



Report to East Area Planning Committee - Deferred Application

Application Number:	PL/22/4419/FA
Proposal:	Reinstatement of school entrance from Plantation Road
Site location:	Woodside Junior School Mitchell Walk Amersham Buckinghamshire HP6 6NW
Applicant:	Woodside Junior School, Amersham
Case Officer:	Alex Wilson
Ward affected:	Amersham and Chesham Bois
Parish-Town Council:	Amersham Town Council
Valid date:	13 January 2023
Determination date:	28 June 2023
Recommendation:	Application PL/22/4419/FA be delegated to the Director of Planning, Growth & Sustainability to approve, subject to conditions and the satisfactory prior completion of a Legal Agreement for off-site highway works. If the Section 106 Agreement cannot be completed the application be refused for such reasons as considered appropriate.

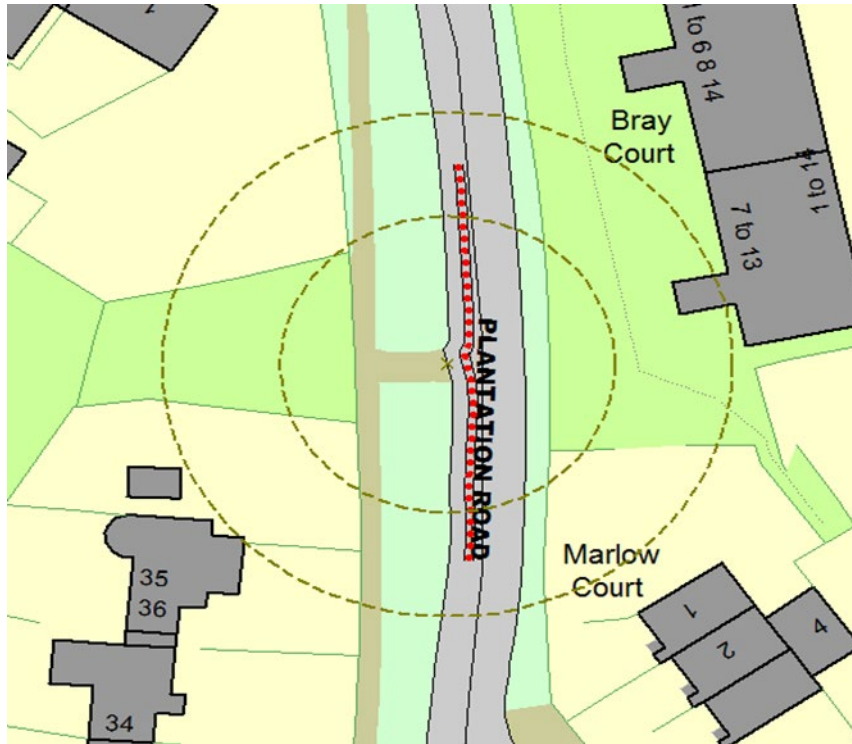
1.0 Matters for consideration

- 1.1 Members will recall that this application was heard by the Planning Committee at the meeting on 27th June 2023. The original case officer's report is attached at Appendix A.
- 1.2 The application was deferred so that Officers could liaise with the Highways Team, to clarify the extent of the off-site highway works and also to reconsider the conditions in light of Members' concerns about pedestrian safety, speed reduction and signage.

2.0 Evaluation

- 2.1 The questions raised in the previous Planning Committee meeting have been put forward to the Senior Highways Development Management Officer. The following responses have been received in relation to each question as shown below.
- 2.2 The first query was regarding the length of the zig-zag lines to be painted on the road. Members felt these were fairly short in length and did not provide sufficient protection for children crossing the street. The Highways Officer had previously requested such

lines totalling a length of around 15 metres, i.e. the width of the application site at this point. They have now reconsidered this and they now suggest zig-zag lines totalling 34.5 metres in length, being the maximum realistic length achievable in this location, due to the presence of neighbouring properties. This is a considerable increase in length from the previous recommendation. Officers consider this to be a significant improvement. These are shown on the plan below.



- 2.3 Members also queried whether signs would be placed on the street as part of the highway works. The Highways Officer has confirmed that signage would be needed as part of the highway works, to ensure the restrictions are enforceable. This would cover signage advising on a school crossing, no stopping and it would also be detailed on the traffic regulation order covering the location.
- 2.4 Members also queried whether the speed limit could be reduced, to 20 mph, along this stretch of the road. The Highways Officer has stated that this would not be possible, as the legislation regarding speed limit changes requires the authority to follow a set of activities to naturally reduce the average speed of vehicles and it also requires cooperation from the Police.
- 2.5 Members also raised a query about the wording of Condition 3, which required the gates to be closed at all times other than in an emergency. This would not have allowed pedestrian access for schoolchildren, as the school wanted, due to the wording proposed. The condition has been amended, to firstly restrict the vehicular access to emergency access only, and secondly to ensure the inner-most vehicle gates only are kept closed other than in an emergency. This wording now allows the school to use the inner pedestrian gate and the outer vehicle gates for pedestrian use, whilst still ensuring the inner vehicle gates remain closed.

3.0 Conclusion

- 3.1 Members deferred the application for clarification from the Highway Authority. The zig-zag road markings have now been significantly extended in length and it has been confirmed that signage would be included as part of the highway works. Officers consider that this addresses the concerns and queries raised by Members at the previous meeting. The impact on the highway is not considered to be severe and therefore the development should not be refused, in accordance with paragraph 111 of the NPPF.
- 3.2 Based on this further assessment, the recommendation remains to defer to approve the application, subject to conditions and the satisfactory prior completion of a Legal Agreement to secure the off-site highway works.

4.0 Recommendation: Application PL/22/4419/FA be delegated to the Director of Planning, Growth & Sustainability to approve, subject to conditions and the satisfactory prior completion of a Legal Agreement to secure off-site highway works. If the Legal Agreement cannot be completed the application be refused for such reasons as considered appropriate.

Subject to the following conditions:

1. The development to which this permission relates must be begun before the expiration of three years from the date of this permission.
Reason: To prevent the accumulation of unimplemented planning permissions, to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 (1) of the Town & Country Planning Act 1990, as amended.
2. The development hereby permitted shall only be constructed in the materials specified on the plans hereby approved or in materials which shall previously have been approved in writing by the Local Planning Authority.
Reason: To ensure that the external appearance of the development is not detrimental to the character of the locality.
3. The new vehicular access to Plantation Road shall not be used for any other purpose other than for emergency access and the inner vehicular access gates shall remain closed and locked at all other times.
Reason: In order to control the use of the access in light of the visibility and impact on the road network, and also to ensure the retention of the street trees either side of the access.
4. The development hereby permitted shall not be brought into use until a scheme of ecological enhancements, and a timetable for its implementation, has been submitted to and approved in writing by the Local Planning Authority to show that an overall net gain in biodiversity will be achieved. The scheme shall include details of landscape planting of known benefit to wildlife and the provision of artificial roost features, including bird and bat boxes. Any new fencing shall include holes to allow safe passage of hedgehogs. The scheme shall be implemented in full and as per the timetable approved by the Local Planning Authority. The measures shall be maintained in accordance with the approved details thereafter.

Reason: In the interests of enhancing biodiversity in accordance with Section 15 of the NPPF and Core Strategy Policy 24: Biodiversity.

5. This permission relates to the details shown on the approved plans as listed below:

List of approved plans:

<u>Received</u>	<u>Plan Reference</u>
7 Mar 2023	CURRENT BLOCK PLAN
7 Mar 2023	PROPOSED BLOCK PLAN
28 Feb 2023	DIC Gate / Warefence DATASHEET WF 868
28 Feb 2023	NEW BOUNDARY ACCESS GATES
23 Dec 2022	1518/02
23 Dec 2022	SU97469832
13 Jan 2023	LOCATION PLAN

and in accordance with any other conditions imposed by this planning permission.

Reason: To ensure that the development is carried out in accordance with the details considered by the Local Planning Authority.

INFORMATIVES

1. The applicant is advised that the new access should be constructed in accordance with the Buckinghamshire Council guide note "Commercial Vehicular Access Within the Public Highway". In addition, a licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A period of 28 days must be allowed for the issuing of the licence, please contact the Area Manager at the following address for information or apply online via Buckinghamshire Council's website.

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

2. The Council is the Charging Authority for the Community Infrastructure Levy (CIL). CIL is a charge on development; it is tariff-based and enables local authorities to raise funds to pay for infrastructure. If you have received a CIL Liability Notice, this Notice will set out the further requirements that need to be complied with. If you have not received a CIL Liability Notice, the development may still be liable for CIL. Before development is commenced, for further information please refer to the following website <https://www.chiltern.gov.uk/CIL-implementation> or contact 01494 475679 or planning.cil.csb@buckinghamshire.gov.uk for more information.