

Committee Report – 24 February 2020

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| Application Number: | CC/0056/19 |
| Title: | Removal of Condition 6, Provision of cycleway to application CC/0013/19 |
| Site Location: | Amersham School, Stanley Hill, Amersham, Buckinghamshire, HP7 9HH |
| Applicant: | Buckinghamshire County Council |
| Case Officer: | James Suter |
| Electoral divisions affected: | Little Chalfont and Amersham Common |
| Local Member(s): | Martin Tett |
| Valid Date: | 9 December 2019 |
| Statutory Determination Date: | 9 March 2019 |
| Extension of Time Agreement: | |

Summary Recommendation(s):

The Development Control Committee is invited to **APPROVE** application no. CC/0056/19 for the demolition of an existing defunct single-storey Dining Hall and its replacement with a two-storey and a single-storey classroom extension of the existing Science Block as permitted by CC/0013/19 but with the removal of Condition 6, subject to the provision of a financial contribution first being made towards an updated School Travel Plan encouraging the adoption of alternative means of transport to the private car for journeys to and from the school in order to support achieving the target in Condition 14 and to the other conditions set out in Appendix A and to any necessary amendment of the detailed wording of the conditions by the Head of Planning and Environment.

Introduction

1. The application seeks the removal of condition 6 with regard to planning permission CC/0013/19. The application was submitted to the County Council and subsequently validated on 9th December 2019. It was sent out for consultation on 19th December 2019 and the 13 week determination date was 9th March 2020.
2. The application is being determined by the Development Control Committee as an objection has been received by consultees and one objection has been received from a third party. It was considered the proposed development was not EIA development and so no EIA was considered to be required.

Site Description

3. Amersham School is situated on the east side of the A404 Stanley Hill towards the south-east of Amersham town. The school site lies within the Green Belt and the southern boundary of the site borders agricultural land with views towards the Chilterns Area of Outstanding Natural Beauty (AONB). Aside from the school's caretaker's house located within the school site, the nearest residential properties are those located on Stanley Hill. Amersham and Wycombe College lies to the north-east of the school.
4. The location of the school can be seen outlined in red on the site location plan below (Figure 1). The suggested cycleway/footway location is demonstrated in Figure 2.

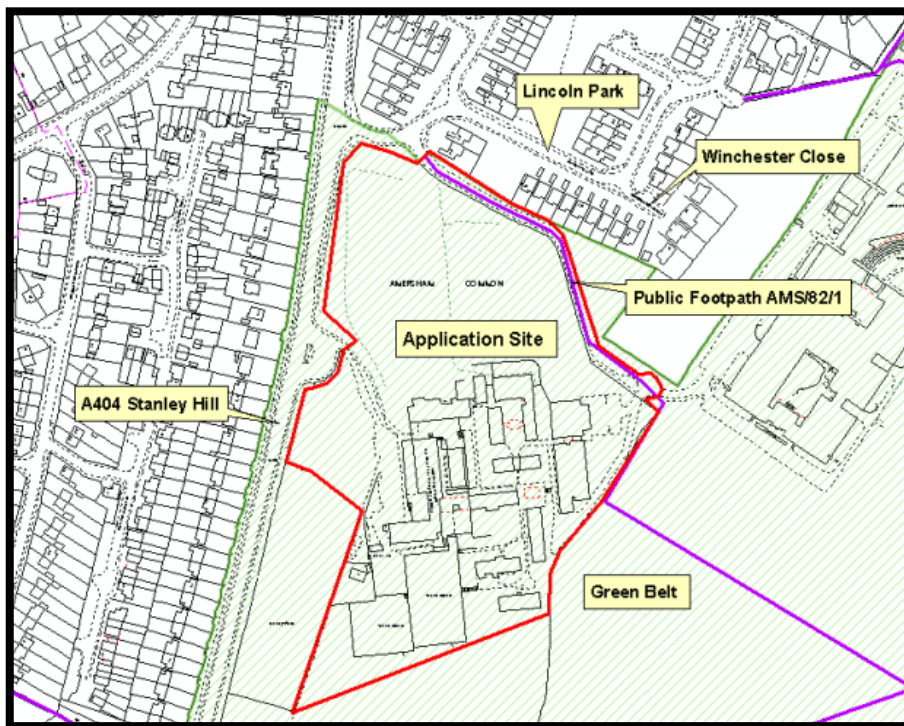


Figure 1: Location of Amersham School in relation to southeast Amersham

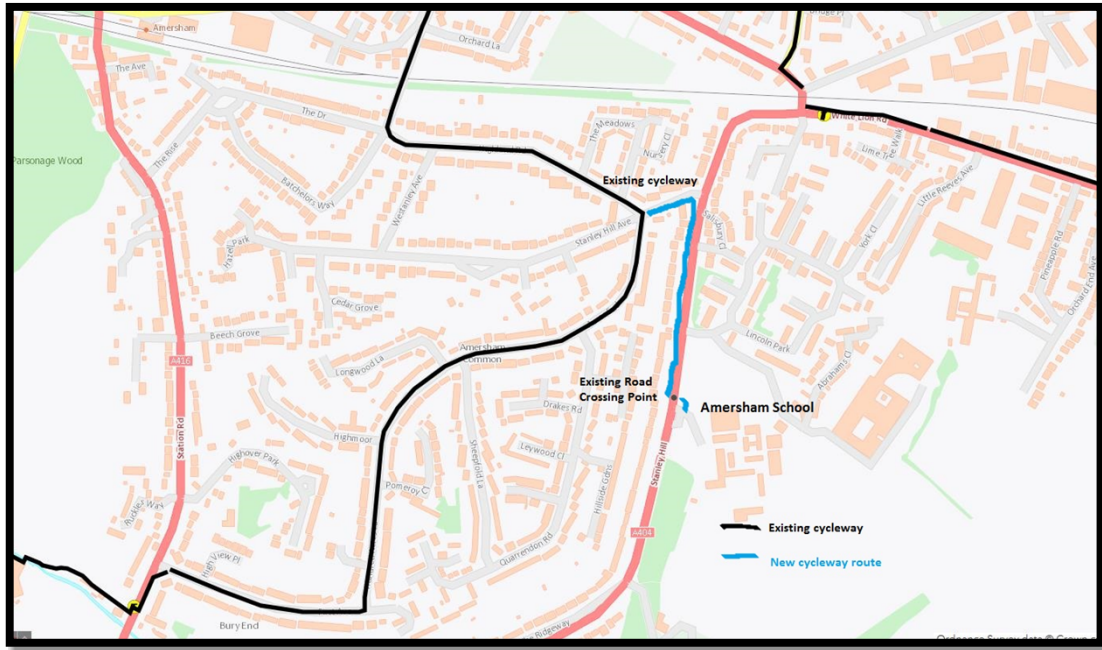


Figure 2: Image showing the suggested new cycleway/footway route.

Planning History

5. More recent applications include:

Table 1: Summary of planning history held by the County Planning Authority.

| Planning Application No. | Proposal | Decision | Date |
|--------------------------|---|----------|-----------|
| CC/0013/19 | Application for demolition of an existing defunct single-storey Dining Hall in poor condition and its replacement with a two-storey and a single-storey classroom extension of the existing Science Block | Approved | 15/08/19 |
| CC/24/12 | Proposed new classroom building to replace temporary classrooms with associated external works. | Approved | 22/01/13 |
| CC/11/10 | Proposed replacement of the existing adult learning centre with a new single storey building. | Approved | 16/10/09 |
| CC/27/07 | Proposed renewal of planning consent for retention of existing double temporary classroom unit numbered 484. | Approved | 6/11/07 |
| CC/25/04 | Renewal of temporary planning permission for No. 484 | Approved | 1/07/2004 |

Proposed development

6. The application seeks permission to remove the pre-commencement condition 6 pertaining to planning permission CC/013/19. The condition reads:

No other part of the development shall commence until the off-site highway works have been laid out and constructed in accordance with details to be submitted to and approved in writing by the County Planning Authority. The details shall include:

- A combined footway/cycle way to be provided between the site and Stanley Hill Avenue to connect the site with the existing cycle network;*
- An approved scheme be provided for ensuring the efficient use of the access junction;*

7. The original application to which this Section 73 application relates proposed the demolition of an existing building and new replacement buildings at the Amersham School. The school intended to expand from five forms of entry to six along with an increase in staff from 73 to 83 FTE employees. In addition, the science block was to be extended to accommodate growth and make it fit for purpose for teaching the current curriculum. Amersham School was identified to need to expand to accommodate an increase in pupils as a result of local housing development and in response to the council's statutory requirement to provide school places.
8. The school currently has 855 places with 200 being sixth form and 10 special educational needs. The CC/0013/19 application sought to accommodate an overall increase of 180 pupils including 30 sixth formers.
9. This Section 73 application applies for the aforementioned removal of condition 6 from planning permission CC/0013/19.
10. In support of the application it is stated that in the applicant's view it fails in two of the six Planning Condition tests because its provision is unreasonable given the low number of new pupils likely to benefit from the scheme and that the condition was imposed at a very late stage in the application process not giving the applicant time to evaluate its impact on the development.
11. The Transport Assessment for the school (Table 2.4 below is an extract from this document) submitted with the original planning application that formed part of the planning submission summarised the current pupil mode of transport to the school. The number of pupils cycling to the school is historically relatively low currently at 2.9% and, given the school's location on a steep hillside on the highly trafficked strategic highway A404 this is to be expected.
12. It can be clearly demonstrated using the data included in the Transport Assessment that the majority of pupils either walk or use the very good existing public transport networks to school. The development which has been permitted under permission CC/0013/19 addresses the current number of car journeys in that an extensive parent drop off and pick up area has been provided as requested by the Highway Authority during the two pre-application consultations to mitigate the issue. It also included a Condition for the Travel Plan to be updated with a target to reduce the number of students arriving by car. If the current cycle numbers are extrapolated at 2.9 % cycling this equates to an additional 5.22 pupils cycling to school.
13. Essentially the applicant contests that the condition for a cycleway to be provided which would entail 450m of new cycleway, replacing the existing signal crossing and resurfacing the road approaches to the crossing, fails to pass two of the six planning tests on the grounds that the condition is unreasonable given the late inclusion of the condition without giving full consideration to the extrapolated 6.38 additional users who will directly benefit from the improvement. It is considered by them that investment in the updated School Travel Plan to promote all sustainable

modes of travel to the school would be more effective in reducing the impact of the proposed development.

Table 2.4 Pupil Mode Share

| Mode of Transport | Number | Percentage |
|----------------------|--------|------------|
| Walk | 285 | 42.8% |
| Cycle | 19 | 2.9% |
| Bus | 119 | 17.9% |
| School bus | 6 | 0.9% |
| Park and stride | 57 | 8.6% |
| Train / Tube / Metro | 11 | 1.7% |
| Car share | 27 | 4.1% |
| Car | 138 | 20.7% |
| Scooting | 4 | 0.6% |
| Total | 666 | 100% |

Consultation Responses

14. *Local Member, Martin Tett* - No comment received.
15. Amersham Town Council – **Object** to the application as they believe the provision of a cycle route should remain part of the planning consent.
16. Highways Development Mangement –
 - 1) Having reviewed the existing mode share of the school, which indicates that 2.9% (19) of students currently cycle to the school, the level of students anticipated to cycle in the future years would be at most an additional 10 students. The applicant has presented that the costs of this work would make the project unfeasible, and due to the low numbers of pupils cycling to and from the site, at least a proportion of the costs involved with the cycle-way scheme would be better invested towards achieving sustainable mode targets in the Travel Plan.

In terms of a specific target, it is suggested that the focus should be on reducing the use of the private car to a figure of 15%, with the car share aspect not exceeding 5%. From a Highways Development Management perspective, the interest is around a reduction in car-borne trips to and from the site.
 - 2) The scheme for the access junction can be covered by detailed design and subject to a Section 278 agreement under the Highways Act 1980 as amended.
 - 3) It is also advised that any future application that comes forward may need to consider the provision of a cycle-way/foot-way improvement in the vicinity of the site.
17. *CDC District Planning Officer* – No comment received.
18. *Safer Routes to School* – Awaiting comment.

19. *Buckinghamshire Fire and Rescue Service* – No comment received.

Representations

20. Great Missenden Council has commented as follows:

Although this application is not within the parish, the request to remove a condition imposed was considered by the parish council in light of the recent proposal by Bucks CC to itself to expand the Misbourne Academy which is within the parish, and which permission if given is likely to incorporate a number of conditions designed to reduce the ecological impact of the development. It appears that the current request to remove a planning condition to provide a cycleway is driven purely by financial constraints with no consideration for the need to provide adequate alternative transportation strategies for schools and to enhance and improve the health of young people by encouraging them to travel to and from school other than by motorised transport and on that basis the Parish Council objects to the proposed removal of the condition, anticipating that if the condition is removed in this case, similar conditions imposed in respect of the Misbourne Academy will be the subject of similar requests if and when the principal development has been completed.

Planning Policy & Other Documents

21. 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.
22. The development plan for this area comprises of:
- Core Strategy for Chiltern District 2011 (CSCD)
 - Saved policies of the Chiltern District Local Plan (CDLP)
23. The draft Chiltern and South Bucks Local Plan 2036 (CSBLP) was submitted for independent examination on 26th September 2019. It therefore carries limited weight at this time but is also relevant.
24. The policies relevant to this planning application from the CDLP are as follows:
- GB1 (Extent of Green Belt)
 - GB2 (Green Belt)
 - GC1 (Design)
 - GC3 (Amenity)
 - GC4 (Landscaping)
 - LSQ1 (AONB)
 - TR2 (Highway Aspects)
 - TR11 (Provision of Off-Street Parking)

- TR16 (Parking and Manoeuvring Standards)

25. The policies relevant to this planning application from the CSCD are as follows:

- CS1 (Spatial Strategy)
- CS3 (Amount and distribution of non-residential development)
- CS4 (Sustainable Development)
- CS20 (Design and Environmental Quality)
- CS22 (AONB)
- CS25 (Impact of transport)
- CS26 (Requirements for new development)
- CS29 (Community Facilities)

26. The policies relevant to this planning application from the CSBLP are as follows:

- DM DP1 (Design)
- DM NP1 (Chilterns AONB)
- DM NP9 (Amenity)
- SP PP1 (Green Belt)

27. The CLG Letter to chief the Chief Planning Officers dated 15th August 2011 is relevant to this development.

28. The Government's revised National Planning Policy Framework (NPPF) was published in February 2019. The paragraphs particularly relevant to this planning application are:

- *Schools*: Paragraphs 92 & 94
- *Green Belt*: Paragraphs 133,143,144 & 145
- *Considering development Proposals*: Paragraph 109
- *Planning Conditions*: Paragraphs 55 & 56

Discussion

29. The application presented to committee today is an application that has been made under section 73 of the Town and Country Planning Act to vary a condition on a development which already benefits from planning permission. This development, (CC/0013/19) the proposed demolition of an existing defunct single-storey Dining Hall and its replacement with a two-storey and a single-storey classroom extension of the existing Science Block was granted planning permission by Development Committee on 15th August 2019. The application presented today seeks Condition 6 of the permission to be removed which requires the delivery of a footway/cycle way between the site and Stanley Hill avenue and an approved scheme be provided for ensuring the efficient use of the access junction. Given the nature of the proposed amendment the relevant matters for consideration are:

- Need

- Green Belt
- Design and Chilterns AONB
- Amenity
- Highways, Parking and Access

With particular focus upon, within the context of this application:

- Highways Impact
- Sustainability and Climate Change
- Paragraph 55 & 56 of National Planning Policy Framework

Need

30. The CLG letter to Chief Planning Officers dated 15th August 2011 sets out the Government's commitment to support the development of state-funded schools and their delivery through the planning system. The policy statement reads:

“The creation and development of state funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations.”
31. 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.
32. This is further endorsed as the National Planning Policy Framework (NPPF) emphasises in Paragraph 92 that planning permissions should plan positively for the provision and use of space and local services to enhance the sustainability of communities. In addition, Paragraph 94 states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. It adds that great weight should be given to the need to create, expand or alter schools through the preparation of plans and decisions on applications.
33. Policy CS29 from the Core Strategy for Chiltern District (CSCD) advises:

“the provision of community facilities in areas of the District where there is an identified need. An option would be to consider policy exceptions to encourage such facilities to be provided.”

34. In summary, there is strong policy support in favour of development at schools, for increasing the availability of places. The proposed development at Amersham School is in accordance with these policies.

Green Belt

35. The aim of the Green Belt is to prevent urban sprawl by keeping land permanently open. 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. Policy GB2 from the CDLP outlines the types of development which are not inappropriate in the Green Belt, though it is more restricted than what is set out in the NPPF. The school development does not fall into any of the categories which would be permitted. 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.
36. Paragraph 145 from the NPPF states that a planning authority should regard the construction of new buildings as inappropriate in the Green Belt. The development does not meet any of the exceptions outlined. Therefore the approved development was defined as inappropriate and harmful to the Green Belt.
37. Paragraph 143 of the NPPF states that:

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

38. Paragraph 144 of the NPPF

“When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, resulting from the proposal, is clearly outweighed by other considerations.”

39. Moreover, as stated in paragraph 133 of the NPPF the purpose of the Green Belt is to prevent urban sprawl by keeping land permanently open. However, Amersham School is established within the designated Green Belt and the previously approved development to which this application relates was acknowledged to be sensitively designed to remain within the existing built footprint of the school.
40. Regardless, as the proposal was by definition inappropriate, development within the Green Belt permission was only granted on the basis of very special circumstances. It was considered that the need for school places in the local area in conjunction with the CLG Letter to Planners dated 15th 2011 and the aforementioned paragraphs in the NPPF demonstrated very special circumstances to warrant exception to listed policies, C1 and GB2 of the CDLP, CSCD policy CS3 and in accordance with CSBLP policy SP PP1.
41. This application to remove the condition requiring provision of a cycleway/walkway would result in less development occurring in the Green Belt. Moreover, at the time

of the prior application, it was adjudged that neither the provision of the cycleway/walkway nor the submission of an approved scheme ensuring the efficient use of the access junction would make the development acceptable in the Green Belt and its acceptability fell within the overall demonstration of very special circumstances. Therefore I consider that the proposal to remove condition 6 of this application does not change the assessment of the development against Green Belt policy and that the very special circumstances for the development remain.

Design and the Chilterns AONB

42. Policy GC1 of the CDLP supports development to a high standard which takes into account the relevant characteristics of the site. Similarly Policy DM DP1 from the emerging CSBLP states:

Planning permission will be granted provided that:

1 the Design and Access Statement demonstrates that the site and its context has been understood and respected;

2 all opportunities and constraints have been identified and responded to appropriately; and

3 the Plan's design principles have been positively reflected in the application.

Opportunities and constraints will be considered through robust and meaningful engagement with the Council, local communities and other stakeholders.

43. At the time at which the prior application was adjudged it was considered that the development was in compliance with policies GC1 & LSQ1 of the CDLPP, policies CS20 & CS22 of the CSCD and CSBLP policies DM DP1 and DM NP1. It is not considered that this application to remove condition 6 would make the development unacceptable in accordance with these policies.
44. Furthermore, CDLP policies GC4 and GB30 and CSBLP policy DM NP5 relating to protection of landscape including existing trees and hedgerows were decided to be complied with at the time of the original application. This application to remove condition 6 would not result in the amended permission being in contravention of the aforementioned policies.

Amenity

45. With regard to the permitted application to which this section 73 application relates it was considered unlikely that any discernible adverse amenity impacts would arise as a result of the development. Therefore, the approved development was considered to be in compliance with policy GC3 of CDLP and CSBLP policy DM NP9 which seek to protect amenity. It is not considered that the proposed development seeking removal of condition 6 would render the existing approved application unacceptable on amenity grounds.

Highways, Parking and Access

46. The already permitted development would result in an expected 180 additional pupils attending the school in addition to 10 further FTE employees. To address the impact upon highways from this as part of the development a new pick up / drop off facility comprising of 18 bays was proposed in addition to the widening of the

access road and this forms part of the development that has been permitted. In addition, various aspects in the interest of highways were secured by condition including Condition 6, the subject of this application.

47. With regard to the already permitted development it was considered that the application was considered to be in compliance with policies TR2, TR11 and TR16 of the CDLP, and policies CS25 and CS26 of the CSCD subject to no over-riding issue being identified by the Highway Authority. In the Highway Authority's response it was identified that the drop off facility should not negatively impact site access. The authority also adjudged the impact of the development with respect to the A404 mini roundabouts with Raans Road and the A4154. It was decided that the proposed extension's traffic impact on the junction was not considered to be severe in the context of the NPPF and so mitigation at this junction was not sought in this instance. Thus, the Highway Authority had no objection to the proposal subject to the attachment of planning conditions.
48. Policies CS25 and CS26 and Policy TR2 of the CDLP taken together seek to ensure new development does not materially worsen existing issues on the transport network. It can be considered that the provision of drop off / pick up facilities and the widening of the access sufficiently mitigate any negative impacts and henceforth satisfy the above conditions. Whilst the provision of a cycleway / footway might help mitigate the impact of the proposal the modal shift demonstrates only 19 students currently cycle to school. When extrapolated to include the new student intake this would rise (given the same percentage uptake) to 25 students and so not a significant increase. It does seem therefore that the current requirement for the provision of the cycleway is disproportionate to the increase in cycle usage and so the additional impact would not require to be mitigated. There is an existing footway on both sides of Stanley Hill which is already used by nearly 43% of the pupils. It is fair to conclude that the cycleway requirement in this instance is disproportionate to the impact of the development and that it is therefore not reasonable or necessary for the condition to be attached in order to make the development acceptable.
49. The Highway Authority has advised that it is satisfied that the cycleway is not now required in order to render the development acceptable and that the provision of more sustainable modes of transport can be addressed through the provision of an updated school travel plan with commensurate funding towards achieving targets for the take-up of alternatives such as to reduce the use of the private car for the delivery and picking-up of pupils to a figure of 15% with the car share aspect not exceeding 5%. The improvements to the access, currently required in the second part of the condition, can be achieved outside the planning permission through a section 278 agreement pursuant to the Highways Act 1980 as amended.
50. Therefore, I consider that the impact of the development is sufficiently mitigated via the existing provision of drop off / pick up facilities, the improvement of the access and the provision and implementation of the updated School Travel Plan which would be secured by condition 14, as under the existing permission but with explicit reference to the setting of targets. Therefore, the application is in compliance with the listed development plan policies.
51. Considering this application to remove condition 6 of planning permission no. CC/0013/19, paragraph 109 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. As stated above, it is adjudged that the impact of the development

is not thought to be severe and therefore this application should not be refused on highway grounds.

Sustainability and Climate Change

52. Policy CS4 of the CSCD seeks to ensure that development helps to contribute to national targets to reduce overall CO₂ emissions and has regard to sustainable development principles. This includes maximising use of previously developed land making best use of existing transport infrastructure and reducing reliance on the car. Whilst the application to remove the condition requiring delivery of a footway/cycleway might seem in contravention of this policy the siting of the school on a 4% slope does not necessarily lend well to cycling. This is perhaps evidenced by the modal shift from 2017 showing only 2.9% (19 Students) of students cycling.
53. Further to this, Condition 15 of planning permission CC/0013/19 outlines that an updated School Travel Plan must be submitted which includes analysis of existing modal split for staff and pupils at the school and detailed proposals for future sustainable transport promotion, with the aim of securing no increase in car movements generated. This is already a substantial commitment to be made. So, encouraging use of more suitable sustainable modes through application of the School Travel plan would be more relevant and have a greater contribution in reducing car journeys to school. It is therefore considered that Policy CS4 has been complied with.

Other matters

54. Paragraph 55 & 56 of NPPF outline how planning conditions should only be sought if they are necessary, relevant, enforceable, precise and reasonable. In the context of this application it can be argued the provision of a cycleway/footway is not necessary to make the development application acceptable in planning terms as the impact upon the road network was adjudged to not be severe. Moreover, it can be argued the condition does not meet the test requiring conditions to be reasonably related in scale and kind to the development.
55. The comments received from Great Missenden Parish Council are noted but these are considered to relate to a precedent being set for the consideration of similar planning applications coming forward in association with a separate development at The Misbourne School. Any applications to remove or vary conditions on the planning permission for that development would have to be considered on their merits against development plan policy and other material considerations. It is not therefore considered that the comments made are material to the consideration of this planning application at The Amersham School.

Equality and Diversity issues

56. 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.

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

Conclusion

58. Application CC/0056/19 seeks the removal of condition 6 relating to planning permission CC/0013/19 which required the delivery of a footway/cycle way between the site and Stanley Hill avenue and an approved scheme be provided for ensuring the efficient use of the access junction.
59. I believe the removal of Condition 6 would not result in the application being unacceptable as a whole as it will accord with planning policy and not result in unacceptable impact.
60. Subject to the conditions in Annex A below, I therefore recommend the proposed development is approved.

BACKGROUND PAPERS

Consultation responses, representations and communications dated December 2019, January 2020 and February 2020.

Chiltern District Council Local Plan

Core Strategy for Chiltern District

Emerging Chiltern and South Bucks Local Plan

CLG Letter to Chief Planning Officers dated 15th August 2011

APPENDIX A

Time limit for commencement

1. The development hereby permitted must be begun before 15th August 2022. 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. 414.07296.00007.0004 Rev P1 Site Location Plan
- Drawing no. 414.07296.00007.0005 Rev P1 Proposed Block Plan
- Drawing no. 414.07296.00007.0003 Rev P03 Hardworks Proposals
- Drawing no. 414.07296.00007.0002 Rev P06 Outline Softworks Proposals
- Drawing no. 414.07296.00007.0001 Rev P15 Landscape Strategy Plan
- Drawing no. AMS001-AHR-E-RF-GA-A-2006 D5 Rev P01 Planning - Block E GA Proposed Roof Plan
- Drawing no. AMS001-AHR-E-ZZ-EE-A-2016 D5 Rev P01 Planning - Block E Proposed Elevations
- Drawing no. AMS001-AHR-E-ZZ-SE-A-2050 D5 Rev P01 Planning - Block E Proposed GA Sections
- Drawing no. AMS001-AHR-N-00-GA-A-2006 D5 Rev P02 Planning - Block N GA Proposed Ground Floor Plan
- Drawing no. AMS001-AHR-N-ZZ-GA-A-2008 D5 Rev P02 Planning - Site Block Plan
- Drawing no. AMS001-AHR-E-00-GA-A-2006 D5 Rev P01 Planning - Block E GA Proposed Ground Floor Plan
- Drawing no. AMS001-AHR-N-01-GA-A-2005 D5 Rev P01 Planning - Block N GA Proposed First Floor Plan
- Drawing no. AMS001-AHR-N-RF-GA-A-2006 D5 Rev P01 Planning - Block N GA Proposed Roof Plan
- Drawing no. AMS001-AHR-N-ZZ-GA-A-2007 D5 Rev P01 Planning - Block N Block Plan
- Drawing no. AMS001-AHR-N-ZZ-GA-A-2008 D5 Rev P02
- Drawing no. AMS001-AHR-N-ZZ-EE-A-2017 D5 Rev P01 Planning – Site Block Plan
- Drawing no. AMS001-AHR-N-ZZ-GA-A-2009 D5 Rev P01 – Planning – Existing and Proposed Car Park Layout
- Drawing no. AMS001-AHR-N-ZZ-EE-A-2018 D5 Rev P01 Planning - Block N Proposed Elevations Drawing no. AMS001-AHR-N-ZZ-SE-A-2052 D5 Rev P01 Planning - Block N Proposed GA Sections B-B,C-C
- Drawing no. AMS001-AHR-N-ZZ-SE-2060 D5 Rev P01 Planning - Site Sections
- Drawing no. 70042627-104 Rev P01 Proposed Levels
- Drawing no. 70042627-105 Rev P02 External finishes
- Drawing no. 70042627-107 Rev P02 Construction Details
- Drawing no. 70042627-100 Rev P04 Existing/Proposed Arrangement
- Drawing no. 414.07296.00007.0002 Rev P02 Outline Softworks Proposals With Arboriculture Information

- Drawing no. 100/B Arboricultural Survey
- Amersham School Cross-Sections (showing location of boundary fencing)
- Drawing no. 70042627-D-002 Rev P04 Dining Hall, Reception and Car Park Foul and Surface Water Drainage Layout (If Infiltration Is Feasible)
- Drawing no. 70042627-D-001 Rev P04 Science Block Extension Proposed Foul and Surface Water Drainage Layout
- Drawing no. 70042627-D-002 (Infiltration Not Feasible) Rev P04 Dining Hall, Reception and Car Park Foul and Surface Water Drainage Layout (if Infiltration Not Feasible)
- Drawing no. 414.07296.00007.0010 Rev P03 Indicative Cycle Storage Details
- Drawing no. 414.07296.00007.0011 Rev P02 Indicative Step Details
- Drawing no. 414.07296.00007.0012 Rev P02 Indicative Ramp Details
- Drawing no. 414.07296.00007.0020 Rev P05 Temporary Car Parking Plan
- Drawing no. 70042627-102 Rev P05 General Arrangement
- Drawing no. 70042627-D-003 Rev P04 Deep Borehole Soakaway
- Drawing no. 70042627-D-004 Rev P03 Manhole Details
- Drawing no. 70042627-D-005 Pipe Bedding Details
- Drawing no. 70042627-103 Rev P01 Vehicle Swept Path Analysis

Reason: To define the development which has been permitted so to control the operations in accordance with policy 28 of the BMWLP and policies GP.8 and GP.35 of the AVDLP.

Pre-commencement Conditions

3. The development shall not be carried out other than in accordance with the Arboricultural Method Statement approved pursuant to condition 3 of planning permission no. CC/0013/19 throughout the construction period for the development.

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; 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.

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

5. Prior to any works being undertaken at the site a sensitive lighting design strategy shall be submitted to and approved in writing by the County Planning Authority. The strategy shall:

- Identify those areas/features on site that are likely to be sensitive for bats including areas adjacent to Stanley Wood;
- Provide details of 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 impacts on bats will be avoided; and
- Align with recommendations provided in current guidance on bats and lighting; All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and shall be maintained thereafter in accordance with the strategy.

Reason: To minimise disturbance to nocturnal wildlife including bats in accordance with paragraph 170 of the National Planning Policy Framework.

6. Prior to the commencement of any works on the site, a construction traffic management plan (CTMP) shall be submitted to and approved in writing by the County Planning Authority. The CTMP shall provide for the following:

- the routing of construction vehicles
- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- operating hours
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- wheel washing facilities

The approved CTMP shall be adhered to throughout the construction period.

Reason: In the interests of highway safety and prevention of congestion in accordance with policies CS25 and CS26 of the CSCD, and policy TR2 of the CDLP.

7. Other than demolition, no works shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the County Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The detailed scheme shall include:

Ground investigations including: Infiltration in accordance with BRE365 in the locations and geologies of all proposed infiltration components

- Groundwater level monitoring over the winter period within the location of the deep bore soakaway
- Subject to infiltration being unviable, demonstration that an alternative means of surface water disposal is practicable subject to the hierarchy listed informative below:
- Into the ground (infiltration);
- To a surface water body;
- to a surface water sewer, highway drain, or another drainage system;
- to a combined sewer.'
- Full construction details of all SuDS and drainage components

- Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. (Any on-site flooding between the 1 in 30 and the 1 in 100 plus climate change storm event shall be safely contained on site.)
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction.

Reason: To ensure that a sustainable drainage strategy has been approved prior to construction in accordance with CSCD policy CS4 and paragraph 163 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

8. Prior to the commencement of the development a “whole-life” maintenance plan for the site shall be submitted to and approved in writing by the County Planning Authority. The plan shall set out how and when to maintain the full drainage system (e.g. a maintenance schedule for each drainage/SuDS component) both during and following construction, with details of responsibility for carrying out the maintenance. The plan shall subsequently be implemented thereafter in accordance with the approved details.

Reason: To ensure that maintenance arrangements have been arranged and approved before any works commence on site that might otherwise be left unaccounted for in accordance with CSCD policy CS4.

On-going Conditions

9. No other part of the development shall be occupied until the new 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 CS25 and CS26 of the CSCD, and policy TR2 of the CDLP.

10. The scheme for parking, garaging 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 CS25 and CS26 of the CSCD, and policy TR2 of the CDLP.

11. Prior to the occupation of the development, details of the cycle parking provision shall be submitted to and approved in writing by the County Planning Authority. The cycle parking shall be laid out in accordance with the approved details prior to occupation of the development.

Reason: To ensure sufficient levels of cycle parking within the site to encourage sustainable travel in line with the NPPF.

12. Prior to the first occupation of the development, a demonstration (such as as-built drawings and/or photographic evidence) of the as-built surface water drainage scheme

carried out by a suitably qualified person shall be submitted to and approved in writing by the County Planning Authority to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason: To ensure the Sustainable Drainage System has been constructed as per the approved drawings and is designed to the technical standards in accordance with CSCD policy CS4.

13. Measures for the mitigation of the impact on protected species and other ecological features of interest shall be implemented in accordance with the details set out in the *Preliminary Ecological Appraisal and Preliminary Roost Assessment* Report (Bernwood ECS Ltd, February 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 paragraph 170 of the National Planning Policy Framework.

14. 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 taking into account the requirements of full time staff and sixth form students;
- 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 including reducing the use of the private car for journeys to and from the school to a figure of 15%, with the car share aspect not exceeding 5%.

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.

15. Following the first occupation of the development hereby permitted, the approved School Travel Plan shall be reviewed and updated 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 during the academic year 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.

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 highways impacts.

Highways Act

Works to the highway necessary to ensuring the efficient use of the access junction will be subject to a Section 278 agreement entered into prior to the commencement of the development pursuant to the Highways Act 1980 as amended and this will include the approval of details design of the access including layout of the access.

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.