



Strategic Sites Committee agenda

Date: Thursday 19 January 2023

Time: 1.00 pm

Venue: The Oculus, Buckinghamshire Council, Gatehouse Road, Aylesbury HP19 8FF

Membership:

A Bond, P Cooper, T Egleton, P Fealey, S Lewin, N Marshall, R Newcombe, J Ng, M Rand, A Turner (Chairman), J Waters (Vice-Chairman) and A Wheelhouse

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Strategic Sites Committee minutes

Minutes of the meeting of the Strategic Sites Committee held on Thursday 24 November 2022 in The Oculus, Buckinghamshire Council, Gatehouse Road, Aylesbury HP19 8FF, commencing at 2.05 pm and concluding at 4.36 pm.

Members present

A Bond, P Cooper, T Egleton, M Fayyaz, P Fealey, N Marshall, R Newcombe, J Ng, J Waters (Vice-Chairman, in the Chair) and A Wheelhouse

Agenda Item

1 Apologies for absence

Apologies were received from Councillor Michael Rand. Councillor Alan Turner had also sent his apologies to the Committee but was in attendance speaking as the local ward member.

2 Minutes

Resolved: The minutes of the meeting held on 1 September 2022 were **agreed** as an accurate record.

3 Declarations of interest

Councillor Alan Turner had previously declared a prejudicial interest in application 22/06910/R9FULE.

Councillor Richard Newcombe also declared a non-prejudicial interest in application 22/06910/R9FULE and stated he was a Buckinghamshire Council representative on the Chilterns Conservation Board (CCB) which was responsible for areas of outstanding natural beauty (AONB). The application area was not within an AONB but the CCB had provided a submission and were mentioned in the report. Councillor Newcombe advised that he had had no part in the submission and that he was not pre-determined in the matter.

4 22/06910/R9FULE - Princes Risborough Southern Link Road, Princes Risborough, Buckinghamshire

Proposal: Creation of 750m two lane, single carriageway link road between Picts Lane, near junction with Goodearl Place to its termination point to north of the former Sumitomo Electric Hardmetal site, incorporating existing adopted highway with improvements, new section of road through former Whiteleaf Furniture Site

and W.E Blacks development site and a connection point for the future Princes Risborough Expansion Area. Demolition of existing buildings within former Sumitomo Electric Hardmetal site, new signalised junction at Station Approach/ Summerleys Road/Station Road, construction of new underpass (bridge) under Princes Risborough to Aylesbury railway line to north of Firs Court with new priority junction to north and other associated engineering, drainage and landscaping works including a 2.0m footway and 3.5m shared footway cycleway, surface water detention basin and swales, foul and surface water drainage and pumping stations, sections of reinforced embankment and retaining wall structures and pedestrian crossings.

A site visit was carried out on 15 November 2022.

Speaking as local ward member, Councillor Alan Turner.

Speaking as local ward member, Councillor Gary Hall.

Speaking as local ward member, Councillor Matthew Walsh.

A written statement was read out by Sally Taylor, Senior Democratic Services Officer, on behalf of Councillor Robert Carington.

Speaking on behalf of Bledlow-cum-Saunderton Parish Council, Councillor Simon Breese.

Speaking as objectors, Ewan Nelson, Stephen Brownlie and Philip Hayes.

Speaking as the applicant and agent team, John Callaghan and Daniel Hayes.

Resolved:

It was proposed by Councillor Richard Newcombe, seconded by Councillor Patrick Fealey and **agreed** at a vote that the application be delegated to the Director of Planning and Environment for approval subject to:

- 1) The completion of a Memorandum of Understanding to secure:
 - a. A scheme to deliver 10% biodiversity net gain;
- 2) Any further conditions/measures necessary arising from the officer consideration of the comments of the Environment Agency;
- 3) If the Environment Agency have not commented by whichever is the later of 2nd December 2022 or the date when the Local Planning Authority is otherwise able to issue the planning permission, then the permission shall be issued without waiting for the Environment Agency to comment.
- 4) If an objection on flood risk grounds is received from the Environment Agency before a decision is issued, which cannot be resolved by discussions, then the application shall be referred to the Secretary of State for their determination as to whether the application should be called in (in accordance with The

Town and Country Planning (Consultation) (England) Direction 2021).

and **subject to** Condition 4 being amended to read:

Prior to the commencement of development, a Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements and parking of site operatives' vehicles) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Construction Traffic Management Plan shall make explicit provision to:

- a) minimise the use of Shootacre Lane by construction traffic; and
- b) prevent the use of Shootacre Lane by construction traffic travelling in both directions simultaneously.

Thereafter, the development shall only be carried out in accordance with such approved management plan.

Reason.

This is a pre-commencement condition as development cannot be allowed to take place, which in the opinion of the Highway Authority, could cause danger, obstruction and inconvenience to users of the highway and of the development.

And **subject to** the inclusion of an informative drawing the applicant's attention to the fact that the applicant may be liable for Land Compensation Claims by private land owners in the vicinity of the development in accordance with Part 1 of the Land Compensation Act 1973. Moreover, the applicant may be liable for subsidence claims by private landowners on Firs Court and to that end should monitor the structural condition of Firs Court prior to, during and after construction of the development.

Note 1: A comfort break was taken between 16.17 pm and 16.27 pm.

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Report to Strategic Sites Planning Committee

Application Number:	22/07012/FUL
Proposal:	Demolition of existing buildings on land at 30 - 34 Oxford Road and construction of seven storey further education building for Buckinghamshire College Group (6,618m ²) to house the main College campus, with general teaching (maths/science/IT and networking etc.) and light practical teaching (arts/performing arts/ sciences) with associated works including retention of vehicular access off Bridge Street, provision of rear service area with 3 x car parking spaces for minibuses, drop off area, cycle parking, bin store and services shed, hard and soft landscaping
Site Location:	30 - 34 Oxford Road High Wycombe Buckinghamshire HP11 2EN
Applicant:	Buckinghamshire College Group
Case Officer:	Lucy Bellinger
Ward(s) affected:	Abbey
Parish-Town Council:	High Wycombe Town Unparished
Date valid application received:	25th July 2022
Statutory determination date:	24th October 2022. Extended to 16 February 2023
Recommendation	Minded to grant, defer for planning obligation

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 Planning permission is sought for a new consolidated further education facility for Buckinghamshire College. The proposal comprises two new buildings across two nearby sites in High Wycombe town centre. This application is for the main campus building. The new college facility application(s) are linked with two further planning applications for residential development on Buckinghamshire College's existing campuses at Flackwell Heath and Amersham.
- 1.2 In summary, the development would accord with the development plan and planning guidance for the following reasons:

- The use would be acceptable within the town centre context and would positively assist in the regeneration, vitality and viability of the town centre as a whole.
- There would be no adverse impact on highway safety or the operation of the local highway network.
- It would encourage the use of sustainable modes of travel and be provided with sufficient parking to meet needs of the development.
- High quality design and layout appropriate in scale form, layout and appearance.
- It would safeguard the amenity of neighbouring occupiers, and not give rise to pollution issues, including air quality, light and noise.
- It would deliver a net gain in biodiversity and maximise opportunity for future tree canopy cover/green infrastructure.
- The development would not increase the risk of flooding and incorporate sustainable drainage.
- It would mitigate for climate change and manage carbon emissions.

1.3 The application needs to be determined by planning committee because the Council has a landowner interest. The application site is due to be sold to the applicant subject to planning permission. The application could have been determined at the relevant area committee (West area) because the scale of development proposed would not meet the thresholds for consideration at Strategic Sites Committee. However, it is considered that the associated town centre regeneration and provision of education facilities for Buckinghamshire arising from the project as a whole is of a strategic nature. Secondly, the related housing schemes are essential for the delivery (in respect of a funding element) of the new education facilities, such that the four planning applications are components of a single project. Each planning application does however need to be assessed on its own individual planning merits.

1.4 The approval of planning permission is recommended subject to a number of planning conditions and the completion of a legal agreement to secure a travel plan.

2.0 Description of Proposed Development

2.1 Planning permission is sought for a seven storey further education building for Buckinghamshire College Group to house their main college campus. This application along with a separate application for a nearby site at Brook Street will provide the college with a new consolidated purpose built facility for further education. A cohort of around 800-1000 pupils is expected, aged 16 years and over (post-secondary school education).

- 2.2 The existing two storey building on the site (containing a retail unit on ground floor and vacant flats above) will be demolished and the new building will house teaching space with vehicle access via Bridge Street retained.
- 2.3 The site is currently owned by the Council and the intention is to sell the site to the Buckinghamshire College Group, subject to planning permission. The disposal of the Council freehold has already been resolved by Cabinet.
- 2.4 The site is located within High Wycombe town centre. The town centre contains a mixture of uses – shops, offices, social facilities, student halls of residence, to name a few – and is a focus for public transport. The site is flanked by 3 and 4 plus storey buildings with the largest being the Eden Shopping Centre and bus station. Lower 2 storey pitched roof commercial properties (some with residential to first floor) line the northern side of Bridge Street.
- 2.5 Buckinghamshire College Group was formed back in 2017 as a result of merger between Amersham and Wycombe College (Flackwell Heath) and Aylesbury College. The College has over 7,000 students and provides full and part time further education study programmes, higher education, online and adult learning. The college also provides apprenticeships in a range of areas.
- 2.6 Funding the new consolidated college facility is dependent upon the residential redevelopment of the two existing college campus sites in Flackwell Heath and Amersham, along with an element of funding from the Department for Education.
- 2.7 The application is accompanied by:
 - a) Planning Statement
 - b) Design and Access Statement
 - c) Air Quality Assessment
 - d) Daylight/sunlight Assessment
 - e) Ecology and trees checklist
 - f) Preliminary Ecological Appraisal
 - g) Biodiversity Impact Assessment and Biodiversity Metric
 - h) Energy Statement
 - i) Fire Strategy
 - j) Flood Risk Assessment and Drainage Strategy
 - k) Noise Survey Report
 - l) Phase 1 Desk Study
 - m) Statement of Community Involvement
 - n) Townscape and Visual Impact Assessment
 - o) Transport Assessment and Travel Plan
 - p) Utility Statement

2.8 The applicant has been given the opportunity to submit additional information in response to technical issues raised by consultees.

3.0 Relevant Planning History

3.1 There is no planning history of relevance to the application site. Linked to this application are three other planning applications. These relate to the redevelopment of the existing college campus sites at Flackwell Heath and Amersham and an application to accommodate the college's construction and automotive curriculum at Brook Street near the Oxford Road new campus site.

22/07013/FUL, Demolition of existing buildings at Brook Street and construction of two storey further education building for vocational teaching and learning (1,581m²) to accommodate the Colleges construction and automotive curriculum at KMS House, Brook Street, High Wycombe. Pending determination.

22/06487/OUT, Outline application (including details of access, appearance, layout and scale) for demolition of existing Buckinghamshire College Campus (Amersham & Wycombe College) to provide up to 67 residential dwellings, car parking to serve adjoining sports pitches, hard and soft landscaping with other associated works, Amersham and Wycombe College, Spring Lane, Flackwell Heath. Pending determination.

PL/22/1968/OA, Outline planning permission for the demolition and redevelopment of college campus to provide 98 residential dwellings, a 40 space car park for existing Hockey Club, public open space, landscaping, drainage infrastructure, and other associated engineering works (access, appearance, layout and scale to be considered at this stage) Amersham and Wycombe College, Amersham Campus, Stanley Hill. Pending determination.

3.2 There is also an application pending on the adjacent site.

22/07199, 45 – 47 Oxford Road, High Wycombe. Demolition of existing buildings followed by the erection of 2 x four storey buildings containing 27 dwellings, including affordable housing, car parking, refuse, cycle storage, soft landscaping and tree planting. Pending determination.

Statement of Community Involvement

3.3 During the course of drawing up the proposal the applicant has undertaken community engagement. This has included:

- Pre-application discussions by a Planning Performance Agreement with the planning and highway authority
- Liaison with local councillors
- Community consultation via a website

- 3.4 Commentary of the responses received are contained in the applicant's Statement of Community Involvement. The Council has also widely consulted on the planning application and the responses are summarised in Appendix A of this report and are available in full on our web site.

4.0 Policy Considerations and Evaluation

Planning policy framework

- 4.1 In considering the application, regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise.
- 4.2 The development plan to which this application relates comprises of:
- Wycombe District Local Plan 2019 (WDLP)
 - Wycombe District Delivery and Site Allocations Plan 2013 (DSA)
 - Buckinghamshire Minerals and Waste Local Plan 2019 (BMWLP)

Principle and Location of Development

WDLP: CP1 (Sustainable Development), CP2 (Overall Spatial Strategy) CP3 (Settlement Strategy), CP6 (Securing Vibrant and High Quality Town Centres), CP7 (Delivering the Infrastructure to Support Growth)

DSA: HWTC1 (Delivery the Town Centre Vision), HWTC2 (Town Centre Environment), HWTC17 (Bridge Street), DM1 (Presumption in favour of sustainable development), DM3 (Transport Improvement Lines), DM7 (Town Centre Boundaries), DM8 (Primary Shopping Area), HWTC6 (Secondary Shopping Frontages: High Wycombe), DM15 (Protection and Enhancement of River and Stream Corridors)

High Wycombe town centre vision

- 4.3 The Delivery and Site Allocations Plan (DSA) sets out the vision for High Wycombe town centre in terms of development site opportunities and creation of an alternative route through the town centre and opportunities to re-open and improve the River Wye corridor which is mainly culverted through the town centre. A fair amount of this vision has already been delivered - such as the alternative route round the town centre. Earmarked junction improvements near the application site at Bridge Street have already taken place. Longer term the vision is that Oxford Road would be downgraded and the opportunity to re-open the River Wye explored. The layout and form of the development would not prejudice this future opportunity and would therefore accord with planning policies in this respect.

Site specific allocation

- 4.4 The application site is a small northern most element of a wider site which is allocated by policy HWTC17 for mixed use development consisting of main town

centre uses. The wider site comprises the whole land parcel between Bridge Street, Brook Street and Desborough Road and is highlighted as an opportunity to provide high quality development at a prominent location and to regenerate an area that has a marginal location in terms of retail frontage.

- 4.5 An educational use would not fall within the definition (as per NPPF) of a main town centre use. However, it is considered that such a use would be acceptable within a town centre setting and on this allocated site, given that it would positively assist in the regeneration, vitality and viability of the town centre as a whole.

Retail issues

- 4.6 The site is located within High Wycombe primary shopping area and is designated secondary shopping frontage. Planning policy seeks to retain retail frontage length and active frontages, however community facilities are supported as an exception providing that an active frontage is retained. The education facility would be a community facility and the building design would provide an active ground floor frontage to both Oxford Road and Bridge Street.
- 4.7 In summary, the principle and location of the development is acceptable in planning terms. The development would regenerate a prominent site within High Wycombe town centre and has the potential to act as a catalyst for the remainder of the wider allocated site.

Employment issues

WDLP: CP1 (Sustainable Development), CP2 (Overall Spatial Strategy) CP3 (Settlement Strategy), CP6 (Securing Vibrant and High Quality Town Centres)

- 4.8 The development would provide employment opportunities for those involved in education and in the day to day operation of the facility. It would also indirectly provide employment opportunities by way of vocational and technical education available to students. There would also be economic spin-offs from the facility being located within the town centre.

Transport matters and parking

WDLP: CP7 (Delivering the infrastructure to support growth), CP12 (Climate Change), DM33 (Managing Carbon Emissions, Transport and Energy Generation), DM35 (Placemaking and Design Quality)

DSA: DM2 (Transport requirements of development sites), DM3 (Transport Improvement Lines)

Countywide Parking Guidance

- 4.9 The Highway Authority have confirmed no objection subject to the imposition of a number of planning conditions to ensure that the development is appropriately implemented and construction stage impacts are minimised.

Traffic impacts

4.10 The application is accompanied by a transport assessment which is sufficiently robust and demonstrates that the development would not have an adverse impact on the operation and safety of the local highway network.

Access arrangement

4.11 The site currently has vehicle access via Bridge Street which would be retained to provide access to a secure drop-off and pick-up area for special educational needs students, for mini-bus parking as well as for servicing requirements.

4.12 Vehicle swept-path analysis demonstrates that there would be suitable manoeuvring space within the site.

4.13 The existing access does not allow two vehicles to pass each other, so a priority-style working arrangement is proposed. This would ensure that vehicles entering the site have priority over those exiting in order to prevent waiting on the road. The applicant also proposes to co-ordinate drop-offs and pick-ups given the limited number of on-site parking bays. The highway authority is satisfied with the access arrangement but has suggested a planning condition to ensure implementation of the priority style working arrangement and its management. Such a planning condition is necessary to enable vehicles to draw off, park and turn clear of the highway.

4.14 The existing access would be modified to ensure appropriate visibility and the inclusion of a pedestrian walkway adjacent to the building. The highway authority is satisfied that the altered access and its use would not impact on the operation and safety of the nearby signalised junction. A planning condition is necessary to ensure that the altered access is appropriately constructed to highway standards.

Parking

4.15 Three parking spaces for mini bus parking/drop off are provided within a rear courtyard area and there would also be cycle parking, providing space for around 46 bikes. The scheme would in effect be a car-free development. This is considered to be acceptable in this instance for the following reasons:-

- Town centre location and ease of access to public transport options (rail and bus).
- Adequate on-street parking controls in the locality which will serve to combat any potential parking displacement.
- Good range of public car parking options within vicinity of the site and availability of parking permits.
- Acknowledged that the topography of High Wycombe may discourage some from cycling, but cycling provides a practical option particularly for students who do not drive or have access to a car. E-bikes and e-scooters are also travel options. The Zipp e-scooter rental scheme is on trial in High Wycombe until May 2024.

- Provision of a travel plan which will promote sustainable travel choices and minimise single car users.

4.16 The Highway Authority do not raise any concerns to the lack of on-site parking provision but do highlight that a travel plan and related monitoring payments will need to be secured within a legal agreement.

Construction traffic

4.17 A construction traffic management plan will need to be secured by planning condition to ensure that the development is constructed in a manner which minimises inconvenience, obstruction and danger.

Stopping-up of highway

4.18 Two small elements of the new building would extend onto land currently designated as public highway on the Oxford Road & Bridge Street frontage. As such if planning permission is granted the applicant would need to formally apply (via Section 247 of the Town and Country Planning Act 1990) for the stopping up/extinguishment of highway rights over the required land to enable the development to be carried out in accordance with the planning permission (if forthcoming). This in effect will mean that any highway land will cease to be highway. A planning informative is recommended to highlight this aspect to the attention of the applicant, who are already aware of this.

4.19 The Highway Authority have confirmed that there is no objection in principle to the stopping up the small area of highway land from an operational and highway safety perspective. Secondly the overhanging element of the new building would not result in any highway operational and maintenance issues.

Raising the quality of place making and design

WDLP: CP7 (Delivering the Infrastructure to Support Growth), CP9 (Sense of place), DM32 (Landscape character and Settlement Patterns), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)

DSA: HWTC1 (Delivering the Town Centre Vision), HWTC2 (Town Centre Environment)

4.20 The site occupies a prominent and significant corner junction in the town centre. The development has been designed to capitalise on its location by providing a building with a contemporary and distinctive character to act as a focal landmark whilst respecting surrounding buildings and spaces. The site has capacity for a well-designed tall building and its community function further merits the making of a landmark building for this location.

4.21 Planning policy HWTC2 requires that development within the town centre should conserve or enhance the town centre townscape and give consideration to the impact upon existing views. The planning application is accompanied by a Townscape and Visual Appraisal which has thoroughly assessed the impact of the

new building on townscape character and key views. The assessment extent and conclusions therein are considered to be sound.

- 4.22 The seven storey height of the building would have a noticeable presence in the townscape but would not be overly dominant against the town centre backdrop which includes some substantial buildings nearby. In longer distance views the building would be read against the higher density and scale of buildings within the town centre as a whole.
- 4.23 There would be an obvious difference in scale with the existing adjacent two storey development in Bridge Street but in time this relationship may well change given that the whole street block is allocated within the development plan for redevelopment.
- 4.24 The use of materials, fenestration, form and relief on the building facades would add variety, contrast and serve to reduce the mass of the building and achieve a visually interesting approach to the public-facing building facades. The materials palette is indicated to be primarily a buff brick, with elements of brick panel detailing and aluminium fins and panels. The ground floor will incorporate large areas of glazing thereby creating an active street façade.
- 4.25 The applicant has amended the design in response to comments about the dominance of gable elevations facing west along Oxford Road and south along Bridge Street. Additional brick recessed panels and brick pattern detailing have been incorporated to further break down and minimise the bulky appearance of these elevations. It is noted that the prospect of future redevelopment of the neighbouring site at 44-47 Oxford Road would also ultimately screen parts of the west flank elevation to Oxford Road.
- 4.26 To ensure a high quality finish, a planning condition is necessary to secure detail of the final building materials.
- 4.27 The Crime Prevention Design Advisor has raised concerns about some aspects of the design and layout in terms of crime prevention. The applicant has clarified that the site will be secured by gates and CCTV coverage and intercom access will provide suitable management and control thereby minimising the risk of crime within the development.
- 4.28 Overall, it is considered that the development would improve the character of the area by creating a well-designed building appropriate in scale, form, layout and appearance. The scheme would optimise the density of development making an efficient use of land appropriate to the context.

Amenity of existing adjacent occupiers

WDLP: CP9 (Sense of Place), DM35 (Placemaking and Design Quality)

- 4.29 The development would not result in significant adverse impacts on the amenities of neighbouring land and property.

- 4.30 The planning application is accompanied by a daylight and sunlight assessment which evidences that adjacent residential properties (1st floor flat at 66 Bridge Street and student halls to Brook Street) would continue to be provided with levels of daylight and sunlight in accordance with national guidance.
- 4.31 The use of the premises is unlikely to give rise to undue noise disturbance and baseline noise levels are already relatively high given the town centre location. The Environmental Health Officer has not raised any concern or requested any planning conditions relating to noise impact or mitigation.

Environmental issues

WDLP: CP7 (Delivering the infrastructure to support growth), CP12 (Climate Change), DM20 (Matters to be determined in accordance with the NPPF), DM33 (Managing Carbon Emissions, Transport and Energy Generation)
Air Quality SPD

- 4.32 The Environmental Health Officer has not identified any concerns relating to contaminated land or pollution issues, including air quality and noise.
- 4.33 The Environment Agency have however, requested planning conditions dealing with contamination and potential water pollution. The site is located upon a principal aquifer and within a groundwater source protection zone, therefore planning conditions are necessary to prevent water pollution.
- 4.34 To accord with policy CP12 and DM33 and the Air Quality SPD, the development will need to make provision for one electric vehicle charging point. A planning condition is necessary to ensure that this aspect is implemented.
- 4.35 The development would incorporate adequate bin storage facilities and a planning condition is necessary to ensure implementation and retention of the facilities.

Flooding and drainage

WDLP: CP7 (Delivering the Infrastructure to Support Growth), CP12 (Climate Change), DM38 (Water Quality and Supply), DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 4.36 The development is acceptable in respect of managing flood risk and the incorporation of sustainable drainage systems. As such it would accord with policy DM39. Subject to the imposition of planning conditions the development would be served by adequate infrastructure capacity in terms of water supply and foul drainage in accordance with policy DM38.

Flood risk

- 4.37 The site is located within flood zone 2, which means that the site is at medium risk of fluvial flooding. The application is accompanied by an appropriate flood risk assessment that takes account of climate change.

Surface water

4.38 The application is accompanied by a surface water drainage strategy. The site is located in an area of high risk of surface water flooding and medium risk of ground water flooding. The applicant is proposing to manage surface water by using a blue roof with a green sedum substrate, permeable paving and an attenuation tank. The Lead Local Flood Authority has no objection and seeks a planning condition to secure the final details, implementation and future maintenance of the surface water drainage scheme. Such a condition is necessary to ensure that the development does not increase flood risk.

Thames Water

4.39 Thames Water have requested a number of other planning conditions to ensure that construction of the development does not impact upon and protects existing water mains.

4.40 The site is located within a Source Protection Zone of groundwater abstraction source. These zones are used for portable water sources for public water supply which Thames Water has a statutory duty to protect. Therefore a planning condition is necessary to ensure that construction of the scheme does not impact upon water resource.

Archaeology

WDLP: CP9 (Sense of Place), CP11 (Historic Environment), DM31 (Development Affecting the Historic Environment)

4.41 The development would not affect the significance of heritage assets. The Archaeology Officer has confirmed that it is not necessary to impose any planning conditions in order to safeguard archaeological interest.

Green networks and infrastructure, biodiversity and ecology

WDLP: CP7 (Delivering the Infrastructure to Support Growth), CP9 (Sense of Place), CP10 (Green infrastructure and the Natural Environment), DM34 (Delivering Green Infrastructure and Biodiversity in Development)

DSA: DM11 (Green networks and infrastructure), DM13 (Conservation and Enhancements of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in Development)

Biodiversity Net Gain SPD, Canopy Cover SPD

4.42 The previously developed nature of the site means that it has very low ecological value. Appropriate mitigation and enhancement measures are proposed to ensure ecological enhancement of the site and the achievement of a net gain in biodiversity. A number of planning conditions are necessary to secure the final detail and implementation of biodiversity enhancements.

Ecology

4.43 Appropriate ecological assessment and protected species surveying has been undertaken as part of the planning application. These have confirmed that the site has very low ecological value and negligible opportunity for protected species such as

bats to be present. The Ecological Impact Assessment Report suggests mitigation measures in order to minimise ecological impact and enhance biodiversity. These primarily include the provision of bird and bat boxes into the development. A number of planning conditions are necessary to ensure that the construction minimises ecological impact and that enhancement features are incorporated into the development.

Biodiversity

4.44 A biodiversity impact assessment supports the planning application. This evidences that the development would achieve a net gain in biodiversity in accordance with policy DM34. To ensure the delivery of this, planning conditions are necessary relating to biodiversity enhancement features and their future management.

Tree canopy cover and landscaping

4.45 Policy DM34 requires that sites within town centres maximise opportunities available for tree canopy cover. The constraints of the site provide very limited scope for tree planting. However, the landscaping scheme does incorporate some tree and shrub planting to the servicing/parking area and also illustrates scope for a tree planter near the main entrance to the building. Secondly, green roofs are proposed to the main building roof and outbuildings. Overall, it is considered that the scheme has maximised scope for canopy cover. A planning condition securing the final detail of the landscaping scheme including green roofs is necessary for reasons of amenity and biodiversity.

Building sustainability

WDLP: CP12 (Climate Change), DM33 (Managing Carbon Emissions: Transport and Energy Generation)

Air Quality SPD

4.46 Development is required by policy DM33 and CP12 to mitigate for climate change by the incorporation of renewable technologies into development. The application proposes that air source heat pumps and photovoltaic panels would be incorporated into the development, which are appropriate in this instance. To ensure that suitable renewable technologies are integrated into the development a planning condition is necessary to secure the final detail and implementation of a renewable technologies scheme.

Infrastructure and Developer Contributions

WDLP: CP7 (Delivering the Infrastructure to Support Growth), DM33 (Managing Carbon Emissions: Transport and Energy Generation)

DSA: DM2 (Transport Requirements for Development Sites), HWTC17 (Bridge Street), DM19 (Infrastructure and delivery)

4.47 The development is a type of development where CIL would be chargeable.

- 4.48 It is considered that there would not be other types of infrastructure that will be put under unacceptable pressure by the development to justify financial contributions or the direct provision of infrastructure.
- 4.49 Having regard to the statutory tests in the Community Infrastructure Levy regulations and the National Planning Policy Framework it is considered that the following planning obligation(s) are required to be secured within a section 106 agreement:
- Travel plan (including monitoring payments)
- 4.50 The applicant is willing to enter into a legal agreement.

5.0 Weighing and balancing of issues / Overall assessment

- 5.1 This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.
- 5.2 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:
- a. Provision of the development plan insofar as they are material,
 - b. Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
 - c. Any other material considerations
- 5.3 As set out above it is considered that the proposed development would accord with development plan policies.
- 5.4 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.
- 5.5 In line with the Public Sector Equality Duty the LPA must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation). The development would be accessible to those with and without the relevant protected characteristics stated above and no discrimination or inequality would arise from the proposal.

5.6 The Human Rights Act 1998 Article 1 the protection of property and the peaceful enjoyment of possessions, and Article 8 the right to respect for private and family life, have been taken into account in considering any impact of the development on residential amenity and the measures to avoid and mitigate impacts. It is not considered that the development would infringe these rights.

6.0 Working with the applicant / agent

6.1 In accordance with paragraph 38 of the NPPF (2021) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.

6.2 The Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

6.3 In this instance:

- The applicant was provided with pre-application advice via a Planning Performance Agreement.
- The applicant was provided the opportunity to submit amendments to the scheme/address issues.
- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

7.0 Recommendation: Minded to grant defer for planning obligation.

7.1 The recommendation is that the application be delegated and deferred to the Service Director of Planning and Environment for **APPROVAL** subject to the satisfactory completion of a legal agreement or Memorandum of Understanding (if the Council own the site at the time of completion of the agreement) to secure a travel plan (including monitoring payments) or if this is not achieved then the application be refused for such reasons as the Service Director of Planning and Environment considers appropriate.

It is anticipated that any permission would be subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason.

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).

2. The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers BCO-RTA-OR-00-DR-A-00002 REV PL01, BCO-RTA-OR-00-DR-A-00005 REV PL01, BCO-RTA-OR-XX-DR-A-00020 REV PL01, BCO-RTA-OR-00-DR-A-00105 REV PL01, BCG-RTA-OR-00-DR-A-00110 REV PL01, BCG-RTA-OR-01-DR-A-00111 REV PL01, BCG-RTA-OR-02-DR-A-00112 REV PL01, BCG-RTA-OR-03-DR-A-00113 REV PL01, BCG-RTA-OR-04-DR-A-00114 REV PL01, BCG-RTA-OR-05-DR-A-00115 REV PL01, BCG-RTA-OR-06-DR-A-00116 REV PL01, BCO-RTA-OR-XX-DR-A-00140 REV PL01, BCO-RTA-OR-XX-DR-A-00141 REV PL01, BCG-RTA-OR-XX-DR-A-00120 REV PL02, BCG-RTA-OR-XX-DR-A-00121 REV PL02, BCG-RTA-OR-XX-DR-A-00122 REV PL02, BCG-RTA-OR-XX-DR-A-00123 REV PL02, BCG-RTA-OR-XX-DR-A-00125 REV PL02, BCG-RTA-OR-XX-DR-A-00128 REV PL02, BCG-RTA-OR-XX-DR-A-00129 REV PL02, 2071-WWA-XX-XX-DR-L-0100 REV Ou06 unless the Local Planning Authority otherwise first agrees in writing.

Reason.

In the interest of proper planning and to ensure a satisfactory development of the site.

3. The development shall not become operational until the site access off Bridge Street has been modified in general accordance with the approved plans and constructed in accordance with the Buckinghamshire Council guide note "Commercial Vehicular Access Within the Public Highway".

Reason.

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

4. Prior to first use 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.

5. Prior to operation of the development details of a priority-working style arrangement and management of the parking / drop-off area shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. The development shall not be brought into use until the approved details have been implemented. Thereafter the development shall only be used in accordance with the approved details and retained as such thereafter.

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.

6. Prior to the commencement of development, a revised construction management plan detailing the management of construction traffic shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter, the development shall only be carried out in accordance with the approved details.

Reason.

This is a pre-commencement condition as development cannot be allowed to take place, which could cause danger, obstruction, and inconvenience to users of the highway and of the development.

7. Prior to the commencement of development, not including demolition, detail of how the applicant intends to divert the water main asset/align the development so as to prevent the potential for damage to subsurface potable water infrastructure shall be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Thereafter any construction shall only be undertaken in accordance with the approved information.

Reason.

To ensure that local underground water utility infrastructure is not affected by the development.

8. Prior to the commencement of development, not including demolition, a Source Protection Strategy, detailing how the water abstraction source is not detrimentally affected by the development both during and after its construction, shall be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Thereafter the development shall only be constructed in accordance with the approved strategy.

Reason.

To ensure that the water resource is not detrimentally affected by the development.

9. Prior to the commencement of development, not including demolition, a remediation strategy to deal with the risks associated with contamination of the site shall be submitted to and approved in writing by the Local Planning Authority. This strategy will include the following components:

1. A site investigation scheme, based on (the Phase 1 Desk study) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

2. The results of the site investigation and the detailed risk assessment referred to in (1) 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.

3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any amendments to these components shall require the written consent of the local planning authority. Thereafter the development shall be implemented in accordance with the approved strategy.

Reason.

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with paragraph 174 of the National Planning Policy Framework. The previous mixed industrial and commercial uses of the development site presents a medium risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within source protection zone 1 and located upon a principal aquifer/secondary aquifer A.

10. Prior to any part of the development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason.

To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 174 of the National Planning Policy Framework. The previous mixed industrial and commercial uses of the development site presents a medium risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within source protection zone 1 and located upon a principal aquifer/secondary aquifer A.

11. If, during development, contamination not previously identified is found to be present at the site then no further development, unless otherwise first agreed in writing with the Local Planning Authority, shall be carried out until a remediation strategy detailing how this contamination will be dealt with, has been submitted to and approved in writing by the Local Planning Authority. Thereafter the remediation strategy shall be implemented as approved.

Reason.

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 174 of the National Planning Policy Framework. The previous mixed industrial and commercial uses of the development site presents a medium risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within source protection zone 1 and located upon a principal aquifer/secondary aquifer A.

12. No drainage systems for the infiltration of surface water to the ground are permitted other than with the prior written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. Thereafter the development shall only be carried out in accordance with the approved details.

Reason.

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 174 of the National Planning Policy Framework. The previous mixed industrial and commercial uses of the development site presents a medium risk of contamination that could be mobilised by surface water infiltration from any proposed sustainable drainage system (SuDS). This could pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within source protection zone 1, located upon a principal aquifer/secondary aquifer A and groundwater is expected to be very shallow beneath these sites and in continuity with surface waters.

13. Prior to installation of any borehole, a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Reason.

To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 174 of the National Planning Policy Framework and Position Statement A of 'The Environment Agency's approach to groundwater protection'. The submitted planning application indicates that boreholes will need to be installed at the development site to investigate groundwater quality and elevations. If these boreholes are not decommissioned correctly they can provide preferential pathways for contaminant movement which poses a risk to groundwater quality. Groundwater is particularly sensitive in this location because the proposed development site is within source protection zone 1.

14. Prior to storage of any oils, fuels or chemicals details of any storage facilities associated with the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- secondary containment that is impermeable to both the oil, fuel or chemical and water, with no opening used to drain the system
- a minimum volume of secondary containment at least equivalent to the capacity of the tank plus 10% or, if there is more than one tank in the secondary containment, at least equivalent to the capacity of the largest tank plus 10% or 25% of the total tank capacity, whichever is greatest
- all fill points, vents, gauges and sight gauge located within the secondary containment
- associated above ground pipework protected from accidental damage
- below ground pipework having no mechanical joints, except at inspection hatches and have either leak detection equipment installed or regular leak checks
- all fill points and tank vent pipe outlets designed to discharge downwards into the bund

Thereafter the development shall be implemented in accordance with the approved details and retained as such.

Reason.

To ensure that the development does not harm groundwater resources in line with paragraph 174 of the National Planning Policy Framework and Position Statement D of 'The Environment Agency's approach to groundwater protection'.

The storage of oils/fuels/chemicals that may be used onsite can pose a risk to groundwater if spillage occurs. Groundwater is particularly sensitive in this location because the development site is within source protection zone 1 and is located upon principal aquifer/secondary aquifer A.

15. Prior to the commencement of development, not including demolition, a scheme to protect groundwater resources shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include as applicable:

- Agree sewage pipe work specifications (in SPZ1s)
- Agree pollution prevention at developments in an SPZ (storage of pollutants)

- Ground source heating and cooling systems
- Drainage

Thereafter the development shall only be implemented in accordance with the approved scheme.

Reason.

To ensure that the proposed development does not harm groundwater resources in line with paragraph 174 of the National Planning Policy Framework and Position Statement A and D of the 'The Environment Agency's approach to groundwater protection'. The proposed development involves redevelopment activities which may present a risk to groundwater resources. Groundwater is particularly sensitive in this location because the development site is within source protection zone 1 and is located upon principal aquifer/secondary aquifer A.

16. Piling/investigation boreholes/ground source heating and cooling systems using penetrative methods shall not be carried out other than with the prior written consent of the Local Planning Authority.

Reason.

To ensure that the development does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Position Statement A and N of the 'The Environment Agency's approach to groundwater protection'.

Piling/investigation boreholes/ground source heating and cooling systems using penetrative methods can result in risks to potable supplies from, for example, pollution/turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Groundwater is particularly sensitive in this location because the development site is within source protection zone 1 and is located upon principal aquifer/secondary aquifer A.

17. Prior to the commencement of development, not including demolition, a surface water drainage scheme for the site, based on sustainable drainage principles, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Inclusion of SuDS components agreed in full application
- Assessment of SuDS components as listed in the CIRIA SuDS Manual (C753) and provide justification for exclusion if necessary
- Greenfield and brownfield runoff rate calculations
- Proposed discharge rate limited to 2l/s
- Floatation calculations based on groundwater levels encountered during winter monitoring (November-March) or based on the worst-case scenario of groundwater at surface level
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Drainage layout detailing the connectivity between the development and the drainage component(s), showing pipe numbers, gradients, and sizes, complete together with storage volumes of all SuDS component(s). This drawing should include flow direction for exceedance routes

- Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority should be given to above ground SuDS components
- Construction details of all SuDS components including cover and invert levels, depths/diameters of pipes, along with details of construction materials and demonstration of anticipated water levels for the calculated storm durations up to the 1 in 100 + 40% climate change allowance storm event
- Details of how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration of flow direction

Reason.

The reason for this pre-construction condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 167 and 169 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

18. Prior to first use of the development, one electric charging point, with a minimum rating of 32 amp shall be installed. Thereafter the electric vehicle charging point shall be retained as such and maintained in full working order for the lifetime of the development unless otherwise first agreed in writing by the Local Planning Authority.

Reason.

To manage carbon emission generation and mitigate for climate change in accordance with local plan policies CP12 and DM33.

19. A scheme to demonstrate how renewable technologies will be integrated into the development shall be submitted to and approved in writing by the Local Planning Authority prior to above ground construction. The scheme shall be informed by the application Energy Statement (By Arup dated May 2022) document. The development shall be implemented in accordance with the approved scheme which shall remain operational for the lifetime of the development unless otherwise first agreed in writing by the Local Planning Authority.

Reason.

In the interests of managing carbon emissions and mitigating climate change as required by local plan policy CP12 and DM33.

20. The approved cycle and bin storage facilities illustrated on the approved drawings BCG-RTA-OR-00-DR-A-00110 REV PLO2 and BCG-RTA-OR-XX-DR-A-00128 REV PLO2 shall be provided prior to use of the development and thereafter the facilities shall be permanently retained as such.

Reason.

To ensure the continued provision of cycle parking and waste storage and in the interests of the amenities of adjacent occupiers.

21. Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority before any work to the external finish of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason.

To secure a satisfactory external appearance.

22. The development shall be carried out in accordance with the approved hard landscaping finishes and boundary treatment detailed on approved drawing 2071-WWA-XX-XX-DR-L-0100 REV Ou06, unless otherwise first agreed in writing by the Local Planning Authority.

Reason.

To secure a satisfactory external appearance.

23. Prior to the commencement of development, not including demolition, a fully detailed landscaping scheme informed by approved drawing 2071-WWA-XX-XX-DR-L-0100 REV Ou06 Landscape Plan, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include detail of:

- Green roofs

For green roofs it will be necessary to detail:

- a plan of species to be planted
- sections of the roof
- depth and type of soil
- details of any SuDS included
- sign off by a structural engineer that they the structure supporting the green roof is sufficient

Thereafter the development shall be implemented in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason.

In the interests of amenity, biodiversity, to ensure a satisfactory standard of landscaping and compliance with local plan policy DM34.

24. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees, plants or areas of turfing or seeding which, within a period of 3 years from the completion of the development, die are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason.

In the interests of amenity and to ensure a satisfactory standard of landscaping.

25. The development shall be carried out in accordance with the Ecological Impact Assessment Report (Ecology by Design, dated August 2022) and the mitigation measures detailed therein shall be implemented prior to first use of the development.

Reason.

To ensure a net gain in biodiversity and ecological enhancement as required by policy DM34.

26. Prior to the commencement of development (including ground works and vegetation clearance) a Construction Environmental Management Plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following.

- Risk assessment of potentially damaging construction activities
- Identification of "biodiversity protection zones"

- Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements)
- The location and timing of sensitive works to avoid harm to biodiversity features
- The times during construction when specialist ecologists need to be present on site to oversee works
- Responsible persons and lines of communication
- The role and responsibilities on site of an ecological clerk of works or similarly competent person when necessary
- Use of protective fences, exclusion barriers and warning signs

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise first agreed in writing by the Local Planning Authority.

Reason.

This is a pre-commencement condition to ensure that the development is undertaken in a manner which does not adversely impact wildlife.

27. Prior to first use of the development a landscape and ecological management plan (LEMP) shall be submitted to, and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed.
 - b) Ecological trends and constraints on site that might influence management.
 - c) Aims and objectives of management.
 - d) Appropriate management options for achieving aims and objectives.
 - e) Prescriptions for management actions.
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
 - g) Details of how work schedules will be reviewed on a five yearly basis for at least 30 years (to ensure long term biodiversity net gain is achieved)
 - h) Details of the body or organisation responsible for implementation of the plan. The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.
 - i) The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The development shall be implemented in accordance with the approved details.

Reason.

To ensure appropriate protection and enhancement of biodiversity, to make appropriate provision for natural habitat within the development and to provide a reliable process for implementation and aftercare as required by policy DM34.

28. No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting which is so installed shall not thereafter be altered without the prior written consent of the Local Planning Authority other than for routine maintenance which does not change its details.

Reason.

In the interest of residential and visual amenity and ecology.

INFORMATIVE(S)

1. You are advised that Planning Obligations have been entered into in connection with this permission.
2. In accordance with paragraph 38 of the NPPF2 Buckinghamshire Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. Buckinghamshire Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
3. The applicant is advised that the off-site highway works will need to be constructed under a Section 184 of the Highways Act legal agreement. This Highway 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. Please contact Highways Development Management for information via: highwaysdm@buckinghamshire.gov.uk
4. 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 Section 137 of the Highways Act 1980.
5. 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.
6. The proposed development is located within 15m of Thames Waters underground assets, as such development could cause the assets to fail if appropriate measures are not taken. Please read Thames Water guidance and contact developer.services@thameswater.co.uk for information.
7. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes.
8. Cadent Gas own and operate the gas infrastructure within the area of this development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions. Prior to carrying out works, including construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

9. Any associated dewatering of groundwater for excavations with this development will require an Abstraction Licence from the Environment Agency, unless an exemption applies. The applicant is advised to contact the Environment Agency on 03708 506 506 for further advice and to discuss the issues likely to be raised. The Environment Agency advise that there is no guarantee that a licence will be granted.
10. The attention of the applicant is drawn to the requirements of section 60 of the control of pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Services Division of the Council
11. The applicants attention is drawn to the fact that they will need to apply for an Order under Section 247 of the Town and Country Planning Act for the stopping up of any highway in order to enable the development to be carried out in accordance with the planning permission.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

None received

Consultation Responses

Archaeological Officer – No objection. The works are not likely to significantly harm the archaeological significance of any assets.

Cadent Gas – No objection. Informative requested regarding restrictive covenants.

Crime Prevention Design Advisor – Some aspects of the design and layout could be problematic in terms of crime and anti-social behaviour. The following points are raised and request that these are addressed.

Undercroft to rear of the development to access parking spaces, bin and cycle storage: more detail is required to clarify the physical security present and how this will be managed. A detailed access and security strategy is needed.

Ecology Officer – No objection, subject to planning conditions to cover ecological mitigation measures, securing the production of and compliance with a Construction Environmental Management Plan (Biodiversity) and lighting details.

Environment Agency – No objection subject to planning conditions relating to contamination remediation strategy, verification report for remediation strategy, restriction on infiltration, scheme for managing any boreholes installed for soil investigation, scheme for protection of groundwater resources and piling restriction.

Environmental Health – No objection subject to a planning condition requiring installation of one electric vehicle charging point.

Highway Authority – No objection subject to planning conditions relating to implementation of site access, laying out of parking and manoeuvring, priority working for drop off area, cycle parking, construction traffic management plan. The development will also require a travel plan and monitoring payments secured by planning obligation.

Lead Local Flood Authority – No objection subject to a planning condition securing the final detail of the surface water drainage scheme.

Thames Water – No objection. Planning conditions sought relating to construction working near a strategic water main and protection of water supply resource. No objection in relation to foul and surface water. The development is located close to a strategic water main so planning conditions are necessary to ensure appropriate works so as to protect underground water utility infrastructure. Thames Water have identified that the site is located within a Source Protection Zone of groundwater abstraction source. These zones are used for portable water sources for public water supply which Thames Water has statutory duty to protect. Therefore, a planning condition is necessary to ensure that construction of the scheme does not impact upon water resource.

Tree Officer – No objection.

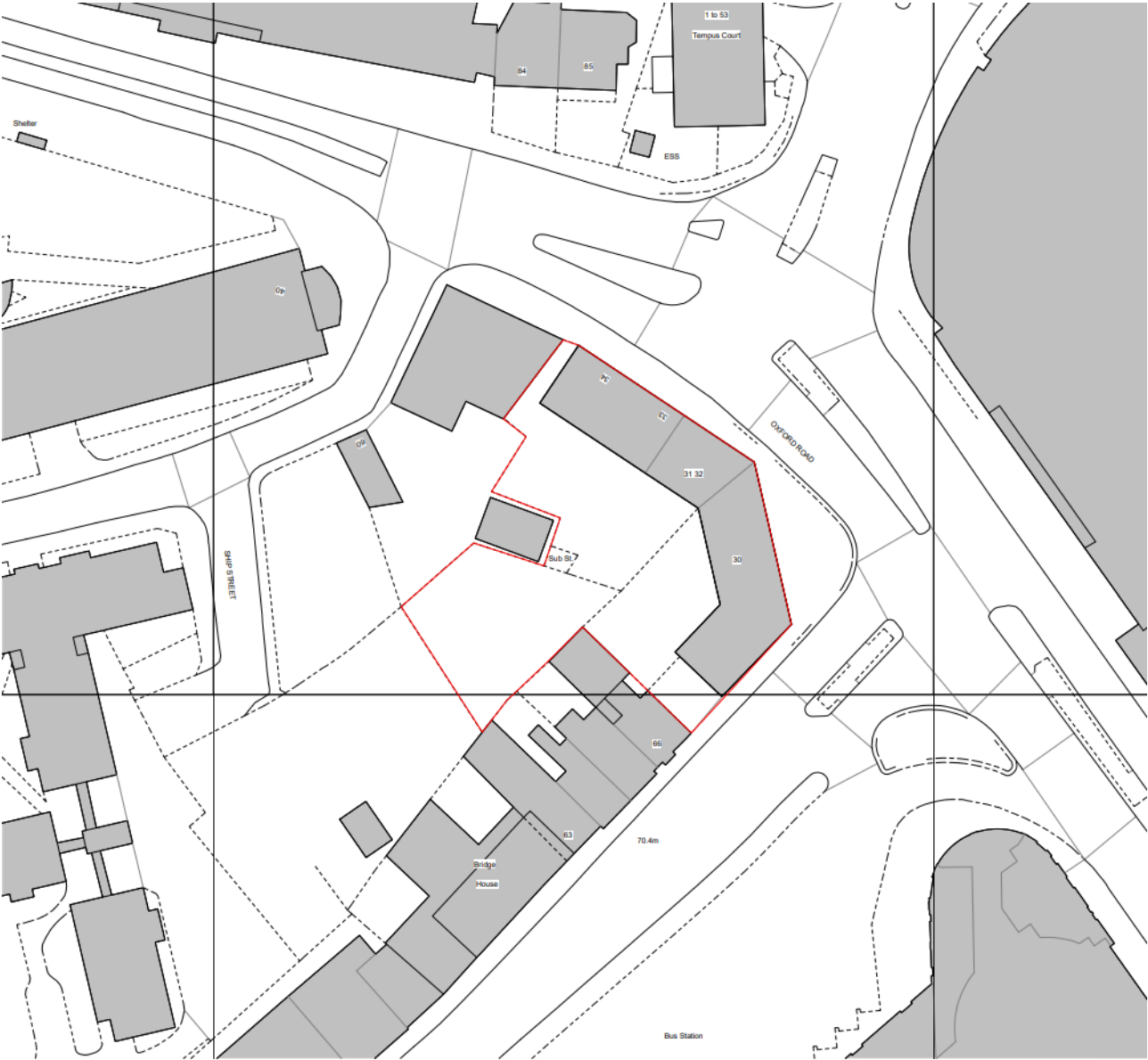
Waste Management – No objection. Due consideration has been given to waste management and container provision aspects of the proposal.

Representations

The following comments have been received objecting to the proposal:

- It is not sensible to move the college into one campus in central High Wycombe. The area is already busy, highly developed and would add congestion at peak times. It would also impact on local businesses of Flackwell Heath by moving college into town centre and the area does not need more housing.

APPENDIX B: Site Location Plan



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Report to Strategic Sites Planning Committee

Application Number:	22/07013/FUL
Proposal:	Demolition of existing buildings at Brook Street and construction of two storey further education building for vocational teaching and learning (1,581m ²) to accommodate the Colleges construction and automotive curriculum
Site Location:	KMS House Brook Street High Wycombe Buckinghamshire HP11 2EQ
Applicant:	Buckinghamshire College Group
Case Officer:	Lucy Bellinger
Ward(s) affected:	Abbey
Parish-Town Council:	High Wycombe Town Unparished
Date valid application received:	25th July 2022
Statutory determination date:	24th October 2022. Extended to 16 February 2023
Recommendation	Minded to grant defer for planning obligation

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

1.1 Planning permission is sought for a new consolidated further education facility for Buckinghamshire College. The proposal comprises two new buildings across two nearby sites in High Wycombe town centre. This application is for a two-storey building that would accommodate the College's construction and automotive curriculum. The new college facility application(s) are linked with two further planning applications for residential development on Buckinghamshire College's existing campuses at Flackwell Heath and Amersham.

1.2 In summary, the development would accord with the development plan for the following reasons:

- The use would be acceptable within the town centre context and would positively assist in the regeneration, vitality and viability of the town centre as a whole.

- There would be no adverse impact on highway safety or the operation of the local highway network.
- It would encourage the use of sustainable modes of travels and be provided with sufficient parking to meet needs of the development.
- High quality design and layout appropriate in scale form, layout and appearance.
- It would safeguard the amenity of neighbouring occupiers, and not give rise to pollution issues, including air quality, light and noise.
- It would deliver a net gain in biodiversity and maximise opportunity for future tree canopy cover/green infrastructure.
- The development would not increase the risk of flooding and incorporate sustainable drainage.
- It would mitigate for climate change and manage carbon emissions.

- 1.3 The application needs to be determined by planning committee because the Council has a landowner interest. The application site is due to be leased to the applicant subject to planning permission. The application could have been determined at the relevant area committee (West area) because the scale of development proposed would not meet the thresholds for consideration at Strategic Sites Committee. However, it is considered that the associated town centre regeneration and provision of education facilities for Buckinghamshire arising from the project as a whole is of strategic nature. Secondly, the related housing schemes are essential for the delivery (in respect of a funding element) of the new education facilities, such that the four planning applications are components of a single project. Each planning application does however need to be assessed on its own individual planning merits.
- 1.4 The approval of planning permission is recommended subject to a number of planning conditions and the completion of a legal agreement to secure a travel plan.

2.0 Description of Proposed Development

- 2.1 Planning permission is sought for a two storey further education building for Buckinghamshire College Group to accommodate their construction and automotive curriculum. The existing single storey commercial garage and office would be demolished.
- 2.2 The Council own the site and the intention is to lease the site to the Buckinghamshire College Group.
- 2.3 This application along with a separate application for a nearby site at Oxford Road will provide the college with a new consolidated purpose-built facility for higher education.

- 2.4 The town centre contains a mixture of uses – shops, offices, social facilities, student halls of residence, to name a few – and is a focus for public transport. The site is surrounded by a large 4 storey office to the north and east and a 4/5 storey student hall to the south on the opposite side of Brook Street. Also to the south is a five-storey office building and a two-storey building used as a temple is located to the west.
- 2.5 Buckinghamshire College Group was formed back in 2017 as a result of merger between Amersham and Wycombe College (Flackwell Heath) and Aylesbury College. The College has over 7,000 students and provides full and part time further education study programmes, higher education, online and adult learning. The college also provides apprenticeships in a range of areas.
- 2.6 Funding the new consolidated college facility is dependent upon the residential redevelopment of the two existing college campus sites in Flackwell Heath and Amersham, along with an element of funding from the Department for Education.
- 2.7 The application is accompanied by:
- a) Planning Statement
 - b) Design and Access Statement
 - c) Air Quality Assessment
 - d) Daylight/sunlight Assessment
 - e) Ecology and trees checklist
 - f) Preliminary Ecological Appraisal
 - g) Biodiversity Impact Assessment and Biodiversity Metric
 - h) Energy Statement
 - i) Fire Strategy
 - j) Flood Risk Assessment and Drainage Strategy
 - k) Noise Survey Report
 - l) Phase 1 Desk Study
 - m) Statement of Community Involvement
 - n) Townscape and Visual Impact Assessment
 - o) Transport Assessment and Travel Plan
 - p) Utility Statement
- 2.8 The applicant has been given the opportunity to submit additional information in response to technical issues raised by consultees.

3.0 Relevant Planning History

- 3.1 There is no relevant planning history for the site. Linked to this application are three other planning applications. These relate to the redevelopment of the existing

college campus sites at Flackwell Heath and Amersham and an application for the new main college campus building at Oxford Road.

22/07012/FUL, Demolition of existing buildings on land at 30 - 34 Oxford Road and construction of seven storey further education building for Buckinghamshire College Group (6,618m²) to house the main College campus, with general teaching (maths/science/IT and networking etc.) and light practical teaching (arts/performing arts/ sciences) with associated works including retention of vehicular access off Bridge Street, provision of rear service area with 3 x car parking spaces for minibuses, drop off area, cycle parking, bin store and services shed, hard and soft landscaping, 30-34 Oxford Road. Pending determination.

22/06487/OUT, Outline application (including details of access, appearance, layout and scale) for demolition of existing Buckinghamshire College Campus (Amersham & Wycombe College) to provide up to 67 residential dwellings, car parking to serve adjoining sports pitches, hard and soft landscaping with other associated works, Amersham and Wycombe College, Spring Lane, Flackwell Heath. Pending determination.

PL/22/1968/OA, Outline planning permission for the demolition and redevelopment of college campus to provide 98 residential dwellings, a 40-space car park for existing Hockey Club, public open space, landscaping, drainage infrastructure, and other associated engineering works (access, appearance, layout and scale to be considered at this stage) Amersham and Wycombe Collage, Amersham Campus, Stanley Hill. Pending determination.

Statement of Community Involvement

3.2 During the course of drawing up the proposal the applicant has undertaken community engagement. This has included:

- Pre-application discussions by a Planning Performance Agreement with the planning and highway authority
- Liaison with local councillors
- Community consultation via a website

3.3 Commentary of the responses received are contained in the applicant's Statement of Community Involvement. The Council has also widely consulted on the planning application and the responses are summarised in Appendix A of this report and are available in full on our web site.

4.0 Policy Considerations and Evaluation

4.1 In considering the application, regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that proposals be determined in

accordance with the development plan unless material considerations indicate otherwise.

4.2 The development plan to which this application relates comprises of:

- Wycombe District Local Plan 2019 (WDLP)
- Wycombe District Delivery and Site Allocations Plan 2013 (DSA)
- Buckinghamshire Minerals and Waste Local Plan 2019 (BMWLP)

Principle and Location of Development

WDLP: CP1 (Sustainable Development), CP2 (Overall Spatial Strategy), CP3 (Settlement Strategy), CP6 (Securing Vibrant and High Quality Town Centres), CP7 (Delivering the Infrastructure to Support Growth)

DSA: HWTC1 (Delivering the Town Centre Vision), HWTC2 (Town Centre Environment), HWTC19 (Rapid House), DM1 (Presumption in favour of sustainable development), DM7 (Town Centre Boundaries)

4.3 The site forms part of a wider site, known as Rapid House that has been allocated for mixed use development consisting of main town centre and residential uses. The wider site comprises the whole land parcel between Brook Street, Oxford Road and Westbourne Street. The whole allocated site occupies a gateway location on the main route into High Wycombe town centre on Oxford Road and is a key office location.

4.4 Although the provision of education is not a “main town centre use” as defined within the National Planning Policy Framework (NPPF), it is considered that such a use would be acceptable in principle in this town centre location given that it would positively assist in the regeneration, vitality and viability of the town centre as a whole. It would also provide employment opportunities which reflects the aim of the sites policy allocation.

4.5 The DSA states that whilst comprehensive redevelopment of the entire allocated site is desirable, given the variety of land ownerships it would be acceptable for Rapid House to come forward for redevelopment in isolation. The application site is only a small element of the wider allocated site, such that it would not frustrate policy compliant redevelopment on the remaining allocation or for Rapid House alone. At a wider level the application would be consistent with the vision for High Wycombe town centre by contributing to the following objectives as set out within policy HWTC1:

2a) to transform people’s perceptions of High Wycombe, focusing new economic growth and development in the town centre and creating diversity and richness of uses that satisfies community needs, enhances the natural and built environment and attracts visitors to the town

2c) to give High Wycombe an improved sense of place and make it a focus for the community and for civic activity...

2e) ensure no development prejudices future opportunities for reopening of the River Wye.

- 4.6 Overall, the proposal would support and be consistent with the strategic town centre vision as set out within the development plan.
- 4.7 In summary, the principle and location of the development is acceptable in planning terms. The application would regenerate part of a gateway site into High Wycombe town centre and would not prejudice redevelopment of the wider allocated site.

Employment issues

WDLP: CP5 (Delivering Land for Business), CP6 (Securing Vibrant and High Quality Town Centres)

DSA: HWTC19 (Rapid House)

- 4.8 The existing car repair premises and small office would have provided employment floorspace although they have been closed and vacant for some time. The proposed college building is not defined as employment floorspace but would provide employment opportunities. It would also indirectly provide employment opportunities by way of vocational and technical education to students. Although the development would result in a loss of existing employment floorspace, the quantum would be modest (443 sq.m.) and scope remains on the wider allocated site for modern office floorspace. Overall, it is considered that the positive employment and regeneration aspects of the application would outweigh the negative aspect in terms of loss of existing employment floorspace.

Transport matters and parking

WDLP: CP7 (Delivering the Infrastructure to Support Growth); CP12 (Climate change); DM33 (Managing Carbon Emissions: Transport and Energy Generation); DM35 (Placemaking and Design Quality)

DSA: DM2 (Transport requirements of development sites)
Countywide Parking Guidance

- 4.9 The development is acceptable in transport terms subject to a number of planning conditions and securing travel plan commitments within a legal agreement. The Highway Authority have no objection.
- 4.10 The Highway Authority have not raised any concern that the local road network will not be able to accommodate traffic associated with the development. The scheme will result in a reduction in vehicle trips in comparison to the former commercial garage use.
- 4.11 The access arrangements are acceptable with 2 vehicle access points retained onto the site from Brook Street. The development would be car-free which is considered to be acceptable in this instance for the following reasons:-
- Town centre location and ease of access to public transport options (rail and bus).

- Adequate on-street parking controls in the locality which will serve to combat any potential parking displacement.
- Good range of public car parking options within vicinity of the site and availability of parking permits.
- Acknowledged that the topography of High Wycombe may discourage some from cycling, but cycling provides a practical option particularly for students who do not drive or have access to a car. E-bikes and e-scooters are also travel options. The Zipp e-scooter rental scheme is on trial in High Wycombe until May 2024.
- Provision of a travel plan which will promote sustainable travel choices and minimise single car users.

4.12 Given existing parking and waiting restrictions on local streets, the Highway Authority is satisfied with a car free scheme and that any potential parking displacement would not cause an issue.

4.13 In conjunction with the new main college building at Oxford Road, a travel plan is proposed to ensure the promotion of sustainable travel choices. The detail of the travel plan and related monitoring payments will need to be secured within a legal agreement.

4.14 A construction traffic management plan has been submitted as part of the planning application. The Highway Authority have confirmed that the construction traffic management plan is acceptable and includes a number of measures to minimise highway impacts during demolition and construction phases. As such, a planning condition ensuring that the development is carried out in accordance with the submitted construction traffic management plan is necessary in order to mitigate the impacts during construction.

Raising the quality of place making and design

WDLP: CP7 (Delivering Infrastructure to Support Growth), CP9 (Sense of Place), DM35 (Placemaking and Design Quality)

DSA: HWTC1 (Delivering the Town Centre Vision), HWTC2 (Town Centre Environment)

4.15 The building would have a contemporary design and serve to improve the appearance of the area. It would be an attractive and high-quality design which would provide a legible entrance onto the street. The function of the building would be reflected in its appearance. The materials palette will predominantly be brick and metal cladding with a translucent glazing wall at first floor level. The suggested materials are acceptable however, a planning condition is recommended in order to ensure a high-quality finish.

Amenity of existing and future residents

WDLP: CP9 (Sense of Place), DM35 (Placemaking and Design Quality)

- 4.16 The development would not result in significant adverse impacts on the amenities of neighbouring land and property.
- 4.17 The planning application is accompanied by a daylight and sunlight assessment which evidences that the student halls of residence to the opposite side of Brook Street would continue to be provided with levels of daylight and sunlight in accordance with national guidance.
- 4.18 The use of the premises is unlikely to give rise to undue noise disturbance and baseline noise levels are already relatively high given the town centre location. The Environmental Health Officer has not raised any concern or requested any planning conditions relating to noise impact or mitigation.

Environmental issues

WDLP: DM20 (Matters to be determined in accordance with the NPPF)

- 4.19 The Environmental Health Officer has not identified any concerns relating to noise, air quality and contamination. Application supporting technical information evidences that the development would not raise pollution issues nor result in adverse impact on the amenity of adjacent occupiers and the local environment.

Flooding and drainage

WDLP: CP7 (Delivering the Infrastructure to Support Growth), CP12 (Climate Change), DM38 (Water Quality and Supply), DM39 (Managing Flood Risk and Sustainable Drainage Systems),

- 4.20 The development is acceptable in respect of managing flood risk and the incorporation of sustainable drainage systems. As such it would accord with policy DM39. Subject to the imposition of planning conditions the development would be served by adequate infrastructure capacity in terms of water supply and foul drainage in accordance with policy DM38.

Flood risk

- 4.21 The site is located within flood zone 2, which means that the site is at medium risk of fluvial flooding. The application is accompanied by an appropriate flood risk assessment.

Surface water

- 4.22 The application is accompanied by a surface water drainage strategy and the site is located in an area of medium risk of surface water flooding and high risk of groundwater flooding.
- 4.23 An appropriate indicative drainage scheme has been submitted which would mainly comprise a blue roof with a sedum base to the building which would attenuate

surface water from the scheme. Climate change has been factored in and it has been demonstrated that the scheme would not increase risk of flooding.

- 4.24 The Lead Local Flood Authority has no objection subject to a planning condition which would secure the final technical detail and future maintenance of the surface water drainage scheme. Such a planning condition is necessary to ensure that the development does not increase flood risk.

Thames Water

- 4.25 Thames Water have requested a planning condition to ensure that the site is served by appropriate water capacity because they have identified that some capacity exists but upgrades of existing water network infrastructure are likely to be needed to serve the development. Such a planning condition is necessary to avoid water supply issues.
- 4.26 Thames Water have highlighted that the site is located within a Source Protection Zone of groundwater abstraction source. These zones are used for portable water sources for public water supply which Thames Water has a statutory duty to protect. Therefore, a planning condition is necessary to ensure that construction of the scheme does not impact upon water resource.

Green networks and infrastructure, biodiversity and ecology

WDLP: CP7 (Delivering the Infrastructure to Support Growth), CP9 (Sense of Place), CP10 (Green infrastructure and the Natural Environment), DM34 (Delivering Green Infrastructure and Biodiversity in Development)

DSA: DM11 (Green networks and infrastructure), DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in Development)

Biodiversity Net Gain SPD, Canopy Cover SPD

- 4.27 The previously developed nature of the site means that it has very low ecological value. Appropriate mitigation and enhancement measures are proposed to ensure ecological enhancement of the site and the achievement of a net gain in biodiversity. A number of planning conditions are necessary to secure the final detail and implementation of biodiversity enhancements.

Ecology

- 4.28 Appropriate ecological assessment and protected species surveying has been undertaken as part of the planning application. These have confirmed that the site has very low ecological value and negligible opportunity for protected species such as bats to be present. The Ecological Impact Assessment Report suggests mitigation measures in order to minimise ecological impact and enhance biodiversity. These primarily include the provision of bird and bat boxes into the development. A number of planning conditions are necessary to ensure that the construction minimises ecological impact and that enhancement features are incorporated into the development.

Biodiversity

4.29 A biodiversity impact assessment supports the planning application. This evidences that the development would achieve a net gain in biodiversity in accordance with policy DM34. To ensure the delivery of this, planning conditions are necessary relating to biodiversity enhancement features and their future management.

Tree canopy cover and landscaping

4.30 Policy DM34 requires that sites within town centres maximise opportunities available for tree canopy cover. The constraints of the site and layout provide no scope for tree planting. However, a green roof is proposed which would provide the only option to incorporate green infrastructure features into the scheme. A planning condition securing the final detail of the green roof is necessary for reasons of amenity and biodiversity.

Building sustainability and climate change

WDLP: CP12 (Climate Change), DM33 (Managing Carbon Emissions: Transport and Energy Generation)

Air Quality SPD

4.31 Development is required by policy DM33 and CP12 to mitigate for climate change by the incorporation of renewable technologies into development. The application proposes that air source heat pumps and photovoltaic panels would be incorporated into the development, which are appropriate in this instance. To ensure that suitable renewable technologies are integrated into the development a planning condition is necessary to secure the final detail of a renewable technologies scheme.

Infrastructure and Developer Contributions

WDLP: CP7 (Delivering the infrastructure to support growth), DM33 (Managing Carbon Emissions: Transport and Energy Generation)

DSA: HWTC19 (Rapid House), DM19 (Infrastructure and delivery)

4.32 The development is a type of development where CIL would be chargeable.

4.33 It is considered that there would not be other types of infrastructure that will be put under unacceptable pressure by the development to justify financial contributions or the direct provision of infrastructure.

4.34 Having regard to the statutory tests in the Community Infrastructure Levy regulations and the National Planning Policy Framework it is considered that the following planning obligation(s) are required to be secured within a section 106 agreement:

- Travel plan (including monitoring payments)

4.35 The applicant is willing to enter into a legal agreement.

5.0 Weighing and balancing of issues / Overall Assessment

- 5.1 This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.
- 5.2 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:
 - a. Provision of the development plan insofar as they are material,
 - b. Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
 - c. Any other material considerations
- 5.3 As set out above it is considered that the proposed development would accord with development plan policies.
- 5.4 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.
- 5.5 In line with the Public Sector Equality Duty the LPA must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation). The development would be accessible to those with and without the relevant protected characteristics stated above and no discrimination or inequality would arise from the proposal.
- 5.6 The Human Rights Act 1998 Article 1 the protection of property and the peaceful enjoyment of possessions, and Article 8 the right to respect for private and family life, have been taken into account in considering any impact of the development on residential amenity and the measures to avoid and mitigate impacts. It is not considered that the development would infringe these rights.

6.0 Working with the applicant / agent

- 6.1 In accordance with paragraph 38 of the NPPF (2021) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.

6.2 The Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

6.3 In this instance:

- The applicant was provided with pre-application advice via a Planning Performance Agreement,
- The applicant was provided the opportunity to submit amendments to the scheme/address issues.
- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

7.0 Recommendation: Minded to grant defer for planning obligation

7.1 The recommendation is that the application be delegated and deferred to the Service Director of Planning and Environment for **APPROVAL** subject to the satisfactory completion of a legal agreement or Memorandum of Understanding (if the Council own the site at the time of completion of the agreement) to secure a travel plan (including monitoring payments) or if this is not achieved then the application be refused for such reasons as the Service Director of Planning and Environment considers appropriate.

It is anticipated that any permission would be subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason.
To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).
2. The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers BCG-RTA-BS-00-DR-A-00003 REV PL01, BCG-RTA-BS-00-DR-A-00006 REV PL01, BCG-RTA-BS-XX-DR-A-00035 REV PL01, BCG-RTA-BS-00-DR-A-00106 REV PL01, BCG-RTA-BS-00-DR-A-00130 REV PL02, BCG-RTA-BS-01-DR-A-00131 REV PL01, BCG-RTA-BS-XX-DR-A-00135 REV PL02, BCG-RTA-BS-XX-DR-A-00136 REV PL02, BCG-RTA-BS-XX-DR-A-00137 REV PL02, BCG-RTA-BS-XX-DR-A-00139 REV PL02, BCG-RTA-BS-XX-DR-A-00145 REV PL01, 2071-WWA-XX-XX-DR-L-0101 REV Ou04 unless the Local Planning Authority otherwise first agrees in writing.
Reason.
In the interest of proper planning and to ensure a satisfactory development of the site.
3. Prior to the commencement of development, not including demolition, 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, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Inclusion of SuDS components (blue roof) included in the drainage strategy proposed at the full stage of the planning process, as per drawing: Brook Street Drainage Strategy (5001-T01, 23.09.2022, Scott White and Hookins)
- Calculations of the greenfield, existing (brownfield) and proposed discharge rates and volumes
- Detailed drainage layout with pipe numbers, gradients, and pipe sizes complete, together with storage volumes of all SuDS components
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority should be given to above ground SuDS components
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.
 - Flow depth
 - Flow volume
 - Flow velocity
 - Flow direction
- Full construction details of all SuDS and drainage components
- Details of how and when the full drainage system will be maintained, this should also include details of who will be responsible for the maintenance

Reason.

The reason for this pre-construction condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 167 and 169 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

4. Prior to the commencement of development, not including demolition, a Source Protection Strategy, detailing how the water abstraction source is not detrimentally affected by the development both during and after its construction, shall be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Thereafter the development shall only be constructed in accordance with the approved strategy.

Reason.

To ensure that the water resource is not detrimentally affected by the development.

5. The development shall not be occupied until confirmation has been provided that either:-
 - a) All water network upgrades required to accommodate the additional demand to serve the development have been completed; or;
 - b) A development and infrastructure phasing plan has been agreed in writing by the Local Planning Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason.

To ensure that sufficient water capacity and water pressure is made available to serve demand anticipated from the development.

6. The development shall only be carried out in accordance with the submitted Construction Management Plan Rev 02 (dated September 2022) detailing (but not limited to), the management of construction traffic including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements and parking of site operative's vehicles.

Reason.

To ensure that construction of the development avoids danger, obstruction and inconvenience to users of the highway.

7. Prior to the commencement of development (including ground works, vegetation clearance) a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following.

- a. Risk assessment of potentially damaging construction activities.
- b. Identification of "biodiversity protection zones".
- c. Reasonable Avoidance Measures Method Statement (RAMMS) for species known to be present on site (including reptiles, badgers and nesting birds)
- d. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- e. The location and timing of sensitive works to avoid harm to biodiversity features.
- f. The times during construction when specialist ecologists need to be present on site to oversee works.
- g. Responsible persons and lines of communication.
- h. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person when necessary.
- i. Use of protective fences, exclusion barriers, escape ramps from trenches/holes and warning signs (including their specification, location and timing for erecting and dismantling).

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise first agreed in writing by the Local Planning Authority.

Reason.

This is a pre-commencement condition to ensure that development is undertaken in a manner which does not adversely impact wildlife.

8. The development shall be carried out in accordance with the Ecological Impact Assessment Report (Ecology by Design, dated August 2022) and the mitigation measures detailed therein shall be implemented prior to first use of the development.

Reason.

To ensure a net gain in biodiversity and ecological enhancement as required by policy DM34.

9. No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting which is so installed shall not thereafter be altered without the prior written consent of the Local Planning Authority other than for routine maintenance which does not change its details.

Reason.

In the interest of residential and visual amenity and ecology.

10. Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority before any work to the external finish of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Reason.
To secure a satisfactory external appearance.
11. The development shall be carried out in accordance with the approved hard landscaping scheme and boundary treatment illustrated on approved drawings 2071-WWA-XX-XX-DR-L-0101 Rev Ou04 and BCG-RTA-BS-XX-DR-A-00137 REV PL02, unless otherwise first agreed in writing by the Local Planning Authority.
Reason.
In the interests of amenity and to ensure a satisfactory standard of landscaping and compliance with Local Plan policy DM34.
12. Prior to the commencement of development, not including demolition, detail of the green roof shall be submitted to and approved in writing by the Local Planning Authority. The detail shall include:
- a plan of species to be planted
 - sections of the roof
 - depth and type of soil
 - details of any SuDS included
 - sign off by a structural engineer that they the structure supporting the green roof is sufficient
- Thereafter the development shall be implemented in accordance with the approved details and the green roof installed prior to first use of the building unless otherwise first agreed in writing by the Local Planning Authority.
Reason.
In the interests of amenity, biodiversity, to ensure a satisfactory standard of landscaping and compliance with local plan policy DM34.
13. A scheme to demonstrate how renewable technologies will be integrated into the development shall be submitted to and approved in writing by the Local Planning Authority prior to above ground construction. The scheme shall be informed by the application Energy Statement (By Arup dated May 2022) document. The development shall be implemented in accordance with the approved scheme which shall remain operational for the lifetime of the development unless otherwise first agreed in writing by the Local Planning Authority.
Reason.
In the interests of managing carbon emissions and mitigating climate change as required by local plan policy CP12 and DM33.

INFORMATIVE(S)

1. In accordance with paragraph 38 of the NPPF2 Buckinghamshire Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. Buckinghamshire Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
2. You are advised that Planning Obligations have been entered into in connection with this permission.
3. The applicant is advised that the off-site works will need to be constructed under 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 Highways Development Management at the following address for information:-

Highway Development Management (Delivery)
Buckinghamshire Council
6th Floor, Walton Street Offices
Walton Street,
Aylesbury
Buckinghamshire
HP20 1UY
4. 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.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

None received

Consultation Responses

Ecology Officer – No objection, subject to planning conditions to cover ecological mitigation measures, securing the production of and compliance with a Construction Environmental Management Plan (Biodiversity) and lighting details.

Environmental Health – No objection in relation to noise, air quality and contaminated land aspects.

Highway Authority – No objection subject to planning conditions relating to the development being carried out in accordance with the submitted construction management plan.

Lead Local Flood Authority – No objection subject to a planning condition securing the technical detail of the surface water drainage scheme and its future maintenance.

Thames Water – No objection. Planning conditions sought relating to protection of water supply resource and water network capacity. No objection in relation to foul and surface water.

Thames Water are currently working with the developer to identify and deliver the off-site water infrastructure needs to serve the development. Thames Water have identified that some capacity exists within the water network and upgrades to the water network will be required. Works are ongoing to understand this in more detail and as such Thames Water feel it would be prudent for an appropriately worded planning condition to be attached to any approval to ensure development doesn't outpace the delivery of essential infrastructure. Therefore, a planning condition is necessary to restrict occupation until upgrades have been undertaken or a phasing plan agreed.

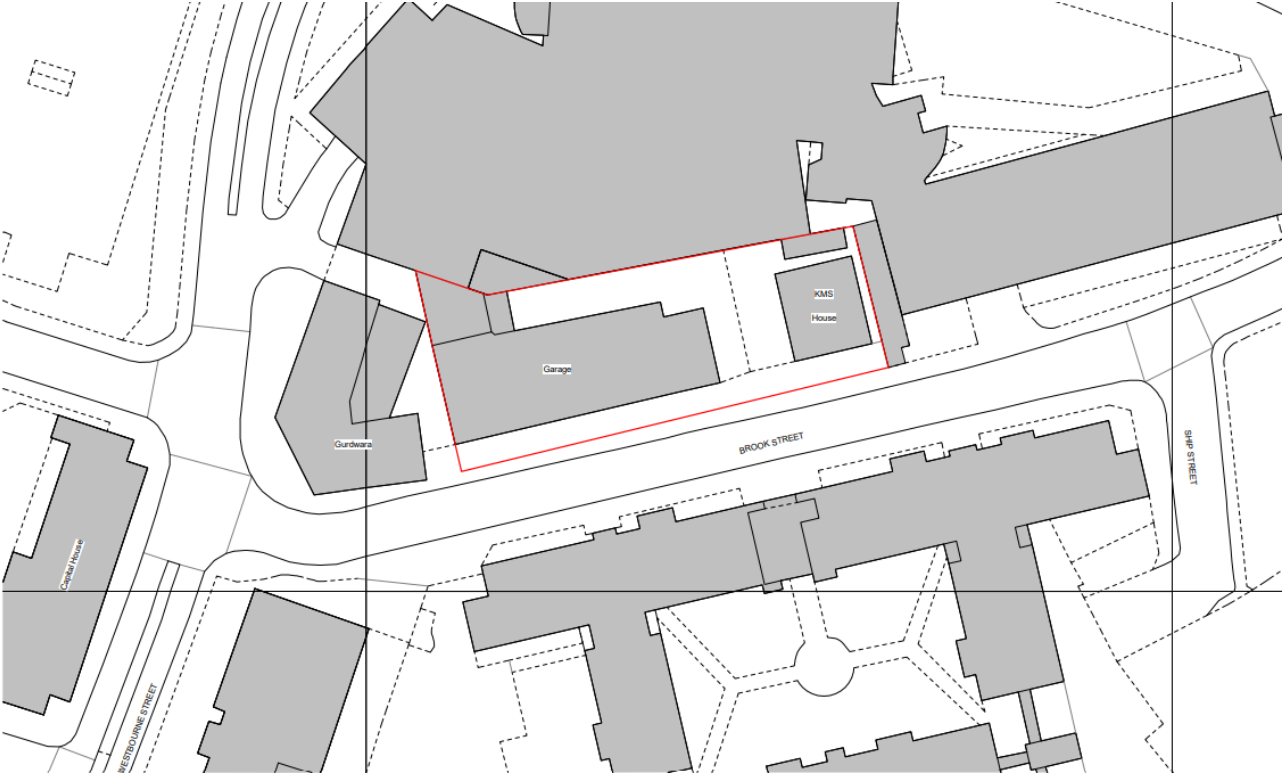
Thames Water have identified that the site is located within a Source Protection Zone of groundwater abstraction source. These zones are used for portable water sources for public water supply which Thames Water has statutory duty to protect. Therefore, a planning condition is necessary to ensure that construction of the scheme does not impact upon water resource.

Waste management – No objection.

Representations

None received

APPENDIX B: Site Location Plan





Report to Strategic Sites Committee

Application Number:	22/06487/OUT
Proposal:	Outline application (including details of access, appearance, layout and scale) for demolition of existing Buckinghamshire College Campus (Amersham & Wycombe College) to provide up to 67 residential dwellings, car parking to serve adjoining sports pitches, hard and soft landscaping with other associated works
Site Location:	Amersham And Wycombe College Spring Lane Flackwell Heath Buckinghamshire HP10 9HE
Applicant:	Buckinghamshire College Group
Case Officer:	Rebecca Jarratt
Ward(s) affected:	Flackwell Heath, Little Marlow & Marlow SE
Parish-Town Council:	Chepping Wycombe Parish Council
Date valid application received:	31st May 2022
Statutory determination date:	30th August 2022
Recommendation	Minded to grant - defer for planning obligation

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 Outline planning permission is sought for 67 new dwellings on the site of the Flackwell Heath Campus of Buckinghamshire College Group, with the only matter reserved for future consideration being landscaping. Relocation of the college is subject of separate applications.
- 1.2 The proposed development is considered to be in accordance with the Development Plan, taken as a whole, and would deliver sustainable development in the context of environmental, social and economic elements. Paragraph 11 of the NPPF indicates that the decisions should apply the presumption in favour of sustainable development and where they accord with an up-to-date development plan, they should be approved without delay.
- 1.3 The development would accord with the development plan and planning guidance. The development is acceptable because:-
 - It would optimise the development of previously developed land within the green belt, it would deliver much needed affordable housing to meet the local

need and would not cause substantial harm to the openness of the Green Belt,

- There would be no adverse impact on highway safety, or the operation of the local highway network,
- It would provide sufficient car parking to serve the needs of the development,
- It would encourage the use of sustainable modes of travel,
- The design and layout would be good design and positively respond to the local context and conserve the nearby Chilterns AONB,
- It would deliver a net gain in biodiversity through a combination of on-site and offset gains, and achieve acceptable future tree canopy cover,
- It would enhance and provide green infrastructure features and linkages,
- It would not have an adverse impact on protected species – any impact can be suitably mitigated,
- It would safeguard the amenity of neighbouring occupiers,
- It would provide an acceptable living environment for future residents,
- The development would not increase the risk of flooding and would incorporate sustainable drainage,
- It would mitigate for climate change and manage carbon emissions,
- It would provide and contribute towards infrastructure requirements including affordable housing, public open space and sustainable modes of transport.

1.4 Cllr David Johncock requested that the application be considered at Planning Committee. The Parish Council have also indicated that the application should be determined at Committee.

1.5 Furthermore, the application can be considered as one of four components of the project to relocate Buckinghamshire College facilities from the Amersham and Flackwell Heath campuses to combined modern campus facilities across two sites within Wycombe Town Centre. The redevelopment of both of the existing campus sites for housing is essential to provide a proportion of the funding for the construction of the new campus, along with further funding from the Department of Education. As the Wycombe town centre sites are currently owned by Buckinghamshire Council, it is necessary for those applications to be determined by Committee. While the scale of the development proposed in each application would not in itself meet the normal thresholds for consideration at Strategic Sites Committee as set out in the Council's Constitution, it is considered that the level of regeneration and provision of important education facilities for Buckinghamshire arising from the new campus in High Wycombe Town Centre is so substantial that it would be strategic in nature. As such, officers consider that all of the components of the project should be heard by the Strategic Sites Committee.

- 1.6 The application is recommended for approval subject to the satisfactory completion of a legal agreement to secure the following:
- a) Provision of a minimum 35% on-site affordable housing, of which 25% should be First Homes and the remainder split 80%/20% between affordable rent and intermediate, and of an appropriate mix of sizes (and related controls).
 - b) Provision of on-site public open space, including play equipment and its future management and maintenance.
 - c) Continued community access agreement for the 3G football pitch, including future management and maintenance.
 - d) Future management and maintenance of the on-site sustainable drainage system.
 - e) Provision of a scheme of biodiversity off-setting to provide a net gain in biodiversity (if on-site BNG does not meet trading rules).
 - f) Provision of BNG management, maintenance and monitoring and fee.
 - g) Provision of highways improvements for crossings to encourage walking and cycling.
 - h) Travel plan and monitoring fee
- 1.7 A number of planning conditions are recommended which are necessary to address the matter of landscape which is reserved, and to ensure the scheme accords with development plan policy and that a high-quality development is implemented on the ground.

2.0 Description of Proposed Development

- 2.1 The site comprises around 2.9 hectares, accessed from Spring Lane to the east.
- 2.2 The land falls from the north and east to the south and west. Currently the college development on the site manages this levels difference across a number of tiers. The majority of the existing college buildings are located in the northeast portion of the site. Much of the rest of the site is given over to hardstanding for parking.
- 2.3 The site is located on the north side of Heath End Road. The northern, western and southern boundaries are mainly mature hedgerows or tree belts. On the south side of Heath End Road are the last houses of Flackwell Heath village and then open farmland, which lies within the Chilterns AONB.



Policy Context showing Green Belt shaded pale green, AONB hatched in green, and the Settlement Boundary as the black line

- 2.4 The site is L shaped; to the west lies a 3rd Generation (3G) all-weather football pitch located on the remaining part of the rectangle. The football pitch has floodlighting, ancillary structures and a training space, and is currently proposed to be retained by the college and to continue to be made available for community use. The site is partly open to the football pitch area. Beyond this and to the north lies open farmland, and around 230m north lies the M40 motorway.
- 2.5 The frontage of the site with Spring Lane to the east is more open, with post and rail fencing, low walls and a few mature trees. There is also a protected (TPO) Oak tree near the centre of the site and some to the northeast of the football pitch.
- 2.6 In the southeast corner of the site is a nursery which is to be retained and outside of the application boundary are two detached dwellings.
- 2.7 There are no designated heritage assets within 500m of the site.
- 2.8 Planning permission is sought for 67 new homes. The site would be accessed via the existing access from Spring Lane with new homes fronting onto an internal access road, broadly in a loop configuration. An area of public open space is proposed through the middle of the site with a play area included.
- 2.9 The mix of homes would be as follows:-

	1 bedroom flat	2 bedroom flat	2 bedroom house	3 bedroom house	4 bedroom house	TOTAL
Market housing			7	33 (of which 11 have studies above ground)	4	44

				floor level which may count as bedrooms)		
Affordable housing (including shared ownership and First Homes)	6 (2 First homes)	14 (4 First homes)		2	1	23
TOTAL	6	14	7	35	5	67

2.10 The dwellings would comprise a mix of 20 flats and 47 houses. 1- and 2-bedroom flats would be located within two blocks each of 9 flats and two flats over parking and cycle storage areas in the northeast portion of the site. This would include a number of disabled accessible flats (to be compliant with M3(4) of the building regulations).

2.11 The 47 houses would comprise a mix of detached, semi-detached and short terrace dwellings, ranging from 2- to 4-bedroom dwellings. A proportion would also be disabled accessible.

2.12 The application is accompanied by:

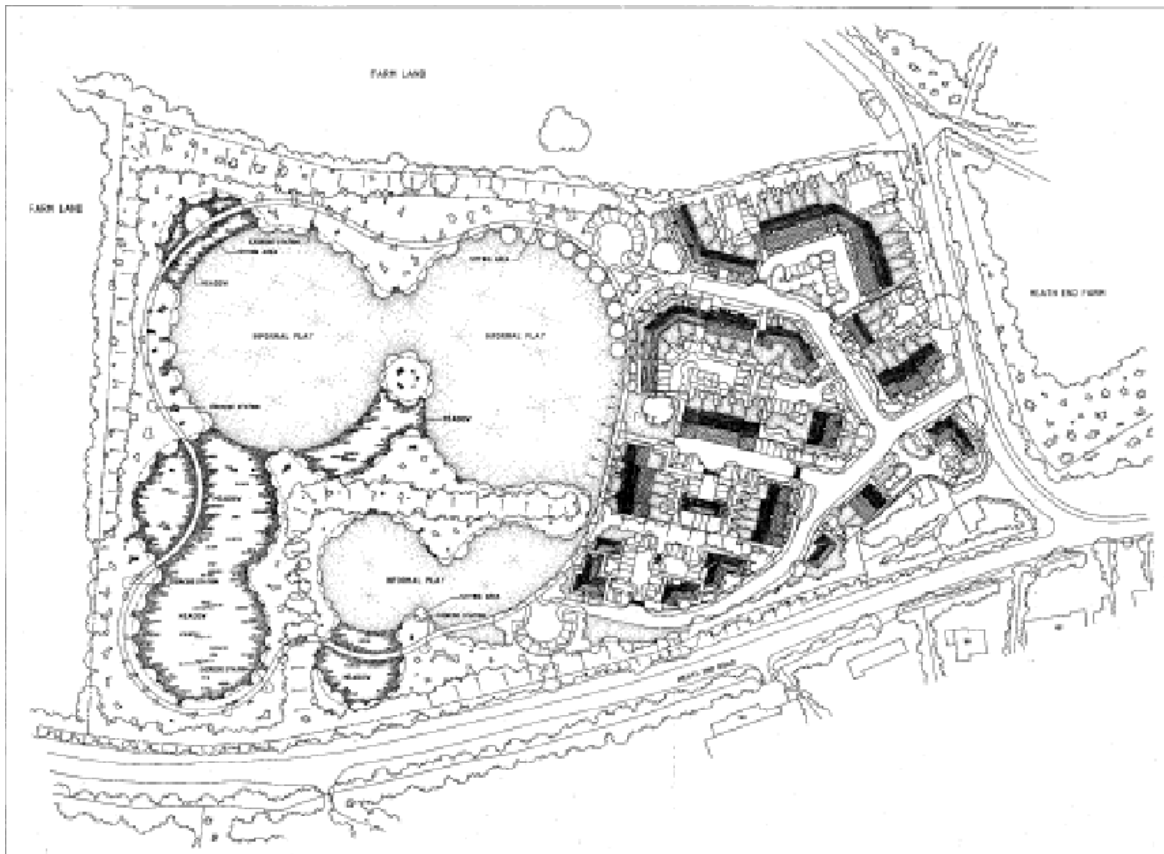
- a) Planning Statement
- b) Design and Access Statement
- c) Transport Statement, Framework Travel Plan and Transport Note (regarding football pitch)
- d) Archaeological Desk Based Assessment
- e) Heritage Statement
- f) Minerals Assessment
- g) Landscape and Visual Impact Assessment and Green Belt Review, and addendum
- h) Affordable housing form
- i) Flood Risk Assessment and Drainage Strategy
- j) Arboricultural Impact Assessment
- k) Sustainability and Energy Statement
- l) Ecological Impact Assessment
- m) Biodiversity Impact Report and Net Gain Calculation
- n) Landscape and Biodiversity Management Strategy
- o) Ground Investigation Report

- p) Noise Assessment
- q) Air Quality Assessment

2.13 Amended plans and additional/amended information have been received during the application process that have improved the design of the development and addressed a number of technical issues with the original scheme. This also resulted in the addition of one dwelling, and the application was re-publicised as a result.

3.0 Relevant Planning History

Reference	Development	Decision	Decision Date
04/05148/OUT	Residential development comprising 72 residential units of which not less than 50% will be one or two bedroomed units, plus access roads, car parking, public open space and a replacement community facility capable of accommodating the existing day nursery	Permission with Planning Obligation – Not commenced, expired	7 July 2005



Indicative Masterplan from 2004 consent

10/07740/FUL	Construction of new entrance to Block A, plus a new entrance to the Construction Skills Centre, new build Environmental Curriculum unit and Weights Room, full refurbishment of Block C & D and part refurbishment to Block A, including new external landscaping to improve access, particularly for disabled persons; Demolition of Block B, multi-storey tower building.	Application Permitted	3 Feb 2011
11/06877/MINAMD	Proposed non-material amendment to permission for construction of new entrance to Block A, plus a new entrance to the Construction Skills Centre, new build Environmental Curriculum unit and Weights Room, full refurbishment of Block C & D and part refurbishment to Block A, including new external landscaping to improve access, particularly for disabled persons; demolition of Block B, multi-storey tower building granted under 10/07740/FUL.	Application Permitted	7 Sep 2011
12/07377/FUL	Erection of 2 x temporary portacabins parallel with each other until 31st July 2013	Application Permitted	12 Dec 2012
14/08166/FUL	Construction of an external 3G Artificial Turf Pitch (ATP) with associated grading of	Application Permitted. Condition 3 controls the hours of	11 Aug 2015

	land, fencing, floodlighting, and a storage container	use of floodlighting to 8.30am to 9.30 pm.	
16/07388/FUL	Retention of 2 x Portakabin Limited buildings for use as changing facilities	Application Permitted for temporary period to 30 November 2019.	18 Nov 2016
19/07514/FUL	Construction of a purpose built changing room block in place of 2no temporary modular buildings and relocation of 2 x temporary units during construction period	Application Permitted – not commenced, expires 17 Feb 2023	17 Feb 2020

3.1 The development has been screened under the Environmental Impact Assessment Regulations and the local planning authority has concluded that the development does not meet the relevant thresholds.

4.0 Policy Considerations and Evaluation

Principle and Location of Development

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development), CP2 (Overall Spatial Strategy), CP3 (Settlement Strategy), CP4 (Delivering Homes), DM21 (The Location of New Housing), DM42 (Managing Development in the Green Belt)

4.1 The site comprises previously developed land as it is currently developed as a college campus with a number of buildings and hard standings. The site is not allocated for residential development under the current local plan. It was previously identified as a major developed site in the Green Belt under policy GB9 of the 2004 Local Plan, whereby some development would be acceptable. This policy has now been superseded by the adoption of the new local plan.

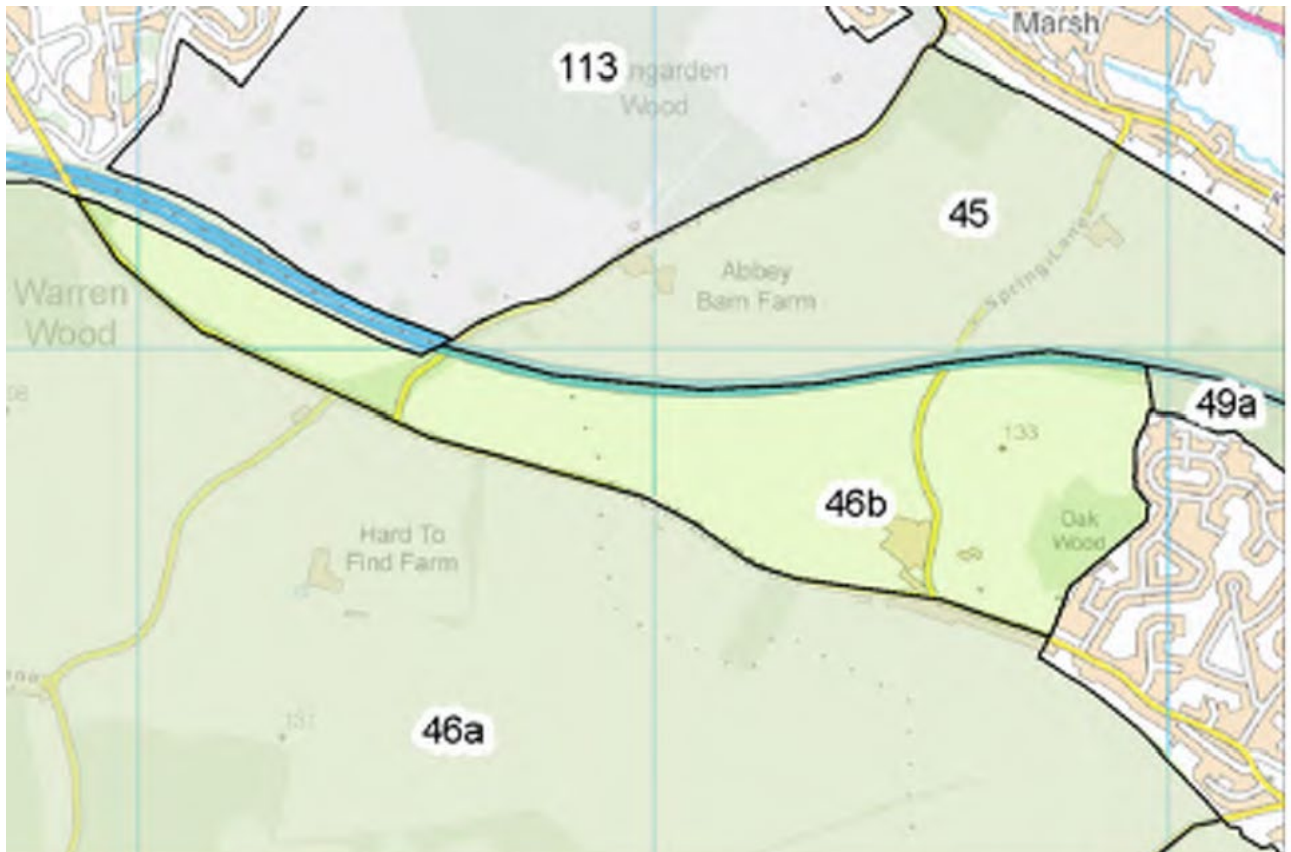
4.2 Outline planning permission was granted for 72 dwellings in 2005, but that consent was not implemented and has fallen away. Outline consent was originally granted in the 1980s at appeal, where the inspector identified that the existing buildings on site, which at that time included a concrete tower teaching block, were visually intrusive

within the Green Belt and the proposed residential development represented an improvement.

- 4.3 Substantial time has passed and the development plan and some of the detailed national planning policy has changed since the previous permission was granted; nevertheless, the planning history is a material planning consideration. Furthermore, the site has seen development to serve the needs of the college in the intervening period, including the demolition of a tower block and the erection and extension of buildings and hardstanding through the middle and to the southern part of the site, and the provision of the 3G football pitch with floodlighting.
- 4.4 The site is not allocated for housing development within the Local Plan or a neighbourhood plan. The Local plan's strategic policy towards housing is set out in policy CP4. Amongst other development, this identifies the potential for windfall sites (i.e., sites not allocated at the time of preparing the plan) to come forward within the rural areas subject of course to compliance with the other policies in the plan. This application relates to a windfall site in the rural area. 940 dwellings on such sites are allocated across rural areas focussed on the larger and medium sized villages. Flackwell Heath is such a village and the Flackwell Heath settlement boundary is around 250m east of the site. The well-served village centre lies around 1.1km southeast of the site. Table 6 of the Wycombe Local Plan identifies the make-up of housing supply by level of commitment, by type of site, and having regard to existing commitments identifies a need to deliver 539 dwellings on windfall sites within the plan period.

Green Belt Assessment

- 4.5 The site lies within a larger parcel of land that was assessed under the Buckinghamshire Green Belt Assessment 2016.



Green Belt Assessment Extract

4.6 The assessment scored the parcel on its contribution to meeting the first four out of the five Green Belt purposes:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and

The parcel scored moderate to high on all four purposes and was considered to make a strong contribution overall; but the site comprises just a small part of that parcel and is previously developed.

4.7 Policy DM42 sets out what is appropriate/inappropriate development within the Green Belt and reflects the National Planning Policy Framework. Paragraph 149 g. of the NPPF 2021 advises that limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), would not be inappropriate if it would:

- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Previously developed land is land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.

- 4.8 The application seeks redevelopment of all of the college buildings and part of the wider curtilage of the college, the majority of which is laid out as hardstanding forming car parking and formal courtyards between buildings. An area of land within the site, to the southwest, is more open and undeveloped, with an area of grass and some loose gravel and bare earth.
- 4.9 It is concluded that the principal of developing the site can be accepted under exception g. of paragraph 149 of the NPPF, subject to an assessment of the impact of the development on openness. Green Belt openness is understood to comprise both a spatial element (the physical presence of development, whether it is visible or not) and a visual element (what can be seen by receptors within and outside of the site, including activity associated with the site).

Spatial Impact

- 4.10 The existing buildings on the site have a footprint of around 5,745 square metres with a floor area of around 8,700 square metres. The existing hardsurfaces cover an additional approximately 8,670 square metres. The volume of the existing buildings has been calculated by the applicants to be approximately 26,340 square metres and the overall maximum height of existing buildings is 10.65 metres. There is also a chimney on the site, which measuring from earlier applications, has a height of 16m.
- 4.11 The proposed dwellings on the site would have a footprint of 4,187 square metres, and a floor area of 7,159 square metres. Roads and pavements and other paths through the development would occupy a further approximately 8,374 square metres. The volume of buildings following the development would be 28,048 square metres and the maximum overall height of building on the site would be 12 metres.
- 4.12 The footprint of buildings on site overall would decrease by around 27% and the floorspace by around 18%. However, there would be a volumetric increase of around 6.5% and an overall height increase of 1.35m over the main buildings on site, but lower than the existing chimney. This is aggregated over the whole site, and in some parts of the site there would be a significant increase in built form, and in others a decrease. The built form would unarguably be scattered across a wider part of the site than the presently more condensed layout.
- 4.13 Overall, there would be a perceived loss of openness spatially, although this would not result in substantial harm because it would result from approximately the same volume being spread more thinly over the site.

Visual Impact

- 4.14 The site is visually well contained by hedgerows dominated by mature trees along the south and north boundaries of the site, and to the west of the football field. From

Spring Lane to the east there are more views into the site, although these are largely of the existing college buildings which span a large proportion of the eastern frontage, with little visual permeability from outside of the site.

- 4.15 The proposed scheme would result in the built form being dispersed over a much larger part of the curtilage than the existing development. This would include development on parts of the site that presently visually appear more open in character from within the site, such as the upper and lower car park areas and the amenity grass and bare land to the west.
- 4.16 However, the buildings would individually be smaller in scale and volume. There would also be visual permeability between dwellings, along the streets and through the open space running through the middle of the development from Spring Lane all the way through to the football field beyond.
- 4.17 The transport assessment has also identified that there would theoretically be some reduction in traffic, although this would be moderated by more continuous activity associated with a residential than an education use, such that this would not be beneficial to openness in this scenario.

Conclusion on Green Belt Harm

- 4.18 Paragraph 147 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. However, the second bullet point of paragraph 149 finds that redevelopment of previously developed land is not inappropriate within the Green Belt if it would contribute to meeting an identified affordable housing need within the area of the local planning authority and would not cause substantial harm to the openness of the Green Belt.
- 4.19 Overall, it is considered that there would be a limited loss of physical and perceived openness of the Green Belt in terms of the site itself and perceived mainly from within the site. It is not considered that the harm caused by loss of openness would be substantial in this instance, and the proposed development would contribute to meeting the LPAs affordable housing need by providing policy compliant levels of affordable housing, as set out below. Therefore, it is concluded that the development would not be inappropriate within the green belt and would comply the Green Belt policies within the NPPF and therefore with policy DM42 of the Wycombe Local Plan.

Affordable Housing and Housing Mix

Wycombe District Local Plan (August 2019): DM22 (Housing Mix), DM24 (Affordable Housing), DM41 (Optional Technical Standards for Building Regulation Approval)

Buckinghamshire Council First Homes Interim Position Statement

Planning Obligations Supplementary Planning Document (POSPD)

- 4.20 The proposal is in compliance with the local plan in that it will broadly accord with planning policies for housing mix, affordable housing and accessible housing.
- 4.21 The housing mix complies with the policy. The proposal exceeds 10 dwellings and therefore it is required to include a mix of dwelling size, type and tenure. The table set out earlier in this report shows the details of the housing. The table demonstrates that there is a good mix of 1 and 2 bed flats and 2, 3, and 4 bed houses proposed for this site. There is both private ownership, first homes, shared ownership and affordable rented.
- 4.22 The proposal complies with the planning authority's detailed policies for affordable housing. These require 35% of the total number of dwellings at the site to be provided as affordable housing. 23 (34.32%) of the 67 dwellings will be provide as affordable housing. As 35% of 67 dwellings would be 23.45 dwellings and the fraction would be less than half a dwelling, rounding down to 23 dwellings is in accordance with the POSPD.
- 4.23 The proposal complies with the planning authority's policy for the tenure of the affordable housing. The planning authority's policy, as per the First Homes interim position statement, requires that 25% of the affordable housing provision on each site must be First Homes, to be discounted by at least 30% of the open market value and subject to the other restrictions set out in the policy. There is an 80:20 ratio of the remaining affordable units for affordable rent: intermediate affordable housing (e.g. shared ownership). In this case there would be 6 First Homes (25%), 14 affordable for rent and 3 for shared ownership. (82:18 ratio rounded to 80:20).
- 4.24 The proposal includes accessible dwellings as required by the planning authority's planning policy. All developments that are required to provide on-site affordable housing are also required to provide 30% of the affordable homes and 20% of the market homes in accordance with the Building Regulation Standard M4(3) and the remainder of the dwellings in accordance with the Building Regulation Standard M4(2). The M4(3) standards relate to wheelchair user dwellings. The M4(2) standards relates to accessible and adaptable dwellings (similar to lifetime homes).
- 4.25 In terms of M4(3) housing the application, following amended details, proposes:
- 7 of the 23 affordable dwellings (rounded to 30%) will be provided to M4(3) standards.
 - 9 of the 44 market units (rounded to 20%) will be provided to M4(3) standards.
- The proposal would provide the correct number and mix of affordable/market M4(3) complaint dwellings; meeting the policy requirement.
- 4.26 A S106 agreement is required to secure the affordable housing. Planning conditions are required to secure the accessible housing.

Minerals safeguarding

Buckinghamshire Minerals and Waste Local Plan Policy 1 – (Safeguarding Mineral Resources)

- 4.27 The site is located within a Minerals Safeguarding area for Clay, Silt, Sand and Gravel. The application is accompanied by a Minerals Assessment which concludes that there is no mineral resource of any real potential value at the Site, and it would not be feasible or viable to extract the mineral resource ahead of the proposed development. This conclusion was reached following review of the history of the Site, available geological data and the results of site investigation works. Parts of the site have been excavated and infilled in the 1970's to create a level landform. The presence of chalk bedrock was found in the ground investigations, but at a relatively shallow depth with the majority of the Site containing superficial deposits of Clay with flints. Beaconsfield Gravel was encountered in only one isolated location on the southern boundary of the Site.
- 4.28 The proposed residential development therefore would not result in the needless sterilisation of any safeguarded mineral, either sand and gravel or brickmaking clay; and the development would accord with Policy 1 of the Minerals and Waste Local Plan.

Employment issues

- 4.29 The site does not comprise employment or business uses as such; however, it is acknowledged that there is some employment arising from the existing uses. The development would see the facilities and programmes offered at the Flackwell Heath Campus of the Buckinghamshire College Group relocated to new premises within the centre of High Wycombe, and this would be secured by legal obligations within the S106. Furthermore, the existing day care nursery and sports pitch would be retained with their associated jobs retained at the site. As such, there would be no significant loss of employment as a result of the relocation.

Transport matters and parking

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth), CP12 (Climate change), DM33 (Managing Carbon Emissions: Transport and Energy Generation), DM35 (Placemaking and Design Quality)

DSA: DM2 (Transport requirements of development sites)

Interim Guidance on the Application of Parking Standards

Buckinghamshire Countywide Parking Guidance

- 4.30 The development is acceptable in terms of its highway impacts, sustainable travel, highway layout and parking provision in compliance with the planning authority's planning policies. The Highway Authority raise no objections.
- 4.31 The application proposes to utilise the existing southern access from Spring Lane as the main vehicular access into the site. The existing northern access which currently serves the substation will be used for pedestrian and cycling access.
- 4.32 Spring Lane is an unclassified road subject to a speed restriction of 30mph, parking and waiting restrictions are not present within the vicinity of the site. The road

measures approximately 5.5m in width with an existing pedestrian footway to the opposite side of the carriageway from the application site. A small informal pedestrian crossing in the form of dropped kerbs is located adjacent to the main access to the site.

- 4.33 A T-junction connects Spring Lane to Heath End Road approximately 60 metres south of the main campus access. Heath End Road is a C-classified road and provides a link to High Wycombe. The road is restricted to 30mph, increasing to the national speed limit of 60mph approximately 140 metres west of the junction. There are no parking or waiting restrictions in this location, and there are pedestrian footways on both sides of the highway, as well as partial street lighting.

Sustainable location and travel

- 4.34 The proposal represents development within a sustainable location with respect to travel in accordance with the planning authority's planning policies.
- 4.35 The majority of local amenities are located within 2km of the site, which is considered the maximum 'acceptable' walking distance for pedestrians without mobility impairments. Many amenities fall within 10 minutes walking distance from the application site, typically 800m, which is a "walkable neighbourhood" distance. The 1km route from the site to the village centre is along village streets with pavements on both sides and street lighting along most of the route, although it is noted that this route is undulating. There are bus stops within around 150m of the site entrance with hourly services to Bourne End and High Wycombe.
- 4.36 The informal pedestrian crossing over Spring Lane and the traffic islands within close proximity to the bus stops help pedestrians to cross Heath End Road. Perceived danger from traffic and having to cross the carriageway could detrimentally impact upon the likelihood of people choosing to walk to and from the application site to access local amenities, allow their children to walk to and from school, and use the local bus services.
- 4.37 Walking should be made an easy and undoubtedly safe option to reduce the number of potential short distance vehicular trips to local amenities less than 2km from the application site. As such, improvements to the existing accesses have been proposed, which include pedestrian footways on the junction radii and more substantial pedestrian crossing points with tactile paving which is satisfactory in this instance.
- 4.38 As such, the site is in a suitably sustainable location and meets the overarching sustainable development principles set out in the National Planning Policy Framework.
- 4.39 Furthermore, a Framework Travel Plan has been submitted to demonstrate how sustainable travel choices will be promoted. Given the nature of the development and location of the site, these measures are appropriate to be put in place to encourage a reduction in single-occupancy vehicle trips.

Highway capacity

- 4.40 The proposed development will have an acceptable impact on the local highway network in compliance with the planning authority's planning policies.
- 4.41 Both the submitted Transport Assessment and Buckinghamshire Council Highways Officer's assessment of the expected vehicle trips between the existing use of the site and the proposed development concluded that there would be a significant reduction in the expected vehicular and pedestrian/cyclist trip generation, based on data from the industry standard T.R.I.C.S. ® database. Given the reduction in trips there are no concerns regarding the local highway network's capacity to serve the proposed development.

Access and site layout

- 4.42 In accordance with guidance contained within Manual for Streets, visibility splays of 2.4m x 43m are required in both directions commensurate with a speed limit of 30mph. Sufficient visibility splays can be achieved from both existing accesses within the publicly maintained highway and land owned by the applicant. The required visibility splays from the Spring Lane/Heath End Road junction can also be achieved.
- 4.43 The development would provide for appropriate widths of main spine road and secondary and tertiary roads and parking courts, with 2m wide pavements to both sides of the estate roads. Together with informal footpaths through the public space, these provide appropriate pedestrian infrastructure throughout the development.
- 4.44 The layout also provides appropriate space for larger vehicle movements (refuse and emergency vehicles), preventing the need for excessive reversing distances, which would be detrimental to highway safety.

Parking for dwellings

- 4.45 Each of the houses is provided with two parking spaces, there is allocated parking to serve each flat, and there is visitor parking spread throughout the development. The development would also be afforded a good level of secure cycle storage space. The Highways Officer has reviewed the quantum, dimensions and arrangement of spaces and is satisfied that these are appropriate for the amount of development proposed and would provide good manoeuvrability.
- 4.46 In regard to parking, this table lists which units the Highway Authority considers to fall within each category for habitable rooms.

No. of Habitable Rooms	No. of dwellings	Plot Number
1 - 4	27	12-16, 24, 25, 43, 44, 50-58, 59-67
5-6	33	1-10, 17, 18, 20, 23, 26-42, 45, 46
7	7	11, 19, 21, 22, 47-49

Parking for retained nursery

4.47 The proposal is to re-provide 4 parking spaces for the nursery, which is the current number of spaces allocated to this use. The Highways Officer is satisfied with this provision.

Parking for football pitch

4.48 The application proposes to re-provide 30 car parking spaces including two accessible spaces for the 3G football pitch. There would be space for larger vehicle turning and coach set down at the far end of the car park.

4.49 The original planning application for the football pitch did not provide for any designated parking. According to the booking website for community use of the football pitch, car parking to serve the pitch is currently allowed on the lower car park.

4.50 There are no Buckinghamshire parking standards that specifically relate to sports pitches, and so parking requirements need to be based on appropriate evidence. The applicants have utilised the T.R.I.C.S. ® database to assess the parking requirements based on those of a pool of similar facilities. This assessment identifies that there could be around 50 person trips per session if the pitch is fully booked for 4 x 5-a-side pitches, which would be the most intensive configuration.

4.51 Sport England, and the Football Foundation (who funded the pitch) via Sport England, oppose the application on the basis that the proposed 30 spaces represent a significant reduction in the available car parking and that this would result in overspill car parking to the residential areas, which would cause conflict with the use. They have highlighted that the assessment uses theoretically figures rather than direct assessment of the existing use. They have indicated that the number of cars could be double the number of person trips when there is a transition between users, and in respect of tournaments held at the site.

4.52 It is acknowledged that the college could choose to allow users of the facility to use all of the available car park for the college, however, there is no evidence that this is a formal arrangement, and it is likely that this could be withdrawn or restricted at any time. Car parking needs for facilities such as sports pitches can usually be rationalised by the staggering of session times, and the use of buffers between sessions to limit overlap. There are also a number of sustainable transport and trip reduction measures that users of the pitch could employ such as car share and the use of minibuses by visiting teams/classes. The site is also accessible via public transport, although this may not be suitable for all age groups using the facility.

4.53 On balance it is considered that 30 car parking spaces is appropriate to serve the football pitch in respect of its current community use.

4.54 Sport England also raise concerns that the car parking area could be used by residents as overspill car parking which would further decrease the parking available to the pitch. Officers are satisfied that the level of allocated and visitor parking

provision within the residential portion of the site, combined with the location of the car park, would make it unlikely that residents/visitors would choose to park within the football pitch car park. However, it would be appropriate for signage to be provided to identify that the car parking is for use of the football pitch, and this can be secured by condition. It would also be possible for the operator (the college) to install a barrier at a later date, if it was deemed necessary to prevent cars parking in this location outside of the permitted use of the pitch.

Construction Traffic

4.55 Due to the quantum of the proposed development, it is necessary to secure a Construction Traffic Management Plan to mitigate the impacts of construction traffic, by condition. This would help to alleviate concerns that have been raised by some local residents in respect of the construction period.

4.56 This should include:

- Site parking for site operative's vehicles and loading and unloading areas within the site curtilage and a restriction not to load and unload deliveries upon the public highway.
- Construction delivery vehicle access time frames and routing from the strategic highway network.
- A list of delivery vehicles to be permitted for use with dimensions and a swept path analysis of the largest proposed delivery vehicles.
- Commitments by the applicant to repair any damage to the local highway network resulting from construction traffic, to be determined using pre-commencement and post-construction surveys assessed by and agreed with the Highway Authority.
- Commitment to the use of a banksman during access and egress of the site by construction vehicles.

Other highways matters

4.57 Concern has been raised regarding the access to the football pitch car park being at the end of the residential street, and traffic passing new residential properties; however, the Highways Officers do not have concerns regarding this arrangement on the basis of the existing community use of the Football pitch.

4.58 Comments have been made suggesting the provision of an access from Heath End Road to the western part of the site, for access to the football pitch and for construction traffic. This has been considered and the access arrangements proposed in the submitted application are acceptable, a second access is not necessary for the quantum of housing proposed as it would see a reduction in movements compared to the existing college use and given the nature of the existing use of the football pitch. The provision of an access from Heath End Road would

result in substantial landscape character and visual harm and harm to the openness of the Green Belt.

Raising the quality of place making and design

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth), CP9 (Sense of place), DM32 (Landscape character and Settlement Patterns), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)

DSA: DM11 (Green networks and infrastructure), DM16 (Open space in new development)

Residential Design Guide SPD

National Design Guide

4.59 The development was previously subject of pre-application discussions and the design of the proposal has been subject of review during the course of the application to improve the urban design quality of the scheme, including to address crime prevention concerns. The amended scheme is considered to represent good design that satisfies the planning authority's policies and guidance relating to place making and design quality.

4.60 Optimising the development of previously developed land is one way in which the council can deliver a distinctive high-quality sense of place. The proposed scheme provides for a compact development which would still retain a village feel.

4.61 The layout mainly provides for a perimeter block structure which is the most robust and successful way to arrange residential layouts. Some of the perimeter blocks are narrow form with side gardens to provide 'frontage' to both the highway and public open space. The layout would:-

- Clearly distinguish between public and private space, creating active streets and private backs.
- Would provide a suitable mix of dwelling types and scales.
- Appropriately respond to level changes across the site.
- Be people friendly in that new streets would be legible and would incorporate opportunities for street trees and be attractive to pedestrians.
- Include new public open space that is useful, integrated and on the whole overlooked from the new dwellings.
- Include parking that has been designed & arranged so that it would be afforded good surveillance, support activity in the street and not visually dominate the scheme.
- Retain key boundary features and trees within the site.

4.62 The dwellings would:-

- Be detail rich
- Exhibit an appropriate mix of scale and form that would draw on the character of Flackwell Heath as a whole

- Draw on some key characteristics from dwellings within Flackwell Heath, such as horizontal brick detailing, brick window arch details, gable features and bay windows.
- Be tenure blind
- Limit the use of crown roofs

Crime prevention

- 4.63 The Crime Prevention Design Advisor initially raised concerns regarding certain elements of the design, and these concerns have been largely addressed through the revisions made. Outstanding matters regarding the position of access controls, visitor entry systems and postal services for the flats could be resolved through conditions. Provision of defensive planting to protect certain rear/side boundaries would also be dealt with under the landscaping reserved matter.
- 4.64 Sport England have raised concerns regarding the security of the football pitch. The College have advised that they could install CCTV and remote access arrangements to the main gate if necessary (although this is outside of the development boundary). There is 5m high fencing around the pitch perimeter. A secondary security fence could be installed between the residential use and the retained sports area if deemed necessary, and the applicants have agreed to this being secured by condition. However, the residential development has been designed such that there would be a degree of residential passive surveillance over the football pitch and car park serving it. This would arguably improve the security of the pitch and deter unauthorised access more than the current arrangement, as the area around the pitch is open to the college site, which is only bound by a low boundary treatment to the access to the college from Spring Lane, and the pitch is at the rear of the college buildings where unauthorised access may go unseen when the college is unoccupied.
- 4.65 Lighting of the football pitch car park should be controlled by condition, to ensure it is appropriate for both safety and security and also be designed to mitigate impact on the residential and visual amenity of the location.

Amenity of existing and future residents

Wycombe District Local Plan (August 2019): CP9 (Sense of Place); DM35 (Placemaking and Design Quality); DM40 (Internal space standards)
Residential Design Guide

- 4.66 The development will safeguard the amenity of neighbouring properties and provide an appropriate living environment for new occupiers in accordance with development plan policy and guidance.
- 4.67 The layout of the new development has been designed to comply with the Council's normal development standards in order to provide an adequate degree of amenity for the future residents of the proposal. The dwellings would have sufficient separation and are oriented to prevent overlooking of private spaces and to ensure a good standard of outlook and adequate access to natural light.
- 4.68 The houses would have a range of garden sizes to serve a range of needs. The flats will be served by balconies.

Environmental issues

Wycombe District Local Plan (August 2019): Policy DM20 (Matters to be determined in accordance with the national planning policy framework)

4.69 Policy DM20 refers development which raises pollution issues (including air quality, noise issues, and light pollution) to be considered in line with the NPPF, in order to not repeat national policy, as there are no locally distinct circumstances that need to be addressed by the Local Plan.

Air Quality

4.70 The Air Quality SPD specifies that one charging point per dwelling must be provided for each dwelling in residential developments, and at least 10% of parking spaces in non-residential developments must be provided with electric vehicle charging points. Therefore 70 electric vehicle charging points (67 for the residential parking and 3 for the football pitch parking) with a minimum rating of 32amp shall be secured by conditions. The submitted Air Quality Assessment does not raise concerns, but air quality can also be improved through the sustainable transport to be promoted through the Travel Plan, and during the construction phase would be mitigated through the Construction Environment Management Plan, both secured by conditions.

Noise

4.71 The submitted Noise Assessment took noise readings alongside the proposed development site, and levels have shown that the site falls within an area affected by traffic noise. It also recognised that noise from the nearby motocross facility and football pitch has the potential to cause disturbance to the future residents of the site.

4.72 Sport England raised concerns that measurements relating to the football pitch were not taken from this specific pitch in use but from data from a similar site; however, the Council's Environmental Health Officer is satisfied with the approach taken. The sports pitch and its use as such should be recognised as part of the character and nature of the area, and the continued use of this facility should not be hampered by this proposed development. The housing developer would be an Agent of Change and should mitigate the impacts of the sports field on the new residents.

4.73 The internal noise levels should adhere to the level as stated in BS8233:2014 and all habitable rooms that have direct exposure to the M40, Spring Lane, Heath End Road, the football pitch and the nearby motocross facility will need to include acoustic glazing and ventilation. Acoustic fencing should also be provided to the rear gardens of properties where they would be affected by noise, to provide suitable outside amenity space.

4.74 The current conclusions as expressed in the submitted noise assessment do not specify nor commit to implement the required schemes to safeguard future resident's amenity to their properties and right of use thereof; therefore, a detailed scheme shall be required by condition. The condition would require testing for internal noise to demonstrate the mitigation is adequate.

Land contamination

4.75 The Geo-Environmental Risk Assessment submitted with the application identifies potential risks associated with soil and ground gas contamination; as such further

land contamination assessments and remediation strategies will be required by conditions.

Flooding and drainage

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth); CP12 (Climate Change); DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 4.76 The application site lies within Flood Zone 1 as defined by the Environment Agency indicative flood map for planning. The Long-term Flood Risk Map indicates the site is at very low risk of surface water flooding, except for a pocket of low surface water flood risk around one of the buildings. The dip on Heath End Road to the south of the site is also shown to be at risk of surface water flooding. The site is not at significant risk of flooding from any source, with the exception of rain falling directly on the site.
- 4.77 The site is subject of comprehensive site-specific flood risk assessment. Rain falling on the site will be managed within the proposed on-site drainage system such that there will be no flooding in the 100-year return period rainfall event including a 40% allowance for climate change. The site is therefore not at significant risk of flooding from any source.
- 4.78 A ground investigation determined that the site is underlain by impermeable geology to a depth of at least 3m. Infiltration testing was undertaken, and no infiltration rate could be determined. The underlying Chalk bedrock is not considered suitable for deep bore soakaways; consequently, the site is not suitable for discharge of surface water via infiltration. The existing site discharges surface water to a ditch along the southern boundary. It is proposed to discharge surface water from the proposed development to this ditch. The LLFA have been consulted on this application and following receipt of further information, are content with the approach proposed.
- 4.79 The site will have a detailed SuDS strategy and design to be secured by condition. This could include surface attenuation features, and rain gardens and water butts are proposed to be incorporated into the design where practicable. The outline drainage scheme proposed indicates that adequate storage can be provided on site to achieve acceptable greenfield run off rates, and that will be a betterment over the existing development on the site.
- 4.80 Long-term maintenance of the SuDS will be secured by legal agreement.
- 4.81 Thames Water advise that there are no objections regarding foul water sewerage network capacity based on the information provided and have not recommended any conditions.

Landscape Issues

Wycombe District Local Plan (August 2019): DM30 (The Chilterns Area of Outstanding Natural Beauty), DM32 (Landscape Character and Settlement Patterns)

- 4.82 The application site is in relatively close proximity to the boundary of the Chilterns Area of Outstanding Natural Beauty, such that it can be considered to fall within the setting of the AONB. Policy DM30 requires development in the setting of the AONB must not have a significant adverse impact on the natural beauty of the Chilterns Area of Outstanding Natural Beauty.

- 4.83 In terms of landscape character, the site lies within National Character Area (NCA) 110: Chilterns (Medium Sensitivity)
- 4.84 The Wycombe District Landscape Character Assessment (LUC, 2011) identifies most of the site as being part of a settlement, and the open land around it as rolling farmland, within the LCA 18.1 Great Marlow landscape character area (Medium Sensitivity).

Landscape and visual Impact

- 4.85 As previously identified, the site is quite contained by well-established hedgerows that have the character of a tree belt due to the number of mature trees. These lie along the boundary with Heath End Road to the south, and with the open countryside to the north and to the west of the football field. Together with the topography of the surrounding land and the hedgerows and woodland within the wider area, these provide screening of the existing development that would also serve the proposed scheme.
- 4.86 Overall, officers agreed with the submitted Landscape and Visual Impact assessment that the proposed development, with an appropriate landscape scheme, could have a minor beneficial impact upon the landscape character of the area, and would have a neutral impact on the visual amenity of the receptors both close to the site and from the wider area.
- 4.87 Landscaping is a reserved matter, but indicative details indicate that an appropriate scheme can be achieved within the proposed site layout that would help to strengthen the existing boundary hedgerows and reflect the existing landscape character of the area.
- 4.88 For these reasons it is not considered that the development would have any impact on the AONB and the views of the Chiltern Conservation Board or Chiltern Society have not been sought.

Green networks and infrastructure, biodiversity and ecology

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth), CP9 (Sense of Place), CP10 (Green infrastructure and the Natural Environment), DM34 (Delivering Green Infrastructure and Biodiversity in Development),

DSA: DM11 (Green networks and infrastructure), DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in Development)

- 4.89 The application has been supported by a detailed ecological report to assess the biodiversity value of the site including an assessment and necessary surveys of the impact on protected species. A Biodiversity Impact Assessment metric has also been provided.

Impact on Designated Sites

4.90 There are no statutory designates site within or near to the application site that would be adversely affected by the development given its scale and the existing use of the site. There are 2 SSSI's (Sites of Special Scientific Interest) and 2 LNR's (Local Nature Reserves) within a 5km radius of the site, the nearest being 1.8km from the site.

Protected Species

4.91 Surveys show that bats are present on the site and demolition of some of the buildings will result in roost destruction requiring a License from Natural England. The proposed demolition of all buildings will result in the destruction of a single common pipistrelle day / occasional roost used by an individual bat. In the absence of mitigation, the individual could be killed or injured. As such it is necessary to consider whether there is a reasonable likelihood that Natural England could grant that license, for the Council to discharge its statutory duty.

4.92 Before granting planning permission, the impacts of the proposed development on European Protected Species (EPS) must have been addressed to the satisfaction of the Local Planning Authority such that if a protected species derogation licence is required, the licensing tests can be met and a licence is likely to be granted by Natural England.

4.93 The three tests are that:

- the activity to be licensed must be for imperative reasons of overriding public interest or for public health and safety;
- there must be no satisfactory alternative; and
- favourable conservation status of the species must be maintained.

4.94 Test 1 – It is in the public interest for the college to relocate to modern facilities and to provide a more sustainable future for the facility. It is necessary for the existing site to be redeveloped to help fund that. It is also in the public interest to meet local housing needs, including affordable housing.

4.95 Test 2 – Alternatives such as renovating the existing buildings or converting the existing building for housing would be unlikely to have a materially different impact on protected species and would result in a less desirable form of development.

4.96 Test 3 – The submitted ecology reports and mitigation measures demonstrate this, and the mitigation can be secured by conditions. The mitigation includes roost creation to provide continuation of disturbance-free roost sites throughout the duration of the works; restriction on timing of certain works; and demolition of the building where the roost is, in a controlled manner. The other buildings are deemed to be unlikely to support bat roosts and can be demolished under Reasonable Avoidance Measures (RAMS) which would form part of a Construction Environment Management Plan.

- 4.97 Given the presence of protected species at the site, it is also appropriate to control external lighting on the site to mitigate and enhance impact on nocturnal animals via conditions. The current lighting scheme serving the college is very intensive and is considered likely to be resulting in lower activity than one would expect for the site's location. There are opportunities to enhance the site for roosting, foraging and commuting bats by implementing a sensitively designed lighting strategy within the proposed scheme. Inclusion of bat boxes within the fabric of the proposed dwelling will also enhance roosting opportunities.
- 4.98 The buildings, trees and shrubs include evidence of and potential for use by nesting birds. Site clearance, depending on the timing, therefore, has the potential to result in the destruction of an active nest. Measures are proposed to ensure nesting birds are protected. Wild mammals (e.g., badger, fox and rabbit) are confirmed to make use of the site and there is also potential for hedgehog. Should these enter active construction sites they could become either injured or trapped, so mitigation measures to prevent this are also proposed. Integrated bird boxes and hedgehog gaps are also proposed.

Biodiversity Net Gain

- 4.99 Landscaping, which is a large variable in terms of achieving Biodiversity Net Gain is a reserved matter; however, from the information submitted with this application it has been demonstrated that 10.26% net gain in Habitat Units and 9.87% net gain in Hedgerow Units could be achieved. As submitted, this gain would not satisfy the trading rule around loss of mixed scrub and other woodland; broadleaved. Buckinghamshire Council's Ecologist accepts that the provision of this scrub on site may conflict with the residential character of the area and therefore agrees with the recommendation within the submitted assessment that the developer obtains credits from a third-party biodiversity off-setting provider to address the 1.12 units which do not pass the trading rules. The requirement to do this, or another quantum of units resulting from the details landscaping approved at Reserved Matters, can be secured by a S106 obligation. The applicant is also looking into whether enhancement of other land within the blue edge may achieve this goal.
- 4.100 All on site habitat creation and enhancement must be accompanied by a management plan detailing how habitats will achieve target condition and be monitored and maintained over a period of 30 years.

Trees and canopy cover

- 4.101 Landscaping of the site is a Reserved Matter, notwithstanding this the outline application needs to demonstrate that the proposed layout can achieve adequate canopy cover in accordance with the 25% Policy requirement set out in DM34.
- 4.102 The indicative landscaping shown on the site layout demonstrates that trees can be provided within the street, within rear gardens, within parking courtyards, and within the areas of open space. The Landscape and Visual Impact Assessment and Green

Belt Review addendum identifies the revised indicative landscape layout can provide a resultant tree canopy cover of 23.63% (including proposed hedgerows, 22.75% excluding proposed hedgerow), which is an increase from 23.23% (including proposed hedgerows, 22.35% excluding proposed hedgerow) from the previous layout.

4.103 The revised layout also provides a more appropriate setting for the retained trees on site, including the TPO Oak tree within the western part of the site. Tree retention and protection details will be required by condition, to prevent harm to the retained trees and hedgerows during construction.

4.104 The LPA is therefore satisfied that the proposed development can achieve very close to a policy compliant level of canopy cover, the precise details of which can be secured through condition and demonstrated in the subsequent reserved matters application for landscaping.

Community facilities

Wycombe District Local Plan (August 2019): DM29 (Community Facilities)
Community Facilities SPD, Planning Obligations SPD

4.105 Policy DM29 sets out the Council's position on Community facilities and new development. A proportion of CIL is allocated for Community facilities, which is generally used to address existing shortfalls.

4.106 There are a number of facilities at the Flackwell Heath College site that comprise community facilities; the college itself, a day nursery and the all-weather football pitch.

Day Nursery

4.107 The day nursery, which falls within Use Class E, is proposed to be retained and will be provided with a replacement designated parking area as part of the proposal. A condition can be used to ensure that this facility is retained.

All-weather football pitch

4.108 The 3G all-weather football pitch and associated changing facilities are to be retained and fall outside of the red edge of the application site. The Football Association, through Sport England have expressed concern that the relocation of the College may reduce the use of the pitch to unsustainable levels, and as such have objected to the application on the basis that the development "would prejudice use of a playing field", that being the 3G pitch.

4.109 The pitch is currently used by students undertaking sport related qualifications during the academic day; following re-location these students would be studying at the Town Centre campus, 4 miles from the pitch. The original planning permission for the 3G pitch did not restrict the use of the pitch to the use of the college, although it sets time limits on the use of the pitch and associated floodlighting to between 8.30am to

9.30pm. A condition requiring a community use agreement was not attached to the consent for the football pitch, but the college do hire the pitch out to the community during the evenings, weekends and holidays. The college have stated that it intends to continue to operate the pitch in the current manner. The football pitch is subject of separate employees that manage and maintain this facility.

4.110 No new sports pitches are proposed as part of the new Town Centre Campus that would detract from the use of this facility. Therefore, officers consider that there is insufficient evidence to support Sport England's view that the development would prejudice the use of the playing field.

4.111 The College intend to replace the existing temporary changing rooms with permanent facilities prior to the relocation to Wycombe. There is currently an extant consent for replacement permanent changing room facilities, although this does not have long left to implement and the Sport England have suggested that changes should be made to the design to meet FA requirements.

4.112 A number of the issues raised by Sport England and the Football Foundation surrounded the future proofing of the site for football, and the possible future development/expansion of the football provision. This is not a material consideration in the assessment of this planning application, no consent for expansion has been granted. Other comments related to the funding agreement between the Football Foundation/ FA and the College and whether they could continue to meet the terms and conditions of that agreement, which is also not a material planning consideration. The assessment of this application can only seek to ensure appropriate measures are put in place to secure the availability and that access, including parking, is re-provided to serve the continued use of the football pitch in its current capacity. This would be achieved through conditions and/or Section 106 obligations. The impact on the extant consent to provide permanent changing facilities has been considered and it is considered that there is no conflict or detrimental impacts between the current application and that proposal.

Further and Higher Education College

4.113 The current college buildings at Flackwell Heath comprise a mix of 1960s and more modern buildings. This campus provides Further Education Courses mainly focussed on Engineering, Health and Social Care, Sports and Construction related subjects.

4.114 It has been assessed that that 3,600m² (41%) of the building area would be required to be refurbished to bring it up to the required level of standard. Combined with the level of refurbishment required at the Amersham Campus and with the efficiencies that could be made by combining the campuses into new facilities in Wycombe Town Centre, Buckinghamshire College Group intend to re-provide the college facilities and programmes within improved accommodation with the centre of Wycombe. Planning applications have been submitted for these replacement college facilities within Wycombe Town Centre.

4.115 The Community Facilities SPD requires that in areas identified in the Community Facilities Strategy as having a community facilities deficiency and in all rural areas, loss of community facilities will not be accepted unless a site offering no less overall community benefit can be secured as an alternative. Given the large catchment areas associated with Higher and Further Education colleges, and the quality and accessibility of the proposed new Wycombe Town Centre campuses, it is considered that there would be no loss of community benefit despite a reduction in floor area overall.

4.116 The new Campus sites are within the control of Buckinghamshire Council and the works are to be partly funded by the Department for Education and the sales of the two existing sites for housing. It is considered that there is a good likelihood that these can come forward. So, the re-provision of the facility can be secured by a Grampian Condition. To ensure that there is appropriate continuation of the college facility and no loss of community facility, a phasing plan can be secured by condition.

Conclusion on community facilities

4.117 The retention or, in the case of the college itself, re-provision of these community facilities can be secured by conditions. It is therefore concluded that there would be no loss of community facilities as a result of the development, and it would accord with policy DM29.

Building sustainability and climate change

Wycombe District Local Plan (August 2019):
DM33 (Managing Carbon Emissions: Transport and Energy Generation),
Air Quality SPD
Policy 10 of the Buckinghamshire Minerals and Waste Local Plan

4.118 Development is required by policy DM33 and CP12 to mitigate for climate change by the incorporation of renewable technologies into development.

4.119 In addition to Be Lean measures to provide better insulation values and air tightness standards than required by Building Regulations, it is proposed to install air source heat pumps into all houses and to install air source hot water cylinders into each apartment. It is also proposed to install a total of 40 x 300W photovoltaic panels onto the roofs of the two apartment buildings (18 panels on each) and two panels on each of the flat-over-garages (FOG). The panels will be installed on the southwest orientated side elevation of each apartment block and will not detrimentally impact on the aesthetics of the development. The provision of these low carbon and renewable energy technologies can be secured by condition.

4.120 The applicant has now also agreed to additionally provide photovoltaic panels to appropriate roof slopes of the dwellinghouses, and therefore these details will be secured by condition.

4.121 The applicant has set out that the development will meet the relevant water efficiency requirements set out in policy. It is necessary to secure this with a planning condition.

4.122 The developer is also committed to preparing a Site Waste Management Plan to limit construction waste and ensure as much as possible is reused/recycled.

4.123 The provision of EV charging facilities for each house and a proportion of spaces serving the flats can be secured by conditions. It is likely that the dwellings would be caught by the new Building Regulations requirement to provide this, in any event.

Public open space

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth)

DSA: DM16 (Open space in new development)

DM19 (Infrastructure and delivery)

4.124 The development will make provision for local public open space, including a play area, in accordance with policy DM16. The amount of open space to be provided on site meets the policy requirements.

The total open space to be provided on site exceeds 0.2 hectares of land. This comprises an informal public open space proposed as a green ribbon running through the development, linking Spring Lane to the football pitches beyond, and includes an area for play equipment. In accordance with DM16, strategic open space will be funded through CIL.

4.125 A planning obligation will be required to secure:

- (a) The provision of the open space
- (b) The provision of play equipment
- (c) The maintenance and future management of the open space

Infrastructure

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth)

DM19 (Infrastructure and delivery)

Education

4.126 The Infrastructure Delivery Plan confirms that in the majority of cases the Council will not seek specific s.106 contributions for secondary school provision. The IDP confirms that funding will be sourced from capital funding, Government grants, as well as funds from the Community Infrastructure Levy. The funding protocol allocates 15% of CIL for education. Separate funding for primary education is only usually required for developments of more than 100 dwellings.

4.127 The existing Further/Higher education facility at the site is to be re-provided, and this will be secured by condition.

Health facilities

4.128 Policy CP7, which relates to Delivering Infrastructure to support growth, states that where justified, development will be required to provide or contribute towards the delivering key infrastructure requirements for the district. This includes, inter alia, new primary care facilities where required, and facilities which promote healthy living including open space and recreation.

Primary Care

4.129 The Buckinghamshire Oxfordshire and Berkshire West Integrated Care Board have been consulted and have advised that the increase in population will have an effect on Cressex Health Centre, and Cherrymead and Riverside surgeries. This increase in pressure would amount to further pressure on GP practices through accessing clinic team based on capacity versus demand for appointments; car parking; and physical infrastructure within the surgeries. Therefore, in order to cope with the additional pressure the CCG have requested appropriate s.106 contributions to support health service infrastructure.

4.130 In considering any request for a financial contribution, the council would need to be satisfied that the ICB has provided evidence and adequate justification to demonstrate in accordance with the CIL Regulations how the sums are necessary to make the development acceptable in planning terms or how they are directly related to the development or fairly and reasonably related in scale and kind to the development. (CIL Regulation 122).

4.131 The ICB have requested a contribution of £74,234 to provide an increase in floorspace of 10.6 square metres (GIA) at an unspecified premises. It is unclear from the comments how an increase of one dwelling has changed the projected patient numbers from 132 in the initial comments to 161 in the second comments; and it is unclear what methodology has been used to equate this to 10.6 square metres of floor space. It is also unclear whether this money would fund a project outright or where other funding would come from. In order for the request to demonstrate that it is directly related to the development, how the sum requested is necessary to make the development acceptable in planning terms and is reasonably related in scale and in kind, it is necessary for evidence and a detailed methodology to be provided and in the event of contributions towards a capital project there is a reasonable degree of certainty that a project is in hand to deliver the capacity to meet the needs to meet the CIL requirements. The information provided is considered inadequate to satisfy the council that CIL Tests are met for S106 contributions to be sought.

4.132 In any event there is a CIL charging schedule in place in this area. CIL Regulations prevent s106 planning obligations being entered into for infrastructure being funded

by CIL after the Charging Schedule takes effect. The development is liable for CIL charge and the ICB can bid for CIL funding for primary healthcare infrastructure.

4.133 In light of the above factors, it is not considered that the contributions towards health care facilities has been fully justified.

Acute and community health care

4.134 Buckinghamshire Healthcare Trust have been consulted but have not provided comment on the application.

Utilities

4.135 Thames Water are satisfied that there is sufficient capacity in the network to accommodate fresh water supply and foul sewage discharge from the development, on the basis that no surface water flows will be discharged into the public sewer. The LLFA are satisfied that surface water flows can be accommodated within the existing adjacent watercourse (ditch).

Developer Contributions

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth)

DSA: DM19 (Infrastructure and delivery)

4.136 The development is a type of development where CIL would be chargeable.

4.137 Having regard to the statutory tests in the Community Infrastructure Levy Regulations and the National Planning Policy Framework it is considered that the following planning obligation(s) are required to be secured within a section 106 agreement:

- a) Provision of a minimum 35% on-site affordable housing, of which 25% should be First Homes and the rest 80/20% split between affordable rent and intermediate, and of an appropriate mix of sizes (and related controls)
- b) Provision of on-site public open space, including play equipment and its future management and maintenance
- c) Continued community access agreement for the 3G football pitch, including future management and maintenance.
- d) Future management and maintenance of on-site sustainable drainage system
- e) Provision of a scheme of biodiversity off-setting to provide a net gain in biodiversity (as on-site BNG does not meet trading rules)
- f) Provision of BNG management, maintenance and monitoring and fee
- g) Provision of highways improvements for crossings to encourage walking and cycling.
- h) Travel plan and monitoring fee

4.138 The applicant has confirmed willingness to enter into a legal agreement to secure all of the above aspects.

5.0 Weighing and balancing of issues / Overall Assessment

- 5.1 This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.
- 5.2 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:
- a. Provision of the development plan insofar as they are material,
 - b. Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
 - c. Any other material considerations
- 5.3 As set out above it is considered that the proposed development would accord with the development plan policies taken as a whole to deliver sustainable development in the environmental, social and economic context.
- 5.4 The development would not be inappropriate within the green belt and would comply with policy DM 42 of the Wycombe Local Plan. The proposal would comply with the Development Plan when taken as a whole.
- 5.5 The development would bring the following benefits:
- a) It has potential to help fund the relocation of the existing college facility to modern facilities and secure a more sustainable future for the facility.
 - b) The provision of housing on a windfall site for which there is a need and which will count towards the Council's 5-year housing land supply.
 - c) The provision of affordable housing for which there is a significant need in the area.
 - d) The provision of wheelchair user dwellings and accessible and adaptable dwellings.
 - e) The provision of new open space, recreation and play equipment to serve the community.
 - f) The retention of the existing nursery facility and the existing football pitch facility as community facilities.
 - g) Biodiversity Net Gain and delivery of 25% canopy cover on site
 - h) Community Infrastructure Levy will be paid which will fund local infrastructure.

i) In the short-term employment in the construction industry.

- 5.6 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.
- 5.7 In line with the Public Sector Equality Duty the LPA must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation). The application provides for 67 dwellings at Buckinghamshire College Flackwell Heath Campus, Spring Lane. The development would be accessible to those with and without the relevant protected characteristics stated above and no discrimination or inequality would arise from the proposal.
- 5.8 The Human Rights Act 1998 Article 1 the protection of property and the peaceful enjoyment of possessions, and Article 8 the right to respect for private and family life, have been taken into account in considering any impact of the development on residential amenity and the measures to avoid and mitigate impacts. It is not considered that the development would infringe these rights.

6.0 Working with the applicant / agent

- 6.1 In accordance with paragraph 38 of the NPPF (2019) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.
- 6.2 The Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
- 6.3 In this instance:
- was provided with pre-application advice,
 - the applicant/agent was updated of any issues after the initial site visit,
 - The applicant was provided the opportunity to submit amendments, and additional information to the scheme/address issues.
 - The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

7.0 Recommendation

- 7.1 The recommendation is that the application be delegated to the Director of Planning and Environment for APPROVAL subject to the satisfactory completion of a legal agreement to secure the following:

- a) Provision of a minimum 35% on-site affordable housing, of which 25% should be First Homes and the rest 80/20% split between affordable rent and intermediate, and of an appropriate mix of sizes (and related controls)
- b) Provision of on-site public open space, including play equipment and its future management and maintenance
- c) Continued community access agreement for the 3G football pitch, including future management and maintenance.
- d) Future management and maintenance of on-site sustainable drainage system
- e) Provision of a scheme of biodiversity off-setting to provide a net gain in biodiversity (as on-site BNG does not meet trading rules)
- f) Provision of BNG management, maintenance and monitoring and fee
- g) Provision of highways improvements for crossings to encourage walking and cycling.
- h) Travel plan and monitoring fee

7.2 If a satisfactory legal agreement is not achieved then the application be refused for such reasons as the Service Director of Planning and Environment considers appropriate.

7.3 It is anticipated that any permission would be subject to the following conditions:

1. Details of the landscaping (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason: That the application is expressed to be an outline application only

2. Application for approval of reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990 (as amended)

3. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

4. Unless otherwise approved under subsequent applications for reserved matters or detail reserved by a condition contained within this permission, the development hereby permitted shall be carried out in accordance with the approved plans referenced:

Received 15/11/2022

22-J3980- 05- Proposed Street Scenes and Site Sections AA & BB (Rev A)

22-J3980-100_A - PLOTS 1-2 & 9-10 PLANS & ELEVATIONS

22-J3980-101_A - PLOTS 3-4 & 7-8 PLANS & ELEVATIONS

22-J3980-102_A - PLOTS 5-6 PLANS & ELEVATIONS

22-J3980-103_A - PLOTS 11 PLANS & ELEVATIONS

22-J3980-104_A - PLOTS 12-13 PLANS & ELEVATIONS

22-J3980-105_A - PLOTS 14-16 PLANS & ELEVATIONS

22-J3980-106_A - PLOTS 17 PLANS & ELEVATIONS

22-J3980-107_A - PLOTS 18 PLANS & ELEVATIONS

22-J3980-109_A - PLOTS 20, 30, 31 (HANDLED) & 46 PLANS & ELEVATIONS

22-J3980-110_A - PLOTS 21 & 22 PLANS & ELEVATIONS

22-J3980-111_A - PLOTS 23 & 45 PLANS & ELEVATIONS

22-J3980-112_A - PLOTS 24 & 25 PLANS & ELEVATIONS

22-J3980-115_A - PLOT 34-36 PLANS & ELEVATIONS

22-J3980-116_A - PLOT 37-38 PLANS & ELEVATIONS

22-J3980-117_A - PLOT 39-40 & 41-42 PLANS & ELEVATIONS

22-J3980-124_A - PLOT 33 GARAGE PLANS & ELEVATIONS

33462 LN-LP-07 Rev B Landscape Strategy Plan-A2

Received 9/12/2022

22-J3980-03 B

22-J3980-04 B

22-J3980-108 B

22-J3980-113 B

22-J3980-114 B

22-J3980-118 B

22-J3980-119 B

22-J3980-120 B

22-J3980-121 B

22-J3980-122 B

22-J3980-123 B

Received 15/12/22

*22034-SWD-DP-02-C02 – Updated drainage plan showing flow control location
(Superseded plan revision is within amended FRA)*

Received 31/5/22

22-J3980-01 A (Location Plan)

Reason: In the interest of proper planning and to ensure a satisfactory development of the site.

5. No development, including demolition shall take place unless and until a phasing plan for the housing development and the football pitch car park has been submitted to an approved in writing by the Local Planning Authority. The Phasing Plan shall include;
 - a) The phasing for the provision of the car park
 - b) The location of the residential development that can take place prior to the first occupation of the replacement main college building
 - c) The location of the residential development that can take place prior to the first occupation of the Brook Street college building
 - d) The location of the development not covered by a, b and c which cannot be commenced until the town centre replacement college buildings have been occupied.

Reason: To ensure that there is an appropriate level of continuity of provision of the college facility, to ensure that there is no loss of community facility and to accord with policy DM29 of the Wycombe Local Plan, the Community Facilities SPD and section 8 of the National Planning Policy Framework.

6. The reserved matters application for landscaping shall include drawings of the site identifying the following shall be submitted to and approved in writing by the Local Planning Authority before any development takes place:
 - a) Existing ground levels on site (spot heights) including a datum point that is located off site. Levels should be Above Ordnance Datum (AOD).
 - b) The level of the road outside the site. (AOD).
 - c) The proposed levels on site following completion of the development (for each existing height a proposed height should be identified.
 - d) The location and type of any retaining structures needed to support ground level changes.
 - e) The Finished Floor Level for every building that is proposed.
 - f) Cross sections within the site taken up to the site boundaries. The information supplied should clearly identify if land levels are being raised or lowered.
 - g) In the case of residential development, sections showing the level of the proposed garden(s) and retaining structures.
 - h) Detailed levels and section information relating to the design and shape of any surface level SUD's feature to incorporate the feature naturalistically into the site

The development shall be carried out only in accordance with the approved details.

Reason: It is necessary to ensure accurate information can be provided regarding the levels for the development and thereby to ensure that the work is carried out at suitable levels in relation to

adjoining properties and highways, to ensure that the impact on surrounding views is as assessed and in the interests of the street scene.

7. The Reserved Matters application for landscaping shall include a fully detailed landscape scheme which shall include:
 - a) A scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
 - b) The design of all boundary treatments and enclosures;
 - c) Details of all play equipment and any other structures to be placed in the open space (e.g. litter bins, seating);
 - d) Location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - a. permeable paving
 - b. tree pit design, fully demonstrating how the soil volume in the canopy cover calculations will be achieved in hard landscaped areas and how underground services will be incorporated into the design where required
 - c. underground modular systems
 - d. Sustainable urban drainage integration
 - e. use within tree Root Protection Areas (RPAs)
 - e) A schedule detailing sizes and numbers/densities of all proposed trees/plants;
 - f) Tree pit designs including details of soil volumes. For street tree pits to include where appropriate a cellular confinement or other system for tree pits that are fit for purpose and suitable for vehicles and pedestrian usage.
 - g) Specifications for operations associated with plant establishment and maintenance that are compliant with best practise
 - h) A report to demonstrate how the Councils 25% canopy cover policy is being complied with, based on the detailed landscaping scheme;
 - i) Management and maintenance of the landscape scheme including details of how trees in back gardens will be protected from removal in the longer term
 - j) Ecological/biodiversity enhancements (flora) as so required by other conditions
 - k) Landscaping measures to screen the proposed pumping station and other ancillary utility structures
 - l) Defensive planting adjacent to any vulnerable boundaries with highways or open space
 - m) Access road/ Spring Lane boundary treatment and landscaping
 - n) Security fencing between housing site and retained sports facilities
 - o) Signage to sports facility car park

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority as part of the landscape scheme approved pursuant to this condition.

Reason: This is a pre-commencement condition required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits ~~and~~ to maximise the quality and usability of open spaces within the development, and for the security of the residential development and retained sports facility. This is in accordance with policy DM34 of the Wycombe Area Local Plan.

8. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees, plants or areas of turfing or seeding which, within a period of 5 years from the completion of the development, die are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority first gives written consent to any variation. With the exception of any pruning, tree surgery or felling specifically shown in an approved tree report or landscaping scheme, no tree, shrub or hedge shall be pruned, felled or removed without the prior approval of the Local Planning Authority. If during construction of the development, or within a period of five years of its completion, any such tree, shrub, hedge dies or becomes damaged, destroyed, diseased or dangerous, it shall be replaced during the following planting season by another healthy, tree, shrub or hedge as the case may be of a similar size and species, unless otherwise approved in writing by the Local Planning Authority. Thereafter any such replacement planting shall be maintained or further replaced as necessary for five years after replacement.

Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping and to ensure the satisfactory retention of existing trees, shrubs and hedges and in the interests of visual amenity.

9. Prior to the installation of any external lighting a “lighting design strategy for biodiversity” (which follows the Bat Conservation Trust and Institute of Lighting Professionals Guidance Note 08/18 ‘Bats and artificial lighting in the UK’) shall be submitted to and approved in writing by the local planning authority. The strategy shall:
 - a) identify those areas/features on site that are particularly sensitive for wildlife and that are likely to cause disturbance in or around their breeding sites and resting places or along important movement corridors (to include a Bat Roosting Potential Assessment, and any subsequently required further surveys of the existing day care nursery building as this was not undertaken at outline stage); and
 - b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) and detail how timing of lighting will be controlled, so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.
 - c) ensure that lighting shall have a colour temperature of less than 3000 Kelvin.
 - d) Include lighting of the proposed football field car park, to be designed for safety and security and to mitigate visual and residential amenity

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. The scheme for lighting the car park shall be implemented prior to the first use of the car park. Any lighting which is so installed shall not thereafter be altered without the express consent of the Local Planning Authority other than for routine maintenance which does not change its details. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: Many species active at night are sensitive to light pollution, and bats are known to use the site. The introduction of artificial light might mean such species are disturbed and/or discouraged from using their breeding and resting places, established movement corridors or foraging areas. Such disturbance can constitute an offence under relevant wildlife legislation. Limiting negative impacts of light pollution is also in line with paragraph 185 of the NPPF.

10. No works (other than demolition) shall begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, as set out by the approved Flood Risk Assessment and Drainage Strategy, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- a) Proposed discharge rate limited to 45.2l/s
- b) Brownfield, greenfield and proposed discharge rates, and volumes with supporting calculations
- c) SuDS components agreed in the outline application, including water butts and raingardens where appropriate
- d) Assessment of SuDS components as listed in the CIRIA SuDS Manual (C753) and provide justification for exclusion if necessary
- e) Ground investigations including:
 - Infiltration in accordance with BRE365
- f) Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the drainage hierarchy as outlined in paragraph 056 of the Planning Practice Guidance.
- g) Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- h) Detailed drainage layout with pipe numbers, gradients, and pipe sizes complete, together with storage volumes of all SuDS components and proposed discharge rate
- i) Walkover survey of the watercourse proposed to discharge into, clearly shown on a map with supporting photographic evidence
- j) Capacity and condition assessment of the watercourse with details of any necessary updating works. If there is not sufficient capacity within the ordinary watercourse, additional SuDS components need to be incorporated into the surface water drainage scheme or an alternative means of surface water disposal investigated
- k) Demonstrate that water quality, ecological and amenity benefits have been considered

- l) Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority should be given to above ground SuDS components
- m) Full construction details of all SuDS and drainage components
- n) Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.

Reason: The reason for this pre-construction condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 167 and 169 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

11. Prior to the occupation of the development a whole-life maintenance plan for the site must be submitted to and approved in writing by the Local Planning Authority. The plan shall set out how and when to maintain the full drainage system (e.g. a maintenance schedule for each drainage/SuDS component), with details of who is to be responsible for carrying out the maintenance. The plan shall also include as as-built drawings and/or photographic evidence of the drainage scheme carried out by a suitably qualified person. The plan shall subsequently be implemented in accordance with the approved details.

Reason: The reason for this prior occupation condition is to ensure that arrangements have been arranged and agreed for the long-term maintenance of the drainage system as required under Paragraph 169 of the NPPF.

12. No development shall take place until a fully detailed scheme for the protection of the retained trees and hedgerows, in accordance with BS 5837:2012, including a tree protection plan (TPP) and an Arboricultural Method Statement (AMS) have been submitted to and approved in writing by the Local Planning Authority. Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage that may impact on retained trees or areas of new planting.
- b) Methods of any construction-related activities within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- c) A full specification for the installation of boundary treatment works that may impact on the retained trees.
- d) A full specification for the construction of any roads, parking areas, driveways and pathways including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them. Tree protection and AMS
- e) A specification for protective fencing to safeguard retained trees during both demolition and construction phases.

- f) A specification for scaffolding and ground protection within tree protection zones where necessary.
- g) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- h) Methodology and specification for any facilitation pruning, including root pruning in accordance with BS3998:2010
- i) Arboricultural supervision and inspection by a suitably qualified tree specialist
- j) Methods to improve the rooting environment for retained and proposed trees and landscaping

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: This is a pre-commencement condition which is required to satisfy the Local Planning Authority that the trees to be retained not be damaged during construction and to protect and enhance the character of the site, in accordance with Policy DM34 and pursuant to section 197 of the Town and Country Planning Act 1990.

13. Prior to the first occupation of the development, details shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority) for the access and the off-site highway works, which include:

- Pedestrian footway improvements on Spring Lane including informal pedestrian crossing points.
- Altered means of accesses on Spring Lane, constructed in accordance with the Buckinghamshire Council guide note "Commercial Vehicular Access Within the Public Highway"

The access and off-site highways works shall have been laid out and constructed in accordance with approved details prior to the first occupation of any dwellinghouse hereby permitted.

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

14. The development shall not begin until details of the adoptable estate roads and footways have been approved in writing by the Planning Authority in consultation with the Highway Authority and no dwelling shall be occupied until the estate roads which provide access to it from the existing highway have been laid out and constructed in accordance with the approved details.

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

15. The development shall not begin until details of the disposal of surface water from the estate roads have been approved in writing by the Planning Authority in consultation with

the Highway Authority and no dwelling shall be occupied until he works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: This is a pre-commencement condition as development cannot be allowed to take place, which in the opinion of the Highway Authority, could cause danger, obstruction and inconvenience to users of the highway and of the development should the discharge of surface water enter or interfere with the adjacent highway network.

16. No other part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approved drawing and constructed in accordance with the Buckinghamshire Council guide note "Commercial Vehicular Access Within the Public Highway".

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

17. Notwithstanding the provisions of Part 2 of the Second Schedule to the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no gates shall be erected upon the development's estate road.

Reason: To prevent vehicles reversing out onto Spring Lane and enable vehicles to draw off clear of the highway, turn within the site and re-enter Spring Lane for the safety and convenience of all highway users.

18. No dwelling shall be occupied until:

- a) The car parking serving that dwelling has been provided. The unallocated car parking shall be provided before the occupation of any flat hereby approved.
- b) A scheme showing how each communal parking space will be marked to identify whether it is intended for use by a dwelling or visitors to the development shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved. For the avoidance of doubt where a car parking space is identified on the layout plan as being available for use by multiple dwellings/flats, such a space shall be marked out as a private (i.e. not a visitor) space
- c) The scheme for manoeuvring and the loading/unloading provisions for refuse and delivery vehicles shown on the submitted plans has been laid out.

The car parking, manoeuvring space and loading/unloading provisions for refuse and delivery vehicles shall not thereafter be used for any other purpose.

Reason: To ensure that adequate car parking is provided in the interests of the amenities of the area.

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order), the garage car parking spaces hereby permitted shall be kept available for the parking of

motor vehicles at all times. The garages shall be solely for the benefit of the occupants of the dwelling of which it forms part and their visitors and for no other purpose and permanently retained as such thereafter.

Reason: To ensure that the development has adequate car parking provision.

20. No wall, fence, hedge or other means of enclosure to be provided along the site frontage shall exceed a height of 0.6 metres above the level of the centre line of the access within land under the control of the applicant.

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

21. Prior to first occupation, details of facilities for the storage of refuse bins and cycles shall be provided to the local planning authority for approval. The approved details shall be provided before the dwelling(s) that they relate to is first occupied and thereafter the facilities shall be permanently retained for their purpose.

Reason: To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents.

22. Prior to the commencement of any works on the site, a Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements and parking of site operatives vehicles, pre-development survey of highway condition and commitment to repair of damage to the local highway network resulting from construction traffic) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with such approved management plan. Within one month following completion of the development, or the occupation of the 67th dwelling, a post-construction highway condition survey shall be submitted along with a programme of repairs, to be approved in writing by the Local Planning Authority, and repairs shall be completed in accordance with the approved programme.

Reason: This is a pre- commencement condition as development cannot be allowed to take place, which in the opinion of the Highway Authority, could cause danger, obstruction and inconvenience to users of the highway and of the development.

23. Prior to the occupation of the development hereby permitted, 67 electric vehicle charging point with a minimum rating of 32amp must be installed (one per dwelling) in the residential part of the development. This must also be complimented by three electric vehicle charging point with a minimum rating of 32amp for the football pitch parking.

Reason: To manage carbon emission generation and mitigate for climate change in accordance with local plan policy CP12 and DM33 and to comply with the Council's air quality SPD to reduce carbon emissions and the impact on health arising from Nitrogen Dioxide emissions from the development.

24. The dwellings on plots numbers 1, 2, 9, 10, 14, 15, 16, 24, 25, 50, 52, 55, 58, 61, 64 and 67 shall be constructed to meet the standards set out in Building Regulations Approved Document M4(3) and the remaining dwellings shall be constructed to achieve the standards in Building Regulations Approved Document M4(2), unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure the development would meet the need for accessible, adaptable and wheelchair user dwellings as required by policy DM41.

25. The dwellings shall all achieve the higher water efficiency standard set out in the appendix to Building Regulations Approved Document Part G.

Reason: In order to meet the requirements of Local Plan policy CP12 and DM41 in the interests of water efficiency.

26. No development other than demolition shall take place until a detailed written scheme for protecting the proposed development from traffic noise from the M40, Spring Lane, Heath End Road, and noise from the nearby sports pitch and motocross facility shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall comprise of such measures as are necessary to ensure compliance in general terms with internal noise levels to adhere to the levels as stated in BS8233:2014.

Thereafter, the development shall be carried out in strict accordance with the approved scheme which shall be completed before any part of the accommodation hereby approved is occupied.

Testing shall be carried out after completion but prior to occupation to demonstrate that suitable sound insulation has been achieved. The test results shall be submitted to and approved in writing by the local planning authority, prior to occupation of the dwelling to which they relate.

The approved scheme shall thereafter be maintained in perpetuity.

Reason: To protect the occupants of the new development from noise disturbance.

27. The building shown to be retained as a Day Care Nursery (Use Class E) shall be retained as such and shall be used for no other purpose.

Reason: To ensure that there is no loss of community facilities overall and that the community has and retained sufficient community facilities.

28. Notwithstanding the approved drawings, no development above ground floor level shall take place until amended elevations and floor plans to provide balconies to the upper floor apartments and patios to the ground floor apartments hereby permitted have been submitted to and approved in writing by the local planning authority. The balconies shall be provided to the apartments prior to their occupation and shall be retained thereafter in perpetuity.

Reason: To ensure that the apartments are provided with appropriate amenity space, to accord with the adopted Residential Design Guidance SPD and policy DM35 of the Wycombe Local Plan (2019)

29. No development shall take place until a landfill gas risk assessment has been submitted to and approved in writing by the Local Planning Authority. Where a risk from migrating gas is identified, appropriate works to mitigate the effects of gas shall be incorporated in detailed plans to be approved by the Local Planning Authority. The development shall not be completed other than in accordance with the approved details.

Reason: This is required to be a pre-commencement condition to ensure that the mitigation measures are incorporated as the correct stage in the development process. The condition is required to protect people on or close to the site from the risks associated with migrating landfill gas.

30. Prior to the first occupation of any dwellinghouse hereby permitted, the car parking for the retained football pitch shall have been laid out and constructed in accordance with the approved plans, including the installation of charging points in accordance with condition 23, signage in accordance with condition 7 and adequate lighting for the purpose of safety and security of the users of the car park designed and approved in accordance with condition 9; and shall thereafter be made available to the authorised users of the football pitch in perpetuity.

Reason: To ensure the time implementation of the football pitch car parking, to minimise disruption to the use of the football pitch and to ensure adequate car parking so that parking does not impinge on the residential amenity of the occupied dwellinghouses.

31. Prior to construction about ground level on the blocks of flats, full details of the access controls, visitor entry systems and postal services for the flats shall have been submitted to and approved in writing by the Local Planning Authority in consultation with the Crime Prevention Design Advisor for the Local Police. The development shall be implemented in accordance with the approved scheme and no dwelling shall be occupied until the measures within the scheme relating to that flat have been provided. The scheme shall remain operational for the lifetime of the development.

Reason: In the interests of the safety and security of the residents of the blocks of flats, to accord with crime prevention principles.

32. Notwithstanding the submitted scheme, no dwelling shall be occupied until a revised scheme to integrate renewable technologies (e.g. heat pumps, photo voltaic cells) into the development has been submitted to and approved in writing by the Local Planning Authority. The revised scheme shall include details as previously submitted plus details of photo voltaic cells to be installed on the houses as well as the apartments, as indicated by agent's email of . The scheme shall be designed to comply with Local Plan Policy DM33 and Policy C12. The development shall be implemented in accordance with the approved scheme and no dwelling shall be occupied until the measures within the scheme relating to that house or flat have been provided. The scheme shall remain operational for the lifetime of the development unless.

Reason: In the interests of managing carbon emissions and mitigating climate change as required by Local Plan Policy CP12 and DM33.

33. Prior to the production of a Construction Environmental Management Plan a Preliminary Bat Roost Assessment (and any other further bat surveying required to ensure mitigation measures are appropriately informed) of building H (the nursery) shall be completed in line with the Bat Conservation Trusts 'Bat Surveys for Professional Ecologists' Good Practice Guidelines and submitted to and approved in writing by the local planning authority.

Reason: To ensure that mitigation measures for construction and operational impacts take into account any potential presence of bats in building H.

34. No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- c) The location and timing of sensitive works to avoid harm to biodiversity features.
- d) Identification of "biodiversity protection zones" on a plan, including the identification of the above practical measures and sensitive works.
- e) Details of any lighting required during construction, including location and timing, which have been designed to minimise ecological impact.
- f) The times during construction when specialist ecologists need to be present on site to oversee works.
- g) Responsible persons and lines of communication.
- h) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- i) Use of protective fences, exclusion barriers, escape ramps from trenches/holes and warning signs (including their specification, location and timing for erecting and dismantling).

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: To ensure that development is undertaken in a manner which ensures important wildlife is not adversely impacted.

37. No development shall take place until an ecological design strategy (EDS) addressing mitigation compensation and enhancement, for the development, has been submitted to and approved in writing by the local planning authority.

The EDS shall include the following.

- a) Purpose and conservation objectives for the proposed works.
- b) Review of site potential and constraints.
- c) Detailed designs and/or working methods to achieve stated objectives.
- d) Extent and location/area of proposed works on appropriate scale maps and plans, which show habitats hedgerows and trees which cross reference with an updated biodiversity metric (which must show a net gain of no less than 0.86 habitat units and 0.6 hedgerow units).
- e) Specification and source of materials (plants and otherwise) to be used where appropriate, e.g. native species of local provenance.
- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g) Persons responsible for implementing the works.
- h) Details of initial aftercare, monitoring and remedial measures for planting/seeding establishment, prior to implementation of the Landscape Ecology Management Plan (LEMP).
- i) Provision for wildlife corridors, linear features and habitat connectivity.
- j) Details of designs of how new landforms associated (e.g. those associated with SuDS with habitat creation, e.g. water bodies and watercourses.
- k) Details of soil handling, movement and management for habitat creation.
- l) Specifications and locations for the creation of new wildlife features, for bats, birds, hedgehogs, invertebrates and other species, with an average of each property having at least two features.
- m) Provision and control of access and environmental interpretation facilities, e.g. paths, fences, bridges, stiles, gates and signs/information boards and leaflets to be given to all new occupiers.

The EDS shall where appropriate be cross reference in other relevant details (e.g. landscape plans, detailed building design, construction environmental management plan, Landscape Ecological Management Plan), and it shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To comply with the requirements of the wildlife protection legislation and to ensure that there is a net gain in biodiversity in line with the requirements of the National Planning Policy Framework (NPPF) and policy DM34 of the Wycombe District Local Plan.

38. A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development.

The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management, including the delivery of the biodiversity units required by the approved Defra metric.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan (for a minimum of 30 years) will be secured by the developer with the management body responsible for its delivery.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan will be implemented in accordance with the approved details.

Reason: To ensure appropriate protection and enhancement of biodiversity, to make appropriate provision for natural habitat within the approved development and to provide a reliable process for implementation and aftercare and to ensure that the required biodiversity units are delivered on site.

39. No development shall take place including demolition and vegetation clearance until a scheme which mitigates and compensates for the impact of the development upon bats and also provides enhancements for bats, has been submitted to and approved in writing by the local planning authority. The approved scheme shall be subsequently used to support an application for a European Protected Species licence from Natural England.

Reason: The condition is required to be pre-commencement to prevent criminal offences relating to disturbance of protected species occurring. To ensure that bats (a protected species and a material consideration in the planning system) are not adversely affected by the development and to comply with the requirements of the Conservation of Habitats and Species Regulations 2017

40. No development shall take place until a Site Waste Management scheme has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved scheme.

Reason: The condition needs to be pre-commencement to ensure that site waste is appropriately managed to minimise waste and maximise recycling. The condition is required to implement of

the waste hierarchy during construction and demolition, to accord with Policy 10 of the Buckinghamshire Minerals and Waste Local Plan 2016-2036 Adopted Plan (July 2019)

41. No development shall take place above slab level on the buildings hereby permitted until material samples of the bricks, slates/tiles proposed to be used on the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried in accordance with the approved the approved materials and shall thereafter be retained as such.

Reason: To ensure a satisfactory appearance to the development given its exposed location, and to comply with policy of the Wycombe Local Plan and the National Planning Policy Framework.

Informatives:

Highways

- It is contrary to section 163 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 either a Section 184 or Section 278 of the Highways Act legal agreement. These Agreements 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. Dependant on the mechanism, a minimum period of 3 weeks to 3 months would be required to process the agreement following the receipt by the Highway Authority of a written request. Please contact Highways Development Management at the following address for information:-

Highway Development Management (Delivery)

Buckinghamshire Council

6th Floor, Walton Street Offices

Walton Street,

Aylesbury

Buckinghamshire

HP20 1UY

- 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.

Thames Water

Thames Water will aim to provide customers with a minimum pressure of 10m head (approximately 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water's pipes. The developer should take account of this minimum pressure in the design of the proposed development.

There are water mains crossing or close to the development. Thames Water do not permit the building over or construction within 3m of water mains. The applicant is advised to read the guide to working near or diverting Thames Water pipes.

<https://www.thameswater.co.uk/media-library/home/developers/larger-scale-developments/planning/working-near-our-pipes/guidelines-for-working-near-our-water-mains-and-sewers.pdf>

Construction/Demolition Noise

The attention of the applicant is drawn to the requirements of section 60 of the control of pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application under Section 61 of the Act, for prior consent to the works, can be made to the environmental Services Division of the Council.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

Councillor David Johncock:

This is clearly going to be a contentious application locally and therefore, if officers are minded to recommend approval, I would ask that it come before the planning committee for determination.

Chepping Wycombe Parish Council Comments

3 August:

Objects. Although the development is in keeping with the village and in principle a good design, we have serious concerns over the access road. Cars, and probably coaches, should not have to use the through road to access the adjoining sports pitches. The car park to serve the sports pitches is also too small.

We also have concerns with the proposed level of parking for the dwellings which may result in the parking for the sports pitch being used as an unofficial overflow parking area for residents.

With the projected increase in traffic entering and leaving the development, we have concerns over the junction of Spring Lane and Heath End Rd and look forward to the report from Highways with interest.

We are also concerned that the play area (100m²) may be inadequate in area if it is to meet the Play England Local Play Area recommendations.

Should the Local Planning Authority be minded to approve this application, we would request that this be brought before the planning committee for determination.

30 November:

Objects. Although the development is in keeping with the village and in principle a good design, we have serious concerns over the access road. Cars, and probably coaches, should not have to use the through road to access the adjoining sports pitches.

The car park to serve the sports pitches is also too small. We also have concerns with the proposed level of parking for the dwellings which may result in the parking for the sports pitch being used as an unofficial overflow parking area for residents. The Buckinghamshire Council requirement for parking spaces seems to treat those who are living in so-called affordable homes as not requiring the same level of parking provision as those in more affluent houses.

With the projected increase in traffic entering and leaving the development, we have concerns over the junction of Spring Lane and Heath End Rd and look forward to the report from Highways with interest. We are also concerned with the increase in traffic in Daws Hill and subsequently the junction with it and Daws Hill Lane.

We are disappointed that photovoltaic panels will only be installed on the roofs of the two apartment blocks and two flats over garages and not to all dwellings (Sustainability & Energy Statement).

We are also concerned that the play area (100m²) may be inadequate in area if it is to meet the Play England Local Play Area recommendations.

Should the Local Planning Authority be minded to approve this application, we would request that this be brought before the planning committee for determination.

Consultation Responses (Summarise)

Insert external consultee responses e.g. /other relevant organisations.

Insert internal consultee responses e.g. LLFA (SuDs), Building Control, Waste Management, Tree Officer, Conservation Officer, , etc.

Thames Valley Police Crime Prevention Design Advisor

3 August:

I have significant concerns that the design and layout could negatively impact the potential for crime and anti-social behaviour. Having reviewed the floor plans and elevations provided, amendments would need to be submitted to prevent future objections from Thames Valley Police. I make the following comments to aid the applicant in ensuring the development meets the requirement of The National Planning Policy Framework 2021 paragraphs 92b, 112c and 130f.

Plot 13 is a corner plot which should provide surveillance to the parking located on its side elevation as well as along the public realm in front of plot 22, 21 etc. Windows should be present from active room in the dwelling maximising surveillance. From the submitted plans and elevations both windows located here will be fitted with privacy glass being positioned within bathrooms providing no surveillance.

In some locations the density of housing is creating issues with the parking proposals which could prevent clear sightlines out to the public realm. Plots 3 – 5 should have surveillance across this junction to the street ahead, however this is likely to be obscured by parked vehicles.

Plot 32 from the floor plans provided has a window from the living/dining area on the ground floor. Parking is located in very close proximity to the dwelling therefore a window in this position is likely to impact privacy and could lead to neighbourhood disputes, eg consider a high top vehicle being parked next to the window blocking the residents perceived right to light. This plot should have visibility over the parking from a clear first floor window and defensive space must be provided in terms of landscaping.

Visitor parking must be located in the public realm where there is a high level of surveillance from the surrounding dwellings, they should not be positioned within a private parking court. Neither should they be positioned where it will be more convenient for a resident to occupy than the allocated parking for their plot.

For example The visitor spaces to the side of plot 32 are more convenient for the occupants of the plot to use being closer to their front door and with the current floor plans more visible from inside the dwelling. This plot is likely dominate the parking spaces undermining the parking strategy proposed.

Positioning of the bin and cycle stores should not obscure sightlines. Plots 58 – 66 have store located on their side elevation which will likely obscure sightlines across the communal parking areas. Jo Haley Crime Prevention Design Advisor for Wycombe, Aylesbury, South Bucks & Chiltern Districts 03 August 2022

Communal dwelling 58 – 66 has a lobby area positioned to face the parking area, therefore it is assumed that visitor entry systems will be provided at this location. However there is an additional point of entry into the building which would be prior to the main lobby area if entering the development on foot. This needs to be addressed in future applications as it would provide access directly into the stair well and lift core. The applicant needs to consider the physical security of the building, where visitors may present themselves and the position of

- access controls,
- visitor entry systems,
- lobby areas
- and postal services accordingly.

Communal dwelling 52 – 57 - these plots are key to providing surveillance to the parking court and the exposed rear boundary treatments of the plots on its perimeter, as well as bin and cycle stores and entrance lobby. However from the floor plans there are no active rooms present on this elevation. This would be a significant concern and must be addressed. Again the current layout of the floor plans provided (as with 58 – 66) is likely to cause issues with visitor entry systems, lobby areas etc as mentioned previously.

There are a number of exposed rear boundaries across the development. Rear boundary treatments are the point of entry for the majority of burglaries. Where exposed side and rear elevations cannot be avoided they should be provided with robust defensive space which could be addressed through the landscape planting and active surveillance from neighbouring dwellings.

No further comments were received regarding amended plans.

Thames Water

25 August; 28 November:

Surface water will not be discharged into the public network; therefore Thames Water have No objection.

Recognise catchment subject of high infiltration; however scale of development doesn't materially affect sewer capacity; therefore no objection.

Developer should liaise with the LLFA to agree appropriate SuDs system.

Thames Water have no objection in relation to foul water sewerage network infrastructure capacity.

Supply: Water mains crossing or close to the development, refer to guidance. No objection in relation to water network infrastructure capacity. Recommend informative regarding pressure and flow rate.

Buckinghamshire Oxfordshire and Berkshire West Integrated Care Board (NHS)

12 July:

There will likely be an increase in population of approximately 132 new patients as a result of this housing growth which will have an effect on Riverside Surgery, Cressex Health Centre, and Cherrymead Surgery.

Although this is a small amount of new registrations, an increase to a practice list puts increasing pressure on the practice in a number of ways:

- Accessing the clinical team based on capacity versus demand for appointments
- Car parking
- Infrastructure i.e. the need for more consulting space and larger / additional waiting areas.

The impact of smaller developments is harder to evidence in terms of healthcare provision particularly as development often takes place piecemeal. However the effects can be significant, particularly on a practice that is used to catering for small village communities. It is unlikely that any of these smaller scale developments would be large enough to generate a new build and therefore we anticipate that there might be a requirement for modification to existing infrastructure using CIL contributions. In the majority of cases, primary care services are already operating under extreme pressure and physical constraints, such as the lack of space hamper the delivery of additional services.

Access to GP appointments is a national issue and we are working to promote different ways of offering consultations to cope with the increase in demand. Nationally primary care providers will need to look at new models of care, using the skillsets of different types of clinical professions to offset the demand from increased patient numbers.

In the majority of cases, primary care services are already operating under extreme pressure and physical constraints, such as the lack of space hamper the delivery of additional services.

Further development in High Wycombe area will definitely create more pressure on GP services and put existing patients at risk if the current GPs are unable to cope with any additional workload. The ICB would also be looking for appropriate S106 contributions in order to help support the local health service infrastructure.

In light of the existing pressures already in place, BOB ICB would be concerned about the pressure to local health services of such a large development in this area.

21 November:

Object. Insufficient primary medical care capacity locally. Estimate 161 new patients as a result of this housing growth, impacting a number of practices, of which Cherrymead Surgery would be most impacted.

If the development is to go ahead, BOB ICB would seek S106 contributions to support the local health service infrastructure.

BOB ICB estimate this development would require an increase in floorspace of 10.6 square metres (Gross Internal Area) to serve the population increase. At current build costs of £7,000 per square metres this would equate to £74,234 developer contribution.

BOB ICB would allocate resources gained to increase capacity within the primary care network and have identified an opportunity to develop existing practice premises.

Sport England

20 October:

Sport England – Statutory Role and Policy

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in light of the National Planning Policy Framework (particularly Para 99) and Sport England’s Playing Fields Policy, which is presented within its ‘Playing Fields Policy and Guidance Document’: https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#playing_fields_policy

Sport England’s policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one or more of the five exceptions stated in its policy apply.

The Proposal and Impact on Playing Field

Sport England considers that the proposed development has the potential to prejudice the use of the Artificial Grass Pitch (AGP) for football at the site and that further information is required in respect of the ongoing management and maintenance arrangements of the site to ensure that there is continuity of sport provision and that the sport and ancillary facilities remain fit for purpose and of good quality.

Sport England has consulted the national governing body, the Football Foundation on behalf of the FA. The Football Foundation comments that the proposed development at the college site is understood to be directly related to the transfer of the remaining land under the same ownership (blue line boundary) to Flackwell Heath FC.

The Foundation comments that the transfer of land is anticipated to take place in conjunction with a planning application to redevelop the nearby ground owned by Flackwell Heath FC. It is anticipated this will support further improvements to the college site as a new home for the club.

The Football Foundation as a funder of the facilities at the site has been seeking clarification from Aylesbury College Corporation and Sorbon in respect of the conditions for the transfer of land to the football club; change of management arrangements as well as compliance with the Foundation's award of grant. However, it is understood no further correspondence has been received from Aylesbury College Corporation or Sorbon. On that basis, the Football Foundation object to the proposed development until a sufficient proposal is agreed which provides confidence that appropriate football outcomes (including those via key users Flackwell Heath FC, Flackwell Heath Miners, Wycombe Wanderers SET and Wycombe Saints) will be delivered via suitable management, maintenance and operational plans and the required consideration surrounding Flackwell Heath's proposed relocation and development of the site (and appropriate feasibility work required).

Further to the above, the Foundation notes several design and operational considerations which present concerns relating to the proposed development.

- o The current changing and toilet provision are temporary in nature (it is unknown whether these are owned or leased by the college?). Whilst this is sufficient in the presence of other buildings under the ownership of the college, the removal of the college from the site presents concerns relating to the ongoing sustainability of the temporary facilities and opportunities to secure alternative arrangements on site. With no wider college presence, these limited facilities in isolation are considered insufficient to support sustainable operation of the site.
- o Access to the AGP will be via a residential road, and will experience high volumes of traffic throughout evenings and weekends – with many users arriving simultaneously throughout these periods aligned to the start/end times of sessions on the pitch. The travel assessment assessed trips only between 8am and 6pm, focusing primarily on the site as an educational establishment, outside of peak hours for use of the AGP. It is our expectation that the AGP, when fully utilised, will generate trips in excess of those recorded, and that these trips will be highly concentrated around session times on the pitch, with simultaneous access and egress by a large volume of users. As a Football Foundation funded 3G AGP pitch the facility is available for usage 09:00 – 22:00 Mon – Fri, and available at weekends, with a comprehensive programme of use across these timings.
- o The proposed parking is insufficient. Transition times between sessions on the AGP will create a strain on parking with a requirement for users to overflow onto nearby streets on a regular and ongoing basis, causing conflict with residents. Furthermore, this poses concerns regarding the opportunity to further develop the site for the football club (see pt.5) in the future, as it is not immediately apparent how/where this could be expanded. The parking will also need to be appropriately secured/managed to ensure its use for football users, and not as additional residents' parking.
- o A noise assessment has been conducted at the site; however, this was undertaken over 24 hours, Mon-Tue, with monitoring positions on the site boundary. To prevent future conflict between pitch users and residents, it is suggested that measurement is undertaken at identified peak times – clearly identifying the nature and scale of the use/users at the time

of monitoring to reflect a worst-case scenario, and that monitoring positions are at the boundary of the nearest dwelling to the pitch, to establish what (if any) mitigation may be needed in the form of acoustic fencing, bunding etc.

In conclusion, the Football Foundation and FA objects to the proposed development on the basis that, in the absence of the information requested in relation to management and operation of the existing facilities – and adherence to grant conditions – the development is considered to have detrimental impact on community facilities for football. In addition, the design elements identified above present significant concern in relation to providing sufficient provision for football and managing potential conflict between football and residential uses.

Assessment against Sport England Policy/NPPF

Sport England notes and shares the concerns with the proposal expressed by the Football Foundation in respect of ensuring continuity arrangements for the football facilities and associated ancillary provision at the site as a result of the proposed development. There is considered to be a significant degree of uncertainty about the long term sustainability of the facilities.

Sport England's remit does not extend to noise or amenity impacts on residents in respect of AGPs. However, we have produced guidance on undertaking acoustic assessments for AGP provision: <https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport/artificial-grass-pitches-acoustics-planning-implications> .

Sport England considers that there is potential for the car parking to be extended to provide for more spaces. Consideration should also be given to how the dedicated parking can be secured to safeguard it for users of the AGP, and ensure that it isn't simply used as overflow parking by residents of the proposed new dwellings.

Sport England requires further information/clarification on the following:

- noting the Football Foundation's comments in respect of the terms and conditions of the award of grant funding for the football facility, further information needs to be provided in respect of the transfer of land; and future management arrangements for the site with a view to providing long term security for football at the site.
- Consideration of the Foundation's comments on the noise assessment and travel assessment reports in respect of the AGP usage.
- More information on the nature of the ancillary facilities – changing and toilets – at the site and their management arrangements. Further, consideration of an improved more permanent offer to be provided?

Conclusion

In light of the above, Sport England **objects** to the application because it is considered that the proposal has the potential to prejudice the use of the site for sport and specifically football and does not accord with any of the exceptions to Sport England's Playing Fields Policy or with Paragraph 99 of the NPPF.

The lack of certainty in respect of long term and effective management and maintenance arrangements for the AGP and ancillary provision; as well as reduced access as a result of less available parking and changing/toilet provision will have a harmful impact on use of the site for sport.

Should the local planning authority be minded to grant planning permission for the proposal, contrary to Sport England's objection then in accordance with The Town and Country Planning (Consultation) (England) Direction 2021, the application should be referred to the Secretary of State, via the Planning Casework Unit.

If this application is to be presented to a Planning Committee, we would like to be notified in advance of the publication of any committee agendas, report(s) and committee date(s). We would be grateful if you would advise us of the outcome of the application by sending us a copy of the decision notice.

2 December:

Prior to our meeting this afternoon. Please see below comments from Football Foundation/FA.

I think it would be helpful to talk through these, some of which I do not consider are planning matters (rather they pertain to the funding agreement from FF/FA and the College's ability to continue to meet the terms and conditions in light of the proposal) as well as those where we consider there might be a prejudicial impact on use of the AGP facility.

In summary it would be good to discuss the following in no particular order:

- Ancillary provision (current and planned) including parking/access
- Noise assessment/impacts
- Ongoing management/maintenance

Operational Management

The relocation of the college presents a different situation with respect to security of the site. Through its very nature, being located within a campus ensures an element of surveillance, if informal, by staff members and therefore the ability to identify and address unauthorised access. Through experience, remote/unsecure sites are more frequently associated with greater ASB and damage. The design of the facilities are not designed to prevent access, only to keep balls in, and therefore it is not clear how the site will be securely managed. This extends to the ancillary provision, including parking – which as per previous comments would require appropriate management to ensure its availability for pitch users rather than residential. We have requested additional detail as to how this will be appropriately managed.

Notably, most facilities operate with on-site presence at all times and access to 1st Aid supplies if required and somebody who has basic qualifications in this and safeguarding. An operational plan as requested would provide clarity as to how the site would be managed.

We would also welcome clarity around whether, with the relocation of the college, there will be a continuation of student use, leadership, enrichment, and pathways to local clubs as originally intended with the facility. An updated programme of use, pricing policy and associated income &

expenditure forecast (actual and projected) would demonstrate continued compliance with grant conditions.

Replacement Ancillary Provision

There has been reference to a desire to replace the existing changing pavilion with a permanent structure, however the current planning permission granted is for a facility which does not accord with Sport England and/or Football Foundation guidance in relation to clubhouses/pavilions, therefore revisions should be made to ensure the facility meets requirements.

Parking

We would welcome clarity in how the requirements for parking have been assessed. As per previous feedback and discussions with the college, at peak times (e.g. Tue-Thu, 6-9pm) we would expect 50-60 participants on the pitch when each pitch section is in use. During the 10-20 minute changeover period the number of people and cars on site would double. The previous transport assessment only assessed up to 6pm, therefore not including users of the 3G pitch. As per previous feedback, appropriate independent assessments should be made which are undertaken at peak times, confirm the pitch users at the time of the assessment and account for the transition periods between sessions. We anticipate the parking currently proposed will result in pitch users relying on very limited on-street parking, and potential conflict with residents, which could impact on both player and resident experience – posing a risk to maximising use of the facility.

In summary, there's still a need for them to demonstrate how the site will be managed/operated, undertake appropriate assessment of parking (including management and operation, as well as capacity), and provide detail as to the permanent facilities which will be provided, which align with the relevance clubhouse/pavilion guidance.

Buckingham Council Highways:

4 August:

This scheme is running parallel to several other schemes on the Amersham and Wycombe College Campus sites.

Spring Lane is an unclassified road subject to a speed restriction of 30mph, parking and waiting restrictions are not present within the vicinity of the site. The road measures approximately 5.5m in width, and benefits from a pedestrian footway to the opposite side of the carriageway from the application site. A small informal pedestrian crossing in the form of dropped kerbs is located adjacent to the main access to the site.

Approximately 60 metres south of the main campus access, Spring Lane connects to Heath End Road by way of a T-junction. Heath End Road is a C-classified road and provides a link to High Wycombe, the road is subject to a speed restriction of 30mph, which increases to the national speed limit of 60mph approximately 140 metres east of the junction. The road does not benefit from parking or waiting restrictions in this location, and benefits from pedestrian footways on both sides of the highway, as well as partial street lighting.

Proposed Development

The outline application (including details of access, appearance, layout and scale) proposes demolition of the existing college campus, and construction of 66(no) residential dwellings, car parking to serve the sport pitches, hard and soft landscaping and other associated works.

The 66(no) dwellings consist of 3(no) 1-bed and 12(no) 2-bed flats, 11(no) 2-bed dwellings, 31(no) 3-bed dwellings, and 9(no) 4-bed dwellings.

Trip Generation and Access

The Highway Authority has carried out a comparative assessment of expected vehicular trip generation between the existing site and proposed development using the T.R.I.C.S.® database to compare to the assessment provided by the applicant in the Transport Assessment (TA). I can confirm that the Highway Authority's assessment found a slightly lower trip generation to that found by the applicant when assessing the existing college site. Furthermore, I found higher trip generation figures to those found by the applicant in regard to the proposed development. The TRICS® database is an industry standard tool which outlines potential vehicular movements from developments by using survey data from similar developments within the United Kingdom. This data can be filtered down by location and size parameters to ensure an accurate representation of likely vehicular movements for developments. It should therefore be noted that the trip generation refers to potentials rather than the current level of vehicular movements experienced on site.

Whilst the trip generation figures slightly differ to my own assessment, these differences are not substantial, and I have derived the same conclusions as those from the applicant. I am therefore satisfied the development would represent a significant reduction in the site's vehicular and pedestrian/cyclist trip generation.

Nonetheless, the access arrangements and local network will be assessed to determine its suitability to accommodate the level of movements expected to be generated from the proposed development.

The application proposes to utilise the existing southern access as the main vehicular access into the site. The existing northern access which currently serves the substation will be used for pedestrian and cycling access. In accordance with guidance contained within *Manual for Streets*, visibility splays of 2.4m x 43m are required in both directions commensurate with a speed limit of 30mph. Having reviewed the submitted plans, I am satisfied that sufficient visibility splays can be achieved from both existing accesses within the publicly maintained highway and land owned by the applicant.

Furthermore, I am satisfied the visibility splays from the Spring Lane/Heath End Road junction can be achieved. I note the applicant has not provided a PICADY assessment at this junction, however when considering the reduction in vehicular trips following the development, I do not have concerns regarding the network's capacity to serve the potential development. Therefore, I am satisfied that the local highway network could accommodate the vehicular movements associated with this development.

Layout

Within the site, the main spine road would measure 5.5m in width before narrowing to 4.8m, and a 4.8m width is maintained on the secondary and tertiary roads/parking courts. A carriageway width

of 4.8m is sufficient in accommodating a car and a larger vehicle to pass simultaneously. Pedestrian footways measuring 2m in width would mostly flank both sides of the proposed estate roads, with the exception of parking courts and the spur that ends at Plot 16 which has a footway on one side of the carriageway. I am satisfied that suitable pedestrian infrastructure would be provided within the site to serve all the residential units.

The applicant has also provided a swept path analysis to demonstrate the movements and manoeuvres of refuse vehicles throughout the site. Having assessed the information, I am satisfied that refuse and emergency vehicles would be able to safely travel through the site and turning heads have been provided at locations to ensure that these vehicle types would not need to reverse excessive distances, which would be detrimental to highway safety

Parking Provision and Arrangement

The site is within Residential Zone B, as defined by the Council's *Buckinghamshire Countywide Parking Guidance* (BCPG) policy document. As such, residential units on developments above ten dwellings with 1–4 habitable rooms are required to provide 1.5(no) parking spaces each, units with 5-6 habitable rooms should provide 2(no) spaces each, units with 7 habitable rooms should feature provision for 2.5(no) spaces and units with 8 or more habitable rooms require a provision of 3(no) spaces. Each half space should count toward the development's requisite unallocated visitor parking (which means an additional 20% of spaces when 50% or more of the site's parking are allocated).

The BCPG notes that where multiple regular rooms are combined into open spaces, for instance combining kitchen, dining room, and living room into a single room, these should be counted separately where appropriate to take into account the impact of open plan spaces upon numbers of habitable rooms. For example, where a single open space ground floor and 3(no) bedrooms are counted as a 1-4 habitable rooms.

For the avoidance of doubt, where open plan spaces have been included in buildings, these have been counted as 2(no) habitable rooms, but where a lounge is combined with a shared space kitchen/diner is counted as a single habitable room rather than divided further.

I include below a list of which units the Highway Authority considers to fall within each category for habitable rooms.

No. of Habitable Rooms	No. of dwellings	Plot Number
1 - 4	26	13, 14, 15, 24-28, 32, 33, 34, 52-57, 58-66
5-6	32	1-10, 12, 18, 19, 20, 21, 23, 35-50
7	8	11, 16, 17, 22, 29, 30, 31, 51

As less than half of the parking spaces in the development are unassigned, the development will generate a total parking requirement of 128(no) spaces, 106(no) of these spaces should be appropriately allocated to the dwellings, and 22(no) parking spaces should contribute to the site's unallocated visitor parking. The site offers a parking provision of 142(no) parking spaces for the dwellings, of which 115(no) spaces are allocated to the dwellings, and 27(no) being unallocated visitor spaces. Mindful of these figures, I consider the level of allocated/unallocated visitor parking within the site to be satisfactory.

In accordance with the BCPG, bay parking space dimensions should measure 2.8m x 5m, whereas garage and parallel spaces should measure 3m x 6m. I am satisfied that all parking spaces would have the requisite dimensions and parallel bays would feature flares to allow greater manoeuvrability for vehicles to park.

I note that 4(no) parking spaces will be allocated to the existing nursery that will remain on the site. I note that the BCPG policy document does not have a specific Day Nursery category, the nearest comparable D1 sub-use is a Primary School. The parking requirement of all D1 sub-uses are calculated on the number of full-time staff. Nonetheless, it has been advised within the TA that there are currently 3(no) parking spaces allocated to the nursery. When considering that no changes are proposed to the nursery, and the parking allocation will be increased to 4(no) parking spaces, I have no objections to the parking arrangement in this instance.

Within the land ownership boundary, there is a football pitch which is currently utilised by the college, and is also used by Amersham & Wycombe Football Club on evenings and weekends. A car park comprising of 30(no) parking spaces has been proposed to serve the football pitch and would be accessed via the main vehicular access into the site that also serves the residential dwellings and nursery. There are no specific standards within the BCPG policy document for sport pitches, and so the provision of 30(no) parking spaces needs to be justified, as the Highway Authority would look to avoid any over-spill parking on the residential roads resulting from an under provision of parking for the football pitch. For example, evidence / surveys could be provided of parking demand at the existing Flackwell Heath Football Club site and for the existing pitch at the Flackwell Heath campus site. There may be some similar examples of football pitches which the applicant could use to justify the parking provision.

The Highway Authority require additional information on this as mentioned above.

Transport Sustainability

The site is located on the western edge of Flackwell Heath. To the south-east of the application site lies Flackwell Heath village centre. The majority of local amenities are located within 2km of the site, which is considered by the Institution of Highways and Transportation (IHT) Guidelines to be the maximum 'acceptable' walking distance for pedestrians without mobility impairments. Many of these amenities fall within 10 minutes walking distance from the application site, typically 800m, which is a distance recommended within *Manual for Streets* as providing a "walkable neighbourhood".

The site is approximately 150 metres from the nearest bus stops on Heath End Road, the bus service 36 operates along Heath End Road and provides regular services between Bourne End, Flackwell

Heath and High Wycombe on Weekdays and Saturdays. To access the bus stops, the highway carriageway must be crossed to access the pedestrian footway on Spring Lane. As mentioned, I note that a small informal pedestrian crossing in the form of dropped kerbs is located adjacent to the main access to the site, which connects to the existing footway. I also note the presence of traffic islands within close proximity to the bus stops which would help pedestrians cross Heath End Road.

Upgrading the informal pedestrian crossing adjacent to the site access to a more substantial crossing appropriate for the quantum of development and highway conditions would increase the safety of crossing conditions for pedestrians crossing the public highway.

The impact of perception of danger from traffic and having to cross the carriageway could detrimentally impact upon the likelihood of people choosing to walk to and from the application site to access local amenities, allow their children to walk to and from school, and use the local bus services. Walking should be made an easy and undoubtedly safe option to reduce the number of potential short distance vehicular trips to local amenities less than 2km from the application site.

Improvements to the existing accesses have been proposed, which include pedestrian footways on the junction radii and more substantial pedestrian crossing points with tactile paving which is satisfactory in this instance.

Mindful of the above, when assessing the level of services and amenities within walking distance of the application site, presence of frequently scheduled public transport services, as well as the improvements to the pedestrian crossings on Spring Lane, I am satisfied that the site is in a sustainable location and meets the overarching sustainable development principles set out in the National Planning Policy Framework.

Furthermore, a Travel Plan has been submitted to demonstrate how sustainable travel choices will be promoted. Given the nature of the development and location of the site, I have no concerns or objections with the measures that will be put in place to encourage a reduction in single-occupancy vehicle trips.

Construction Traffic Management Plan

Due to the quantum of the proposed development, I believe that it is necessary to secure a Construction Traffic Management Plan to mitigate the impacts of construction traffic.

I would expect a Construction Traffic Management Plan to include:

- Site parking for site operative's vehicles and loading and unloading areas within the site curtilage and a restriction not to load and unload deliveries upon the public highway.
- Construction delivery vehicle access time frames and routing from the strategic highway network.
- A list of delivery vehicles to be permitted for use with dimensions and a swept path analysis of the largest proposed delivery vehicles.
- Commitments by the applicant to repair any damage to the local highway network resulting from construction traffic, to be determined using pre-

commencement and post-construction surveys assessed by and agreed with the Highway Authority.

- Commitment to the use of a banksman during access and egress of the site by construction vehicles.

This is likely to be secured via condition, should the information in relation to justification for the 30(no) parking spaces for the football pitch be acceptable.

Conclusion and Recommendation

Mindful of the above, I request that the applicant provide additional information as requested, to include:

- Further justification for the provision of 30(no) parking spaces to serve the football pitch.

Buckinghamshire Council Environmental Health/Pollution control:

3 October 2022:

The Air Quality Supplementary Planning Document specifies that one charging point per dwelling must be provided for each dwelling in residential developments, and at least 10% of parking spaces in non-residential developments must be provided with electric vehicle charging points. Therefore, this development must be provided with 69 electric vehicle charging points (66 for the residential parking and 3 for the football pitch parking) with a minimum rating of 32amp.

Noise readings have been taken alongside the proposed development site, and levels have shown that the site falls within an area affected by traffic noise. It is also recognised, within the noise assessment accompanying the planning application, that noise from the nearby motocross facility has the potential to cause disturbance to the future potential residents.

The internal noise levels should adhere to the level as stated in BS8233:2014 and all habitable rooms that have direct exposure to Spring Lane, Heath End Road and the nearby motocross facility will need to include acoustic glazing and ventilation.

Recommendation (with conditions if appropriate): Objection, unless following conditions imposed; Condition - Electric Vehicle Charging Points; Sound Insulation - Traffic and motocross Noise

Informative Re Section 60 of the control of pollution Act 1974

6 December:

The potential environmental impacts to the development have been set out by Carl Griffin in his consultation response. The submission for which was the 3rd of October. Broadly the key identified contributors that may have a negative impact upon the amenity of the development.

These being the properties abutting Spring Lane, Heath End Road and the nearby motocross facility.

I am also mindful that concern has been raised in relation to the adjoining sport facility. The sports pitch and its use as such should be recognised as part character and nature of the area. Further to this the continued use of this facility should not be hampered by this proposed development. The

Local Planning Authority, Sports England and the developer (as recognised agent of change) should look to safe guard its continued use and development for the community. It may be prudent for this to be considered as a condition moving forward.

The current conclusions as expressed in the agent of changes submission do not specific nor commit to implement the required schemes to safeguard future resident's amenity to their properties and right of use thereof.

Conclusion

The agent of change shall need to ensure that the proposed development is protected from noise external sporting venues and transportation sources. Further clarity and specification of scheme to be adopted by the developer is required.

The internal noise levels should adhere to the levels as stated in BS8233:2014 and all habitable rooms fronting, or that have direct exposure to the neighbouring commercial properties, associated plant noise. As well as transport noise from London Road and Queen's Road will need to include acoustic glazing and mechanical ventilation

The specification for acoustic glazing for the effected properties use indicative rather than specified results. The specifications for acoustic fencing and or screening falls short of the necessary requirements for such an acoustic fence and or screen.

Recommendation (with conditions if appropriate):

Objection, unless following conditions imposed: **Sound Insulation - Transportation Noise**

Buckinghamshire Council Affordable Housing

2 September:

I note the application documents indicate provision of 23 affordable dwellings in total, which I calculate at 34.848% of the (up to) 66 dwellings being proposed overall. These 23 affordable homes are shown as 19 dwellings for Affordable Rent (3 x 1 bed flats, 10 x 2 bed flats, 3 x 2 bed houses and 3 x 3 bed houses); and 4 dwellings for Shared Ownership (2 x 2 bed flats, 1 x 3 bed house and 1 x 4 bed house).

I note that there is no apparent provision of First Homes – although am unclear as to whether this Outline Application will set the tenure mix for the scheme, or whether this is an issue for a subsequent Reserved Matters application (if the Outline Application is approved).

I also note that in terms of the affordable homes for rent, the application shows an above policy level of 2 bedroom homes and a below policy level of 3 bedroom homes. In addition, the homes for shared ownership show a below policy level of 1 bedroom homes and an above policy level of 3 and 4 bedroom homes.

There is a need for affordable housing in the area, particularly affordable housing for rent and if the proposal is to go ahead, the housing service would expect to see the provision of an appropriate amount and mix of affordable housing in accordance with the Council's policies and guidance.

12 December:

Quantum

Policy DM24 states that all developments of 10 or more dwellings or more than 1,000 sqm of residential floor space: on greenfield sites and land last used for Class B business use of a similar sui generis employment generating site, at least 48% of the total number of units be affordable. On other sites, at least 35% of the total number of units should be affordable. Should the application achieve the 67 dwellings referred to in the application then we would expect at least 23 affordable dwellings, giving a total of 35% of the total number of homes on the site. From the Accommodation Schedule, we note that at present there are plans to provide 20 affordable homes on the site.

Tenure

In accordance with Policy DM24, Table 25, the Planning Obligations Supplementary Planning Document, and the First Homes Position Statement the tenure split of the affordable housing should be 25% First Homes with the remaining 75% split 80% affordable housing for rent and 20% intermediate housing. With the provision of 23 affordable homes, this would equate to 5 First Homes, 14 affordable for rent and 4 for intermediate (including shared ownership). Shared ownership is the preferred intermediate tenure. Further details of First Homes (constituting 25% of the affordable dwellings overall), including the discount and local connection criteria, can be found in the Bucks Council First Homes Position Statement.

Property mix

Policy DM24, Table 25, the Planning Obligations Supplementary Planning Document and the Bucks HEDNA illustrated a tenure split and housing mix for the rented and intermediate dwellings before the introduction of First Homes. I note that the proposed mix of property of the 20 affordable homes currently proposed is as follows: Affordable Rent • 13 x apartments, 3 x 1 bedroom and 10 x 2 bedroom. • 3 x 2 bedroom terraced houses Low cost home ownership • 2 x semi-detached homes, 1 x 3 bedroom and 1 x 4 bedroom. • 2 x 2 bedroom apartments. For the Wycombe Local Plan area, we would expect the affordable dwellings to provide a mix similar to the following:

Unit Types (note bed spaces)	Rent	Intermediate	Total
1 bedroom	13%	12%	13%
2 bedroom	36%	46%	38%
3 bedroom	36%	36%	36%
4+ bedroom	15%	6%	13%

Source: Buckinghamshire Housing and Economic Development Assessment Update (HEDNA)

Accessibility

Policy DM41 requires that all dwellings achieve the standards in Building Regulations Approved document M4(2) and that developments required to provide on-site affordable housing in accordance with Policy DM24 are required to provide 30% of any affordable homes (and 20% of any market) in accordance with the dwelling standards in Building Regulations Approved Document M4(3) wheelchair accessible standard. In terms of the affordable wheelchair user dwellings, should 23 affordable dwellings be achieved, this equates to seven units. The preference is for most of these to be delivered at affordable rents so the Local Authority can nominate

households to them. The greatest need is currently for 1 and 2 bed wheelchair user dwellings but there is also a need for larger units for families which, on a site of this size, should be provided.

Design

Policy DM40 requires all new dwellings to meet nationally described technical housing standards for internal space requirements. The SPD states affordable housing should be well integrated with the development as a whole to ensure the creation of mixed and integrated communities and should be of equivalent quality to the market housing on site and not be visually distinguishable from the market housing in terms of materials, details, level of amenity space, parking provision and privacy.

Occupancy

The council's nomination rights, and the occupancy of the affordable housing, will be controlled through the s106 agreement. Unless otherwise agreed, no more than 50% of the private units on a residential phase are to be occupied until all relevant affordable units on that phase have been completed and transferred to a Registered Provider. The Council is not currently a stock holding local authority and so works with registered providers to support the delivery of the affordable homes. The applicant will need to supply an affordable housing plan at the next stage of the application process showing the location, tenures, sizes, mix and the wheelchair user dwellings that will be supplied, taking in to account the points above.

Should the applicant consider that a proposal is unviable they must provide a viability appraisal of the development that should refer back to the viability appraisal that informed the plan, providing evidence of what has changed, in line with national policy advice, to demonstrate the need for a viability appraisal to be undertaken. All viability appraisals will be independently assessed by a party of the council's choosing, at the expense of the applicant. Negotiations would be undertaken to secure an affordable housing contribution, preferably on-site, unless exceptional circumstances prevail. If it is determined that little or no affordable housing is viable, an application should be subject to a late -stage review which would be secured in the s106 to ensure that an uplift in the value of the development is reflected in a deferred contribution towards affordable housing.

Buckinghamshire Council Ecology

20 September (initial layout):

DOCUMENT REFERENCES:

Ecological Impact Assessment

Biodiversity Metric (spreadsheet)

Biodiversity Impact Assessment

Landscape and Biodiversity Management Strategy

Landscape Strategy Plan

COMMENTS:

The Biodiversity Accounting Spreadsheet has become corrupted and will not open properly, however I have found a work around by viewing it on my own computer.

There will be a loss of 0.26 habitat units as a result of the proposals. This is a relatively small loss but it is against policy and there will likely be opportunities to look at the design and layout to increase the ecological value of proposals to ensure that a biodiversity net gain could be achieved.

It is unlikely to be able to find a way to offset the level of loss and so providing a net gain on site is likely to be the only way to make the scheme compliant with policy DM34.

It is also clear that Trading Rules have not been followed in the metric.

Badgers, Bats and Birds are present on site and will need mitigation and compensation.

The loss of a bat roost will require a licence from Natural England.

Bats have been found roosting within one of the buildings and therefore a licence from Natural England will be needed for the roost destruction.

Figure 4.1 within the Ecological Impact Assessment shows buildings which were assessed for bat roosting potential. Buildings F, G, H, I and J were not assessed, despite the fact that F, G and H will be destroyed.

Emergence surveys were also carried out for the site which excluded buildings F – J.

RECOMMENDATIONS:

The scheme needs amendments to ensure that a biodiversity net gain can be achieved and to try and eliminate the failure to meet the trading rules.

It is suggested that this could be done (at least in part) through the use of green roofs. At least one building has a partially flat roof, a green roof could be installed on. The designs of the garages could be changed to enable the use of green roofs.

Prior to determination, buildings F, G and H need to be assessed for their bat roosting potential before confidence can be had with regards to the potential status of bats on the site. This might lead to a need for further emergence surveying.

Details of mitigation, compensation and enhancement are set out in section 5 of the Ecological Impact Assessment. Conditions can be used to secure these, although they might need amendment following the additional bat surveying.

Conditions will also include a CEMP a LEMP and a s106 for onsite BNG monitoring will be needed.

20 December:

DOCUMENT REFERENCE

Amended Biodiversity Impact Assessment (November 2022)

Amended Biodiversity Metric (spreadsheet)

COMMENTS

Amendments have been made to the scheme which means that the amount of 'Developed land; sealed surface (hardstanding)' has been reduced. This, along with some other design changes, has enabled a biodiversity net gain to be achieved in the metric. However, the trading rules have not been complied with and they are losing quite a lot of 'Heathland and shrub - Mixed scrub' and a tiny amount of 'Woodland and forest - Other woodland; broadleaved'. These are both moderate distinctiveness habitats and so they need to be replaced by either a higher distinctiveness habitat, or a habitat of the same distinctiveness in the same broad habitat group. They have not done this but instead they are proposing 'Grassland - Other neutral grassland' which is in the same distinctiveness, but not the same broad habitat group.

Therefore, there is still a loss which is not being compensated for on site.

Recommendation R1 of the Amended Biodiversity Impact Assessment (November 2022) suggests that an offset provider should be sought for the 1.12 units. It will be important for the units to be offset to include the appropriate components of lost habitats. i.e. at least 1.04 units from the habitat group 'Heathland and shrub' and for at least 0.08 units 'Woodland and forest' and for them both to be of at least moderate condition.

The second recommendation R2 of the Amended Biodiversity Impact Assessment (November 2022) suggests that there will need to be a management plan detailing how habitats will be managed and monitored over 30 years to achieve the target distinctiveness and condition.

With regards to bats and surveying of buildings. It is accepted that building F (which is a small geodesic dome) will almost certainly not have bat roosting potential, this needs to be clarified to justify its exclusion. Building H is being retained and so there is no anticipated loss of roosting features. However, if it did host roosting features, lighting and other design considerations will need to take this into account.

Building G may have less obvious potential for bat roosting, but it should still be assessed as it will be demolished and bat roosting potential cannot be ruled out. The assessment may mean that further surveys are needed to determine presence or likely absence and then characterisation surveys. The need for these cannot be considered until the initial survey for potential roost features has been carried out.

RECOMMENDATIONS

Offsetting requirement will need to be secured through a s106 agreement. A model s106 will be forwarded to the officer. This will need to include provision for Monitoring and Auditing.

On site management details will need to be secured for at least 30 years to ensure that the anticipated level of biodiversity units will be achieved.

Building G requires a Preliminary Bat Roost Assessment (and perhaps other surveying, depending upon the findings) **prior to determination**. An explanation of the lack of a need to assess building F should also be given. If an assessment of building H is not undertaken prior to determination, it will need to be assessed by condition, to determine whether lighting design needs to take the building into account.

Conditions as suggested in the previous comments will also be required.

CONDITIONS

Bat Survey (of nursery building (retained) prior to CEMP)

Construction Environmental Management Plan (CEMP: Biodiversity)

Ecological Design Strategy (EDS)

Landscape and Ecological Management Plan (LEMP)

Bat Mitigation

Lighting Design Strategy for Biodiversity

10 January:

I have received the summary of the bat roost assessment findings from ecologist Chloe King of Midland Ecology. I am satisfied that she is suitably qualified to undertake the survey. I have no reason to doubt her conclusion that Building G (Future Life Centre) has very low potential for roosting bats and can be demolished under Reasonable Avoidance Measures (RAMS) which would

form part of a Construction Environment Management Plan (CEMP Biodiversity). Phil has already provided wording for the CEMP condition. She also surveyed building F (Geo-dome) and this has negligible potential for roosting bats so no further measures are required.

Buckinghamshire Council Landscape Officer:

4 October (initial submission):

DOCUMENTS REVIEWED

LVIA May 2022 Barton Wilmore

AIA 27 May 2022 RPS Group

Proposed Site Layout 22-J3980-04 Rev A

COMMENTS

The proposed site layout is acceptable in landscape terms. Valued landscape features are shown as retained and there are no visual impact concerns raised by this layout.

It is understood some revisions to layout may be proposed for design reasons, so some specific sensitivities are clarified below in case discussions are taking place to revise layout.

Hedgerows

It is not correct that *'hedgerows on the Site are neither designated nor rare and are unlikely to have any wider recognition of value'* or that *'In general hedgerows are considered readily replaceable'* (LVIA paras.6.13 & 6.14).

Value - Hedgerows have an historical landscape value as well as an ecological and visual value and historic plans show that the hedgerow along the southern boundary with Heath End Road is an historical parish boundary hedgerow. It continues along the length of Heath End Road. No hedgerow specific assessment has been provided to support this application but it is highly likely to meet the criteria of an Important Hedgerow in terms of the criteria in the Hedgerow Regulations 1997, which require it to be protected.

Replacement – the 'replaceability' of a hedgerow depends its level of ecological, historical and visual value. It takes decades for a new hedgerow to develop the ecological and/or landscape value of a well-established hedgerow and a historic feature cannot ever be replaced.

It is not acceptable for there to be any potential for a proposed retained hedgerow to consequently be removed during construction, as suggested in the LVIA *'If any are removed during construction these will be replanted upon completion'* (para. 8.8). Along with retained trees, all retained hedgerows must be protected by fencing as shown on AIA Tree Protection dwg.710. As with trees, no construction should occur within those protected zones. A Tree and Hedgerow Protection condition should be attached to any permission to ensure this.

Contrary to the LVIA (paras. 6.48-6.51), users of Heath End Road are considered to have equal sensitivity to those of Spring Lane because of its rural character, especially when approaching from the west. As advised at PPA stage, access from Heath End Road Could not be supported in landscape terms. Any development within the site must be set well back from this hedged boundary, ensuring that visual amenity and rural character is protected. This includes lighting, which would not only harm visual amenity and rural character of Heath End Road but also potentially cause harm to species using hedgerow.

Trees

The LVIA says 'Note: After this assessment was undertaken, seven individual trees and six groups of trees were felled on the Site. These are trees identified for removal as a result of the proposals in the Arboricultural Assessment by Mark Welby. The majority were Category C, with one Category B group and one Category B individual tree. The location and condition of these trees is such that their removal is not considered to affect the conclusions of the assessment'. I have not had access to an assessment by Mark Welby and do not know what trees have been removed. If there has been tree removal beyond what is shown on RPS's AIA Tree Removal drawing 710, this will need additional consideration.

Buckinghamshire Council Urban Design:

21 September (initial layout):

I have reviewed the application as requested and have the following observations about the underlying principles behind the scheme.

I question the DAS where it refers to responding to local character. In reality, references to character will be limited to details such as materials and not the character of plots (deeper character). Instead, the focus needs to be on responding more to the opportunities that exist here. The key opportunity is with the landscape structure – stitching a new corridor across the site with existing and new trees.

Cat A trees are proposed for retention but that's about it. The tree in the centre of the site is retained but is not only backed onto by houses in part but looking at the topography is at risk of losing the ground water the tree will draw upon.

If the starting point is the landscape structure (as drawn below), the next stage is the street structure thinking about where fronts and backs need to be. It does seem logical and appropriate to face onto the open space and back onto Heath End Road which is lined with thick vegetation and presumably no potential for frontage access (has this been confirmed with Highways). However there is an argument to back onto the third boundary with an open backed block which you do see around the area – so gardens with low post/rail fences against open land as opposed to close board fencing.

If these considerations underpin the proposals, the layout and house typologies would come forward in a very different way. For instance, I would expect dual fronted homes to straddle the narrow depth block I've suggested (as seen at Horsted Park in Chatham where homes fit the entire depth of the plot with gardens to the sides).

I trust these initial comments are of assistance. I am happy for you to share these with the applicant ahead of the meeting next week.

27 September (following design meeting):

Applicant explains they have explored backing onto the northern boundary. Noise would require 1.8m fencing along the northern boundary. SK – however this does not preclude backing on? We would not want 1.8m close board fencing along this northern boundary without dense landscape 'wrapping'.

Site topography – no split level homes proposed to negotiate banking. It is recommended that the applicant consider split level homes.

Multiple options have been explored according to the applicant – but these have not been included in the DAS.

Contextual response – I consider that more needs to be done to not just retain existing trees but stitch these into a new landscape fabric. Why cannot this be done? The major opportunity is to boost new tree coverage, fewer but better with a really strong landscape strategy. This is what I mean by context – I feel my references to context are being misinterpreted as a counter argument was made about the mix of built form in the area. Look at the scale of existing trees, essentially 4 big ones and a line of trees along the northern side of the pitches – why not string these together with 4 new big ones rather than 20 or so small ones that are in many instances very close to foundations? Trees are in shallow 10m gardens and close to the faces of buildings – in reality how will these contribute towards canopy cover 20 years from now if (as the applicant suggests) the form of protection is a planning condition (which in practice is limited to around 5 years and places the onus on the council to enforce against tree removal in arguably problematic locations).

The applicant has to find some way to resolve the backing onto T5 – this is not a point of perception. We cannot accept the interface where rear garden boundaries interface with the (proposed) public realm. The solution here is a redesign that allows the applicant to create a conventional perimeter block or if this is not possible, use different building typologies that can ‘straddle’ narrow depth blocks. There are a good few examples across the country which include Horsted Park, Chatham but also see the typologies that Countryside built in Cambridge to the east of Hobson Avenue facing Hobson Brook open space:

The design answers will come from either layout and/or different typologies. These different typologies might, as the example above illustrates – generate more square footage per acre for the applicant whilst maximising the use of a previously developed site.

Representations

2 comments have been received objecting to the proposal:

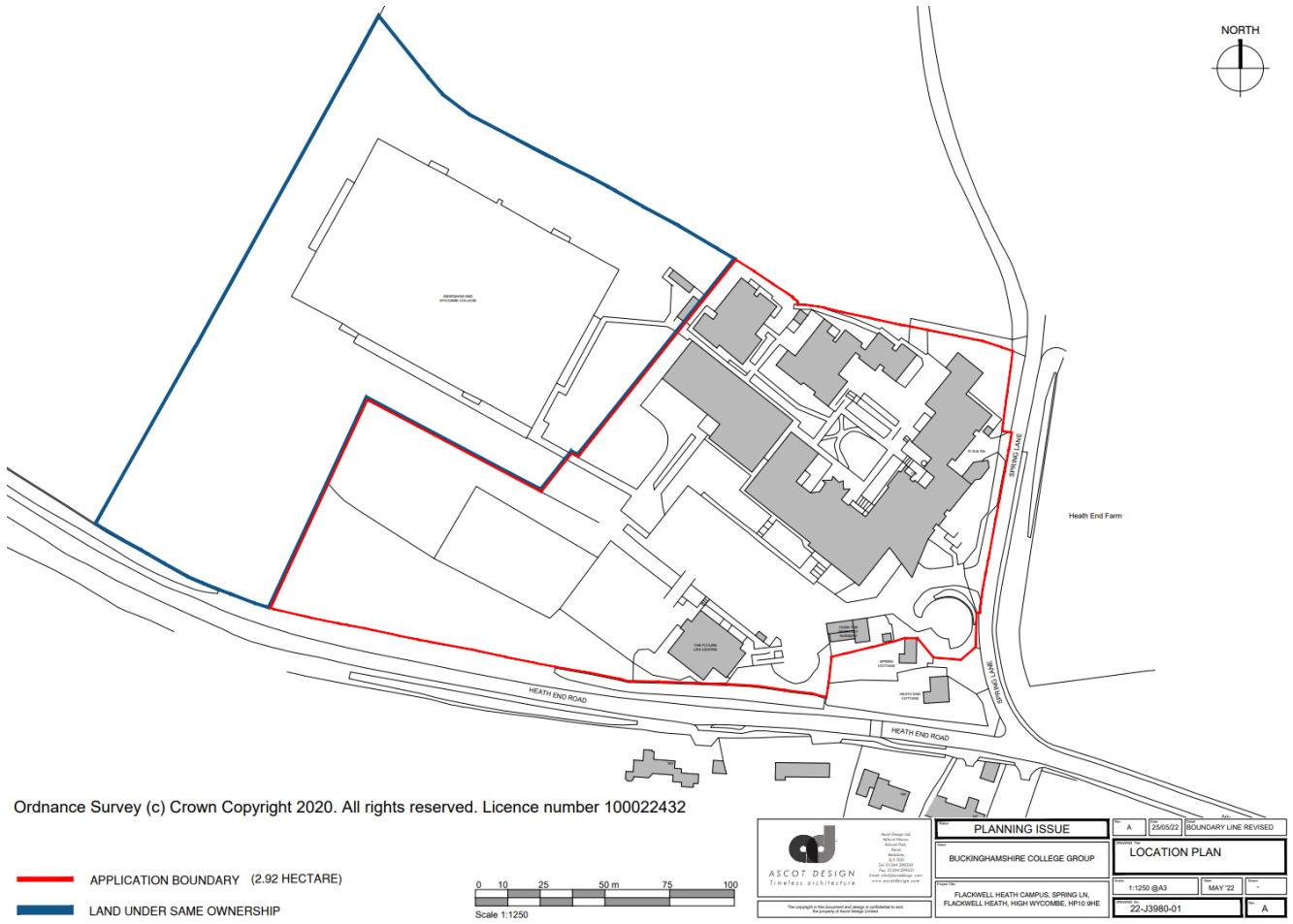
Summarise comments

- Does not object to housing, except for impact of increased traffic:
 - on amenity in terms of noise, fumes, debris
 - Littering from vehicles
 - Speeding, current traffic calming doesn't work
 - Road surface conditions

A comment neither supporting nor opposing the development was made commenting on a matter unrelated to the application (possible future use of the football pitch)

Comments neither supporting nor opposing the development were made suggesting an additional entrance to the football area further along Heath End Road, to be used also for construction traffic.

APPENDIX B: Site Location Plan



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