



## Report Strategic Planning Committee

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<b>Application Number:</b>	CC/0023/20
<b>Proposal:</b>	Development to enable permanent school expansion to 8fe involving demolition of existing teaching block E, construction of a new two storey teaching block, two storey extension to block A, two storey extension to block C, creation of a new pedestrian access points from Chartridge Lane, additional car parking spaces, hard play area, hard and soft landscaping and ancillary works
<b>Site Location:</b>	Chiltern Hills Academy, Chartridge Lane, Chesham, Buckinghamshire, HP5 2RG
<b>Applicant:</b>	Buckinghamshire Council
<b>Case Officer:</b>	Catherine Kelham
<b>Ward(s) affected:</b>	Chiltern Ridges
<b>Parish-Town Council:</b>	Chesham Town Council
<b>Date valid application received:</b>	7 <sup>th</sup> May 2020
<b>Statutory determination date:</b>	n/a
<b>Recommendation</b>	<p>It is recommended that:</p> <p>A: Subject to the objection from the LLFA being overcome and no further material considerations being raised by the Landscape Advisor, the Strategic Sites Planning Committee INDICATE SUPPORT for application CC/0023/20</p> <p>B: RESOLVE that the application be forwarded to the Secretary of State in accordance with the Town and Country Planning (Consultation) (England) Direction 2009; and</p> <p>C. That in the event of the Secretary of State not intervening, the Service Director Planning and Environment be authorised to APPROVE application CC/0023/20 subject to the conditions as indicated in Section 7.0 of this report and finalised by the Service Director Planning and Environment.</p>

## 1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 The application is for the expansion of an existing secondary school located in the Green Belt. Concerns have been raised by local residents primarily in relation to highway impacts and impact on amenity of the neighbouring residential dwelling.
- 1.2 The application is reported for determination by the strategic planning committee in line with the Buckinghamshire Council Constitution and Planning Protocol.
- 1.3 It is recommended that:
  - A: Subject to the objection from the LLFA being overcome and no further material considerations being raised by the Landscape Advisor, the Strategic Sites Planning Committee **INDICATE SUPPORT** for application CC/0023/20
  - B: **RESOLVE** that the application be forwarded to the Secretary of State in accordance with the Town and Country Planning (Consultation) (England) Direction 2009; and
  - C. That in the event of the Secretary of State not intervening, the Service Director Planning and Environment be authorised to **APPROVE** application CC/0023/20 subject to the conditions as indicated in Section 7.0 of this report and finalised by the Service Director Planning and Environment.

## 2.0 Description of Proposed Development

- 2.1 The proposed development seeks to facilitate a permanent two form entry (2fe) expansion to Chiltern Hills Academy enabling it to have 8fe (220 pupils in each of years 7 to 11 plus 300 sixth form students). This equates to a total of 1400 pupils.
- 2.2 At the current time the school has 990 pupils on role and there are 94 FTE staff. The school accepted bulge classes in 2018 and 2019.
- 2.3 Chiltern Hills Academy is located off Chartridge Lane, approximately 825 metres to the northwest of Chesham Underground Station in the south east of Buckinghamshire.
- 2.4 The application site is an existing school with a total site area of approximately 6.7 hectares. Approximately 4.3 hectares of the site comprises playing fields. The remaining 2.4 hectares comprise primarily of school buildings, car parking areas and surfaced sports areas. The location of the school is shown in Plan 1 of Appendix B.
- 2.5 The application site lies within the Metropolitan Green Belt. The Chilterns Area of Outstanding Natural Beauty (AONB) lies to the south and west of the school's boundaries.
- 2.6 Immediately to the south and east of the school playing fields and beyond the site boundary Lowndes Park, a designated Public Amenity Open Space, Scheduled Monument and Archaeological Notification Area.
- 2.7 The site lies within an area at low risk of flooding (Flood Zone 1)

- 2.8 To the northwest and northeast of the school site are residential properties. The closest are those opposite the school entrance on Chartridge Lane and number 94 Chartridge Road adjacent to the northwest of the application site.
- 2.9 The site is also home to permanent facilities for Chesham Adult Education Facility and Chesham Rugby Club. These are both located in the north east wing/front facade (Block A) of the school and share the same vehicular accessed via the school main entrance on Chartridge Lane.
- 2.10 There are currently 101 car parking spaces (including 5 accessible spaces) plus one mini bus space on site. Sixteen car parking spaces are reserved for the Adult Education Facility, leaving 85 available for use by the school.
- 2.11 There are seven main elements to the proposed development. These are shown on Plan 2 in Appendix B and outlined below:

- Demolition of existing teaching block (Block E) a single storey building located parallel to the north west boundary of the school site
- Construction of two storey teaching block (New Block E) to the south of the former location of Block E, adjoining the existing performing arts facilities (Block F) and parallel to the north west boundary of the school site.

The block would measure 9.25 metres in height with a depth of 35.67 metre and a width of 29.41 metres. Along the south east, south west (rear and AONB facing) and western part of the north west elevation, the proposed building would be finished in grey rainscreen cladding over a grey/blue engineering brick base similar to the south west elevation of the sports hall (Block G).

The west side of the rear elevation would be clad with cedar panel uppers over a blue/grey engineering brick base, similar to the sixth form area. The cedar cladding would continue around the northwest elevation of the building with the vertical cedar battens over the cladding obscuring the windows and onto the northern part of north west (front, school facing) elevation. The remainder central section of the north west (front, school facing) elevation would be finished in blue/grey engineering brick with a green vertical panel and school branding.

- Extension of two storey south east wing (Block C) of school building by approximately 15 metres towards the south east towards the school sports field.

Along the south east elevation, the extension would overhang the in-set ground floor. The upper part of the extension would be finished in cedar timber cladding. Along the ground floor there would be a glazed curtain wall with grey and yellow spandrel panels and feature yellow glazing.

- Extension of north east section of two storey front elevation (Block A) of school building by approximately 3 metres to the north east.

The front extension would be finished in green and grey rockpanel rainscreen cladding with a light grey panelled area.

- Creation of new pedestrian access from Chartridge Lane along south-eastern (lower) side of the entrance road into the school site and expansion of existing footway on north-western (upper) side to 3 metres in width.

Extension to car parking area to provide a total of 121 school staff car parking spaces, eight visitor car parking spaces, three accessible spaces, three motorcycle spaces, two minibus spaces and 26 occasional use car overspill spaces on a Multi-Use-Games-Area (MUGA). A separate allocation of 13 spaces car parking spaces plus three accessible spaces (total 16 spaces) will remain for Adult Education. Including the occasional use overspill and adult education spaces this equates to a grand total of 174 car parking spaces on the school site.

- Rotation of hard surfaced sports provision to retain a three court MUGA between the northwest boundary and 3G pitch in the rear of the site and the creation of a single court MUGA (also referred to as a hard pitch in the planning documents) between the expanded car park and replacement two storey teaching block (Block E). The three-court MUGA is not proposed to be lit. The single court MUGA is proposed to be lit with two column mounted LED floodlights on 6 metre columns.

- 2.12 New exterior lighting is proposed to be provided to the extended car park on the west side of the site and to the existing north car park, to the perimeter of the new block E building, the front elevation of block A, the rear pathway to the Sports Hall and under canopies, surrounding the extension to block C and over the main entrance to new block E.
- 2.13 An addition 46 FTE (Full time equivalent) staff would be required to facilitate the proposed development, increasing the number of FTE staff from 94 to 140.
- 2.14 To facilitate the proposed development, 17 trees, a mixture of category B and C would need to be removed. The majority of these are located within the school site in the north east (lower) area of car parking.
- 2.15 The proposed finishing materials are already seen at the school, with the exception of the vertical timber battens. The vertical timber battens are proposed to be the same wood type as the cedar cladding.
- 2.16 The application includes a number of drawings and supporting documents including a Transport Statement, Ecological Impact Assessment, Landscape Visual Assessment, Lighting Assessment, Environmental Noise Impact Assessment, Drainage details and Flood Risk Assessment and an Arboricultural Impact Assessment. These were reviewed as part of determining the application.
- 2.17 As a result of this, additional/amended plans were submitted and further information provided in regard to lighting, drainage and ecology.

- 2.18 The documents submitted as part of the planning application are available to view using application reference number CC/0023/20 on the planning website (<https://publicaccess.buckscc.gov.uk/online-applications/>) and the schedule of submitted documents is available in Appendix C.
- 2.19 The development has been screened under the Environmental Impact Assessment Regulations and the local planning authority has concluded that an environmental impact assessment will not be required in this case.

### 3.0 Relevant Planning History

- 3.1 A school has been on the site from the 1950s although it has been substantially altered since then, especially in the 1960s. In 1988 the school (at the time known as Lowndes Girls' School) merged with Cestreham Boys' School to become Chesham Park School. In 2011 it was re-named Chiltern Hills Academy.
- 3.2 Recent applications include:
- **CC/30/01** - Proposed erection of a single storey classroom for teaching music together with 2 practise rooms, office and store – Approved 21/08/2001
  - **CC/37/04** - Proposed erection of a new double temporary classroom (unit no. 562) - Approved 19/07/2004
  - **CC/77/04** - Construction of a new 2 storey teaching block including Dance/Drama area connected to the existing science block via a covered link. Reconfiguration of 2 existing tennis courts and resitting of floodlights, demolition of caretakers house and construction of new 16 space car park – Approved 02/03/2005
  - **CC/32/07** - Proposed renewal of planning consent for retention of existing double temporary classroom no. 562 for three years. – Approved 21/09/2007
  - **CC/14/10** - Proposed renewal of planning consent for retention of existing double temporary classroom no. 562 for three years - Refused 27/07/2010
  - **CC/16/11** - Proposed widening of the Existing School Entrance Drive to 4.80m. Provision of 6 car parking and 1 Minibus parking spaces on the school site. Erection of 2 canopy structures in the school courtyard – Approved 03/08/2011
  - **CC/06/12** - Proposed refurbishment and new build proposals to serve 990-place existing Academy educational establishment. Proposals to include updated entrance, removal of existing gymnasium, additional car parking, infill atrium, new two-storey wing and new sports hall - Approved 11/07/2012
  - **CC/0121/18**- Proposed expansion works at Chiltern Hills Academy include a new purpose build science block, extensions to the existing Sports Hall block with additional 6th Form classrooms on the first floor and English block extension proposals. The proposals also address the deficiencies of the existing school accommodation through refurbishment of several other areas within the school. Externally, the proposals include an expansion to existing car park areas and the re-provision of external hard play and sports areas – Withdrawn 06/08/2019

- **PL/18/4466/FA** - Creation of artificial grass pitch and store. Construction of fence, barrier and entrance gates to grass pitch perimeter, installation of floodlights and hard standing – Approved 19/07/2019
- **CC/0029/20** - The erection of a temporary, two storey, eight classroom, modular teaching block to provide additional capacity at Chiltern Hills Academy, Chartridge Lane, Chesham - Pending Consideration

#### 4.0 Policy Considerations and Evaluation

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan for this area comprises of:

- Chiltern District Core Strategy (CDCS) 2011
- The Policies Map
- Chiltern District Local Plan (CDLP) 1997 (consolidated November 2011)

Other documents that need to be considered in determining this development include:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- CLG letter to Chief Planning Officers dated 15th August 2011
- Draft Chiltern and South Bucks Local Plan 2036
- Buckinghamshire Countywide Parking Guidance (September 2015)

The CDCS policies most relevant to this development are:

- CS1 (The Spatial Strategy)
- CS4 (Ensuring that development is sustainable)
- CS20 (Design and Environmental Quality)
- CS22 (Chilterns AONB)
- CS24 (Biodiversity)
- CS25 (Transport)
- CS26 (Requirements for New Development)
- CS29 (Community Facilities)

The Saved policies of the CDLP most relevant to this development are:

- GC1 (Design of New Development)
- GC3 (Protection of Amenities)
- GC4 (Landscaping)
- GC14 (Disabled accessibility)
- GB1 (Extent of the Green Belt)
- GB2 (Development in the Green Belt)
- GB23 (Limited Infilling in the Green Belt)
- GB30 (Rural Development in the Green Belt)
- LSQ1 (Chilterns AONB)

- TR2 (Highway Aspects)
- TR11 (Provision of Off-Street Car Parking)
- TR15 (Design of parking areas)
- TR16 (Parking & Manoeuvring Standards)
- AS1 (Scheduled Monuments)
- R2 (Loss Of Existing Sports Facilities)

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

- SP SP1 (Sustainable development)
- SP PP1 (Green Belt)
- DM DP1 (Design)
- DM CP3 (Car parking standards)
- DM NP4 (Biodiversity)
- DM NP5 (Trees)
- DM NP8 (Flood protection and SUDS)
- DM NP9 (Amenity)
- DM DP3 (Design – Archaeological Heritage)
- DM DP5 (Climate change)
- DM DP6 (Low carbon development)

### **Principle of Development**

- 4.1 The proposed development is for the expansion of a school. Policy CSF1 of the CDLP supports the development for community services and facilities (including educational establishments) provided it would not involve the loss of residential land, would not be detrimental to the character and amenity of the area in which it is located by reason of its appearance, layout, noise, traffic generation, vehicle parking, loss of landscaping or general disturbance and provided that other policies are complied with. The compliance with these criteria will be considered in detail in the following sections of the report.
- 4.2 The applicant has provided information on the need for school places in this area. A significant rise in local population has exceeded the supply of secondary school places available and upper schools in the Chiltern area are currently full in Year 7. The most recent population figures indicate the need to increase provision by an additional 2-3 form of entry (FE) over the period 2018 to 2027, including a 5% operating capacity to allow for volatility in population migration/parental choice trends. Much of the forecasted growth is due to take place in Chesham.
- 4.3 The proposed 2FE expansion at Chiltern Hills Academy is proposed to meet the need for school places within Chesham. Over 600 of the pupils that currently attend the school live within the area of Chesham Town. Between 50 and 100 pupils live within

the wider Chiltern Hills Catchment Area. Between 10 and 50 pupils and less than ten pupils live within the Amersham Town and wider Amersham catchment area respectively. Further supporting this claim that the school serves a local need is that between 2016 and 2020 over 70% of pupils travelled to and from school on foot.

- 4.4 Paragraph 94 of the NPPF requires local planning authorities to take a proactive, positive and collaborative approach to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. In addition, as set out in the letter to Chief Planning Officers dated 15th August 2011, the Government wants to allow new schools to open, good schools to expand and all schools to adapt and improve their facilities. This is to allow for more provision and greater diversity in the state funded sector to meet both demographic needs and the drive for increased choice and higher standards. State funded includes schools funded by Local Authorities and those funded directly by central Government (i.e. academies and free schools. In summary, this development at a state funded school is supported in principle.

### **Location of Development**

#### **Green Belt**

- 4.5 The spatial strategy for the former Chiltern District to 2026 as set out in policy CS1 of the CDCS is to protect the Chilterns Area of Outstanding Natural Beauty and Green Belt by focusing new development on land within existing settlements not covered by those designations. Chiltern Hills Academy is located within the Metropolitan Green Belt, as identified in Policy GB1 of the CDLP.
- 4.6 Policy GB2 of the CDLP sets out that most development in the Green Belt is inappropriate with certain exceptions of which that proposed in this application is not one. Looking at the emerging plan, policy SP PP1 of the CSBLP states that planning permission will not be granted unless very special circumstances have been demonstrated or specific other policies are accorded with. One of these is policy DM PP2 which allows for the replacement of a building which is similar in scale and footprint to that which it replaces and another is DM PP3 which allows for development on previously developed land in the Green Belt which would not result in a greater impact on the openness of the Green Belt subject to massing and siting, the maintenance of important views and no material change in the ratio of built development to open space.
- 4.7 As set out in paragraph 133 of the NPPF, the Government attaches very great importance to the Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. Openness is not defined, but it is commonly taken to be the absence of built development.
- 4.8 Chiltern Hills Academy is a long established educational establishment that has been a constant feature within this land designated as Green Belt. The existing school

development comprises a number buildings of varying heights and external appearance clustered in the northwest part of the site. There are car parking areas around the front of the school building, an artificial grass pitch with flood lights to the rear of the buildings in the south of the site and open sports fields in the lower part of the site to the east of the school buildings. Beyond the school site is Lowndes Park and fields.

- 4.9 The proposed development would expand the built form of the school in the upper part of the site. The proposed development would however go beyond infilling - particularly in the two storey replacement of the existing single storey Block E in a different location on the school site which would have a greater impact on openness compared to the existing development. As such, the development as a whole would not comply with the policies outlined above or the relevant exceptions in the NPPF.
- 4.10 The proposed development is therefore inappropriate development and harmful to the Green Belt, and planning permission should therefore only be granted in very special circumstances. These will not exist unless potential to harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposals, is clearly outweighed by other considerations.
- 4.11 As set out above, the proposed development is seeking to expand educational facilities at an existing school site. The Council has a statutory duty to provide sufficient school place and a need for additional school places in this area and at this school has been demonstrated. Subject to the any other harm resulting from the proposal being clearly outweighed by other considerations, very special circumstances may exist.

#### **Chilterns AONB and Landscape**

- 4.12 The proposed development is not located within the AONB, though is close to its boundary. Policies LSQ1 of the CDLP and Policy CS22 of the CDCS relate to proposals to be followed within the Chilterns AONB and therefore do not directly apply to the proposed development. Protecting the setting of the AONB and safeguard views into and out of the area is however considered to be a material consideration. This will be further considered in the Landscape and Visual Impact section below.

#### **Transport matters and parking**

- 4.13 Concern has been raised about the impact of the proposed development on the surrounding road network, car parking, and pedestrian/cycling infrastructure by local residents and Councillor MacBean, Councillor Birchley and Councillor Bacon.
- 4.14 Policy TR2 of the CDLP requires the development to provide satisfactory access on the highway network. It also requires that the highway network in the vicinity of the development site has capacity to accept the traffic associated with the development and, as a minimum, ensure that the standards of road safety for all users are maintained. Similarly, policy CS25 of the CDCS requires the assessment of impact of development proposals on the transport network, including public transport, traffic

flows, air quality, accessibility levels and road safety. Moving away from car-dependent travel and providing for convenient and attractive access by foot and bike is supported through the CDCS and specifically policies CS26 and CS4. The NPPF, paragraph 109 sets out the development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.

- 4.15 The Highways officer has considered the submitted information and agrees that the Park Road Roundabout is operating close to its maximum practical capacity. The proposed development is however predicted to have a relatively low impact on this junction with an increased queue delay of 7 cars (or equivalent) on the worst effected arm of the junction. In the view of the Highways Officer these increases in queuing do not represent a significant or severe harm to the operation of the junction. As such he does not consider impact of the development in the context of the existing flows in the vicinity of the site would lead to a demonstrably severe impact on the Local Highway Network in the vicinity of the site.
- 4.16 A travel plan was submitted as part of the proposed development. This demonstrates a large proportion of pupils (over 70%) travel to and from the school by means other than motor car. To further encourage active travel it is advised that as part of this application a school travel plan is reviewed annually with the aim of securing no increase in the number of car movements generated on the school journey. This may be secured via condition.
- 4.17 The applicant has committed to upgrading the existing uncontrolled pedestrian by providing a toucan crossing on Chartridge Lane. The location of this crossing is to be finalised but it is recommended that the crossing is in place prior to the proposed development being occupied. This may be secured via condition.
- 4.18 It should also be noted that if this school is unable to accommodate the additional pupils, they will have to travel to the nearest school with capacity. This is Princes Risborough School, approximately 12 miles from Chiltern Hills Academy and beyond typical walking and cycling to school distances for the pupils living within the Chesham Town Area – the source of over 600 pupils currently at the school.
- 4.19 Concern has been raised about the safety of students walking to school and the capacity of local pavements to accommodate the existing student numbers. In addition to upgrading the crossing, as part of the proposed development it is proposed to create a new pedestrian access from Chartridge Lane along the south-eastern (lower) side of the entrance road into the school site and expand the existing footway on the north-western (upper) side of the entrance to 3 metres in width. This should help improve safety of students at the entrance to the school where there is greater conflict with vehicles turning. It is however acknowledged that this does not increase footway capacity on Chartridge Lane and pupils may still choose to walk in the road. This behaviour may be addressed as part of road safety education by the school and included in the travel plan. Increasing the pavement width between

Chiltern Hills Academy and Chesham Town would involve a narrowing of the carriageway, a loss of verge or encroachment into Lowndes Park. It is not considered necessary to make the development acceptable and nor is it considered to be reasonable in all other aspects to be a condition of planning.

- 4.20 The issues of parents parking in dangerous places or on existing double yellow lines around the site have also been raised. Enforcing parking restrictions and investigating dangerous and illegal parking on the public highway is a matter for the police and the Highways Authority. It is not something that falls within the remit of planning.
- 4.21 In relation to parking, taken together policies TR11, TR15 TR16 and GC14 of the CDLP and policy CS26 of the CSCS support the provision of adequate parking provision, including parking spaces for disabled drivers' vehicles and bicycles, which are conveniently located with satisfactory circulation, correctly sized parking spaces and allowance for pedestrian movement. In the draft CSBLP parking standards are contained within Appendix CP3 and policy DM CP3 requires their use and similarly requires parking provision to be well-designed and landscaped. Both the Buckinghamshire Countywide Parking Guidance and standard within the draft CSBLP have a requirement for secondary schools of one car parking space and seven bicycle spaces per FTE staff member. This differs from the standards in the CDLP adopted in 1997 which are based on floor space.
- 4.22 There are currently 85 car parking spaces for use by school. This excludes the sixteen spaces reserved for use by the Adult Education Facility and includes any visitor and accessible spaces. Under the proposed scheme, 132 car parking spaces would be provided for use by the school and the 140 FTE staff. This is a small improvement on the current situation where there is shortfall of nine spaces.
- 4.23 The proposed development includes some 'double stacking' whereby 13 car parking spaces will be limited to staff arriving before 08:00 and leaving after 16:15. This is not ideal. It is however a private car park for use by the school and may be managed during school hours. It is accepted that outside of school hours these 13 spaces are unlikely to be used. There would however still be 135 car parking spaces (including those reserved for the Adult Education Facility but excluding the overflow and double stacking spaces) during non-school hours. Overall, while the car parking is slightly below that recommended in the guidance, it is an improvement on the existing situation and the increase in FTE staff numbers associated with the proposed development is accommodated.
- 4.24 Concern has been raised about sixth-formers parking on local roads. The change in pupil numbers associated with the proposed development would see a net reduction of 15 pupils in the sixth form as the existing capacity of the school's sixth form would reduce from 165 to 150. The existing situation would not worsen. No sixth form parking is proposed on site and for the committee's information it is rare to provide it on school sites. With sustainable travel modes encouraged though the development

plan and NPPF, providing space on-site for sixth-form parking and thereby facilitating their travel in this way is considered counterproductive.

- 4.25 In regard to cycle spaces, under the above guidance a further 322 cycle spaces would be required. There are currently 11 cycle storage spaces on the site and over the last four years the travel plan indicates a maximum of eight pupils are cycling to and from school. A further 11 cycle spaces are proposed as part of this application. Given the currently low mode share of cycling, acknowledging that over 70% of existing pupils walk to the school, and mindful that the majority of the pupils currently at the school are from the Chesham Town Area and therefore must travel up-hill to school in the morning to reach the school, it is considered the substantial variation from the guidance in regard to cycle spaces is acceptable in this instance. It is nevertheless recommended that as part of the school travel plan, the number of cycle spaces is kept under review and more provided if there is demand. This may be included as part of the school travel plan.
- 4.26 Subject to the layout of the car parking area being secured by condition and thereafter used for no other purpose, an on-going review of the cycle spaces, review of the school travel plan, and provision of the upgraded crossing point, the proposed development is considered to be in accordance with policies CS25, CS26 and CS4 of the CDCS and policy TR2 of the CDLP. It is also considered to provide adequate parking in line with policies TR11, TR15 TR16 and GC14 of the CDLP, draft policy DM CP3 of the CSBLP and the Buckinghamshire Countywide Parking Guidance.

#### **Amenity of existing and future residents**

- 4.27 Policy GC3 of the CDLP seeks to protect the amenities of existing neighbours. Policy GC7 of the CDLP states that noise-generating development will not be permitted where the noise levels and/or the noise characteristics which would result from that development would cause an unacceptable degree of disturbance to the occupants of any residential or other noise-sensitive development in the vicinity of the application site. In addition as part of ensuring development is sustainable, policy CS4 of the CDCS seeks to ensure that development has minimal disruption in term of noise and light pollution in the wider environment. In the CSBLP, draft policy DM NP9 seeks to protect residential amenity from noise and light pollution.
- 4.28 Objections and concerns have been raised to the application with regard to the impact on the local amenity. The main elements of concern relate to the development along the northwest boundary of the site, with particular concern raised in relation to the impact of the proposed development on the residents of number 94 Chartridge Lane and the welfare of horses in the adjoining equestrian yard.
- 4.29 A new Block E would be constructed to attach to the Performing Arts Centre (Block F). At the closest point, the new Block E would be 24 metres to the south of number 94 Chartridge Lane. In locating the building on the site, the architect has considered impact of the building on daylight, sunlight and overshadowing on the dwelling at 94

Chartridge Lane using the BRE 25 degree angle guidance. This is a 'rule of thumb' for assessing the development on day light and sunlight and takes the centre of a potentially effected low level window and draws a line toward the new development at a 25 degree angle. If the proposed development does not infringe this plane, which the proposed new Block E would not, it is unlikely that natural light would be obstructed.

- 4.30 Although further from number 94 Chartridge Lane, the proposed Block E would be closer to the equestrian yard than the existing Block E. Concern has been raised about the occupants of the classrooms looking into the equestrian yard and a risk to security/increased crime. No comments in relation to this has been raised by the Crime Prevention Design Advisor and the proposed development includes the vertical cedar battens on the north west elevation to obscure views out of the classrooms and to minimize the perception of overlooking for both the residential property and equestrian yard. Overall, due to its location and external cladding, the ability to overlook the equestrian yard and residential dwelling from new block E is limited and it is not considered the location of the building in this location would lead to an increased risk of crime in the neighbouring dwelling and equestrian yard.
- 4.31 In regard to lighting, the single court MUGA is proposed to be lit with two column mounted LED directional floodlights on 6 metre columns to a level of 75 lux. The use of the MUGA would cease at around 5pm and the lighting switched off. This may be secured via condition. There is also a large hedge between the MUGA and nearest neighbour and additional tree planting is proposed. The larger three-court MUGA at the rear of the site is not proposed to be lit and tree planting along the boundary is also proposed. The existing car parking areas at the school are already lit and as part of the proposed development the new areas of car parking area would also be lit. These would be to an average level of 10 lux via column mounted LED Luminaires on 5 metre columns and wall mounted LED luminaires at 4 metres. The perimeter lighting would be mounted on the buildings for pedestrian safety and security purposes. It would have an average brightness of 5 lux. Subject to the single court MUGA not being lit after 5pm and no lighting on the 3 court MUGA, it is not considered the proposed lighting would harm the amenity of residents or cause disturbance or cause disruption to the local amenity through light pollution.
- 4.32 In regard to physical disturbance from balls being kicked into the neighbouring property, it is proposed to install 2.4 metre fences around the single court MUGA and around the northwest side of boundary of the site to help prevent balls being kicked over into the adjacent property. In addition to this, it is proposed to install a sports fence on all four sides of the 3-court MUGA.
- 4.33 Noise-sensitive developments are defined within policy G7 of the CDLP as housing and other types of residential accommodation, hospitals, schools and colleges and any other development where the occupants would be particularly sensitive to disturbance by noise. Although it may be desirable to have low noise levels for the

equestrian use, it is not considered to be a noise sensitive development in the same way that a dwelling house or school is.

- 4.34 Concern has also been raised in regard to noise from both MUGAs. Information provided as part of the planning application states that assuming both are operating simultaneously the predicted noise level would be 56 dB  $L_{Aeq}$  30 mins at the Equestrian Yard and 45 dB  $L_{Aeq}$  30 mins at the residential dwelling. Guidance for noise levels suggest that traditionally used external areas, such as gardens, it is desirable that the noise level does not exceed 50dB  $L_{eqT}$  with an upper guideline of 55dB  $L_{AeqT}$ . The noise at the nearest residential dwelling is predicted to be within this limit. It should also be noted that use of the single court MUGA is proposed to end at 5pm and the 3-court MUGA is not proposed to be lit, limiting its use to daylight hours.
- 4.35 The proposed extension to the car park in the upper part of the site would result in cars slightly closer to number 94 Chartridge Lane and parking for more cars. The car parking area would move from 15.5 metres at the closest point to 12.5 metres at the closest point. At the current time there is a large (around five metre high) leyland cypress hedge and structures for storage and plant between the carpark and the residential property. This is not proposed to change and so the impact on the amenity residential dwelling is unlikely to change.
- 4.36 In regard to the single-court MUGA (also referred to as a hard court in the planning supporting documents) the main concern raised is of its use as an overspill car park providing 26 spaces. The MUGA is accessed via gates in the school site boundary and so can be shut off from the other car parking areas. The submitted application documents state that use of this area for car parking would be restricted to parents' evening and community events when additional spaces are required. It is understood the aim of the using the MUGA for overspill car parking is to help remove cars from parking on Chartridge Lane and the surrounding residential streets during parents' evenings and community events. In this situation, the wider amenity benefit of on-site overspill parking is considered to outweigh the occasional disturbance to neighbours. It is however recommended an informative is included requesting the school publish a list of dates when the overspill car park will be in use so that local residents are kept informed of its use.
- 4.37 Overall, subject to the conditions outlined above, the proposed development is considered to accord with policies GC3 and GC7 of the CDLP, policy CS4 of the CDCS and draft policy DM NP9 of the CSBLP.

### **Landscape and Visual Impact**

- 4.38 Policies GC1 of the CDLP and CS20 of the CSCD seek to secure a high standard of design which reflects and respects the character of the surrounding area and those features which contribute to local distinctiveness. This is similarly reflected in CSBLP draft policy DM DP1. Taken together policies GC4 and GB30 of the CDLP seek to protect the landscape including existing trees and hedgerows and a similar provision is seen in draft policy DM NP5.

- 4.39 As set out above, the proposed development is not within the Chilterns AONB but is very close. The location of the site and some existing academic buildings can be seen from some public footpaths and roads within the AONB and public footpaths on the hill to the east of Chesham.
- 4.40 The areas of the proposed development are located close to the existing buildings and would all be of a similar height to existing structures. They would increase the overall mass of the development but the size of the buildings in relation to their surroundings and context is considered to be appropriate. The extension to Block C would increase the built area of the school by approximately five metres towards the sports fields. This is a small increase and taking into consideration the existing trees at the end of Block G (Sports Hall), likely imperceptible in the long distant views of the school. On the other side of the school, the new two storey Block E would visually extend Block F by approximately 30 metres towards the northwest. It is replacing a single storey building and may make this part of the school more visible in the wider landscape.
- 4.41 Officers will update the committee orally with regard comments from the landscape advisor.
- 4.42 The materials proposed to be used for the development are similar to those already seen at the school with the addition of vertical cedar timber battens. Grey rainscreen cladding was used on the upper part of the Sports Hall (Block G) to reduce the visual definition of the buildings when viewed from a distance and it is proposed the same approach is taken for the north east elevation and part of the south west elevation of proposed new Block E. The existing sixth form area which adjoins the Sports Hall (Block G) is cedar clad and the parts of the new Block E are proposed to be clad the same. While it has been questioned whether the vertical cladding element would prevent the building from blending into the rest of the site and the suitability of it in the views from the Chilterns AONB, given there are already cedar clad elements on the site it is not considered to be incongruous in this location. While it is agreed that utilising the same finishing material in Block E as already exists in Block F would be logical, the same brick type/colour is no longer available. The development has been assessed as proposed and the external finish is considered to be acceptable and reflective of the existing school. It is however recommended that use of the proposed materials is secured via condition.
- 4.43 There would be a loss of 17 trees, a mixture of category 'B' and 'C' as well as some other vegetation and amenity planting as a result of this development. Nine of these trees to be removed are located in the lower car parking area at the front of the school and four are located in the upper car parking area. The remaining trees to be removed are located alongside existing Block E/location of the proposed single court MUGA. The mature trees at the very front of the school on Chartridge Lane, native species hedge and large grass verge would remain in place. As such, the change to the character of Chartridge Lane is considered to be limited. It is proposed to provide

29 replacement trees on site. These would be of native species of Cherry, Lime and Beech and would be located around the north west and north east boundary of the site and within the court yard areas. This planting may be secured via condition.

- 4.44 Much concern has been raised by the Chilterns Conservation Board in relation to the landscape impact of lighting at the school site. It has already been discussed from an amenity perspective and concluded that the lighting proposed as part of this development is acceptable in this regard. Due to the dark skies of the Chilterns AONB, they consider no further lighting should be permitted at the school. The lighting in the car parks is will be shielded by the school building, the single court MUGA lighting is proposed to be switched off at 5pm and the three court MUGA is not proposed to be lit. The remaining lighting is that around the north west and south west of proposed Block E and on the walkway around the south-east of the site. Planning permission for the 3G pitch including floodlighting and allows for use of the pitch between the hours of 8.00am to 10.00pm Monday to Friday and 9.00am to 8.00pm on Saturdays, Sundays and Bank Holidays. The landscape impact of any additional low level building lighting in this context is negligible.
- 4.45 Overall, subject to conditions outlined above, the proposed development is considered to be in accordance with policies GC1, GC4, GC14 and GB30 of the CDLP, policy CS20 of the CDCS and draft policies DM DP1 and DM NP5 of the CSBLP.

#### **Flooding and Drainage**

- 4.46 Amongst other elements to ensure long term sustainability of development, Policy CS4 of the CDCS requires an assessment of surface water drainage impacts and the inclusion of sustainable drainage systems (SuDs) which consider all SUDS options and ground conditions, under advice set out in national policy. This advice includes Paragraph 163 of the NPPF which requires local planning authorities to ensure flood risk is not increased elsewhere as a result of development. Draft policy DM NP8 of the CSBLP similarly requires development be designed no to increase flood risk elsewhere and the use of sustainable drainage systems.
- 4.47 The Flood Management Team has raised objection to the application due to the absence of infiltration rate testing. The applicant has submitted additional information to address these concerns and officers will update the committee orally with regard to this issue and whether the objection has been overcome.
- 4.48 With regard to disposal of waste water, Thames Water and Affinity Water have been consulted and have raised no objection to the application.

#### **Playing fields**

- 4.49 Policy R2 of the CDLP does not support the loss of playing fields unless it can be demonstrated there is no continuing community need for the facility or alternative provision of at least equivalent size, suitability and convenience is made. Policy 29 of the CSCD seeks to only permit the loss of community facilities in exceptional

circumstances and encourages such provision where there is a need. CSBLP policy DM HP4 makes similar provision.

- 4.50 The application would involve the loss of some existing playing field space to the proposed 3-Court MUGA. The proposed MUGA would of course provide an alternative sports facility which would be useable all year round. Sport England consider the proposed development only affects land incapable of forming a playing pitch and therefore raises no objection to the scheme. Sport England are concerned that the construction works may damage the playing field and wish the playing fields re-instated in accordance with Sport England Guidance.
- 4.51 In light of these comments, subject to the re-instatement of the playing field area following construction being secured via condition, the proposed development is considered to accord with policy R2 the CDLP and draft policy DM HP4 of the CSBLP.

### **Ecology**

- 4.52 Policy CS24 of the CDCS seeks to conserve and enhance biodiversity within the Local Plan area. It states that development proposals should protect biodiversity and provide for the long-term management, enhancement, restoration and, if possible, expansion of biodiversity, by aiming to restore or create suitable semi-natural habitats and ecological networks to sustain wildlife. Draft policy DM NP4 of the CSBLP requires applicants to demonstrate that appropriate investigation has been undertaken where development affects designated or non-designated sites that include important habitats, provide biodiversity net gain, supporting ecological surveys and demonstration of how existing site specific factors have been considered and incorporated to increase the quality of natural habitats. In addition, policy GC4 of the CDLP seek to protect the landscape including existing trees and hedgerows. This protection is similarly given through draft policy DM NP5 of the CSBLP.
- 4.53 The application site is not subject to any specific biodiversity designations and surveys carried out in support of the application have identified limited potential to support protected species. Landscape Ecological Management Plan (LEMP) includes new hedgerow planting, tree planting, and shrub planting. The proposed tree and shrub specifications indicate that the mix will include species with beneficial value to wildlife e.g. in providing a nectar source and increased foraging habitat for a range of wildlife. The LEMP also includes the installation of bat and bird boxes, and the creation of deadwood habitat. These measures to halt the decline of biodiversity and provide enhancement through development are in keeping with the NPPF, policies CS24 of the CDCS, GC4 of the CDLP and draft policies DM NP4 and NMNP5 of the CSBLP.

### **Historic Environment**

- 4.54 Policy AS1 of the CDLP seeks to provide for the preservation of scheduled monuments and their preservation in situ. This is similarly reflected in CSBLP draft policy DM DP3. The site itself does not contain any heritage assets but beyond the

application area is Lowndes Park which contains a Scheduled Monument and is an Archaeological Notification Area. Buckinghamshire Council Archaeology Service was consulted on the application. They raise no objection to the proposed development and do not recommend any conditions. It is not considered that the proposed development within the existing school site would have an adverse setting on the scheduled monument or its setting. It is therefore concluded that the proposed development is in accordance with policy AS1 of the CDLP.

### **Building sustainability**

- 4.55 To ensure development is sustainable, policy CS4 of the CDCS expects new developments to have regard to sustainable development principles. This includes the remediation of contaminated land and the use of renewable energy technology sources wherever required under policy CS5. Policy CS5 of the CDCS requires all non-residential development with 1000m<sup>2</sup> of non-residential floor space to secure at least 10% of their energy requirements from decentralised and renewable or low carbon sources. This requirement for sourcing emerging from on-site renewable or low carbon technologies is also seen in draft policy SM DP6 of the CSBLP.
- 4.56 A number of elements relating to sustainability, such as transport, have been considered in other sections. In terms of building design and reducing energy consumption, the applicant has stated that the building design has sought to reduce the need for energy consumption by passive measures and ensuring that equipment is as efficient as possible. This includes LED lighting throughout with absence detection and daylight dimming in teaching areas and mechanically ventilated spaces. Proposed new Block E would host roof mounted photovoltaic panels to provide over 20% of the proposed building's energy requirements. This may be secured via condition. No electric vehicle charging point is included as part of the proposed development but an informative encouraging the school to review the need for this service may be included should planning permission be granted.
- 4.57 Overall, the proposed development has sought to be energy efficient and reduce carbon output. It is considered to in accordance with the development plan in this regard.

### **Raising the quality of place making**

- 4.58 As above, policies GC1 of the CDLP and CS20 of the CSCD seek to secure a high standard of design which reflects and respects the character of the surrounding area and those features which contribute to local distinctiveness. This is similarly reflected in CSBLP draft policy DM DP1. In addition, policy GC14 of the CDLP seeks provision to be made for disabled access.
- 4.59 The proposed development is to expand a school and has been designed to be suitable for that use with the classrooms sized to meet educational standards. Its layout with regard to impact on neighbouring amenity, changes to the street scene, teaching needs and efficiency of resources in not demolishing a recently building has

been considered. The ease of movement between parts of the school has been similarly considered with entrances to all areas clearly marked and step free accesses incorporated into the design. Further elements to make it accessible for all have also been included with dedicated accessible car parking spaces, step free accesses into buildings, tactile surfaces, wheel chair accessible washrooms and the introduction of a new platform lift in Block E.

4.60 The landscape and visual impact of the proposed development and building sustainability has been discussed in previous sections. Overall, the proposed development is considered to be in accordance with policies GC1 and GC14 of the CDLP and policy CS20 of the CDCS.

### **Other Matters**

4.61 It has been requested by Councillors that a condition is placed on the proposed development removing permitted development rights for the areas of hardstanding used for sport. At this school, permitted development rights for the erection, extension or alteration of a school is limited to a total of 250 m<sup>2</sup> gross floor space with the location of any development in relation to the school boundary and the height of any development also controlled. It is considered that removing these permitted development rights would go beyond what is necessary to preserve the openness of the Green Belt and is not considered necessary to make the development as proposed acceptable.

4.62 Concern has also been raised by local residents over the lack of on-site pick-up and drop-off provision. The proposed development does not include a pick-up and drop-off and has been found acceptable from a highways perspective without this in place. For the committee's information, the withdrawn application did include an area for pick-up and drop-off. This was a point of great concern for the Planning Authority given the location of the development with the Green Belt, the removal of trees required for the pick-up and drop-off, the fundamental changes to the street scene and the worry that pick-up and drop-off may encourage more cars at a site where there are currently a large proportion of pupils arriving by non-vehicular modes.

4.63 Concern has also been raised about the impact on the amenity of local properties and highway safety and during the construction of the proposed development. The applicant has advised that a contractor would be signed up to the Considerate Contractor Scheme. It is also recommended from a Highways and amenity perspective that a construction management plan is agreed prior to commencement of the development. This would require deliveries to be outside peak times, set times for working on the site and identify location for contractor parking on-site.

## **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 The Strategic Sites Committee is reminded that that artificial flood lit grass pitch at the rear of the school was granted planning permission by Chiltern District Council on 19<sup>th</sup> July 2019 and it is not a matter they are able to revisit. It was considered that the artificial flood lit grass pitch was acceptable in the open Green Belt and that it would not have a detrimental impact on either neighbouring amenities or the local highway network.
- 5.4 As set out above it is considered that the proposed development would broadly be acceptable in policy terms (subject to the objection from the LLFA being overcome and no further material considerations being raised by the Landscape Advisor), except for those policies relating to the Green Belt.
- 5.5 As the proposed development does not meet the relevant exception tests set out in policy GB2 of the CDLP or the NPPF, it is inappropriate, harmful to the Green Belt and planning permission should therefore only be granted in very special circumstances. These will not exist unless potential to harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposals, is clearly outweighed by other considerations.
- 5.6 The council as Education Authority is seeking to meet education provision demand through additional provision at existing school sites and applications for additional facilities at The Amersham School, Misbourne School and Holmer Green School have also been approved to address the demand likely to arise in school places in the area since July 2019. Parental choice does and will continue to allow school places to be given to pupils from beyond the immediate area. Whilst substantial weight must be given to the harm that would be caused to the openness of the Green Belt in the decision to be made on the application, considerable weight should be given to the guidance set out in the Chief Planning Officer's Letter dated 15th August 2011 and national policy in the NPPF set out above.
- 5.7 Overall it is considered that the educational need outweighs the harm to the Green Belt and any other harm. It is recommended that planning permission is granted subject to conditions.

- 5.8 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.
- 5.9 It is an inherent part of the planning decision-making process to assess the effects that a proposal will have on individuals and weigh these against the wider public interest in determining whether development should be allowed to proceed. Compliance with Article 8 of the Human Rights Act (1998) has been raised by a local resident in regard to number 94 Chartridge Lane. The article protects the right to respect for your private life, your family life, your home and your correspondence. Article 8 rights are a material planning consideration and have been taken into consideration in making this decision as demonstrated in this report and particularly in the section on the amenity of existing and future residents.

## **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 :
- The agent and applicant were provided with pre-application advice,
  - The agent and applicant were updated of any issues after the initial site visit and consultation
  - The agent and applicant were 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**

- 7.1 It is recommended that planning permission is granted subject to the following heads of term for conditions:
- Time limit for commencement
  - Approved Plans
  - Approved Materials
  - Construction Traffic Management Plan
  - Arboricultural Methods Statement

- Reinstatement of playing field
- Surface water drainage strategy
- Implementation of mitigation measures as set out in Section 5 of the Ecological Impact Assessment
- Implementation in accordance with Landscape and Ecological Management Plan and supporting plans (planting plans and specifications)
- Implementation of planning scheme
- Provision of photovoltaic panels
- Provision of formal pedestrian crossing point (prior to occupation)
- Travel Plan (including review of cycle provision) (prior to occupation)
- Laying out of access and parking (for pedestrians/cyclists/motor vehicles) in accordance with the approved plans (prior to occupation)
- Annual Review of school travel plan (including review of cycle provision)
- External lighting as proposed
- Curfew on lighting on single court MUGA

**Appendix A: Consultation Responses and Representations**

**Appendix B: Site Location plan**

**Appendix C: Schedule of submitted documents**

## **APPENDIX A: Consultation Responses and Representations**

### *Comments from Cllr Patricia Birchley Cllr Jane MacBean*

“As the Councillors for the Chiltern Ridges Division know that we face a shortage of secondary school places in Chesham, and that Chiltern Hills Academy is well placed to address that local shortage and potentially deliver an adequate number of school places to meet the needs of our local children. We also recognise that a moderate and appropriate expansion at CHA would help us to meet current and potential future need generated by new development, making best use of an existing developed school site instead of triggering a new build on another plot. It would also ensure that local students are not required to travel beyond the town thereby minimising any resulting environmental impact. We also recognise that this accords fully with the aspirations of the emerging Local Plan.

We recognise that this application is a marked improvement on the application of 2019 that was submitted and then subsequently withdrawn. Whilst this new application contains many improvements there are still some issues that we feel need to be addressed prior to final permission being granted.

Unfortunately, the pressing need for school places and the urgency of this application has coincided with the onset of the current Covid-19 health crisis. This has meant that the public consultation process originally planned by Bucks Council was cancelled and a limited online consultation process took its place. The Design & Access Statement refers to the replacement online consultation but fails to impart that several consultation documents planned for the public meeting were not included online and a great deal of detail was unavailable for interested parties to comment on. We are very disappointed that such a major application has not benefitted from the open and extensive process that accompanied the 2019 application. With no facility to display hard copies of documents or organise a public meeting we harbour concerns that this application does not benefit from a truly collaborative exchange with neighbouring residents and interested parties.

This does not accord with MHCLG's policy statement of August 2011 that clearly defines how local authorities should "engage in preapplication discussions ... to foster a collaborative approach to applications and... help to mitigate adverse impacts and help deliver development that has a positive impact on the community". Whilst this application will be positive in respect of supplying additional local school places, we feel it has not met the criteria around community engagement. Whilst we appreciate the issues surrounding the current health crisis it is not appropriate to simply ignore this difficulty and submit an application with a limited and flawed pre-app and consultation process, especially as the negative impacts appear to outweigh the positive one.

The 2019 application proposed a new Science & Performance block that would have overshadowed and overlooked the adjoining bungalow at 94 Chartridge Lane, which would have been a mere 3.5 metres from the new building. The new block would have negatively impacted the amenity of the neighbour and there were major concerns around the construction process and its impact on neighbouring livestock and the adjacent buildings.

This new application largely addresses these issues by reducing the overall impact of the new Block E on the adjoining property, positioning the social spaces further away from the school boundary, removing noisy and intrusive plant machinery from the roof and introducing mitigating design and landscaping to attempt to reduce noise levels between the school and neighbouring property.

However, concerns have been raised about the lack of detail surrounding noise impact in the Design & Access Statement. It recognises an increase in vehicle movements and car park use during the evenings and at weekends, and clearly states the requirement for the new building, grounds, pitches and games courts to be available for community use outside normal school hours. However, it fails to quantify the true noise impact on the neighbourhood, particularly to No. 94 Chartridge Lane, which is in close proximity to a main parking area that will also serve as the construction 'yard' throughout the build. This is in spite of section 6.120 that documents "noise from the two new outdoor teaching / play areas has been calculated and would be slightly above the BS 8233:2014 recommended levels at the nearest house". It is therefore vital that additional noise mitigation measures be put forward to reduce the noise impact and protect the amenity of the neighbouring property in particular.

The new application introduces wooden cladding and over cladding to the front and exposed right side of the school building in what we assume is an attempt to minimise further harmful impact on the amenity of No. 94 Chartridge Lane by limiting views from the windows directly down into their plot. The cladding only partially delivers this aim and fails to address the full impact on the amenity of the neighbouring residence. The existing school building is also fairly modern in design and we question whether the introduction of a new and very different material on this part of the building is truly necessary. We feel that the introduction of cladding is at odds with materials used to date, and the NPPF clearly states that "well-designed places should take into account any local design standards". The Design & Access Statement also highlights that the "developed site will be most clearly visible from viewpoints in close proximity, principally from along its frontage with Chartridge Lane including adjacent residential properties." There is therefore a material impact on the street scene as viewed from Chartridge Lane and No. 94 making the introduction of the cladding highly inappropriate.

We believe that it would be more in keeping if elements similar to existing construction materials were used in Block E. Windows on the boundary with No. 94 could be conditioned to ensure they are installed with obscured glazing, thereby allowing natural light into the building whilst removing any ability to look down into the private property. This would allow Block E to integrate more fully with the rest of the site, whereas the current cladding option simply draws attention to the Block, highlights its addition and prevents it from blending seamlessly into the rest of the site and street scene - clearly in contravention of NPPF guidelines that aim to ensure no detrimental effect on the existing environment.

The use of the new buildings and outdoor facilities and sports areas will undoubtedly benefit the wider community in Chesham. However, we feel that greater consideration needs to be given to the implications of on-site parking, and the management thereof, particularly outside of traditional school operating hours. We appreciate that the proposed use of the hard play area

outside new Block E as an overspill car park could be beneficial. We also appreciate the creation of more much needed parking spaces might reduce any potential increase in parking pressure on nearby streets. However, we remain firmly opposed to the use of tandem parking spaces in the main public car park.

It is our experience that drivers are reluctant to use the rear spaces at the risk of finding their vehicles blocked and any net parking gain will therefore not materialise to the required extent. There is mention of a Parking Management Plan but who is going to be present on site to ensure it is strictly adhered to during any and all hours of operation. Policy DM CP3 clearly states that non-residential development "must be well-designed" but we feel that the use of tandem spaces is contrary to that aim. Policy DM CP3 also states that "non-residential development should not result in increased on-street parking in residential areas". However, if spaces are not fully utilised due to poor design visitors to the site will inevitably resort to parking in the neighbouring residential streets that already struggle to meet the requirements of resident parking. This applies 7 days a week and not just during school operational hours.

There is also no reference to how the school will manage the parking requirements of its sixth form students. The town council has been working with Chesham Grammar School to address the detrimental effects of a marked increase in sixth form self-drive and subsequent on-street parking in neighbouring residential roads. We would like to see more detail regarding how sixth form parking requirements will be accommodated on-site.

Whilst the highways / pavement layout directly adjacent to the school, and along Park Road and Lowndes Avenue, is not considered an official part of the application site it would be foolhardy to ignore the ramifications of what is widely recognised as a dangerously deficient provision of safe space for a large number of students to access the school on foot. The nearby pavements are known to be particularly narrow, rarely wide enough to contain two students, side by side. Highways objectives state that applications must "ensure safe and accessible walking routes to the site". The Design & Access Statement blatantly fails to document that local pavements cannot "safely" accommodate current student capacity let alone accommodate an increased number of students. Highways objectives also state that "the development does not promote additional traffic onto Chartridge Lane and the local highway network" yet the application's own Design & Access Statement clearly refers to an additional 266 vehicle movements a day.

The NPPF clearly states that "development should be prevented or refused if the residual cumulative impacts on the road network would be severe" and that development should "create places that are safe, secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles, and avoid unnecessary street clutter". This has been highlighted in the applicant's own Design & Access Statement. Further congestion along Lowndes Avenue and on Chartridge Lane due to the increase in student numbers, the predicted increase in vehicle movements associated with the proposed development, and the fact that students already have to routinely walk in the road on the way to school, will only increase the likelihood of personal injury or a serious accident in the locale, thereby directly contravening the NPPF.

It is therefore vital that the highways department investigate further enhancements to the local highways network, especially local pavement provision, and at the very least deliver the

installation of a new school crossing to ensure the safety of students. 73% of Chiltern Hills students walk to school (the highest % of any school in the County), and any pavement enhancements must be delivered prior to the commencement of any construction programme. We would be seeking a condition to this effect.

Neighbours living in close proximity to the school are increasingly concerned about the intensification of traffic movements, inconsiderate driver behaviour and inappropriate on-street parking, particularly at drop off and pick up times. The traffic survey highlights the potential impact on the roundabout at the bottom of Park Road but, strangely and inadequately, does not provide detailed analysis regarding the impact on the streets neighbouring the school.

Cllr MacBean, with the full support of Cllr Birchley, was successful in having double yellow lines installed in 2019 to protect the junctions of Penn Avenue and Lowndes Avenue against the dangerously inappropriate parking habits of school visitors at peak times. These and other existing road markings and restrictions have little to no effect on the behaviour of visitors and / or parents and we feel that the School Travel Plan is not far reaching enough and should be working to establish a vehicle exclusion zone in the surrounding streets during drop off and pick up periods in order to protect students but also to protect the amenity of local residents. If, as this application claims, all the additional students will live within the Town boundary then there is no reason why they cannot walk, cycle or use the local bus network to travel to and from school. Firmer measures need to be delivered via the School Travel Plan to ensure that this happens.

Local residents have expressed concern about the potential for increased use of the site outside of normal school operating hours. With the opening of the Stags Rugby clubhouse, regular use of the school hall late into the evening, an increase in weekend activities and 3rd party hires, and the enhancement of on-site pitches and sporting facilities there is a great deal of concern over the extension of operating hours and the resulting impact on the surrounding neighbourhood. Of particular concern are the increased noise levels and proposals to set new lighting installations to operate until 23:00 hours, obtrusively late in the evening. It would not be unreasonable to set conditions around use of the site to limit the hours of operation to appropriate parameters that will limit excessive impact on the neighbouring residential properties. This would ensure compliance with the NPPF that clearly states development should seek to "mitigate and reduce to a minimum potential adverse impact resulting from new development and avoid noise giving rise to significant adverse impacts on health and the quality of life." We appreciate that the school is under pressure to "share" facilities with the community and raise additional income through external hire opportunities, but that should not be done at the expense of the neighbours.

We are aware that the site sits on a chalk bedrock that is overlaid with a clay and flint surface layer. This greatly reduces the likelihood of groundwater flooding, which is a notable problem in other areas of Chesham. However, we note that Thames Water have requested an informative be added to any permission given to ensure that a Groundwater Risk Management Permit be obtained prior to work beginning.

Whilst the risk of groundwater flooding may be low, we share the concerns of the SUDS officer with regard to the management of surface water. Clay is not known to be sufficiently porous so a robust SUDS system must also be agreed prior to work beginning as the clay levels will "limit the

underground permeability" and increase the likelihood of surface ponding as stated in documents relating to the 2019 application. Said documents also highlighted that the site is "problematic" and is already "susceptible to flooding from surface water, particularly in the southern and western areas of the school site".

The additional built form and the large increase in parking and paved areas on site will increase the volume of surface runoff water. The Design & Access Statement clearly refers to "textured concrete slabs" and "concrete block paving" being used to create the entrance plaza and main footpaths. It also states, "The hard play areas, general footpaths, roadways, car park bays and aisles will be tarmac." Current planning policy makes it clear that any areas of hard standing over 5 square metres in size must be constructed of permeable materials and therefore we would ask that a schedule of suitable materials in place of concrete and tarmac are agreed prior to the commencement of works in order to comply with planning policy.

We note the addition of a courtyard between the existing sports hall and the 3G pitch. Whilst we can see the benefit of utilising the outdoor space, we do have concerns over the inclusion of additional hard standing and a 'tensile structure to provide covered, sheltered space". Surely this does not accord with Green Belt policy that specifically protects against harm and is designed to "protect the openness" of Green Belt. This feels like the introduction of another structure, albeit semi-solid, which is in direct contravention of GB policy. We have similar concerns over the construction / expansion of the 3-court MUGA, which will lead to further erosion of Green Belt space and conversion of a large natural grassed area to hard standing. The cumulative effect of these areas and the recent addition of the new playing pitches, which are almost complete, will have a huge impact on the green space at the back of the school. At the very least a condition must be added to ensure that all future development rights of these hard-standing areas be removed to ensure new buildings are not added at a later date.

Whilst we regret the removal of 17 trees from the site, we do recognise and welcome the proposed planting of 29 new trees and that there will be a net gain delivered by the application. We would like to see a condition added that stipulates the new trees must be mature saplings of at least 15 feet tall in order to ensure they survive and thrive, and not immature small whips that are more likely to suffer damage and subsequent removal. We would also like to see additional planting at the back of the school in order to alleviate the barren stretches of fencing around the sporting areas, which might be softened by the addition of new trees and hedging.

We note that the Ecology Advice Service have requested further information and recommended that the Ecological Impact Assessment be updated, and a Landscape & Ecological Management Plan be put in place prior to works commencing. The ecology officer clearly states that the "biodiversity compensations and enhancement proposals submitted with the application are insufficiently detailed" and we would appreciate further detail being brought forward for scrutinization prior to the final officer report being compiled.

We would like to put on record our concerns about the impact that the construction process will have on the general amenity of residents in Chartridge Lane following the major problems faced by residents during the previous expansion construction. In particular the owners of No. 94 face potential damage to their daily living standards and major disruption to their customers and the

smooth running of their livery stables, thereby affecting how their business will continue to operate and prosper.

We know that the Head Teacher is keen to work with residents in the surrounding area to minimise disruption and be a good neighbour and that there is a plan to contain all construction traffic on the school site. Will a condition be added to any permission given to ensure that the contractors sign up to and implement a Considerate Contractor Scheme? We believe this would be appropriate in order to minimise local disruption and to offer neighbours clear parameters of acceptable behaviour on and around the site. Even if this condition is added it will need strict monitoring to minimise disruption. Local residents have been subjected to over half a dozen large infill developments along Chartridge Lane over the last 4 years and there are currently two more local applications being assessed by the Buckinghamshire East planning team. Close monitoring of contractor behaviour and site management will be crucial to minimise disruption and maintain cordial relations between the school and the local community.

Any implemented works will inevitably have a phenomenally detrimental impact on local residents, particularly those living at No. 94 Chartridge Lane. The main build site is adjacent to their property boundary and the planned use of the staff car park as a 'builder's yard' will affect their home life and also their business operations. We would like to see a more detailed construction plan with particular emphasis on traffic management in and out of the site and measures to be put in place to protect regular access into No. 94 for the residents and their customers.

This expansion of the school is in the best interests of students and families living in Chesham. Whilst we would like to see the plans move forward, we do need to see some refinement around the points raised above and a few material changes. We remain committed to protecting the interests of neighbours and the local community whilst ensuring that this 'Good' school can continue to flourish and serve the needs of local children."

*Comments from Cllr Alan Bacon*

"This latest application does show some mitigation of the loss of amenity to 94 Chartridge Lane. However, Block E is still a very tall building close to the boundary, and now particularly close to the equestrian centre which is a business operating at that address, It seems to take little account of the possible effect on the horses or the viability of that business.

There will be considerable overlooking, loss of privacy and noise nuisance from the building as well as from the adjoining car park.

The increased numbers projected for the academy together with increased public use outside school hours will have serious highway implications.

Parking is already a major problem and will certainly get worse. The double stacking parking arrangement looks unrealistic. Morning peak hour traffic queues down Chartridge Lane/Park Road are already very long and slow-moving, with the roundabout at the bottom of Park road already acknowledged to be operating over-capacity and no plans to do anything about it. If the development goes ahead, the long-promised and never-delivered pedestrian crossing should be an essential condition."

“Further to my earlier comments, I now wish to call in this application to the Planning Committee.”

Parish/Town Council Comments

No comments have been received from **Chesham Town Council**

Consultation Responses (Summary)

**Buckinghamshire Council Archaeology Service** raises no objection to the proposed development and do not recommend any conditions.

**Buckinghamshire Council Ecology** agrees that through the implementation of the LEMP, the biodiversity value of the site is likely to be enhanced. These measures proposed are in keeping with national and local planning policy that aims to halt the decline of biodiversity and provide enhancement through development. Conditions requiring the development to be implemented in accordance with the mitigation set out within section 5 of the Ecological Impact Assessment, the Landscape and Ecological Management Plan (LEMP) (19th June 2019) and supporting plans (Landscape Masterplan Planting Plan; Tree Specification and Shrub Specification) are recommended.

**Buckinghamshire Council Highways Development Management** has reviewed the submitted information. With regard to the pedestrian crossing, the officer notes that commitment has been provided from both Transport for Buckinghamshire and Education to deliver the upgrade of this crossing point and recommends this is sectored via condition. No objection to the application has been raised subject to the provision of a construction management plan and the scheme for parking and manoeuvring indicated on the submitted plans being laid out prior to occupation and not thereafter used for any other purpose.

**Buckinghamshire Council as Lead Local Flood Authority (LLFA)** has raised an objection to the proposed development and requested further information is submitted to overcome their concerns.

**Buckinghamshire Council Rights of Way** have no comment to make

**Buckinghamshire Council School Travel Planning** have reviewing the submitted information and requested that a condition is placed on the development to develop and maintain an active School Travel Plan. The plan should include full analysis of the existing modal split for staff and pupils at the school and detailed proposals for future sustainable transport promotion and provision, with the aim of securing no increase in the number of car movements generated on the school journey.

**Buckinghamshire Council Chiltern and South Bucks Area** has no objection to the application subject to it being ensured that the proposal complies with all relevant policies contained in the adopted Development Plan and guidance contained in the National Planning Policy Framework

**Thames Water** advises that with regard to surface drainage if the developer follows the sequential approach to the disposal of surface water they would raise no objection. With regard to Waste Water Network and Sewage Treatment Works infrastructure capacity they would not have any objection to the planning application based on the information provided. In regard to ground water, they would expect the developer to demonstrate what measures will be undertaken to

minimise ground water discharges into the public sewer and advise the inclusion of a formative regarding a ground water risk management permit.

**Sport England** has considered the application in light of the National Planning Policy Framework (particularly Para 97) and against its own playing fields policy. They are satisfied that the proposed development does not adversely affect the playing field or the sports facilities at the site. They are unclear whether the proposed temporary construction compound and access may encroach onto the playing field area. If so, they would expect the affected playing field land to be reinstated within a reasonable time period once the works are complete. In light of this, Sport England considers that the application is capable of meeting exception 3 of their playing fields policy. They raise no objection subject to the provision and adherence to a scheme for the removal of the construction compound and the reinstatement of the playing field land.

**Thames Valley Policy Crime Prevention Design Advisor** has reviewed the submitted documentation and has no specific concerns relating to crime and anti-social behaviour at this time. To aid the applicant and ensure all aspects of crime prevention are considered, they have provided links to the Secure by Design (<https://www.securedbydesign.com/guidance/design-guides> and <https://www.securedbydesign.com/guidance/interactive-design-guide> )

**Buckinghamshire Fire and Rescue Service** have provided general comments in relation to the design of facilities to reduce fire risk and avoidance of parking issues which could hinder access by the emergency services. They have advised that further comment will be made via Building Control as and when detailed plans are submitted.

No comments have been received from **Buckinghamshire Sustainability/Energy Team**.

### Representations

#### **Amenity Societies/Residents Associations**

The **Chilterns Conservation Board** (CCB) have advised they previously commented on withdrawn application BCC reference CC/0012/19. They are content to repeat these points but wish to draw attention to the lighting layout and design as proposed. They note that application PL/18/4466/FA, involving illumination, was granted by the (then) local planning authority. They would now conclude that this additional and now consented lighting (to which the CCB would have raised objection) alters the baseline of assessment. By this they mean that the additional lighting proposed to the north and west of the campus (parking lighting especially) serves to increase the level of overall illumination, when viewed from the south and south east. From an AONB perspective, weight can be given to the setting of the AONB and lighting (within or outside the protected landscape) where it impacts upon its special qualities, notably tranquillity.

CCB ask that the planning authority now recalibrates the planning balance as affects lighting because the consented lighting exerts an impact upon views from the south / south east, for example from the Chiltern link footpath. They specifically request that:

- No additional sports lighting should be permitted,

- Attention should be given to the dark skies of the AONB and prevention of the diminishment of the situation further with (i) no further or additional floodlighting and (ii) new technologies to light the car park and footpath areas.
- Weight is given to the setting of the AONB
- Light pollution of all types should be first prevented, by avoiding light where it is not needed, and where it is, by designing lighting to mitigate harm, through shading, height of fixings, beam orientation, LUX, colour temperature and the proposed hours of use. For example, downward pointing, shielded, operated on timer, and with a 'warm white' colour temperature of 2700-Kelvin maximum.

The comments submitted for application CC/0012/19 and repeated for this application relate to design, materials, boundary treatment and lighting.

**The Chesham Society** has commented twice on the application.

In one representation, they recognise the need for additional school places as the town grows but would comment that the proposal gives concern on traffic, overdevelopment of the site and loss of privacy and amenity to neighbours. They highlight Chartridge lane is already a busy route with congestion at drop-off/pick-up times and at the roundabout at the bottom of Chartridge Lane. They consider that any expansion will impact on local residents and businesses and intensify the situation. They comment that there was a consultation last year regarding improved provision for picking up and dropping off pupils at the Academy, and controlling pedestrian traffic crossing Chartridge Lane and that they regard it as essential that these improvements be put in place before any enlargement of the school intake can be contemplated. They also consider that the scale of the development is excessive, visible from afar, including from the Pednor Valley in the AONB, and would wish for Block E to be set lower. They also consider that the new Block E would impact the property at number 94 Chartridge Lane and the equestrian business during construction and following completion.

In a second representation they consider it is an enormous proposal in the Green Belt which in itself should preclude approval. They comment that it is also adjacent to and will affect the setting of the AONB, and overlooks the neighbours at No94. They consider it is so large with sports facilities for the general public, that it affects neighbours from further away, including from Pednor Vale. Concerns relating to lighting and width footways and traffic on Chartridge Lane are also raised. The Chesham Society consider that there would be substantial harm to the openness of the Green Belt as a result of the extended buildings. This harm, and the harm to the setting of the Chilterns AONB, would not, in their opinion be outweighed by the benefits of the development. Therefore 'very special circumstances' do not exist and they request the application be refused in accordance with national Green Belt policy.

### ***Other Representations***

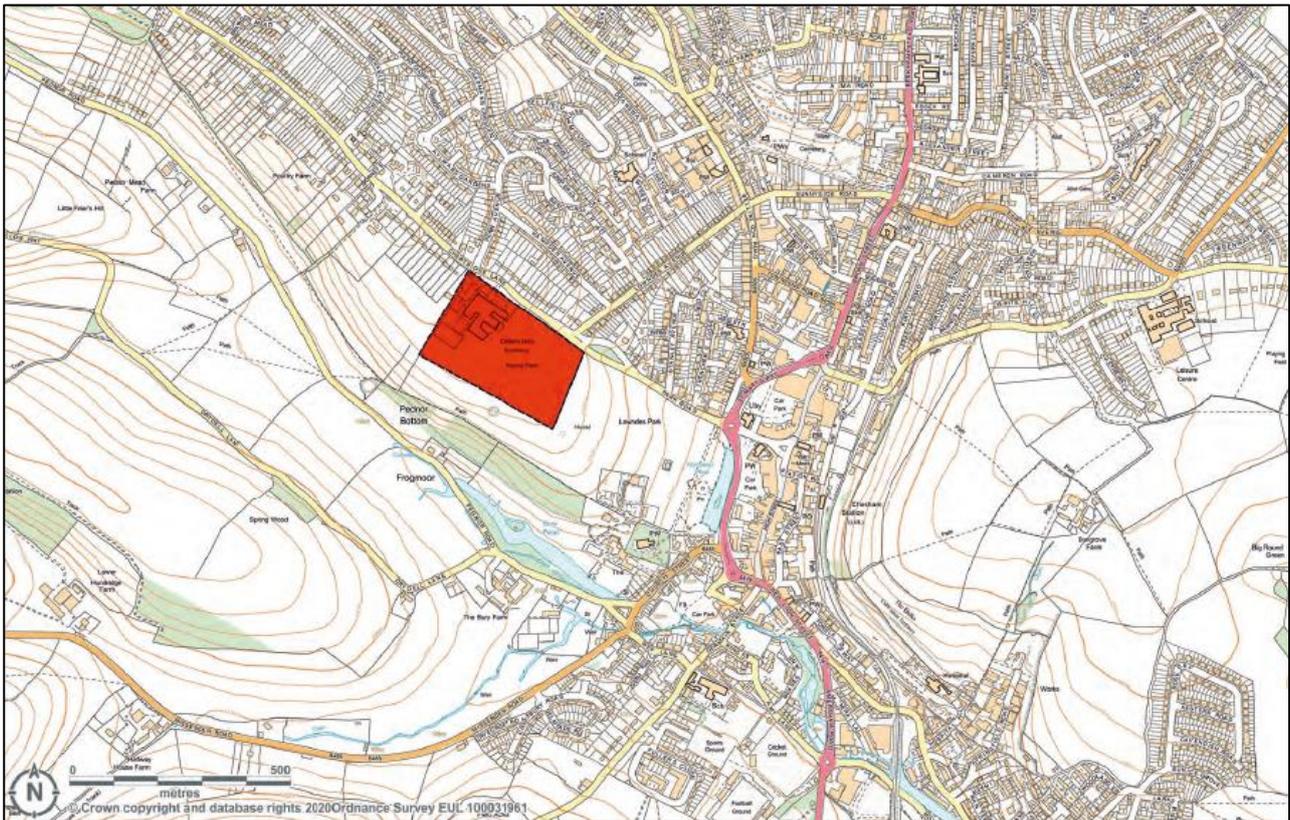
Representations from twenty members of the public have been received. Thirteen of these are from neighbours living on Chartridge Lane, Church Street and Penn Avenue objecting to the proposed development. One representation has a neutral stance in regard provision of community facilities but is concerned about the impacts of the construction work and contractor parking. The

remain six representation are from members of the public identifying as governors, parents and teachers and are in support of the proposed development.

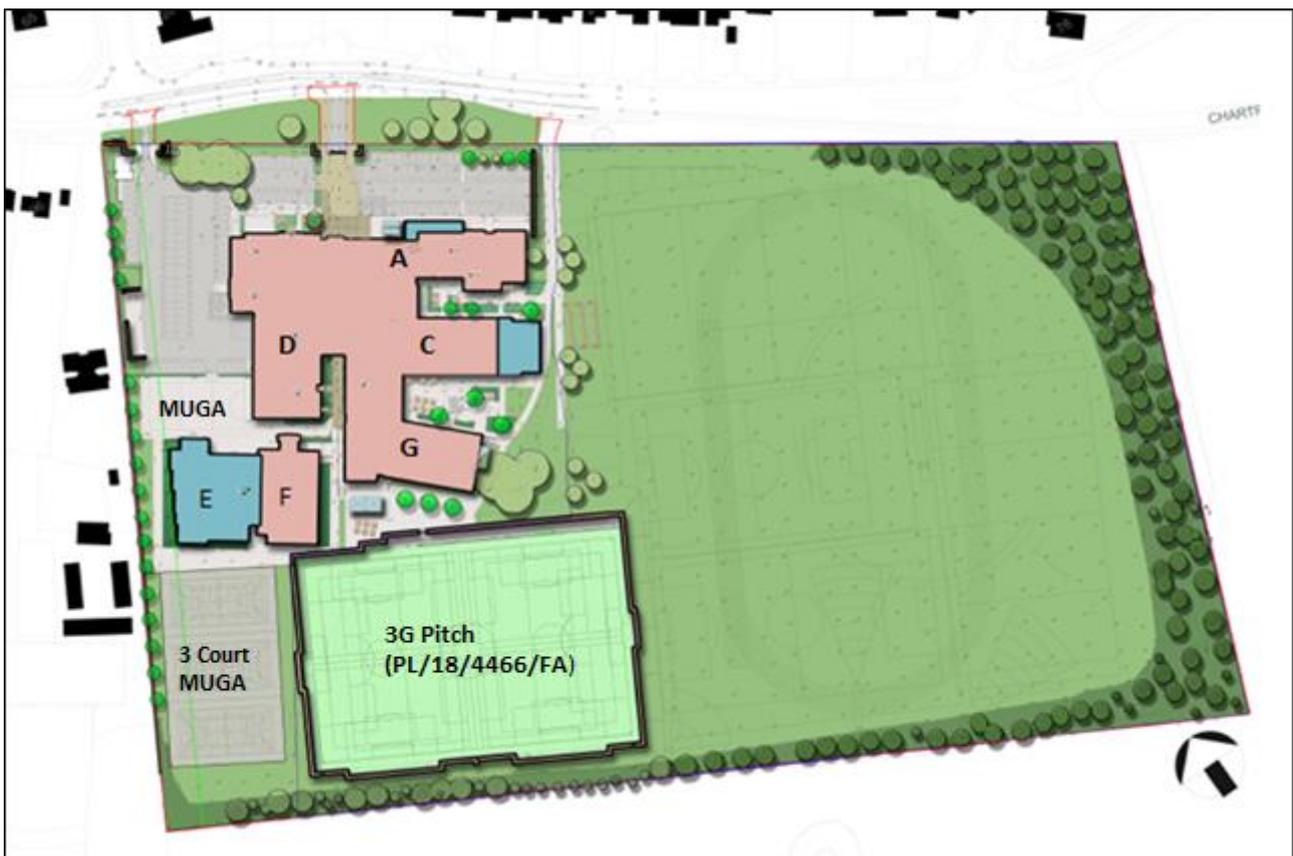
The main points of concern by members of the public are:

- Increase in pupil numbers
- Insufficient car parking capacity
- Insufficient pedestrian/cycle infrastructure (Pavements are too narrow for the current number of students; Cars parked on the uphill section of road approaching the school from the town centre making cycling unsafe and impractical, poor parent parking and unsafe turning in local roads at drop-off/pick-up)
- Traffic congestions
- Lack of community engagement
- Impact on residential amenity
- Impact on number 94 Chartridge Lane and equestrian yard with loss of privacy, increased risk of theft/vandalism and loss of amenity, conflict with Article 8 of the Human Rights Act 1988
- Noise from outdoor sports
- Noise, sound and vehicle emission pollution, impact on air quality on health
- Impact on the Green Belt
- Impact on the Chilterns AONB
- Impact on wildlife
- Loss of trees
- Lack of community engagement
- Need for development - facilities at the school now go beyond the usual provision for the students.
- Noise, dust and vehicle emissions during the building work and occupation of the school
- Cumulative impact of building projects at the school and along Chartridge lane

## APPENDIX B: Site Location Plan



Plan 1: Location of Chiltern Hills Academy



Plan 2: Areas of proposed work, extended areas shown in blue

## **Appendix C: Schedule of submitted documents**

### **General Documents**

- Planning Application Form
- Planning Design and Access Statement (2 parts)
- Statement of community engagement

### **Specialist Assessments**

- Landscape and Visual Assessment and LVA Appendix A & B
- Arboricultural Impact Assessment
- Car Parking Management Plan
- Ecological Impact Assessment
- Below Ground Drainage
- Flood Risk Assessment
- Outline Suds Strategy
- Preliminary Land Contamination Assessment
- Lighting Assessment Statement
- Environmental Noise Impact Assessment
- School Travel Plan Mode Shift Stars
- Sustainability Statement

### **Landscape Drawings**

- 4970-FIRA-ZZ-00-DR-LA-00011 – Hard Landscape Plan
- 4970-FIRA-ZZ-00-DR-LA-00012 – Soft Landscape Plan
- *4970-FIRA-ZZ-00-DR-LA-00006 Rev D – BB103 Areas*

### **Plans/Elevations**

- 5299 006 B – Application Plan (Location Plan)
- 4970-FIRA-ZZ-00-DR-LA-00001 Rev H – Proposed Site Plan
- 10000-4970-CHAE-BMD-ZZ-00-DR-A-10000 P01 - Ground Floor Plan – Existing
- 10001-4970-CHAE-BMD-ZZ-01-DR-A-10001 P01 - First Floor Plan – Existing
- 10002-4970-CHAE-BMD-ZZ-02-DR-A-10002 P01 - Roof Plan - Existing
- 10010-4970-CHAE-BMD-ZZ-00-DR-A-10010 P01 - 00 - Ground Floor Plan – Proposed
- 10011-4970-CHAE-BMD-ZZ-01-DR-A-10011 P01 - 01 - First Floor Plan - Proposed
- 10012-4970-CHAE-BMD-ZZ-02-DR-A-10012 P01 - 02 - Roof Plan – Proposed
- 12000-4970-CHAE-BMD-ZZ-XX-DR-A-12000 P01 - Existing Elevations 1 - NE & SW Elevations
- 12001-4970-CHAE-BMD-ZZ-XX-DR-A-12001 P01 - Existing Elevations 2 - SE & NW Elevations
- 12010-4970-CHAE-BMD-ZZ-XX-DR-A-12010 P01 - Proposed Elevations 1 - NE & SW Elevations
- 12011-4970-CHAE-BMD-ZZ-XX-DR-A-12011 P01 - Proposed Elevations 2 - SE & NW Elevations
- 12020-4970-CHAE-BMD-ZZ-XX-DR-A-12020 P01 - New Block E - Roof Plan & Elevations
- 12021-4970-CHAE-BMD-ZZ-XX-DR-A-12021 P01 - Block A & C Extensions Roof Plans & Elevations
- 13000-4970-CHAE-BMD-ZZ-XX-DR-A-13000 P01 - Existing General Arrangement Cross Sections

- 13010-4970-CHAE-BMD-ZZ-XX-DR-A-13010 P01 - Proposed General Arrangement Cross Sections
- 18800-4970-CHA-BMD-ZZ-XX-DR-A-18800 P01 - 3D Visualisations - Sheet 1
- 18801-4970-CHA-BMD-ZZ-XX-DR-A-18801 P01 - 3D Visualisations - Sheet 2
- *18810-4970-CHA-BMD-ZZ-XX-SC-A-18810 P01 - Materials Palette*
- 25985 R3 (Sheet 1-4) - Topographical and Utilities Survey

#### **Drainage Drawings**

- 4970-CHA-BMD-ZZ-XX-DR-D-58001-S2-P01-Typical Drainage Details Sheet 1
- 4970-CHA-BMD-ZZ-XX-DR-D-58002-S2-P01-Typical Drainage Details Sheet 2
- 4970-CHA-BMD-ZZ-XX-DR-D-58003-S2-P01-Typical Drainage Details Sheet 3
- 4970-CHA-BMD-ZZ-XX-DR-D-58004-S2-P01-Typical Drainage Details Sheet 4
- 4970-CHA-BMD-ZZ-XX-DR-D-59000-S2-P01-Site Plan-New Drainage Works
- 4970-CHA-BMD-ZZ-XX-DR-D-59001-S2-P01-Below Ground Drainage Strategy Sheet 1
- 4970-CHA-BMD-ZZ-XX-DR-D-59002-S2-P01-Below Ground Drainage Strategy Sheet 2
- CHA-BMD-ZZ-XX-DR-D-59000-A4 Report

#### **Parking and Tracking Drawings**

- 4970-FIRA-ZZ-00-DR-LA-00009 Rev D – Parking Management Plan
- 4970-FIRA-ZZ-00-DR-LA-00002 Rev D – Refuse Tracking Diagram
- 4970-FIRA-ZZ-00-DR-LA-00003 Rev D – Car Tracking Diagram
- 4970-FIRA-ZZ-00-DR-LA-00004 Rev D – Fire Tracking Diagram
- 4970-FIRA-ZZ-00-DR-LA-00005 Rev D – Minibus Tracking Diagram
- 4970-FIRA-ZZ-00-DR-LA-00010 – Temporary Parking Location