of the locality, in accordance with policies GC1 of the Chiltern District Local Plan and CS20 of the CSCD.

Pre-commencement

3. Prior to the commencement of the development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the County Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the County Planning Authority:

i) A preliminary risk assessment which has identified:

- All previous uses
- Potential contaminants associated with those uses
- A conceptual model of the site indicating sources, pathways and receptors
- Potentially unacceptable risks arising from contamination at the site.

ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, pests, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments.

iii) The site investigation results of the detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance

and arrangements for contingency action. No changes to these components shall be made other than with the approval in writing of the County Planning Authority. The scheme shall be implemented as approved.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS4 of the CSCD.

4. The development shall not commence until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the County Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:
- Incorporation of above ground SuDS, where possible
 - Construction details of all SuDS and drainage components
 - Details of how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance
 - Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction

Reason

The reason for this pre-start/construction condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 163 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

Construction vehicles

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

Reason:

In order to minimise danger and inconvenience to highway users and users of the highway in general in accordance with policies CS25 and CS26 of the CSCD.

Pre-occupation

6. Following completion of the measures identified in the approved remediation scheme approved pursuant to condition 3 and prior to the first occupation of the development; a verification report that demonstrates the effectiveness of the remediation carried out shall be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer

notes relating to exported and imported soils shall be submitted to the County Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS4 of the CSCD. (The above must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11).

7. Following first occupation of the development hereby permitted the School Travel Plan shall implemented. The School Travel Plan shall be reviewed on Modeshift STARS and submitted for approval, on an annual basis, at the end of each academic year.

The annual submission shall include 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. In the event of an increase in the number of car movements, the school shall undertake measures, which will have previously been identified in the travel plan, as are necessary to promote a reduction in the number of car borne trips.

Reason:

In order to minimise danger, obstruction and inconvenience to users of the highway. Also in order to promote sustainable methods of travel, to minimise danger, obstruction and inconvenience to users of the highway and in accordance with policies CS25 and CS26 of the CSCD.

8. Prior to the occupation of the development, measures for the mitigation of the impacts on protected species and other ecological features of interest shall be implemented in accordance with the recommendations set out in Sections 7.2 (habitats) and 7.3 (protected/notable species) of the updated Preliminary Ecological Appraisal (Middlemarch, October 2019). This should include the preparation a non-licensed method statement for reptiles and amphibians in accordance with the recommendation made in section 7.3 (R4). The condition will be considered discharged following a written statement from the ecologist acting for the developer testifying to the mitigation and restoration measures having been implemented correctly.

Reason: *To comply with the requirements of the National Planning Policy Framework, ODPM 06/2005, The Conservation of Habitats and Species Regulations 2017 (as amended), and the Wildlife and Countryside Act 1981 (as amended).*

Ongoing conditions

9. No lighting with the exception of security lighting of $\leq 10W$ shall be used between the hours of 7pm -7am.

Reason:

To protect the amenity of local residents particularly those adjacent to the development on Pineapple Road in accordance with policy GC3 of the CDLP.

10. In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the County Planning Authority. An investigation and risk assessment shall be undertaken in accordance with the requirements of condition 3, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 3, which is subject to the approval in writing of the County Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the County Planning Authority in accordance with condition 3.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS4 of the CSCD.

11. Tree protection measures in accordance with British Standard BS5837:2012 shall be implemented throughout the construction period.

Reason:

To ensure that existing trees are protected from any damage in accordance with policy GC4 of the CDLP.

Informatives

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

In determining this planning application, the County Planning Authority has worked with the applicant in a positive and pro-active manner based on seeking solutions to problems arising in relation to dealing with the proposed development by liaising with consultees, respondents and the applicant/agent and discussing changes to the proposal where considered appropriate or necessary. For this application, additional information was sought about the ecological impact of the development and drainage which following discussion with the County Ecologist and County Flood Management team led to the advice that the development was acceptable subject to the attachment of conditions to the planning permission. This approach has been taken positively and pro-actively 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.

Highways

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.

No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.

Site Notice

Please remove any site notice that was displayed on the site pursuant to the application.

Addendum to Committee Report CC/0050/19

1.0 Addendum

- 1.1 Since the publication of the report for application CC/0050/19, the applicant submitted a revised Construction Management Plan to address the concerns raised by the Highways Development Management Officer relating to the afternoon delivery slot of 13:30 to 14:30 and vehicles reversing safely.
- 1.2 The Highways Development Management Officer has reviewed the document and considers the amended Construction Traffic Management Plan sufficient to secure safe and suitable management of construction traffic for the proposed development.
- 1.3 In light of this, condition 3 on the schedule of recommended conditions in the published report has been removed and a compliance condition has been inserted. An updated schedule of recommended conditions is included in Appendix A.
-

APPENDIX A: Recommended Conditions

Time limit for commencement

1. The development to which this permission relates must be begun within three years from the date of this consent.

Reason: To prevent the accumulation of unimplemented planning permissions, to enable the County Planning Authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91(1) of the Town and Country Planning Act 1990 (as amended).

Approved Drawings

2. The development hereby permitted shall not be carried out other than in complete accordance with the following drawings:
 - Drawing number: PL04, Revision B, Dated: July 2019 "Proposed Site Plan"
 - Drawing number: PL06, Revision B, Dated: July 2019 "Proposed Elevations"
 - Drawing number: PL05, Revision B, Dated: July 2019 "Proposed Ground Plan Floor"
 - Westfield School, Highfield Road, Bourne End, Application Site Boundary at 1:1250 (A4)
 - Drawing number: 10275 TPP 01, Revision -, Dated: August 2019 "Westfield School, Highfield Road, Tree Protection Plan"

For the avoidance of doubt this includes the specified finishing materials.

Reason: To define the development which has been permitted so to control the operations and to comply with policy DM37 of the WDLP.

Pre-commencement Conditions

3. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the County Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:
 - Capacity and condition assessment of the existing surface water drainage network and updating works where required
 - Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
 - Consideration of incorporating SuDS
 - Confirmation of the proposed rate of discharge
 - Drainage layout detailing the connectivity between the dwelling(s) and the drainage component(s), together with storage volumes of all SuDS component(s)
 - Details of how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance
 - Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction

Reason: To manage surface water and prevent flooding in accordance with policy DM38 and DM39 of WDLP.

4. Should the development not commence by 1st January 2020, the ecology survey and report submitted to support this application should be updated as recommended in section 6.2 of the *Ecological Impact Assessment Report* (ECOSA, July 2019).

Reason: To ensure that there are no changes in the assessment of potential impacts on protected species and/or other ecological features of interest in the time that has elapsed thereby ensuring protected species are safeguarded in accordance with policy DM34 of the WDLP.

Development Phase Conditions

5. The development shall be carried out in accordance with the submitted Construction Traffic Management Plan, titled Construction Deliveries Statement Revision 1.

Reason: In order to prevent danger, obstruction and inconvenience to users of the highway and of the development during the construction of the development in accordance with policy DM33 of the WDLP.

Post Development Phase Conditions

6. Prior to the initial occupation of the development, the scheme for parking and manoeuvring indicated on the submitted plans shall be laid out in accordance with the approved plans 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 policy DM33 of the WDLP.

7. Prior to the initial occupation of the development, a school travel plan shall be submitted to and approved in writing by the County Planning Authority. The plans shall include a named travel plan coordinator, a programme for facilitating the monitoring of the travel plan and full analysis of the existing modal split for staff and pupils at the school, 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.

Reason: In order to promote more sustainable transport options in accordance with paragraph 102 of the NPPF and policy DM33 of the WDLP.

8. Measures to mitigate the impact of the development on protected species and other ecological features of interest and measures for enhancement shall be implemented in accordance with the details set out in Section 5 of the Ecological Impact Assessment Report (ECOSA, July 2019).

Reason: To ensure that protected species are safeguarded at all phases of development and to ensure a net gain for biodiversity in accordance with policy DM34 of the WDLP.

On-going Conditions

9. For the duration of occupation of the development, the school travel plan shall be reviewed annually and updated. In the event of an increase in the number of car movements as identified in the school travel plan, the school shall undertake measures, as identified in the travel plan, as necessary to promote a reduction in the number of car borne trips.

Reason: In order to promote more sustainable transport options in accordance with paragraph 102 of the NPPF and policy DM33 of the WDLP.

Buckinghamshire County Council

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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



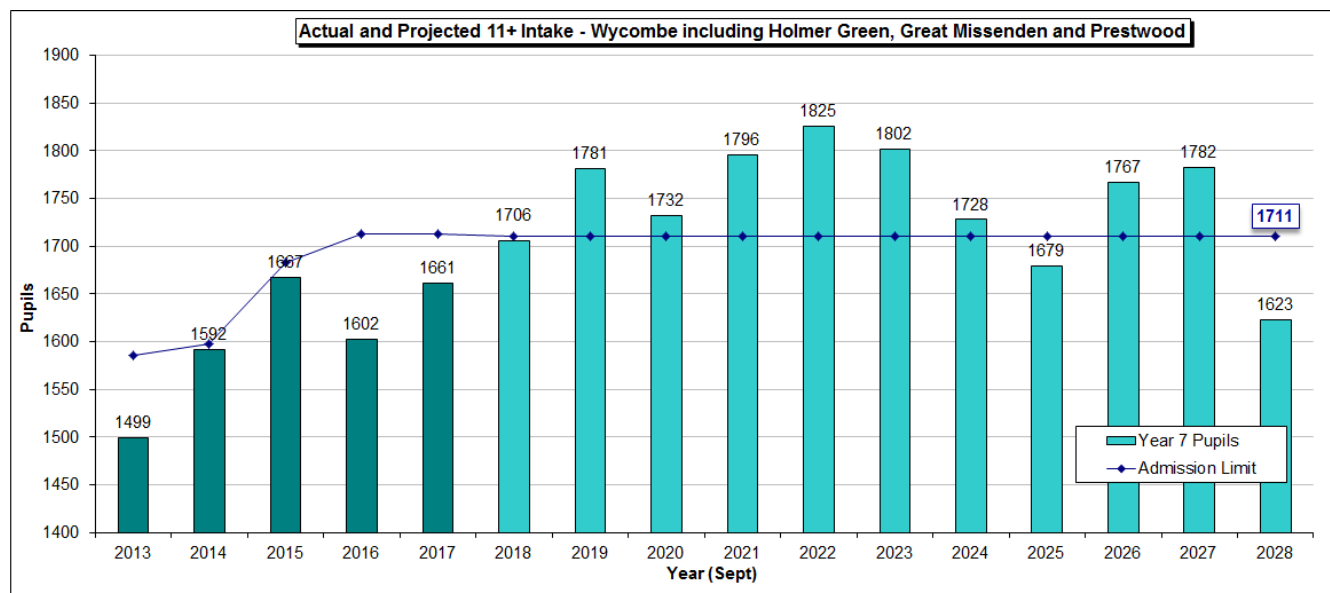
classroom single storey Teaching Block; extension to Multi-Use Games Area; and new Coach Access and Car and Coach Park and drop-off zone at The Misbourne School, Misbourne Drive, Great Missenden, Buckinghamshire;

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.

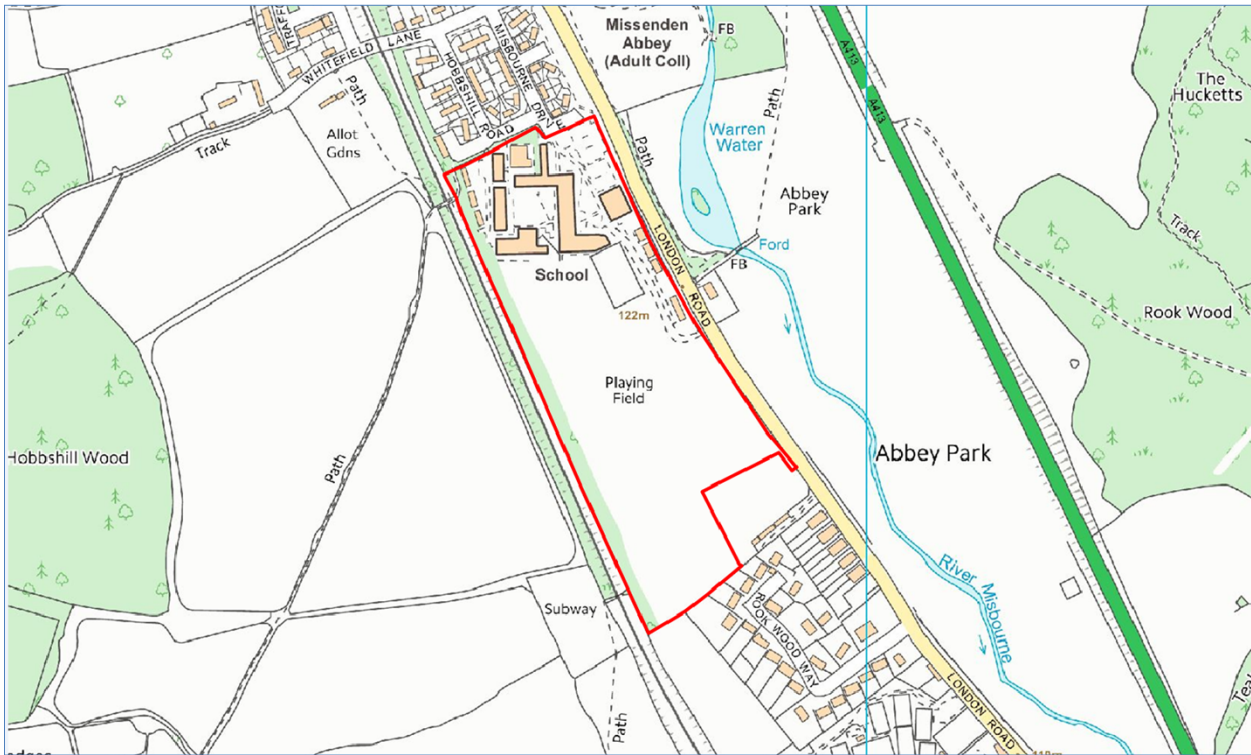


Figure 1: Location of The Misbourne School and the application site (Copyright: Buckinghamshire County Council, 2019).

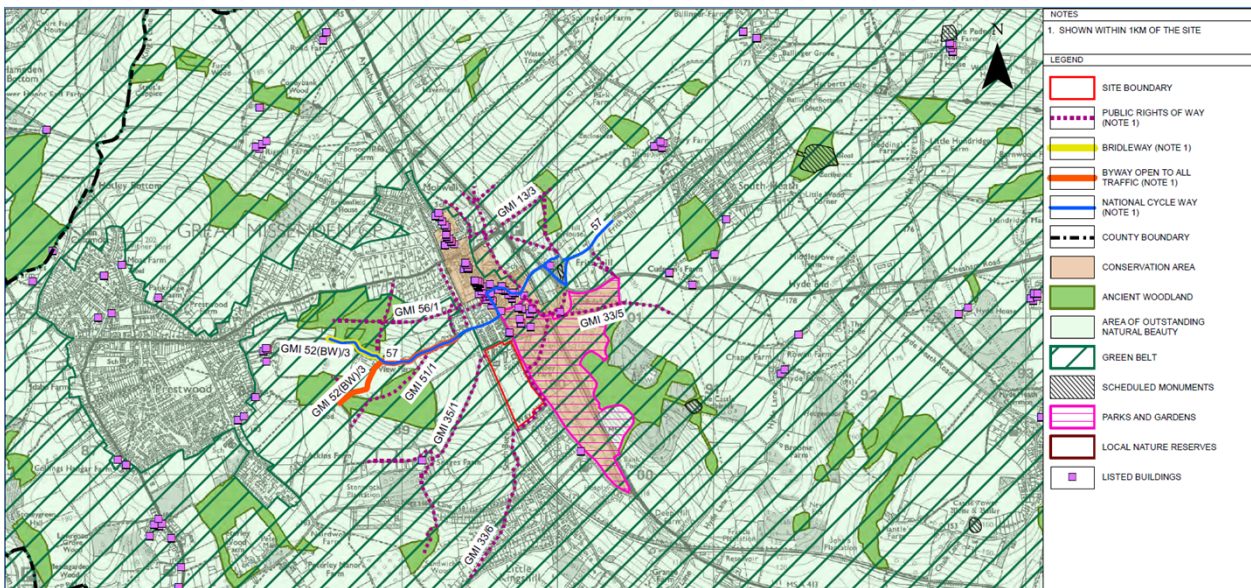


Figure 2: Planning designations in and around the application site (Copyright: Buckinghamshire County Council, 2019).

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 our 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&sddata=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.

Buckinghamshire County Council

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Committee Report: 2nd December 2019

Application Number:	CC/0042/19
Title:	Construction of a standalone nursery building with associated external hard and soft play space, soft landscaping and car parking.
Site Location:	Haddenham St Marys Church Of England School Aston Road Haddenham Buckinghamshire HP17 8AF
Applicant:	Buckinghamshire County Council
Case Officer:	Catherine Kelham
Electoral divisions affected:	Bernwood
Local Member(s):	Clive Harris
Valid Date:	1 st August 2019
Statutory Determination Date:	31 st October 2019
Extension of Time Agreement:	9 th December 2019

Summary Recommendation(s):

The committee Chairman and Vice-Chairman and the Development Control Committee is invited to APPROVE application no. CC/0042/19 subject to the conditions/reasons set out in Appendix A.

1.0 Introduction

- 1.1 Application CC/0042/19 is for the construction of a standalone nursery building, with associated infrastructure including parking and drop-off, on previously undeveloped land adjacent to Haddenham St Mary's Church of England School.
- 1.2 The application is submitted by Buckinghamshire County Council to fulfil their statutory duty to ensure as far as reasonably possible that there is sufficient childcare for children aged 0 to 14 or up to 18 for disabled children.
- 1.3 The application was advertised as having the potential to affect both the setting of a listed building and the character or appearance of a Conservation area.
- 1.4 It is presented to the development Control Committee as objections to the proposed development from local residents have been received.

2.0 Site Description

- 2.1 The application site is located on the southern edge of Haddenham Village. It is to the south of Aston Road and adjacent to Haddenham St Mary's Primary School. To the east is Tiggywinkles Wildlife Hospital.
- 2.2 The application site is currently part of a field in agricultural use. It is not considered to be previously developed land.
- 2.3 The application site lies in Flood Zone 1. It is not within the Chilterns Area of Outstanding Natural Beauty, Metropolitan Green Belt, or an area designated as an "Area of Attractive Landscape" or "Local Landscape Area" within the Development Plan.
- 2.4 The application site is not within Haddenham conservation area. The historic village core and conservation area lies immediately to the west and northwest of the proposed site. The boundary of Grenville Manor (3 Aston Road), a Grade II* listed building, is approximately 20 metres to the northwest of the site entrance. Within 150 metres of the application site there are a further seven listed buildings including the Grade I Parish Church of St Mary and Grade II* Church Farmhouse. There are also historic environmental records of Neolithic, Bronze Age and Roman features and evidence of Prehistoric, Roman or Medieval enclosure in the vicinity of the site.
- 2.5 To the northeast of the proposed site planning permission has been granted for up to 280 residential dwellings and associated greenspace and infrastructure (AVDC reference 14/02666/AOP). A condition of this development is to provide a two metres wide footway along Aston Road from the development to the vehicular entrance to Haddenham St Mary's Primary School.
- 2.6 To the south of the application site is predominantly arable land and the area forms part of the Haddenham Vale Landscape Character Area. This is a relatively large low lying area spreading out from the foothills of the Chiltern escarpment. The fields around the school site are separated from each other by hedgerows and trees. Similarly, the primary school is delimited from the surrounding arable land with a mixture of hedge and post and rail fence.

- 2.7 The application site and surrounding field (Land South East of St Mary C of E first school, HAD008) was identified in the Aylesbury Vale Draft Housing and Economic Land Availability Assessment (HELAA) (January 2017). It was not taken forward as a housing allocation.
- 2.8 The location of the application site is shown in figure 1 below.

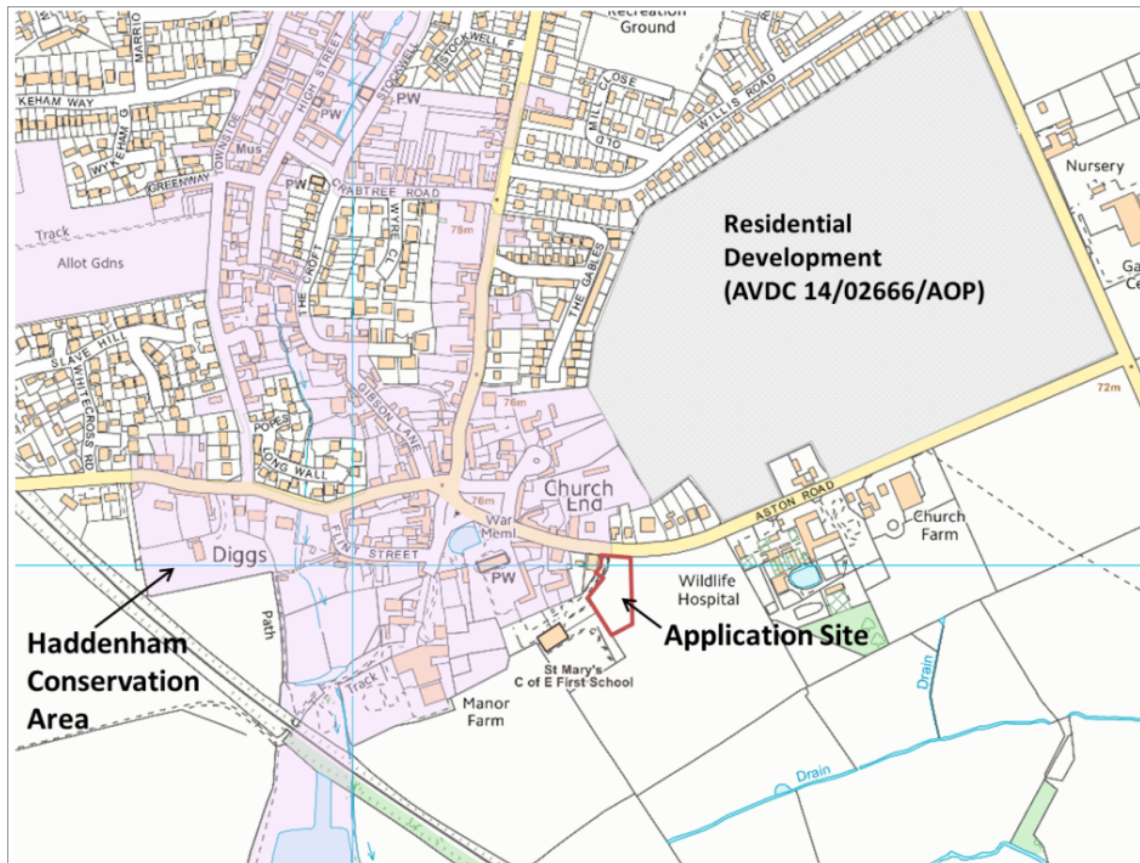


Figure 1: Location of the application site

3.0 Site History

- 3.1 There is no planning history for the application site.
- 3.2 The adjacent Haddenham St Mary's CofE School caters for pupils aged 4 to 7. The pupil admission number for September 2020 is 60 (equivalent of 2 forms of entry). It expanded to facilitate this number of pupils in 2016 (CC/08/16, CC/30/16).
- 3.3 Other nearby recent developments include a major area of residential development (AVDC reference 14/02666/AOP) and additions to the Wildlife Hospital (AVDC reference 19/02117/APP).

4.0 Description of Proposed Development

- 4.1 The proposed development is for the construction of a new nursery school and associated development including car parking, play areas, hard and soft landscaping and boundary fencing.
- 4.2 The development would be accessed via Aston Road. It would share a vehicular access with the adjacent Haddenham St Mary's primary School. A separate

dedicated pedestrian access in the northern part of the site would link the development to the footway along Aston Road being provided as part of the residential development to the northeast.

- 4.3 The nursery school would cater for children from ages 0 to 5 years and have capacity for 52 children. Operationally this may equate to 52 in the morning and 52 in the afternoon (total 104). Between 18 and 13 staff members would be required depending on the ages of the children attending the facility.
- 4.4 The nursery school is proposed to operate 51 weeks per year, Monday to Friday 7am to 7pm.
- 4.5 The nursery school building would have a floor space of 227m² and includes a main nursery area, WC, kitchen space, meeting room and storage area.
- 4.6 The building would be single storey, brick clad to match the neighbouring Haddenham St Mary's Primary School with brightly coloured decorative features. It would have an off-set pitched roof with the ridge orientated east-west (maximum ridge height approximately 5.9 metres). Windows, doors and rainwater goods would be grey in colour.
- 4.7 A covered play area would be provided immediately to the south of the building and non-covered play areas to the south and south-west of the building. To the west of the proposed building is an area proposed to be used for a future forest school.
- 4.8 To the north of the school building it is proposed to provide parking for 18 staff members and 12 spaces for pick-up/drop-off (total 30 spaces). Two sheffield cycle stands and a buggy store park would also be provided. Dedicated footways would connect the car parking and pedestrian access to the nursery school building.
- 4.9 Twelve trees (eight category B trees and four category C trees) and a four metres length of hedgerow would be removed to facilitate the development.
- 4.10 It is proposed to plant 12 trees on site and provide 90 metres of species-rich hedgerow along the east and south-east of the site to mitigate for the habitat loss and deliver net gains for biodiversity.
- 4.11 The layout of the proposed development is shown in figure 2 below.



Figure 2: Layout 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:

- Adopted Aylesbury Vale District Local Plan (AVDLP) 2004
- Haddenham Neighbourhood Plan

5.3 Other documents that need to be considered in determining this development include:

- National Planning Policy Framework (NPPF)
- CLG letter to Chief Planning Officers dated 15th August 2011
- Draft Vale of Aylesbury Local Plan (2013-2033)

5.4 The AVDLP policies most relevant to this development are:

- GP.8 Protection of the amenity of residents
- GP.24 Car parking guidelines
- GP.35 Design of new development proposals

- GP.38 Landscaping of new development proposals
- GP.39 Existing trees and hedgerows
- GP.40 Retention of existing trees and hedgerows
- GP.45 “Secured by Design” considerations
- GP.53 New Development in and adjacent to Conservation Areas
- GP.59 Preservation of archaeological remains
- GP.95 Unneighbourly Uses

5.5 Following an Independent Examination and Referendum, the Haddenham Neighbourhood plan was adopted in September 2015. As a result of the High Court Order on 7th March 2016, Chapter 6 (“Housing and Development”) of the Haddenham Neighbourhood Plan was quashed and can no longer be given material weight in planning decisions.

The policies most relevant to this development are:

- TGA2: On-site Walking and Cycling
- SRL3: Enhancing, Protecting and Providing new Natural Environment Habitats, Trees and Hedgerows

5.6 The draft **Vale of Aylesbury Local Plan (2013-2033)** (VALP) has been submitted to the Secretary of State for MHCLG for independent examination. Examination hearings were held in July 2018 and, following the provision of the Inspector’s interim findings, AVDC are preparing Main Modifications for consultation. The VALP is considered to be at an advanced stage of preparation and is a material consideration for the determination of planning applications.

Emerging policies from the draft **Vale of Aylesbury Local Plan (2013-2033)** considered to be relevant to the proposed development include:

- T4 (Delivering transport in new development),
- T5 (vehicle Parking),
- BE1 (Heritage assets),
- BE2 (Design of new Development),
- BE3 (Protection of Amenity of residents),
- NE2 (Biodiversity and geodiversity), N
- E9 (Trees, hedgerows and woodlands)
- I4 (Flooding).

6.0 Consultation Responses

6.1 The Local Member, **Councillor Clive Harriss**, has not commented on the proposed development

6.2 **Haddenham Parish Council** supports the development in principle but raises objections to the transport related impacts and environment and ecology impacts.

In particular they are concerned that the sensitivity of the surrounding area has not been recognised and parking on the village green has not been addressed. They note that granite setts around the village green are not included in this application though they were promised following a previous development at the school. They

consider the 12 drop-off spaces at the nursery will not be sufficient and are concerned how this may impact the surrounding area. They suggest provision should be made for parking on adjoining land with traffic calming and restricted access into Church lane.

In regard to pedestrian access to the school they agree with the comments made by the BCC Highways Officer to ensure the footpath within the site matches up with the footway along the south of Aston Road. They also note that there is likely to be increased footfall through St Mary's Church Yard school pedestrian access and consider a contribution should be made to restore the partially collapsed listed wicket wall which runs alongside a section of this path.

As the nursery operator may be independent of the school, the Parish Council consider it essential that the operator provides a joint travel plan in conjunction with the school. The Parish Council also requests a planning condition requiring a site management construction plan which prohibits all access by site construction vehicles from the Church End direction.

In relation to the environment and ecology impact they support the details of the BCC Ecology advisor and request further details on what measures will be set in order to ensure the nursery will be carbon neutral as far as practicable in its construction and future management.

- 6.3 The **AVDC Heritage Specialist** has commented on the proposed development in relation to Haddenham Conservation area and Grenville Manor (3 Aston Road), a Grade II* listed building near to the site. With regard to the conservation area, the officer advises that whilst the surrounding countryside is considered to be a positive aspect of the setting of the conservation area, the 2008 Conservation Area appraisal does not identify any key views which would be affected by the proposed development. Furthermore, the officer acknowledges that due to the hedgerow/screening along the road, the visibility of the site is limited in terms of the approach into the village/conservation area. She does however recommend this screening is preserved/enhanced with the proposed development. With regard to the listed buildings, the officer comments that given the location of the proposed development on the opposite side of the road and the intervening existing development it is not felt that the application site contributes to the setting of the listed building.
- 6.4 The officer from BCC **Highways Development Management** has reviewed the information provided and commented on the suitability of the access, sustainable travel links, network operation and impact, internal layout and parking. Taking into consideration the large amount of development in the vicinity of the site off Stanbridge Road, the officer is satisfied the proposed development would not have a material impact on the capacity of the local highway network. The officer is satisfied there is sufficient space within the site to accommodate 18 staff and 12 drop off spaces of the correct size with sufficient maneuverability. Concerns were initially raised regarding the adequacy of the existing pedestrian access to the site. Following the proposal to create a new 2m pedestrian access on the northern boundary of the site to link directly to the 2m footway on Aston Road secured as

part of application ref. 14/02666/AOP, the officer is satisfied there is suitable pedestrian accessibility to the site.

Overall, there is no objection to this application subject to conditions requiring the pedestrian access onto Aston Road to be put in place, the scheme for parking and manoeuvring and the loading and unloading of vehicles shown on the approved plans shall be laid out prior to first occupation of the development and the creation and implementation of a travel plan to promote sustainable methods of travel.

- 6.5 The officer from BCC **Lead Local Flood Authority** has reviewed the submitted information. She comments that two schemes have been outlined and the final design is to be determined following further ground investigations. The officer raises no objection to the proposed development subject to the submission and subsequent implementation of a surface water drainage scheme based on sustainable drainage principles.
- 6.6 The **BCC Ecology Officer** is satisfied with the information submitted and that the cumulative impacts have been considered. The officer raises no objection to the proposed development but advises that should planning permission be granted conditions are applied in order to safeguard ecological features during construction and ensure biodiversity enhancement measures are secured and maintained in the long-term. The officer also advises that using the Warwickshire v19 biodiversity impact assessment calculator, the scheme would result in an overall biodiversity net gain of 35%, which exceeds current planning policy requirement of 10%.
- 6.7 **Buckinghamshire Fire and Rescue Service** requires that all applications give due consideration to Approved Document B, Section 15 (Fire Mains & Hydrants) and section 16 (Vehicle Access) of the Building Regulations. They advise that particular attention must be given to parking facilities to prevent chronic 'double parking' issues, which could ultimately affect emergency service attendance. They also comment that further comment will be made via Building Control as and when detailed plans are submitted.
- 6.8 The **Safer Routes to School** officer recommends that should the proposed development be permitted it develops a travel plan to promote sustainable travel.
- 6.9 The **BCC Archaeology Officer** considers the proposed development is likely to affect a heritage asset of archaeological interest because of the location of the site within a wider area with known multi-phase archaeological remains. For this reason and in conformity with paragraph 199 of the NPPF, should planning permission be granted, the officer considers this should be subject to a condition requiring the developer to secure appropriate investigation, recording, publication and archiving of the results.
- 6.10 The **Arboricultural Advisor** for BCC has commented on the tree removals/retention, preliminary tree protection, mitigation of hard surfacing proposals and precautionary approach to installing new boundary fences within retained tree root protection areas. He considers the approach of submitting a detailed Arboricultural Method Statement (AMS) as a planning condition, to cover all aspects of tree protection/retention and proposed tree works, is appropriate.

6.11 **Thames Water** has not commented on the proposed development.

7.0 Representations

7.1 Representations from 13 members of the public have been received. Of these 12 objects to the application and one supports it. The following matters were raised:

- Conflict with HELAA
- Location in this part of Haddenham
- Damage to the Conservation Area
- Harm to Listed Buildings and wicket wall
- Too much car parking
- Lack of car parking
- Congestion along Aston Road
- Lack of suitable highway access
- Lack of accessibility by sustainable modes of transport, especially walking and cycling
- Operation of the facility beyond primary school hours and primary school term time
- Loss of agricultural land
- Loss of trees
- Impact on wildlife, including to wildbirds
- Impact on air quality
- Impact on rural amenity

7.2 Comments have also been received from the Governors at Haddenham St Mary's School. They are supportive of the proposals and recognise the need for additional nursery provision in the village. They raise concerns relating to access, active travel, car parking and school security and safety.

8.0 Discussion

8.1 As the committee are aware, the application being determined is for the proposed use in in the proposed location. While minor changes can be made, it is not possible through the development management process to relocate a proposed development. It should also be noted that a condition that seeks to remedy a pre-existing problem is likely to fail the test of relevance to the development being permitted.

8.2 The main issues for consideration in relation to application CC/0042/19 are:

- Principle of the Development
- Principle of the Location of Development
- Vehicle movements and access
- Amenity, Design and Landscaping
- Heritage and Archaeology
- Biodiversity and Green Infrastructure
- Drainage

Principle of the Development

- 8.3 Within the AVDLP, it is recognised that community facilities, including schools and crèches make a vital contribution to the social and economic life of the community, partially in rural areas and that new development can create an additional need for community facilities. Specifically for Haddenham, the Haddenham Neighbourhood Plan recognises there is increase pressure on pre-school provision. In particular, paragraphs 8.0.2 and 8.1 of this neighbourhood plan recognise a need for a sustainable pre-school for residents who choose to educate their children in the village.
- 8.4 Paragraph 94 of the NPPF requires local planning authorities to take a proactive, positive and collaborative approach to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. In addition, as set out in the letter to Chief Planning Officers dated 15th August 2011, the Government wants to allow new schools to open, good schools to expand and all schools to adapt and improve their facilities. This is to allow for more provision and greater diversity in the state funded sector to meet both demographic needs and the drive for increased choice and higher standards. State funded includes schools funded by Local Authorities and those funded directly by central Government (i.e. academies and free schools).
- 8.5 Following consideration of the function of a nursery in providing education to young children before compulsory education and definition of state-funded school within planning legislation, namely The Town and Country Planning (General Permitted Development) (England) Order 2015, it is considered a nursery should be viewed in the same way as a school. As such, the creation of a state-funded nursery is considered to be the same in principle as the creation of a state funded primary or secondary school.
- 8.6 Overall, the proposal to create a new nursery in Haddenham is supported in principle though the AVDLP, Haddenham Neighbourhood Plan, NPPF and planning Guidance.

Principle of the Location of Development

- 8.7 The proposed development is located on a green field site, adjacent to the built up area of Haddenham and Haddenham Conservation area.
- 8.8 As set out above, the application site and surrounding field (5ha of land South East of St Mary C of E first school, HAD008) was identified in the Aylesbury Vale Draft Housing and Economic Land Availability Assessment (HELAA) (Version 4 January 2017). The site assessment described HAD008 as *“Unsuitable - Southern part of the site is in a prominent landscape and open break in the village footprint adding to local character, highly exposed to views from the south and views to the Chilterns. The site currently forms part of an important buffer next to the conservation area and is close to a number of listed buildings.”*
- 8.9 Economic development is defined within the HELAA methodology and includes uses within and beyond those falling within the ‘B’ use class. As a nursery, the

proposed development falls within use class D1 (Non-residential institution) and therefore within the definition of economic development as set out in the HELAA methodology.

- 8.10 The HELAA is an important evidence source to inform Plan-making, but does not in itself allocate a site for housing or economic development or determine whether planning permission should or should not be granted. The allocation of a site for development can only be made in the Local Plan or through a Neighbourhood Plan. A site being identified as 'unsuitable' within the HELAA does not mean further work on constraints, mitigation or infrastructure enhancements cannot be put in to enable the Council to support development on the site.
- 8.11 The adopted Haddenham Neighbourhood Plan and AVDLP are silent on the suitability of the application site for development. Within the emerging VALP, neither the application site nor HAD008 are allocated for development. This latter plan has not been adopted and therefore while a material planning consideration is not considered to carry full weight. It should also be noted that the suitability of developing part of HAD008 was not considered within the HELAA.
- 8.12 As shown in figure 3 below, the application site is a small proportion of the 5 hectare HAD008 site. It is between the existing Haddenham St Mary's school and Aston Road. Developing this area would result in the loss of approximately 0.32ha of a green field site. It would also result in loss of a small part of the buffer next to the conservation area and listed buildings.

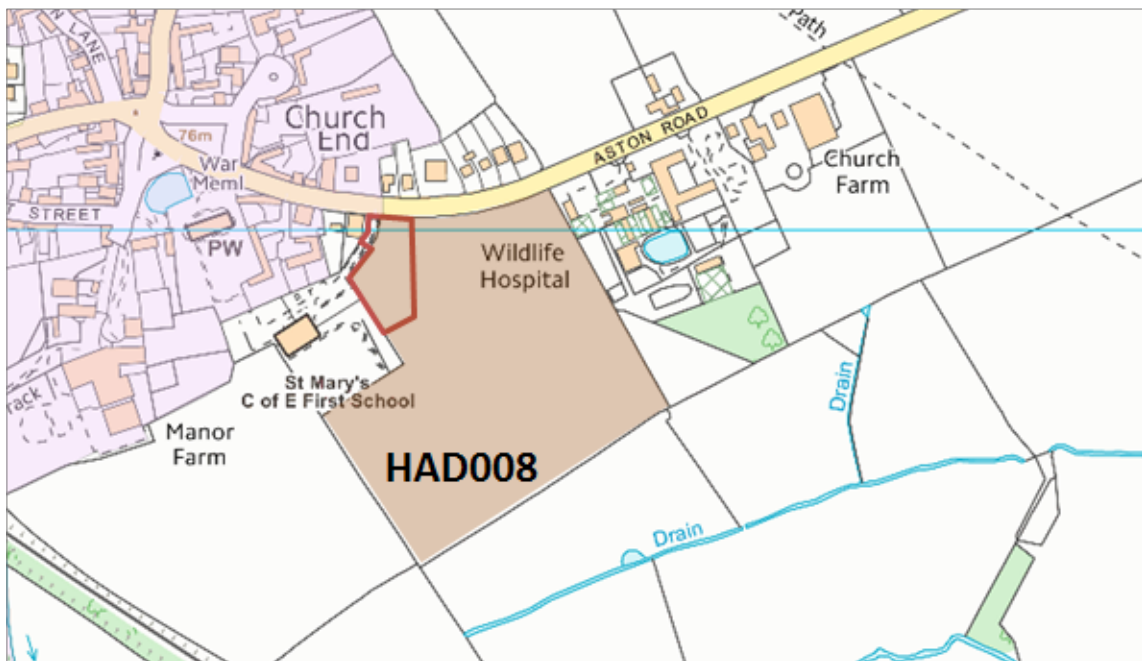


Figure 3: The Application site in proportion to HAD008 of the HELAA

- 8.13 The southern part of the HAD008 site is identified as a prominent landscape and open break in the village footprint adding to local character, highly exposed to views from the south and views to the Chilterns. It is not considered that these concerns apply to the application site which is in the north-west corner of the HAD008 site and so these views would be unaffected by the proposed development.

- 8.14 Overall the committee is advised that development on the application site is not unacceptable in principle. The suitability will depend on development specific factors and any mitigation measures. These will be considered in the following sections.

Vehicle movements and access

- 8.15 Policy GP.24 of the AVDLP requires all new development to provide vehicular parking spaces in accordance with the Council's operative guidelines. For nursery schools, the maximum parking requirement is one space per-full time equivalent member of staff. Furthermore, the guidelines state that a proportion of the parking spaces at schools should be allocated for visitors. While policy TGA1 of the Haddenham Neighbourhood Plan specifies car and cycle parking standards, this is limited to the provision at dwellings. The Haddenham Neighbourhood Plan also supports walking and cycling and through policy TGA2 supports the provision of easily accessible storage for cycles, wheelchairs, electric vehicles and baby buggies and the incorporation of dual-use routes wide enough for two buggies that provide effective, safe and attractive cycle and pedestrian connections and access to the existing village walking and cycling networks.
- 8.16 Traffic and transport can also have impacts on local amenity. Policy GP.8 of the AVDLP seeks to protect the amenity of residents and prevents development which would unreasonably harm any aspect of amenity of nearby residents when considered against the benefits arising from the proposal. In addition policy GP.95 states that the Council will have regard to the protection of the amenities of existing occupiers and will not permit development that exacerbates any adverse effects of existing uses.
- 8.17 A number of objections received in relation to the proposed development relate to the adequacy of the proposed parking area and the impact of the proposed development on the highway network. Concern has been raised that at pick-up and drop-off times the existing situation with parents parking on Aston Road and along around the village green would worsen.
- 8.18 The number of staff employed at the school would depend on the number of children attending – younger children require a higher staff to children ratio. If all 52 children attending the facility were under the age of three, 18 staff members would be required. Sufficient car parking for this number of staff has been provided plus two cycle stands. For those using the nursery, 12 drop-off spaces have been provided. This is in addition to the staff parking and in excess of the maximum within the parking guidance. There is also a buggy park to facilitate children being dropped off and picked up by foot. The proposed development would link directly to the footway being provided as part of planning application 14/02666/AOP on Aston Road with a gate sufficiently wide to accommodate buggies and people walking side-by-side. This provision of a pedestrian footway into the site would help facilitate safe and suitable access for those walking, particularly from the northeast and new housing development in that area.

- 8.19 Subject to the parking being set out and used only for the proposed purpose for the duration of the development, the erection of cycle stands and buggy store, and creation of the footway the proposed development accords with policies GP.24 of the AVDLP and TGA2 of the Haddenham Neighbourhood Plan. These requirements may be secured via condition should planning permission be granted.
- 8.20 From a technical perspective no highway safety or capacity issues have been identified. The assessment made by the officer to provide this advice takes into account the impacts of other development taking place in the area.
- 8.21 Concern has also been raised by local residents in relation to potential deterioration of local air quality associated within increased traffic from the proposed development. The application site is not within an air quality management area where the relevant pollution levels have been exceeded. The proposed development includes the infrastructure to facilitate active modes of travel – cycle racks, buggy store and safe link to public footway. Should planning permission be granted as in the comments from the Parish Council, Highways Development Management Officer and Safer Routes to School officer, it is recommended the proposed development create and implement a travel plan to encourage these active modes to be utilised. This can be secured via condition.
- 8.22 In relation to parking and congestion on the road associated with this, it should be noted the proposed nursery would be open for longer hours than the adjacent school. There is unlikely to be the same highway pressure and congestion associated with school pick-up and drop-off at peak hours. Space has also been provided on site for pick-up and drop-off to mitigate the impact of the proposed development. While this will not remedy any existing problem relating to congestion at school pick-up and drop-off times, the impact of the proposed development has been considered and mitigated. With this in mind, the proposed development is considered to be in accordance with policy GP.95 of the AVDLP.
- 8.23 To minimise the impact of the construction period on local amenity and highway safety it is recommended that should planning permission be granted no development takes place until a Construction Traffic Management Plan has been submitted to and approved by the County Planning Authority. The Parish Council requests that no construction vehicles access from the Church End direction to prevent harm to the conservation area and village green. This latter element may be addressed as part of the Construction Traffic Management Plan and secured via condition.
- 8.24 In summary, the proposed development is considered to accord with policies GP.8, GP.24 of the AVDLP and policy TGA2 of the Haddenham Neighbourhood Plan.

Amenity, Design and landscaping

- 8.25 Good design is a key aspect of sustainable development and is encouraged through national planning policy and the AVDLP. Policy GP.35 requires the design of new development to respect and compliment the physical characteristics of the site, context and surroundings. Policy GP.38 of the AVDLP requires applications to include landscaping proposals to help the building fit in with and complement their

surroundings and conserve existing natural and other features of value as far as possible. In addition, policy GP.45 requires the design and layout of all planning proposals to incorporate measure to assist crime prevention and help reduce risks to personal safety while Policy GP.8 of the AVDLP states that planning permission will not be granted for development which would unreasonably harm any aspect of the amenity of nearby residents. This includes visual amenity.

- 8.26 The HAD008 area was identified as highly exposed to views from the south and views to the Chilterns. Following a visit to Haddenham and the surrounding area, it is not considered the application site is easily visible from Stanbridge Road, public footpath HAD/00532 or any other nearby public vantage points to the south. It could be visible to passengers on the railway line to the south of the site, most likely when travelling towards Haddenham given its position to the northeast of the existing school.
- 8.27 Given the single storey nature and height of the proposed building and the proposal to provide a hedgerow along the southeast and eastern site boundary, its impact on longer distance views towards Haddenham would be minimal. It is acknowledged the provision of a hedgerow is an important part of this consideration and that it would take time to grow. As such, should the development be permitted, it is recommended the hedgerow is planted during the first planting season (usually October to December) following commencement of the development. This can be secured via condition.
- 8.28 The northern boundary of the site is dominated by a hedge, currently around two metres in height. This limits the views of the site, and to the south from ground level. With the exception of the section where a pedestrian gateway is proposed the hedge line would not change. The retention of this hedge at a suitable height could further be secured via condition to protect the visual amenity of the area in accordance with policy GP.8 and GP.35 of the AVDLP.
- 8.29 From the upper storeys of the houses opposite the proposed site, namely 10 Aston Road, Blue Hills and 5 Aston Road, the proposed development would be visible. As above, the proposed development is single storey with a maximum (ridge) height of approximately 5.9 metres. In comparison the extension at Haddenham St Mary's School is approximately 5.5 metres at the ridge and the original school building is approximately 8.5 metres at the ridge. The proposed development would have a split pitched roof, similar to that at the adjacent Haddenham St Mary's School. It would be finished in brick to match the school. Aside from the building, the site from the development is dominated by car parking. This is low level with landscaping around it and would be unobtrusive in the street scene behind the hedge. As such, although the proposed development would be visible, its design would not be incongruous in its surroundings. It would not remove the more extensive views to the Chilterns beyond.
- 8.30 With regard to secure by design, the proposed development would be enclosed by bow topped dark green powder coated railings at 1.8 metres height. This would deter people from entering the site but would not appear fortress like. There are no structures close to the outside of the site within the field or which would aid climbing

into the site. The presence of a hedge would also further protect the perimeter from intrusion. The external play areas are located within view of occupied nursery rooms and away from the car parking area.

- 8.31 Concern has been raised by the Governors of Haddenham St Mary's School relating to pedestrian access between the nursery and the school site and how it might impact sight safety and security. The submitted site plan shows a footway to the boundary of the nursery site with a gate to separate it from the school. The times of opening of this gate and routing of children within the school is considered to be a matter for the school to discuss with the County Council as the applicant. Overall, the proposed development is considered to be in accordance with policy GP.45 of the AVDLP.
- 8.32 Overall, while the proposed development would be visible to neighbouring properties, especially when viewed from the upper storey of the houses to the north on Aston Road, it has been designed to be similar to the adjacent Haddenham St Mary's School. With hedging to the south, southeast and northern boundary, and the conditions outlined above, the proposed development is considered to be in accordance with policies GP.8, GP.35, GP.38 and GP.45 of the AVDLP.

Heritage and Archaeology

- 8.33 The proposed development is not located within Haddenham Conservation, though due to its proximity may be considered to be within its setting. Within the conservation area there are several listed buildings, the closest of which to the site is the Grade II* Grenville Manor (3 Aston Road). There are also a number of Historic Environmental Records relating to multi-phase archaeological findings in the area.
- 8.34 With regard to listed buildings, section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on planning authorities to 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.
- 8.35 With regard to conservation areas, Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on planning authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. This legal duty is reflected in the NPPF and Development Plan. In particular, policy GP.53 of the AVDLP seeks to preserve or enhance the special characteristics that led to the designation of a conservation area by preventing development which causes harm to the character, appearance, setting or associated views.
- 8.36 Through policy GP.59 of the AVDLP, the council seeks to protect, enhance and preserve the historic interest and its setting. Where planning permission is granted for sites containing archaeological remains, the policy states that the council will impose conditions to secure the excavation and recording of the remains and publication of the results.
- 8.37 Following advice from the Heritage Specialist at AVDC, the application site is not considered to contribute to the setting of the listed building or the conservation area. Due to the hedgerow/screening along the road, the visibility of the site is limited in

terms of the approach into the village and conservation area. It should be noted that the hedge along Aston Road would remain in place, excluding the placement of a gate. As such there would be minimal impact to the street scene as a result of the proposed development. The Heritage Specialist recommends the vegetation screening is preserved and/or enhanced. Should planning permission be granted, the screening vegetation may be secured via condition.

- 8.38 In light of the comments from the Heritage Specialist, the proposed development is considered to be in accordance with policy GP.53 of the AVDLP and the planning authority has fulfilled its duty under Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 8.39 In relation to archaeology, no objection has been raised subject a condition requiring the developer to secure appropriate investigation, recording, publication and archiving of the results. With this in place, the proposed development is considered to be in accordance with policy GP.59 of the AVDLP and paragraph 199 of the NPPF.

Biodiversity and Green Infrastructure

- 8.40 Paragraph 170 of the NPPF requires planning decision to contribute to and enhance the natural environment. This includes minimising impacts on and providing net gains for biodiversity and recognising the intrinsic character and beauty of the countryside. Together policies GP.39 and GP.40 of the AVDLP oppose the loss of trees and when a proposed development impacts trees requires conditions to be imposed to ensure the retention, replacement of trees and hedgerows of amenity, landscape or wildlife importance and their protection during construction. Policy GP.38 gives support to native species within landscaping proposals. Policy SRL3 of the Haddenham Neighbourhood Plan also seeks to protect, enhance and provide new natural environment habitats, trees and hedgerows. This includes demonstrating a net gain for biodiversity in accordance with the Defra Biodiversity Impact calculator and wherever possible providing integral swift nesting features in buildings.
- 8.41 Concerns have been raised by local residents relating to the loss of agricultural land, impact on wildlife and loss of mature trees lining the existing driveway to Haddenham St Mary's School. No objection has been raised by the BCC Ecological advisor subject to conditions in order to safeguard ecological features during construction and ensure biodiversity enhancement measures are secured and maintained in the long-term.
- 8.42 The proposed development would result in the loss of approximately 0.32 hectares of agricultural land. This is not however classified as best and most versatile agricultural land. The proposed development is also not within a protected landscape, or one identified as having special character within the development plan. Information submitted as part of the planning application and reviewed by the BCC Ecology Officer concludes it is highly unlikely the proposed development would affect protected species, namely Great Crested Newts and Bats.

- 8.43 To facilitate the proposed development, twelve trees would be lost. It is however proposed to plant a further twelve trees to replace them. Some works would also take place in the root protection area of retained trees. Following comments from the Arboricultural advisor, these provisions are considered to be reasonable and appropriate.
- 8.44 As part of the proposed development, a number of soft landscaping features have been proposed to mitigate the impact of the proposed development within the landscape. This includes 90 metres of hedgerow along the southeast and eastern boundary of the site. As there are proposed to be trees in the school grounds and to comply with preference for native species within landscape proposals as specified by policy GP.38 of the AVDLP it is recommended the hedgerow consists of at least 50% shade tolerant native species, such as beech and hornbeam. This planting and the provision of the hedge can be secured via condition.
- 8.45 The supporting information submitted as part of the planning application advises a sensitive lighting strategy to reduce impacts on light-sensitive bats and other nocturnal wildlife. No lighting has been proposed as part of the planning application. In accordance with advice from the BCC Ecology Officer it is therefore recommended that prior to any external lighting being erected on the site a suitable lighting scheme is agreed. This may be secured via condition.
- 8.46 Haddenham has a regionally important population of Swifts which is entirely dependent on the built environment for nesting. As such, the Haddenham Neighbourhood Plan policy SLR3 requires that whenever possible, all new buildings must provide integrated Swift nesting features. To comply with this policy should planning permission be granted it is recommended at least one swift box is incorporated into the building at a suitable height and elevation either as a specialist 'swift brick' or nest box.
- 8.47 When assessed with a biodiversity impact calculator, the proposed development has demonstrated a net-gain in biodiversity. Overall, subject to the submission of detailed site specific Arboricultural Method Statement (AMS) to cover all aspects of tree protection/retention and proposed tree works, and a requirement to use native species the proposed development is considered to be in accordance with policy GP.38, GP.39 and GP.40 of the AVDLP, policy SLR3 of the Haddenham Neighbourhood Plan and paragraph 170 of the NPPF.

Drainage

- 8.48 Paragraph 163 of the NPPF requires local planning authorities to should ensure flood risk is not increased elsewhere.
- 8.49 The applicant has provided information on flood risk and drainage as part of the application. Two schemes have been outlined within the submitted documents and the final design will be determined following further ground investigations.
- 8.50 As in the comments from the LLFA outlined above, no objection to the development from drainage perspective has been raised subject to the provision of a surface water drainage scheme, including an investigation of use of above grounds SuDs feature and its maintenance. This may be secured via condition.

8.51 With this in place, the proposed development is considered to be in accordance with paragraph 163 of the NPPF.

Other Matters

8.52 Concern has also been raised by local residents in relation to potential deterioration of local air quality associated with increase traffic from the proposed development. The application site is not within an air quality management area where the relevant pollution levels have been exceeded.

8.53 With the UK's 25 Year Environment Plan, it is recognised that trees can have air quality benefits. Should the committee consider it necessary in the interests of local amenity and air quality, in accordance with policy GP.8 of the AVDLP, the species of trees may be further specified via condition to include native species believed to be more effective in reducing pollutants such as sycamore, poplar and oak.

8.54 As required as part of the Equality Act 2010 Section 149, in determining this application 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.

8.55 It is not considered the proposal would conflict with the requirements of the Equality Act 2010 or the Council's policy on equality

9.0 Conclusion

9.1 In assessing the suitability of the proposed development, consideration has been given to the development plan and material considerations. This takes into account (amongst other factors) the likely impacts on local amenity, design and landscape, highways, Haddenham Conservation Area, Listed Buildings, air pollution and the natural environment. Consideration has also been given to the review of the application site and surrounding area in the Aylesbury Vale Draft Housing and Economic Land Availability Assessment (HELAA) (January 2017).

9.2 The development would not be invisible and nor would it resolve pre-existing problems relating to congestion at the school pick-up and drop-off times. Its impact however is not considered to be so severe as to outweigh the presumption in favour of development at state funded schools and the community benefit of providing a pre-school. Taking into consideration the development specific factors, namely its location within the larger area assessed as part of the HELAA, the boundary treatment measures which as discussed above may be secured via condition should planning permission be granted, the development is considered to be acceptable and in accordance with the development plan as whole.

9.3 It is therefore recommended that planning permission is granted subject to the conditions set out in Appendix A.

Conditions

Time limit for commencement

1. The development to which this permission relates must be begun within three years from the date of this consent.

Reason: To prevent the accumulation of unimplemented planning permissions, to enable the County Planning Authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91(1) of the Town and Country Planning Act 1990 (as amended).

Approved Drawings

2. The development hereby permitted shall not be carried out other than in complete accordance with the following drawings:
 - Site Location Plan, drawing 19.110.050.005, Rev 1, dated 29.07.2019
 - Proposed Site Plan, drawing number: 19.110.050.002, Rev 6, dated 16.09.2019
 - Proposed Floor Plan, drawing number: 19.110.100.001, Rev 1, dated 12.06.2019
 - Proposed Elevations, drawing number: 19.110.140.001, Rev 0, dated 22.05.2019

For the avoidance of doubt this includes the specified finishing materials.

Reason: To define the development which has been permitted so to control the operations and to comply with policy GP.8 of the AVDLP.

Pre-commencement Conditions

3. No development shall take place, unless authorised by the local planning authority, until the applicant, or their agents or successors in title, have undertaken archaeological evaluation in form of trial trenching in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority. Where significant archaeological remains are confirmed these will be preserved in situ.

Reason: To prevent harm to a heritage asset and secure appropriate investigation, recording, publication and archiving of the results in conformity with paragraph 199 of the NPPF

4. Where significant archaeological remains are confirmed, no development shall take place until the applicant, or their agents or successors in title, have provided an appropriate methodology for their preservation in situ which has been submitted by the applicant and approved by the planning authority.

Reason: To prevent harm to a heritage asset and secure appropriate investigation, recording, publication and archiving of the results in conformity with paragraph 199 of the NPPF

5. Where archaeological remains are recorded by evaluation and are not of sufficient significance to warrant preservation in situ but are worthy of recording 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.

Reason: To prevent harm to a heritage asset and secure appropriate investigation, recording, publication and archiving of the results in conformity with paragraph 199 of the NPPF

6. Prior to the commencement of the development a Construction Traffic Management Plan shall be submitted to and approved in writing by the County 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 to avoid Haddenham Conservation Area and Church Lane;
 - 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: In order to prevent danger, obstruction and inconvenience to users of the highway and of the development during the construction of the development in accordance with policy GP.8 of the AVDLP and harm to the conservation area in accordance with policy GP.53 of the AVDLP.

7. Prior to the commencement of development, a Biodiversity Management Plan (BMP) shall be submitted to and approved in writing by the County Planning Authority. The BMP shall be a stand-alone document that clearly identifies the ecological mitigation and enhancement measures to be undertaken:
- Prior to commencement on site including method statements for watching briefs/destructive searches during vegetation clearance works;,
 - During construction including how ecological features will be protected during this time; and
 - Post-construction including planting proposals, a commitment to replace any trees that become diseased or damaged within five years of their planting with a like species in the next available planting season and the provision of bat, bird and hedgehog boxes in suitable locations with no less than one swift box/brick.

Planting proposals shall consist primarily of native species and no less than 50% of the hedgerow shall consist of at least two different shade tolerant native species.

The BMP shall be in a form that can be easily utilised by construction contractors and landscape managers thereafter. It shall be prepared based on the guidance in sections 10 and 11 of BS 42020:2013 – Biodiversity - Code of practice for planning and development and shall include all of the mitigation measures (MM1-MM12) and ecological enhancements (EE1-EE6) set out in Section 6 of the Addendum Ecological Appraisal.

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

Reason: To ensure that ecological resources including protected species and notable species and habitats are safeguarded at all phases of development; and to ensure a net gain for biodiversity in accordance with policy SLR3 of the Haddenham Neighbourhood Plan and paragraph 170 of the NPPF.

8. Prior to the commencement of the development a site specific Arboricultural Method Statement to cover all aspects of tree protection/retention and proposed tree works and including details of all tree protection measures, tree works specifications and a detailed tree protection plan shall be submitted to and approved in writing by the County Planning Authority. The development hereby permitted shall thereafter be carried out in accordance with the approved Arboricultural Method Statement.

Reason: To ensure adequate protection of trees in accordance with policy GP.39 of the AVDLP.

9. Prior to the commencement of the development, a surface water drainage scheme for the site, based on sustainable drainage principles shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority should be given to above ground SuDS components
- Demonstration of the 1m freeboard from the base of the infiltration component and the water table
- Infiltration rate testing undertaken in the location and at the effective depth of the proposed drainage component in line with the principles of Building Regulation 2010 Part H2 or BRE365
- Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the drainage hierarchy as outlined in paragraph 080 of the Planning Practice Guidance
- Drainage layout detailing the connectivity between the building and the drainage component(s), showing pipe numbers, gradients and sizes, complete together with storage volumes of all SuDS component(s)
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Construction details of all SuDS and drainage components
- Details of how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction

Reason: To manage surface water and ensure flood risk is not increased elsewhere in accordance with paragraph 163 of the NPPF.

Development Phase Conditions

10. The hedgerow along the southeast and eastern boundary as shown on “Proposed Site Plan, drawing number: 19.110.050.002, Rev 6, dated 16.09.2019” shall be planted in the first planting season following the commencement of the development. It shall thereafter be allowed to grow and maintained a height of no less than 1.5 metres in perpetuity.

Reason: To protect the visual amenity of the area in accordance with policy GP.8 and GP.35 of the AVDLP for the lifetime of the development

11. Prior to the installation of any external lighting, a sensitive lighting strategy for bats for the site shall be submitted to and approved in writing by the county planning authority. The strategy shall:

- Be in compliance with Institution of Lighting Professionals' Guidance Note 08/18 (Bats and artificial lighting in the UK);
- Identify those areas/features on site that are particularly likely to be important for foraging and commuting bats;
- 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 the identified habitats/corridors; and
- Include a lighting curfew so lighting is off when the nursery is not operational

The strategy shall be implemented as approved.

Reason: To ensure that retained features remain suitable for use by bats (and other nocturnal fauna) and that newly created habitat provides suitable habitat in accordance with SLR3 of the Haddenham Neighbourhood Plan and paragraph 170 of the NPPF.

Post Development Phase Conditions

12. Prior to occupation of the development or within three months of the creation of the public footway along Aston Road, whichever is the later; the new means of pedestrian access onto Aston Road as shown on “Proposed Site Plan, drawing number: 19.110.050.002, Rev 6, dated 16.09.2019” shall be laid out in accordance with the approved drawing. It shall thereafter be maintained and not used for any other purpose.

Reason: To minimise danger and inconvenience to highway users and promote walking in accordance with TGA2 of the Haddenham Neighbourhood Plan

13. Prior to the occupation of the development, the scheme for parking and manoeuvring, cycle stands and buggy store as indicated on the submitted plans shall be laid out in accordance with the approved plans 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 paragraph 108 of the NPPF.

14. Prior to the occupation of the development, a school travel plan shall be submitted to and approved in writing by the County Planning Authority. The plans shall include a named travel plan coordinator, a programme for facilitating the monitoring of the travel plan and full analysis of the existing modal split for staff and pupils at the school, 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.

Reason: In order to promote more sustainable transport options in accordance with paragraph 102 of the NPPF and policy TGA2 of the Haddenham Neighbourhood Plan

On-going Conditions

15. The hedgerow along the north boundary of the development along Aston Road shall be maintained at a height no less than 1.5 metres in perpetuity.

Reason: To protect the visual amenity of the area in accordance with policy GP.8 and GP.35 of the AVDLP for the lifetime of the development

16. For the duration of occupation of the development, the school travel plan shall be reviewed annually and updated. In the event of an increase in the number of car movements as identified in the school travel plan, the school shall undertake measures, as identified in the travel plan, as necessary to promote a reduction in the number of car borne trips.

Reason: In order to promote more sustainable transport options in accordance with paragraph 102 of the NPPF and policy TGA2 of the Haddenham Neighbourhood Plan

Informatives

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

In determining this planning application, the County Planning Authority has worked with the applicant in a positive and pro-active manner based on seeking solutions to problems arising in relation to dealing with the proposed development by liaising with consultees, respondents and the applicant/agent and discussing changes to the proposal where considered appropriate or necessary. For this application, additional information was sought relating ecology, the pedestrian access and trees amongst other factors. This approach has been taken positively and pro-actively 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.

Highways

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.

No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.

The applicant is advised that a licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A period of 28 days must be allowed for the issuing of the licence, please contact the Area Manager at the following address for information or apply online via Buckinghamshire County Council's website at: <https://www.buckscc.gov.uk/services/transport-and-roads/licences-and-permits/apply-for-a-dropped-kerb/>

Transport for Buckinghamshire (Streetworks)
10th Floor, New County Offices
Walton Street, Aylesbury,
Buckinghamshire
HP20 1UY
01296 382416

Biodiversity Management Plan

The Biodiversity Management Plan should include, but not be limited to, the following8:

- Method statements for the protection of all relevant protected or notable species and habitats with the potential to be impacted by the development including but not limited to, trees, hedgerows, bats, amphibians, nesting birds, hedgehogs, badgers and non-native invasive plants.
- Protocol to be followed by the developer and/or construction company should a protected species be found during the development, including a clear chain of responsibility.
- Description and evaluation of existing and proposed ecological features to be managed.
- Aims and objectives of management.
- Appropriate management prescriptions for achieving aims and objectives.
- Work schedule, including an annual work plan capable of being rolled forward over a five year period.
- Details of the body or organisation responsible for implementation of the plan.
- Ongoing monitoring and remedial measures.

Wild Birds

All wild birds are protected under the Wildlife and Countryside Act 1981 (as amended), including their nests (whilst in use or being built) as well as any eggs the nest may contain. Therefore, no vegetation should be removed during the bird nesting season. This is weather dependant but generally extends from 1st March to 31st August (inclusive). If this is not possible, a qualified ecologist should check the areas concerned immediately prior to vegetation removal to ensure that no nesting or nest-building birds are present. If any nesting or nest-building birds are present, no vegetation should be removed until the fledglings have left the nest.

Site Notice

Please remove any site notice that was displayed on the site pursuant to the application

Committee Report

Application Number:	CM/0040/19
Title:	Proposed new building shed for the sorting and baling of plastics and cardboard for the purposes of recycling
Site Location:	Hawes Recycling Centre, Coronation Road Cressex Business Park High Wycombe Buckinghamshire
Applicant:	Hawes Recycling
Case Officer:	James Suter
Electoral divisions affected:	Abbey
Local Member(s):	Lesley Clarke OBE
Valid Date:	2 nd September 2019
Statutory Determination Date:	2 nd December 2019
Extension of Time Agreement:	n/a

Summary Recommendation(s): The committee Chairman and Vice-Chairman the Development Control Committee is invited to APPROVE application no. CM/0040/19 subject to the conditions set out in Appendix A



1.0 Introduction

- 1.1 Application CM/0040/19 is for a new building at Hawes Recycling centre to be used for the sorting and baling of plastics and cardboard.
- 1.2 The use of the site for waste importation, storing and processing is not proposed to change. Operational procedures including vehicle movements are also not proposed to change.
- 1.3 The application is being reported for determination by the Development Control Committee as objections have been received from local residents.

2.0 Site Description

- 2.1 The development is located within Cressex Business Park, in the south west of High Wycombe town. The application site is approximately 0.94 hectares in size and consists of an operational waste transfer station. The site is accessed off Coronation Road.
- 2.2 The site comprises of a waste recycling and separation facility, waste storage bays, a welding building (for maintenance of the separation facility machinery), a dis-used hire centre building and site offices.
- 2.3 The site has no landscape of historical, cultural or known archaeological significance and does not fall within any identified non-statutory or statutory nature conservation site. 'Chairborough Road Local Nature Reserve' is located approximately 130m to the north of the site and 'Widdenton Park Wood SSSI' is located approximately 2.75km to the west of the site. The site is located within flood zone 1. It is screened from its neighbours by planting.
- 2.4 There are no rights of way on or near the application site and the nearest residential properties are approximately 190 metres southeast on Verney Avenue, 150 metres to the north on McLellan Place and 220 metres north-northwest on Chairborough Road. Chiltern Wood School is approximately 240m to the southeast of the site. Views onto the application site from these properties are obscured by other buildings. Hillcrest Day Centre is situated to the northwest of the application site on the opposite side of Coronation Road.
- 2.5 The location of the proposed site is shown in the site location plan below (Figure 1). Its positioning within the application site can be seen in Figure 2.

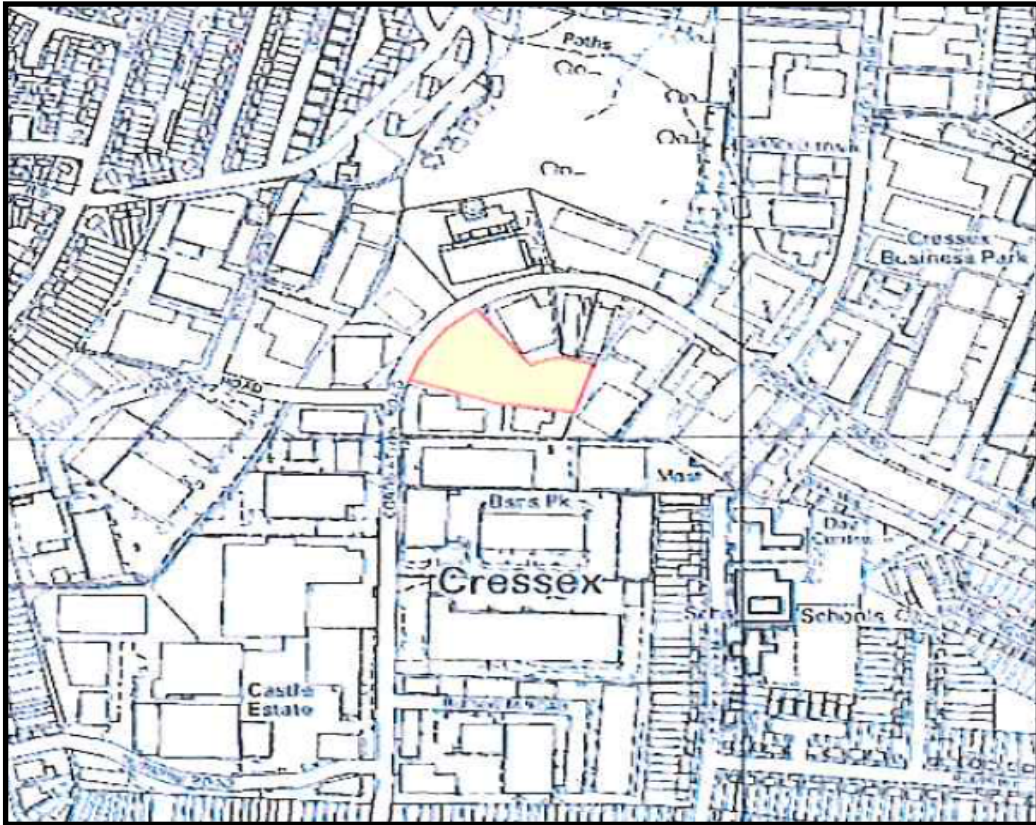


Figure 1: Site location map showing the site in cream outlined in red.



Figure 2: Map showing the location of the proposed development within the Hawes Recycling Site (Extracted from Proposed Site Plan, amended for clarity)

3.0 Site History

3.1 Planning history at the site includes the following:

Planning Application No.	Proposal	Decision	Date
18/07264/FUL	Extension and alterations to separating shed and alterations to separating store under previously approved PP 17/08381/FUL to omit corner of building to allow access	Approved	06/12/2018
17/05304/CON CC	Extension and alterations to existing separating shed	Approved	21/02/2018
CM/12/17	Section 73 application to continue the development approved by consent 09/06549/CONCC (erection of Hire shop, Workshops and Waste Separation Building) without complying with condition 12 to allow acceptance of Waste Electrical and Electronic Equipment (WEEE),	Approved	28/04/2017
CC13/9002/CM	Extension to waste separation building, erection of 6 metre high screen to building and alterations to site layout	Approved	03/10/2013
09/06549/CON CC	Proposed erection of hire shop, store, electrical maintenance workshop, administration office building, a vehicle maintenance workshop, heavy plant storage and waste material separation building. Erection of a wash down enclosure, waste separation building and additions to and modifications to existing site roads, hard standings, site entrance and, all at land formerly occupied by George Worley Transport Ltd	Approved	29/10/2010

4.0 Description of Proposed Development

- 4.1 The proposed development is for the erection of a new building for the baling of cardboard and plastics.
- 4.2 The building is proposed to be constructed using a steel frame with metal profile cladding to the walls and roof. It would be grey in colour. The proposed building would have an open elevation to the rear (North East facing) elevation and a personnel and loading door to the front (South East facing) elevation.
- 4.3 The proposed development would require the use of one baler and one grab/loading shovel to move waste and load the baler.
- 4.4 No change to the site access or daily vehicle movements is proposed.
- 4.5 No additional external lighting is proposed.
- 4.6 No change in the impermeable area of the site or surface water drainage is proposed.
- 4.7 No change in the hours of operation for the site is proposed.

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:

- Buckinghamshire Minerals and Waste Local Plan 2036 (BMWLP)
- Wycombe District Local Plan (WDLP)

5.3 Other documents that need to be considered in determining this development include:

- National Planning Policy Framework (NPPF)
- National Planning Policy for Waste (NPPW)

5.4 I consider the following policies are relevant to the proposed development:

Buckinghamshire Minerals and Waste Local Plan (2016-2036)

- Policy 13 - Spatial Strategy for Waste Management
- Policy 14 – Development Principles for Waste Management Facilities
- Policy 16 – Managing Impacts on Amenity and Natural Resources
- Policy 17 – Sustainable Transport
- Policy 18 – Natural Environment
- Policy 23 – Design and Climate Change
- Policy 24 – Environmental Enhancement

Wycombe District Local Plan Adopted 2019

- CP1 – Sustainable Development
- CP12 – Climate Change
- HW17 – Cressex Business Park, High Wycombe
- DM20 – Matters to be determined in accordance with the NPPF
- DM33 – Managing Carbon Emissions: Transport and Energy Generation
- DM34 – Delivering Green Infrastructure and Biodiversity in Development
- DM37 – Small Scale Non-Residential Development
- DM38 – Water Quality and Supply
- DM39 – Managing Flood Risk and Sustainable Drainage Systems

6.0 Consultation Responses

6.1 The Local Member, **Councillor Lesley Clarke**, supports the application and considers it another useful service to add to the recycling site.

6.2 The officer from BCC **Highways Development Management** has no objection to the proposed development subject to a condition requiring the scheme for parking and manoeuvring to be laid out as indicated on the submitted plans. He also notes the site benefits from planning permission for use as a waste separation and transfer station where the maximum annual operational throughput and maximum

number of vehicular movements are controlled via condition. On this basis he considers the current proposal would not result in detrimental impact to the safety, capacity or free flow of the local highway network.

- 6.3 The officer from BCC **Lead Local Flood Authority** has no objection to the proposed development.
- 6.4 The **Wycombe District Council Environmental Health** Officer has no objection to the application.
- 6.5 The **BCC Ecology** Officer has no objection to this application, but advises that should the application be consented that an informative with regards to nesting birds is included in the decision notice.
- 6.6 The **Wycombe District Council Planning** has not commented on the application.

7.0 Representations

- 7.1 One representation has been received objecting to the development due air-born dust, regular bad smells, loud noises and traffic from the existing operation and it being exacerbated with the proposed development.

8.0 Discussion

- 8.1 The main issues for consideration in relation to application CM/0040/19 are:
 - Principle and Location of the proposed development
 - Vehicle movements and access
 - Impact on Amenity
 - Drainage
 - Biodiversity and Green Infrastructure
 - Climate Change

Principle and Location of the proposed development

- 8.2 Policy CP1 of the WDLP reflects the NPPF and requires all development contribute to delivering sustainable development. As part of this, development should follow the vision and objectives of the development plan and accord with the main principles of location.
- 8.3 Policy 13 and 14 of the BMWLP together outline the main spatial strategy for the location of waste development and the principles for waste development. They direct waste uses towards the main areas of growth and support the co-location of waste management facilities either with other waste management facilities or existing general industrial and employment areas where this is complementary to the area. In addition, they seek to maximise the benefits of waste management, for example through efficient collection and recovery and/or heat recovery as appropriate. Policy HW17 of the WDLP specifically relates to development on the Cressex Business Park. It seeks to secure the site for continued employment uses and improve the commercial attractiveness of the site. It gives support to certain

uses, including general industry, storage and distribution, sui generis and those which support the business uses of the area.

- 8.4 The proposed development is located on an existing waste site in an industrial area on the periphery of High Wycombe. It seeks to expand facilities for the preparation of waste for recycling. As the expansion of an existing waste management facility is located close to an area of major growth, the proposal is considered to be in accordance with the spatial strategy for waste management.
- 8.5 The cardboard and plastics are not new waste streams for the site. At the current time they are removed for further recovery at another facility. Sorting and bailing plastics and cardboard on-site for the purposes of recycling is considered to help the efficient recovery of waste materials and move treatment of them up the waste hierarchy. In addition it allows for the better management of waste close to source.
- 8.6 Overall, the proposed development is considered to be in accordance with policies 13 and 14 of the BMWLP and policies CP1 and HW17 of the WDLP.

Impact on Amenity

- 8.7 Policy 16 of the BMWLP requires that all proposals for waste development demonstrate the proposed development is environmentally feasible and secures a good standard of amenity. In addition it seeks to limit unacceptable adverse impacts through, amongst other factors, noise, dust, vibration, land use conflict, litter, odours and vermin. Policy DM20 of the WDLP directs matters relating to the control of pollution to guidance contained within the NPPF.
- 8.8 In relation to small scale, non-residential development, policy DM37 of the WDLP supports good design that respects the character of the area and requires plant and equipment to be sited to minimise disturbance to surrounding users. Similarly, policy 23 of the BMWLP requires waste development to have high quality design and be reflective of the surrounding environment. The use of materials in construction which are similar to those present on site and surrounding the site is evidence of this.
- 8.9 As the sorting of cardboard and plastic will occur within an enclosed building and the nature of the waste not being associated with high levels of dust, it is not considered that local amenity will be significantly impacted should the appropriate noise, dust and pollution management schemes be followed. This can be secured via condition.
- 8.10 The National Planning Policy for Waste states that when determining applications planning authorities should concern themselves with planning strategy and not with control of processes which are a matter for the pollution control authorities. Further to this it states authorities should work on the assumption that the relevant pollution control regime will be properly applied.
- 8.11 On balance, it is considered that the proposed development is in accordance with policies 16 and 23 of the BMWLP and policies DM20 and DM37 of the WDLP.

Vehicle movements and access

- 8.12 Policy 17 of the BMWLP encourages the use of sustainable transport measures and the efficient use of transport network. It states that efficient use of transport networks combined with good logistics and operational practices can make a significant contribution toward the level of sustainability. Specifically the requirement for transport information demonstrating the suitability of the site and local highway network is stipulated in policy 17 of the BMWLP. In addition, policy DM33 of the WDLP requires development to be located to provide safe and convenient access to the local highway. It also requires that there is sufficient parking onsite and that any material adverse impacts on existing and forecast traffic conditions are mitigated.
- 8.13 The proposed development would result in no change in vehicle movements and may result in a net reduction of movements related to waste as plastic and cardboard streams would be sorted in situ. Further to this, no change in access will occur. The highways development officer has indicated the development will have no impact on the safety and suitability of the access subject to the implementation of agreed parking and manoeuvring.
- 8.14 In summary it is considered that the development broadly fulfils policy 17 of the BMWLP and policy DM33 of the WDLP.

Drainage

- 8.15 Policies DM38 and DM39 of the WDLP together seek to protect water quality and avoid flood risk. As the site is already 100% impermeable there will be no increase to the impermeable area of the site and as such no material increase in run-off. The shed will also utilise the existing drainage. Further to this, there is no objection from the Lead Local Flood Authority regarding the development.
- 8.16 Considering the relevant information the development is broadly in agreement with Policies DM38 and DM39 of the WDLP.

Biodiversity and Green Infrastructure

- 8.17 Policy 18 of the BMWLP requires waste development to conserve and enhance natural assets and resources, including providing net gains in biodiversity. Policy 24 of the BMWLP requires that proposals for extensions to existing waste development incorporate measures to enhance Buckinghamshire's environmental assets. This includes making use of opportunities to deliver biodiversity net gains. Similarly, policy DM34 of the WDLP requires that all development protects and maximise opportunities to enhances biodiversity and green infrastructure long term.
- 8.18 Given the nature of the site, opportunities to enhance biodiversity are somewhat limited. Construction of at least 1 bird box on the proposed building to support the proximal avian population alongside the planting of suitable climbing plants on the façade of the proposed building will make some effort to enhance the present biodiversity. This will be secured via condition.
- 8.19 Regarding green infrastructure, the roofing has clear sections allowing natural light in limiting the energy use for artificial lighting.

8.20 Taken together, the proposed development is widely in keeping with policies 18 and 24 of the BMWLP and policy DM34 of the WDLP.

Climate Change

8.21 Policy 23 of the BMWLP and policy CP12 of the WDLP requires development to minimise adverse effects on climate change. This includes minimising greenhouse gas emissions, climate proofing development and incorporating native species in landscape and planting schemes which are able to adapt to climate change and sequester carbon.

8.22 Situating the baling of plastics and cardboard on site will also theoretically reduce climate impact due to reduced movement of the waste as well as the progression of it up the waste hierarchy. It is therefore considered in keeping with policy 23 of the BMWLP 36 and policy CP12.

Other Matters

Equality and Diversity issues

8.23 As required as part of the Equality Act 2010 Section 149, in determining this application 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.

8.24 It is not considered the proposal would conflict with the requirements of the Equality Act 2010 or the Council's policy on equality

9.0 Conclusion

9.1 Application CM/0040/19 is for a new building at Hawes Recycling centre to be used for the sorting and baling of plastics and cardboard. The development would not result in new waste streams and would aid to move treatment of waste higher up the waste hierarchy. In addition, the proposed building is considered appropriate to the location and established lawful use of the site.

9.2 I am satisfied that permitting the development will not significantly impact the amenity of the area.

9.3 Subject to the conditions set out in Appendix A below, I recommend that planning permission should be granted for this development.

Appendix A: Scheme 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

Listing of Approved Plans

2. The development hereby permitted shall not be carried out otherwise than in complete accordance with the details submitted with the application, additional information and the following drawings:

- 2436 - PL304 - PROP FLOOR PLAN
- 2436 - PL305 - PROP ELEVATIONS
- 18185/002- PARKING ARRANGEMENT
- 18185/TK03- SWEPT PATH ANALYSIS – PARKING MANOEUVRES
- 18185/TK04- SWEPT PATH ANALYSIS – TURNING MANOEUVRES

Reason: To define the development which has been permitted and so to control the operations (Buckinghamshire Minerals and Waste Local Plan Policy 28, Buckinghamshire Minerals and Waste Core Strategy Policy CS22, Wycombe District Local Plan, Policy G3.)

Pre-commencement Conditions

None

Development Phase Conditions

None

Post Development Phase Conditions

3. The scheme for parking 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 (Buckinghamshire Minerals and Waste Local Plan Policy 30).

4. Prior to occupation of the building to be used for baling and sorting, details including a clearly marked plan, for the provision for wildlife to be incorporated into the development shall be submitted to and approved in writing by the County Planning Authority. The scheme shall include no less than 1 bird box integrated in the building and demonstrable planting sites for climbing plants. Thereafter the approved scheme shall be implemented within 2 months of occupation.

Reason: To ensure a net gain for biodiversity in accordance with policies 18 and 24 of the BMWLP and policy DM34 of the WDLP.

Ongoing Conditions

5. No operations authorised by this consent shall be carried out other than between the following hours:

7:00 a.m. to 6:00 p.m. Mondays to Saturdays; and

10:00 am to 4:00 p.m. Sundays and Public Holidays.

Reason: In the interests of local amenity. (Buckinghamshire Minerals and Waste Local Plan Policy 28).

6. The total number of vehicle movements shall not exceed 345 per day in combination with permission no. 09/06549/CONCC. Within that total, the number of vehicle movements associated with the waste transfer facility shall not exceed 210 HGV movements per day (HGV is defined as greater than 3.5 tonnes unladen weight).

Reason: In the interests of highway safety and the amenities of the local area (Buckinghamshire Minerals and Waste Local Plan Policies 28 and 30)

7. Notwithstanding the provisions of Part 2 of the Second Schedule to the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended (or any Order revoking or re-enacting that Order) no gates, fences, walls or other means of enclosure other than those shown on the approved plans shall be erected along the site frontage within 15 metres of the edge of the carriageway.

Reason: To enable vehicles to draw off clear of the highway for the safety and convenience of the highway users (Buckinghamshire Minerals and Waste Local Plan Policy 30).

8. The wheel cleaning facilities approved in writing by the Waste Planning Authority on 31st March 2011 pursuant to condition 9 of planning permission 09/06549/CONCC shall be retained for the duration of the development, and utilised thereafter by all heavy goods vehicles involved in the transport, handling or deposit of waste or mineral prior to those heavy goods vehicles leaving the site.

Reason: In the interests of highway safety and the amenities of the local area. (Buckinghamshire Minerals and Waste Local Plan Policies 28 and 30).

9. No loaded heavy goods or skip vehicles shall enter or exit the site without being securely sheeted.

Reason: In the interests of highway safety and the amenities of the local area (Buckinghamshire Minerals and Waste Local Plan Policies 28 and 30).

10. The site access shall be gated and locked outside the permitted operational hours.

Reason: In the interest of local amenity (Buckinghamshire Minerals and Waste Local Plan Policy 28).

11. Stockpiles of processed or unprocessed materials within the site shall not exceed 4 metres in height.

Reason: In the interests of local amenity (Buckinghamshire Minerals and Waste Local Plan Policy 28).

12. The development hereby permitted shall be carried out in compliance with the dust mitigation as detailed in the '*Statement of Amenity Control*' approved by Planning Permission no. 09/06549/CONCC.

Reason: To protect occupants of the nearby residential premises from loss of amenity from dust (Buckinghamshire Minerals and Waste Local Plan Policy 28).

13. All plant and machinery used at the site shall be properly silenced and maintained in accordance with the manufacturer's specification.

Reason: To minimise injury to the amenity of the area (Buckinghamshire Minerals and Waste Local Plan Policy 28).

14. Site working practices shall include an auditable schedule of regular (twice a week) litter clearance for the external areas of the site.

Reason: In the interests of local amenity (Buckinghamshire Minerals and Waste Local Plan Policy 28).

15. Prior to the erection of any external lighting, except that shown on 1780 PL100 Revision A a detailed scheme shall be submitted to and approved in writing by the Waste Planning Authority. The lighting scheme shall thereafter be erected in accordance with the approved details.

Reason: To ensure that light spill beyond the boundaries of the site is minimised where possible (Buckinghamshire Minerals and Waste Local Plan Policy 28).

INFORMATIVE

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

In determining this planning application, the County Planning Authority has worked with the applicant in a positive and pro-active manner based on seeking solutions to problems arising during the planning application process by liaising with consultees, respondents and the applicant/agent and discussing changes to the proposal where considered appropriate or necessary. In this instance we sought clarification on how the WEEE goods would be brought to the site and processed, and prompted the EA to respond to the consultation request. This approach has been taken positively and proactively in accordance with the requirements of the National Planning Policy Framework as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Environment Agency

Storage, sorting and processing of all non-inert waste should take place on hardstanding. These areas should all drain to sealed tank or mains sewer.

The applicant is advised to contact the Environment Agency to apply for the relevant Environmental Permit in order to accept WEEE goods at the site.

Nesting Birds

The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for development does not provide a defence against prosecution under this act.

The three structures that are scheduled for removal to allow for the development of the sorting and bailing shed are likely to provide suitable features for nesting birds such as any beams, ledges, overlapping materials. It is generally considered that the main nesting bird season is between March and August inclusive, therefore the buildings should be removed between September and February inclusive, i.e. outside of the nesting bird period.

If it is not possible for the buildings to be removed outside of the nesting bird period then an ecologist should conduct a nesting bird check and advise the applicant accordingly on the presence, or otherwise, of any nesting birds. The ecologist should advise on any mitigation measures to be employed in the event that a nest is found.

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

Document is Restricted

