

Committee Report: 23 March 2020

Application Number:	CC/0059/19
Title:	Demolition of a single storey building; Erection of new two storey Teaching Block, Sports Hall and Changing Facilities; Single storey extension to create Music Practice Rooms; together with internal and external refurbishments and minor works to existing buildings, landscaping and associated new parking spaces (including access from Watchet Lane)
Site Location:	Holmer Green Senior School Parish Piece Holmer Green High Wycombe Buckinghamshire HP15 6SP
Applicant:	Buckinghamshire County Council
Case Officer:	Catherine Kelham
Electoral divisions affected:	Penn Wood, Old Amersham
Local Member(s):	Isobel Darby
Valid Date:	20 th December 2019
Statutory Determination Date:	20 th March 2020
Extension of Time Agreement:	31 st March 2020
Summary Recommendation(s):	

The Committee Chairman, Vice-Chairman and the Development Control Committee is invited to:

- A. **INDICATE SUPPORT** for application no. CC/0059/19
- B. In the event that a viable approach to drainage (assessed in accordance with the drainage hierarchy) being demonstrated by the applicant and agreed by the Head of Planning and Environment on behalf of the County Planning Authority, **AUTHORISE** the Head of Planning and Environment to **APPROVE** application no. CC/0059/19 subject to conditions as proposed in Appendix A and finalised by the Head of Planning and Environment.

1.0 Introduction

- 1.1 Application CC/0059/19 is for alterations and extensions to Holmer Green Senior School to facilitate a two form entry (2FE) expansion. This would include changes to the teaching areas and sports provision plus ancillary work and an additional car parking area for staff, accessed via a new access from Watchet Lane.
- 1.2 The application is submitted by Buckinghamshire County Council to fulfil their statutory duty to provide school places.
- 1.3 The application was advertised as a major development as it would result in an increase in floor space of over 1,000 square metres.
- 1.4 It is presented to the Development Control Committee as objections to the proposed development from local residents and the Parish Council have been received.

2.0 Site Description

- 2.1 Holmer Green Senior School is located in the west of Chiltern District, close to the boundary with Wycombe District in the predominantly residential area of Holmer Green. It is not within the Chilterns Area of Outstanding Natural Beauty (AONB), Metropolitan Green Belt or a conservation area.
- 2.2 The location of the application site and context, with nearby Green Belt (green) and Chilterns AONB (pink stripes), is shown in figure 1 below.

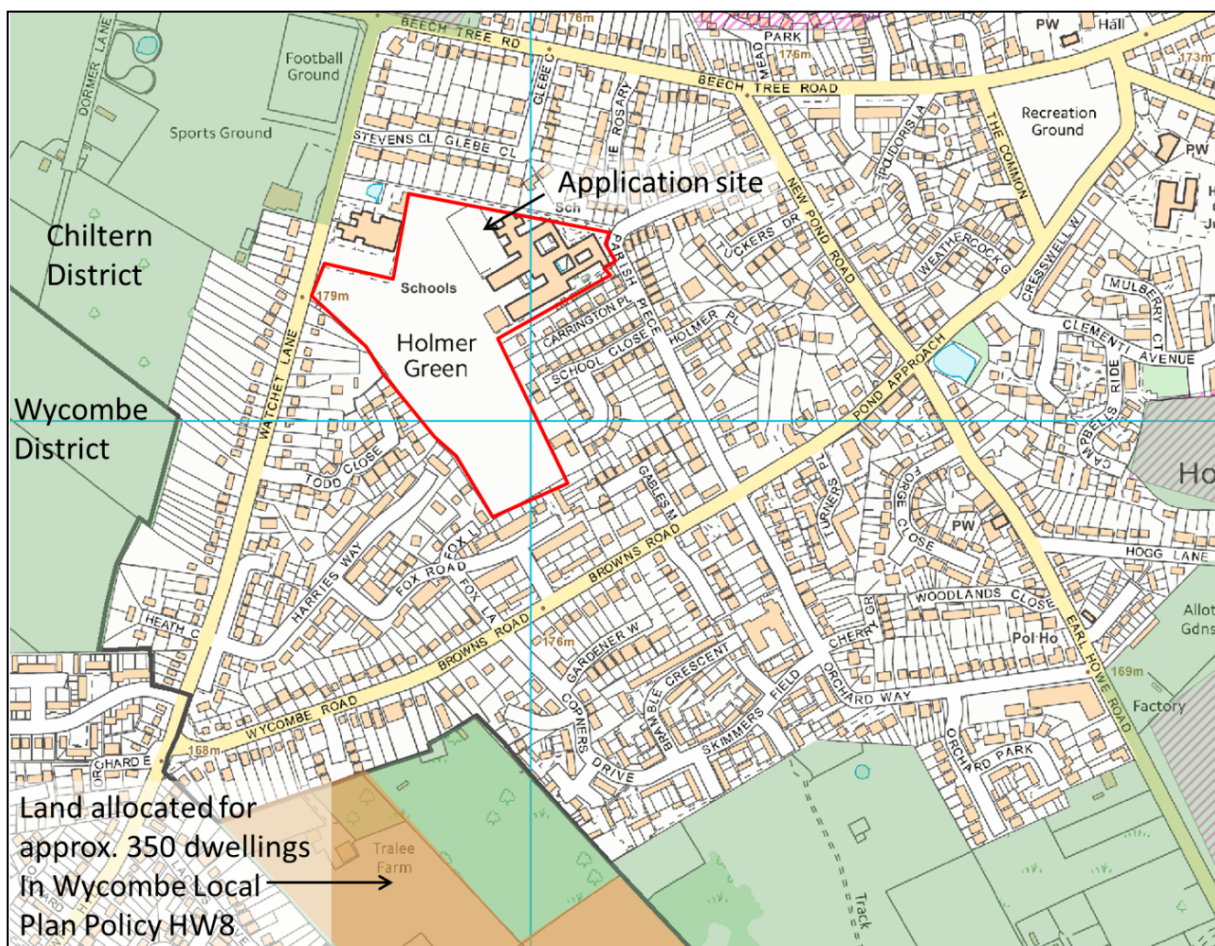


Figure 1: Location of the application site

- 2.3 The school site has a total area of approximately 5.4 hectares. To the north, east and south of the school are residential dwellings. To the west is Holmer Green Infant School and Watchet Lane.
- 2.4 The school is currently accessed only via Parish Piece, a narrow road linking New Pond Road and Pond Approach/Browns Road. In addition to the school, Parish Piece also serves residential dwellings, a scout hut and a youth centre.
- 2.5 The school site is relatively flat. The existing buildings on the site vary in age, roof style and appearance. The heights vary from single storey to a four storey classroom block. The majority of the buildings date from the 1960s and 1970s though there have been more recent refurbishments and extensions. The material used in the existing buildings includes red and yellow facing bricks, white render, and timber cladding.
- 2.6 Approximately 750 metres to the southwest of the entrance to the school on Parish Piece, 12.87 hectares of land have been allocated for around 350 dwellings in the Wycombe District Local Plan (Policy HW8, Land off Amersham Road including Tralee Farm, Hazlemere).

3.0 Site History

3.1 There is no relevant planning history for Holmer Green School at the County Council.

3.2 The following records from Chiltern District Council are considered relevant:

PL/19/2262/FA – *Hard surfaced fenced 4-court tennis area* – approved

PL/18/3002/FA - *Replacement of existing entrance gates, walls and fencing to the entrance area and the north side of the site with new 2.1m high metal palisade fencing and access control gates* – approved 7th November 2018

CH/2016/2293/OA - *Erection of a sports facility building within the grounds of Holmer Green Senior School (Outline Application)* – approved 13th April 2017 (not implemented)

CH/2013/2140/FA - *Part two storey, part first floor, part single storey extension and recladding/refurbishment of existing buildings* – approved 18th February 2014

CH/2013/0656/FA - *Part two storey, part first floor extension and recladding/refurbishment of existing buildings* – approved 29th June 2013 (not implemented)

CH/2005/1183/RB *Two storey extension to provide teaching block* – 28th July 2005

4.0 Description of Proposed Development

4.1 The proposed development seeks to expand teaching provision at Holmer Green Senior School to facilitate an increase from the existing five form entry (840 students in years 7 to 11 plus 120 in sixth form) to seven form entry (1050 students in years 7 to 11 plus 175 in sixth form), a total increase of 265 students (210 in years 7 to 11 plus 55 in Sixth Form).

4.2 The school as existing is supported by 94 full time equivalent (FTE) staff. The proposed development would increase the number of staff to 109 FTE.

4.3 The proposed development involves the following aspects:

- Demolition of a single storey music block onto the southeast side of the main school buildings;
- Creation of a new build, two storey Teaching Block (approximately 17.8 metres by 41.2 metres in area and 8.6 metres in height) on land to the northwest of the current school building on an area currently occupied by the playground to provide classrooms, stores, offices and toilets;

- Creation of a Sport England compliant Sports Hall (approximately 44.8 metres by 32.4 metres in area and 10.4 metres in height) with canopy on land to the northwest of the current school building on an area currently occupied by the playground to provide four Badminton Courts with associated stores, toilets, changing rooms etc.;
- Creation of an internal Courtyard between the new Sports hall and teaching block to connect the new building with the rest of the school;
- Two small single storey extensions (approximately 11.3 metres by 3.5 metres and 7.1 metres by 3.5 metres) in the northeast part of the school to create five music practise rooms and relocation of main entrance into school building;
- Creation of an additional 35 car parking spaces for staff (increase from 82 to 117) and an additional 48 bicycle spaces (increase from 40 to 88);
- Creation of new staff only gated vehicular access into school site from Watchet Lane, gated pedestrian access from Watchet Lane, and new staff car park (containing 30 car parking spaces);
- Internal link access between the proposed staff car park off Watchet Lane and the school buildings for pedestrians only;
- Landscaping, drainage, ancillary works, internal reconfiguration and refurbishment; and external re-cladding of dining room.

4.4 The layout of the proposed development is shown in figure 2 below:

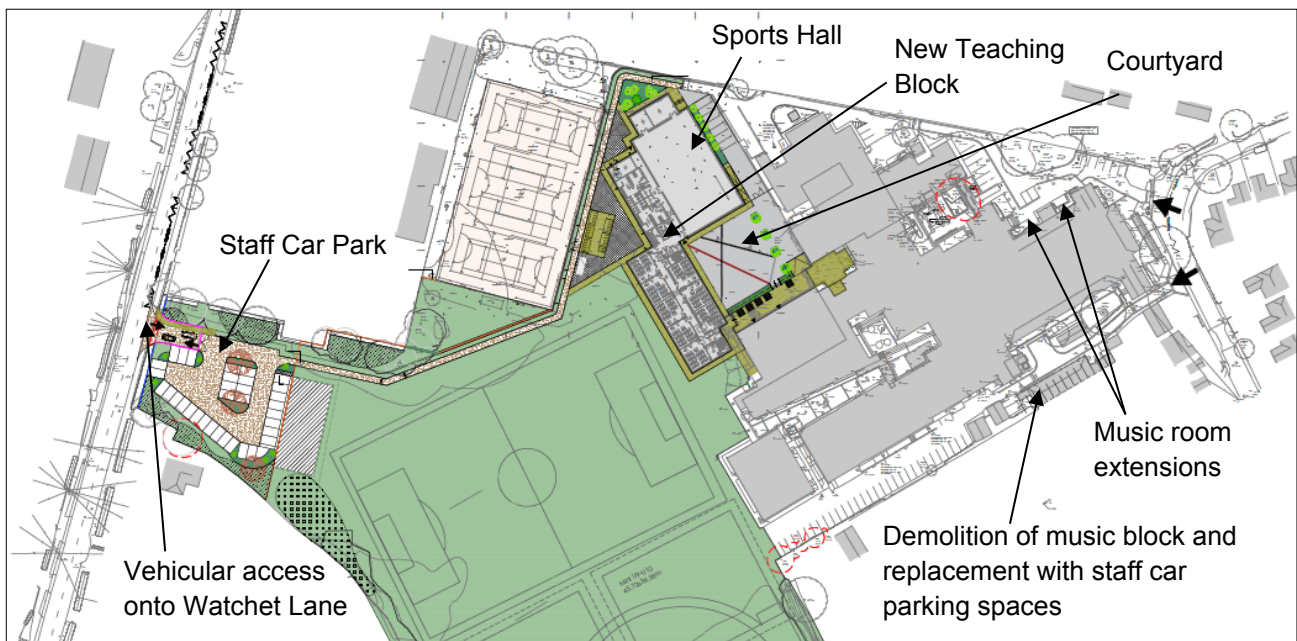


Figure 2: Layout of the proposed development

- 4.5 The teaching block would be finished in red-multi brick with grey/buff coloured recess brick panel below the ground floor windows and grey/buff coloured recessed brick panels with protruding brick patterning between the ground and first floor windows. The roof would be flat in appearance.
- 4.6 The sports hall would be finished in red-multi brick with vertical profile metal cladding in pastel green for the upper elements. The roof would be flat in appearance with 140 square metres of photovoltaic arrays.

- 4.7 The external cladding for the dining room would also be vertical profile metal cladding in pastel green.
- 4.8 The canopy, rainwater goods (gutters, downpipes etc) and window and doors frames would be PPC aluminium Anthracite Grey.
- 4.9 The music room extensions would be finished with a white render finish with brick plinth to the new music practice room extension. This is similar to the adjacent Library and WC block.
- 4.10 A 12.5 metre section of the boundary hedge along Watchet Lane would require removal to facilitate construction. Seven individual trees and one tree group would also require minor pruning works in order to facilitate access for construction. Installation of new hardstanding as part of development proposals will encroach inside the RPAs of one individual tree to be retained. Pedestrian, vehicular and plant movements as part of the construction operations have the potential to indirectly impact the stem, canopy or root protection areas of 19 individual trees and two tree groups scheduled for retention.
- 4.11 The provision of external lighting in the new car park, footpath and building perimeter are included as part of the proposed development. Lighting on the building would be via wall mounted luminaires at 3.1 metres to achieve a lighting level of 14 lux. Lighting along the car park and footway would be on four metre high, root mounted columns, to achieve a lighting level of 9 lux along the footway and 21 lux in the car parking area.

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:
- Chiltern District Core Strategy (CDCS) 2011
 - Chiltern District Local Plan (CDLP) 1997 (consolidated November 2011)
- 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 Chiltern and South Bucks Local Plan 2036
 - Buckinghamshire Countywide Parking Guidance (September 2015)
 - Wycombe District Local Plan
- 5.4 The CDCS policies most relevant to this development are:
- CS1 (The Spatial Strategy)
 - CS3 (Amount and distribution of non-residential development)
 - CS4 (Ensuring that development is sustainable)
 - CS20 (Design and Environmental Quality)
 - CS24 (Biodiversity)
 - CS25 (Transport)
 - CS26 (Requirements for New Development)
- 5.5 The Saved policies of the CDLP most relevant to this development are:
- GC1 (Design of New Development)
 - GC3 (Protection of Amenities)
 - GC4 (Landscaping)
 - GC14 (Disabled accessibility)
 - TR2 (Highway Aspects)

- TR11 (Provision of Off-Street Car Parking)
- TR15 (Design of parking areas)
- TR16 (Parking & Manoeuvring Standards)
- R2 (Loss Of Existing Sports Facilities)
- R3 (Indoor sport facilities)
- CSF1 (Provision of Community Services and Facilities outside the Green Belt)

5.6 The draft **Chiltern and South Bucks Local Plan 2036** was submitted for examination on 26th September 2019 and hearing sessions are due to commence on 17th March 2020. In this instance as the plan has not yet been found sound or adopted, it is currently considered to carry limited weight. Relevant policies from this document are considered to include:

- SP SP1 (Sustainable development)
- DM DP1 (Design)
- DM CP3 (Car parking standards)
- DM NP4 (Biodiversity)
- DM NP5 (Trees)
- DM NP8 (Flood protection and SUDS)
- DM NP9 (Amenity)
- DM HP4 (Sports, Recreation and Leisure Facilities)
- DM DP3 (Design – Archaeological Heritage)
- DM DP5 (Climate change)
- DM DP6 (Low carbon development)

6.0 Consultation Responses

6.1 The Local Member, **Councillor Isobel Darby**, has not commented on the proposed development.

6.2 **Chiltern District Council** has considered the application and raises no objection subject to BCC ensuing that the proposal complies with all relevant policies contained in the adopted Development Plan and guidance in the NPPF. They note that CDC granted outlined planning permission for a sports facility in the grounds of Holmer Green School (CH/2016/2293/OA) and recommend BCC has regard to this permission and its conditions in the determination of this application. They recommend the scale, siting, appearance and materials are considered and that the impact of the proposed development on neighbouring properties, especially those on Glebe Close are assessed. They note that comments have been raised by Little Missenden Parish Council, and the Holmer Green Sports Association, with regard to the highway and parking impacts of the development. Finally, they direct the Council to the comments of the District Environmental Health Officer.

6.3 **Little Missenden Parish Council** considers the combination of HS2, the local plan, the expansion of schools and the increased number of older students driving to school will impact upon Holmer Green and the surrounding areas resulting in increased traffic and need for parking. In particular, they consider there is insufficient parking for the required extra staff and teachers; Watchet Lane is already very congested and access onto this road is unacceptable; the village roads cannot cope with the existing traffic and are already over congested; and the bus service through Holmer Green is inadequate with no bus service from east to west. The Parish Council suggest that that the three schools in the area, BCC, the Parish Council and Village Society work together on a transport plan that can accommodate the increase in traffic and limit congestion.

- 6.4 The officer from BCC **Highways Development Management** has reviewed the information provided and commented on the suitability of the Watchet Lane access, sustainable travel measures, junction capacity, internal layout and parking.

With regard to parking, the officer comments that additional staff parking spaces are proposed within the site. He notes that thirteen spaces are proposed on the site of the former music block to be demolished and would be accessed via the existing car park access off Parish Piece. The officer is satisfied that this arrangement would be acceptable. The officer also notes that thirty spaces would be provided at the western side of the site in a new car parking area that would be accessed from a new access off Watchet Lane. This access is to be gated and only accessed by an intercom/fob system to ensure only staff members are able to enter this area. The proposed gates would be set back twelve metres from the edge of the carriageway to ensure two vehicles are able to pull clear of the highway whilst the gates are opened. He also notes that the submitted information confirms the proposals for the servicing of the site are to stay as they are, and this car park off Watchet Lane will not be required to cater for service vehicles. Overall the officer is satisfied that this access onto Watchet Lane would benefit from an adequate level of visibility and access width to accommodate the proposed vehicle movements. Having assessed the 'Car Park and Environs' plan he is also satisfied that the proposed parking spaces are of adequate dimensions and benefit from an adequate level of manoeuvring space.

With the gates to the car park off Watchet Lane set back from the carriageway by twelve metres and the proximity of the existing public pedestrian access to the school close by, the officer expresses some concern over use of this area as an informal pick up and drop off point. The officer does not however consider this would likely materially impact on the existing situation and believes it is more likely to be an amenity issue.

The BCC Highways Development Management officer acknowledges the submitted Transport Assessment states the school intends to promote sustainable travel to mitigate the impact of the development by promoting sustainable measures to reduce the reliance on the use of the private car, the further enforcement of no drop off/pick up on Parish Piece, an informal 'Park and Stride' initiative and encouraging cycling to school by providing further bicycle spaces as well as showers and lockers. The officer expresses some doubt about the suitability of 'park and stride' from the Park Parade Centre as it is some distance (approximately 1.7km) and down a slight hill from the school. He considers it more likely that other closer 'Park and Stride' locations may be used more heavily. He notes the need for a new crossing point across Watchet Lane to facilitate use of 'Park and Stride' with the exact type and location of crossing to be agreed with the Highway Authority identified with the Transport Assessment and recommends this is secured via condition.

As part of the Transport Assessment a number of junctions in the vicinity of the school have been assessed. The BCC Highways Development Management officer is aware the assessment of these junctions is based on the assumption that all of the sustainable measures proposed within the submitted Travel Plan have the desired effect on the travel habits. The officer considers the 'Park and Stride' figures are rather optimistic. Regardless of this he does not raise an objection related to any capacity issues and states that he is satisfied that even if the 'Park and Stride' figures are decreased slightly, the vehicle movements associated with the proposal would not have a material impact on the capacity of these junctions. In particular, although the Wycombe Road/Watchet Lane junction is already suffering from limited capacity, the vehicle movements associated with the proposal would not materially impact on this.

Overall, the officer has no objection to the proposed development from a highways perspective subject to conditions requiring a new formal pedestrian crossing point, implementation of the access to Watchet Lane and layout of the parking and manoeuvring area in accordance with the submitted plans, the placement of gates across this car park entrance set back from the carriageway, the development and implementation of a Travel Plan and the provision and implementation of a Construction Transport Management Plan.

- 6.5 The officer from BCC as **Lead Local Flood Authority** objects to the proposed development due to insufficient information regarding the surface water drainage strategy.
- 6.6 The **BCC Ecology Officer** has reviewed the submitted information and raises no objection but recommended that conditions are imposed to ensure protected species are safeguarded from harm during the works, and that opportunities for biodiversity enhancement are secured and maintained in the long-term. This includes the provision of a Landscape and Ecological Management Plan. In regard to lighting no objection has been raised but drawings showing the light spillage behind the lighting columns have been requested to assess whether or not the use of hoods may provide additional protection.
- 6.7 **Sport England** raises no objection to the proposed development as they consider it broadly meets a combination of their E3 and E5 exception policies. This absence of an objection is however subject to the provision of a community use agreement prepared in consultation with Sport England and its implementation prior to use of the development.
- 6.8 The **Chilterns AONB** Planning Advisor has not commented in detail as the application site lies with the settlement of Holmer Green. The advisor comments that while the Chiltern AONB designation does 'wash over' Holmer Green the siting, location and design would not impact upon the special qualities of the Chilterns landscape, which surrounds it. He does however recommend that external lighting is kept to a minimum and that this is secured via condition.
- 6.9 The **Safer Routes to School** officer recommends that should the proposed development be permitted it develops and maintains a travel plan to promote sustainable travel.
- 6.10 The **BCC Archaeology Officer** considers the nature of the proposed works is such that they are not likely to significantly harm the archaeological significance of any assets. The officer therefore has no objection to the proposed development and does not consider it necessary to apply a condition to safeguard archaeological interest.
- 6.11 The **Arboricultural Advisor** for BCC raises no objections to the proposed development. He advises that all recommendations made within the Arboricultural Impact Assessment should be implemented within future submissions with the production of an Arboricultural Method Statement requested via planning condition. He also advises that when producing the Arboricultural Method Statement (AMS) and accompanying Tree Protection Plan the applicant should clearly demonstrate the extent of hedge removal associated with the proposed development and in addition apply a 90cm Root Protection Area to retained hedging.
- 6.12 The **Landscape Advisor** for BCC has reviewed the information submitted and made a number of requests for clarifications on the submitted documents in relation to re-grading the area around the sports pitches, changes to boundary hedges and fences and to ensure conformity with the Arboricultural Impact Assessment. Subject to the satisfactory resolution of these matters he considers there would be no basis for objection on the grounds of long term significant adverse landscape and/or visual effects. In the event that planning permission is granted, he recommends details, including planting proposals and specification; design and

long-term management objectives for existing and new landscape areas (including maintenance programme for a minimum five years of aftercare for all new planting and replacement of failed new planting) to be secured via condition. He also recommends the night time illumination effects of the proposal are considered.

- 6.13 The **Chiltern and South Bucks District Environmental Health Officer** has reviewed the Ground Investigation Report (ref: STR4765-G01) and comments that the intrusive investigation has not identified any plausible or complete contaminant linkages that require further investigation or remediation. He notes one standpipe has been installed for ground gas monitoring purposes and recommends further gas monitoring is undertaken as described in the submitted Ground Investigation Report, prior to commencement of the development to provide sufficient data to allow the ground gas risk assessment to be completed and the submission of these results with a verification plan and verification report as necessary. He also recommends that should any unexpected contamination be encountered this is reported and remediation works take place.
- 6.14 The **BCC Rights of Way Officer** has no comment to make from a rights of way perspective.
- 6.15 **Thames Water** has not commented on the proposed development.
- 6.16 **Affinity Water** has not commented on the proposed development.
- 6.17 The **Crime Prevention** advisor has not commented on the proposed development

7.0 Representations

- 7.1 Representations from ten members of the public have been received. Of these seven object to the proposed development, two support it though one expresses concern about Parish Piece and one is neutral, though raises concern about traffic on Watchet Lane.
- 7.2 The main matters raised are:
- Need for the Development (both for and against)
 - Harm to residential amenity
 - High levels of traffic and congestion, especially at school opening and closing times
 - Impact of construction traffic on local area
 - Pollution from vehicle exhausts and queuing traffic
 - Accuracy of Transport Assessment
 - Use of surrounding roads for pick-up and drop-off

8.0 Discussion

- 8.1 The main issues for consideration in relation to application CC/0059/19 are considered to be:
- Principle of the Development
 - Access, Sustainable Travel and Parking
 - Playing Fields
 - Amenity
 - Layout and Built Form
 - Biodiversity and Landscaping
 - Drainage
 - Sustainability and Climate Change

Principle of the Development

- 8.2 The proposed development is for the expansion of a school in Holmer Green. Policy CSF1 of the CDLP supports the development for community services and facilities (including educational establishments) provided it would not involve the loss of residential land, would

not be detrimental to the character and amenity of the area in which it is located by reason of its appearance, layout, noise, traffic generation, vehicle parking, loss of landscaping or general disturbance and provided that other policies are complied with. The compliance with these criteria will be considered in detail in the following sections of the report.

- 8.3 The spatial strategy for Chiltern District to 2026 as set out in policy CS1 of the CDCS is to protect the Chilterns Area of Outstanding Natural Beauty and Green Belt by focusing new development on land within existing settlements not covered by those designations. This includes limited development in villages, including Holmer Green.
- 8.4 Information submitted by the applicant in support of the development shows that in the High Wycombe Area, the most recent population figures indicate the need to expand secondary school provision by at least an additional two to three forms of entry (FE) with another form of entry required long term. This is after taking into consideration the additional forms of entry already provided at Sir William Ramsay School in Hazlemere; St Michael's School in High Wycombe; and Great Marlow School and Highcrest School.
- 8.5 Part of the reason for the additional need in pupil places is associated with the increase in housing provision in Wycombe District as shown in the adopted Wycombe District Local Plan. In particular, approximately 750 metres to the southwest of the entrance to the school on Parish Piece, 12.87 hectares of land have been allocated for around 350 dwellings in the Wycombe District Local Plan (Policy HW8, Land off Amersham Road including Tralee Farm, Hazlemere). In addition, the CSBLP is also undergoing consultation and further allocated housing growth around this area is possible, depending on the outcome of the plan.
- 8.6 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).
- 8.7 Overall, mindful of the presumption in favour of development at schools, the proposed development (i.e. school expansion) is considered to be supported in principle.

Access, Sustainable Travel and Parking

- 8.8 Policy TR2 of the CDCS requires the development to provide satisfactory access on the highway network. It also requires that the highway network in the vicinity of the development site has capacity to accept the traffic associated with the development and, as a minimum, ensure that the standards of road safety for all users are maintained. Similarly, policy CS25 of the CDCS requires the assessment of impact of development proposals on the transport network, including public transport, traffic flows, air quality, accessibility levels and road safety while policy CS26 of the CSCS expects development proposals to provide safe, convenient and attractive access on foot and by bicycle, be appropriately located to the road network, provide satisfactory vehicular access, to ensure that all vehicular traffic generated by future development does not materially increase traffic problems and to secure the preparation and implementation of measures which minimise and manage parking and travel demand. In addition, amongst other elements to ensure long term sustainability of development, Policy CS4 of the CDCS requires development to provide safe access for all types of transport and pedestrians, promoting locations which are easily accessible by public

transport, walking and cycling, incorporate bicycle and vehicle parking into the site and the provision of travel plans for all school development.

- 8.9 Concern has been raised by Little Missenden Parish Council and a number of local residents about the highways impact of the proposed development with particular reference to congestion on roads surrounding the school and parent parking. Concern has also been raised by members of the public about school traffic displaced from Parish Piece worsening traffic on Watchet Lane and the surrounding roads.
- 8.10 It must be acknowledged that Holmer Green Senior School is an existing school. Like all schools it generates a high number of term time week-day trips which coincide with the school start and finish times. The proposed development would facilitate an increase of 265 pupils (210 in years 7 to 11 plus 55 in the sixth form) attending the school that contribute to these trips.
- 8.11 The applicant has submitted a transport assessment to accompany the planning application. This states that the school intends to mitigate the impact of the development by promoting sustainable measures to reduce the reliance on the use of the private car and the further enforcement of no drop off/pick up on Parish Piece. A number of informal 'park and stride' locations have been identified by the school and it is recommended that the necessary infrastructure to support their use (which includes an uncontrolled crossing point) are secured via planning condition. In addition cycling to school is to also be promoted, and as part of the proposed development increased bicycle parking provision of 50 spaces as well as shower and locker facilities for students
- 8.12 This approach to move away from car-dependent travel and provide for convenient and attractive access by foot and bike is supported through the CDCS and specifically policies CS26 and CS4. Attention should also be given to paragraph 15.3 of the CDCS. This states that developments which are car-dependent or promote unsustainable travel will not be supported and that the Council will work with partners to promote walking and cycling as an integral and highly sustainable means of transport focused on centres, schools, work-places, and public transport interchanges.
- 8.13 Following consideration of the school surroundings, the school is considered to be in a location that supports active sustainable transport modes. It is within a built up and relatively flat area making walking or cycling to school a feasible venture for those living locally. There are also public bus stops on Pond Approach/Brown Road within 400 metres (5 minutes' walk) of the school entrance on Parish Piece. From here there are regular weekday services to Chesham, Amersham, Hazlemere and High Wycombe as well as a dedicated school service to the further part of the school catchment area including the more rural villages of Great Kingshill and Widmer End.
- 8.14 It is acknowledged that providing the physical mechanism to aid active travel modes, such as bicycle parking and pedestrian crossing points, is far easier than encouraging a shift in travel modes towards more sustainable forms. This would require long term commitment by the applicant in conjunction with the school. The need for a travel plan has been identified by the Highways Development Management Officer and the Safer Routes to School Officer as well as the applicant. As part of the submitted documents, the school has identified a number of measures to be included as part of a travel plan to promote the sustainable forms of transport. This includes stopping parents from dropping pupils off at Parish Piece, using additional promotion and communication with parents, and further signage and coning. It is recommended the requirement for a travel plan which puts these measures in place is secured via condition.

- 8.15 The need for Holmer Green Senior School to work with other junior and infant schools to promote sustainable travel in a meaningful way and create a consistent message for parents has been identified by Little Missenden Parish Council. The Safer Routes to School Officer has commented that the three schools in the area are going to work together to implement all three travel plans. Ensuring sustainable travel is utilised will be an ongoing matter and a long term commitment to updating and reviewing a travel plan is therefore recommended as a condition of development.
- 8.16 The concern of local residents that measures identified to reduce vehicle numbers on Parish Piece may shift the problem elsewhere is real. In particular, the space between the staff car park and gates on Watchet Lane may provide opportunity for parents to stop, especially if they are dropping off both infant school and secondary school children. This should be prevented, for example by advisory notices on the private access into the car park on Watchet Lane combined with enforcement by the school as part of the travel plan. It is advised that the use of 'School Keep Clear' road markings on Watchet Lane outside the new vehicular entrance to further aid the free flow of traffic outside the school are investigated by the applicant. The implementation of these road markings are subject to a Traffic Regulation Order which requires separate consultation, the outcome of which is beyond the control of the applicant. As such 'School Keep Clear' road markings cannot be required via planning condition but an informative providing advice may be included should planning permission be granted.
- 8.17 Questions have been raised by members of the public about use of the vehicular Watchet Lane entrance and the provision of a pedestrian access into the site from Watchet Lane. The applicant has clarified that the link between the Watchet Lane car park and main school buildings will be for pedestrians only. Vehicular access into the school site via Watchet Lane is proposed to be gated and for use by school staff only. Supporting information within the application also states that the pedestrian gate and access from Watchet Lane into the School would be used by the public to access the new sports facilities. This would be controlled via a CCTV and monitoring system from the main school entrance and sports hall reception. It is understood this public use of facilities would take place outside of school hours. It is not proposed to open this access for pupils to enter and exit the school. In the interests of local amenity it is recommended management of the Watchet Lane entrance, and prevention of its use by school pupils, is secured by condition. All delivery and service vehicles will continue to use the existing arrangements and access the school via Parish Piece.
- 8.18 The Transport Assessment also includes an assessment of junctions in the vicinity of the site (the Northern school access on Parish Piece; Southern school access on Parish Piece; Watchet Lane school access; Parish Piece/Browns Road/Pond Approach; Parish Piece/New Pond Road; Beech Tree Road/Watchet Lane; and Wycombe Road/Watchet Lane) and undertaken parking surveys. The Transport Assessment has been reviewed by the Highways Development Management officer and no objection to the proposed development has been raised. In making these comments, the Highways Development Officer has acknowledged that the assessment is based on the assumption that sustainable measures will be implemented. From a technical perspective no concerns have been raised in relation to the accuracy of information within the Transport Assessment.
- 8.19 In relation to car parking, taken together policies TR11, TR15 and TR16 of the CDLP and policy CS26 of the CSCS support the provision of adequate parking provision, including parking spaces for disabled drivers' vehicles and bicycles, which are conveniently located with satisfactory circulation, correctly sized parking spaces and allowance for pedestrian

movement. In the draft CSBLP parking standards are contained within Appendix CP3 and policy DM CP3 requires their use and similarly requires parking provision to be well-designed and landscaped. Both the Buckinghamshire Countywide Parking Guidance and standard within the draft CSBLP have a requirement for secondary schools of one car parking space and seven bicycle spaces per FTE staff member. This differs from the standards in the CDLP adopted in 1997 which are based on floor space.

- 8.20 The proposed development includes an additional 35 car parking space and 48 bicycle parking spaces bringing the total car parking provision to 117 spaces and total bicycle parking provision to 88 spaces. This is considered to be satisfactory for the increase in staff of 15 FTE (total 109 FTE) and takes into account that non full time staff may overlap in their time at the school. The BCC Highways Development Officer has confirmed the proposed parking spaces are of adequate dimensions and benefit from an adequate level of manoeuvring space. The officer has also confirmed the access onto Watchet Lane would benefit from an adequate level of visibility and access width to accommodate the proposed vehicle movements. In accordance with the advice of the Highways Development Management officer it is recommended the layout of the car parking and manoeuvring area is secured via condition.
- 8.21 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.
- 8.22 It has been requested by members of the public that a residents parking scheme along the surrounding roads is put in place. It is not possible to include this as a requirement of planning, as a separate consultation is required, the outcome of which is beyond the applicant's control. Therefore, it would not be a reasonable requirement or one relevant to planning.
- 8.23 Overall and recognising the support for sustainable transport modes and moves away from car dependent development within the CDCS, the approach to manage the highways impact of the proposed school expansion is considered to be acceptable. A number of conditions to secure the delivery of this approach have been recommended. With these in place, the proposed development is considered to be in accordance with policies TR2, TR11, TR15 and TR16 of the CDLP, policies CS25 and CS26 and the travel related elements of CS4.

Playing fields

- 8.24 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. In regard to indoor sporting facilities, policy R3 of the CDLP supports their provision in built up areas outside the Green Belt and states that development of such facilities on land currently in use as playing field will be permitted, provided that the existing level of playing provision on that land can be retained. In addition, draft policy DM HP4 of the CSBLP supports the redevelopment of land or buildings in use or last used for sport, provided they are no longer required, or, if the development involves a new facility, this would be at least equal in quality and quantity to the existing or former use.
- 8.25 The proposed development would result in the loss of areas of playing field from provision of the footpath, new car parking area off Watchet Lane and new teaching block.

- 8.26 In relation to the car parking area, Sport England notes that this area of playing field has not been used or marked out with playing pitches previously and considers that given the constraints of this particular area of playing field, questions whether a playing pitch could be accommodated within this area. Further, they consider that this area of playing field is not part of the principal playing field area which is marked out and used for a range of pitch sports and athletics. On that basis, they consider the proposals benefits from broadly meeting the E3 exception policy.
- 8.27 In relation to the proposed new teaching block, Sport England comment that will primarily be built on the footprint of the existing tennis courts (which are due to be replaced via a separate planning application under PL/19/2262/FA). They note there is a degree of encroachment onto the playing field but again consider the principal playing field area is unaffected by this aspect of the proposal
- 8.28 Overall, Sport England have raised no objection subject to the school entering into a community use agreement for the replacement sports facilities to ensure wider benefit from development.
- 8.29 In light of these comments, subject to a community use agreement being secured via condition, the proposed development is considered to accord with policy R2 and R3 of the CDLP and draft policy DM HP4 of the CSBLP.

Amenity

- 8.30 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. In addition, draft policy DM NP9 of the CSBLP seeks to protect residential amenity from noise and light pollution.
- 8.31 External lighting is included as part of the proposed development around the new sports hall and teaching block, staff car park off Watchet land and footway between the school buildings and staff car park. Following discussions with the applicant the height of the lighting columns around the staff car park and footpath have been reduced from six metres to four metres. Light spill in the area around the car park is predicted to be in the region of 1-2 lux, lower than the levels produced by typical street side lighting. In the interests of sustainability and protecting residential amenity, it is recommended the non-security lighting along the footpath and in the Watchet Lane car park area is switched off between the hours of 10:15pm and 7:00am Monday to Saturday and on Sundays is only operational between the hours of 7:45am and 6:30pm. This can be controlled via planning condition.
- 8.32 The proposed development has the potential to generate noise, especially in relation to sport. The outdoor sporting provision is not changing as a result of the proposed development and therefore it is not considered there would be a change to any existing impact from this. As above however, to meet the Sport England exception policies it is necessary for the school to enter into a community use agreement. This would result in use of the sports facilities outside of school hours. To prevent harm to residential amenity by way of noise and vehicles leaving the site, it is recommended that community uses ceases at 10pm.
- 8.33 At the closest point, the new teaching block and sports hall will be approximately 40 metres from the nearest residential property (off Glebe Close) and 12 metres from its rear boundary. High level windows for ventilation in the north-west elevation of the Sports hall are proposed to be provided. These would face towards the residential properties on Glebe Close. While the building will be clearly visible from the residential properties, it is considered the

distances and presence of vegetation are sufficient to prevent the proposed building appearing overbearing or causing any loss of privacy or light.

- 8.34 Subject to conditions as outlined above, the proposed development is considered to accord with CDLP policy GC3 and draft policy DM NP9 of the CSBLP.

Layout and Built Form

- 8.35 Policies GC1 of the CDLP and CS20 of the CSCD seek to secure a high standard of design which reflects and respects the character of the surrounding area and those features which contribute to local distinctiveness. This is similarly reflected in CSBLP draft policy DM DP1. In addition, policy GC14 of the CDLP seeks provision to be made for disabled access.
- 8.36 Currently the school faces and is accessed solely from Parish Piece. The proposed development would add a secondary entrance for use by staff only, off Watchet Lane. This restriction may be secured via planning condition. The existing site accesses from Parish Piece and pupil entrance from the public footway running east-west along the boundary of the site would remain. Overall, the focus of the school towards Parish Piece would remain unchanged.
- 8.37 In terms of boundary treatment, it is proposed to retain the existing hedge and palisade fence along the western boundary. The car parking area would be separated from the playing field by a 1.8 metre high weld mesh fence in green. Along the new two metre wide footway connecting the car parking area and main school buildings, it is also proposed to provide a 1.8 metre high weld mesh fence. The boundary treatments along the northern, eastern and southern edges of the site are not proposed to change.
- 8.38 The existing school is an amalgamation of building forms and materials. The new build teaching hall would be two storeys in height. Together with the sports hall it would enclose a new courtyard area adjacent to the dining room. New openings within the refurbished dining hall would open into this area. The materials proposed for the new built elements are reflective of those already found elsewhere on the site and so are considered suitable in this location.
- 8.39 With regard to inclusive access, provision has been made for a platform lift within the new build and accessible toilet facilities would be provided on all floors. A step lift would also be provided within the main reception area to provide level access into the school.
- 8.40 Overall, the layout and built form of the proposed development are considered to be in accordance with policies GC1 and GC14 of the CDLP and policy CS20 of the CSCD.

Biodiversity and Landscaping

- 8.41 Policy CS24 of the CDCS seeks to conserve and enhance biodiversity within the district. It states that development proposals should protect biodiversity and provide for the long-term management, enhancement, restoration and, if possible, expansion of biodiversity, by aiming to restore or create suitable semi-natural habitats and ecological networks to sustain wildlife. Draft policy DM NP4 of the CSBLP requires applicants to demonstrate that appropriate investigation has been undertaken where development affects designated or non-designated sites that include important habitats, provide biodiversity net gain, supporting ecological surveys and demonstration of how existing site specific factors have been considered and incorporated to increase the quality of natural habitats. In addition, policy GC4 of the CDLP seek to protect the landscape including existing trees and hedgerows. This protection is similarly given through draft policy DM NP5 of the CSBLP.

- 8.42 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. No objection has been raised by the BCC Ecologist subject to conditions to ensure protected species are safeguarded from harm during the works, and that opportunities for biodiversity enhancement are secured and maintained in the long-term. This includes the provision of a Landscape and Ecological Management Plan (LEMP) for 'ecological landscaping' and enhancing the site for wildlife. The applicant has questioned the need for such a scheme to be prepared prior to commencement of the development and it is agreed the details are not necessary for the development to commence. It is therefore recommended the scheme is provided during the development phase.
- 8.43 One pre-commencement condition recommended by the BCC Ecologist is for a badger survey. The necessity of this has been questioned by the applicant as the part of the site where the potential badger sett is located is beyond the area of building works. As it currently stands the information submitted as part of the proposed development has not determined that there is a badger sett, but stated that the potential badger sett should be treated as one. The BCC Ecologist has clarified that badger tunnels may, if present, extend in to working areas and works therefore may have the potential to impact on the sett. Additionally, depending on the nature of the works badgers could be disturbed in their sett during works. On this basis, the pre-commencement condition is considered necessary.
- 8.44 There are no trees within the footprint of the proposed development, though a 12.5 metre section of the mixed species boundary hedge adjacent to Watchet Lane would be removed to create the new access. Works to a number of other trees are also proposed. To prevent damage to retained trees, it is recommended an Arboricultural Method Statement (AMS) and accompanying Tree Protection Plan are prepared and adhered to. These may be secured by planning condition.
- 8.45 It is proposed to provide three trees in the staff car parking area off Watchet lane, plus four trees within the courtyard area. The exact species of these trees have not been provided. It is recommended within the submitted Arboricultural Impact Assessment that selected species should ideally be native and/or of proven ecological value. It is also recommended that specifications on aftercare and maintenance, including irrigation, as well as protection and formative pruning during establishment, are included as part of the finalised tree planting strategy. These recommendations are agreed by the BCC Arboricultural Advisor and to ensure long term success of the planting for amenity and wildlife benefit it is recommended these are secured via planning condition.
- 8.46 As the application has progressed, a number of minor amendments to the landscape masterplan have been made to reflect the comments of the BCC Landscape Advisor. The amended landscape drawings do contain information on the proposed seed mix and examples of species which may be used. Detailed information on the exact species, sowing rates, size of plants at time of planting etc. have not been provided. In accordance with the comments from the Landscape Advisor, it is therefore recommended that detailed proposals along with a programme of management and maintenance for the first five years (including a commitment to replace any failed planting in the next available planting season) are secured via condition. This may be included as part of the LEMP.
- 8.47 Subject to the conditions recommended above, the proposed development is considered to be in accordance with policy CS24 of the CDCS and GC4 of the CDLP as well as draft policies DM NP4 and DM NP5 of the CSBLP.

Drainage

- 8.48 Amongst other elements to ensure long term sustainability of development, Policy CS4 of the CDCS requires an 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. This advice includes Paragraph 163 of the NPPF which requires local planning authorities to ensure flood risk is not increased elsewhere as a result of development. Draft policy DM NP8 of the CSBLP similarly requires development be designed no to increase flood risk elsewhere and the use of sustainable drainage systems.
- 8.49 In regard to flood risk, there is considered to be a negligible ground water flood risk and the Flood Map for Surface Water provided by the Environment Agency shows that the proposed location of the development is a very low risk of surface water flooding (meaning there is less than 0.1% likelihood of flooding occurring in a given year). It should however be noted that the existing courtyard areas of the school are at high risk of surface water flooding (there is a 3.3% likelihood of flooding occurring in a given year). The proposed development would not change this risk and the nature of the use (the courtyard) in this higher area of flood risk does not raise great concern.
- 8.50 At the time of writing there is an outstanding objection to the proposed development from BCC as Lead Local Flood Authority due to insufficient information on the surface water drainage strategy. Further information, including ground investigations and infiltration testing, to demonstrate infiltration at depth is viable, has been requested from the applicant.
- 8.51 As a viable approach to drainage has not yet been demonstrated it cannot be said that the project would not increase flooding elsewhere. It is therefore recommended that approval of the application is delegated to the Head of Planning and Environment subject to a viable approach to drainage (assessed in accordance with the drainage hierarchy) being demonstrated by the applicant.
- 8.52 The Committee should be aware that it may be necessary to secure elements of a drainage scheme via condition. This may, for example, include the details of a surface water drainage scheme and its maintenance.
- 8.53 With regard to disposal of waste water, Thames Water and Affinity Water have been consulted and have raised no objection to the application.

Sustainability and Climate Change

- 8.54 To ensure development is sustainable, policy CS4 of the CDCS expects new developments to have regard to sustainable development principles. This includes the remediation of contaminated land and the use of renewable energy technology sources wherever required under policy CS5. Policy CS5 of the CDCS requires all non-residential development with 1000m² of non-residential floor space to secure at least 10% of their energy requirements from decentralised and renewable or low carbon sources. This requirement for sourcing emerging from on-site renewable or low carbon technologies is also seen in draft policy SM DP6 of the CSBLP.
- 8.55 A number of elements relating to sustainability, such as transport, have been considered in other sections. In terms of building design and reducing energy consumption, the applicant has stated that the building design has sought to reduce the need for energy consumption by passive measures and ensuring that equipment is as efficient as possible. This includes LED lighting throughout with absence detection and daylight dimming in teaching areas and naturally ventilated offices.

- 8.56 The roof of the new sports hall is proposed to host 140 square metres of photovoltaic arrays. This would likely result in around 16900kWh of electricity generated per annum, equivalent to approximately 6% of the predicted energy requirements of the proposed development
- 8.57 Although this is less than that required by policy CS5 of the CDCS and that supported in daft policy SM DP6 of the emerging SCDLP, it would improve the quantity of electricity sourced from on-site renewable and low carbon sources by the school. To encourage an increase in the levels of on-site energy provision, it is recommended that the provision of no less than 140 square metres of photovoltaic panels is secured via planning condition.

Other matters

- 8.58 In regard to contaminated land, no objections have been raised, though the Environmental Health Officer has recommended that the ground gas monitoring, as detailed in the submitted documents, is undertaken. The Environmental Health Officer acknowledges that the submitted report indicates that there are no credible sources that would render the site at significant risk from ground gases. A monitoring standpipe was however installed and the consultants were asked to implement a monitoring regime. The outstanding monitoring is therefore considered to render the overall assessment incomplete. On this basis the Environmental Health Officer recommends that prior to commencement of the development, the ground gas monitoring is undertaken and any remediation works are carried out as identified from the monitoring results. He also recommends that if any unexpected contamination is found, it is reported, investigated and any necessary remediation works are carried out.
- 8.59 On the basis of the information available, it appears there is no reason to believe contamination will be an issue as there are no identified sources of contamination at or within the vicinity of the application site. If any contamination is encountered it would be unexpected. It is therefore not considered necessary or reasonable to require the applicant to undertake the ground gas monitoring prior to commencement of the development in order to make the development acceptable. It is however recommended that if any unexpected contamination is encountered (including that associated with ground gas), this is reported, assessed and remediated. This can be secured via condition.
- 8.60 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 policy CS4 and CS5.

9.0 Equality and Diversity

- 9.1 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.

10.0 Conclusion

- 10.1 Application CC/0059/19 is for alterations and extensions to the teaching areas and sports provision plus ancillary work at Holmer Green Senior School to facilitate a two form entry (2FE) expansion. It includes an additional car parking area for staff access via Watchet Lane.
- 10.2 A need to provide extra secondary school places in this part of Buckinghamshire has been demonstrated. In addition, as set out in paragraph 94 of the NPPF and the letter to Chief Planning Officers dated 15th August 2011, there is a presumption in favour of development at schools.

- 10.3 A major concern of local residents and the planning authority relates to the number of additional pupils and their mode of travel to the school. The methods put forward by the applicant to promote sustainable travel are supported in planning policy. Furthermore, the necessary infrastructure to facilitate this has been included as part of this planning application. The provision, implementation and review of a travel plan are vital for the success of the proposed scheme. This may be secured by condition to make the development acceptable.
- 10.4 Overall, and subject to the resolution of outstanding matters relating to drainage and lighting, the proposed development is considered to be acceptable and in accordance with the Development Plan as a whole.
- 10.5 It is therefore recommended that the planning committee indicate support for application CC/0059/19 and, in the event that a viable approach to drainage is demonstrated by the applicant and agreed with the planning authority, authorise the Head of Planning and Environment to approve the proposed development subject to conditions as set out in Appendix A and finalised by the Head of Planning and Environment

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 number: HGSS-ECE-ZZ-00-DR-A-00001, Revision P01, December 2019
 - Landscape Master Plan, Drawing Number: Drawing Number: HGSS-KDA-ZZ-ZZ-DR-L-00002, Revision P03, November 2019
 - New Courtyard Proposal, Drawing Number: HGSS-KDA-ZZ-ZZ-DR-L-00003, Revision P03, November 2019
 - Sports Pitch Provision, Drawing Number: HGSS-KDA-ZZ-ZZ-DR-L-00004, Revision P03, November 2019
 - Car Park and Environs, Drawing Number: HGSS-KDA-ZZ-ZZ-DR-L-00005, Revision P02, November 2019
 - Proposed Block Plan, Drawing Number: HGSS-ECE-ZZ-00-DR-A-00004, Revision P01, 18/12/19
 - Proposed Elevations (Sheet 1 of 2), Drawing Number: HGSS-ECE-V1-XX-DR-A-04001, Revision P02, 11/12/2019
 - Proposed Elevations (Sheet 2 of 2), Drawing Number: HGSS-ECE-V1-XX-DR-A-04002, Revision P02, 11/12/2019
 - Proposed Detailed Elevations, Drawing Number: HGSS-ECE-V1-XX-DR-A-04003, Revision P02, 11/12/2019
 - Proposed Context Elevations and Sections, Drawing Number: HGSS-ECE-ZZ-XX-DR-A-04004, Revision P02, 11/12/19
 - Proposed Plan – Ground Floor, Drawing Number: HGSS-ECE-V1-00-DR-A-01001, Revision P03, 25/11/19
 - Proposed Plan – First Floor, Drawing Number: HGSS-ECE-V1-00-DR-A-01002, Revision P03, 25/11/19
 - Proposed Plan – Roof, Drawing Number: HGSS-ECE-V1-00-DR-A-01003, Revision P03, 28/11/19
 - Proposed Extension Elevations, Drawing Number: HGSS-ECE-V2-XX-DR-A-04103, Revision P03, December 2019
 - Typical Refuse and Cycle Store Plans and Elevations, Drawing Number: HGSS-ECE-XX-XX-DR-A-90001, Revision P02, December 2019
 - Proposed Refurbishment Roof Plan, Drawing Number: HGSS-ECE-V2-RF-DR-A-01106, Revision P02, December 2019
 - Tree Retention and Removal Plan (Sections 1/3, 2/3 and 3/3) Willmott Dixon, Job number ARB9214, dated 09/12/2019

Reason: To define the development which has been permitted so to control the operations and to comply with policy CS20 of the CSCD.

Pre-commencement Conditions

3. A badger survey shall be undertaken prior to the commencement of development and the results reported to the planning authority for approval by the ecologist along with any recommendations for licensing or mitigation as considered appropriate. Thereafter the development shall be carried out in accordance with the ecologist's approval and recommendations.

Reason: To establish the use of the mammal burrow by badger, or otherwise, in order that recommendations can be made for the avoidance of contravention of the Protection of Badgers Act 1992 and to conserve biodiversity in accordance with policy CS24 of the CDCS.

4. No development shall commence until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include the following information:
 - parking for vehicles of site personnel, operatives and visitors
 - loading and unloading of plant and materials
 - storage of plant and materials
 - programme of works (including measures for traffic management)
 - HGV deliveries and hours of operation
 - vehicle routing
 - measures to prevent the deposit of materials on the highway
 - before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - On-site turning for construction vehicles

Thereafter the development shall be carried out in accordance with the approved CTMP.

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 policies TR2 of the CDLP and CS25 and CS26 of the CSCD.

5. Prior to the commencement of the development, a site specific Arboricultural Method Statement (AMS) 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 throughout the construction period in accordance with GC4 of the CDLP.

Development Phase Conditions

6. In the event that contamination is found when carrying out the approved development or during any ground gas monitoring, it shall be reported in writing immediately to the County Planning Authority. A site investigation results and detailed risk assessment shall be carried out in accordance with a timescale to be agreed by the County Planning Authority 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 shall be prepared, submitted to and agreed in writing by the County Planning Authority. The remediation shall thereafter 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 CDCS.

7. Works shall be carried out in accordance with the recommendations set out in the Ecological Impact Assessment (February 2020), including appendices 3, 4 and 5, and the Ground Level Tree Assessment (February 2020). The condition will be considered discharged when a letter is submitted to the County Planning authority from the Applicant's ecological consultants confirming that works have been carried out in accordance with the approved reports.

Reason: To minimise potential impacts on protected species and their habitats that are protected by law under the Wildlife and Countryside Act 1981 (as amended), The Conservation of Habitats and Species Regulations 2017.

8. Prior to any development above slab level, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the County Planning Authority. The LEMP shall be a stand-alone document that clearly identifies the landscape and ecological mitigation and enhancement measures to be undertaken. It shall be in a form that can be easily utilised by construction contractors and landscape managers thereafter. It shall contain:

- Description and evaluation of features to be managed within the site;
- Ecological trends and constraints on site that might influence management;
- Aims and objectives of management;
- Appropriate management options for existing and new landscape areas to achieve aims and objectives;
- Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
- 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;
- An establishment management and maintenance programme for a minimum five years of aftercare for all new planting.
- A commitment to replace all failed new planting (irrespective of cause) in the planting season immediately following failure.
- Details of the body or organization responsible for implementation of the plan; and,
- Ongoing monitoring and remedial measures.

The development shall thereafter be carried out in accordance with the approved LEMP with the planting carried out no later than the first planting season following occupation of the development,

Reason: To ensure that ecological resources including protected species and notable species and habitats are safeguarded at all phases of development; to ensure a net gain for biodiversity in accordance with policy CS24 of the CS24 and in the local landscape in accordance with policies GC4 and GB30 of the CDLP.

Post Development Phase Conditions

9. Prior to occupation of the development no less than 140 square metres of photovoltaic panels shall be erected on the roof of the sports hall and teaching block and connected so to enable the school to utilise energy generated.

Reason: To support renewable and low carbon energy sources in accordance with policy CS5 of the CDCS.

10. Prior to occupation of the development a community use agreement prepared in consultation with Sport England shall be submitted to and approved in writing by the Local Planning Authority.

The agreement shall apply to the sports hall and ancillary accommodation (including car parking and access arrangements) and include details of pricing policy, hours of use (with none past 10pm), 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 make acceptable the loss of playing field through the alternative provision of sporting facilities with at least equivalent suitability and convenience by ensuring wider community benefit in accordance with policy R2 of the CDLP.

11. Prior to occupation of the development a new uncontrolled pedestrian crossing point shall be laid out and constructed in accordance with details to be first approved in writing with the Local Planning Authority.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and facilitate active travel to school in accordance with policy CS4 and CS26 of the CDCS.

12. Prior to the occupation of the development the new access to Watchet Lane shall be sited and laid out in accordance with the approved plans. The access shall be constructed in accordance with; 'Buckinghamshire County Council's Guidance note, "Commercial 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 policy TR2 of the CDLP and CS25 of the CDCS.

13. Prior to the occupation of the development the proposed entrance gates shall be set back a minimum distance of 12 metres from 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 in accordance with policy TR2 of the CDLP and CS25 of the CDCS.

14. Prior to the occupation of the development a Full Travel Plan shall be submitted to and agreed in writing by the Local Planning Authority to be in general accordance with the 'Buckinghamshire County Council Travel Plan Good Practice Guidance'. It shall thereafter be implemented as approved.

The plan 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 and of the development in accordance with policy CS25 of the CSCS and to influence modal choice and to reduce single occupancy private car journeys in accordance with policy CS4 of the CDCS.

15. Prior to occupation of the development, space shall be laid out within the site for parking and manoeuvring in accordance with the approved plans. This area shall be permanently maintained for this 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 CS26 of the CSCS.

16. Prior to occupation of the development, space shall be laid out within the site for bicycle parking in accordance with the approved plans. The bicycle parking shall be maintained permanently for this purpose.

Reason: To encourage cycling to school and to reduce single occupancy private car journeys in accordance with policy CS4 of the CDCS.

On-going Conditions

17. For the duration of occupation of the development, the school Travel Plan shall be subject to annual review at the end of each academic year 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 minimise danger, obstruction and inconvenience to users of the highway and of the development in accordance with policy CS25 of the CSCS and to influence modal choice and to reduce single occupancy private car journeys in accordance with policy CS4 of the CDCS.

18. There shall be no pupil or visitor access into the Holmer Green Senior School site from Watchet Lane.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development by deterring pupil drop off /pick up from the public highway outside the school site in accordance with policy CS25 of the CSCS

19. No external lighting shall be erected other than as detailed in the External Lighting Assessment (ref: 190750, Rev. 02 , Dated March 2020) with the locations as shown on drawing numbers HGSS-CPW-ZZ-XX-DR-N-00403 (Rev S3-P05, Dated November 2019) and HGSS-CPW-ZZ-XX-DR-N-00404 (Rev S3-P05, Dated November 2019).

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

20. The lighting in the car park and along the footpath between the Watchet Lane Car Park and buildings shall not be switched on other than between the hours of 7.00 am to 10.15 pm Monday to Saturday and 7.45 am to 6.30 pm on Sunday.

Reason: To safeguard the amenities of nearby residents in accordance with policies GC3 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 relating drainage, trees,

landscape and renewable energy 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.

School Keep Clear Markings

The applicant is advised to investigate putting 'School Keep Clear' road markings along Watchet Lane at the new entrance to Holmer Green Senior School. This will require a Traffic Regulation Order and public consultation.

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.

It is contrary to S163 of the Highways Act 1980 for surface water from private development to drain onto the highway or discharge into the highway drainage system. The development shall therefore be so designed and constructed that surface water from the development shall not be permitted to drain onto the highway or into the highway drainage system.

The applicant is advised that the off-site works will need to be constructed under a Section 184 of the Highways Act legal agreement. This Small Works Agreement 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 minimum period of 3 weeks is required to process the agreement following the receipt by the Highway Authority of a written request. Please contact Development Management at the following address for information

<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

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.

Badgers

Badgers and their setts are protected under the Protection of Badgers Act 1992, which makes it illegal to kill, injure or take badgers or to interfere with a badger sett. During the construction

phase, measures should be installed in order to protect badgers from being trapped overnight in open excavations and/or pipe and culverts. Appropriate measures may comprise either timber planks or earth ramps in order to allow badgers to egress from excavations greater than 0.5m depth. Alternatively, all excavations should be backfilled before nightfall.

Bats

All species of bat and their roosts are protected under the Wildlife and Countryside Act 1981 and The Conservation of Habitats and Species Regulations 2010. The applicant and contractors should be aware that all bats and any structures used by them are protected by law, and that works likely to disturb bats or their resting places (even if undertaken at a time of year when the bats are absent) require a licence from Natural England. Should a bat be encountered during development, work should cease immediately and advice should be sought from Natural England (tel. Batline 0345 1300228). Bats should preferably not be handled (and not without gloves) but should be left in place, gently covered, until advice is obtained. Particular care and vigilance should be taken when roof tiles or slates are removed (remove by hand and check underside for bats before stacking, particularly the ones over the gable ends and ridge tiles.) Fascias, barge boards and external cladding may also provide roost opportunities for bats and should be disturbed with care. As a further precaution, undertaking roof work during the months of March to May, or September to November will avoid the main hibernation and breeding seasons when bats are most sensitive to disturbance.

Great Crested Newts

Great crested newt and their breeding sites or resting places are protected under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2010. Should the presence of such species be discovered on site during construction work must stop and Natural England or a qualified ecologist should be contacted for further advice.

Ground Gas Monitoring

The applicant is advised to undertake ground gas monitoring as described in the Ground Investigation Report prepared by Soiltechnics (Report ref. STR4765-G01), to provide sufficient data to allow the ground gas risk assessment to be completed. Should any ground gas be encountered, an investigation, risk assessment, options appraisal and remediation strategy as set out in condition 6 must be undertaken.

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