



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

